

Special Joint Meeting  
Planning Committee and Agriculture and Rural Affairs Committee  
Extract of Draft Minutes 1  
Thursday, August 22, 2019

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New Official Plan – High Level Policy Directions

ACS2019-PIE-EDP-0031

City Wide

### **Report recommendations**

**That Planning Committee and Agriculture and Rural Affairs Committee  
recommend Council:**

- 1. receive the high-level policy directions for the new Official Plan for release for public consultation purposes, as detailed in Document 1;**
- 2. receive for information the draft projections for total population, total housing and total jobs required to 2046 and draft growth scenarios;**
- 3. convene a joint meeting of Planning Committee and Agriculture and Rural Affairs Committee for the statutory public meeting required under the *Planning Act*, Section 26 in December 2019 to consider the revisions that may be required to the Official Plan;**
- 4. convene a joint meeting of Planning Committee and Agriculture and Rural Affairs Committee for the statutory public meeting required under the *Planning Act*, Section 17 in February 2021, subject to such sessions as are required, to receive submissions from public delegations in respect of the adoption of the new Official Plan;**
- 5. convene a joint meeting of Planning Committee and Agriculture and Rural Affairs Committee for June of 2020 for tabling of the draft Official Plan.**

The following staff provided a presentation and/or responded to questions:

- ❖ Planning, Infrastructure and Economic Development department:
  - Stephen Willis, General Manager
  - Don Herweyer, Director, Economic Development and Long Range Planning
  - Alain Miguelez, Manager, Policy Planning
  - Carol Ruddy, Planner
  - Charmaine Forgie, Manager, Business Support Services
- ❖ Office of the City Clerk and Solicitor: Tim Marc, Senior Legal Counsel-Planning, Development and Real Estate

A copy of the PowerPoint presentation is held on file.

The committees heard 16 delegations on this item, as follows:

- Daniel Buckles, representative of Community Associations for Environmental Sustainability (CAFES)<sup>1</sup>, provided comments and suggestions concerning economic development, particularly around building local and regional linkages and self-reliance in the economy, and allowing urban and rural employment lands with decentralized work hubs. He also cautioned on the amount of consideration that should be given to intensification of the Ottawa International Airport area and the potential of high-impact city-building projects to leverage economic development.
- Paul Johanis, Chair, Greenspace Alliance of Canada's Capital, spoke in support of the 5 Big Moves, in principle, in terms of how the strategic directions speak to climate change response as an overarching priority, to create a healthy, livable city for all. He suggested that the plan falls short of providing specific targets, scale and timeframes, and recommended the consultation process be used to gauge how far and how fast the public is willing to go to implement significant

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<sup>1</sup> Written submission provided; a copy is held on file

and measurable climate change measures.

- John Woodhouse, Council on Aging representative, suggested that the way the City currently treats parking creates unwalkable environments, hinders intensification, promotes driving and marginalizes transit. He recommended the City adopt measures to prioritize transit, including: elimination of minimum parking requirements; parking rates that start at \$3.50 per hour; car-free zones 600-800 metres around transit stations; free transit passes for all City employees and repurposing of parking areas, once LRT is running; elimination of all free parking at any time.
- Catherine Boucher, Somerset West Community Health Centre<sup>2</sup> raised concerns about the way growth is currently occurring, including increased infill housing, additional height, and loss of affordable housing options. She spoke in support of the proposed strategic directions relating to: 15-minute neighbourhoods; implementation of a climate, energy and public health lens; complete street initiatives; work to improve regional transit; tree canopy and urban parks; recognition of urban and peri urban farming in economic development plans; inclusion of housing in more City facilities and more City facilities in mixed-use buildings. She was concerned about a lack of focus on affordable housing She also noted the Plan contains language throughout that is directive and not permissive.
- Kimberly Peterson, on behalf of the Ottawa Hospital's Campus Engagement group, spoke of the synergies between the Hospital's vision of building a state-of-the-art medical facility and trauma center that is fully integrated within the community and the City's vision of making Ottawa the most livable mid-sized city in North America. She suggested a unique opportunity for collaboration between the City and the Hospital to advance both visions, noting how the new Hospital campus corresponds to the strategic directions of the draft new Official Plan in respect of urban and community design, climate, energy and public health, and economic development.
- Sally Thomas, Healthy Transportation Coalition, questioned how the City arrived at its definition of housing affordability (by income) and how it plans to include

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<sup>2</sup> Written submission provided; a copy is held on file

residents who don't meet that income threshold.

