

Faircrest Heights Community Association Cover Letter to its Submission on the current draft of the Official Plan

The Faircrest Heights Community Association (FHCA) and residents have been closely following the process to create a new Official Plan for Ottawa. We appreciate the diligent and hard work done by the Planning Department to create a draft planning policy framework for the next 25 years in a Council-mandated shortened time frame during what are surreal times.

At the same time, there is almost overwhelmingly strong dismay among residents with the proposed timing of the development of the plan and the details of the draft Plan. Further to a recent zoom meeting of Faircrest Heights' residents – of the some 75 families in attendance, some members of one family were supportive of the timelines and the plan, the rest expressed serious concerns.

So many of the assumptions underpinning the plan no longer apply in the radically changed world in which we live, now and for years and decades post pandemic. **Residents are calling for an extension of the development phase to allow for proper understanding of the “new normal”, more comprehensive consultation, and a postponement of Council consideration of the plan to 2023. FHCA supports the Federation of Community Association’s resolution in this regard. Failing that the FHCA strongly believes that sufficient time (6-8 weeks) must be allotted for residents to review and to comment on a revised draft of the OP before a final draft is approved by Council.**

Faircrest Heights' residents agree with the Five Big Moves and recognize that there is a need for Ottawa to house more residents in all parts of Ottawa, including Faircrest Heights.

What we want is a new Official Plan that is REASONABLE, RESPONSIVE, RESPECTFUL, AND THE RIGHT-SIZE FOR OTTAWA. However, the current initial draft of the proposed implementation framework is too radical and too blunt of an instrument according to almost all residents of Faircrest Heights, who view the scope of the plan not commensurate with long-range projections or jurisdiction

benchmarking, and not responsive and respectful to the needs of residents and to City and neighbourhood character.

We support reasonable increases in density. However, **it is unreasonable to attribute a Tokyo level of density (80 dwelling units/hectare) to the Inner Urban area – the same density as for the City Centre Core and to attribute density to the lot level** when that is not being done in other jurisdictions. It would be more reasonable to benchmarking against more intuitively comparable cities in population and growth (for example, Edmonton that has set a regional target of 30-45+ dwelling units/hectare).

We support fostering increased walkability and active transit. However, **most residents believe it is not responsive to individual needs to seek to recalibrate neighbourhoods according to an “aspirationally directive” formula or vision of only a 1 km radius.** The expectation is that seniors, mobility challenged persons or young families should walk to limited amenities during the six months of the year when it is either too cold, snowy or icy, rainy or hot and humid. Is this entirely feasible when they have other options to cycle, take transit or drive as best suits the circumstances of the moment (to go a little further, time available, mobility issues)? It would be important to consider a more flexible model, particularly as we strive to foster increased diversity and inclusive in Ottawa, than one that limits people to interactions within their own limited neighbourhood.

We residents love our neighbourhood. We specifically chose to live in Faircrest Heights due to its unique character. Residents across Ottawa feel the same about their neighbourhoods. **Most residents believe it is not respectful of neighbourhood character and to the respective treed and green nature to distill all the neighbourhoods of Ottawa down to 8 types of neighbourhoods,** based on the current transect and overlay model, particularly at the cost of lot level greenery.

IN OUR VIEW, THE CURRENT DRAFT OF THE OP IS NOT THE RIGHT SIZE FOR OTTAWA, OR FOR FAIRCREST HEIGHTS AND SO WE WOULD HAVE A NUMBER OF RECOMMENDATIONS TO RIGHT-SIZE THE PLAN.

RECOMMENDATIONS:

FHCA IS PROPOSING THE FOLLOWING GENERAL RIGHT SIZING REVISIONS

allowing the city to achieve the big moves of growth and urban design while allowing for reasonable, respectful and responsive gentle densification:

A re-calibration of the density framework to a reasonable benchmarked level to create a regional target in the Growth Management Plan based on projections that are revisited on specified criteria, for example every 5 years or 250, 000 additional residents (ANNEX B & C)

A more responsive model than a 15-minute walkable (1 km radius) neighbourhood (ANNEX E)

Greater recognition, respect and protection for neighbourhood character including through additional explicit nuance in the Plan (including more or sub transects and overlays) (ANNEX C)

Greater respect and explicit protections for trees and greenery at the lot, street, park and neighbourhood level

FHCA IS PROPOSING THE FOLLOWING RIGHT SIZING REVISIONS TO MAINTAIN FAIRCREST HEIGHTS' CHARACTER:

That Faircrest Heights be an **Outer Urban Neighbourhood**

That any development on existing neighbourhood streets be **“in the box” and meet existing set backs/massing - including 2 storey 613 flats**

