

Section 601 – General Provisions for Motor Vehicle Parking, Queueing and Loading

Provisions	Notes
(1) Parking spaces, queueing spaces and loading spaces, and all driveways and aisles leading to those spaces are to be provided in accordance with the provisions of Part 6 of this By-law, and: (a) must be set aside for and exclusively used for that purpose; (b) must not be obstructed, which includes obstructions such as pillars, walls, posts, or electric vehicle chargers; (c) except for driveways, must be located on the same lot as the use or building for which they are provided, unless otherwise permitted; and (d) despite clause (1)(c), in a Neighbourhood Zone, a driveway may be shared between two or more lots, provided the lots have frontage on the same street and can meet the provisions of subsections 606(5), (6) and (7). (2) Calculations of maximum permitted number of parking spaces are to be pro-rated and rounded to the nearest whole number. (3) Calculations of the following minimums are to be pro-rated and rounded to the nearest whole number: (a) required visitor parking spaces, per Section 603 – Visitor Parking Space Rates; (b) required loading spaces, per Section 610 – Loading Space Rates and Provisions; and (c) spaces for electric vehicle charging, per Section 611 – Electric Vehicle Parking Space Requirements. (4) Despite subsection (1), where a required loading space or visitor parking space is eliminated as a result of barrier-free access to a building existing as of [the date of the passage of the By-law], the number of provided loading spaces or visitor parking spaces is deemed to meet the requirements of this By-law. (5) All motor vehicle parking spaces, queueing and loading spaces, and aisles and driveways leading to those spaces must be finished with a surface that: (a) in Area A – Downtown Core Transect, Area B – Inner Urban Transect, Area C – Outer Urban Transect and Area E – Suburban Transect as shown on Schedule A1 – Transects, is paved with asphalt, cement, permeable pavement, honeycomb block, turf block, cobblestones or similar stable dust-preventative material, and may include wheel strips with hardened or compacted materials; and (b) in Area D – Greenbelt Transect and Area F – Rural Transect as shown on Schedule A1 – Transects, is usable in all seasons. (6) All motor vehicle parking spaces and queueing and loading spaces must have unobstructed access directly to a public street by: (a) a driveway; (b) a public lane; (c) an aisle leading to a driveway, or public lane; or (d) some combination of clauses (6)(a), (b) and (c). (7) Despite subsection (1), an outdoor commercial patio, a seasonal garden centre or a temporary special event are permitted to temporarily prevent the use of a portion of a parking lot subject to the provisions of Section 211 – Temporary Uses, and provided they are not located on required accessible parking spaces, as defined in the Traffic and Parking By-law, as amended. (8) Outdoor commercial patios and outdoor retail spaces in association with a permitted retail use may be located on parking spaces, provided they comply with the following: (a) are on the same lot, within the same city block, or are located across the street from the permitted use; and (b) are not located on accessible parking spaces, as defined by the Traffic and Parking By-law, as amended.	This section, which replaces Section 100 of current Zoning By-law 2008-250, has provisions similar in intent to Section 100. Some new provisions have been introduced to account for some of the changes proposed to the Parking regulations in the new Zoning By-law. Subsection (1) – Revised from Sections 100(1) and 100(6) of the current Zoning By-law. Subsection (1)(e) – deleted as (1)(c) permits driveways to be shared. Subsections (2) and (3) – Revised from Section 100(2) of the current Zoning By-law. Subsection (4) – Revised from Section 100(7) of the current Zoning By-law. Subsection (5) – Carried forward from Section 100(3) of the current Zoning By-law. Subsection (6) – Carried forward from Section 100(4) of the current Zoning By-law except that private way for the third draft as the term includes driveway and aisle, which are already listed. Subsection (7) – Revised from Section 100(5) of the current Zoning By-law. Subsection (8) – Revised from Section 100(11) of the current Zoning By-law. Subsection (9) – Revised from Section 100(9) of the current Zoning By-law.

