

DRAFT OFFICIAL PLAN

FAIRCREST HEIGHTS COMMUNITY ASSOCIATION PRESENTATION

February 24, 2021

THE DRAFT PLAN

<https://engage.ottawa.ca/the-new-official-plan>

THE 5 BIG MOVES

Growth: Achieve more growth by intensification than by greenfield development. This growth will provide a variety of affordable housing options for residents (regeneration)

Mobility: By 2046, the majority of trips will be made by sustainable transportation

Urban Design: Improve our sophistication in urban and community design (good urbanism)

Resiliency: Embed public health, environmental, climate and energy resiliency into the framework of our planning policies

Economy: Embed economic development into the framework of our planning policies

The question is what do we think of how those 5 big moves are to be implemented via the draft OP at the City and neighbourhood level

KEY ELEMENTS OF THE DRAFT OP

City divided into **4 transects** (Inner Urban (80 DU/Ha), Outer Urban (40 DU/Ha), Suburban, Rural)

Each transect is either **Transforming** (denser faster) or **Evolving** (more gentle) (*but, what does this actually mean?*)

Transportation hubs to **regenerate** the most, then Corridor Main Streets, Minor Corridors and neighbourhoods

Protection of **greenspace**

Affordability

613 Flats and **severances** as of right

DEFN: WALKABLE 15-MINUTE-NEIGHBOURHOODS

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

The **plan is that by 2046 to have residents take the majority of their trips** by foot, bicycle, public transit or by carpooling

DOES THE PLAN PROTECT NEIGHBOURHOOD CHARACTER?

Not based on strong resident and community association reactions across Ottawa: “**homogenization**” of neighbourhoods; increased densities and everything that comes with it (loss of greenery/trees, privacy, parking on streets, etc.)

Minimum density in Inner Urban is the **same** as for the Downtown Core (80 DU/ha)

Just because it is not a mid or high-rise does not mean that it is compatible (low-rise 12 metres, max height in FH 8 metres)

Westboro zoning study (4 storeys on main street corridor (no limit on units), 3 storeys on minor corridor and corners (no limit on units), up to 3 storeys on corners and transitional areas (max 6 units), up to 3 storeys on neighbourhood streets (up to three units, including townhouses), new minimum lot width of 10 meters)

Recent approved developments in Kanata (multi-unit in suburban zone), Glebe (16 storeys instead of 6), New Edinburgh (9 instead of 4) (Will this trend of exceptions continue?)

A DOSE OF REALISM: THERE ARE LIMITS TO WHAT THE CITY...

Can do: change zoning to encourage higher density development, allow for additional uses (commercial) and limit driveways and limit parking, compel larger scale developers to contribute to the community, determine heights and setbacks

Can't do: compel preferred housing option, compel retail, stop people from owning or using cars, compel small scale developers to give money for amenities to the same scale as for large developments, location of schools, AFFORD WHAT IT CAN'T AFFORD (same goes for OC Transpo)

Take-away - Let's ensure there are risk mitigation strategies for things don't go as hoped by the City

KEY PLAN ELEMENTS - FAIRCREST HEIGHTS

Inner Urban evolving designation (west of Lynda Lane)

Density basement is 80 units/hectare (currently **10-20** u/ha)

Smyth is a Main Street Corridor (4 to 9 storeys, *number of units?*)

Pleasant Park is a Minor Corridor (2 to 6 storeys, *number of units?*)

Secondary Plan (limits corridors to low rise – maximum four storeys)

Neighbourhood streets (minimum 2 to max 4 storeys) (no bungalows and we have been told there will be a ban replacement of single with single as would have to meet density minimum)

KEY PLAN ELEMENTS - FAIRCREST HEIGHTS (cont'd)

613 Flats (massing, parking in backyards, side-yards and streets, trees and green, permeable surface, secondary dwelling units)

Based on typologies alone 613 Flat concept could potentially see from 3-32 units on FH sized lots (this would most likely be tempered by zoning)

