Dated: August 20, 2024

Addendum to the Planning Rationale for 1770 Heatherington Road

The below text is to be added to the Policy Context, particularly the section that speaks to reduced parking requirements, in the Planning Rationale submitted for Zoning Amendment application with File No. D02-02-24-0211.

The request for a parking reduction of 0.25 per unit for the low-rise apartments and the remainder of the site to have rates complying with Area B of Schedule 1A, can be further supported with data collected from the City's Centralized Waitlist (CWL). The CWL is a waitlist where individuals seeking affordable housing and/or rent geared to income (RGI) can apply to be put on a list for any affordable units under agreement with the City of Ottawa that become available across the city. Majority of housing providers that enter into a capital agreement with the City of Ottawa are required to pull residents directly from the CWL. Therefore, since the city intends to develop its lands at 1770 Heatherington for affordable units, staff expect that all future residents would be pulled from the approved waitlists. Below is data pulled directly from individuals on the CWL waitlist that are requesting parking spaces:

Total households by area on the RGI and AH waitlists. Households requesting parking identified.

	Rent Geared to Income (RGI)			Affordable Housing (AH)		
	All applicants	*Parking requested*	*% requesting parking*	*All applicants*	*Parking requested*	*% requesting parking*
All Areas	14,193	6,299	44%	2,296	1,210	53%
South Area	10,081	4,537	45%	1,068	612	57%

This data demonstrates that a total of 45% of individuals on the RGI waitlist in the South area of the city are requesting a parking space and 57% of those on the affordable housing waitlist in the South area are requesting parking spaces. Below is a map that demonstrates the boundary of the South area of the city. The majority of households who will live within this development are expected to be drawn from the Affordable Housing wait list, with the potential for some households coming from the RGI list if rent supplements are implemented to deepen affordability.

Considering the proposed development has 158 new dwelling units, the off-street parking required today for the various dwelling types would be 182 parking spaces; the off-street parking being proposed in the concept plan is 91; and the lowest number of off-street parking that can be provided with the proposed amendment is 68. The proposed reduction is considered reasonable given that 43% of households on the Affordable Housing Waitlist (456 households) and 55% of households on the RGI waitlist (5,544 households) for homes in the south area have identified that they do not require parking. Staff note that beyond the 91 parking spaces proposed, an additional 41 spaces are being proposed as street parking to accommodate visitors of the proposed development. The parking provided on site will be based on the anticipated need; therefore, staff are requesting the proposed rate to provide flexibility when further developing the blocks.

Dwelling type	# of units proposed	Parking required today	Proposed parking	Lowest with what is proposed
Low-rise apartments	90	108	39	23
Stacked townhouses	32	38	41	16

Townhouses	30	30	30	23
Semi-detached	6	6	6	6
Total		**182**	**91**	**68**

Ultimately, affordable housing staff are satisfied that the number of proposed parking will be sufficient for the residents that will reside on these lands. Staff are of the opinion that the proposed development and reduced parking meets several policies outlined in the Official Plan, particularly those that speak to prioritizing a shift to energy efficient transportation modes (policy 2.2.3.3) and facilitating the development and increase in affordable housing stock (policies in 4.2.2).

Mary Dickinson, MCIP RPP
Housing Developer II
Housing Solutions and Investment Services

Justin Grift, MCIP RPP
Planner I
Housing Solutions and Investment Services

Map of the boundaries of the CWL, demonstrating the South area: