

# Time to get on board

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***Event Summary: Building More Affordable Housing Near Rapid Transit Stations in Ottawa, April 20, 2018.***

Prepared for

The City of Ottawa, the Alliance to End Homelessness Ottawa, Centretown Citizens Ottawa Corporation, and Healthy Transportation Coalition

By

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### **Setting the context for Transit Oriented Affordable Housing Development (TOAHD)**

Bare land has no market value. It is the public decision to endow that land with a right to use and to develop for certain uses and density that creates the value.

Permitting the landowner to park cars establishes a value based on the value of future income from parking revenues. Increasing the use from a parking lot to a ten-storey condo tower further enhances the value. The new value is the potential profit from developing and selling condo units (and the land value = gross sales proceed, less all development costs including developers profit margin).

And if that zoning dictated that two of the storeys must be used only for affordable housing at some established rent, the potential receipts would be reduced, and accordingly the land would have a slightly lower value.

So, it is the process of a public decision to permit or increase use that creates and increases value. This is a concept labelled “planning gain” in the UK and “land value capture” in the US.

There is a strong argument to share part of that gain between the landowner and the community or public, because in the absence of the public decision the landowner would not have achieved any increase in value. It is effectively a win-win and actually creates new value at no cost. The existing landowner benefits and so does the community, at no cost to either.

The case of new transit infrastructure further endows new high value on the selected transit corridor, and more particularly land adjacent to stations along that corridor. This typically involves a major infrastructure investment decision, again a public decision that creates additional value to locations along the corridor. A recent study in Montreal showed property increasing in value by 13% within 500m of a metro station, 10% within 1 km and 5% within 1.5 km (Metrolinx, 2013).

***So transit corridors involve two separate sets of public decision processes, that act together to substantially underpin new development, increased density and increase land value.***

In the absence of thoughtful planning regulations or some form of public land banking to acquire and control the sites, the substantial benefits of these decisions flow entirely to private landowners, who own adjacent lands (or others who anticipated the decisions and acquire land in advance to capitalize on the opportunity). In the absence of sound planning policy with specific inclusionary requirements, there is no potential to realize a community benefit from this planning and public investment gain.

In Ottawa the Light Rail Transit (LRT) involves a very substantial public investment, in excess of \$5 billion for Phases 1, 2.

Together with sound planning mechanisms this public investment can enable the implementation of a progressive and effective policy framework to ensure that substantial value uplift is shared fairly between land owner-developers and the residents of Ottawa. Part of this community benefit can be in the form of providing a supply of affordable housing to low-moderate income households that make up an important part of the labour market and sustain the economy of the city.

## **Objective of workshop**

This workshop was convened by the City of Ottawa Planning Infrastructure and Economic Development Department and City of Ottawa Housing Services Branch in partnership with the Alliance to End Homelessness Ottawa, Centretown Citizens' Ottawa Corporation, and Healthy Transportation Coalition.

It was structured as a brainstorming session to identify potential supportive policies that can facilitate and enable construction of new affordable housing along Ottawa's LRT corridors and stations.

### **The objectives identified in the agenda were to:**

- Identify opportunities & challenges related to building more affordable housing close to rapid transit;
- Learn more about the City's position, that of social housing providers, and community concerns;
- Prioritize the top 5 solutions and/or promising ideas that could be pursued.

### **Who was there?**

The audience included a cross-section of over 50 people including seven City Councillors, City staff from transportation, economic development, planning, and housing, representatives from the affordable housing and private development sector Ottawa ACORN and homelessness advocacy groups and other interested citizens.

**Opening framing remarks** were provided by Kristen Holinsky, Executive Director of the Alliance to End Homelessness and Saide Sayah, Program Manager, Affordable Housing Unit City of Ottawa Housing Branch

Their remarks highlighted:

- A lack of supply and erosion of the existing limited stock of affordable rental housing, exacerbated as transit oriented intensification displaces and gentrifies existing affordable housing options in LRT corridor areas.
- The vital importance of a sufficient stock of low rent affordable housing both to support general well-being, the local labour market, and to help address homelessness.
- The LRT represents an opportunity to expand supply but also a challenge to ensure new development includes affordable housing, even when largely a private market investor driven process.
- The market does not create the right type of housing at an affordable price in appropriate locations – thus the need for a sound policy framework and incentives with council leadership.

