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Rideau-Rockcliffe**

Policy Position on
Ottawa's New Official Plan

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Preface

This paper was written for both City staff and Rideau-Rockcliffe constituents to clearly enumerate my positions concerning the draft Official Plan.

The new Official Plan is the most important initiative that the City of Ottawa will undertake this term of Council. The City's Official Plan is the foundational document for everything related to planning and development in the City and forms the basis for all other policies regarding land use. The new Plan will determine how the City evolves over the next quarter century. It will be the foundation concerning the type of City, neighbourhoods, communities, and environment we leave for the next generation.

In Canada, one of the most important roles of a municipality is its ability to regulate land use, under the direction of the Province. The Government of Ontario has mandated that municipalities have an Official Plan, and through the Provincial Policy Statement¹, have set guiding principles and a framework. The City has the responsibility to set targets in accordance with the policy direction, and the Minister of Municipal Affairs has the final authority to approve or reject the City's plan.

The key principles of the new Official Plan include:

- Guiding growth for 25 years, until 2046.
- Making Ottawa the most liveable, mid-sized City in North America.
- Accommodating an additional 400,000 people in by 2046 based on demographic projections.
- Accommodating more growth by 2046 by intensification rather than greenfield development.
- Ensuring that by 2046 most trips in Ottawa will be made by other than a private motor vehicle.
- Improving the sophistication of urban and community design.
- Embedding environmental, climate and health resiliency into all the planning policies.
- Embedding economic development into the framework.

That strategic direction, known as the "5 Big Moves"², was initially released on December 6, 2019.

Much has been written in the last year about the process of the Official Plan and I heard clearly from residents about their concerns about process. Residents are worried about the tempo of this process, and the circumstances in which City staff are undertaking this work. Many residents argue that the pandemic has irreversibly changed the way that our society functions, and that for a document as fundamental as the Official Plan, this should be taken into consideration.

I have heard their concerns and agree that COVID-19 has impacted our considerations. However, it is important to remember that this process began in March 2019 and even after the completion of this Plan, there will be additional revisions required to the Infrastructure Master Plan and the Transportation Master Plan. Further, a comprehensive review to our zoning by-law will be the next key to bringing it up-to-date and into the twenty-first century.

Ottawa's first official plan, introduced in 1950, was the Gréber Report, which aimed to transform Ottawa from a lumber town to a true planned capital city, like Washington D.C. or Canberra. It was the

¹ Government of Ontario, *Provincial Policy Statement 2020*, <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

² City of Ottawa, The 5 Big Moves, https://engage.ottawa.ca/the-new-official-plan/news_feed/the-5-big-moves

Gréber Report that gave us the Greenbelt, which, with the benefit of 71 years of hindsight, was a stroke of genius. Other aspects of the Report, such as the removal of streetcars from the downtown area, now seems short sighted. In the post-war era, the focus on car-focused, low-density urban sprawl has contributed to greenhouse gas emissions and congestion.

I know that many residents see themselves as guardians of their community seeking to safeguard the City from densification within the inner core that they perceive will be detrimental. Expressing this concern is part of the process. My office has received overwhelming feedback on the Plan from many residents and community associations and most of this feedback has been thoughtful, informed and insightful. The one common concern about the Plan has focused on the liveability of neighbourhoods. In Rideau-Rockcliffe Ward, this feedback is rooted in strong concerns about how much density should occur, what density should look like and how it might affect the character of neighbourhoods, services and infrastructure that comes with it.

While the lens of time has allowed our generation to evaluate the Gréber Report based on its strengths and weaknesses, it will be today's youth who will judge of the new Official Plan. Will they look at it as an ambitious plan that changed Ottawa for the better? Will they see that densification within our neighbourhoods made them more compact and liveable? Or will they see it as a plan that made Ottawa a city that was too cramped, without greenspace and without amenities? Or will they wish that we were more ambitious with our greenhouse gas targets? While time will be the judge, it will be our responsibility to attempt to get the balance right.

Cities must grow out, or they must grow up. It's time for Ottawa, literally and figuratively to grow up. We cannot continue to grow out. Urban sprawl is detrimental to the environment and contravenes the City's declaration of a climate emergency. It is important to constrain sprawl and build neighbourhoods that allow us to undertake most of our activities by active transportation or transit. This is imperative in order to lower emissions in our City. No longer should it be a common assumption that each person and family will own a vehicle and nor should it be. For this to be a viable option, our City must be planned in a way that supports that goal.

In May 2020, when Council considered the expansion of the urban boundary as a precursor to the wider Official Plan, none of the community associations in Ward 13 asked that I vote in favour of the expansion of the urban boundary. They told me to hold the line, and I did. Council however chose to go in a different direction, with a balanced scenario where 51 percent of growth will be achieved through density, rising to 60 percent by 2046. This will mean that Rideau-Rockcliffe will change. The character of neighbourhoods and a desire to keep them as they were constituted a tremendous amount of resident feedback on the Plan, with many asking me why the ward had to densify and change. In my estimation, this is where best urban planning practice and those living in neighbourhoods will likely clash. There is a desire in many places to preserve low-rise neighbourhoods as they are. We cannot continue to stay as we are, but we can ensure that the change is planned in a way that is context sensitive, human-scaled and enhances the liveability of our neighbourhoods. I hope that my comments will contribute towards making this new Official Plan the best one it can be for the future of Ottawa, for generations to come.

Rawlson King

City Councillor, Rideau-Rockcliffe Ward

May 2021

Introduction

The City is rewriting its Official Plan, the strategic document that describes how Ottawa will grow over time, where it will locate its major infrastructure, and what policies it will put in place to support economic growth and guide the development and evolution of communities. Preliminary policy directions approved by Council for the Official Plan include achieving, by the end of the Plan's planning period, more growth through intensification, now referred to as "regeneration," than by greenfield development to accommodate the City's growing population. The City is projected to grow by 40 percent between 2018 and 2046, to an estimated 1.41 million people, mainly driven by migration.

To accommodate this growth, neighbourhoods in the urban core that are near light rail, employment and amenities will experience intensification. The first draft of the Plan released by City staff in November 2020 outlined density targets for neighbourhoods within the inner urban core that are expected to intensify more quickly than surrounding areas. The draft plan includes a density target of 80 units per hectare which has rightly become a cause for concern for community associations and other stakeholders in Ward 13 due to uncertainty concerning "one-size-fits-all" zoning that might be applied to communities without respect for neighbourhood character and history. Another key concern for community members includes the re-designation of "main streets" into "corridors" which outline more dense development on arterial streets to encourage the development of 15-minute neighbourhoods.

During a Ward Council meeting I convened in February 2021, I listened very carefully to the concerns raised by community associations and concurred that changes need to be made in the next draft of the plan to recognize the unique character of neighbourhoods. While intensification will not stop, as it is provincially mandated, it is my intention to advocate for an Official Plan that encompasses a goal of human scale development that complements, rather than challenges, the nature of our existing neighbourhoods and that maximally protects heritage conservation districts.

While I support intensification, there is intensification that contributes, and there is intensification that detracts and that we must address the worry that "regeneration" is simply a euphemism to cram a larger number of residential units into neighbourhoods, regardless of the impact. We need to seek better solutions to ensure that any neighbourhood regeneration in the Ward engenders a tactful balance of density, along with providing different affordable housing options that cater to both individuals and growing families. I also believe that for any intensification to work, we need to ensure that necessary investments are made in greenspace, social amenities, and infrastructure, including transit and active transportation, to support new development, which will require changes to our municipal finance model.

Most importantly, I believe that suitability of development must be ultimately considered, along with impact to adjacent existing neighbourhoods. This means we should embrace a development approach that reflects the unique nature of communities, rather than a homogenous approach that would embrace automatic "up zoning" of specific neighbourhoods. Based upon community input, I will advocate against a "one-size-fits-all" zoning approach being applied to every mature neighbourhood. Communities must have the opportunity to argue for the zoning that they consider important. I also believe that on a go-forward basis we must advocate for the appropriate amounts of intensified development at the most appropriate locations.

Because I am committed to a fairer and more transparent planning process, my office held a community town hall on the Official Plan with Ward 13 residents in April 2021. We have incorporated this input, along with other comments from residents and community associations to inform the position presented in this paper.

While I am outlining my key concerns in this paper, I'll continue to take feedback and work with residents right up until the draft plan is presented at Committee and Council.

Summary of Concerns

I am fortunate that the residents of Rideau-Rockcliffe Ward are so passionate about their neighbourhoods and their City. Through community association and resident inputs, I have heard many opinions about the City's first iteration of its New Official Plan and have observed deep concern about the future of the City.

I have also observed that this passion and dedication is echoed on both sides by both City staff and residents. Sometimes, there is a disagreement on how to arrive at the best outcome and there has also been communication issues with the new Official Plan. Ultimately, I am accountable to the public as City Councillor, so I have chosen to amplify the most pertinent and chief concerns of my community, along with my own additional observations.

Many residents were disappointed with the first iteration of new draft Official Plan. The key concerns I heard from Ward 13 residents included:

- Flaws in the consultation process.
- Concerns about how the pandemic has affected the original assumptions that underpinned the plan (i.e., population growth projections).
- Lack of clarity on how residential unit density will be applied and its implications.
- The need to protect, conserve and expand greenspace and the urban tree canopy.
- The perception of the City still operating in silos – i.e., a lack of discussion about social infrastructure to accompany additional population projections and densification.
- Proper designation/error correction of greenspace and floodplains designations in the new Plan.

I am gratified that City staff acknowledged some of these challenges after their first round of community consultation and have indicated that they will attempt to address some of these concerns within the next iteration of the Plan that they will release. I am also gratified that staff has partially responded to community concerns, as indicated in a memo provided to Council in March 2021, where City staff acknowledged that several stakeholders had concerns with the general language regarding how intensification is deployed in neighbourhoods in the New Official Plan. Staff acknowledged that people want decisions on intensification to be made based on local planning considerations with more time to consult and discuss.

In reviewing the comments received, staff believe that residents are looking for the same kind of assurances in the broader New Official Plan that they have been provided with Ottawa's infill planning processes. Namely that planning for intensification needs to be context-sensitive, which takes additional time. Consequently, staff are currently working on the main New Official Plan document to be less prescriptive and to help provide residents with assurances that intensification planning will be context-

sensitive at the neighbourhood level. City staff note that the New Official Plan will start the process of achieving the City's intensification target by implementing appropriate permissive policies for intensification near transit stations and major corridors.

The next draft of the New Official Plan will have more general language about the objectives and benefits of diversifying housing typology in neighbourhoods. City staff indicated that they will continue to seek minimum density at transit-oriented development (TOD) areas which staff are calling "nodes," since specific density targets in TOD areas is a provincial requirement. Staff has noted that they will revise the plan to have a range of density targets or guidelines, rather than requirements in neighbourhoods.

Furthermore, City staff indicated its intention to leave intensification rules in neighbourhoods to the Zoning By-law and updates to the Secondary Plans. This will give staff more time to find neighbourhood-customized approaches. Staff will acknowledge in its next iteration of the plan that neighbourhoods are important, and although evolution of housing stock and its diversification is necessary, any change must be context sensitive and gradual. This will give communities more time to participate in the discussion and provide input on the best ways to add density in their neighbourhoods.

Staff also acknowledged challenges concerning the consultation time. Consequently, staff has extended the existing consultation timeline for the Plan. The joint committee meeting that was originally intended to consider the Official Plan in June 2021 has been shifted to September 2021, to provide more time for resident comment on the draft policies, as well as to provide City staff more time to prepare a revised version of the plan for consideration. While I concur with many residents and community associations that this timeline is not adequate for many constituents and stakeholders, I believe this extension will at least provide more time to allow residents and community groups to analyze the major technical concerns encapsulated in the draft 450-page Official Plan document.

Major Technical Concerns

Outlined below are the key concerns I have with the provisions within the draft Official Plan. I also address some of the key concerns that my community has articulated along with my position on those elements of the Plan.

