

Review of Minimum Parking Requirements (FILE # D02-02-16-0002) Detailed Zoning Proposals

1) Add New Schedule 1A to Zoning By-law 2008-250

Schedule 1A would be based on the current Schedule 1 but would:

- remove the current Area A from the map;
- define new Areas X, Y and Z in the inner urban area and near certain rapid-transit stations; and
- otherwise leave the current boundaries of Areas B, C and D unchanged, except where these lands become Areas X, Y or Z.

All current references to minimum parking requirements which refer to Schedule 1, including but not limited to the current Table 101 and Table 102, would be amended to refer to Schedule 1A instead. (The current Schedule 1 would remain in the Zoning By-law, as it also applies to matters other than minimum parking requirements.) Where the by-law currently refers to Area A on Schedule 1 with respect to parking minima, the reference will be changed to Area Z on Schedule 1A.

The following proposed changes to the Zoning By-law should be reviewed next to the maps included as Appendix A and Appendix B. Appendix A shows the boundaries of Areas X, Y and Z as they will appear on Schedule 1A. Appendix B shows Schedule 1A as it would appear in the Zoning By-law.

2) Parking Minima for Area X (Inner Urban Area)

2a) *No parking required for the first twelve dwelling units in a building.*

Resident parking requirements throughout Area X would be calculated at the current inner-urban rate (generally 0.5 parking spaces per dwelling unit in multiple-unit housing forms.) However, the first twelve dwelling units would be exempt. Once a building has more than twelve units, parking would need to be provided at the same rate as the current by-law. This proposal is similar in principle to the October 21 Draft Recommendations, but applies the "first twelve units" exemption to mid-rise and high-rise buildings in Area X as well. Note that this provision already applies throughout the Mature Neighbourhoods Overlay.

2b) *No parking required for non-residential uses that are both (a) 200m² GFA or less and (b) located partly or entirely on the ground floor.*

This would be an exemption only for uses whose floor area is equal to or less than 200m²; it is not an exemption for the first 200m² of a larger use. In other words, a use of 201m² would still be required to provide parking according to its entire floor area. This proposal is unchanged from the October 21 Draft Recommendations.

2c) Where parking is required for a non-residential use, minimum parking rate is equal to 50% of the current urban (Area B) rate.

Where parking is required for a non-residential use, it is proposed to reduce the rate to 50% of the current inner-urban requirement that currently applies to most of former Ottawa and former Vanier ("Area B" on Schedule 1 and Table 101 the current Zoning By-law.)

Table 1 shows the parking rates that currently apply in most of the proposed Area X and Area Y for some common land uses, compared to the rates that would apply under the proposed amendment.

Table 1: Current and proposed minimum parking rates in proposed Areas X and Y, selected land uses.

Land Use	Current zoning (Area B on current Schedule 1 and Table 101)	Proposed zoning (Area X and Area Y on proposed Schedule 1A and Table 101)
Animal Hospital	4 per 100m ² of gross floor area	2 per 100m ² of gross floor area
Emergency Service	1 per 100m ² of gross floor area	0.5 per 100m ² of gross floor area
Funeral Home	7 per 100m ² of gross floor area	3.5 per 100 m ² of gross floor area
Hotel (excluding restaurant which is calculated as per restaurant requirement)	1 per guest unit for up to 40 guest units, and 1 per 6 guest units over 40 guest units	1 per every 2 guest units up to the 40 th guest unit, and 1 per 12 guest units over 40 guest units
Library	2.5 per 100 m ² of gross floor area	1.25 per 100 m ² of gross floor area
Light Industrial Use	0.8 per 100m ² of gross floor area	0.4 per 100m ² of gross floor area
Office	2 per 100m ² of gross floor area	1 per 100m ² of gross floor area
Retail food store, Retail store or Personal Service Business	2.5 per 100 m ² of gross floor area	1.25 per 100m ² of gross floor area
Restaurant	3 for first 50m ² of gross floor area plus 10 per 100m ² of gross floor area over 50m ² of gross floor area	5 per 100m ² of gross floor area
School, secondary	2.5 per classroom (includes portables)	1.25 per classroom (includes portables)
Shopping Centre	3.4 per 100m ² of gross leasable floor area	1.7 per 100m ² of gross leasable floor area

Tables 2, 3 and 4 show the required parking for a retail store, retail food store and restaurant of various sizes under the current rules in Area B and the proposed rules in Area X.