- (9)

Despite subsection (1), provided parking may be shared between a school and any permitted use on lands in the REC – Recreation Zone or GRN – Greenspace Zone, provided it is within 300 metres of the school.
- (10)

For the purposes of final calculations of parking rates, the final calculation is rounded up if a decimal place of 0.5 or more occurs, and rounded down if a decimal place is less than 0.5.

Subsection (10) – New provision to clarify how partial numbers are rounded.

Section 602 – Maximum Parking Space Rates

Provisions					Notes
(1)	The number of motor vehicle parking spaces provided for a use on a lot must not exceed the maximum limits specified in Table 602 by Transect Area as shown on Schedule A1 – Transects where the lot is located within 600 metres of an existing or planned rapid transit station shown on Schedule A4 – Maximum Permitted Parking Rates of this By-law.				The Maximum Parking Space Rate provisions have been revised from Section 103 of the current Zoning By-law 2008-250. Subsection (1) – Revised from Section 103(1) in the current Zoning By-law 2008-250. Subsection (2) – Carried forward from Section 103(3) in the current Zoning By-law 2008-250. Subsection (3) – New provision to define the use of a shopping centre.
(2)	Where parking spaces in excess of the maximum parking limit result solely from a change in use, those excess spaces may be retained.				
(3)	For the purposes of Table 602, a shopping centre is defined as:				
(a)	a group of commercial and retail occupancies designed, developed and managed as a unit either by a single owner or group of owners acting in collaboration;				
(b)	a single building or in multiple buildings on the same lot or abutting lots considered to be one lot for zoning purposes, and				
(c)	has a minimum cumulative size of 2,000 square metres of gross leasable floor area with a parking lot or garage on the same lot or lots as the occupancies in clause (3)(a) and managed or owned in common.				
(4)	Table 602 sets out Maximum Parking Space rates:				Subsection (4) – Primarily carried forward from Section 103, Table 103 in the current Zoning By-law 2008-250. Restaurants and personal service businesses have been added to the list of uses in Table 602 to which maximum space rates apply. The space rates differ depending on the transect, as indicated in Schedule A1 of the draft Zoning By-law. There have been modifications to space rates, in particular for uses in the Downtown Core (Area A) and Inner Urban (Area B) Transects, as a result of transit access in these areas and given Official Plan policies in Sections 5.1.1 and 5.2.1 that encourage active and public transit to foster the creation and enhancement of 15-minute neighbourhoods and complete communities. Table 602 – Medical Facility has been removed from the maximum parking space rates in recognition of the high parking demand of the use. Maximum parking rates for post-secondary institutions have been removed in response to Bill 185, which prevents regulating post-secondary institutions under the <i>Planning Act</i>. Subsection (5) – This is a new subsection that exempts car-share spaces from being limited by the maximum parking space rates of the By-law. Subsection (6) – Following the removal of minimum parking space requirements in the Draft Zoning By-law, and to avoid still-required visitor parking spaces limiting the ability to provide non-visitor parking where maximum parking space rates apply, notably in the suburban transect, this subsection now exempts required visitor parking spaces from being
Table 602 - Maximum Parking Space Rates by Transect and Land Use					
Category & Land Use(s)	(a) Area A	(b) Area B	(c) Area C	(d) Area E	
(i) dwelling unit in a building with 11 or more dwelling units,	1 per dwelling unit	1.25 per dwelling unit	1.25 per dwelling unit	1.5 per dwelling unit	
(ii) office research and development centre	1 per 100 m² of gross floor area	1.25 per 100 m² of gross floor area	2.2 per 100 m² of gross floor area	2.7 per 100 m² of gross floor area	
(iii) personal service business retail store restaurant shopping centre	1 per 100 m² of gross floor area	3.6 per 100 m² of gross floor area	3.6 per 100 m² of gross floor area	4 per 100 m² of gross floor area	
(5)	Despite subsection (1), the maximum parking space rates in Table 602 do not apply to car-sharing spaces operated by a car-share service.				
(6)	Despite subsection (1), the maximum parking space rates specified in Table 602 do not apply to visitor parking spaces required under Section 603 – Visitor Parking Space Rates.				

limited by these maximum requirements.

