



Ste. 146, 207 Bank Str., Ottawa ON K2P 2N2

General Meeting – Wednesday February 17, 2021 – 7 pm
Electronic Teleconference via Google Meet
Draft Agenda

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| 1. Call to order; welcome to participants | 2 min. |
| 2. Approval of Agenda | 2 |
| 3. Spotlight: Urban Winter Trails Alliance | 5 |
| 4. Discussion of FCA Submission to the City of Ottawa
re. draft Official Plan | 30 |
| 5. Motion: To delay the draft Ottawa Official Plan process | 10 |
| 6. Health/networking break | 5 |
| 7. Open Mike – Local issues
a)
b) | 10 |
| 8. Minutes of previous meetings | 5 |
| 9. Treasurer's report | 2 |
| 10. Committee reports:
Planning & Zoning
Transportation
Board | 15 |
| 11. New Business:
a)
b) | 5 |
| 12. Adjournment | |

How to participate in the February 17 electronic meeting

To take part in the February 17 meeting you must register in advance. To do so, send a message to rsvp@fca-fac.ca. You will receive a confirmation of your registration, and prior to the meeting, you will be provided with instructions on how to join the meeting on your device.

If you cannot participate in the February 17 meeting, please look over the agenda background information, and if you have comments please share them on our members discussion group. You can join the group by sending a message to membership@fca-fac.ca

Note that at FCA-FAC General Meetings, if a vote is held, each paid-up member association has one vote (regardless the number of participants from each association).

Meeting Etiquette - The chair may introduce a moderator. The moderator will ask any participants on telephone to identify themselves.

Video/Audio - Please stay muted unless speaking. You might be asked to turn off your video when speaking if it impacts the audio. You can turn audio (your microphone) on and off with <Ctrl> D on most keyboards.

Raise hand feature - At the bottom of your screen is a hand image. Click on the hand image to be recognized by the chair/moderator.

Use of Chat - While you are welcome to use the chat feature to share pertinent information with others, please keep it relevant to the discussion in the meeting. Let's have one meeting at a time, not several.

Questions – The new Q+A feature allows you to write a question for the chair to pose to speakers.

Agenda item 4 – Submission on draft Official Plan

The proposed submission is reproduced below and is also available at <http://fca-fac.ca/wp-content/uploads/2021/02/210217OP.pdf>

The Federation of Citizens Associations represents 55 community groups across the City of Ottawa. We have existed since 1970 and, over the years, have canvassed our member associations and developed comments for a number of Official Plans for the City of Ottawa. Our primary goals have been to support the orderly development of our city, recognizing our diversity and unique characteristics of our neighbourhoods, the preservation of our greenspaces, and the provision of amenities that enhance our quality of living.

This draft Official Plan was released in November 2020 during the pandemic. It is a large, complex document that unfortunately has posed challenges to many of our members, both in terms of accessing the document in printed form, wading through 275 pages of text plus schedules, annexes and maps. While the document is meant to be read as a whole, it is difficult to ascertain what policy has preference over another. For example, where the OP policy on transforming

a neighbourhood through regeneration (aka intensification) conflicts with the OP policy preserving tree canopy, what policy prevails? Nuances like this are important to our communities who are struggling to accommodate growth targets in their neighbourhoods in a reasonable manner. We rely on clear language to ensure that the values expressed in the Official Plan can be realized. We also realize that much of the Official Plan is aspirational, but we do expect that the policies contained in the OP can be relied on to achieve these goals. This requires both budgets to implement these policies and metrics to measure progress and adherence to OP policies, as well as provide for accountability.

The following comments on the draft Official Plan were collated from 4 workshops the FCA held in January (some 60 participants at each) plus input from the FCA's Planning & Zoning Committee and Transportation Committee, ratified at our February 17, 2021 FCA General Meeting.

15 Minute Neighbourhoods:

The draft Official Plan introduces the concept of developing 15 minute neighbourhoods, that is, neighbourhoods where residents can access most services to support living in their community (shopping, transit, parks, schools, etc.) within a 15 minute walk. The draft OP recognizes that there are some communities that achieve this goal but there are many others who do not meet this standard. The draft OP seeks to achieve this standard as the city grows through intensification, overlaid by other supporting policies (such as parks, etc.). As well, the draft OP seeks to impose on new development design standards to achieve the 15 minute neighbourhood.

FCA members support the concept of 15 minute neighbourhoods in principle, but wish to make the following points:

- There needs to be a mapping of neighbourhoods to identify which communities already fit the 15 minute neighbourhood concept, and which do not. This should be done in consultation with each community.
- There needs to be a clearer definition of what services/amenities are needed to qualify for a 15 minute neighbourhood. A survey should be conducted within each community to determine what these should be. As well, there needs to be scope within the definition to accommodate diversity.
- There needs to be recognition of how the 15 minute neighbourhood is derived eg. for seniors, for the disabled, for families, etc. Such measurements should include factoring in winter conditions, and availability of safe walking and cycling infrastructure and connectivity.
- 15 minute neighbourhoods should also accommodate a range of housing affordability.
- The City will need to develop metrics to ensure that access to amenities and services grow with intensification in each 15 minute neighbourhood, and a strategy to deal with deficiencies in current neighbourhoods that do

not meet the 15 minute neighbourhood standard (eg access to parks, etc.).