- The city has little control and only a limited budget to fund affordable housing supply, so it is important to leverage the public approval process and transit investment to increase outcomes, including a range of community benefits as well as increased supply of affordable housing.



Property values will increase around Light Rail leading to **higher rents & urban displacement** of poor people



Will Ottawa prioritize building affordable housing close to Light Rail?

**Three council members also provided welcome opening remarks.**

- Deputy Mayor Mark Taylor (& Special Liaison on Housing and Homelessness)
- Diane Deans, Chair of Community Protective Services Committee
- Councilor Jeff Leiper

Councillor Taylor, spoke to what would happen if we get TOD wrong, with benefits only to wealthy vs. what if we get it right as a way to ensure an inclusive inclusive community for all. He introduced the concept of Equitable Transit-Oriented Development (ETOD), intended to convey the idea that both the system and adjoining land use should be inclusive of the needs (and fiscal capacity) of low-moderate income households. This is particularly important in the face of gentrification and redevelopment that is already occurring in some parts of the city, and can be an undesired outcome of transit based intensification.

Without sound public policy connecting transit planning community development plans and affordable housing strategy, the risk is that the LRT related development activity will simply drive up land values and make housing less affordable especially to those most in need. This can constraint options for lower income households, for whom public transit is often their main form of transportation. Over time as land and housing values increase, the lower income residents, often more dependent on transit, may be pushed further away from this amenity. Accordingly, Councillor Taylor voiced his support for the creation of a high-level working group across multiple city departments to break down silos and ensure coordination of activities toward a common goal of inclusion.

Councillors Deans and Leiper further reinforced this need for integrated planning (with example of the Building Better and Revitalized Neighbourhoods projects).

All councilors identified public lands as key assets where the City, in partnership with other orders of government, can show leadership in affordable inclusive transit oriented development. But it is not solely a city responsibility. By leveraging the land use development approval process and significant public transit investment from all levels of government, and drawing on new tools such as inclusionary zoning authorities, it is possible to achieve positive outcomes and ensure Ottawa has inclusive neighbourhoods.

## **LRT Update**

The context was then framed in a presentation by city staff (Chris Swail) Director, O-Train Planning, Transportation Services Department, on the Phase 2 alignment and planned stations. The presentation highlighted significant areas that are currently undeveloped. Creating substantial opportunity for future development and intensification.<sup>1</sup>

An audience question asked Chris to identify the stations that might offer significant potential for affordable housing development. He suggested there is strong potential at the following sites:

- **Baseline** – Algonquin, land city leases, lots of free parking that may make sense to convert to housing
- **New Orchard/Pinecrest** – lots of lands, City will hold that land and Ottawa Community Housing may have plans for it
- **Major commercial/retail malls undergoing redevelopment including Lincoln Fields, South Keys**
- **Hurdman** has massive brown fields offering significant redevelopment possibilities
- **Gladstone** – this site has been acquired by City through Ottawa Community Housing who will manage a mixed used redevelopment, inclusive of affordable housing.
- **Westboro/Tunney's Pasture** – significant potential infill/redevelopment of the federal campus lands north of line.
- **Cyrville** is currently a mixed area with residual industrial land use, lower values and potential for redevelopment

As Councillor Deans previously observed, there are plenty of new and redevelopment opportunities, we have the know-how, its simply a matter to create the necessary policy framework incentives and development regulation needed to require and support inclusion of some affordable development.

It was noted by an audience member that the policy framework must align with the practices of the development-investor community – most purchase or option land well ahead of development, and the price includes the value of anticipated change in use and increased development density. If social outcomes, like including some percentage of affordable housing are not established as transparent policy early in process it frustrates the development sector and creates both push back and stalled development. It is critical to send clear signals to the market, if the intent is to encourage market based partnerships.

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<sup>1</sup> The presentation slides can be viewed here:  
ENG: [stage2lrt.ca/resources](http://stage2lrt.ca/resources) FRE: [etape2tlr.ca/ressources](http://etape2tlr.ca/ressources)

## ***Presentations***

This context piece was followed by brief presentations from the following a cross section of eight individuals, reflecting different perspectives who each provided general remarks as well as identified what they feel are three key ideas for consideration on advancing the potential for affordable housing near the LRT. Speaking notes, where available are appended to this report (Appendix A)

### *Cliff Youdale, Ottawa Community Housing*

In recent years the affordable housing sector has fought over the crumbs – limited funding allocated through the City run Action Ottawa program. Its now time to think bigger and lever new opportunities like TOD. New development should include a mix of rent-price levels to create more inclusive and financially sustainable communities. This approach is being used by OCH on Gladstone Village.