That single family homes and bungalows can still be built

Severances should not disproportionately impact the visible lot fabric

THAT THE FOLLOWING REVISIONS BE MADE TO THE SECONDARY PLAN IN THE NEXT DRAFT OP TO REFLECT FAIRCREST HEIGHTS AND ALTA VISTA CHARACTER (in conjunction with the Alta Vista Community Association):

Greater explicit **recognition of community character** in the narrative

Height limits on corridors: 4 storey on the North side of Heron Road, and 3 storey on Smyth Road and on Pleasant Park

2 storey height limit on **neighbourhood streets**

Severances should not disproportionately impact the visible lot fabric

New builds meet neighbourhood setbacks and lot coverage (“in the box”)

*Acknowledge that **intensification will take place at a higher density rate on Greenfields, including the National Defence Medical Center lands***

For specific revisions to the draft Secondary Plan, see Annex A.

FAIRCREST HEIGHTS COMMUNITY ASSOCIATION SUBMISSION

Faircrest Heights is a neighbourhood located in Alta Vista Ward bounded by Lynda Lane, Billings Avenue, Oak Park and the Health Complex, and the train tracks in the west. It is principally comprised of well-spaced single-family (typically built in the late 50s early 60s) homes South of Smyth set back from the street with many mature trees, and principally townhomes north of Smyth Road that coexist happily and meet different needs and lifestyles.

In many ways, FAIRCREST HEIGHTS already has the qualities of a 15-minute walkable and bike-able neighbourhood that contains missing middle townhouses, local schools, two hospitals, doctors, parks, bike paths, employment, a retirement home, basement and home rentals, multi-generational families, at least 3 daycares, small business and commercial retail, and office space North of Smyth.

The National Defence Medical Center lands development as an area of higher densification will bring a mix of 700+ new low rise and mid-rise dwelling units and additional walkable commercial options.

FAIRCREST HEIGHTS IN THE DRAFT PLAN

The current version of the draft Official Plan has characterized Faircrest Heights as an Inner Urban Neighbourhood. This would imply a density basement of 80 units/hectare (currently 10-20 u/ha) on a per lot basis, and that Smyth as a Main Street Corridor could be built up 4 to 9 storeys, *number of units TBD*), while Pleasant Park as a Minor Corridor could be built up to 2 to 6 storeys, *number of units TBD*. The Secondary Plan that takes precedence over the Draft OP limits both of these types of corridors to “low rise”, therefore to a maximum of four storeys. We greatly appreciate this recognition in the Secondary Plan of the character of the Secondary Plan area. Neighbourhood streets would have minimum of 2 storeys to a maximum of 4 storeys. The current draft would not permit new bungalows and based on the current density framework there would be a ban on replacement of a single-family home with a single family home in order to meet density minimum per lot. Lot severances would be allowed if not required in certain circumstances.

NEIGHBOURHOOD REACTION & PROPOSED REVISIONS

There are almost universally strong negative Faircrest Heights' resident reactions and concerns on a number of key points.

SPECIFICALLY, RESIDENTS HAVE ALMOST UNIVERSAL SERIOUS CONCERNS RELATED TO FAIRCREST HEIGHTS THAT:

The proposed level of density of 80 DU/Ha (over 400% -600 % the current density level) is contrary to Faircrest Heights' community character

To be clear, Faircrest Heights does support changes that create opportunities to build more housing, particularly for seniors, people with mobility challenges, and families, however only in built-forms that are compatible with their existing surroundings. Therefore, density should respect the form of adjacent streets, and can vary by function (corridor v neighbourhood) and location (Greenfields, adjacent structures).

That Faircrest Heights has been mis-characterized in the current draft of the Plan as an Inner Urban Neighbourhood

Alta Vista was the first official suburb of Ottawa. It was developed with all the elements of a suburb that is evident in its lots sizes, single, split-level and two storey built form, street width, and spacing between houses. Faircrest Heights is characterized by larger than average Alta Vista lot sizes, wider spacing between houses, and a larger proportion of bungalows.

Faircrest Heights is a fundamentally different neighbourhood from the traditional urban neighbourhoods such as Old Ottawa South, Old Ottawa East, the Glebe, and New Edinburgh. These differences are self-evident. The difference is visually evident – one would never mistake a Faircrest Heights lot and house for one in the traditional urban neighbourhoods. Their essences are different. The differences include, but are not limited to, the lot fabric, the average lot size, the built form, the amount of greenery, and the spacing around the houses and the street width. The overwhelming majority of houses in Faircrest Heights were built in a different era.