Table 2: Minimum parking requirement for a retail store in Area X, current vs. proposed zoning, by floor area.

Gross Floor Area (m ²)	150	300	450	600	750	900	1050
Retail Store - Current Area B	4	8	11	15	19	23	26
Retail Store - Proposed Area X	0	4	6	8	9	11	13

Table 3: Minimum parking requirement for a retail food store in Area X, current vs. proposed zoning, by floor area.

Gross Floor Area (m ²)	500	750	1000	2000	3000	4500	6000	9000
Retail Food Store - Current Area B	13	19	25	50	75	113	150	225
Retail Food Store - Proposed Area X	6	9	13	25	38	56	75	113

Table 4: Minimum parking requirement for a restaurant in Area X, current vs. proposed zoning, by floor area.

Gross Floor Area (m ²)	50	150	250	350	450	550	650
Restaurant - Current Area B	3	13	23	33	43	53	63
Restaurant - Proposed Area X	0	0	13	18	23	28	33

2d) Visitor parking requirements (Section 102) in Area X.

Changes to visitor parking requirements for residential use buildings and dwelling units in Area X are discussed in detail under Section 7, *Visitor Parking Requirements In Areas X, Y and Z*, below.

3) **Parking Minima for Area Y (Selected Mainstreets)**

3a) **Boundaries of Area Y:**

Area Y is shown on Schedule 1A as linear features following certain Traditional and Arterial Mainstreets in former Ottawa and Vanier.

- 1) Any lot that is (a) zoned TM (Traditional Mainstreet) or AM (Arterial Mainstreet), and (b) abutting a street within Area Y;
- 2) Any other lot zoned TM or AM, provided that it forms part of a contiguous block of TM or AM zoning with a lot described in 1) above; or
- 3) Any other lot that is both (a) abutting, and (b) located entirely within 100m of, a street within Area Y.
- 4) Notwithstanding the above, where a lot abutting Area Y is shown as Area Z, it is located within Area Z.

Within the Area Y described above, the following changes to minimum parking requirements are proposed:

3b) **No parking required for Retail Food Stores that are both (a) 1500m² GFA or less and (b) located partly or entirely on the ground floor.**

This would be an exemption only for retail food stores whose gross floor area is equal to or less than 1500m², i.e. it is not an exemption for the first 1500m² of a larger use. In other words, a use of 1501m² would still be required to provide parking according to its entire floor area. This threshold is **increased** from the 1000m² proposed in the October 21 Draft Recommendations. Table 5 shows the required parking for a retail food store of various sizes under the current rules on Traditional Mainstreets and the proposed rules in Area Y.

Table 5: Minimum parking requirement for a retail food store in Area Y, current vs. proposed zoning, by floor area.

Gross Floor Area (m ²)	250	500	750	1000	1500	2000	4500	6000	9000
Retail Food Store - Current TM (Area B)	3	9	15	21	34	46	109	146	221
Retail Food Store - Proposed Area Y	0	0	0	0	0	25	56	75	113

3c) **No parking required for Restaurants that are both (a) 350m² GFA or less and (b) located partly or entirely on the ground floor.**

This would be an exemption only for restaurants whose gross floor area is equal to or less than 350m² i.e. it is not an exemption for the first 350m² of a larger use. In other words, a use of 351m² would still be required to provide parking according to its entire floor area. This threshold is **reduced** from the 500m² proposed in the October 21 Draft Recommendations. Table 6 shows the required parking for a restaurant of various sizes under the current rules on Traditional Mainstreets and the proposed rules in Area Y.

Table 6: Minimum parking requirement for a restaurant in Area Y, current vs. proposed zoning, by floor area.

Gross Floor Area (m ²)	100	200	300	400	500	600	700
Restaurant - Current TM (Area B)	0	3	13	23	33	43	53
Restaurant - Proposed Area Y	0	0	0	20	25	30	35

3d) No parking required for any other non-residential use (i.e. other than retail food stores and restaurants) that is both (a) 500m² GFA or less and (b) located partly or entirely on the ground floor.

This proposal is largely unchanged from the reduced what was proposed in the October 21 Draft Recommendations, except that restaurants are now treated differently as noted above.

Table 7 shows the required parking for a retail store of various sizes under the current rules on Traditional Mainstreets and the proposed rules in Area Y.