- David B. Flemming, Co-Chair, Heritage Ottawa Advocacy Committee<sup>3</sup> stressed the importance of the preservation of built heritage and how it can be woven into the strategic directions of the new Official Plan, especially growth management, climate energy and public health, and economic development. He welcomed the City's initiative in developing a Heritage Management Plan that supports the Official Plan's overall policy directions and growth management strategy. He recommended the City's planning documents be expanded to include significant federal heritage resources. He welcomed the City's efforts to embed public health, environmental, climate and energy resilience into the framework of its planning priorities and urged that the Official Plan encourage and demand that existing buildings be made a priority when examining options for growth. He also stressed the importance protecting rural heritage and agricultural resources as the city grows.
- Moe Garahan, Executive Director, Just Food, supported the initial linking of food and farming to the Official Plan in a more coherent fashion, and stressed the importance of a strengthened food lens throughout the Plan to ensure the city leverages the abundant economic, environmental and health benefits that a focus on food will offer. She offered recommendations relating to flexible, city wide zoning to support agriculture within livable communities, including that small and medium sized food businesses be integrated with sufficient space for manufacturing, warehousing and distribution. She recommended expanding the tree canopy and tying it to policies that support the building of an edible landscape that beautifies and provides food. She urged the City commit to preventing development on agricultural lands and focus on prioritizing agroecological approaches to growing food, including synergizing with the National Capital Commission's Greenbelt Master Plan.
- Mitchell Beer, Publisher, *The Energy Mix*<sup>4</sup>, recommended that climate response must be made the central and unifying theme of the new Official Plan, including rapid carbon reductions, climate resilience, and the community and economic benefits of climate action. He suggested the Plan must be strengthened to

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<sup>3</sup> Written submission provided; a copy is held on file

<sup>4</sup> Written submission provided; a copy is held on file

deliver on significant greenhouse gas emissions and make Ottawa a carbon-neutral city by 2050.

- Matthew Eglin, Vice-president, Electric Vehicle Council of Ottawa, suggested that the Plan needs to be expanded to make a greenhouse gas budget a key part of the framework, with a carbon lens that accounts for the greenhouse gas costs associated with any new growth, including the identification of carbon savings where applicable. He recommended that: electric transportation, including hoverboards, e-bikes, electric cars and electric buses, be included in the sustainable transportation policies; the falling costs of personal transportation, due to electrification, be considered during the planning period, including how electrification can be used to reduce greenhouse gas emissions in the medium term, and: that there be a greater emphasis on humans as central to the planning process, using international best practices as a model for the future of Ottawa.
- Heather Pearl, Co-Chair, Champlain Park Community Association,<sup>5</sup> recommended that climate change needs to be made the unifying lens through which the 5 Big Moves are seen and the through which City policies and programs are fleshed out. She suggested they be integrated into a multidimensional matrix that keys on environmental sustainability and resiliency in the face of climate change, and that climate change be the driving force of intensification to provide hope for a more sustainable future.
- Trevor Haché, member-at-large, Healthy Transportation Coalition<sup>6</sup> recommended the City commit to going further, faster, especially regarding the modal split targets and affordable housing near rapid transit. His recommendations also included: integration of the City of Ottawa's Equity and Inclusion Lens as a formal requirement in the urban planning policy and decision development process; a greater focus on transit priority; immediate cycling safety measures; freezing the urban boundary to prevent urban sprawl; stronger language, policies and commitment to deeply affordable housing near rapid transit stations and to city wide inclusionary zoning.

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<sup>5</sup> Written submission provided; a copy is held on file

<sup>6</sup> Written submission provided; a copy is held on file

- Sheila Perry, President, Federation of Citizens' Associations of Ottawa,<sup>7</sup> supported the high level directions document, particularly in respect of its focus on climate change, growth centered on intensification, protection of trees and greenspace, and higher order transit. She surmised there may be challenges to create, fund and implement actionable policies and programs, especially in respect of intensification and affordable housing. Her suggestions and recommendations included: adoption of intensification targets that avoid the need for expansion of the urban boundary; a focus on sustainable rural farm and village lifestyles; intensification that is context-sensitive and mindful of the core intention of a community's Secondary Plan or Community Design Plan; intensification compatible with protecting/sustaining the natural environment; a toolkit of policies and regulations targeted at strengthening the protection of built form heritage and at promoting better design overall; more ambitious target modal shares for sustainable transportation, and alternative traffic demand management strategies that motivate drivers to shift to more sustainable alternatives; good design that encompasses function, including collective implementation of the City's plans, policies and programs through the lens of the Climate Change Master Plan.
- Ted Phillips, Tamarck Homes, spoke to the need to plan for the growth that will occur and to develop an inclusive plan that includes affordable housing and protection of agriculture, including land budgets that allow for complete communities with garden plots and social housing initiatives. He also challenged the part of the document that refers to developing the Greenbelt and urged that section be removed.
- Joyce Halladay spoke to a lack of services in her community, Strathcona Heights, in terms of access to food and transportation, and she noted an absence of language in the 5 Big Moves document to indicate anything will change for her community in that regard. She spoke to Council's decision-making authority and reminded members of their accountability. She also spoke to the need for more consideration of what affordable and attainable housing means.
- David Jeanes was pleased to see heritage as an important consideration in the