Heights proposed for Corridors and Arterials

My preference is for density to occur where it makes the most sense: along arterials and collector streets, as opposed to residential streets. However, I hear and share the concerns of residents who are concerned about design approaches that create a "canyon-like" effect which can affect the liveability of those nearby, and the walkability and enjoyment of streets. All the community associations in Ward 13 expressed concerns about nine (9) stories as a minimum universal height ceiling. I would prefer to see six (6) stories as the maximum for what was traditional main street and new minor corridors. In my estimation, nine (9) stories would be most suitable on arterial main streets that have strong active transportation and public transit connectivity.

Where there is to be nine (9) stories, provisions enforcing the angular plane must be enforced and should be unable to be altered in a zoning by-law amendment. Further, height if specified to nine (9) stories, careful consideration should be given to the street experience and this should be mandated in zoning. There are other ways to mitigate the effect of taller buildings, which include mandating greater articulation of façade, which is also an issue for the comprehensive zoning by-law.

For greater clarity within the new Official Plan, I would like to see language that either restricts the height to six (6) stories with nine (9) as an exception, or allows for the greater height but with strong caveats as to the need for neighbourhood context to be taken into consideration. The language on page 102, seeking “sufficient setbacks” is a good start, but the illustration of a 30-metre building height and the angular plane only works with a street with a generous right of way. The only traditional main street in Ward 13, Beechwood Avenue, was originally designed as a pathway to the Beechwood Cemetery and over the years has grown and expanded. However, it is still a narrow roadway and I would prefer, in line with the views of the community as articulated in its Community Design Plan, to see lower buildings which do not create a “canyon” effect on that street.

Designation of minor corridors

The new Official Plan will designate the following streets in Rideau-Rockcliffe as minor corridors: Lola Street, Hemlock Road and Codd’s Road.

I do not have any issues with the designation of Lola or Codd’s as “minor corridors”. In fact, the Overbrook Community Association has welcomed more low-rise density along Lola. If Overbrook is to truly become a 15-minute neighbourhood then more retail and service options would be needed. Accommodating greater height on Lola between Donald and Coventry would open that opportunity and enhance the neighbourhood. As Wateridge Village continues to evolve, I know residents there also looking forward to evolving into a truly 15-minute neighbourhood, as outlined in the plan where most tasks can be done within a small radius.

I have heard many reservations from people who currently reside along Hemlock who maintain that that it should be designated a residential street. Planned development in Manor Park, as well as ongoing construction in Wateridge Village will naturally place pressure on Hemlock over the next 25 years to transform into a walkable street with shops and amenities that will be available for the increased numbers of residents anticipated. If greater density occurs as a result of development plans currently proposed, it will provide an opportunity for greater street improvements that can mitigate speeding, such as more permanent cycling infrastructure and larger sidewalks that would enhance the pedestrian experience. Because the transformation will not occur quickly, I would like to ensure that residents have maximal opportunities to participate in the planning process. Consequently, I would like to see Hemlock Road provisionally excluded from minor corridor designation, and that it is only be included after a Secondary Plan is adopted or amended. While my preference includes context-sensitive development occurring along corridors, residents in neighbourhoods that will be impacted by regenerative transformation must have a meaningful opportunity to provide input to ensure that development approaches incorporate a “human-scale” approach.

Densification targets of 80 units per hectare

To better illustrate what an 80 unit per hectare density target looks like for residents, more visual representations of the concept must be provided in the New Official Plan. Illustrations will work to provide residents with an idea of what densification mean, what it looks like, and what its impact will mean for single family homes. Most comments from the community asked for greater clarity and demonstrated a tremendous amount of anxiety. In the absence of information, a void was filled with misinformation by groups about what 80 units per hectare would encompass in terms of population density per square kilometre.