This distinction is codified in the current zoning bylaw in terms of larger minimum lot size, more generous set backs, height maximum (8 meters as opposed to 11 meters in the traditional urban neighbourhoods). Furthermore, the traditional inner urban area is overwhelming zoned R3, whereas Faircrest Heights is almost exclusively R1GG zoning.

To intimate that Faircrest Heights is the same as traditional urban areas is to ignore their very distinct neighbourhood characters.

Residents note that Lower Rockcliffe (East of Mackay Lake) is equally equidistant from downtown Ottawa as Faircrest Heights, with the same vintage of houses, style and lot sizes and is not proposed to be subject to 80 DU/Ha or the Inner Urban designation.

A more natural geographic division between inner and outer urban for this part of Ottawa would be the Rideau River. For Alta Vista, the division would run from the Smyth Road Bridge to the Bank Street Bridge. The Alta Vista neighbourhoods east of the Rideau River are of same vintage and character, and should be treated the same.

The current 613 Flat Typologies given their current proposed massing and density levels do not fit into FAIRCREST HEIGHTS

RECOMMENDATIONS:

THEREFORE, FAIRCREST HEIGHTS RESIDENTS PROPOSE THE FOLLOWING SPECIFIC REVISIONS TO THE DRAFT OP that would allow the city to achieve the big moves of growth and urban design while allowing for gentle densification that is compatible with Faircrest Heights' neighbourhood character:

That Faircrest Heights be an Outer Urban Neighbourhood

That neighbourhood streets are limited to 2 storeys (as they currently are)

That any permitted development on existing neighbourhood streets be "in the box" and meet existing set backs and massing, including 2 storey 613 flats

That single-family homes and bungalows can still be built

That the following revisions be made to the Secondary Plan:

Recognizing that the current draft SP limits regeneration to low rise (max 4 storeys) on corridors that we feel is fitting and appreciate greatly as a partial recognition of neighbourhood character.

FHCA would also like to see more nuance in the SP to reflect Faircrest Heights' character

Specifically, greater recognition of community character in the narrative, set height limits for specific corridors and neighbourhood streets, context sensitive severances, new builds meet the street setbacks and lot coverage and to acknowledge that intensification will take place at a higher density rate on Greenfields such as the National Defence Medical Center lands.

For specific revisions to the draft Secondary Plan, see Annex A.

RESIDENTS CONCERNS THAT THE CURRENT DRAFT OFFICIAL PLAN IS “NOT THE RIGHT FIT” AND RECOMMEND A NUMBER OF RIGHT SIZING MEASURES:

TIMING, COVID AND CONSIDERATIONS

The plan does not sufficiently take into account the impacts of:

COVID and its long term impacts,

- With 40% of government/high tech comprising 30% of the workforce able to work from home according to Statistics Canada, and Ottawa comprising perhaps a higher percentage due to the government and high tech sectors, Ottawa will most likely see a proportionately larger work proportion than other cities of long-term teleworking full time or part time (the new “hybrid working model”) and see less need to live closer to downtown or in Ottawa (“a more distributed workforce”)
- the public service alone occupies about 3.5 million square meters of office space, much of which will become vacant long-term
- shifts in real estate as downtown office occupancy will not resume to former levels, a number of large centrally located buildings and re-imagined shopping centers would become natural choices for conversion to condo apartments, affordable housing units and multiple service centers
- impact of these outcomes will of course have enormous impact on our public transportation system (hence the postponement of the Transportation Master Plan – which some posit should be considered in tandem)
- on birth rate (that has dropped this year between 5-15% around the world and a long baby bust is predicted, long term mortality due to COVID

the weather – is a key factor in Ottawa (due to the long cold snowy winter, rainy springs, and the hot humid summers and cool windy falls (snow removal, limited or dangerous mobility, loss of permeable surfaces, heat islands)

the considerable large aging population (20 % of people aged 65+ in Canada have mobility issues, **many** seniors have spoken to the need for bungalows, and ensuring options for people who can't walk/bike)

the plethora of available alternatives to residents (moving further out to suburbs, away from Ottawa, to Gatineau – which can have important consequences, particularly if mass displacement of families)

lack of control by the City to implement many elements of its vision (actual population growth, viability of local businesses, etc.) that are key drivers to its fruition

RECOMMENDATIONS:

Delay Council approval of the new OP until 2023 to take into account the long term impacts of COVID and other matters mentioned above, to be in lock step with the delayed Transportation Master Plan,

There is no urgency as Ottawa is already building much of the required dwellings per year (Based on historical housing completions of 5,500 units/year), FHCA endorses the FCA motion to delay the draft OP to 2023);

Failing that the FHCA strongly believes that sufficient time (6-8 weeks) must be allotted for residents to review and to comment on a revised draft of the OP before a final draft is approved by Council.

