

AN ACTION PLAN FOR 15-MINUTE NEIGHBOURHOODS

the policy asks

Just as sprawl is conventionally defined as some combination of low-density, single-use development and car-dependency, we can make progress on 15-minute neighbourhoods by enhancing density, increasing the vibrancy of our neighbourhoods and reducing car-dependency. Below, we explore what needs to be done in each of these areas in order to make Ottawa a climate leader.



MORE DENSITY

Policy ask

Indicator(s)

Accelerate city-wide upzoning to prioritize density

New intensification policy

Move forward with ambitious neighbourhood-level intensification targets, and tie greenfield development with attaining these targets

Neighbourhood-level intensification targets

Eliminate R1 zoning

New zoning policy

Eliminate the 30% minimum threshold for the percentage of new single detached housing in suburban areas

New intensification policy

Update zoning policies to allow more households to access existing neighbourhoods through appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of "gentle density."

New residential zoning policies

Expand intensification focus zones beyond transit areas

New intensification policy

Accelerate the start/completion of the Zoning By-Law review

New Zoning By-law review starts mid-late 2021

Decrease basic permitting time for ministerial measures for duplexes, triplexes, quadplexes and other forms of "missing middle" housing

N/A

MORE VIBRANT COMMUNITIES

Policy ask

Indicator(s)

Update zoning policies to integrate grocery stores, schools, local retail, live-work housing, parks, civic spaces and universally designed amenities into all areas of our city

Number of 15-minute neighbourhoods; increased integration of different zoning types city-wide; changes to residential zoning to allow for greater mix of uses

Expand use of mixed use / commercial zones in areas in and around residential areas

Increased use of "Traditional Mainstreet Zone" and "Local Commercial Zone"; increased mix of zones city-wide

Enact moratorium on new big box and strip mall development and work to retrofit existing malls where possible

Changes to or reduced use of "General Mixed Use Zone" and "Mixed Use Centre Zone"

Eliminate front setbacks of more than 2 metres for residential properties

New zoning policy

Attain tree canopy target of 40% per neighbourhood city-wide and ensure green infrastructure is systematically incorporated into road developments

New urban forest policy

MORE TRANSPORTATION CHOICES

Policy ask

Indicator(s)

Enact congestion pricing strategy, with revenues directed to transit and active transportation

Policy direction in Transportation Master Plan

Reallocate a growing proportion of the city's annual budget from road widening and extension to transit and active transportation. Increase annual reallocations with the aim of eliminating the road expansion budget

Proportion of budget allocated to road expansion vs. transit and active transportation

Enact a Road Diet Policy of systematically converting existing parking and car lanes to other uses, including transit-only lanes, wider sidewalks or protected bike lanes

Creation of a road lane conversion policy

Adopt a target of zero fatalities and severe injuries on Ottawa's roads, and follow up with a Vision Zero action plan

Creation of a Vision Zero policy

Remove all mandatory minimum parking requirements for any new building

Ban of the minimum parking policy

Significantly increase municipal tax rate for surface parking lots to encourage other uses

N/A

MORE TRANSPORTATION CHOICES (CONTINUED)

Policy ask

Indicator(s)

Institute a vehicle registration tax of at least \$50 per passenger car per year, with 100% of proceeds invested into public transit

N/A

Set and enact policy to attain a target of 60% of total trips by sustainable mode share – walking, cycling and transit – by 2031, with escalating targets and annual reporting leading to 75% in 2046

Change in mode share targets

Remove “automobile passenger” from inclusion as a sustainable mode share in all targets and city transportation analysis

New categorization scheme for mode shares

Quadruple Transportation Demand Management staff, from 1 FTE to 4 FTE

Staffing levels in annual budget

Mandate creation of School Travel Plan for every elementary school in Ottawa, with target and monitoring plan embedded in Transportation Master Plan

School Travel Plan policy

Move forward on creation of car-free zones in strategic areas of the city, targeting existing NCC car-free pilot areas, the ByWard Market and the Central Business District

Car-Free Zone policy