

June 17, 2016

ACS2016-PAI-PGM-0096

NOTICE OF PLANNING COMMITTEE MEETING

Dear Sir/Madam:

Re: Zoning By-law Amendment – Minimum Parking Requirements

This is to advise you that the above-noted matter will be considered by the City of Ottawa Planning Committee on **Tuesday, June 28, 2016**.

The meeting will begin at 9:30 a.m. in the Champlain Room, City Hall, 110 Laurier Avenue West, Ottawa. You are welcome to attend the meeting and present your views.

Attached is a copy of the report outlining the Departmental recommendation.

The Committee will consider any written submissions in respect to this matter if provided to the Committee Coordinator of the Planning Committee at 110 Laurier Avenue West, Ottawa, K1P 1J1 or by fax at 613-580-9609 or by e-mail at Melody.Duffenais@ottawa.ca.

If you wish to speak to the Committee, please call the Committee Coordinator, Melody Duffenais at 613-580-2424, extension 20113 in advance of the meeting and preferably, by at least 4:30 p.m. on the day before the meeting.

If you wish to listen to this meeting via audiocast on Ottawa.ca, you may do so by accessing the URL below when the meeting is underway:

http://app05.ottawa.ca/sirepub/agendaminutes/index_en.aspx

For information on the item itself, please contact the undersigned at 613-580-2424, extension 13944 or e-mail at Tim.Moerman@ottawa.ca.

Yours truly,

Original signed by

Tim Moerman, Planner

Planning and Growth Management Department

Attach.

Le 17 juin 2016

ACS2016-PAI-PGM-0096

AVIS DE RÉUNION DU COMITÉ DE L'URBANISME

Madame, Monsieur,

Objet : Modification au Règlement de zonage – Normes minimales de stationnement

La présente vise à vous informer que le Comité de l'urbanisme de la Ville d'Ottawa étudiera l'article cité sous rubrique **le mardi 28 juin 2016**.

La réunion commencera à 9 h 30 dans la salle Champlain, hôtel de ville, 110, avenue Laurier ouest, Ottawa. Vous pourrez y présenter votre point de vue.

Veillez trouver ci-joint une copie du rapport comprenant la recommandation du Service. Le rapport est disponible en anglais seulement. Toutefois, si vous désirez obtenir des éclaircissements, veuillez communiquer directement avec l'urbaniste qui se fera un plaisir de répondre à vos questions en français.

Le Comité étudiera les rapports écrits traitant de la question qui sont présentés à la coordinatrice du Comité de l'urbanisme, 110, avenue Laurier ouest, Ottawa, K1P 1J1, par télécopieur au 613-580-9609 ou par courrier électronique à Melody.Duffenais@ottawa.ca.

Si vous souhaitez prendre la parole devant le Comité, veuillez téléphoner au coordonnateur du Comité, Melody Duffenais au 613-580-2424, poste 20113, avant la réunion et préférablement avant 16 h 30 la journée précédant la réunion.

Si vous souhaitez écouter la réunion à l'aide de la diffusion audio sur ottawa.ca, vous n'avez qu'à accéder au lien URL ci-dessous lorsque la réunion aura commencé :

http://app05.ottawa.ca/sirepub/agendaminutes/index_fr.aspx

Pour obtenir des renseignements au sujet, veuillez communiquer avec la personne soussignée, au 613-580-2424, poste 13944 ou par courriel à Tim.Moerman@ottawa.ca.

Veillez agréer, Madame, Monsieur, l'expression de mes sentiments les meilleurs,

Original signé par

Tim Moerman, Urbaniste

Service de l'Urbanisme et Gestion de la croissance

p.j.



**ITEM NO
NUMÉRO DE L'ARTICLE**

**Request to speak form
Fiche de demande d'intervention**

Please complete the Request to Speak form and give the Committee Coordinator at the beginning of the meeting or sent it to by Fax at 613-580-9609.

Veillez remplir la fiche de Demande d'intervention et la remettre à la coordinatrice/au coordonateur du Comité de la réunion ou l'envoyer par Facsimile au (613)580-9609.

**Committee and Meeting Date
Comité et date de la réunion**

Subject/objet

Please indicate your position with respect to the report recommendation:

I agree I oppose

Veillez donner votre opinion sur la recommandation du rapport :

Je suis d'accord Je suis en désaccord

Name/nom

**Company, Agency or Community Organization (if applicable)
Société, agence ou organisme communautaire (s'il y a lieu)**

Street and/or e-mail address, Postal Code and Telephone/Adresse municipal et/ou courriel, code postal et numéro de téléphone

Personal Information contained on this form is collected pursuant to s.75 (4) of By-Law No. 2002-247, and will be used as a record of, and possible follow up to, participation in this meeting. Questions about this collection should be directed to the Manager, Council and Committee Services, 110 Laurier Avenue, Ottawa, Ontario K1P 1J1. Telephone (613) 580-2424, ext. 26836. /

Les renseignements personnels contenus dans le présent formulaire sont recueillis en vertu du p.75(4) du Règlement municipal 2001-20, et seront utilisés à des fins de référence et de suivi éventuel à la participation à cette réunion. Toute question concernant cette collecte de renseignements doit être adressée au Gestionnaire des services au Conseil et aux Comités, 110, avenue Laurier Ouest, Ottawa (Ontario) K1P 1J1. Téléphone (613) 580-2424, poste 26836

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
June 28, 2016 / 28 juin 2016**

**and Council / et au Conseil
July 13, 2016 / 13 juillet 2016**

**Submitted on June 11, 2016
Soumis le 11 juin 2016**

**Submitted by
Soumis par:**

John L. Moser,

**Acting Deputy City Manager / Directeur municipal adjoint par intérim,
Planning and Infrastructure / Urbanisme et Infrastructure**

Contact Person

Personne ressource:

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Report Author / Auteur du rapport:

**Tim J. Moerman, Planner II / Urbaniste II, Zoning, Intensification and
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(613) 580-2424, 13944, Tim.Moerman@ottawa.ca

Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE File Number: ACS2016-PAI-PGM-0096

SUBJECT: Zoning By-law Amendment – Minimum Parking Requirements

OBJET: Modification au Règlement de zonage – Normes minimales de stationnement

REPORT RECOMMENDATION

That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 to amend the minimum parking requirements for development mainly in the urban area, as detailed in Documents 1, 2a and 2b.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au *Règlement de zonage* (n° 2008-250) pour modifier les exigences minimales de stationnement des aménagements principalement dans le secteur urbain, comme l'exposent en détail les documents 1, 2a et 2b.

EXECUTIVE SUMMARY

Assumptions and Analysis

The proposed Zoning By-law amendment would reduce, and in some cases eliminate, the minimum parking requirements applicable to development in the urban area, along Traditional and Arterial Mainstreets within the inner urban area, and near rapid-transit stations City-wide. Parking requirements outside of these areas are not proposed to change. This amendment does not affect the maximum permitted parking ratios where these are in place.

Ottawa's current minimum parking requirements are rooted in the planning principles and context of the 1960s. These rules are increasingly at odds with current realities and planning goals for the urban area where intensification, infill and redevelopment, walkability, and transit are priorities, and where transportation systems are focused on increasing use of sustainable modes and the rapid-transit network. Reducing or eliminating minimum parking requirements in these areas is supported by the Provincial Policy Statement (PPS), the Official Plan (OP), and Transportation Master Plan (TMP).

Particular emphasis for development is placed on areas around major stations on the Light Rail Transit (LRT) system and along transit priority corridors to facilitate appropriate densities and maximize the efficiency of transit infrastructure. Facilitating the gradual and simultaneous intensification of both residential and non-residential uses in the urban area and in particular, the inner urban area, such that alternatives to driving become more practical and attractive over time, is a key goal.

The proposed amendment balances both the objective need and the desire for parking against the costs (public and private, direct and indirect), practicalities and unintended

consequences of requiring on-site parking to be provided for all development. It is preferable for some development to not be required to provide parking where use of alternative transportation modes and transit are viable options. The amendments provide for market forces to be a key determinant on the minimum parking deemed necessary to support a development. The exception is visitor parking for residential development where it is considered important to retain a minimum standard in the Zoning By-law.

RÉSUMÉ

Hypothèses et analyse

La modification proposée au Règlement de zonage réduirait et, dans certains cas, éliminerait les exigences minimales de stationnement qui s'appliquent aux aménagements dans le secteur urbain, le long des rues principales traditionnelles et des artères principales dans le secteur urbain intérieur et à proximité des stations de transport en commun rapide à l'échelle de la ville. Aucun changement n'est proposé aux exigences de stationnement à l'extérieur de ces secteurs. La modification n'a aucune incidence sur les taux maximaux de stationnement lorsque de tels taux existent.

Les exigences minimales de stationnement actuelles de la Ville d'Ottawa sont ancrées dans les principes et le contexte d'urbanisme des années 1960. Ces règles sont de moins en moins compatibles avec les réalités actuelles et les objectifs d'urbanisme pour le secteur urbain où la densification, l'aménagement intercalaire, le réaménagement, le potentiel piétonnier et le transport en commun sont des priorités et où les réseaux de transport sont axés sur l'utilisation croissante de moyens de transport durables et du réseau de transport en commun rapide. La réduction ou l'élimination des exigences minimales de stationnement dans ces secteurs est conforme à la Déclaration de principes provinciale (DPP), au Plan officiel (PO) et au Plan directeur des transports (PDT).

Une attention particulière en matière d'aménagement est accordée aux secteurs à proximité des principales stations du réseau de train léger et le long des couloirs prioritaires de transport en commun pour favoriser les densités appropriées et optimiser l'efficacité des infrastructures de transport en commun. Un des principaux objectifs est de favoriser la densification graduelle et simultanée à la fois des utilisations résidentielles et des utilisations non résidentielles dans le secteur urbain, en particulier dans le secteur urbain intérieur, de sorte que les moyens de transport autres que l'automobile deviennent plus pratiques et attrayants au fil du temps.

La modification proposée assure l'équilibre entre, d'une part, le besoin objectif et la volonté d'avoir du stationnement et, d'autre part, les coûts (directs et indirects pour les secteurs publics et privés), les aspects pratiques et les conséquences non voulues liés au fait d'exiger que du stationnement sur place soit offert pour tous les aménagements. Il est préférable que certains aménagements n'aient pas à offrir de stationnement lorsque l'utilisation du transport en commun et de moyens de transport autres que l'automobile est une option viable. Les modifications prévoient que les forces du marché constitueront un facteur déterminant des exigences minimales de stationnement jugées nécessaires pour un projet d'aménagement. Le stationnement pour visiteurs des aménagements résidentiels fait exception, lorsqu'il est jugé important de conserver une norme minimale dans le Règlement de zonage.

BACKGROUND

Summary of the proposed Zoning By-law Amendment

The proposed amendment would reduce and in some cases eliminate the minimum parking requirements applicable to development in the urban area, and in particular, the inner urban area and near rapid-transit stations City-wide. Minimum parking requirements outside of these areas are not proposed to change.

The amendment would introduce a new Schedule 1A (Document 1) to the Zoning By-law, which would define three regions (Areas X, Y and Z) where the new minimum parking regimes would apply.

Area Z covers the Central Area and certain defined areas near major transit stations on the Confederation and Trillium lines. Within these areas, minimum parking requirements would not apply to any use, except for visitor parking requirements which would apply to residential uses in excess of twelve dwelling units, up to a maximum requirement of 30 visitor spaces per building.

Area Y includes lands along Traditional and Arterial Mainstreets within the inner urban area. Within these Intensification Target Areas, the proposed changes would exempt from minimum parking requirements any residential use in a low-rise building; any office or artist studio use on the second, third or fourth floor of a low-rise building; and non-residential uses, located partly or entirely on the ground floor, below certain size thresholds. Where parking is required for a non-residential use, the required rate would be reduced by one-half (50 per cent) relative to the current rate. Visitor parking rates for residential development in excess of twelve units would be reduced from 0.2

spaces/dwelling unit to 0.1 space/ dwelling unit in excess of twelve units, with no more than 30 visitor parking spaces required for a building.

Area X includes the remainder of the inner urban area as described above, and would exempt the first twelve units of a residential use building from minimum parking requirements (current parking requirements would apply starting with the thirteenth dwelling unit), and exempt non-residential uses of up to 200 square metres in gross floor area, partly or entirely located on the ground floor. Where parking is required for a non-residential use, the required rate would be reduced by one-half (50 per cent) relative to the current applicable rate, as with Area Y. Visitor parking rates for residential development in excess of twelve units would be reduced from 0.2 spaces/dwelling unit to 0.1 space/dwelling unit, with no more than 30 visitor parking spaces required for a building, same as for Area Y. Area X parking requirements would also apply to non-residential and mixed-use buildings within 400 metres' walking distance of rapid-transit stations in the outer urban and suburban areas.

Several minor amendments to the minimum width of drive aisles in parking garages, driveways leading to small parking areas, and to rules governing where car-share stations may locate are also proposed.

Details of the recommended zoning are included as Document 2a, with the proposed Table 101 included as Document 2b. A detailed, plain-language description of the proposed changes is attached as Document 4.

DISCUSSION

The proposed amendment is consistent with the Provincial and City planning policy framework as detailed below.

Provincial Policy Statement

The proposed amendment is consistent with the 2014 Provincial Policy Statement (PPS), which directs that municipalities adopt urban development standards that:

- facilitate intensification, redevelopment and compact form;
- minimize the cost of housing;
- encourage compact, mixed-use development that incorporates compatible employment uses, shortens commute journeys and decreases transportation congestion;

- promote densities for new housing which efficiently use land and support the use of active transportation and transit; and
- support energy conservation and efficiency, improved air quality and reduced greenhouse gas emissions.

Official Plan

The proposed amendment is supported by the Official Plan. Directions include reducing or waiving minimum parking requirements, particularly near rapid-transit stations, in intensification target areas and where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The proposed amendments also advance Official Plan goals for promoting a range of affordable housing options in complete neighbourhoods.

Transportation Master Plan

The proposed amendment is guided by directions and policies from the 2013 Transportation Master Plan (TMP) including:

- acknowledging the different transportation needs of urban, suburban and rural areas;
- maximizing transportation options for residents of all ages and abilities;
- reducing public and private costs by promoting efficient modes of transportation;
- reducing automobile dependence, encouraging shorter trips and making walking and cycling more attractive than driving for short trips;
- integrating transportation and land use by focusing transit-oriented development in transit nodes and corridors, and supporting intensification where transit, walking and cycling can be made most attractive;
- ensuring that walking, cycling and transit are residents' first choices for transportation, and using transportation demand management and supply management to make travel by walking, cycling and transit more attractive.

Strategic Intent

The proposed amendment and the policy directions being advanced are based on a number of broad planning principles. These principles are in turn informed in part by a growing body of research on the effect of parking on land use and transportation

choices in cities (see online paper: Academic research on parking) as well as by a review of best practices in other major cities (see online paper: Review of Best Practices: Montreal and Toronto). These papers are available online at ottawa.ca/minimumparking.

Ottawa's current minimum parking requirements are rooted in the planning principles and context of the 1960s and in many cases the current parking requirements in the Zoning By-law are substantially unchanged since that time.

While there have been limited reductions in Ottawa's parking minimums over five decades, these have been piecemeal and specific to certain land uses or very limited geographies. For the most part, the current rules continue to require development to provide minimum parking even where it may not be required or desired resulting in the need, if relief is sought, to seek costly and uncertain variances or zoning amendments that would allow development that supports the City's current planning goals. This runs counter to the goals of encouraging sustainable transportation and increased use of transit given the significant investment being made in the City's transit system, and does not effectively support policies related to urban design, liveability and affordability. The current regulations can create uncertainty and conflict in the community and undermine the perceived legitimacy of the planning system where policy directions are not fully supported by regulatory tools.

This review recognizes that in a built-up, small-lot urban context, gradual and small-scale intensification in residential and non-residential land use, and more significant change along the city's key corridors and nodes along the transit system, is both necessary and desirable. Such evolution contributes incrementally to the densities and mix of land uses that provides for a more complete and sustainable urban community over time where use of transit, cycling and walking become much more attractive as the modes of choice for travel in the urban area. It supports maintaining neighborhood character for established urban communities, especially in the inner urban area that developed before the advent of mass car ownership. A minimum parking requirement serves to discourage development that could be planned and built to support increased use of sustainable transportation modes.

This review also recognizes the higher priority placed on intensification along corridors and at nodes served by high-level rapid transit, partly to maximize the effectiveness of the City's investment in light rail transit (LRT), and proposes the greatest parking reductions for these areas.

The proposed amendment balances both the objective need and the desire for parking against the costs (public and private, direct and indirect), practicalities and unintended consequences of requiring on-site parking to be provided for most development:

- It draws on the growing body of research that shows that parking is a cause of traffic as much as it is a response to car use, and recognizes that, whatever benefits parking may provide, it also influences mode choice away from transit and walking, and contributes to traffic congestion.
- It recognizes parking demand, not as a mechanistic, one-way consequence of development, but rather as a complex set of feedback loops between price, transportation alternatives, land use, enforcement of street parking regulations, urban design and adaptive behaviour on the part of the residents choosing where to go, when to go there, and how to get there (see online discussion paper on Spillover Parking at ottawa.ca/minimumparking).
- It makes a distinction between parts of the city where the existing or emerging built form, mix of land uses and transportation options can make driving less necessary in the short- to medium term, versus those areas where alternatives to driving are unlikely to become much more practical in the foreseeable future.
- It provides greater flexibility for the urban land use and parking ecosystem to evolve and respond efficiently and organically to market forces and individual choices, while continuing to ensure that large developments do not impose undue consequences on existing neighbourhoods.

Further details on the specific intent of the Area X, Area Y and Area Z rules are provided below.

Area Z: Downtown and near major rapid transit stations

Area Z will remove all minimum parking requirements (except for visitor parking) on lands generally within 400-800 m walking distance of certain LRT stations. With a few exceptions, these areas are all designated as Intensification Target Areas (ITA's) under the Official Plan. The exceptions are the areas around the University of Ottawa and Carleton University campuses, which serve a more transit-oriented demographic; Bayshore Station, which is the western terminus of Stage II Confederation Line but not identified as an ITA; and South Keys, which recently had most parking minima removed through a CDP process.

The exact boundaries of Area Z are a function not only of walking distance to the station but of natural pedestrian-sheds with physical boundaries such as highways, major arterials or water bodies, and of the boundaries of the relevant Intensification Target Area.

In many cases, these areas (mainly, but not only, downtown) have already had parking requirements eliminated for most developments by including them in the current Area A (Central Area) parking regimee. Including such areas in Area Z carries over this approach to most Mixed Use Centres which are to be developed as focal points accommodating high intensity development within a high quality urban environment similar to downtown. Not requiring parking for most developments in the downtown has been in place for several decades and has functioned well. The provision of parking is based on what the market will bear, given the balance of price and core demand that is inherent with the cost of construction of underground or structured parking, and the viability of transit or alternative travel modes.

The elimination of minimum parking requirements at transit nodes increases choice and recognizes that the desired high-density development near LRT stations should not be diluted by a requirement to provide parking. Nor should an imposed parking requirement cause the cost of such development to be raised and passed on to transit users. This amendment recognizes that in such areas, the public interest is best served by allowing parking supply to be determined by market demand for stacked or underground parking spaces.

Notwithstanding the above, visitor parking requirements for large-scale residential use are still proposed. Market forces cannot always be relied on to provide adequate visitor parking, which if not provided can impact surrounding areas.

For travel purposes, visitors differ from residents (who choose their residence knowing if it includes a parking space); employees (who make long-term employment and residential decisions with their regular commute in mind); or customers (who can choose to shop at a range of establishments with or without parking, according to their preference.) Thus the visitor parking requirement in Area Z addresses this relatively inflexible demand for a specific parking circumstance which would otherwise be externalized onto the street parking supply.

This amendment also introduces a visitor parking requirement in that part of the city where previously no visitor requirement existed (the current Area A, west of the Rideau Canal). This is the one instance in this amendment where a parking requirement is proposed to be increased.

Area Y: Mainstreets in the inner urban area

Inner-urban Mainstreets are Intensification Target Areas under the Official Plan and are generally well served by bus service. However, they run through or abut established neighbourhoods with an existing, developed and generally fine-grained lot fabric.

The proposed parking rules in this area are intended to facilitate a more gradual evolution of Mainstreets towards more dense, pedestrian- and transit-oriented environments by eliminating parking requirements for smaller scale uses and reducing parking requirements for larger uses. This recognizes that the scale of commercial activity on urban Mainstreets extends beyond the purely local to include some uses that have a broader draw and appeal that may require some parking. Much of the lot fabric along Mainstreets is small, and this presents challenges for accommodating a minimum parking requirement for smaller uses/development that in turn can compromise realizing the preferred urban design of fine-grained, mixed-use, street-oriented development with continuous building frontages. However, for larger developments located on larger lots, there is some potential to provide parking to ensure that needs for those using automobiles can be met. The proposed rules balance these considerations for an existing urban context.

The threshold for non-residential parking exemptions on Mainstreets is based on the 95th percentile of commercial floor areas on existing Traditional Mainstreets (Figure 1). This figure, 500 square metres, is representative of the established Traditional Mainstreet commercial environment. It is a distribution that has worked well without significant additions to the parking supply; much of the building stock on these Mainstreets was already there in the 1960's.

Size distribution of businesses on Traditional Mainstreets (City of Ottawa, 2008 Retail Survey)

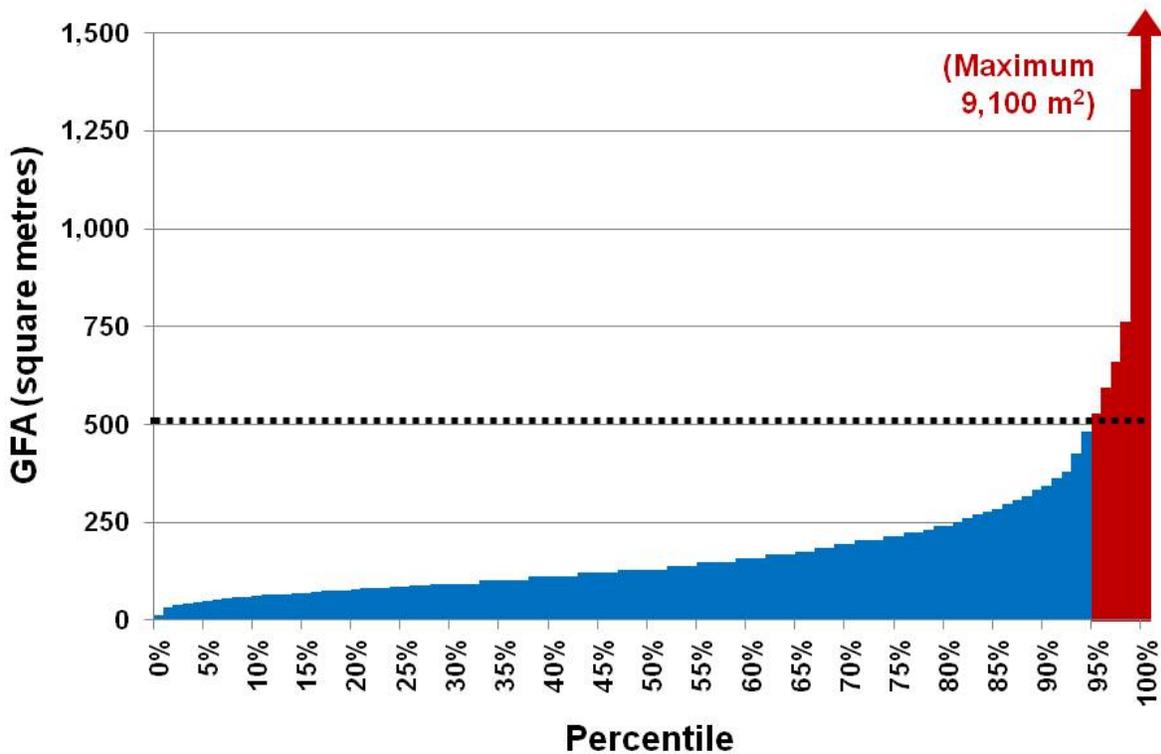


Figure 1: Size distribution of businesses on Traditional Mainstreets. (City of Ottawa 2008 Retail Survey)

All ground-floor non-residential uses up to and including 500 square metres in gross floor area (GFA) would be exempt from minimum parking rules with two exceptions as noted below.

- Retail food stores.** Grocery stores tend to be larger than other businesses, with regional supermarkets typically exceeding 5,000 square metres in floor area. They are also an important component of a complete neighbourhood, particularly when located along corridors adjacent to residential areas where a reduced minimum parking standard is justified. Therefore, a greater exemption is recommended for retail food stores; the proposed exemption for this use would be up to and including 1500 square metres GFA.
- Restaurants.** 350 square metres represents the 95th percentile of that specific use on Traditional Mainstreets. Exempting only those restaurants up to and including 350 square metres represents a more cautious step that recognizes the

concentration of demand around mealtimes and is still considered consistent with the broad intent.

It should be noted that these exemptions are for uses up to and including the specified size threshold, not an exemption for the first 500 square metres of a larger retail store. This differs from the current exemptions in the TM zone, where the first 150 square metres are subtracted from the floor area before calculating the parking requirement according to the remaining floor area. While the proposed approach does result in a "cliff" in the parking requirement relative to size (a retail store of 499 square metres would be allowed with zero parking spaces, while a retail store of 501 square metres would have to provide six parking spaces) , this is deliberate and appropriate for non-residential uses. The proposed exemptions are based on an existing and historic distribution of commercial floorplates that can and should be allowed to replicate along Mainstreets without the need for more parking. Anything larger is deemed to be treated as a difference not only in scale but in kind, and should be required to provide parking according to its entire floor area.

The combined effect of these exemptions, plus the reduction in the parking rates that will apply to any use that is over these sizes, is illustrated in Figures 2, 3 and 4 below. They have the effect of requiring no parking up to a certain threshold; then, at that threshold, the parking requirement comes into effect, and increases more gradually with floor area than under the current zoning.



Figure 2: Minimum parking requirement by floor area, retail store, current TM and proposed Area Y



Figure 3: Minimum parking requirement by floor area, restaurant, current TM and proposed Area Y



Figure 4: Minimum parking requirement by floor area, retail food store, current TM and proposed Area Y

Restricting these exemptions to uses partly or entirely located on the ground floor aligns with the current Traditional Mainstreet exemption. The existing and proposed exemptions assume that over time, the upper storeys of new buildings would include residential or office uses. Allowing the exemption for businesses that are partly or entirely on the ground floor (rather than only on the ground floor as currently is the case), provides some flexibility for the diversity of existing building stock and commercial arrangements on Mainstreets (for instance, retail stores that use the upper floor for storage.)

The parking exemptions for residential uses, in low-rise buildings only, treats up to four storeys as small scale for the purposes of Area Y. They remove a persistent obstacle to a highly desirable form of mixed-use development, i.e. walk-up apartments above commercial development, which are severely hampered by minimum parking requirements. (Such rules can discourage multi-storey low-rises on a mature Mainstreet). Exempting the upper residential storeys of such buildings also helps to encourage the provision of affordable housing where it is most needed: along transit corridors, near services, and where private vehicles are less necessary.

Offices on the upper storeys of low-rise buildings are exempt to facilitate the co-location of daytime jobs along local transit and above the restaurants, services and retailers that line Mainstreets, adding to the balance of customers, employees, services and jobs. Artist studio uses, being substantially similar to offices in terms of land use, are exempt for the same reason.

Offices and residences in buildings greater than four storeys would still be required to provide parking, for the reasons previously noted.

Visitor parking is proposed for buildings over 12 dwelling units at the same rate and for the same reasons as for Area Z.

Finally, where parking is required for non-residential uses (i.e. when they exceed the exemption thresholds noted above), the proposed rate is reduced by 50 per cent relative to the current Area B requirements that apply in most of former Ottawa and Vanier. While the existing Area B requirements are somewhat lower than those in most of the suburban area, they remain an essentially suburban rather than urban rate. Reducing this rate by 50 per cent recognizes the much greater potential for non-auto travel modes within the inner-urban area.

Area X: Inner urban area

Area X covers the remainder of the inner urban area affected by this amendment. It comprises lands that are generally designated General Urban Area in the Official Plan. As such, it is not an Intensification Target Area, although intensification is supported subject to compatibility. Area X includes lands generally within a 400-metre walking distance of Mainstreets and Transit Priority Corridors, although in some cases this boundary has been extended to align with nearby physical boundaries of pedestrian-sheds.

Area X would exempt the first twelve residential units in a building, before calculating parking requirements starting with the thirteenth unit. This approach has already been implemented in Wards 14, 15, most of 17 and part of 12 and 13 through the Mature Neighbourhoods Overlay; the present amendment extends this provision geographically into parts of Wards 7, 11, and 16; the remainder of Wards 12 and 13; and most of Ward 17. The intent is to ensure that, where multiple-unit housing forms are permitted, they can be accommodated through redevelopment of individual parcels, catering to residents who wish to live a car-free, ground-oriented lifestyle in an established neighbourhood. The gradual intensification of Area X is also necessary to support the

parallel development of Mainstreets, i.e. to add to the residential density that makes nearby Mainstreet commercial development viable.

Area X would also exempt from parking, all non-residential uses of up to and including 200 square metres GFA, provided these are located partly or entirely on the ground floor. Consistent with the exemptions for ground-floor uses in Area Y, this is an exemption only for uses that are 200 square metres or less, not a deductible for the first 200 square metres of a larger use. This recognizes that while large commercial uses are generally directed elsewhere, there are small commercial areas in Area X. Exempting very small businesses allows these areas to fulfill their planned function in providing primarily local services, without undermining their neighbourhood compatibility through automobile-based site planning.

Where parking is required for non-residential uses (i.e. when those uses are in excess of the 200 square metres exemption threshold), it is proposed to be at 50 per cent of the current Area B rate, for the same reasons as for Area Y as noted above.

Residential parking rates (where not exempt) in Area X are not proposed to change, as the rate for most multi-unit housing forms is already roughly half what applies to the suburban area.

Visitor parking is proposed for buildings over 12 dwelling units at the same rate and for the same reasons as for Areas Y and Z.

Area X rules for non-residential development and for residential units in mixed-use buildings are also proposed to apply within 400 m walking distance of LRT and Transitway stations in the suburban area. The intent is to allow more intensive and transit-oriented development to take advantage of these small transit islands, but stopping short of the complete exemption from parking proposed for Area Z.

Zoning Exceptions

The Zoning By-law contains 429 site-specific exceptions that affect the minimum parking requirement, the majority of which serve to reduce the minimum parking requirement that would otherwise apply. By their nature these exceptions generally apply to sites where the development has already been built.

In some of these cases, the proposed amendment would result in a lower parking requirement on these sites than the exception provides for. It is the intent of this amendment that, in such cases, the lower parking requirement prevails. A clause is proposed in the general provisions to the effect that, where the proposed Section

101/102 parking requirements result in a lower parking requirement than an exception in effect as of the date of this amendment, the lower rate shall prevail.

Variances

The principles described above are intended in part to clarify the intent of the new parking rules in the event of future applications for minor variances. Updating of the minimum parking requirements would not preclude future variances as there will always be individual sites and projects where particular circumstances may warrant further reductions (for instance, housing projects by public affordable-housing providers aimed at low-income residents) that cannot be provided for through a Zoning By-law.

This amendment does fix a particular inconsistency between the zoning by-law relative to the goals of the Official Plan for less car dependent development in the urban area. As such, future variance applications will have to rely much more on a strong and persuasive planning argument that is clearly relevant to the specific site and project, rather than on a general appeal to the incompatibility or obsolescence of the parking rules in force.

Comments by internal departments

The proposed amendment was circulated for review and comment to several City departments including OC Transpo, the Parking Branch with the Public Works and Services Department and Public Health.

The key comment from OC Transpo related to reducing the minimum parking requirement for larger retail food stores to 50 per cent of current requirements in the inner urban area. This reduction is in line with the general approach for other non-residential uses in Area X. The resulting calculations still result in a significant amount of parking for a larger store (e.g. for a 6000 square metre supermarket, the parking minimum would be 75 parking spaces rather than 150.)

The Parking Studies, Parking Services Branch within the Public Works Department requested that the report clearly state that reduced requirements for visitor parking, particularly on main streets, may lead to additional on-street and public parking pressures, and that these may need to be addressed through changes to pricing, regulation and enforcement. Staff further note that this approach is also explicitly directed by the Council-approved Transportation Master Plan (TMP) adopted in 2013. The TMP talks specifically about zoning requirements for parking and provides direction to reduce those parking requirements in order to create a supportive built form and encourage sustainable transport modes.

Ottawa Public Health indicated support for the rezoning noting that it can assist in creating a healthier community by encouraging the use of active transportation and active living thus not contributing to air pollution and influencing healthier weight and physical activity.

Finally, the Transportation Strategic Planning, Planning and Growth Management Department, while noting that the proposed amendment aligns with the TMP and OP, also noted that the amendment does assume some reliance on more efficient use of on-street parking facilities in the short term, that over time, some streets that currently allow parking on one or both sides of the street, may see that parking replaced by bicycle lanes as directed by the Cycling Plan and other planning documents.

Public consultation

Public notification was undertaken in accordance with the Council-approved Public Notification and Public Consultation Policy for Zoning By-law amendments. Consultation details are provided in Document 3.

RURAL IMPLICATIONS

The proposed amendment affects mainly the lands within the urban area. However, several changes to city-wide provisions could affect the rural area by virtue of being changes to city-wide rules. These include:

- introducing the definition of automated parking system and exempting these from having to provide drive aisles;
- permitting car-sharing stations to be located with Three-unit dwellings;
- establishing that no more than 30 visitor parking spaces are required in any building, which represents a reduction from the current 60;
- reducing the minimum drive aisle width in a parking garage from 6.7 to 6.0 metres; and
- reducing the minimum width of driveways leading to parking spaces other than in a parking garage or parking lot from 3 metres to 2.6 metres.

Reduced parking requirements for certain uses within 600 metres of rapid-transit stations have been amended; however, there are no lands currently in the rural area that would be affected by these changes.

A parking provision applying specifically to the VM Village Mixed Use zone has been moved from Section 101 to Section 229. The structure of Section 101, Table 101, Section 102 and Table 102 has been changed but does not contain any substantive changes that would affect the rural area except as noted above.

COMMENTS BY THE WARD COUNCILLORS

This is a city-wide amendment that affects mainly the urban wards inside the greenbelt and suburban wards where Town Centres are located.

LEGAL IMPLICATIONS

Should the recommendation be adopted and the resulting by-law be adopted and one or more appeals be made to the Ontario Municipal Board, the hearing will be able to be conducted largely within staff resources with the possibility of retaining an outside transportation consultant. It is anticipated that the hearing would last three to five days. As this is a City initiated amendment, should the by-law not be adopted, such decision cannot be appealed to the Board.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications association with the recommendation in this report.

FINANCIAL IMPLICATIONS

As identified above by Public Works, the reduced requirements for visitor parking may lead to additional on-street and public parking pressures, and that these may need to be addressed through changes to pricing, regulation and enforcement.

ACCESSIBILITY IMPACTS

The provision of mobility-disabled parking spaces is governed by the Traffic and Parking By-law 2003-530 and is not proposed to be changed.

ENVIRONMENTAL IMPLICATIONS

The proposed amendment is part of an overall strategy to encourage and facilitate walking, cycling and public transit use. As such, it is expected to have a positive impact on air pollution and greenhouse gas emissions from motor vehicles. The reduction in the amount of paved surfaces required by the Zoning will also enable development with reduced heat island effect and stormwater runoff than more parking-intensive forms.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

TM2 – Provide and promote infrastructure to support safe mobility choices

TM3 – Integrate the rapid transit and transit priority network into the community

TM5 – Ensure reliable, safe, accessible and affordable transit services

HC3 – Create new affordable housing options

EP2 – Support growth of local economy

ES1 – Support an environmentally sustainable Ottawa

HC1 – Advance equity and inclusion for the city’s diverse population (Creating an Accessible City for All)

SUPPORTING DOCUMENTATION

Document 1 Proposed Schedule 1A/Lands Affected

Document 2a Details of the Proposed Zoning

Document 2b Proposed Table 101

Document 3 Consultation Details (Summary)

Document 4 Summary of the Proposed Zoning Changes

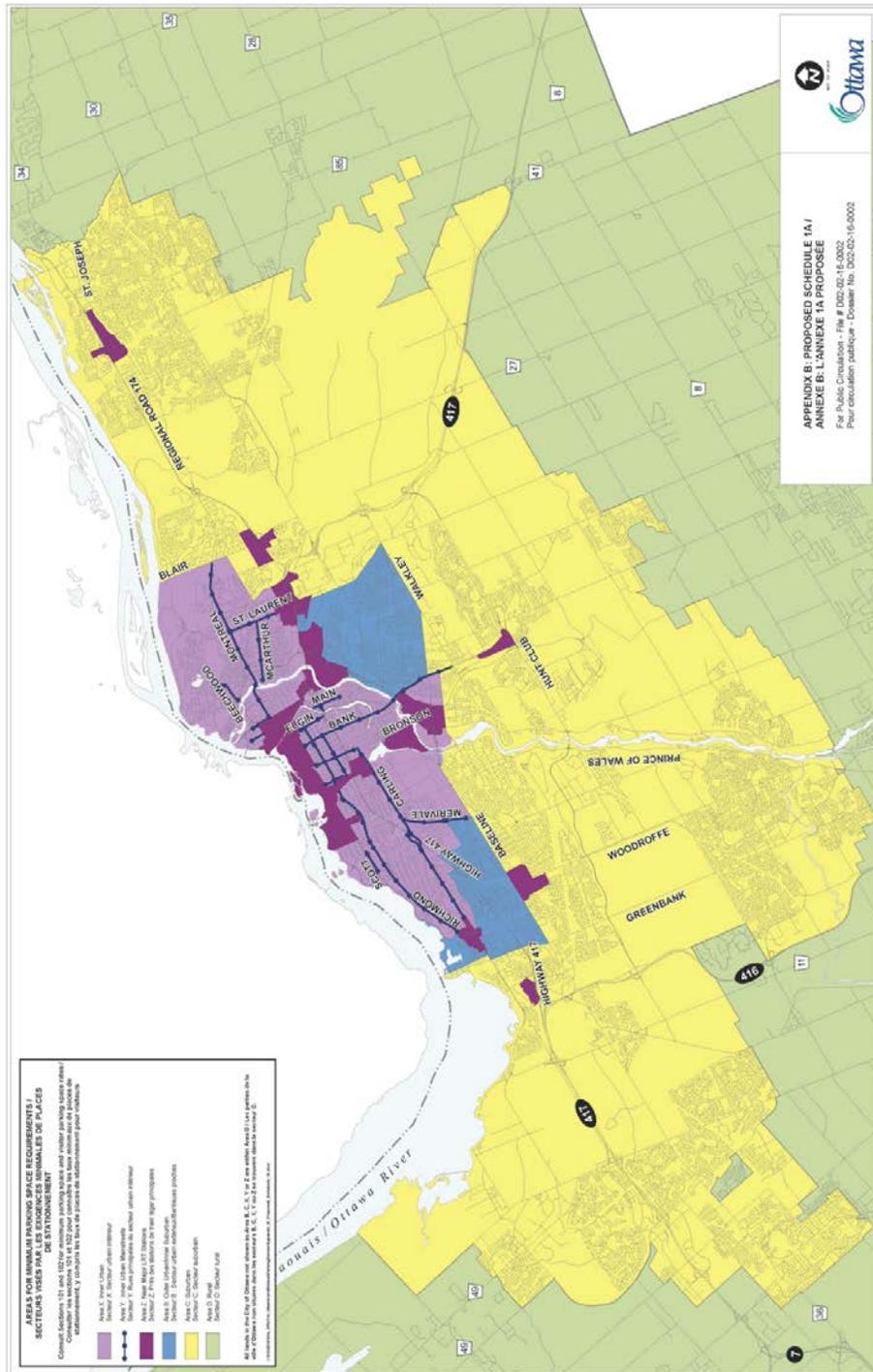
DISPOSITION

Planning and Growth Management Department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-law to City Council.

Document 1 – Proposed Schedule 1A/Lands Affected

This map shows the boundaries of Areas X, Y, Z, B, C and D as described in the proposed Section 101.



Document 2a – Details of the Proposed Zoning

- 1) **Amend Section 54 (Definitions) by adding the following definition of automated parking system.**

"**automated parking system** means a mechanical system which moves motor vehicles to a parking space in a parking garage without the vehicles being occupied or operated by a human being."

- 2) **Amend Section 94 (Car-sharing Services) by replacing the words "R4 or R5" with the words "R3, R4 or R5" in Subsection 94(3), so that it reads:**

(3) Despite Subsection (1), in an R3, R4 or R5 Zone up to three required or provided parking spaces accessory to any of the following uses may be used as car-sharing spaces:

- 3) **Amend Section 94 (Car-sharing Services) by adding the words "Three-unit dwelling" to the list of uses in Subsection 94(3).**

- 4) **Amend Section 94 (Car-sharing Services) by replacing the words "R4 or R5" with the words "R3, R4 or R5" in Subsection 94(4), so that it reads:**

(4) Signage used to identify car-sharing spaces is permitted subject to the applicable provisions of the Signs By-law. However, in an R3, R4 or R5 Zone, one sign may be used to identify car-sharing spaces and the sign must comply with the provisions specified for home-based businesses in the Signs By-law.

- 5) **Amend Section 101 (Minimum Parking Space Rates) by deleting Subsections (1) through (10) and replacing them with provisions similar in effect to the following:**

(1) Within the areas shown as Areas B, C, D, X and Y on Schedule 1A, off-street motor vehicle parking must be provided for any land use at the rate set out in Table 101 below.

(a) Where Area Y is shown as a Mainstreet on Schedule 1A, it includes

(i) Any part of a lot zoned TM or AM and abutting a mainstreet shown as Area Y;

(ii) Any lot that forms part of a contiguous block of TM or AM zoning abutting a mainstreet shown as Area Y, and

- (iii) Any other lot that:
 - (1) abuts a mainstreet shown as Area Y and
 - (2) is entirely located within 100m of a mainstreet shown as Area Y
 - (iv) Despite (i), (ii) and (iii), Area Y does not include any lands contained within Area Z on Schedule 1A.
- (2) Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.
- (3) Despite Subsection (1), within the area shown as Area X on Schedule 1A:
- (a) In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.
 - (b) where a non-residential use located partly or entirely on the ground floor has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided.
- (4) Despite Subsection (1), on a lot described in 1 (a) above:
- (a) where a residential use is located within a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided under this section for the residential use;
 - (b) where a residential use is located within a building of five or more storeys, no off-street motor vehicle parking is required to be provided under this section for the first twelve residential units;
 - (c) where an office use or artist studio is located above the first storey in a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided for the office use or artist studio;
 - (d) where a non-residential use is located partly or entirely on the ground floor:

- (i) in the case of a retail food store with a gross floor area of 1500 square metres or less, no off-street motor vehicle parking is required to be provided.
 - (ii) in the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required to be provided.
 - (iii) in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided.
- (5) Despite Subsection (1), within the areas shown as Areas B, C and D on Schedule 1A:
 - (a) where a non-residential or mixed-use building has an active entrance located within 300 metres of a rapid-transit station shown on Schedule 2A or 2B;
 - (i) the minimum parking required by Table 101 is calculated using the rates for Area X; and
 - (ii) the provisions of (3)(a) and (3)(b) apply.
 - (b) despite clause 101(5) (a), where it can be shown that the walking distance along public streets and paths between the nearest active entrance and the rapid transit station is 400 metres or less, the minimum parking required by Table 101 for the non-residential use is calculated using the rates for Area X and the provisions of (3)(a) and (3)(b) apply.
 - (c) despite clause 101(5)(a), where the lot is separated from the rapid transit station by a highway, grade-separated arterial roadway, railway yard, watercourse, private lands or any other major obstacle such that the walking distance from the nearest active entrance to the rapid transit station is increased to beyond 400 metres, the reduced minimum parking requirements specified in (a) do not apply.
 - (d) where a residential use building has an active entrance located within 600 metres of a rapid-transit station shown on Schedule 2A

or 2B, the minimum parking required by Table 101 for the residential use is calculated using the rates for Area X.

- (e) despite (d), where the lot is separated from the rapid transit station by a highway, grade-separated arterial roadway, railway or railway yard, watercourse, private lands or any other major obstacle such that the walking distance from the nearest active entrance to the rapid transit station is increased to beyond 800 metres, the reduced minimum parking rate specified in (d) does not apply.
- (f) despite Table 101, where a lot containing a hospital, office, shopping centre or training centre:
- (i) is located within 600m of a rapid-transit station;
 - (ii) is located within 800m walking distance of a rapid-transit station along public streets and paths; and
 - (iii) where the hospital, office, shopping centre or training centre does not meet 5(a) and 5(b), above,

the minimum parking requirements of Table 101A apply

Table 101A: Minimum parking requirements 400-800m walk from rapid-transit, selected uses

	I	II	III	III
Row	Land Use	Area B on Schedule 1A	Area C on Schedule 1A	Area D on Schedule 1A
N43a	Hospital	1.2 per 100 m ² of gross floor area	1.2 per 100 m ² of gross floor area	1.2 per 100 m ² of gross floor area
N59a	Office	1.8 per 100 m ² of gross floor area	2.3 per 100 m ² of gross floor area	2.3 per 100 m ² of gross floor area

N83a	Shopping Centre	3 per 100 m ² of gross leasable floor area	3.4 per 100 m ² of gross leasable floor area	3.4 per 100 m ² of gross leasable floor area
N92a	Training Centre	1.6 per 100 m ² of gross floor area	2.3 per 100 m ² of gross floor area	2.3 per 100 m ² of gross floor area

(6) Despite Subsection (1):

(a) in the case of a shopping centre,

- (i) where a shopping centre provides a dedicated bus loading area on the shopping centre site, the parking required by Table 101 may be reduced by 25 parking spaces for each bus loading area so provided.
- (ii) Despite Subsection (1), where a restaurant, bar, place of assembly, place of worship or recreational and athletic facility is located within a shopping centre that is less than 7500 square metres gross leasable floor area, and one or more occupancies of that same use comprise more than 30 per cent of the gross leasable area of the shopping centre, then the minimum required parking for that use will be calculated at the parking rate specified for that use, and not at the shopping centre rate.

(b) in the case of a drive-through facility:

- (i) where a restaurant use operates in combination with a drive-through facility, the parking required by Table 101 for the restaurant may be reduced by 20 per cent
- (ii) where any use other than a restaurant operates in combination with a drive-through facility, the parking required by Table 101 for that land use may be reduced by 10 per cent.

- (c) where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by Table 101 for that land use may be reduced by the lesser of:
 - (i) 10 per cent of the required parking spaces; or
 - (ii) 20 parking spaces.

(7) Other Provisions

- (a) For the purpose of this section, 0.5 metres of fixed bench seating is equivalent to one fixed seat.
- (b) Despite Part 15, where a zoning exception in effect as of [DATE OF ADOPTION] results in a higher minimum parking requirement than does this section, the lower parking requirement shall prevail.

6) Delete Table 101 and replace it with the table attached as Document 2b.

7) Amend Section 102 (Visitor Parking Space Rates) by deleting Subsections (1) and (2) and replacing them with provisions similar in effect to the following:

- (1) Within the areas shown as Areas B, C, D, X, Y and Z on Schedule 1A, in addition to the parking required under Section 101, off-street visitor motor vehicle parking must be provided for dwelling units at the rate set out in Table 102.
- (2) Despite (1), no visitor parking spaces are required for the first twelve dwelling units on a lot.
- (3) Despite (1), no more than thirty visitor parking spaces are required per building.
- (4) In the case of a townhouse dwelling or stacked dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, and in the case of a planned unit development, where a dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit.
(By-law 2012-334) (OMB Order, File #PL080959 issued June 1, 2010)
(OMB Order #PL080959, issued November 5, 2008)

- (5) Despite Part 15, where a zoning exception in effect as of [DATE OF ADOPTION] results in a higher minimum visitor parking requirement than does this section, the lower visitor parking requirement shall prevail.

8) Delete Table 102 and replace it with the following:

Table 102: Minimum visitor parking space rates

Column I	Column II	Column III
Land Use	Area X, Area Y and Area Z on Schedule 1A	Area B, Area C and Area D on Schedule 1A
Apartment dwelling, low-rise or mid-high-rise	0.1 per dwelling unit	0.2 per dwelling unit
Dwelling units in a mixed-use building	0.1 per dwelling unit	0.2 per dwelling unit
Stacked dwelling	0.1 per dwelling unit	0.2 per dwelling unit
Townhouse dwelling	0.1 per dwelling unit	0.2 per dwelling unit

9) Amend Section 105 (Tandem Parking) by adding the following as Subsection (3)

- (3) In the case of an apartment building, mid – high rise and low rise and stacked dwelling, where a dwelling unit has a driveway accessing its own required parking space, additional required parking may be located in tandem in the driveway. (Subject to By-law 2014-292)

10) Amend Section 107 (Aisle and Driveway Provisions) by deleting Subsection 107(1)(a)(ii) and replacing it with the following Subclauses (ii) and (iii):

- (ii) in the case of a parking lot, 6.7 metres for a double traffic lane; and

- (iii) in the case of a parking garage, 6.0 metres for a double traffic lane.

11) Amend Subsection 107(2) by replacing the number "3" with the number "2.6" so that it reads:

- (2) A driveway providing access to parking spaces other than in a parking garage or parking lot must have a minimum width of 2.6 metres.

12) Delete Subclause 107(1)(c) and replacing it with provisions similar in effect to the following:

- (c) An aisle providing access to parking spaces in a parking lot or parking garage
 - (i) must comply with the minimum required width specified in Table 107;
 - (ii) despite (i), in the case of a parking garage, an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide.
 - (iii) despite (i) and (iii), no aisle is required for any parking space served by an **automated parking system**.

13) Amend Section 139(7) by deleting the word "102,"

14) Amend Section 186 of By-law No. 2008-250 by deleting Subsection (8)(j)

15) Amend Section 189 (the LC zone section) by adding the following as Subsection (5), and by renumbering the current Subsection (5) as Subsection (6.)

- (5) In the LC zone in Areas B, X and Y on Schedule 1A, no parking spaces are required for the following uses:
 - a) bank
 - (b) convenience store
 - (c) day care
 - (d) municipal service centre

- (e) personal service business
- (f) retail store
- (g) retail food store
- (h) service and repair shop

16) Amend Section 192 by deleting Subsection 192(15)(i)(ii) and replacing it with the following text:

- (ii) Despite Table 101, the minimum parking requirement for an apartment dwelling, mid-high rise; apartment dwelling, mid-rise; apartment dwelling, high-rise; or apartment dwelling, low-rise is 0.9 spaces per dwelling unit.

17) Amend Section 192 by deleting Subsection 192(15)(i)(iii) and replacing it with the following text:

- (iii) Despite Schedule 1A, the minimum visitor parking space requirements are as per Table 102, Column II.

18) Amend Section 197 by adding the following as Subsection (14):

- (14) Parking exemptions in the TM zone in Areas B, C and D.
 - (a) a restaurant use that legally existed on June 25, 2008 and located on the ground floor of a building requires no parking spaces for the first 280 square metres of gross floor area and 10 spaces per 100 square metres over 280 square metres gross floor area.
 - (b) any other restaurant use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 10 spaces per 100 square metres over 150 square metres gross floor area.
 - (c) a retail use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 2.5 per 100 square metres of gross floor area over 150 square metres.

- (d) any other use located on the ground floor of a building and that has a gross floor area of less than 150 square metres requires no parking spaces.

19) Amend Section 229 by adding the following as Subsection (5), and by renumbering the existing Subsection (5) as Subsection (6.)

- (5) In a VM Zone where a use changes from one permitted use to another permitted use and the minimum number of parking spaces required for the new use is greater than the minimum number of spaces required for the previous use, no additional parking spaces are required for the difference between what the previous use required and what the new use requires under this by-law, as long as the building envelope remains unchanged; for all other situations parking requirements are as per the use - related parking rates in Table 101.

20) Amend Part 15 (Exceptions) as follows:

- (a) Amend Exception [147] by deleting the words:

"64 parking spaces are required for the non-residential uses up to a maximum of 3,683 square meters of floor area provided: i) there is a maximum cumulative total of 1,105 square metres floor area for restaurant uses; ii) there is a maximum cumulative total of 1,105 square metres of floor area for medical facility, recreational and athletic facility, place of worship and place of assembly; iii) for purposes of i) and ii) above, floor area means the total area of each floor whether located above, at or below grade, measured from the exterior of the outside walls, but excluding stairwells and bicycle and motor vehicle parking; and iv) additional required parking spaces for non-residential uses are to be calculated in accordance with the provisions of Table 101, Column III but excluding the provisions of Table 101(a)(ii)"

- (b) Amend Exception [154] by deleting the words "despite Schedule 1 the minimum number of parking spaces required will be calculated using the requirements of column III, Area B of Table 101"
- (c) Amend Exception [385] by replacing the words "Schedule 1" with the words "Schedule 1A"

- (d) Amend Exception [398] by deleting the words "minimum parking space rate requirements, as per Section 101, Table 101, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1"
- (e) Amend Exception [401] by deleting the words "the provisions of row (c) of Table 101 of Section 101 do not apply and parking for the permitted residential uses must be provided at a rate of 1 space per dwelling unit plus 0.25 space per dwelling unit for visitor parking - the provisions of row (bv) of Table 101 of Section 101 do not apply and parking for an office use must be provided at a rate of 1 space per 50 square metres of gross floor area" and replacing them with the words "Despite Table 101 and Table 102, the minimum parking requirement for residential uses is one space per dwelling unit plus 0.25 visitor spaces per dwelling unit, and parking for an office use must be provided at a rate of 1 space per 50 square metres of gross floor area"
- (f) Amend Exception [472] by
 - (a) deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A." and
 - (b) Replacing "AM[472]" with "MC[472] S349-h" in Column II.
- (g) Amend Exception [939] by deleting the words "row (de),"
- (h) Amend Exception [1376] by replacing the words "minimum parking rate required for commercial uses is the same as the parking rate for these uses located in the Central Area as set out in Table 101, Column II." with the words "minimum parking rate required for commercial uses is based on Area Z as set out in Section 101."
- (i) Amend Exception [1377] by replacing the words "minimum parking rate required for commercial uses is the same as the parking rate for these uses located in the Central Area as set out in Table 101, Column II." with the words "minimum parking rate required for commercial uses is based on Area Z as set out in Section 101."
- (j) Amend Exception [1404] by replacing "Schedule 1" with "Schedule 1A"
- (k) Amend Exception [1447] by deleting the words "Row (co), of Table 101 does not apply to the ground floor and basement of the building as it exists on July 11,

2007" and replacing them with the words "Despite Table 101, No parking is required for a retail food store occupying the ground floor and basement of the building as it existed on July 11, 2007."

- (l) Amend Exception [1455] by deleting the words "despite Subsection (a)(iii) of"
- (m) Amend Exception [1603] by replacing the words "the parking rate of Area A Table 101 applies to permitted commercial uses" with the words "no parking is required for permitted commercial uses."
- (n) Amend Exception [1642] by replacing the words "Schedule 1" with "Schedule 1A"
- (x) Amend Exception [1646] by replacing the words "Schedule 1" with "Schedule 1A"
- (o) Amend [1653] by deleting the words "despite Row (ar) of Table 101 in Section 101, the required number of parking spaces is 1.0 per 100 square metres of gross floor area"
- (p) Amend Exception [1680] by replacing the words "Table 102 (a)(ii)" with the words "Table 102"
- (q) Amend Exception [1760] by replacing the words "Schedule 1" with the words "Schedule 1A."
- (r) Amend Exception [1761] by deleting the words "-despite Section 102, the minimum visitor parking space rate is 0.14 spaces per dwelling unit".
- (s) Amend Exception [1762] by deleting the words "-despite Section 102, the minimum visitor parking space rate is 0.14 spaces per dwelling unit".
- (t) Amend Exception [1778] by deleting the words Subclause 102(b)(ii) does not apply and"
- (u) Amend [1779] by deleting the words "-despite Schedule 1, for the purpose of calculating all required parking, the lands zoned AM5[1779] and AM5[1779]S262 are subject to the rates set out in Section 101, Table 101, Column III for Area B on Schedule 1"
- (v) Amend Exception [1779] by deleting the words AM5[1779] S262 from Column II.
- (w) Amend Exception [1780] by replacing both instances of the words "Schedule 1" with the words "Schedule 1A."

- (x) Delete Exception [1797]
- (y) Amend Exception [1833] by deleting the words "subclause 102(2)(b)(ii) does not apply and " and replacing them with the words "Despite Section 102,"
- (z) Amend Exception[1887] by deleting the words "(r)"
- (aa) Amend Exception [1905] by deleting the words "Row (r), Column IV,"
- (ab) Amend Exception [1913] by deleting the words "despite Schedule 1 the minimum number of parking spaces required will be calculated using the requirements of column III, Area B of Table 101" and replacing them with the words "despite Table 101, where a lot is located within Area C on Schedule 1A, the minimum number of parking spaces required will be calculated using the requirements of column III, Area B of Table 101"
- (ac) Amend Exception [1927] by deleting the words "the provisions of Table 101, rows (bk),(cf), and (bx) do not apply, and" and replacing them with the words "Despite Table 101"
- (ad) Amend Exception [1942] by deleting the words "a minimum of 17 parking spaces and a maximum of 22 parking spaces must" and replacing them with the words "a maximum of 22 parking spaces may"
- (ae) Amend Exception [1967] by deleting the words "despite the property being located in Area B on Schedule A the minimum parking rates for Area A or those shown in column II of Table 101 apply to the lot with the exception of the rate for office which is: 0.2 spaces per 100 square metres of gross leasable floor area"
- (af) Amend Exception [2014] by deleting the words "(b)(ii)"
- (ag) Amend Exception [2036] by deleting the words "minimum parking space rate requirements, as per Section 101, Table 101, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1"
- (ah) Amend Exception [2036] by deleting the words "parking rates applicable to Area A, column II, in Table 101, row (a)(ii) apply to uses facing Somerset Street having direct pedestrian access to that street."
- (ai) Amend Exception [2283] by deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A."

- (aj) Amend Exception [2284] by deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A."
 - (ak) Amend Exception [2285] by deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A."
 - (al) Amend Exception [2286] by deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A."
 - (am) Amend Exception [2287] by deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A."
 - (an) Amend Exception [2288] by deleting the words "Despite the location of a lot on Schedule 1, the minimum number of required parking spaces shall be calculated as per Section 101, Table 101, Column II, Area A."
- 21) Amend Part 17 (Schedules) by adding the map, attached as Document 1, as Schedule 1A.**
- 22) Amend Parts 1 through 17 of the Zoning By-law by:**
- a) replacing any reference to Section 101(4) with Section 101(5)
 - b) replacing any reference to Section 101(3) with Subsection 101(6)(a)(i)
 - c) replacing any reference to Section 101(9) with Subsection 101(6)(a)(ii)
 - d) replacing any reference to Section 101(8) with Subsection 101(6)(b)
 - e) replacing any reference to Section 101(6) with Subsection 101(6)(c); and
 - f) replacing any reference to Section 101(2) with Subsection 101(7)(a)

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

A project website including an introductory Discussion Paper was established in May 2015. The beginning of the project was announced through an email sent to all community associations on the City's Public Notification List, as well as a list of development industry representatives. The project web page was updated periodically with comments from the public and answers to frequently-asked questions.

A set of Draft Recommendations was published on the project website in October 2015. All community associations plus previous commenters were advised of the new content by email. Interested parties were asked to submit comments by December 18th. News coverage of the zoning study included articles in the Ottawa Sun (May 18, 2015); Ottawa Community News/Metroland (May 12, 2015 and November 12, 2015) and the Ottawa Citizen (October 29, 2015).

A ninety-second animated movie explaining the broad rationale behind the proposed changes was placed on the City's Youtube channel and Facebook page on October 21st. Viewers were directed to the main project page and asked to submit comments. The movie gathered over 30,000 views by April 2016.

Final recommendations were circulated per City policy on March 3, 2016, directing interested parties to submit comments by April 5, 2016. Stakeholders who contacted staff late in the consultation period were advised to send comments by April 19.

Staff also met with Community Association representatives and individual stakeholders upon request throughout the consultation period.

Public Comments and Responses

1. Concerned that development without parking will discourage business, family households, and other residents from locating in the inner urban area.

Response: The proposed amendment does not prevent developers/builders from providing parking if they wish and are able to, nor does it limit the amount of parking they are allowed to provide where there is no maximum parking set out in the Zoning By-law. This will allow a wider range of households, tenants, businesses and users to locate in areas well served by alternative transportation without basing decision on ability or cost to provide parking.

The issue of attracting and maintaining a diversity of households downtown (including but not limited to families with children) is a challenging one that goes well beyond zoning and minimum parking requirements. Minimum parking requirements have been in place for decades and even with this, there are many uses located in the inner urban area (such as along traditional mainstreets) and residential properties that do not provide parking or provide minimal parking. These conditions are part of the urban lifestyle that is beginning to see resurgence evidenced by both the development activity and overall growth occurring in the urban area. A key goal of removing required minimum parking is to support continued growth in the urban area to create environments where reliance on private automobiles for normal travel is replaced by travel using more sustainable travel modes.

2. The focus of this study should be on maximum permitted parking ratios, not the minimum required parking rates. (Related comment: Parking should be actively discouraged around rapid-transit stations.)

Response: Maximum-permitted parking ratios are supported by the Official Plan and will be examined and if necessary amended through a separate zoning review starting in late 2016.

3. Disagree with the approach of reviewing parking maximums and minimum parking requirements in two separate studies.

Response: Reduced minimums as directed by OP policy do not conflict with the existing maximums, nor does the present study prejudice future review of the maximums.

4. The City should increase bicycle parking requirements.

Response: Bicycle parking requirements under the Zoning By-law will be addressed as part of a separate review starting in 2016.

5. Concerned about the impact of reduced parking on seniors and other persons suffering from limited mobility, who may need to drive to where they're going.

Response: While advancing age can place limitations on mobility choices, reducing minimum parking requirements does not necessarily limit the ability of those with limited mobility choices from accessing services.

This amendment seeks to offer choice in the provision of minimum parking so as to balance the needs of a wide variety of residents reflective of conditions that have existed in inner urban locations that developed in the pre-auto era.

6. There have been instances of women attacked at bus stops around Ottawa. It is not safe for women to walk to and from the bus or wait for the bus, especially in evening and night. It is much safer for women to use their cars and park very close to their destination. Please require all current and new developments to provide truly enough safe, legal, convenient, very close parking.

Response: The safety of women (and of other vulnerable populations such as children, seniors, people with disabilities etc.) is an important matter.

From a planning standpoint, personal safety is best achieved by having compact mixed use development and active/animated public realm environments with pedestrian presence and eyes on the street. Minimum parking rules can undermine these goals by discouraging street activity and creating dead zones.

7. Concerned about impact on on-street parking supply. Reduced on-site parking requirements will lead to people driving around looking for spots or parking illegally.

Response: The Minimum Parking Review is designed to work alongside several other initiatives and programs that, taken together, mitigate increased load on public parking facilities. Along with major investments in rapid transit, principles include focusing the most significant parking exemptions on small-scale development and on development near the highest level of transit service; limiting further growth in parking demand through pedestrian- and transit-supportive land use, including enabling residential and non-residential

intensification to occur gradually in proximity to one another; and ensuring that the on-street and public parking supply is efficiently used.

8. Drivers from outside the neighbourhood are abusing the on-street parking spaces which are often cheaper than paid off-street parking.

Response: Unless on-site parking is free (which is rarely the case in the inner urban area) there will always be drivers who seek to avoid paying or seek on-street parking for convenience; mandating more off-street parking does not change this tendency. The Transportation Master Plan supports pricing and regulation of street parking supplies which would serve to provide a counterbalance to the abuse of on-street parking. An extended discussion of the causes of spillover parking is available on the project website at ottawa.ca/minimumparking.

9. Support reducing parking requirements for small-scale development but not for large-scale (e.g. high-rise) projects.

Response: The rationale for exempting small-scale developments in some areas and all development in others is detailed in the main body of the report.

10. Support reducing or eliminating parking requirements on Traditional Mainstreets.

Response: The rationale for including Traditional Mainstreets in the Area Y regime is detailed in the main body of the report.

11. Support reducing or eliminating parking requirements around rapid-transit stations.

Response: The rationale for the proposed Area Z regime around some rapid-transit stations and the Area X regime around the rest is detailed in the main body of the report.

12. Support reducing or eliminating parking requirements citywide.

Response: Parking requirements in the broader suburban/rural area away from rapid-transit stations are beyond the scope of this study.

13. A reality check: Promoting Transit-Oriented Development is laudable but it won't work without a high enough level of transit service.

Response: This amendment takes into account the viability of non-automobile transportation modes in the short- to medium-term, with the greatest reductions

close to the highest level of existing or imminently-planned transit service. OC Transpo also notes that demand for transit is constantly monitored and service increased in areas where the demand warrants it. The proposed amendment is partly intended to help support more transit-supportive development, enabling more improvements in transit service.

14. The current minimum parking requirements in established commercial areas prevent small businesses from starting or expanding.

Response: The rationale for exemption and reductions for non-residential uses on Mainstreets is detailed in the main body of the report.

15. Removing or lowering the current minimum parking requirements in established commercial areas will drive customers away, to shop at big box stores and shopping centres with ample parking.

Response: The proposed amendment would not prevent businesses from providing parking if they are able and if they so choose, or to limit how much parking they are allowed to provide. It is intended to remove regulatory obstacles to downtown development and allow urban sites to capitalize on their assets as local retail, service and employment centres, well-served by transit and within easy walking distance of residents, employees and customers, and as dense residential sites allowing people to live where alternative modes of travel are viable.

16. Visitor parking requirements downtown should be reduced, or the threshold at which they have to be provided (currently after the twelfth dwelling unit) raised.

Response: After due consideration, no change is proposed to the twelve-unit threshold at which visitor parking requirements start to be calculated. The rate is proposed to be reduced in most instances.

17. Visitor parking requirements should not be reduced or eliminated. We need parking for contractors, health care workers, out of town visitors, dinner guests, etc.

Response: The threshold at which visitor parking requirements begin to apply is not proposed to change. The proposed rate of 0.1 spaces per dwelling unit over 12 is detailed in the main body of the report. However, the amendment re-introduces a visitor parking requirement for the area of downtown west of the Rideau Canal, which was exempt from visitor parking requirements.

18. Citing the policies of other cities is not appropriate without due consideration of the particular contexts of those places and how they differ from Ottawa's.

Response: A scan of other cities' zoning is a normal part of the background review for a zoning study, and gives a picture of some approaches that may represent best practices. The proposed changes, while drawing partly on other cities for ideas and precedents, are appropriately adapted to Ottawa's circumstances.

19. Concerned about parking reductions for restaurants; there are a lot of them, and their customers come all at once (i.e. at mealtimes).

Response: After due consideration, and recognizing the particular challenge of the demand pattern of restaurants, it is proposed to exempt restaurants only up to 350 square metres instead of 500 square metres. This still represents the 95th percentile of restaurant floor areas on Traditional Mainstreets (restaurants tending to be smaller on average than Mainstreet commercial spaces generally.)

20. I am concerned about the City applying a one-size-fits-all/blanket approach to parking, without considering the particular contexts and challenges facing specific neighbourhoods.

Response: Staff agree that context matters and that different areas have different needs. The proposed amendment will differentiate more finely between urban contexts than do the current rules, including:

- recognizing different scales of development, by seeking to exempt small-scale developments while continuing to require parking for larger ones;
- recognizing different characteristics of urban environment types, such as mainstreets versus residential neighbourhoods; high-density areas versus low-density ones; neighbourhoods close to downtown and rapid transit versus car-oriented suburban ones; areas with low rates of car ownership versus areas where two-car households predominate; developed areas with established built form and street networks versus largely vacant, underused or brownfield areas; etc.;
- applying changes to those areas where alternatives to driving are truly viable and can become more so with the appropriate evolution in built form and land use, and modifying the parking rules to facilitate that evolution, while leaving status quo in areas where alternatives to driving are simply not practical.

21. Should not reduce parking requirements for condo units, unless the purchaser registers on title with the City that they will not apply for a street permit parking space. (Related comment: Developers and landlords should not be allowed to double-dip by avoiding the cost of providing parking and then simply advising their car-owning tenants to go get an on-street permit from the City.)

Response: Outside of Area Z, mid-rise and high-rise residential development will continue to be subject to current minimum parking rates. Recognizing the need for clarity for purchasers and tenants, Planning and Growth Management have developed a standard condition to be included in all new Site Plan Agreements and Condominium Agreements, to the effect that all leases, sublet agreements and purchase agreements must include a disclaimer that the availability of on-street parking, including but not limited to residential parking permits, is not guaranteed now or in the future. This will ensure no misunderstandings about the availability of parking when a new resident signs a lease or a purchase agreement. This provision is also intended to manage expectations on streets where curbside parking may be removed in the future to establish bicycle lanes in accordance with the Ottawa Cycling Plan and Official Plan.

22. The review of minimum parking requirements in Centretown should await the results of the Local Area Parking Study currently underway.

Response: Local Area Parking Studies measure the supply and use of public (on-street and paid off-street) parking facilities, and are intended to guide pricing and regulation of these spaces in accordance with the Transportation Master Plan and the Municipal Parking Management Strategy. They are not intended to inform zoning rules governing how much parking development should be required to provide. Policy direction from the Transportation Master Plan is to reduce on-site parking minima and to balance supply and demand for public and on-street spaces through pricing and regulation.

23. Please consider a larger exemption for purpose-built rental housing and low-income housing, which is targeted at a demographic that is much less likely to own vehicles.

Response: Zoning powers under the *Planning Act* do not empower the City to differentiate on the basis of tenure (rental versus owner-occupied, condominium versus freehold) nor on the basis of income. The proposed zoning changes are meant to establish an as-of-right development standard that allows projects meeting certain criteria to proceed without including parking, or including less of

it. Although these criteria do not include tenure, it is anticipated that most of the uptake for residential buildings without parking would be for rental units.

It is expected that this review of minimum parking requirements will reduce the number of variance applications, but not eliminate them entirely. Any project, including a low-income housing project proposed by a public housing agency, can still seek a variance to reduce parking and would be considered on its individual merits.

24. Minimum parking requirements for Centretown should be gradated according to the type of building (condominium, market rentals, housing targeted to specific needs); and according to the number of bedrooms in units.

Response: As noted above, zoning powers under the *Planning Act* do not enable the City to differentiate on the basis of tenure nor income.

Although bedroom count is used as a basis for parking minima in some cities, this approach is not recommended. Dens and dining rooms may end up being used as bedrooms, bedrooms may become home offices, and a given room may be occupied by a couple, a single adult, or one or more children. The number of bedrooms identified on a floor plan is not deemed an appropriate indicator of the number of potential drivers.

25. The solution to the local planning problems should have a community based focus, relying on the City's approved strategy for implementing the Official Plan: a Community Design Plan or Secondary Plan.

Response: Community Design Plans/Secondary Plans are best suited to dealing comprehensively with a wide range of topics (building heights, land uses, street modifications, parks, etc.) in a defined geographic area. Conversely, a zoning study dealing with a single zoning topic at a much broader geography brings a consistent approach to that topic across the study area and is the more appropriate tool for reviewing minimum parking requirements.

26. The report and recommendation by city staff should review academic literature on the topic of parking requirements.

Response: This amendment is informed in part by a review of some of the academic literature relevant to the subject. A summary of this literature review is available on the project website: ottawa.ca/minimumparking.

27. Existing residents or businesses have no greater right to free on-street parking than potential new residents or businesses.

Response: This amendment does not assume a greater or lesser right to on-street parking by either established users or newcomers. It complements the Transportation Master Plan and the Municipal Parking Management Strategy, so that where there is demand for street parking, it can be made available on an equal basis to all users at an appropriate price that balances supply against demand.

28. Even though residents of condos under development may be able to use public transit to go to and from work, they need a private vehicle to visit family or friends that are outside the city or not easily accessible using public transit.

Response: This amendment does not prevent developers from providing parking nor residents from choosing housing that includes it; it simply leaves the decision up to the builder, tenant or purchaser. It takes into account the growing range of transport options available in the inner urban area, including notably the prevalence of short-term car rental/car share services, which allow someone to enjoy the benefits of occasional automobile use without having to commit to the cost of owning a car full-time.

29. The availability of the current transit system does not translate into a commensurate absence of car ownership in the inner urban area. Minimum parking requirements should be based on actual car ownership.

Response: Vehicle ownership rates in the inner urban area are roughly half what they are in the outer suburbs. However the existing car ownership rates are not taken as a precise predictor of future residents' likely car ownership rates, but as a general indicator of how well this environment can support car-free households and which therefore are the most appropriate locations to enable more car-optional development in order to enhance this desirable characteristic of the area.

30. Would like to see greater incentives for developers to include car-share stations in new developments e.g. a requirement to include such stations, or a provision whereby one car share station can be provided instead of a (significant) number of parking spaces, e.g. 1:12, 1:15 or 1:20 ratio.

Response: The proposed amendment supports car-sharing by expanding the range of zones and land uses where stations may be included, and thereby

creating more opportunities for such stations to locate near current and future users. Furthermore, the zoning by-law allows a required parking space to be converted to a car-share station at any time without need for a variance.

After due consideration, staff have determined that allowing car-share stations in lieu of significant resident parking is not practical.

31. Public transit and walking are viable for work trips etc., but not for getting groceries.

Response: It is recognized that the current urban landscape places food stores outside of walking distance for many urban dwellers. Part of this amendment, the parking exemption for retail food stores up to 1500-square metre gross floor area in Area Y, is intended to facilitate the location of more full-service grocery stores throughout the urban area, putting more households within a closer distance of a small supermarket. Larger grocery stores will still be required to provide parking.

32. If the Transportation Master Plan (TMP) has a target of 50 per cent non-automobile mode share, logically the other half will be made by cars. We should require enough parking, even near rapid transit stations, to accommodate that many.

Response: The TMP target of 50 per cent non-car mode share is a minimum and city-wide target, but it is neither expected nor intended that all origin-destination pairs will see this split. While the broader suburban area will continue to see high automobile mode shares, trips within and between more transit-, pedestrian- and cycling-friendly areas would be expected to ultimately show much higher non-auto mode splits. There is no rationale for requiring a minimum parking supply at major rapid-transit stations to correspond to the maximum intended system-wide car mode share.

33. My big concern will be the possible elimination of existing street parking by developers building lot line to lot line, then using parking spaces as green spaces for their building.

Response: This comment seems to relate to the Streetside Spots pilot program which allocates up to 25 on-street parking spaces City-wide for use as seasonal patios and public places. Proposals for new development must respect the setbacks set out in the Zoning by-law as well as any applicable requirement for amenity space. Whether or not a seasonal and temporary streetside spot is

allowed by the City is a different consideration than the processing of an application for the development of a permanent new building.

Community Organization Comments and Responses

Carlington Community Association

December 14, 2015 response to October 21 2015 draft recommendations:

- 1) "The Carlington Community Association supports in principle the October 21 draft recommendations. We are pleased that Carlington will be included in (Area) X. The exemption from minimum parking of small-scale businesses along main streets will help strengthen our neighbourhood as a place to live, work and play."
- 2) However, Carlington CA is concerned about exempting upper-storey offices and residential in Area Y, as increase in on-street parking will increase hardship on surrounding streets, limiting access to street parking for residents, and causing driveways to be blocked.
- 3) Other areas of concern are disabled parking spaces, protecting existing parking spaces, snow removal and enforcement of on-street parking by-laws.

Staff response:

Allowing both ground-floor commercial uses and supportive upper-storey uses to be developed without parking will support the evolution of streets like Merivale into the desired Mainstreet form with mixed-use, multi-storey buildings. . In Area Y, parking exemptions for offices and residential uses on the upper floors can encourage complementary and supportive land uses above ground-floor retail and services in mixed-use buildings.

CentrepoinTE Community Association

- Does not believe it is appropriate to review minimum parking and maximum parking as two separate studies.
- "The proposal does not address the many additional actions that are needed to achieve a reduction of the reliance on private vehicle use, such as alternative modes (walking, cycling, ride sharing etc.) and community or place-making. Unless the overall demand for parking spaces is reduced in lock step with the reduction in the supply of parking spaces, all that will happen is that the vehicles that cannot be parked on-site will be parked nearby, shifting the cost of supplying

the parking from developers to others, including existing businesses and homeowners."

- LRT is not scheduled to reach Baseline Station, Bayshore or Orleans until 2023 (seven years from now.) The City should take more time to carry out a detailed review of impacts and produce "a comprehensive, coherent proposal, one that fits each of the areas at issue, and actually achieves the goal of reducing the reliance on private vehicles in the city. Time is not of the essence (and) one size does not fit all".
- Significant existing problem with spillover parking and unlawful use of neighbouring lands' parking facilities (e.g. Uniform Developments, Centrepointe Chambers, College Square) will be exacerbated unless the City gets the right solution for the area proximate to Baseline Station.
- Meridian Place (the road leading to Ben Franklin Place from Tallwood) "is filled with parked cars every working day, creating a hazard for pedestrians, school buses and drivers, especially during the winter months, when adequate snow removal has been compromised by parked cars."

Staff response:

The rationale for reviewing parking maxima and minima separately are addressed in the general comments section.

An extended discussion of spillover parking can be found on the project website at ottawa.ca/minimumparking.

There are a number of measures being taken by the City to achieve reductions in private vehicle use. New transit investments include the Stage 2 Light Rail Transit coming to Baseline in 2023, as well as the planned Baseline Bus Rapid Transit currently under study. The Transportation Master Plan, Ottawa Pedestrian Plan, Cycling Plan and Official Plan all provide direction for increasing the viability and use of non-auto modes away from private automobiles. The Baseline-Woodroffe Secondary Plan which was adopted by the former City of Nepean in 2000 has similar policy direction. The local area traffic study for Centrepointe and Hemmingwood currently underway is focused on making the area more pedestrian- and cycling-friendly by addressing traffic and driver behaviour problems. Not requiring minimum parking or reducing minimum parking requirements is consistent with this direction. The proposed changes to minimum parking requirements will allow the market to calibrate the supply of parking relative to

need in the context of the significant transit investment that is being made at this location. The approach being applied to Baseline-Woodroffe is the same approach that has already been applied to numerous other stations on the LRT system.

On-street parking serves to narrow the roadway and generally acts as a traffic calming measure, slowing down traffic and reducing the likelihood and severity of collisions.

Centretown Citizens' Community Association

December 18, 2015 submission:

- "The CCCA is amenable to the easing of parking ratios in some circumstances, but we are strongly concerned about proposals to eliminate parking minima, particularly for visitor parking."
- "In order to successfully implement policies that reduce the amount of parking, it is necessary that alternate modes of transportation are supported and enhanced."
- "Visitor parking is required in all medium-scale and large-scale developments, especially those in the downtown which are currently exempt from all parking minima."
- "While on a case-by-case basis it may be feasible to permit certain small-scale developments to be built with no parking, the cumulative effect (of many such developments) can lead to an excessive demand on public, on-street parking."
- "On Traditional Mainstreets and other mixed-use areas, there should be fewer exemptions for commercial developments than for residential developments, to ensure that mixed-use communities continue to be built with residences above the ground floor."

April 4, 2016 submission:

- Strongly supports introducing a minimum visitor parking requirement in Central Area east of the Rideau Canal as proposed in the April 2016 circulated recommendations.
- Supports the amended recommendation to exempt restaurants only up to 350 square metres, rather than 500 square metres as previously proposed in October 2015 Draft Recommendations.

- Reiterates the December 18, 2015 comments with respect to the need to support alternative transportation modes and the request for fewer exemptions for commercial than for residential uses.

Staff response: In Areas X and Y, parking exemptions for non-residential uses other than offices are limited to those uses with a ground-floor presence. Exemptions for offices on the upper floors (as well as for residential) are focused on encouraging complementary and supportive land uses in mixed-use buildings. It is expected that this exemption would mostly be exploited for residential purposes. However, some office use would also support the ground-floor commercial uses.

On other points, CCCA echoes comments raised by individuals and are dealt with in the general comment section.

Champlain Park Neighbourhood Association

Generally sees no issue with the proposed changes, but concerned about the effect of 50 per cent reduction in parking minima for places of worship.

Staff response: The proposed 50 per cent reduction in parking minima for places of worship is consistent with the overall approach for the inner urban area, which recognizes the significantly higher potential for non-automobile mode shares combined with gradual intensification to put more origins and destinations within walking distance of one another.

Civic Hospital Neighbourhood Association

December 17, 2015 response to October 21 draft recommendations:

- "The Civic Hospital Neighbourhood Association (CHNA) is generally supportive of the majority of the recommendation in this paper."
- "CHNA cautions that the proposed exemptions for non-residential uses in Area Y will only work for Carling Avenue if the street is reconfigured (such as is envisioned in the Preston-Carling CDP.)"
- With respect to areas near rapid-transit station outside of Areas X, Y and Z "CHNA suggests that the 25-50 per cent is a good start" but the City "must be more ambitious with lower parking minimums (75-100 per cent), closer to the standards for downtown communities."

- CHNA is pleased that the threshold for including visitor parking will not be reduced from 12 dwelling units, as this is a source of on-street parking for both small scale and large scale. CHNA agrees that consistency with respect to visitor parking spaces in the Inner Urban Area is important."
- CHNA continues to support vigorous enforcement of on-street parking regulations.

Staff response: Staff acknowledges CHNA's support for the proposed amendment.

Dalhousie Community Association

May 3, 2016 response to final zoning recommendations:

- DCA is broadly supportive of the measures proposed for residential development.
- Consider applying the lowest parking minimum (Area Z) to a 600-metre radius of all LRT stations, on both sides along the entire corridor. Especially concerned at the suggested non-application of Area Z to some of the ready-to-intensify former industrial lands along the Trillium corridor in Little Italy area.
- Inducements to put parking underground are needed; specifically, restrictions on ground level parking lots and above-grade parkades.
- Buildings should be permitted to meet their parking minimums by the provision of shared cars, at a typical ratio of one shared vehicle per 17-20 units without parking.
- Support establishing generous visitor parking minimums. While it is feasible for many residents to live in walkable and transit serviced neighbourhoods, the city continues to encourage low density auto-focussed developments. These people will drive into walkable neighbourhoods, so visitor parking will continue to be required at apartment buildings.

Staff response: The question of incentives to put parking underground will be dealt with in a later study around parking maximums. The comments on allowing car-share spaces to substitute for a large number of parking spaces, and on visitor parking requirements, are addressed in the general comment section.

The application of Area Z to selected rapid-transit stations is predicated either on:

- (a) those stations already being treated as Area A through the current zoning and/or through a recent Community Design Plan;
- (b) on the area being a Mixed-use Centre or other intensification target area; or
- (c) some other specific circumstance such as a university campus or an LRT terminus.

For those remaining stations which do not meet these criteria, future Community Design Plans may make the determination around whether to apply further parking reductions.

Glebe Community Association Traffic Committee

December 18, 2015 response to October 21 draft recommendations:

- Minimum Parking Requirements must be targeted to support sustainable development. Public transit must have usability attributes that ensure their adoption and support by a broad segment of the public.
- The adoption of new minimums should not interfere with encouraging elderly residents to live independently at home, providing for access by home care workers. Investment in reliable/accessible transit, and parking policies to support volunteers and others, are important.
- Not all trips can be accommodated by public transit. The city should meet the expectation of finding parking at some reasonable cost and having the ability to use a vehicle for families and larger cargos.
- Small independent businesses everywhere are endangered by the internet and large stores. Minimum parking requirements should not result in restriction of on-street parking availability because the spots are taken due to higher demand caused by lower minimums. Furthermore pricing policies for parking that are based solely on occupancy rates can place businesses in one area at a competitive disadvantage to a similar business in another area of the city.
- The requirements must have a mechanism for ensuring that reducing the parking for larger buildings does not just create more demand for existing on-street spots. The city should be able to find an optimum cost/convenience/permit trade-off that results in both acceptable revenue and on-street availability. Parking must more generally become a cost of using all facilities, city-wide.

- The mix of transit and parking options, throughout the city must overall be both fair and perceived as fair. Basing the policy on access would be more equitable than basing it on 'location'.
- GCA recommends a range of reductions and exemptions based on proximity to transit, the size of the use, and the level of transit service, to be rolled out as LRT and transit evolve. These range from city-wide exemptions for any non-residential use of up to 150 square metres, plus reductions of 20-30 per cent for larger uses, to exemptions for up to 200 square metres and reductions of 30-40 per cent thereafter near LRT stations. GCA also recommends exempting heritage buildings city-wide from minimum parking.
- GCA also recommends a number of initiatives around street parking, pricing and regulation.

Staff response: The present amendment is based partly on the availability and level of transit service in the targeted areas. The proposed changes are intended to encourage an urban pattern in which higher levels of transit can be introduced, and to manage change while encouraging a positive feedback loop that facilitates ever-greater transit, walking and cycling mode share.

Comments regarding elderly residents, the need for improved transit service and the need to support small businesses echoes comments raised by individuals and are dealt with in the general comments section.

Greater Ottawa Home Builders' Association (GOHBA)

March 14, 2016 response to March 3, 2016 final recommendations:

"This is to confirm the GOHBA's support for the City's (proposed zoning amendment). The cost of developing underground parking spaces dramatically increases the price of inner city owned and rental units during a time when housing affordability has become our highest priority. Anything reasonable that can be done to reduce automobile traffic in the city centre will also reduce travel times for businesses who depend on it and increase our societal economic efficiency."

Staff response: Staff acknowledges receipt of GOHBA's comments.

Lowertown Community Association

December 11, 2015 submission (response to October 21 draft recommendations):

- The Lowertown Community Association is in favour of endeavours that attempt to reduce reliance on vehicle use in our neighborhood and to promote pedestrian-friendly development. We are totally supportive of the concept of reducing parking requirements in areas where driving can be replaced by transit, cycling and walking.
- Nevertheless, major concerns that the planning needed for the wider use of alternative transportation (especially public transit) is falling behind and will not be able to meet the needs of the growing population in Lowertown in the foreseeable future. e.g. Upper Rideau has no LRT and relies on buses to access Rideau LRT station, which are increasingly problematic given congestion.
- LCA anticipates that a significant number of surface parking places could be lost as a result of the proposed changes and more demand on on-street parking in an area of downtown (Byward Market), where parking is already difficult.
- Coordinated approach should be used with a concurrent review of the different tools which serve the Municipal Parking Management Strategy.
- The LCA suggests that the proposed full elimination of parking minima for office use (on Traditional Mainstreets) be reconsidered. With regard to parking exemptions for all residential use buildings below four or six storeys on traditional main streets, there may be limited impacts in the near term. In the longer term however, with the redevelopment of main streets there could be a much greater demand for limited parking spots that puts residents at a disadvantage. The City should reconsider this matter.

April 4, 2016 submission (response to March 3, 2016 circulation):

- LCA continues to support the City's plans for transit-oriented development. However, keep in mind there is greater demand for condos with parking facilities downtown, partly due to harsh winters and an aging population, but also because the demographic that can afford expensive condos will also have cars and/or want parking spaces maintain resale value.
- City's current measures are not sufficient reduce car dependence; in particular, level of public transit is insufficient. No LRT is proposed for Upper Rideau Street in the foreseeable future. Eliminating parking minima alone will not achieve the City's goals, and we support a more coherent and coordinated approach. Details include: visitor parking, bicycle and motorcycle parking; car share parking;

maximum parking rates; residential parking garages; and regulations concerning lease of private parking space.

- Concerned that the exemptions for uses in Area Y (Mainstreets) will increase demand for street parking, including/especially in surrounding neighbourhoods.
- Concerned about the prospect of mid- and high-rise buildings on the north side of Upper Rideau Street given the proposed parking reductions and exemptions.

Staff response:

Reductions in parking minima are part of a comprehensive strategy to improve transit, walking and cycling options and to manage on-street parking demand through price and regulation. Exemptions and reductions in Area Y are proposed to apply only to relatively small-scale development, in order to ensure that the incremental increase in parking demand can be managed. Larger developments, including mid-rise and high-rise buildings, will continue to be subject to minimum parking requirements. Reductions in parking minima are also intended to reduce or at least limit growth in traffic congestion, by providing less incentive to drive.

Mechanicsville Community Association

- "The Planning and Development Committee of the Mechanicsville Community Association has reviewed the proposed Minimum Parking Review and has no concerns at this time."

Staff response: Staff acknowledges the Mechanicsville Community Association's comment.

Overbrook Community Association

December 18, 2015 response to October 21 Draft Recommendations:

- "We agree with proposals to exempt businesses at ground or lower levels occupying 200 square metres or less, and ground level businesses up to 500 square metres on Main and Traditional Main Streets, from minimum parking requirements."
- "We believe that it may be unwise to reduce Visitor Parking Space requirements for residential uses, and we definitely oppose recommendations coming from the development industry to reduce these even more than is proposed."

April 4, 2016 response to March 3, 2016 Final Zoning Proposals:

- "Overbrook Planning Committee does not support the proposal to reduce the required minimum visitor parking spaces per dwelling to one space for every ten units in excess of twelve units (as) we feel it goes too far in reducing visitor parking requirements and is likely to have a detrimental effect on our communities... We would instead propose a more modest reduction in which there are no visitor parking requirements for the first twelve units and then a requirement for one space for every five units for buildings up to 25 units in size, in addition to one space for every ten additional units thereafter, up to a maximum of 30 visitor parking spaces. We feel that this represents an appropriate compromise between the current requirement of one space for every five units in excess of twelve and the proposed reduction that is on the table."

Staff response: After due consideration of Overbrook's suggestion, Staff continues to recommend that the visitor parking rate be 0.1 spaces per dwelling unit in excess of twelve. The 0.1 figure already represents a change from the October 21 draft recommendations of 0.083 per unit in excess of twelve.

Preston Street Business Improvement Association

October 21, 2015 submission (response to October 21, 2015 draft recommendations)

- Minimum parking standards should be applied on a neighbourhood by neighbourhood basis, to ensure that the right mix is being attained."
- Although Preston Street area is densifying, it is not getting the basic amenities of a community like a grocery store, pharmacy, post office, liquor/beer store, that enable a transit oriented neighbourhood to succeed.
- Preston Street is predominantly restaurants, which draw customers from beyond the immediate area. Many cater to a mature clientele, who are less likely to cycle, or take public transit to dine out. This predominance of restaurants puts a strain on parking in our area, as demand for parking increases around meal times.
- Restauranters complain that clientele have stopped coming because they either do not want to pay for parking when other areas like Westboro and Wellington West have free on-street parking, or they cannot find parking within a reasonable distance of their businesses.

- Several of those restaurants paid cash in lieu of parking, with the understanding that the City would create parking to meet the shortfall.
- Most recent parking study done by the City (2015) showed us that Preston Street south of the Queensway experiences 102 per cent parking use.
- It is very important to us that families are not pushed out of our neighbourhood, and with our on-street parking maxed out, and new residences not providing sufficient parking to meet the needs of the tenants, they WILL opt for the suburbs.
- We disagree that the statement that if developers are required to provide sufficient parking, they will need more height. We are getting the highest towers in the City. To our knowledge, they went after the height first, then thought about parking.

Staff response:

Staff have considered the Preston Street BIA's comment about restaurants and have reduced the exemption threshold for this use in Area Y. However, the Preston Street area is now proposed as Area Z, where no parking requirements would apply, by virtue of its location as a Mixed-use Centre adjacent to major LRT stations.

The comment about encouraging families to locate in the urban area rather than the suburbs is addressed in detail in the general comments section.

Our point about parking minima driving taller buildings is simply that low-rise intensification becomes problematic under a minimum parking regime; the smaller buildings are too small to make underground parking economical, but too large for parking minima to be accommodated at grade.

Observations about certain parking areas being overused should be taken in context; in this case, nearby parking areas somewhat further away were underused, and changes to parking pricing have been implemented to encourage more efficient use of facilities. Pricing and regulation remain the appropriate tools to manage street parking demand.

Concerns about distinguishing between different neighbourhoods' circumstances are addressed in the general comment section.

Queensway Terrace South Ridgeview Community Association

April 4, 2016 comment sheet

"Due to our proximity to rapid transit stations in Area B, there are suggested decreases in required parking space for new developments. We recognize the rationale for reducing available parking near rapid transit stations is meant to increase modal share of public transit. However, only decreasing required parking space for new developments while leaving residential street parking at status quo will simply shift parking from a developers' responsibility to City-owned residential streets."

"The amount and length of time that people currently park on the residential streets, overnight parking and parking too close to intersections is already a problem. Also, people who park on the street overnight due to insufficient space where they live will add to the City's snow removal cost. People who cannot get a parking spot within the new development itself will park on the street, adding to the existing problem.

"Therefore, we disagree with only decreasing required parking space for new developments within 400m of rapid-transit stations outside of Areas X, Y and Z. We suggest that required parking space for new developments is only decreased proportionally to a reduction in permitted residential street parking."

Staff response: Staff acknowledges receipt of this submission. Staff continues to recommend that the proposed Area X regime be applied within 400m walking distance of rapid-transit stations outside of Areas X, Y and Z. Misuse of on-street parking facilities is a matter that is addressed through enforcement and regulation.

Westboro Village Business Improvement Association

April 5, 2016 response to March 3, 2016 final recommendations:

"Westboro Village BIA Board of Management supports the final recommended changes to the Minimum Parking Requirements under the City of Ottawa Zoning By-law, as outlined in your email of March 3, 2016. These recommendations are visionary and a great step forward for Ottawa. They untether business owners and developers in a Traditional Main Street environment like ours, and enable them to grow and expand, thus benefiting them, and our business improvement area as a whole. The reduced parking ratios also promote environmentally friendly modes of transportation, such as light rail, car sharing and cycling, an initiative that is supported by the City's Official Plan. While not all businesses may agree with no parking for their establishment, providing a choice demonstrates your thoughtful forward-thinking. We also support many of the miscellaneous changes to parking provisions and rules governing car sharing. These initiatives will eliminate the need for many common variances that

ultimately delay the approval process and add additional Committee of Adjustment fees."

Document 4 – Summary of the Proposed Zoning Changes

The following document is included to provide a detailed but still plain-language explanation of the substantive proposed changes to the Zoning By-law. It is provided for those readers seeking a detailed description of the proposed changes without having to interpret specialized zoning language.

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 map included as Document 1.

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 for the thirteenth and subsequent unit 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) 200-square metre 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 200 square metres; it is not an exemption for the first 200 square metres of a larger use. In other words, a use of 201 square metres would still be required to provide parking according to its entire floor area.

2c) Where parking is required for a non-residential use, minimum parking rate is equal to 50 per cent 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 per cent 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.) For greater clarity, in the case of land uses where Area B currently applies a different rate to uses near rapid-transit, the Area X rate is 50 per cent of the general (not near rapid-transit) Area B rate.

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 100 m ² of gross floor area	2 per 100 m ² of gross floor area
Emergency Service	1 per 100 m ² of gross floor area	0.5 per 100 m 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	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

restaurant requirement)		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 100 m ² of gross floor area	0.4 per 100m ² of gross floor area
Office	2 per 100 m ² of gross floor area	1 per 100 m 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 100 m ² of gross floor area
Restaurant	3 for first 50 m ² of gross floor area plus 10 per 100 m ² of gross floor area over 50m ² of gross floor area	5 per 100 m ² of gross floor area
School, secondary	2.5 per classroom (includes portables)	1.25 per classroom (includes portables)
Shopping Centre	3.4 per 100 m ² of gross leasable floor area	1.7 per 100 m 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
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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) 1500 square metres 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 1500 square metres, i.e. it is not an exemption for the first 1500 square metres of a larger use. In other words, a use of 1501 square metres would still be required to provide parking according to its entire floor area. 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 -	0	0	0	0	0	25	56	75	113

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 or artist studios, where these are located on or above the second storey in a low-rise building (four storeys or fewer.)**
- 3f) Where parking is required for a non-residential use, minimum parking rate is equal to 50 per cent of the current (Area B) rate.**

Where parking is required for a non-residential use, it is proposed to reduce the rate to 50 per cent of the current requirement for the inner urban area (Area B in the current Zoning By-law, Schedule 1 and Table 101). Examples of the current and proposed rates can be seen in Table 1, above. For greater clarity, in the case of land uses where Area B currently applies a different rate to uses near rapid-transit, the Area Y rate is 50 per cent of the general (not near rapid-transit) Area B rate.

- 3g) No parking required for any dwelling units and rooming units in low-rise buildings (four storeys or fewer.)**
- 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 these are 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 400-metre walk of:

- a) exempting individual non-residential uses up to 200 square metres;
- b) exempting the first 12 residential units in a mixed-use building;
- c) applying a minimum parking rate equal to 50 per cent of the current Area B (Inner Urban) parking rate to non-residential uses over 200 square metres.

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, for multiple-unit forms, 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.

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

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, to an maximum of sixty 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 6.7 metres to 6.0 metres.**

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

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

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 2.6 metres 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) 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.

8d) Add definition of "Automated parking system" 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.