Severances as of right (Westboro zoning example, flag lots)

Areas of intensification: NDHQ (700+ units with mixed-use)

BENCHMARKING

15 (20) MINUTE CITIES

- Ottawa: 15 minute walkable (aspirationally directive) (70" snow)
- Paris: Ville dun quart d'heure – **walking or biking** (dusting)
- Melbourne: The **20-minute neighbourhood** concept is giving people the **ability** to meet most of their daily needs within a 20-minute **walk** from home, with access to safe cycling and local transport options. (0")
- Detroit: a **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: live locally "**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 all within reach inside your own bubble within the larger city. This goal will be aided by a push to increase transit and active transportation use to 50 per cent of all trips. (50')

EDMONTON'S APPROACH TO INTENSIFICATION

Growth Management Strategy: **Regional density target is 30-45+/hectare (2017)**

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 per hectare)

Allows for **duplexes or semis** on single family zone, or **sever** a lot to 2

11 residential zones – 9 before get to zones that allow for multi-units

At the **lot level density** only applicable for row housing of 4, MFU and apart. buildings

40-50% max lot coverage, same building envelope for lower zones

10 meter maximum height until get to multi-family units

TORONTO IS EXPANDING HOUSING OPTIONS IN NEIGHBOURHOODS (STUDY PHASE)

Considering allowing duplexes and triplexes in areas zoned for detached and semi-detached 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.**

facilitate the creation of more units in existing buildings to encourage retention of the existing building stock, decrease demolition and impact on neighbourhood landscapes.

DENSITIES

DO PROPOSED INTENSIFICATION NUMBERS MATCH CURRENT POPULATION PROJECTIONS?

400, 000 additional residents by 2046

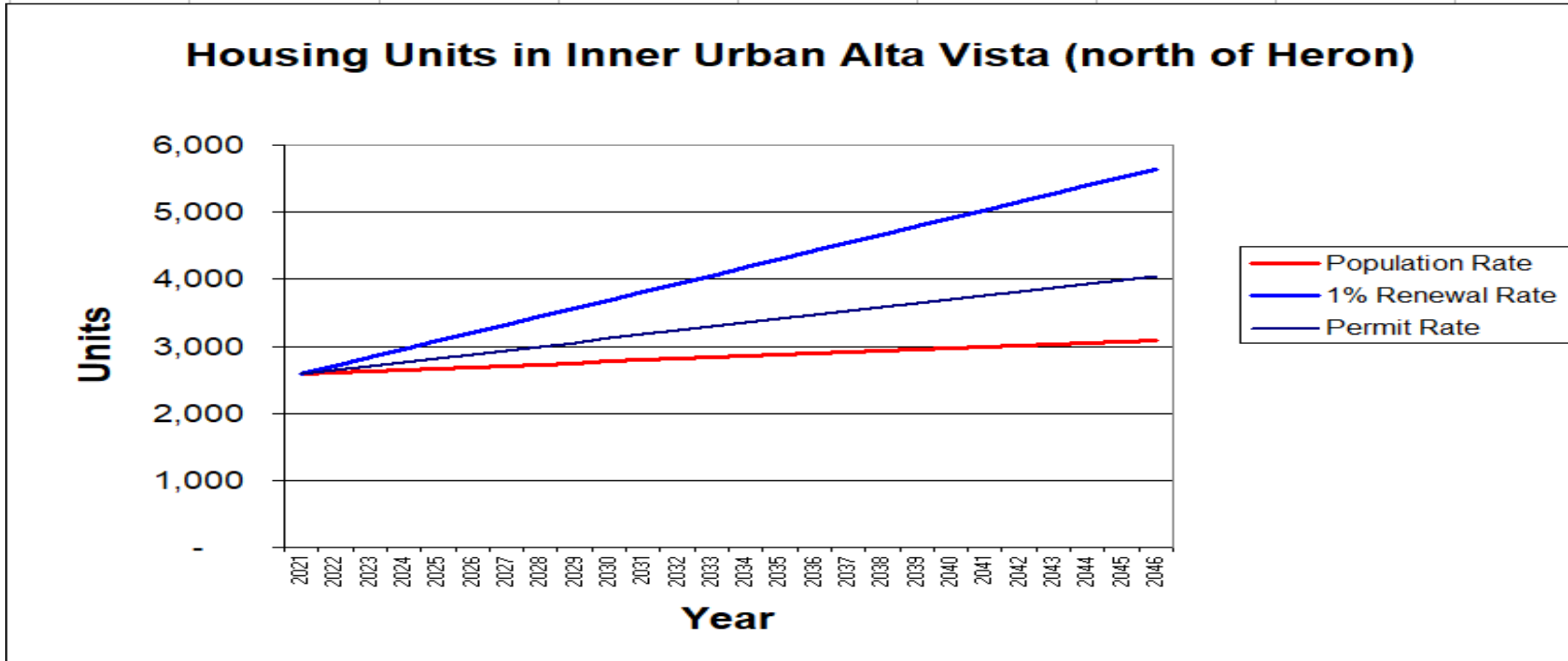
126, 000 additional households/dwelling units