### *Suzanne Le, Exec. Dir., Multifaith Housing Initiative*

Land and the approval process is a valuable resource. Its time to explore land banking for community use and allocate part of sites for affordable housing in the way dedications are given for park and school sites. It's also important to get land (share of development) rather than cash in lieu. For public sites, disposition should prioritize land for affordable housing. Greater use could also be made of building on air rights – e.g. over libraries, firehalls, community centres.

### *Ray Sullivan, Centretown Citizens Ottawa Corporation*

In promoting inclusion of affordable housing it is necessary to broaden the definition of affordable. Targeting only very low rent housing is not financially sustainable and doesn't create healthy mixed communities. Better to advocate for broader mix of rents. City Official Plan policies (on affordable housing) should be updated and refined. Recent provincial legislation creates a new opportunity to implement thoughtful inclusionary policy. We will need a broad mix of tools, and can't just rely on inclusionary zoning at transit stations – different sites need and fit different tools – but inclusionary policy can be one of these.

### *Dennis Carr, Centretown Affordable Housing Development Corp.*

Existing City planning policy documents (including its affordable housing strategy) have only vague priorities, lack targets to measure progress and are weak on affordable housing policy. By comparison Vancouver has detailed explicit requirements, invests heavily and creates much larger outcomes (re affordable housing as well as other community benefits). He cited as an example of lack of affordable housing in Glebe: In the early 1990's CCOC and OCH built 160 social housing units over a parking garage on Gloucester and Nepean Street downtown; in comparison new parkade in Glebe missed opportunity to include housing above.

*Vivian Chih, Canada Mortgage and Housing Corp.*

The national Housing Strategy released in November 2017 creates a number of new opportunities, the details of which are still being developed. These add a number of funding programs that can assist the City in its affordable goals, including along LRT corridors. NHS funding outcomes include benchmarks for affordability, energy efficiency and accessibility, all outcomes that align well with TOD.

*Trevor Haché, Healthy Transportation Coalition*

Affordable housing should be a priority across full range of city plan/policy documents – its not enough just to put in a separate, disconnected, housing plan (policies should be in OP, all CDPs, TOD plan, transportation Master plan). There is a need for explicit targets – ideally linked to council term, so there is stronger political accountability. Housing is a right and there should be meaningful affordable inclusion targets to implement this right. We might have missed the bus on phase 1, but must get it right for phases 2 & 3.

*Alain Miguelez, Planning Dept., City of Ottawa*

There are, and will be more, significant opportunities: things like air rights, opportunity to infill extensive surface parking areas when near transit, sensitive infill with small unit additions, especially if street right of ways can be narrowed/repurposed near transit. The combination of housing and transport costs are a big factor in affordability problems, combining solutions near transit is a more integrated impact, addressing poverty, transit cost and housing.

*Delores Peltier-Corkey, Gignal Non-Profit Housing Corporation*

Indigenous housing providers work with very low-income families. Currently no Indigenous housing is near transit. So new policy should seek to be more inclusive. LRT lines traverse Algonquin lands – has there been meaningful consultation and informed consent?

*Jill Wigle, board member, City for All Women Initiative*

We know what needs to be done; the missing piece is political leadership. Need affordable housing near transit. Need to prioritize integrated planning, including gender equity lens – e.g. woman's mobility patterns are different because they are caregivers. Pay attention to equity and inclusion

*David Renfro, Domicile Developments*

A key issue for both market and affordable developers is community opposition/NIMBY especially when intensification is involved. The development process is fraught with uncertainty and risk. The city can help to de-risk the process through pre-zoning (versus requiring extended negotiated process, and potential appeals) around LRT stations. Policy should also allow opportunity to negotiate density bonus in exchange for community benefit. Potentially allocate 100% of any Sec 37 benefits to affordable housing use. Strategically use development and permit fee waivers to encourage inclusion of affordable units.

Following the presentations, audience members were invited to add additional ideas or seek clarification. General discussion elaborated on some of the suggested ideas. Some ideas were augmented or reinforced – especially the need for strong political leadership.

