

Zoning By-law Amendment Memo

6171 Hazeldean Road

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February 22, 2024

Stream Shen

Planner
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

**RE: Zoning By-law Amendment Memo
6171 Hazeldean Road, City of Ottawa**

Mr. Shen,

Based on recent correspondence, it has been indicated to me that a rationale discussion has not yet been provided for the requested reduction to the minimum parking requirement for the forthcoming Zoning By-law Amendment relating to the above-noted property. This reduction pertains only to the low-rise apartment uses located on Block 47 (Area F of the draft zoning schedule). Please consider the following memo to address this discussion in full.

Overview

As you are aware, on January 18, 2024 staff approved via delegated authority a Plan of Subdivision for 6171 Hazeldean Road (“the subject lands”). This approval serves to establish a mixed-use residential subdivision comprised of 20 lots for residential dwellings, 23 blocks for townhouse development, one block for low rise apartments and one block for mid-rise mixed-use development adjacent to Hazeldean Road. A park block, stormwater management pond block and various pathway blocks were also incorporated.

Of note, the subdivision creates a large block along Hazeldean Road to accommodate five residential apartment buildings with a shared underground parking lot. Through a forthcoming Site Plan Control application, this block is intended to be established as a Planned Unit Development (“PUD”) with common shared access elements, walkways, etc. Various amendments to the Arterial Mainstreet, Subzone 9 (AM9) zoning are proposed in order to develop this block in line with the concept circulated with staff.

Proposed Amendment

In addition to the amendments already contemplated by City of Ottawa planning staff, an additional request is being advanced which would serve to reduce the minimum residential parking requirement applicable to the easterly Arterial Mainstreet block along Hazeldean Road containing low-rise apartment dwellings.

- / **Required:** The subject lands are located within Area C per Schedule 1A: Areas for Minimum Parking Requirements of the Zoning By-law. Per Table 101(R11) of the Zoning By-law, 1.2 spaces are required per dwelling unit for low-rise apartment buildings. Currently, 240 units are proposed. The corresponding requirement would be 288 parking spaces.
- / **Proposed:** It is proposed that the required parking rate for this block be reduced to 1 space per dwelling unit. For a unit yield of 240, this would have the outcome of reducing the required parking supply by 48 spaces, to a total of 240 spaces required. This amounts to a 16.7% reduction in parking supply.

Policy Review

Section 2.1 of the Official Plan identifies the “Big Policy Moves” for the future of the City. The second Big Policy Move states that “By 2046, the majority of trips in the city will be made by sustainable transportation”. In particular, it is stated:

“Increasing the share of trips by sustainable modes of transportation is urgently needed to meet the City’s climate change goals, given that 40 per cent of Ottawa’s current greenhouse gas emissions are transportation related. Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car.”

A reduction of 0.2 spaces required per unit serves to work toward this policy initiative, while still ensuring all tenants can possess a private vehicle for essential trips and needs.

Section 2.2.3 of the Official Plan provides Energy and Climate Change policy direction. In particular, Policy Intent No. 3 states:

“The second highest source of emissions in Ottawa is transportation. In order to reduce greenhouse gas emissions, the reliance on the personal automobile needs to be replaced with active and zero emission transportation modes such as public transit, walking and cycling.”

Located on a Mainstreet Corridor, the block is ideally situated to benefit from active transportation measures. A modest reduction in the parking requirement serves to facilitate this property’s contribution to City-wide initiatives.

Section 4.1.4 of the Official Plan refers to support for the shift towards sustainable modes of transportation. Policy 2) states the following:

The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- a) Hubs and Corridors;

The policy intent of the Official Plan is to reduce parking requirements along Corridors, which includes the policy context of the subject lands. It is recognized in the Official Plan that it is adopted in advance of the implementing By-law, and that accordingly the existing, applicable minimum parking requirements lag behind the desired policy outcome.

Intent of the Zoning By-law

Minimum parking requirements in the Zoning By-law serve to ensure that sufficient parking is provided in order for a development project to be viably operated, without generating undue spillover parking. The applicable Area C requirement for 1.2 space per unit predates the applicable Official Plan, and does not reflect the latest opinions of Council, the most recent Transportation Master Plan, or best practices. A rate of 1.0 spaces per unit still ensures that each unit tenant can own a vehicle, while avoiding an abundance that would serve to encourage vehicle use in favour of active and alternate transportation modes.

The minimum required visitor parking space rate of 0.2/unit will be maintained, ensuring that the reduced tenant parking supply does not affect the projected parking needs for visitors, and generate undue spillover parking from guests.

Based on the assessment provided above, it is my professional planning opinion that a reduction of the applicable minimum parking rate from 1.2 spaces per unit to 1.0 spaces per unit for a low-rise residential apartment use is appropriate, and upholds the intent of the Official Plan and Zoning By-law.

Should you require any additional information, please do not hesitate to reach out to the undersigned.

Regards,

A handwritten signature in black ink that reads "Scott Alain". The signature is written in a cursive, flowing style.

Scott Alain, MCIP RPP
Senior Planner