Table 7: Minimum parking requirement for a retail store in Area Y, current vs. proposed zoning, by floor area.

Gross Floor Area (m ²)	150	300	450	600	750	900	1050	1200
Retail Store - Current TM (Area B)	0	4	8	11	15	19	23	26
Retail Store - Proposed Area Y	0	0	0	8	9	11	13	15

The exemptions noted in 3b, 3c and 3d above would replace the current exemptions in Table 101 for the first 150m²/uses under 150m² in the Traditional Mainstreet zone, except with respect to Stittsville Main Street which is not affected by this amendment.

3e) No parking required for office uses on or above the second storey in a low-rise building (4 storeys or fewer.)

This proposal is unchanged from the October 21 Draft Recommendations.

3f) Where parking is required for a non-residential use, minimum parking rate is equal to 50% of the current (Area B) rate.

Where parking is required for a non-residential use, it is proposed to reduce the rate to 50% of the current requirement for the inner urban area (Area B in the current Zoning By-law, Schedule 1 and Table 1901). Examples of the current and proposed rates can be seen in Table 1, above. This proposal was intended to be included in the October 21 Draft Recommendations; the proposal was inadvertently omitted from that document but was reflected in the other online consultation materials.

3g) *No parking required for any dwelling units and rooming units in low-rise buildings (4 storeys or fewer.)*

This proposal is unchanged from the October 21 Draft Recommendations.

3h) *No parking required for the first twelve dwelling units in a building.*

This proposal is identical to what is proposed for Area X. However, since Area Y would exempt all dwelling units in a low-rise building, the "first twelve units" exemption is relevant only to mid-rise or high-rise buildings, where permitted.

3i) *No change to the existing exemption for all dwelling units in a mixed-use building along certain Traditional Mainstreets in Ward 14.*

The current zoning specifies certain Traditional Mainstreets, all located within Ward 14, where all dwelling units in a mixed-use building (not just low-rise buildings) are exempt from minimum parking rules. This list comprises all TM's in Ward 14 except Preston Street and Gladstone Avenue. This is not proposed to change.

3j) *Visitor parking requirements (Section 102) in Area Y.*

Changes to visitor parking requirements for residential use buildings and dwelling units in Area Y are discussed in detail under Section 7, *Visitor Parking Requirements In Areas X, Y and Z*, below.

4) *Parking Minima in Area Z: Near Certain LRT stations*

4a) *No parking required under Section 101 in Area Z.*

It is proposed to define an area (Area Z) near specific rapid-transit stations, within which no minimum parking requirements other than visitor parking would apply. Area Z is shown in Appendix A. Area Z includes those areas treated as Area A within the current Zoning By-law, where minimum parking requirements have already been removed in most cases. Area Z also applies to lands around certain stations on the Stage 1 and Stage 2 Light Rail Transit network.

4b) *Visitor parking requirements (Section 102) in Area Z.*

Changes to visitor parking requirements for residential use buildings and dwelling units in Area Z are discussed in detail under Section 7, *Visitor Parking Requirements in Areas X, Y and Z*, below.

5) Parking Minima Near Rapid-Transit Stations Outside of Areas X, Y and Z.

Section 101 of the Zoning By-law would include a provision whereby, for any non-residential-use building or mixed use building that is (a) located outside of Areas X, Y and Z and (b) has an active entrance located within a 400m walk of a rapid-transit station, the parking requirements of Area X as well as the associated exemptions would apply.

This would have the effect, within that 400m walk of:

- a) exempting individual non-residential uses up to 200m²;
- b) exempting the first twelve residential units in a mixed-use building;
- c) applying a minimum parking rate equal to 50% of the current Area B (Inner Urban) parking rate to non-residential uses over 200m².

Parking requirements for non-residential and mixed-use buildings more than 400m from a station would not be reduced. Current parking rates for residential-use buildings within 600m of a rapid-transit station (which are already significantly lower than for areas farther away) would remain unchanged.

For the purposes of this section, the location of the rapid-transit station in question will continue to be established by the existing Schedule 2A/2B in Zoning By-law 2008-250 as amended from time to time.

This a re-working of the principle articulated in the October 21 Draft Recommendations. The October 21 paper proposed a simple percentage reduction in non-residential parking rates depending on proximity to a rapid-transit station (i.e. 50% reduction within 400m, and a 25% reduction between 400m and 800m), whereas the current proposal is more focused on encouraging density and mixed use closer to the transit stations themselves.

6) NO CHANGE to parking minima outside Areas X, Y and Z and more than 400m walking distance from a rapid-transit station.

No change is proposed to minimum parking requirements outside of Areas X, Y and Z and more than 400m walking distance from rapid-transit stations. This includes most of the outer urban, suburban and rural areas shown as Area B, C and D on the proposed Schedule 1A (attached as Appendix B.)

7) Visitor Parking Requirements in Areas X, Y and Z

Visitor parking was a topic of particular interest following the October 21 Draft Recommendations, and significant changes to those recommendations are now proposed throughout the study area. Given the level of interest, we go into more detail on the changes here.

It is proposed to amend Section 102 to apply the following visitor parking requirements in Areas X, Y and Z:

7a) *Maintain the current twelve-unit threshold.*

Visitor parking will not be required for the first twelve dwelling units in a building, and will only be calculated based on the number of dwelling units in excess of twelve. This is unchanged from the current zoning.

7b) *Require 0.1 visitor parking spaces per dwelling unit (or one space for every ten units) in excess of 12.*

7c) *Notwithstanding 7b), no more than 30 visitor parking spaces are required for a building.*

This approach differs from the current visitor parking regime, depending on where it is applied:

- In all of the proposed Area X and Y, this represents a reduction in the rate and the maximum visitor parking requirement, which is currently 0.2 visitor spaces per unit in excess of twelve (12), to a maximum of sixty (60) visitor parking spaces.
- In areas that are currently treated as Area A (Central Area) east of the Rideau Canal, this represents no change.
- In areas that are currently treated as Area A (Central Area) west of the Rideau Canal, this represents the introduction of a visitor parking requirement where no such requirement currently applies.

Table 8 shows the minimum required number of visitor parking spaces in Area A and Area B under the current zoning, versus the proposed Area X, Y and Z.

Table 8: Minimum visitor parking requirement, current Area A and Area B vs. proposed Areas X, Y and Z, by number of dwelling units.

Number of dwelling units	8	12	20	36	60	100	150	200	250	300	350
Current Area A west of Canal (none required)	0	0	0	0	0	0	0	0	0	0	0
Current Area A east of Canal	0	0	1	2	5	9	14	19	24	29	30
Current Area B	0	0	2	5	10	18	28	38	48	58	60
Proposed Area X, Y and Z:	0	0	1	2	5	9	14	19	24	29	30

8) Miscellaneous Parking Provisions

8a) *Reduce the minimum width of a two-way parking aisle in a parking garage 6.7m to 6.0m.*

The minimum length (5.2m) and width (2.6m) of parking stalls would remain unchanged.

8b) *Reduce the minimum width of a driveway to 2.6m from 3m*

Currently 107(2) provides that the " A driveway providing access to parking spaces other than in a parking garage or parking lot must have a minimum width of 3 metres." Since by definition this includes only areas with one, two or three parking spaces (a "parking lot" is defined as containing four or more spaces) three metres is excessive. A minimum of 2.6m would be consistent with driveway widths already allowed for low-density housing forms such as singles, semi-detached and townhouses, and would reduce the impact of small lots and developments on streetscape."

8c) *Defer to a later study, the question of allowing the use "parking garage," subject to conditions, as an ancillary use to any mid-rise or high-rise building in Areas X, Y and Z.*

This proposal was under consideration in order to permit parking spaces in residential garages, over and above the zoning minimum, to be leased or otherwise made available to off-site users. Initial review of this proposal has revealed more complexity than was previously apparent, and will require further study before a recommendation can be made. Accordingly, it is not proposed for this amendment and instead will be addressed as part of a later review.

8d) Permit car-sharing services in R3 zones and as an accessory use with Three-unit Dwellings

Car-sharing services are currently allowed in commercial zones and in association with certain uses in R4 and R5 residential zones. Extending this permission to Three-unit Dwellings and in R3 zones will allow for greater coverage of car-sharing services in more of the inner urban area.

8e) No change to rules allowing a required parking space to be replaced by a car-sharing station.

The October 21 Draft Recommendations proposed a rule by which one required parking space could be replaced by a car-sharing station without the need for a minor variance. It has since been noted that an existing provision in the Zoning By-law already allows for this:

"94(2): Car-sharing spaces are permitted in any principal use or accessory use parking lot or parking garage in any zone in which car-sharing services are permitted, *and may occupy either required or provided parking spaces.*"

That provision is therefore not proposed to change, as it better serves the intended goal of enabling car-share services to be introduced to an existing site without the need for minor variances.

8f) Add definition of "Mechanical parking garage" and exempt these from having to provide drive aisles.

This addition is proposed to recognize an emerging trend in parking facilities, whereby vehicles are moved through a garage and delivered to the user by a mechanical system, eliminating the need for drive aisles.

How to comment on these proposals

Please send comments **no later than April 5, 2016** to:

Email: tim.moerman@ottawa.ca or minimumparking@ottawa.ca

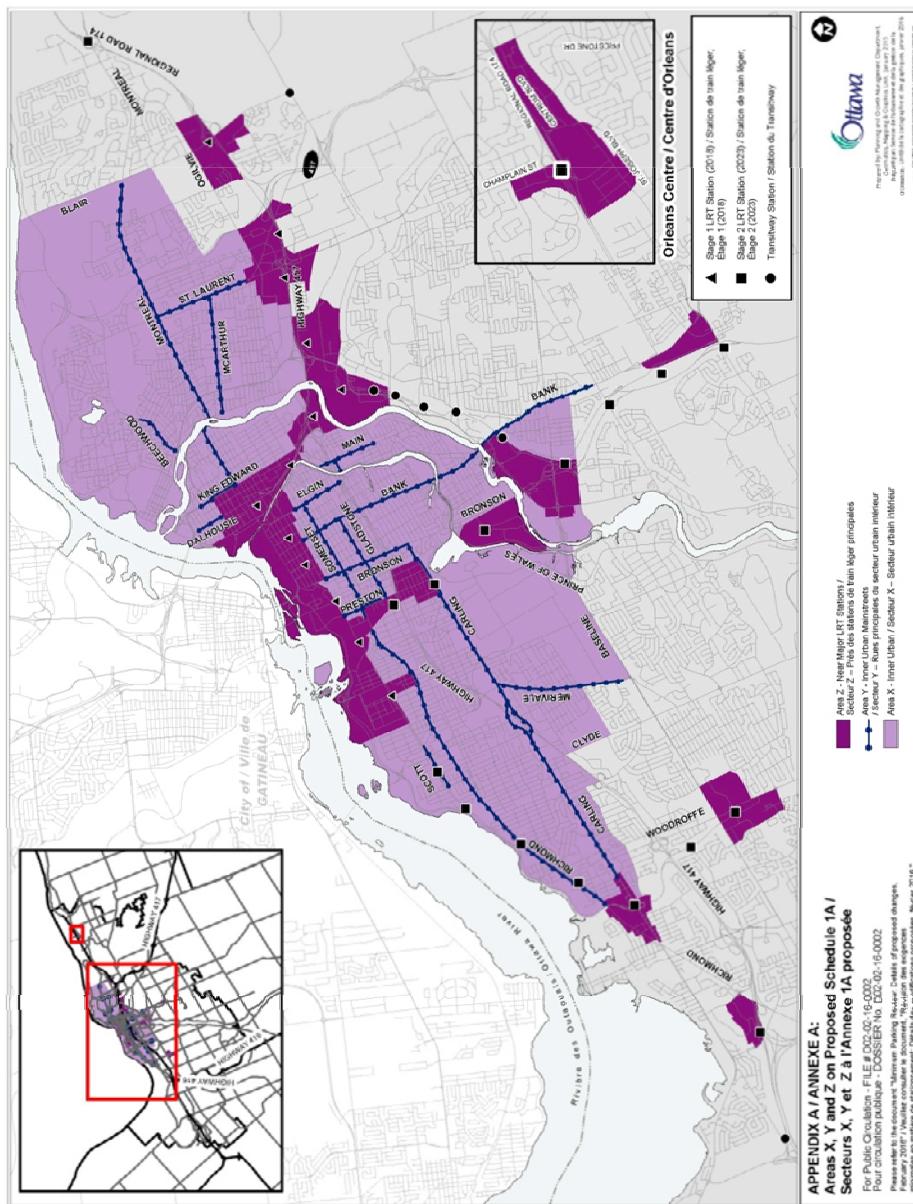
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Appendix A: Proposed Areas X, Y and Z



Appendix B: Proposed Schedule 1A to Zoning By-law 2008-250