PROPOSED DENSITIES

Proposed densities (of 80 Dwelling Units/Hectare) are an overreach that,

Overshoot current population projections and needed dwelling units several fold (and note that previous population forecasts in grossly overestimated population outcomes for Ottawa),

Go well beyond the densities of London or NYC and are commensurate with the density of Tokyo, are applied too bluntly across the board (Faircrest Heights would have the same proposed density as the City Center Downtown Core),

Requiring density to be measured at the lot level allows for no nuance or protection on neighbourhood essence (SEE ANNEX B for information related to density and projections)

The proposed density will overwhelm the existing infrastructure and amenities (sewage, trees, parks, schools, recreational facilities, etc.) and there is no guarantee that additional infrastructure and amenities based on population growth and needs will be put in place.

Of great import, there are a number of high density projects proposed in or close to FAIRCREST HEIGHTS that will impact roads and access to a myriad of resources. These include the National Defence Medical Center lands, a new tower on Kilborn and a future development on Kilborn Place, Elmvale Acres, Trainyards, and Federal Study Center) whose implications need to be understood and addressed, before making density changes to the existing neighbourhoods.

RECOMMENDATIONS

Recalibrate the density framework to

Lower City wide target to align with the actual needs of the projected growth (“proportional to actual population”);

Remove the growth targets to the growth management strategy that is updated every five years; creation of a regional growth strategy;

Stagger regeneration to follow infrastructure, amenity and transit gains first or failing that to be in lock step with these gains;

Limit density minimums and maximums to certain sized developments and to certain zoning categories where increased density fits with neighbourhood character (for example, LRT adjacent or new planned developments));

URGENT NEED FOR MORE NUANCE AND BALANCE

The current draft is **too reductive** with only 4 transects and 2 overlays

The current draft is **much more prescriptive and extreme** than the plans of other jurisdictions that:

don't prescribe blanket minimum densities down to the lot level,

allow for additional density options rather than prescribe/prohibit what can't be built (such as bungalows), and

provide greater protection for trees and greenspace by requiring commensurate maximum lot coverage provisions for higher density options.

Residents also question why does this draft plan has to be some much more transformative and extreme than the Official Plans in other comparable jurisdictions. (SEE ANNEX C)

As currently drafted – the plan is too much of a **blunt instrument (too aggressive for the time frame of the plan, presumptive, not yet ripe, and homogenization of neighbourhoods)**

As a result of the foregoing, **neighbourhood character, street and lot greenery are not sufficiently protected**

RECOMMENDATIONS

Create more nuance in the plan to protect neighbourhood character:

via the creation of sub-transects and sub-overlays and explicitly direct that zoning fit in with neighbourhood character (*and with Secondary Plans*) and remove specific zoning language from the draft OP as it belongs instead in the zoning bylaw

Proportional regeneration to neighbourhood character (*and to the parameters of the Secondary Plans*) that allows for existing building forms (such as bungalows)

Explicit support retro-fits of existing dwellings/buildings (a more environmentally friendly and less wasteful option than tearing down existing properties en masse)

As of right severances must be context sensitive to neighbourhood lot fabric

613 flats need to be more neighbourhood and street sensitive and importantly fit into the existing building envelope (existing heights, setbacks, and lot coverage and with which Ottawa residents can identify (why not 2 storey flats in some neighbourhoods?) (See ANNEX D for additional comments on 613 Typologies)

Via the creation of differential treatment on corridors (some portions are better suited to increased density than others) *We note that this has been done on Smyth Road however not on Pleasant Park or on Kilborn*

DO BENCHMARKING WITH OTHER JURISDICTIONS (at a recent Ward 18 event, Planning Department stated that the current plan have been developed using an internal to Ottawa focus rather than based on benchmarking)

ADDITIONAL RECOMMENDATIONS ARE:

Add cycling and local transit to the concept of 15 (20) minute neighbourhood to support cycling infrastructure and local transit, to be more inclusive of those with mobility issues, and to be aligned with the realities of modern life, the diverse needs of community residents and the City in which we live. **(SEE ANNEX E for benchmarking on 15-20 minute neighbourhoods.)**

The introduction of a phased approach to growth based on set markers and metrics (for example tranches of 250, 000 new residents or every 5-10 years) and embedding regular ongoing reviews and feed back loops into implementation that can be used to underpin necessary amendments to the Official Plan

Ensure **greater protection for greenery and trees at the neighbourhood, street and lot level**, both preserving what exists (more important as it takes decades for trees to become significant) and planting additional trees and creating new greenspaces which contribute to reducing city heat and cooling needs, absorbing carbon dioxide and retaining water runoff