Section 603 – Visitor Parking Space Rates

Provisions		Notes
(1)	In Areas B, C, and D, on Schedule A3 – Areas for Visitor Parking Requirements, visitor off-street motor vehicle parking must be provided at a rate of 0.1 spaces per dwelling unit; and, (a) visitor parking requirements apply to lots abutting a street indicated by Area B.	The Visitor Parking Space Rate section is revised from, Section 102 of the current Zoning By-law 2008-250. The Areas on Schedule A3 have been modified for the third draft as follows: Area A applies to Protected Major Transit Station Areas (PMTSA) and Protected Major Transit Station Areas (MTSA), where parking cannot be required under Section 26(22) of the Planning Act. Area B applies to Corridors. Area C applies to the Downtown and Inner Urban Transects. Area D applies to the Outer Urban, Suburban and Rural Transects.
(2)	No visitor parking is required in Area A on Schedule A3 – Areas for Visitor Parking Requirements.	
(3)	Despite subsection (1), the following applies: (a) within Areas B and C on Schedule A3 – Areas for Visitor Parking Requirements, no visitor parking spaces are required for the first 24 dwelling units on a lot and the visitor parking requirements apply only to dwelling units in excess of 24; and (b) within Area D on Schedule A3 – Areas for Visitor Parking Requirements, no visitor parking spaces are required for the first 12 dwelling units on a lot and the visitor parking requirements apply only to dwelling units in excess of 12.	
(4)	Despite subsection (1), the following applies: (a) in Areas B and C on Schedule A3 – Areas for Visitor Parking Requirements, no more than 20 visitor parking spaces are required per building; and (b) in Area D shown on Schedule A3 – Areas for Visitor Parking Requirements, no more than 30 visitor parking spaces are required per building.	Subsection (1) – Revised from Section 102(1) of the current Zoning By-law with updated Areas. The visitor parking rate has also been set to 0.1 per dwelling unit across the entire city.
(5)	Despite Part 15 and Section 118 – Most Restrictive Applies, where a zoning exception in effect as of [the date of the passing of this By-law] results in a higher minimum visitor parking requirement than does this section, the lower requirement will prevail.	Subsection (1)(a) – New provision that implements Section 26(22) of the Planning Act that restricts any parking requirements in areas designated as an PMTSA or an MTSA.
(6)	In the case of a vertically attached 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 vertically attached dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit nor its additional dwelling units.	Subsection (2) – New provision that clarifies how Area B applies along Corridors. Area B is made of up linear lines, rather than areas. Subsection (2) – Revised from Section 102(2) of the current Zoning By-law. Subsection (4) – Revised from Section 102(3) of the current Zoning By-law. It is proposed to continue to have an upper limit to the required number of visitor parking spaces. This upper limit (pertaining to how many parking spaces one is required to provide) is now broken down by area, with different upper limits for required number of visitor parking spaces per area. Subsection (5) – Carried forward from Section 102(6) of the current Zoning By-law. Subsection (6) – Revised from Section 102(4) in the current Zoning By-law that exempts vertically attached dwellings from visitor parking where each dwelling unit has a driveway accessing a garage or carport.