82, 620 DU by regeneration by 2046 (*51 percent by regeneration (excl. senior and student residence)*)

3,305 DU per year by regeneration (less than 1% increase/year) in
Ottawa

144 new units per ward by regeneration

DO PROPOSED NUMBER OF NEW DU MATCH PREDICTED NEED IN 2046?



COMPARING DENSITIES

Dwelling Units/Hectare

Ottawa proposed density minimum is 80 DU/Ha for inner urban and 40 DU/Ha for outer urban (*at 2.1 people/DU*)

Edmonton 30-45+ DU/Ha (proposed regional target)

Persons/Hectare

Tokyo 160 P/HA (*current*)

NYC & London 110 P/HA (*current*)

MTL 50 P/HA (*current*)

TO 45 P/HA (*current*)

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.”

2003 Official Plan projections were off 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**.

In the **new draft OP calculation** the number of units via intensification has **jumped to 91,556**.

Take-away – population projections are more art than science and clearly should be validated on a ongoing short-term basis (every five years)

WHAT PANDEMIC? AND OTHER REALITIES

The **world has changed** (how we work and how we want to live)

Transportation and infrastructure **then density** (A Canadian model)

Weather – is a key factor (snow removal, mobility, cycling, permeable surfaces)

How do 15 minute neighbourhoods work in the winter?

Ottawa **demographics**:

- Aging population (need for some bungalows, options for people who can't walk/bike)
- government/high tech is 30% of workforce (large proportion will be long-term teleworking full or part time)

Residents can walk with their feet (**alternatives**: further out to suburbs, away from Ottawa, to Gatineau – which can have important consequences, particularly if mass displacement of families)

Context, pacing and sequencing matter (a lot)

Human nature dictates outcomes (what gets built, who buys what, transit)

Don't need to throw the baby away... risk of losing something precious (build on what we have in a way that makes sense) and build incrementally, not with a blanket zoning by-law overhaul

RIGHT FIT AND RIGHT SIZING

IS THE DRAFT PLAN THE RIGHT FIT for OTTAWA?

Proposed densities are an overreach (overshoot population projections several fold, applied across the board)

The plan is **too reductive** (4 transects and 2 overlays is not enough) and associated minimum densities

Neighbourhood character and **greenery** are not sufficiently protected

Does not take into account impacts of **COVID** and other realities

The plan is **much more prescriptive** than the plans of other jurisdictions (which don't blanket minimum densities, which allow and don't prescribe to the same degree (especially to the lot level), which have commensurate maximum lot coverage provisions)

As currently drafted – the plan is too much of a **blunt instrument**

ARE 613 FLATS THE RIGHT FIT for OTTAWA?

6 Typologies – 3-24 units, massing, style, parking

Will be as of right – further to 613 Design Guidelines (end 2021)

Why can't they **fit into the existing building envelope** as in other jurisdictions?