City	Population Density per square km (2016 census)
Toronto	4,334
Brampton	2,228
Waterloo	1,639
Guelph	1,511
Barrie	1,428
Brockville	1,168
Burlington	987
London	913
Cornwall	757
Hamilton	545
Ottawa	335
Kingston	275

Population Density per Square Kilometre (2016 Census, Statistics Canada)³

Further, the lack of clarity as to whether a “80 unit per hectare density” approach is applied on a per lot basis versus inclusion of the right of way and a list of the “general characteristics of urban built form” shocked residents who assumed that the list meant that approach would be imposed for the inner urban transect. Thus, phrases such as ‘zero or shallow front yard setbacks’ and ‘minimum of two functional storeys’ led to the assumption that no single-storey family homes would be allowed to be built in the future and that every new build would have to conform to the list.

I urge a change in the language in the opening of Section 5, (page 126) that if there is going to be table of general characteristics of urban built form, that it should be divided by transect, or, in the event that transect approach is not advanced, the language is strengthened to reflect that new buildings are not going to have to ‘conform’ to the characteristics listed in the ‘urban’ column. There is a great variation in terms of built form even within the inner urban transect. It still encompasses slightly denser, ground oriented, single family dwellings in areas like Westboro and the Glebe, but also the wider and larger lots seen more commonly in Alta Vista and Overbrook. For a resident that currently has a seven (7) metre setback on a residential street in Overbrook or Carson Grove, the language in the table and then stating

³ Population and Dwelling Count Highlight Tables, 2016 Census, <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/hlt-fst/pd-pl/Table.cfm?Lang=Eng&T=301&S=3&O=D>

the intended pattern is urban at 5.2.1(1) has many residents thinking that they will be living next to a building that will be built up to the property line.

I strongly urge City staff, well in advance of its final report to committee, to incorporate visual representations of what 80 units per hectare would look like and to be open and transparent on a neighbourhood-by-neighbourhood basis as to how it is to be applied. It could be as simple as expanding on the drawings that are in page 125, showing the gradual evolution of what we would expect to see. I have attached, as Appendix A, an extract from the “Walkable Workbook Pilot Project” for Overbrook, which demonstrates what a street could look like as it evolves over the next 25 years.⁴ This sort of visualization assists residents in understanding what City staff has proposed.

While density will be addressed in the Comprehensive Zoning By-law, it is important that an in-depth explanation of how density targets will be applied is provided in the new Official Plan, because if definitions are defined by property lot, such an approach will affect the typology of housing that can be subsequently built.

It needs to be clearly stated if single homes can still replace singles or if the intent is to prohibit that, for example, along minor corridors. I also support my colleagues who have stated that we need to clearly define whether to approach to intensification in R1 zones in the inner urban transect will be accomplished largely through changes to performance standards or by new permitted building typologies (minimum lot sizes versus allowing semis).⁵

Increase to the urban tree canopy target

The new Official Plan proposes a 40 percent urban canopy target and states in s.4.4.6(g): “Parks have a preferred tree canopy target.”

I would like to see that increased to a 50 percent protection target and I would also like clarification of whether the target applies to all trees across the City or is only referring to City parkland. The objective of the target should be explicit. Street trees and maintenance of private trees have the purpose of ensuring ecological sustainability, while beautify streets and contributing to the walkable neighbourhoods envisaged in this Plan and will buffer the urban heat island effect by providing shade.

Some of the work to do this has already begun with greater emphasis placed on “soft-scaping” with the R4 review, and infill II By-law changes in 2020. However, by embedding into the New Official Plan an ambitious target for retaining and growing trees, the City will be able to solidify focus.

I understand that there has been reluctance by City staff to adopt a neighbourhood-by-neighbourhood approach to the tree canopy. However, I support the concerns of my community associations that if regeneration is going to occur throughout Rideau-Rockcliffe at a faster rate than suburban neighbourhoods, it is more important than ever that the canopy as it stands currently is documented and that we monitor it closely. If it is not deemed possible that a 50 percent urban tree canopy target is

⁴ Hill, Rosaline, *Walkable Workbook Report, Overbrook 3 June 2020*, <https://www.flipsnack.com/rjhill/walkable-workbook-report-draft.html>

⁵ Leiper, Jeff, *Feedback to the Official Plan 11 March 2021*, <http://kitchissippiward.ca/content/feedback-official-plan>

achievable, or that it is not able to be done by neighbourhood, City staff should strongly consider adopting a target by transect, which accounts for how much regeneration will be occurring while taking into account space that is available for growing and retaining trees.