Retail that is neighbourhood sensitive and set up for viability (lower ceiling height, smaller size, and that can be retro-fit back to residential)

A more context sensitive approach to **right-size cars in life and in city planning** (moving more gently to car lightness, recognizing that there will be a shift to electric cars (more local and lot level power grids which can affect parking design), and that public transportation is not feasible for many residents)

Mitigation measures (a recognition that there are limits to what the City can control but recognize that the City has many tools to “influence” what happens (a fund for flooding, retro-fit for retail back to residential) or removal of Coach house or secondary dwelling fees, requirements, etc -offer incentive programs for affordability, accessibility, environmentally-sensitive development

ANNEX A:

Alta Vista / Faircrest Heights / Riverview Park Secondary Plan

[FHCA/AVCA amended version, March 10 2021]

Section 1: Introduction / Key Principles

1.1 Location

The boundary of the Alta Vista / Faircrest / Riverview Park Secondary Plan, as shown on Schedule A - Designation Plan, is:

- South: Kilborn Avenue including the Green Transportation and Utility Corridor, continuing south along the Heron Corridor, to Heron Road and west to the Bank Street Secondary Plan east boundary
- West: Bank Street Secondary Plan east boundary;
- Northwest: Riverside Drive from Bank Street Secondary Plan east boundary to Smyth Road, to the Beachburg Rail Corridor (abandoned CN Railway line) from Smyth Road to Riverside Drive off ramp to Industrial Avenue;
- North: Industrial Avenue to Neighbourhood Way and Coronation Avenue from Neighbourhood Way to Russell Road
- Southeast: Russell Road south and east to the Green Transportation and Utility Corridor and Ring Road, and then south along the Green Transportation and Utility Corridor, to Kilborn Avenue.

1.2 Existing Area Development and Essential Character

Alta Vista / Faircrest Heights / Riverview Park planning area **was Ottawa's first official suburb. It is therefore distinct in character from the other traditionally urban neighbourhoods in the expanded inner urban core.**

It is comprised mostly of detached houses, **in the form of bungalows, split levels and some two storey houses**, with some multiple housing located near the northern edge of the secondary plan boundary and on Kilborn Avenue. These low-rise neighbourhood areas are **particularly** open and spacious, **with generous front**

yard, side yard and rear yard set backs, having well-maintained homes, which are set back from the street and with many mature trees. Trees located in front yards, side yards as well as rear yards, are a key part of the essential character of these neighbourhoods, with development working in and around large mature trees. The streets are wide and sidewalks have only been necessary on collector and arterial streets (to confirm), which adds to the expansive lawns and greenery, which is a major element of their underlying character. These low-rise neighbourhood areas include neighbourhood-serving uses such as school sites, parks and green transportation and utility corridors, now used for a variety of recreational activities.

Three small commercial sites (one on Alta Vista Drive and two on Kilborn Avenue) provide neighbourhood shopping services. Businesses along Bank Street, that is adjacent to these neighbourhoods, are more car oriented and have broader levels of commercial uses, and also serve the community. The Ottawa Hospital General Campus, DND and other health science office buildings are located south of the Green Transportation & Utility Corridor, to the eastern boundary of the secondary plan, north of Smyth Road, north of the Faircrest Heights neighbourhood and east of Alta Vista Drive. Immediately to the east of the Ottawa Hospital General Campus, outside of the secondary plan boundaries, is the developing Ottawa Life Sciences Technology Park. Institutional / Office uses are west of Alta Vista Drive, and the Ottawa Hospital - Riverside Campus occupies a portion of the planning area's western edge, south of Smyth Road and west of the Beachburg Rail Corridor line.

1.3 Purpose

The purpose of this secondary plan is to guide future growth and change according to key principles, which deal with land use and site development in order to maintain the quality of life in the planning area. More specifically:

- a. To ensure that neighbourhood development will be generally comparable to the scale, density and openness of the existing low-rise neighbourhood, which is predominantly detached dwellings (bungalows, split-levels and some two storeys)

in a manner that will not fundamentally change the overall look and feel, height, set backs and massing of the [structures] on local streets within the timeframe of the plan.

b. Ensuring a compatible built form will be the primary consideration for new housing development on streets designated in Schedule A. A variety of housing types are appropriate and will be permitted provided comparability and surrounding context are met.

c. To promote the retention of the parks, green transportation and utility corridors and natural areas, to be enjoyed by the community, in accordance with the objectives and policies set out in the Official Plan and the Parks Master Plan. The Alta Vista Transportation Corridor begins at Conroy and Walkley Roads and winds through the green transportation and utility corridor behind the Ottawa Hospital and CHEO, terminating at the Nicholas Street on-ramp. It is planned to be a major transportation corridor.

d. To ensure that development is in compliance with the policies of the Official Plan and compatible with the low-rise neighbourhood areas.