Can there be **different typologies and sizes** according to location?

Why not **two storey 613 flats** that match neighbourhood height, set backs and lot coverage?

LET'S RIGHT SIZE OFFICIAL PLAN

Delay until 2023 (in lock step with the delayed Transportation Master Plan)(Ottawa is are already building more than the required 5,000 units/year) FCA has put a motion to delay the draft OP to 2023

Rejig density framework (lower City wide target; move city wide target to growth management strategy; stagger to following infrastructure and transit gains; limit 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);

Create more sub-transects and or/overlays and explicitly direct that zoning fit in with neighbourhood character (*and in Secondary Plans*)

Add cycling and local transit to the concept of 15 (20) minute neighbourhood (supports local transit and cycling infrastructure; and more inclusive of those with mobility issues)

Phasing and feed back loops

Proportional regeneration to the neighbourhood (*and in Secondary Plans*)

Support retro-fits of existing dwellings/buildings (more environmental option)

As of right **severances** context sensitive to neighbourhood lot fabric

LET'S RIGHT SIZE OFFICIAL PLAN (CONT'D)

As of right **severances** context sensitive to neighbourhood lot fabric

Ensure **greenery and trees protected at the neighbourhood, street and lot level**

613 flats that fit into different types of neighbourhoods by respect some level of compatibility with existing heights, setbacks, and lot coverage and with which Ottawa residents can identify (why not 2 storey flats in some neighbourhoods?)

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

Cars have a place in modern life (like the internet) - let's find an effective way to create mobility options and **right size cars in life and in city planning** without pulling the plug (car light-er)

Mitigation measures if things don't go as planned (fund for flooding, retro-fit for retail back to residential)

Others?

IS THE DRAFT PLAN THE RIGHT FIT for FH?

Pockets of single family homes, and townhomes (and once approved DNDHQ development) that coexist happily and meet different needs and lifestyles

In many ways FH already is a 15 minute neighbourhood:

Missing middle townhouses, schools, doctors, parks, bike paths, employment, retirement home, basement and home rentals, multi-generational families, daycares, small business and commercial close by with DNDHQ development (700+ units) and will have even closer walkable commercial

Do we see ourselves as **Inner Urban?** different context than OOS, OOE, Glebe; from a density and built form perspective

Should we be **Outer Urban?**

Lower Rockliffe (equidistant, same vintage and lot sizes) – heritage designation

What could be improved by the Plan?

LET'S RIGHT SIZE THE SECONDARY PLAN for FH

SP applies to Alta Vista/Faircrest Heights and Riverview Park

Current draft limits regeneration to low rise (max 4 storeys) on corridors

To consider:

Support **TBD height on Smyth Road and TBD height on Pleasant Park**

2 storey **height limit on neighbourhood streets** or 2.5 maximum

Severances should not disproportionately impact the visible lot fabric

New builds should have to meet the setbacks and lot coverage of the neighbourhood

Put in a **marker for missing middle and commercial at DNDHQ**

NEXT STEPS

Tuesday March 2nd Jean Cloutier **Ward wide meeting**

Planning Department to consider revisions further to comments

Council has **delayed consideration of Plan** to September

613 Typology Guidelines (end 2021)

Zoning review (2022/2023)

WHAT RESIDENTS CAN DO TO GET INVOLVED

Educate yourselves

Formulate your own views: Do you see yourself and Ottawa reflected in this draft plan?

Consider sharing those views by **March 12th** with:

City Planning Department (newop@ottawa.ca)

Jean Cloutier (jean.cloutier@ottawa.ca)

John Fraser (jfraser.mpp.co@liberal.ola.org)

CC to Faircrest Heights CA (judy.korecky@hotmail.com)

KEEP SHARING YOUR VIEWS

FAIRCREST HEIGHTS COMMUNITY ASSOCIATION

**CONSIDER JOINING
OR RENEWING YOUR MEMBERSHIP**

<https://www.faircrestheights.org/member.htm>