Today’s Topics

• Ottawa Public Health
• Planning Objectives
• Activity
• BREAK
• Zoning
• Active Transportation
• Why Nature Matters to Health
Planning Objectives

Planning and Growth Management
April 2016
Background

- The future landscape of Ottawa is changing
- Unprecedented period of growth and transformation
- Enhancing a world-class transit system
Planning Act

• Provides the Legislative Framework
  • How the planning system will work
  • Who the decision makers are
  • How disputes are resolved
  • How public can provide input

• Provincial Policy Statement
Bill 73 Bringing Extensive Change to Ontario Planning Legislation

- Smart Growth for Our Communities Act, Dec 2015
- Inclusion of urban design as a matter of provincial interest
- Increasing capital cost recovery for transit from development charges
“WE WORK TOGETHER TO SHAPE THE GROWTH OF THE CITY”
Planning for Ottawa’s Future

- Intensification
- Design excellence as part of city building
- Integrate urban design and transportation
- Public places and spaces
- Cycling and walking priorities
488
DEVELOPMENT APPLICATIONS RECEIVED

195
Site Plan Control

83
Zoning By-law Amendment

30
Plan of Condominium

30
Draft Plan of Subdivision

9
Official Plan Amendment

DEVELOPMENT HOTSPOTS

Concentration of Development Applications

High Concentration

Low Concentration
“Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments.”
Planning & Health

• Higher building density and mix of uses leads to shorter trips, walking and cycling
• Street trees are identified with people’s decisions to walk
• Children with more nature have more self-esteem and less anxiety
The Cornerstones of TMP

1. Cost of travel by various modes
2. Land use and transportation (intensification)
3. Transit investments
4. Active Transportation and Complete Streets
1. Cost of Travel
2011 Cost of Travel Study
# TMP Funding

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Rapid Transit and Transit Priority Network</td>
<td>$2,995M</td>
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<tr>
<td>Roads Network</td>
<td>724M</td>
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<tr>
<td>Cycling Projects ¹</td>
<td>70M</td>
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<td>Pedestrian Projects ¹</td>
<td>26M</td>
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<tr>
<td>Multi-Use Pathway Structures</td>
<td>40M</td>
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<tr>
<td>Various network modifications, intersection control measures, studies and programs</td>
<td>140M</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$3,995M</strong></td>
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¹ Cycling and pedestrian projects not included in road and transit funding (i.e. off-road facilities)
2. Transportation and Land Use
Low density single use development and auto oriented transportation
Is this the Future that We Want?
Mixed use development, multi-modal transportation
Future Choices

Divorce land use and transportation
Build more roads to solve congestion
Spread out the development to reduce congestion
Design roads for peak traffic (15 min)

Marry land use and transportation
Reduce the distance to travel and rely on walking, cycling and transit
Concentrate development to facilitate walking, cycling and transit
Accept congestion during the peak period
Sprawl vs. Intensification

The Impact of Land Use: Compact vs. Spread

- Non-motorized Trips: 26.1%
- Rail Trips: 8.3%
- Bus Trips: 7.4%
- Auto Driver Trips: -4.7%
- Auto Vehicle Hours: -9.6%
- Auto Vehicle-Kilometres: -3.2%
- Average Auto Speed: 7.1%

Note: Modelled difference between compact and spread scenarios.

Source: Needs and Opportunities Report, City of Ottawa, 2013, Transportation Master Plan, Final Draft
3. Transit
Crushed under our own success:
180 buses per hour clogging the downtown core and capping transit capacity
Confederation Line LRT
Stage 2 Overview
Active Transportation and Complete Streets

- Why are Complete Streets important?
- How to build them?
How Far Do We Travel?

45% of trips <= 5 km (15 min)

66% of trips <= 10 km (30 min)

Source: 2011 OD Survey, Ottawa
Auto Centric Approach
Complete Street Approach
Central Area Bikeway Network

PLAN

[Map of Central Area Bikeway Network with numbered points 1 to 7]
Central Area Bikeway Network 2022
Protected Intersection Concept
Ottawa’s 1\textsuperscript{st} Protected Intersection
Winter Cycling
Winter Cycling?

65% of cyclists who stop cycling in winter switch to sustainable modes
Accessibility for All

• Accommodating people of all abilities is integral to the design of pedestrian friendly streets
Recent Complete Streets Projects
St. Laurent Boulevard

Shared lane

Painted bicycle lane
Adàwe Bridge

Seasonal bridge

Permanent bridge
Coventry Road

Shared lane

Cycle track
Montreal Road

Shared lane

Painted bicycle lane

Cycle track
St. Patrick Street

Shared lane

Cycle track
Fifth Avenue

Shared lane

Painted bicycle lane
Churchill Avenue

Shared lane

Cycle track
Future Complete Street Projects
O’Connor Street
Main Street
Questions
Zoning

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Proposed Zoning Amendments

• Increase the number of zones where a farmer’s market is a permitted use
• Broaden the meaning of the land use term community garden to include urban food production
• Allow residents to grow food and share, donate or sell it
• Allow residents to lease yard

Photo: Edible Ottawa
Building Better and Smarter Suburbs

• BBSS is an ongoing initiative to resolve spatial conflicts in new greenfield suburbs while improving urban design & liveability

• Project components that will contribute to healthier communities:
  ✓ More connected street networks that support active transportation
  ✓ Traffic calming built in as part of initial road construction
  ✓ Improved tree planting in marine clay soils
  ✓ New park typologies for smaller sites
  ✓ Better retention of mature trees
Zoning Study on Local Shops and Services in Residential Neighbourhoods
Why Nature Matters

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Ottawa’s Forests

City-managed Forests
• 300,000 plus street trees
• 10,000 ha of Community Forests
• 900 parks with trees

Privately-managed Forests
• Farm woodlots
• Privately-owned trees
• Commercial forests, maple syrup operations
Examples

• Main Street Complete Street – Greystone
• Richardson Ridge, Kanata
• Community Sugar Bush in South Kanata
• Stewardship of Natural Areas
Contact with nature benefits people of all ages, income groups and abilities

- Trees buffer noise, offer shade, reduce effect of heat islands, lower air pollution
- Contact with green space increases physical activity
- Time outside strengthens family relationships and gives a sense of community