### ***Dotmocracy - identifying most promising ideas.***

During presentations from councilors and other presenters, specific ideas were recorded on large flipchart sheets and displayed on the wall. Where the suggestion/idea was highlighted by more than 1 speaker it was not repeated (but repeated ideas were highlighted). There remains some overlap so all listed ideas (in table below) are not mutually exclusive.

The dotmocracy exercise then asked audience members to place stickers on ideas they wish to prioritize. The top 10 ideas prioritized were:

- 1) Term of Council Priority targets
- 2) Use all tools (inclusionary zoning, Section 37, site plan approval)
- 3) Plan for people not buildings
- 4) Air rights and co-location (housing above libraries and other public use)
- 5) Set targets for affordable housing (TODs, Official Plan, etc), track accountability
- 6) Affordable housing for Indigenous people
- 7) 5-year plan with targets, resources and accountability
- 8) Broaden definition of affordable (housing affordable for people with a mix of incomes can help build more affordable housing)
- 9) Macro strategy for affordable housing and micro strategy for areas around stations
- 10) Land banking (public lands near transit), reserving the land for affordable housing

The complete dotmocracy prioritization is presented in the table below.

Extracting key priorities from this list suggests that the participants placed a high priority on strong political leadership, and greater council accountability. The single largest vote identified the need for a clear set of target outcomes, more importantly linked to council term to ensure political accountability.

It was recognized that a variety of tools would be needed to enable and encourage transit oriented affordable housing development (TOAHD). This should include planning policies such as inclusionary zoning policy and density bonusing (sec 37), incentives, such as development cost fee waivers, permit waivers, and when available, financial support via program specific grant or financing programs.

Another high priority was the idea of leveraging existing public investment and using air-rights to add affordable housing over other public use sites (libraries, community centres, parkades and potentially over transit right of ways and over stations).

Certain constituencies, notably indigenous and low income persons dependent on transit, were highlighted as potential target groups for affordable housing development near transit. It was also stressed that policies should emphasize planning for people, suggesting appropriate design and amenities – its not just about more units, its about more homes, appropriate amenities and the quality of life of residents.

Participants also highlighted the absence of policies relating to affordable housing in other city plans. There is a need for more cross-sectoral integrated planning (i.e. include afford housing objectives and principles in transportation master plan, TOD plans not just in Official Plan and the housing and homeless plan). Without explicit policy recognition in these non-housing specific documents the potential and opportunity to pursue affordable housing outcomes is easily overlooked.

## ***Next Steps***

This event was conducted as a brain storming exercise intended to begin a dialogue on how to elevate the discussion about opportunities for affordable housing development in conjunction with the LRT investment – which is creating significant uplift in land values for existing land owners. Given the degree of public investment and public decision authority in the planning and development process that create this value uplift, serious thought is required about how to lever this investment and decision process to generate a meaningful community benefit, beyond the linkages of light rail itself.

The morning generated a wide range of suggestions and opportunities, most notable the need for strong political leadership and sound policy development, with meaningful objectives and targets.

It was suggested that we might have already missed the train with respect to planning for affordable housing along the phase one part of the transit corridor and stations. However now is the time to identify opportunities and develop a regulatory and planning framework to encourage, incent and enable transit oriented affordable housing development (TOAHD) on phase two and three.

A critical part of the process is to identify public lands that could be utilized for this purpose and to ensure that land disposition policies support TOAHD (i.e. lands are not sold off for highest and best use to maximize real estate return without any requirement for inclusion). This will require collaboration between the City Housing and Real Estate branches, together with necessary political leadership to direct staff.

It may be appropriate to explore the potential of land banking of public lands to ensure that future development includes integrated development, with inclusion of affordable housing. Public or community control of the lands can be an effective way to ensure these outcomes (Gladstone Village, being developed by Ottawa Community Housing is a good example of this approach).

In the case of privately owned land it is extremely difficult to add inclusionary requirements after the fact, that is, after investor-developers have purchased land at prices that already capitalize potential future higher density). It is critical that any such requirements should be identified early and embedded in any official plan updates, in Community Design Plans (secondary plans), TOD plans and in the zoning bylaw (potential as conditional use provisions).

It was noted that the recently enacted legislation in Ontario that enables municipalities to adopt inclusionary bylaws. The new authority should be used to develop an appropriate regulatory framework to encourage TOAHD in Ottawa.