Section 604 – Location of Parking

Provisions		Notes
(1) No part of a parking space may obstruct: (a) a walkway; or (b) an entrance of a building. (2) No parking space may be established in: (a) a front yard; (b) an exterior side yard; or (c) the extension of a required or provided exterior side yard into a rear yard; and (d) when located beyond the required front yard setback in Area D – Greenbelt Transect and Area F – Rural Transect shown on Schedule A1 – Transects, except for V1, V2, V3, V4 and V5 – Village Residential Zones and VM – Village Mixed-Use Zone, where front yard parking is not permitted.		This section is revised from Section 109 of the current Zoning By-law 2008-250. Subsection (1) – Carried forward from Section 109(10) of the current Zoning By-law. Subsection (2) – Revised from Section 109(3) of the current Zoning By-law. Provisions for the Greenbelt and Rural Transect that allowed parking in the front yard beyond the front yard setback were not included in Draft 1 and have been reinstated in Draft 2. Subsection (2) – Revised in Draft 2 to reinstate provisions from the current Zoning By-law 2008-250 that permit parking spaces to be located in a front yard beyond the front yard setback in the Greenbelt and Rural Transects, except for in V – Village Residential and VM – Village Mixed Use Zones.
Figure 604-1		
Figure 604-1 illustrates the parts of a lot on which a parking space is not permitted. Clauses 2(a), (b) and (c) are represented in the image. (3) Despite clause (2)(a), front yard parking space(s) associated with a residential use established as of September 30, 2007, that are perpendicular to the street and also conform to the Traffic and Parking By-law are permitted as they existed on that date. (4) Despite subsection (2)(a), for lots in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones in Area B on Schedule A5 – Front Yard Parking, one parking space is permitted in the front yard subject to the following: (a) the lot is greater than 6 metres in width; (b) the parking space must be located entirely on the lot; and (c) despite any other provision to the contrary, no other parking spaces are permitted on the lot.		Subsections (3) and (4) – New provisions that a significant change to front yard parking regulation, as described below. Subsection (3) recognizes front yard parking existing as of September 30, 2007 as permitted regardless of whether they were initially legally established. (2007 air photos, available publicly on geoOttawa, can be used to determine whether a front yard space exists). Subsection (4) permits one front yard parking space on Neighbourhood-zoned lots. This only applies outside the Downtown Core transect and parts of the Inner Urban transect as indicated on the Front Yard Parking" schedule, Schedule A5, which represent areas largely comprised of urban characteristics including shallow front yards and narrow lot widths that would result in significant functional challenges with providing front yard parking.

Figure 604-2

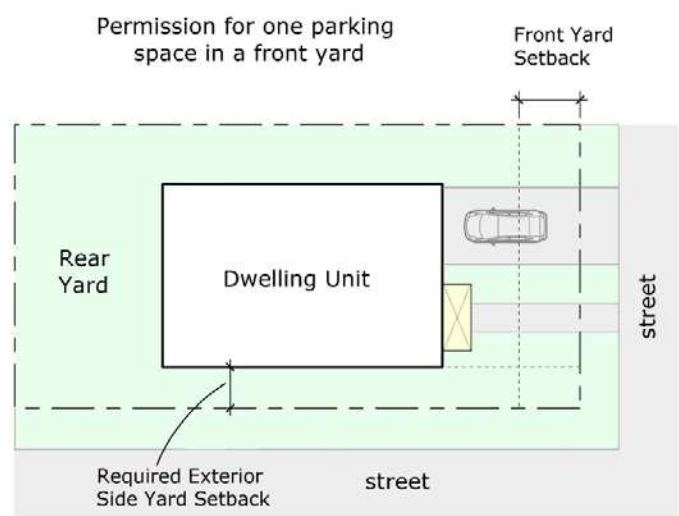


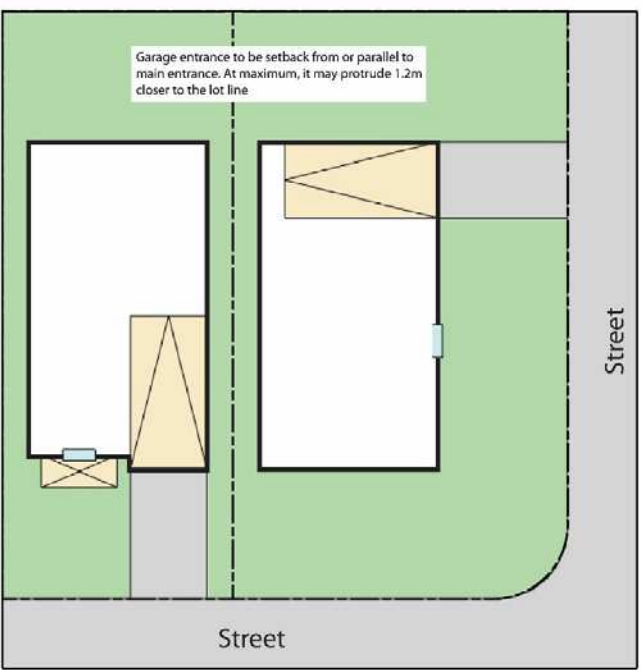
Figure 604-2 illustrates the requirements for one front yard parking space, including the location of the vehicle entirely on the property and the separation of the driveway and parking space from a walkway.