Heritage conservation, expansion, and adjacency

The two largest heritage conservation districts in Ottawa, Rockcliffe Park and New Edinburgh, are in Ward 13. The preservation of the built form with those districts are critical because once lost, they cannot be regained.

There has been a call by community associations for greater emphasis on heritage within the new Official Plan and I support this call. The preservation and promotion of heritage contributes to a lively and interesting City. Part of what makes Ottawa special is the delicate balance between its built form, both historical and contemporary, its streetscapes, neighbourhoods, and landscapes. Conserving this heritage character, while enhancing vitality and modern utility is key to retaining Ottawa's unique sense of place. Ultimately, the expectation of the public, and I believe future generations, is for development throughout the City that compliments neighbourhoods, communities, greenspace and historic sites and landmarks.

I also echo the call by the Lindenlea Community Association in seeking historic preservation for their neighbourhood, but this must be done in close and careful partnership with the community. Residents need to be aware of all the ramifications that a heritage conservation district (HCD) designation implies and imposes. Given the importance of historic Lindenlea as Ottawa's oldest planned community, developed as a garden suburb by Thomas Adams in 1919, there is a strong argument that the neighbourhood could warrant potential designation.

As I articulated in my previous paper regarding the Urban Boundary Expansion⁶, it is critical that in areas immediately adjacent to heritage districts, there must be careful, road-by-road consideration given to the streetscape. In the same way that locating a large building with no parking on a street and without sidewalks is inappropriate, locating a huge building next to a small historical home is also not appropriate. Safeguarding our City's Heritage Conservation Districts by ensuring zoning makes the "proposed built form" appropriate for the street is one way that we can densify while concurrently protecting heritage. A good example would be mandating through zoning a gentle rise in the height of buildings away from the heritage conservation districts along gateway streets leading into heritage areas. The example provided on page 100 of the first version of the new Official Plan applies to high-rise buildings. But in the same way that we recognize the need to be sensitive to a stable low-rise area, I also want to see policies that apply to the area adjacent to a heritage district, which more clearly articulate approaches concerning sensitivity to adjacent built historical forms.

Transit Oriented Development

I have no objection to a higher minimum around St-Laurent and Tremblay station (the latter being outside Ward 13 but positively impacting the area). In my estimation, the best way for our

⁶ King, Rawlson, *Policy Position on New Official Plan - Growth Management Strategy*, <https://bit.ly/3hioMKY>

neighbourhoods to make a transition to a truly 15-minute neighbourhood is to have local housing and essential shops and services close to LRT and rapid transit so that all of a resident's tasks can be completed on foot or by transit. It makes sense, given the City's multi-billion-dollar investment, that we locate more residential density immediately around Protected Major Transit Station Areas (PMTSAs).

While the language throughout the rest of the plan measures density in units, I find it concerning that 6.1.2 (2) states that it is setting out the "minimum density of people and jobs per gross hectare" and would like to see consistent language here used. If units are used throughout the rest of the document, the use of this measure should be uniform. I am very supportive of Section 6.1.2(6)(f) of the document requiring assessment of pedestrian accessibility. As it stands, pedestrian access to St-Laurent remains an ongoing problem for residents of Overbrook. St-Laurent LRT Station is the only LRT station in the City surrounded on three sides by private land, and on the fourth side by Highway 417. Publicly controlled pedestrian access is non-existent, and this poses a problem when encouraging use since access must be negotiated with the landowner. I know that, as development plans are proposed for the area, the 15-minute neighbourhood should be a key consideration and I am glad it is in the Official Plan as a critical policy. Pedestrian and active transportation access should be at the forefront of the planning around PMTSAs.

Concerning design, I would like more detail about the directions and more clarity about how we will manage heights in the immediate areas outside a PMTSA. If there is to be a step-down approach in building heights as you get further from the PMTSA, then those maximum heights should be established in a concentric radius. The detail of this of course will be in the comprehensive zoning by law where context and area specific heights can be established, but there is no reason that we cannot cement the overarching direction in the new Official Plan.

Of course, the other critical piece for PMTSAs is that provincial rules to only allowing inclusionary zoning around transit also limits the City's ability to truly mandate how much affordable housing must be available. However, mixed housing typologies, where possible, immediately surrounding PMTSAs should be utilized to achieve truly liveable 15-minute communities.

Usage of secondary plans and master planning

A core frustration about urban planning and the tension between community feedback and developer proposals is about certainty in the planning process. For some, community concerns are interpreted as pure 'NIMBYism' and opposition for the sake of it. While there may be an element of truth here, in most cases, there is a real concern about safeguarding the elements in a neighbourhood that people enjoy most – in other words, what makes it a great place to live. In particular, where communities have spent time going through processes for community design plans in the past, only for projects which do not conform to the guidelines be proposed, approved, and built, it breeds discontent and cynicism with both the City and the development industry writ large.

I would like to see more certainty in the planning process, whereby Local Plans or Area-Specific Plans are developed in concert with residents and then carry the legislative weight of a secondary plan. In my estimation this will mitigate the 'Wild West' planning that many residents perceive to be happening. I hope that developers will be able to work in concert with community in developing these Local plans and then propose development that are derived from and of those plans.

I am heartened to see the language in Appendix 9 of the draft Official Plan with its excellent discussion about what a Local Plan should encompass. However, it is unfortunate that the language in the Official Plan indicates that an area specific plan “may be initiated by a proponent” and I would like to see that amended to encompass the ability for communities to request a plan. For Rideau-Rockcliffe, an area such as the lands surrounding the baseball stadium or a land assembly such as in Manor Park has one landowner exercising control over a large land assembly. However, older areas of Ward 13, which are slated for regeneration are just as deserving of a plan. Arguably, this applies to many other areas in the City as well. Where there is no single landowner (such as for a few subdivision), it does not seem fair that the ‘proponent’ is the one that gets to initiate the plan. Careful thought must be given to how an older neighbourhood such as Manor Park, Overbrook or Carson Grove can densify and change over the lifetime of this new Official Plan, in a way that is context sensitive to the neighbourhood so that it can evolve in a way that enhances and adds to liveability. Consequently, I would be amenable to these neighbourhoods having Local Plans or Area-Specific Plans developed.

Equity

The City is dedicated to removing barriers and respecting the freedom and diversity of all its people. Council recently approved a Women and Gender Equity Strategy⁷ that was developed to ensure that the City of Ottawa’s services, strategies, and plans integrate a women and gender lens and promote women and gender equity. Through the comprehensive strategy, the City will implement actions to remove the systemic barriers that women and gender diverse people face and to enhance equity. The strategy focuses on four outcomes: policy change, safety, equitable representation, and gender inclusivity. The draft Official Plan noted the importance of women and gender equity, especially since this work was being undertaken before the advent of the creation of a City-wide Anti-Racism Strategy.

In the past year, the City has implemented new Anti-Racism measures, including committing a budget to create an Anti-Racism Secretariat to address systemic racism in our community and within the City’s workplaces and services.⁸ Systemic racism is described as a system in which public policies, institutional practices, cultural representations, and other norms work in various, often reinforcing ways to perpetuate racial group inequity. Systemic racism is not something that a few people or institutions choose to practice. Instead, it has been a historical feature of all social, economic, and political systems.

The Secretariat will ensure the City collects and uses race-based data and applies an Anti-Racism lens when developing City policies to address systemic racism. The Secretariat will work to actively remove barriers based on race and contribute to a society where resources and opportunities are equitably accessible to all. The Secretariat will be responsible for the creation of an Anti-Racism Strategy. Public consultations undertaken concerning the Secretariat with equity-seeking groups emphasized priorities which include housing.