Transects & Overlays:

The draft OP introduces the concept of transects to identify different contexts for applying policies, and overlays as another policy tool to achieve regeneration (intensification) objectives. This makes interpretation of OP policies complex. The FCA has the following concerns:

- The different transect policies and overlay policies applies intensification targets unevenly throughout the city. While the FCA recognizes higher densification policies within the rapid transit/LRT corridor, it doesn't support different intensification standards according to transect (eg. inner urban, outer urban, suburban, etc.).
- As well, transect boundaries should be reviewed so that existing neighbourhoods are not split between different transects.
- There needs to be a City strategy to ensure that as intensification occurs within a neighbourhood there is a commensurate increase in infrastructure (including social infrastructure) and amenities in that neighbourhood. This requires the development of standards for the provision of such amenities (eg parks per '000 households, etc.).
- While intensification has been identified as the major means of accommodating growth in our city (which the FCA supports), there is no indication of any limits to intensification – how many units is too much for a neighbourhood? Converting ground-oriented housing to tall buildings can change radically the characteristics of established neighbourhoods. Therefore the FCA recommends the development of an intensification trigger point policy that can apply to a neighbourhood so that the appropriateness of intensification policies can be reviewed here.
- Inclusionary zoning should be used to ensure that intensification provides a range of affordable housing within neighbourhoods. As well, where cash-in-lieu of parkland is used, these funds should be spent within the community from whence it came to provide that needed parkland.

Greenspaces:

Greenspace is recognized as an important feature in our communities, both through parks and through the tree canopy. There is concern among FCA members that as intensification continues our existing tree canopy will be diminished. Rather, our members want to see more, not less, greenspace in our communities. To realize this goal requires establishing standards and metrics to measure progress. To this end the FCA recommends:

- The City develop a provision of parks standard per neighbourhood across the city, so that neighbourhoods that are deficient in parks can see their needs addressed. As well, as intensification occurs in neighbourhoods, the provision of parks accompanies this per affected neighbourhood (not just in the downtown/inner urban transect but across the city).

- The City develop a tree canopy inventory and standard in order to measure which neighbourhoods are deficient in tree canopy, so that investments can be made in trees to eliminate these deficiencies. As well, where intensification occurs in a neighbourhood, the City shall ensure (not “shall pursue”) the provision of trees in that neighbourhood according to the OP standard.
- The City develop appropriate/effective enforcement tools to ensure that existing trees are safeguarded and new/replacement trees are provided in the neighbourhood when/where intensification happens.

Housing:

The provision of housing in Ottawa should accommodate a range of incomes in our city. Unfortunately it is apparent that the private market does not accommodate this goal. To address this problem the FCA recommends:

- The City develop an inclusionary zoning bylaw that would require developers, whether through greenfield development or intensification, provide a portion of their new units as affordable to middle and low income groups. While the draft OP seeks to apply an inclusionary zoning bylaw (when developed) in rapid transit/LRT corridors (which the FCA supports), this inclusionary zoning bylaw should apply across the city, so that there is a range of housing in each neighbourhood.
- In developing a City of Ottawa inclusionary zoning bylaw the City should use the City of Montreal’s 20-20-20 bylaw as a model, which establishes targets for affordable housing in that city.

Transportation:

While detailed transportation policies to implement the Official Plan’s objectives will be found in the Transportation Master Plan (a companion document to the Official Plan, to be developed subsequent to the adoption of the OP), the FCA supports the City’s goal to improve the City’s transportation network in order to support healthy, complete communities and expand the ability to live a car-light and car-free lifestyle. Consistent with this, the FCA recommends:

- The suburban communities of Ottawa (such as Orleans, Riverside South, Barrhaven, Stittsville/Kanata and any future suburban community) should have employment policies to create balanced communities between jobs and housing, to avoid creating bed-room communities where residents must commute long distances to employment, and to promote more efficient use of infrastructure.
- Where growth is accommodated through intensification outside the rapid transit/LRT corridors, such increases in density must be accompanied by commensurate increase in transit service.
- The current mainstreet policies governing built form etc. along arterial roads should be maintained in this Official Plan.

Conclusion:

The draft Official Plan contains many aspirational goals but often lacks the metrics and accountability measures to determine progress towards meeting these goals. To this end the FCA recommends:

- City Council direct the City's Planning, Infrastructure & Economic Development Branch to develop and report annually to Planning Committee the progress achieved in pursuing the Official Plan's policies, including the metrics by which progress was measured. Such information should cover not only City-wide OP objectives, but, where appropriate, transect objectives and neighbourhood objectives.

Agenda item 5 – To delay the Ottawa Official Plan process

Motion:

Whereas COVID has greatly changed work routines, shopping routines, school routines and more and many changes will remain post-COVID, changing housing demands, etc. and

Whereas the Draft Official Plan for Ottawa is a complex document of 380 pages that requires time to digest and reflect on the implications for the next 25 years of City of Ottawa planning, and

Whereas the Ottawa Draft Official Plan for Ottawa was released during COVID restrictions on November 20, 2020 and PIED are requiring a deadline of February 17, 2021 to provide comment and

Whereas COVID has prevented over 150 community associations and resident groups adequate time to review and to participate in the review (especially the face-to-face discussions and in-person community meetings that are the lifeblood of public consultation), and

Whereas City of Ottawa Planning (PIED) only has provided on-line access to the Draft Ottawa Official Plan and has provided only 7 print copies for access through Ottawa Public Library Inner Library Loan for over 150 community associations and resident group (and the many maps and drawings are exceedingly difficult to review on-line due to complexity and scale), and
Whereas City of Ottawa policy emphasizes equity for all,

Therefore Be It Resolved that the Federation of Citizens' Associations of Ottawa (FCA) request that:

1. City Council delay the Ottawa draft Official planning process until such time that there can be a complete assessment made of the permanent changes to life work and play as a result of COVID-19,
2. City of Ottawa amend its draft Official Plan planning process to seek public input on an updated draft Official plan in the first quarter of 2023.

Agenda item 8 - Approval of minutes of previous meetings

Click on date for draft document

Draft minutes for [18 Nov. 2020](#) [16 Dec. 2020](#) [20 Jan. 2021](#)