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<sup>7</sup> Written submission provided; a copy is held on file

5 Big Moves document. His observations of the document through a heritage lens included: intensification and densification can occur with conservation of heritage; transportation, and particularly transit, access to heritage and cultural activities is an issue and should be addressed thorough the Transportation Master Plan; good urban and community design includes preserving, enhancing, maintaining and restoring heritage architecture; there are climate and environmental costs associated with demolition and transportation of demolished heritage buildings to landfill, and construction of new, and there may be energy efficiencies associated with retaining and maintaining existing buildings; heritage is a driver of economic development through tourism, and volunteer contributions.

In addition to the submissions previously noted, the following correspondence was provided to the Clerk's Office between August 12 (the date the report was published to the City's website with the agenda) and the time it was considered on August 22, a copy of which is held on file:

- Email dated August 21 from David McNicoll
- Email dated August 21 from Ken Holmes
- Email dated August 21 from Catherine Christoffersen, Bike Ottawa, on behalf of a group of community organizations collaborating on a People's Official Plan for Ottawa
- Submission received August 21, from Daniel Buckles, prepared by participants in the dialogue on a People's Official Plan for Ottawa's Climate Emergency

**Motion N<sup>o</sup> PLC-ARAC 2019 1/1**

Moved by Councillor A. Hubley

**WHEREAS the report ACS2019-PIE-EDP-0031, New Official Plan – High Level Policy Directions, proposes high-level policy directions for the new Official Plan, included in Document 1 of the report; and**

**WHEREAS Big Move 2 - Mobility provides for improved coordination of land use planning and transportation planning, to support the broader city-building vision in the Official Plan in Policy Direction 1; and**

**WHEREAS a policy included in Policy Direction 1 is concerned with short- to medium-term improvements to transit service frequency, reliability and travel times within the Greenbelt; and**

**WHEREAS a modification is needed to clarify that improvements to transit service frequency, reliability and travel times will be necessary in all urban areas as part of the Big Move to increase transit modal share and support increases in ridership;**

**THEREFORE BE IT RESOLVED that Document 1 – High Level Preliminary Policy Directions be modified to remove the words, “within the Greenbelt” from the third bullet point in Policy Direction 1 of Big Move 2 – Mobility.**

CARRIED

**Motion N<sup>o</sup> PLC-ARAC 2019 1/2**

Moved by Councillor T. Tierney

**WHEREAS, during a revision of the report ACS2019-PIE-EDP-0031, prior to its submission to the Committee Coordinator for release with the agenda, some notable information regarding the Air Quality and Climate Change Management Plan was inadvertently omitted;**

**THEREFORE BE IT RESOLVED that that Planning Committee approve that the Committee Coordinator amend the report before it rises to Council to add the following paragraph at the end of the report section entitled ‘Growth**



**Management Scenarios':**

**"The Air Quality and Climate Change Management Plan (AQCCMP) is currently being updated and a report is expected to be brought to the Standing Committee on Environmental Protection, Water and Waste Management before the end of 2019. The AQCCMP provides a framework for addressing climate change mitigation (reducing greenhouse gas emissions) and adaptation (responding to the current and future effects of climate change). Policies in the new Official Plan will be informed by the directions in the updated AQCCMP."**

CARRIED

The committees CARRIED the report recommendations, as amended by motions 1/1 and 1/2, with the following Directions to staff:

- Please account for the full cost of trips in Ottawa by different mode using a cost per trip calculator (in Calgary they have a cost per trip calculator to model after) and bring this information into the next portion of the public consultation on the Official Plan and/or Transportation Master Plan, specifically Mobility in the 5 big moves.
- In addition to the existing prime agricultural land protection established through the LEAR scoring and the Provincial Policy Statement that staff look at all opportunities to provide additional protection for agricultural lands and protection for our rural villages in the form of a buffer around them.