⁷ Women and Gender Equity Strategy, https://documents.ottawa.ca/sites/documents/files/wges_en_0.pdf

⁸ Anti-Racism and Ethnocultural Relations Initiatives, <https://engage.ottawa.ca/anti-racism-and-ethnocultural-relations-initiatives>

Since the Anti-Racism Strategy will function concurrently with the Women and Gender Equity Strategy and will take an intersectional approach, it will be necessary to reference both strategies in the new Official Plan. The first draft of the Official Plan only referenced the Women and Gender Equity Strategy and I believe it will be necessary to acknowledge the centrality of the Anti-Racism Strategy in the City's Official Plan also.

Conclusion

Since Ottawa's population is projected to increase, along with densification, it will be necessary to ensure that development, on a go-forward basis, compliments the nature of communities on a human-scale. I am politically committed to ensuring that within our City's planning processes we see more opportunities for the public to make meaningful input through a fairer and more transparent planning process, and the first step toward this a new Official Plan which acknowledges this key goal.

I also believe Ward 13 will have several master planning opportunities in the future that could afford opportunities for wider, meaningful public input concerning development. Master planning could afford the Ward opportunities to mitigate some of the negative effects of infill intensification, by locating density in the most logical locations in the Ward, on the periphery of existing residential development. This density would be located along corridors and nodes with ample active and public transportation connectivity. Ideally, in some cases, the density will leverage inclusionary zoning tools to provide new options for affordable housing, along with community benefit frameworks which can provide additional benefits and amenities to neighbourhoods.

Some of these master planning opportunities includes social housing renewal in Overbrook, as Ottawa Community Housing (OCH) is engaged in a long-term renewal process that will examine the possibility of replacing some of its end-of life, 70-year-old homes with new, modern, and innovative housing. OCH will be extensively consulting with tenants and community members concerning re-development.

The City is also planning to undertake a community visioning process for Ottawa's baseball stadium, Raymond Chabot Grant Thornton Park (RCGT), based upon a Direction I put before Council on September 25, 2019. Stadium lands have been identified by Council as a site of interest for increased community use and as a transit-oriented redevelopment site that can utilize inclusionary zoning tools to provide new options for affordable housing.

City staff from both the Planning, Infrastructure and Economic Development department, along with the Recreation, Cultural and Facility Services department, will work with all interested members of Council, local and citywide community groups, provincial and national organizations, and other key stakeholders to develop a vision for use and redevelopment of the site. The visioning sessions will include identifying opportunities for increased year-round community, public, private and commercial usage of the Ottawa Stadium and opportunities to attract a more diverse mix of sport, cultural and community uses. The community will be notified when the visioning process launches, and a final community visioning report will be completed prior to the start of the formal secondary planning process which is scheduled to begin in late 2021.

Finally, while controversial, the proposed redevelopment of Manor Park Estates as a new mixed-use neighbourhood of apartment buildings and townhomes by a private proponent will allow residents with an unprecedented opportunity to express expectations concerning infrastructure, urban design along with the creation of adequate community amenities over the next 25 to 50-year time frame.

It must be our goal to ensure that our neighbourhoods have a fairer and transparent urban planning process so that community members can maximally express their concerns and influence planning applications. City staff's intention to leave intensification rules in neighbourhoods to the Zoning By-law and updates to the Secondary Plans will mean that Ward 13 could have more opportunities to undertake community-driven master planning exercises to better guide the scope and scale of intensification. The Ward will need to leverage additional Secondary, Local or Area-Specific Plans in order to direct intensification to the periphery of existing residential developments, mainly along appropriate corridors and the new nodes.

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Appendix A

Proposed Evolution of Neighbourhood Fabric

After the Workshops Rosaline's team prepared the following images to visualize the proposal. This image is a combination of places within the study area that is generally representative of the neighbourhood fabric.



Typical Street within study area



Typical Street after 10 years as proposed



Typical Street after 25 years as proposed

Proposed Evolution of Neighbourhood Corridors

After the Workshops Rosaline's team prepared the following street sections that would be typical to Neighbourhood Corridors (seen in yellow on the map on page 22). Street would transition to complete streets. Small apartment buildings could be expected to infill at rates similar to neighbourhood fabric, but with mixed ground floor uses. Consideration must be given to zoning for ground floor space at grade that is ideal for commercial or office use, but equally appropriate as residential use if other tenants are not immediately available.



