December 17, 2019

City of Ottawa
Planning Infrastructure & Economic Development Department
110 Laurier Avenue West 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: **Julie Lebrun, Planner III**

Reference: **Planning Rationale – Zoning Addendum**
2065 Portobello Boulevard
Provence Orleans Phase 6 – Multi-Unit Residential
Our File No.: 117155

Novatech has prepared this zoning addendum for the Planning Rationale titled "*Provence Orleans Phase 6 2065 Portobello Boulevard Ottawa, Ontario*" dated October 31, 2019. The Planning Rationale was prepared by Novatech for Provence Orleans Realty Investments Inc. (c/o Regional Group of Companies) as part of their Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications to the City of Ottawa. The purpose of this zoning addendum is to provide an updated request to the zoning amendment to reduce the parking rate requirement for Block 52 as shown on the Draft Plan. The developer is proposing to construct four 6-storey buildings on the westerly portion consisting of three-hundred twelve (312) apartment units.

It is suggested that Block 52 be rezoned R5Z – Residential Fifth Density, Subzone Z. The Subject Site is situated within 'Area C: Suburban' on the *City of Ottawa's Zoning By-law 2008-250 Schedule 1A* as shown on **Figure 1**. As such, the minimum parking space rate for mid-rise apartments are 1.2 spaces per dwelling unit with an additional 0.2 spaces per dwelling unit for visitor parking. The proposal to construct three-hundred twelve (312) apartment units would require that a total of four-hundred thirty seven (437) parking spaces be provided for both tenants and visitors at a combined rate of 1.4 spaces per dwelling unit.
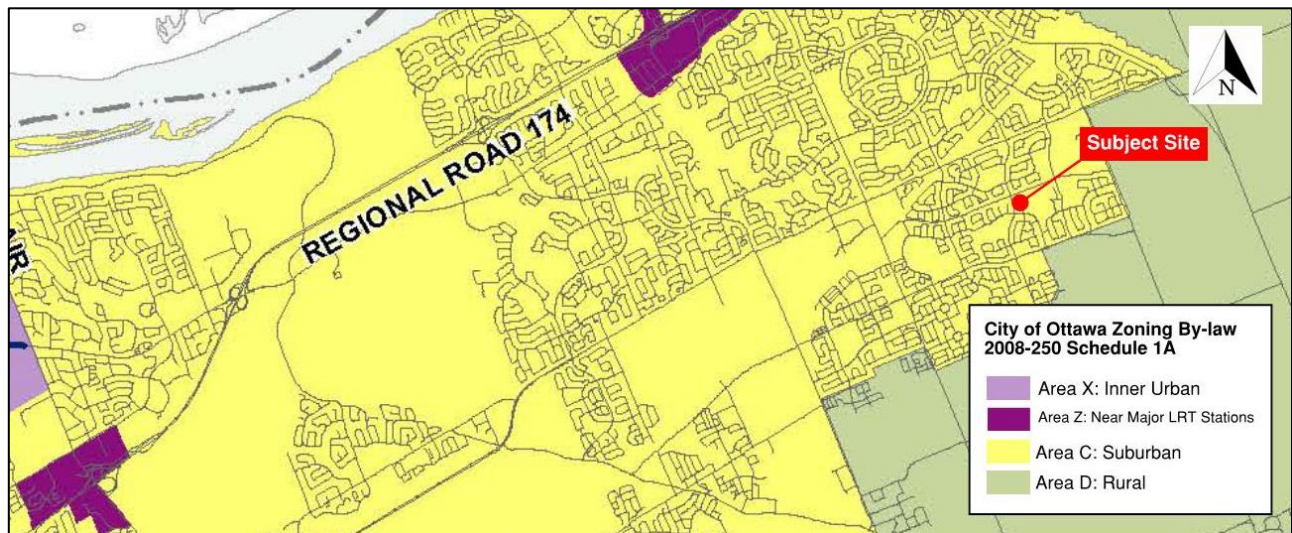

Figure 1: Excerpt from the City of Ottawa Zoning By-law 2008-250 Schedule 1A.

Provence Orleans Realty Investments Inc. (c/o Regional Group of Companies) is suggesting a reduced parking rate of 1.0 spaces per dwelling unit with no changes to the visitor parking rate of 0.2 spaces per dwelling unit. The reduced parking space rate would require that a total of three-hundred seventy four (374) parking spaces be provided for both tenants and visitors at a combined rate of 1.2 spaces per dwelling unit.

The reduction in the minimum required parking space rates is justified given the future Bus Rapid Transit (BRT) corridor proposed immediately north of the Subject Site as shown on **Figure 2**. The reduced parking rate is consistent with other development in the City of Ottawa located in close proximity to active and future major transit corridors.

Figure 2: Excerpt from Official Plan Schedule D – Rapid Transit and Transit Priority Network.

Further, as per the *City of Ottawa Official Plan's Strategic Directions* Section 2.3.1 – Transportation, Policy 36, it notes that "outside intensification target areas, the City may establish maximum requirements for on-site parking and reduce or eliminate minimum parking requirements":

a) Within 800 metres walking distance of a rapid transit station or within 400 metres walking distance of the Transit Priority Network; or

b) Within 400 metres walking distance of a Traditional Mainstreet where the requirement to provide parking, the small size, dimensions and other characteristics of existing lots preclude a change in use or small-scale intensification. [Amendment #150, LPAT Decision October 22, 2018]

The Subject Site is situated within 800 metres walking distance of two future BRT transit stations. Future and current residents of the Provence Orleans community will have convenient access to public transit within short walking distance thereby reducing the reliance upon automobiles.
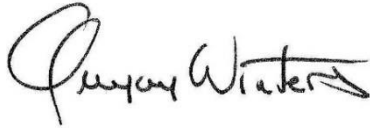
It is Novatech's professional opinion that the suggestion to reduce the parking rate is appropriate and consistent with other development in the City of Ottawa situated in close proximity to active and future major transit corridors.

Yours truly,

NOVATECH

Robert Tran, M.PL.
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