Section 2: Policies

Low-Rise Development

1) The following portions of arterial, major collector and collector roads, shown on Schedule A - Designation Plan, are designated for low-rise neighbourhood development. In determining the acceptability of low-rise neighbourhood growth proposals, lot sizes in the immediate surrounding blocks of the proposed growth will be considered representative of the typical lot size of the surrounding area.

Where lot sizes vary as a result of redevelopment, street trees at the same interval as the established street tree alignment must be provided in order to maintain streetscape continuity:

a) South side of the Smyth Road Mainstreet from Alta Vista Drive to Faircrest Heights Park; and

b) North side of Heron Road North to the Bank Street Secondary Plan will be limited to a maximum height of 4 storeys above-grade in height,

c) while, Pleasant Park Road from Riverside Drive to the Green Transportation and Utility Corridor; and

d) Kilborn Avenue from Blossom Drive / Utah Street to Green Transportation and Utility Corridor and Featherston Drive,

will be limited to a maximum of 3 storeys above-grade in height, to focus greater density close to existing higher density builds, commercial retail, R2 zoning or transition zones.

e) Neighbourhood streets will be limited in height to 2 storeys.

Notwithstanding the low-rise nature of development on existing corridors, it is anticipated that there will be potential for increases in density focussed on Greenfield areas that are specifically the DND Medical Center lands, the Federal Study Center and the Kilborn Place lands.

Zoning shall be set in accordance with the above directions.

Leisure Areas

2) Physical and ecological attributes of the system of parks, natural areas and hydro corridor will be protected. Future use as a transportation or utility corridor will have priority over any interim use. Provision will be made for recreational uses to continue, wherever possible.

Site Development

3) Trees and greenspace will be of greater priority in site design and building placement, with greater emphasis on tree retention, on private lots to complement the network of public street trees, and to maintain and expand the urban tree canopy. Ensure that landscaping is configured in such a way to support the retention of existing trees. Where not possible, there shall be a reinstatement of a comparable quantity and quality of urban tree canopy on the site of the development.

No rear yard parking will be permitted.

Schedules

Schedule A: Designation Plan

NOTE: Schedule A contains an error that must be corrected. Alta Vista Drive is not a minor corridor (as per Schedule B2 – this has been confirmed by Planning Department) and therefore the yellow shading should be removed to reflect its' neighbourhood street designation.

ANNEX B: DENSITIES & POPULATION PROJECTIONS

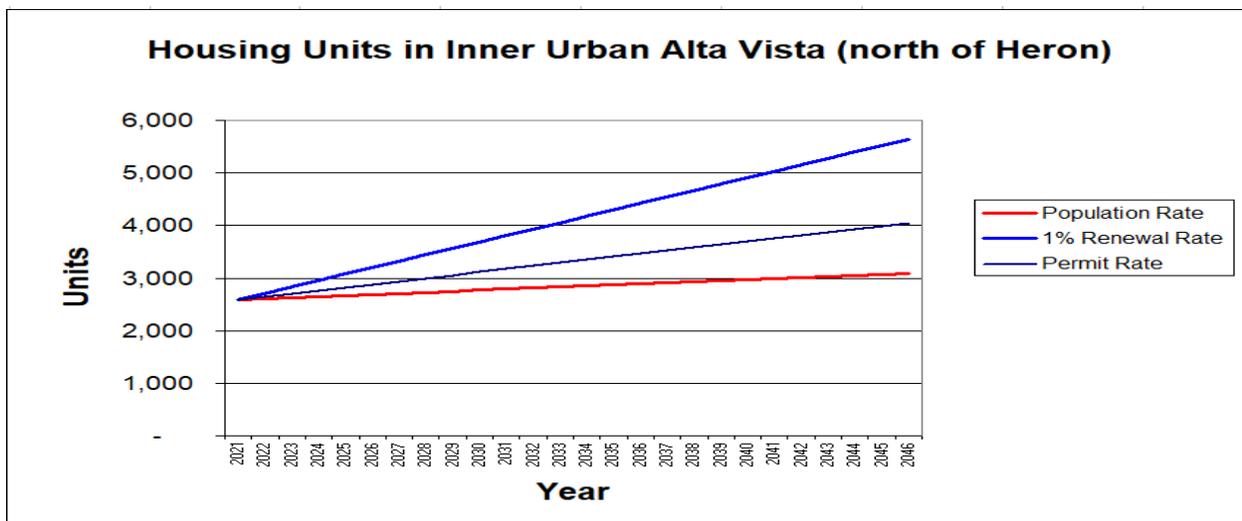
PROPOSED HOUSING NEEDS IN THE CURRENT DRAFT OP DO NOT TAKE INTO ACCOUNT ESTABLISHED ANNUAL HOUSING COMPLETIONS

According to the current draft OP (P. 42) 162,000 additional households/dwelling units are required to meet the project population growth. The total number of additional dwelling units that would be required on average per year over the 25 year plan would be **6,480/year**.

Housing completions were not addressed in the current draft OP projections. However, according to the 2019 City of Ottawa Annual Development Report (Table 15) between 2010 to 2019, there have generally been around **5,500 housing completions per year** (ranging from 4,800 to 6,400).

Based on the above, a large portion or most of the projected housing needs should already be accommodated by the current dwelling unit construction pattern.

PROPOSED MIN DENSITY TARGETS OUTSTRIP PROJECTED REQUIRED DU



COMPARING DENSITIES: IS OTTAWA TO BECOME TOKYO?

Edmonton has proposed a regional target in their Growth Management Plan of **30-45+ DU/Net Residential Hectare (Ha)**.

According to a 2018 Fraser Institute Research Bulletin “Comparing Urban Density in Canada and Abroad”, comparative population densities (Persons/Hectare) include:

Tokyo 160 P/HA

Vancouver 55 P/HA

NYC & London 110 P/Ha

Montreal 50 P/Ha

San Francisco 72 P/Ha

Toronto 45 P/Ha

*And yet, Ottawa has proposed a density minimum in the current draft OP that is **80 DU/Ha** for inner urban and 40 DU/HA for outer urban (at 2.1 people/DU).*

Based on the above numbers, the current draft OP is calling for minimum density targets for the urban core to be equivalent to Tokyo, considerably more than NYC and London, and for the suburban parts of the City to have the density higher than that of San Francisco.

PAST POPULATION PROJECTIONS

According to 2003 Official Plan projections: “the City of Ottawa will require about 191,000 new dwelling units between 2001 and 2021 to accommodate **400,000** new residents.” These projections were ultimately overstated by about 150,000 and Ottawa ended up with **38% less new residents than predicted by 2021.**

A 2016 City of Ottawa report population projections references an intensification target of 42.4% for the period 2014 – 2036, which would result in the need for **50,440 units via intensification.** According to the **current draft Official Plan calculation** the number of units via intensification has **jumped to 91,556.**

The key take-away is that population projections are more art than science and clearly should be re-validated on a ongoing short-term basis (every 250, 000 residents or every five years).

ANNEX C: OTHER APPROACHES TO INTENSIFICATION FOR BENCHMARKING AND CONSIDERATION

EDMONTON'S APPROACH

Growth Management Strategy: **Regional density target is 30-45+ DU/Net Residential Hectare** (2017). The City Plan requires that **all districts meet or exceed regional density targets** as they develop and redevelop over time. Desired density for major areas- City Center, transit nodes and corridors (ex. secondary corridor has desired overall density minimum of 75 people and/or jobs/hectare)

Allows for **duplexes or semis** on single family zone, or **sever** a lot to 2. There are **11 residential zones** – 9 distinct zones allow for different mixes of housing before including multi level multi-unit housing (Multi Family Units (MFU)).

40-50% max lot coverage, same building envelope for most residential zones. **Same height maximum for single-family homes and** for most missing middle.

TORONTO'S EXPANDING HOUSING OPTIONS IN NEIGHBOURHOODS (STUDY)

Considering allowing duplexes and triplexes detached and semi-detached zones generally guided by existing density, height and built form (“**inside the box**”)

Analysis to determine how and where would afford opportunities to incrementally introduce additional units **without significant character or servicing impacts, and to facilitate the creation of more units in existing buildings** to encourage retention of the existing building stock, decrease demolition and impact on neighbourhood landscapes.

VANCOUVER

Encourages the development of secondary suites and exploring options to improve the efficiency and affordability of laneway housing. As of 2019, allows for duplexes on most Single Family lots.

The above approaches are permissive rather than directive and seek to maintain neighbourhood character by maintaining set-backs and massing.

ANNEX D: COMMENTS WITH RESPECT TO SPECIFIC 613 TYPOLOGIES

General Notes:

Any lot developed further to “as of right” typologies should have a minimum number of trees enshrined by zoning and ensure sufficient space for the trees to be viable and not impact dwelling foundations.

The City should set aside a fund to assist people whose lot is flooded and property is damaged due to loss of permeable surface from an abutting 613 developed lot.