The city should embark on the creation and implementation of an inclusionary bylaw, drawing on new legislative authority. TOD sites should be prioritized for inclusion of affordable housing.

These requirements should be embedded in the planned official plan update, in Community Design Plans (secondary plans) and in the zoning bylaw (potential as conditional use provisions).

Workshop participants proposed the creation of a TOAHD working group to assist and advise the City in developing and implementing a TOAHD framework.

Event organizers and sponsors have high hopes that these ideas and opportunities will gain momentum over the coming months, and that a new council will provide the critical leadership to create increased options for affordable housing to support a more inclusive city.

<b>Results of dotmocracy prioritization</b>	
<b>Suggestion/idea</b>	<b>Dots</b>
Term of council priority targets	23
Use all (tools inclusionary zoning section 37 site plan approval)	15
Plan for people not buildings/create complete communities	12
Air rights and co-location (housing above libraries and other public use)	12
Set targets (TOD, OP etc.) track, accountable	12
Affordable for indigenous people	10
5 yr. plan with targets, resources and accountability.	9
Broaden def'n of affordable (other levels of afford)	7
Macro strategy for afford hsg and micro strategy for stations	7
Land banking (public lands near transit)	6
Include housing for larger families	5
Afford housing first from public land sale	5
Forgive development charges and permit fees for afford hsg	4
Rules for land close to transit (not just adjacent) – e.g. Coach houses/ secondary apts	4
Dedication of land for AH (not just \$ in lieu)	4
Working group – partnership collaboration between all stakeholders	4
Include meaningful vision in city strategic plan and TOD plans	4
Think big (tower in park rethink, CPD Pinecrest/Queensview interchange)	3
Continued funding from 3 levels of government (pilot conversation with feds re eligible land for AH)	3
Priorize in plans (update def'n – OP, TODS secondary CPD plans)	3
Equity inclusion lens (apply to planning tools)	2
Move from RT3 to RT4 zoning of side streets within 1.5 km of transit to allow low rise infill	2
Leverage municipal land use approvals	2
Community benefit agreements	2
Rental replacement bylaws	2

Communication –tell the story better link btw housing and transportation	2
The reconciliation commission (recommendation #92) includes calls to action (e.g. Consultation	1
Partner with afford hsg developers to build secondary dwellings	1
Pre-zone lands along LRT	1
Embrace smart grow planning principles	1
Integrated planning – transport, TOD, OP	1
Support partners to build afford hsg using public land	1
Equitable TOD	1
Stage 3 opportunities – work with partners for certain parcels	1
Add contractual obligations in stage 3 LRT covenants	1
Keep existing afford housing	1
National housing strategy – RDFI, Co-investment fund	1
Add afford housing criteria related to infrastructure/transport funding	1
Improved access and planning for access with inclusivity	0
Women partnerships	0
Live and make a decent living	0
Allow coach house and secondary dwellings at same time	0
Strengthen TOD and other planning tools	0
	0
Think small (rethink setbacks, better utilize surface parking	0
Strong committed council	0
Knowing what supports are going in in advance (e.g. Community services accessibility etc.)	0

Don Riley is a commercial property developer and owner based in London, UK who made millions of pounds from the building of the Jubilee Line Extension in south London. He owned a significant amount of property in a run-down part of Southwark that dramatically rose in value when the new underground line opened.

The increase was due to the fact that Southwark was now connected to central London and the Financial City, Canary Wharf and Docklands, and City Airport.

He wrote a book called **“Taken for a Ride”** in which he set out the gains in land and rental value generated around all the new stations from the building of the line. He had monitored these values over time. Although glad of the windfall generated, he powerfully argues that at least part of this wealth creation should return to the people who created it – i.e. the providers of the Jubilee Line - ultimately the taxpayers.

*Cited in Havel George, 2013, Land Value Capture Discussion Paper, Metrolinx*

## ***Appendix: Presenter Speaking Points***

Note: while speakers were asked, following the event, to share notes, not all have formal speeches, and were not able to provide background notes. This appendix includes those that were available [**bold**].