Considerable further what should be done on 613 typologies before they are set in stone, including modeling and mandatory neighbourhood consultation and consideration/response to the issues raised at that consultation. Different neighbourhoods have different considerations - and different typologies are more or less compatible in different neighbourhoods.

613 flats that accommodate less units (for an overall smaller built envelope should also be created to fit into certain neighbourhoods), for example a two storey variant.

Typology 1

This typology requires closer set backs, which are out of keeping with the neighbourhood, and therefore should be limited to Corridors only.

It is not clear where the parking is to be located. Is it to be hidden from the public realm, at grade under the building footprint?

Typology 2

This typology is limited for corner lots.

Any retail at grade should have limitations such that if the retail is not successful that unit can be relatively easily retro-fitted to residential. This would mean that higher rental or purchase cost of the other units would not be used to offset the

cost of potentially unsuccessful retail. This is a serious concern particularly when the plan is seeking to assist with general affordability.

Furthermore, a built-in retrofit approach would diminish the risk of empty local store fronts that are common in many neighbourhoods across Ottawa for new builds, given their high rental cost.

This typology is best suited to corners on corridors.

Typology 3:

This typology best complements the character of neighbourhoods that contain mostly 3 storey single family homes from a visual perspective as it looks like a single family home. A 2 storey variant could fit into neighbourhoods characterized by 2 storey homes.

Zoning must ensure that the rear yard parking lot leaves sufficient space for greenery and trees, and to allow for sufficient permeable surface to not result in flooding on neighbourhood properties.

There should also be a requirement to ensure that rear yard parking is contained in such a way to not be visible to neighbouring lots (hedge or fence).

Front yard set backs must be the same as the existing housing stock to complement the street line.

Typology 4:

This typology looks like a low-rise apartment building and does not complement the housing stock of typical neighbourhood streets and therefore should be limited to corridors.

Zoning must ensure that the rear yard parking lot leaves sufficient space for greenery and trees and to allow for sufficient permeable surface to not result in flooding on neighbourhood properties.

There should also be a requirement to ensure that rear yard parking is contained in such a way to not be visible to neighbouring lots (hedge or fence).

Front yard set backs must be the same as the existing housing stock to complement the street line.

Typology 5:

This typology does not allow for parking on site. Certain neighbourhoods are not sufficiently transit friendly to the extent that most people can easily function without a car. As a result, this typology would result in many owners or renters using neighbourhood streets for long-term parking. This would cause mobility, safety and snow clearing challenges.

This model would result in a considerable loss of trees and other greenery that is out of keeping with the character of neighbourhoods with more trees and greenery.

Typology 6:

This typology does not allow for parking on site. Some neighbourhoods are not sufficiently transit friendly to the extent that most people can easily function without a car. As a result, this typology would result in cars being parked on neighbourhood streets. This would cause mobility safety and snow clearing problems.

Furthermore, this typology fits in with neighbourhoods that have small set backs from the street and on the side yards, and where the existing housing stock is narrow and deep. These dwelling units and the accompanying loss of front yard trees would be very much out of character in certain neighbourhoods.

ANNEX E: 15 (20) MINUTE NEIGHBOURHOOD APPROACHES

Ottawa: 15 minute walkable neighbourhood: Compact, well-connected places with a clustering of a diverse mix of land-uses. This includes a range of housing types, shops, services, local access to food, schools and day care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency and enable people to live car-light or car-free. **(80” snow/annually)**

Paris: Ville d’un **quart d’heure (15) – walking or biking**

Melbourne: 20-minute neighbourhood - ability to meet most daily needs within a 20-minute **walk** from home, with access to safe cycling and local transport.

Detroit: 20-minute-city concept that anyone living in one of these neighborhoods **should be able to bike or walk** to their non-work errands in just 20 minutes. (33”)

Brampton: 20 minute neighbourhoods with a Community Hub + District Framework of 9 sq km (20 minute **bikeable**) (20”)

Toronto: Strong neighbourhoods and Walkability (48”)

Edmonton: “15-minute district,” with easy access to everything you need **by any mode of transportation (walk, bike or transit)**. Restaurants, parks, grocery stores and retail stores within reach inside your own bubble within the larger city (50”)

The current proposed definition for Ottawa is highly “aspirationally directive” in terms of distance limits and modes of movement and a prescriptive list of what must exist in a 15 (20) minute neighbourhood, when compared to other jurisdictions that allow for additional modes of travel, greater time and distances, and more flexibility on what should be contained in a neighbourhood. It would be important to consider a more flexible model, particularly as we strive to foster increased diversity and inclusive in Ottawa, than one that limits people to interactions within their own limited neighbourhood.