- **Kristen Holinsky, Alliance to End Homelessness**
- Saide Sayah, City of Ottawa Housing Branch
- Cliff Youdale, Ottawa Community Housing
- Suzanne Le, Exec. Dir., Multifaith Housing Initiative
- Ray Sullivan, Centretown Citizens Ottawa Corporation
- Dennis Carr, Centretown Affordable Housing Development Corp.
- Vivian Chih, Canada Mortgage and Housing Corp.
- **Trevor Haché, Healthy Transportation Coalition**
- Alain Miguelez, Planning Dept., City of Ottawa
- **Delores Peltier-Corkey, Gignal Non-Profit Housing Corporation**
- Jill Wigle, board member, City for All Women Initiative
- David Renfroe, Domicile Developments

## **Building more Affordable Housing near Rapid Transit Stations in Ottawa – April 20, 2018**

8:15 a.m. to 12:30 p.m., Colonel By Room, City Hall, 110 Laurier Ave. W.

### **Sponsors:**

The City of Ottawa Planning Infrastructure and Economic Development Department and City of Ottawa Housing Services Branch in partnership with the Alliance to End Homelessness Ottawa, Centretown Citizens' Ottawa Corporation, and Healthy Transportation Coalition are pleased to invite you to this series.

### **Objectives:**

- Identify opportunities and challenges related to building more affordable housing close to rapid transit
- Learn more about the City's position, that of social housing providers, and community concerns
- Prioritize the Top 5 solutions and/or promising ideas that could be pursued

### **Kristen' Speaking Notes:**

Thank you. I am very pleased to be here, representing the Alliance to End Homelessness Ottawa as one of the participating supporters of this event.

Without an adequate supply of affordable housing, we will continue to see increases in homelessness, like the 5% increase in shelters use we saw this past year.

We desperately need more affordable housing options to meet the needs of the low to moderate income households who make Ottawa their home.

We know that ensuring housing affordability significantly increases housing stability, and improves outcomes in health, employment, education, and wellbeing for individuals and families.

The opportunity is right in front us. We can do something to address the lack of affordable housing supply and the low rental vacancy rates in our city.

With the building of Ottawa's Light Rail Transit, we have an opportunity to ensure that development near Ottawa's 57 rapid transit stations include affordable housing.

We are very happy to be here today, with City staff, to convene a conversation on the urgency, the need, and the opportunities to ensure that as our city continues to grow, our neighborhoods remain inclusive, accessible and equitable.

Five billion dollars of public money is being invested in Ottawa's Light Rail Transit system. We need to ensure that community benefits flow from that investment – into all neighborhoods – for all community members.

We thank the City for being here with us today to identify the opportunities available to build high-density, mixed-use neighborhoods, close to rapid-transit. And further, to clearly define targets for all new housing built that will meet our city's affordability needs.

The Alliance is producing a "What We Heard" report stemming from today's discussions.

We look to the City to take the outcomes from today's event – and take the lead on developing responsive and accountable outcomes for transit-oriented development, that clearly define affordable housing targets.

Today's event is a great start! Thank you for being here with us, and we look forward to the conversations ahead.

Thank you

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### **Background Facts**

There are currently 10,000 people on Ottawa's Centralized Waiting List for affordable housing, while the length of time to receive an offer of housing remains 5 years or more. There are currently 26,000 affordable housing units in Ottawa, but another 14,000 units are needed to meet current demand.

There will be 57 rapid transit stations in Ottawa, and the majority of those stations have the potential to accommodate Transit-Oriented Developments.

Our preference is to see high density mixed use neighbourhoods in Transit-Oriented Developments (TODs), with a minimum of 10% of all housing built in TODs being affordable non-profit rental housing. At present the term "affordable housing" does not appear in the City's Transit-Oriented Development Plans.

Five billion dollars of public money is being invested in Phases 1, 2 of Light Rail Transit, and we need to ensure community benefits flow from that investment. We must ensure a strong emphasis is placed on building affordable housing close to rapid transit stations.

The City needs to work with the community to decrease the amount of urban displacement of people living on low incomes, who are being pushed out of the downtown core to access affordable housing, and further away from public transit.

We thank the City for being here with us today, to open dialogue on this important issue, and begin to identify the opportunities moving forward. We further look to the City to lead the formation of a Working Group, involving community members, and City staff working across transit, planning and housing departments to identify a path forward on this issue.

## **Make it a priority, in writing, Budgets**

- update Transit-Oriented Development Plans, Official Plan, Secondary Plans, Transportation Master Plan, Strategic Capital Plan for Affordable Housing, and explicitly state in each that it is a priority
- make the next Term-of-Council the best-ever in terms of spending City of Ottawa \$ on building deeply affordable housing

## **Set aggressive commitments/targets**

- 15-20% of all housing added to Transit-Oriented Developments, near stations, along transit lines should be deeply affordable housing units (housing is a human right)
- put contractual obligations in Stage 3 LRT, utilize land expropriation & create covenants on the land for deeply affordable housing

## **Use all tools to achieve the targets**

- Tools include Community Benefits Agreements, Inclusionary Zoning, Section 37 of Planning Act, site plan approvals, & use creative thinking to urgently respond to this crisis
- report annually on achievement of 15-20% target

### **Information for April 20<sup>th</sup> meeting – Rapid Transit and Affordable Housing Session**

Gignul Housing:

162 rent geared to income housing

– 60% in Vanier/Overbrook area

-none of which are near major bus routes

-the other 40% are scattered (Orleans, Bells Corners, Nepean – Merivale/Meadowlands, Gladstone, Lowertown, Bank/Heron)

-40% of these units are single female parents

-approximately 60% of these units are those whose income is well below poverty line

-about 50% are tenants are on assistance (OW and ODSP)

11 unit Seniors building (independent living) – located in Overbrook/Vanier

Madawan Management & Dev Inc:

28 unit affordable housing – 1043 Cummings Ave – located near St. Laurent mall

Inuit Non Profit Housing is a smaller provider with approximately 40 buildings.

The majority of tenants rely on transit whether it is for employment, appointments, school or programs and services.

Location of Aboriginal Service agencies:

Wabano Centre for Aboriginal Health – 299 Montreal Rd

Minwaashin Lodge – 1155 Lola Street

Tewegan Youth Housing – 65 Harvey St

Ottawa Inuit Children's Centre – 230 McArthur Rd

Odawa Native Friendship Centre – 255 City Centre

Tuungasuvvingat Inuit – 1071 Richmond Rd (West)

-297 Savard Street (East)

-604 Laurier Ave (Central)

Kagita Mikam – 456 McArthur Rd

A majority of services are located in the east end of the city whereas limited services for those living in the west end let alone none for the south end of the city therefore accessing these services by transit is important.

Indigenous People coming from small communities/reserves face culture shock when moving to a big city, whether they come here for school, medical, employment or a new start. Where does one fit in or how does one fit in to make that new start? Limitations are due to lack of affordability, racial discrimination and access to services – by having these limitations reduces the hope, self esteem/self worth.

The smaller housing providers do have the resources which means the potential of missed opportunities such as this.

Three top ideas:

1. Affordable Housing for Indigenous People needs to be first and foremost under the National Housing Strategy and must be considered to be located in areas that are near rapid transit stations for the sake of inclusivity. I want to feel part of the community!
2. Barriers that affect many Indigenous People include access to mental health services, access to community supports – i.e. libraries, sports centres, Social Services and not having direct link to rapid transit will continue to be a barrier therefore better planning of affordable housing and community services along the rapid transit routes. Having parks and bike lanes in low income neighbourhoods would increase the viability of community
3. Are the Truth and Reconciliation calls to action being recognized in the planning process of affordable housing and where these units will be located? Have the Algonquin People of this territory been consulted or informed?

#### Business and Reconciliation

92. We call upon the corporate sector in Canada to adopt the United Nations Declaration on the Rights of Indigenous Peoples as a reconciliation framework and to apply its principles, norms, and standards to corporate policy and core operational activities involving Indigenous peoples and their lands and resources. This would include, but not be limited to, the following:

- i. Commit to meaningful consultation, building respectful relationships, and obtaining the free, prior, and informed consent of Indigenous peoples before proceeding with economic development projects.
- ii. Ensure that Aboriginal peoples have equitable access to jobs, training, and education opportunities in the corporate sector, and that Aboriginal communities gain long-term sustainable benefits from economic development projects.
- iii. Provide education for management and staff on the history of Aboriginal peoples, including the history and legacy of residential schools, the United Nations Declaration on the Rights of Indigenous Peoples, Treaties and Aboriginal rights, Indigenous law, and Aboriginal–Crown relations. This will require skills based training in intercultural competency, conflict resolution, human rights, and anti-racism.

*Speaking notes – ???*

*Speaking notes – ???*