- (5) Further to subsection (4), a front yard parking space and the driveway accessing that space may be a driveway with wheel strips as per subsection 606(7).
- (6) For N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones, that part of the front yard, the exterior side yard, and the extension of the exterior side yard into the rear yard not occupied by parking spaces or driveways permitted in accordance with this By-law, must be equipped with permanent fixtures or landscaping sufficient to prevent vehicular parking in contravention of this By-law, and for greater clarity such parking exclusion fixtures may include:
- (a) bicycle racks;
 - (b) benches;
 - (c) bollards;
 - (d) ornamental fences or garden walls;
 - (e) porches, in accordance with Section 204 - Projections into Yards;
 - (f) stairs, in accordance with Section 204 – Projections into Yards;
 - (g) raised planters;
 - (h) shrubs, perennials, hedges, trees; or
 - (i) wheelchair lifting devices or ramps.

Carports and Attached Garages

- (7) In the case of a residential use building, for garages or carports facing the front lot line or exterior side lot line, the following provisions apply:
- (a) in Area A – Downtown Core Transect, Area B – Inner Urban Transect and Area C – Outer Urban Transect shown on Schedule A1 – Transects, in the case of a garage or carport facing the front lot line or exterior side lot line, the entrance to the garage or carport must not be closer to the front or exterior side lot line than the front wall or exterior side wall of the building; and

Figure 604-3



Subsection (5) – New provision to specify a ribbon space driveway is permitted for a front yard parking space and driveway accessing the space.

Subsection (6) – Revised from Section 161(15)(e) of the current Zoning By-law. These provisions currently apply to the R4UA-UD subzones and are proposed to apply them to all N – Neighbourhood zones.

Subsection (7)(a) – Revised from Section 139(3) of the current Zoning B-law. This sets out regulations for garage setbacks, requiring that they not be closer than the front wall of the dwelling and not more than 0.6 metres closer to the front or exterior side lot line than the principal entrance.

<i>Figure 604-3 illustrates the permitted placement of attached garages or carports. These features must not be placed closer to the front or exterior side lot line than the respective wall of the residential building.</i> (b) in Area A on Schedule A5 - Front Yard Parking: (i) an attached garage containing one to three parking spaces is not permitted to face the front or exterior side lot line; and (ii) driveways wider than 3.1 metres are not permitted. (8) Despite clause (4)(a), in Area B shown on Schedule A5 - Front Yard Parking, where an existing, legally-established, front-facing attached garage is removed or converted to habitable space, the parking space provided by the garage may be established in the front yard, subject to clauses (4)(b), (c) and (d). Front Yard Parking and Non-Residential Zones (9) Despite subsection (2), front yard parking is permitted in the following zones: • IH – Heavy Industrial Zone • IL –Industrial and Logistics Zone • IM – Mixed Industrial Zone • INZ – Institutional Zone • GBR – Greenbelt Rural Zone • EDA – Ottawa Airport Economic District Zone • T1 – Airport Transportation Zone • T2 –Transportation Zone • REC – Recreation Zone • LGZ – Large-Scale Institutional and Recreation Zone • GBF – Greenbelt Facility Zone • AG – Agricultural Zone • RIL – Rural Industrial and Logistics Zone • RH – Rural Heavy Industrial Zone • RG – Rural General Industrial Zone • RI – Rural Institutional Zone • ME – Mineral Aggregate Extraction Zone • MR – Mineral Reserve Zone • RC – Rural Commercial Zone (10) Despite subsection (2), in Area C – Outer Urban Transect and Area E – Suburban Transect shown on Schedule A1 – Transects one drive aisle with one row of parking on each side may be provided in a front yard for non-residential uses, including those within mixed-use buildings.	
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Subsection (7)(b) – Revised from Section 140(7) of the current Zoning By-law. This prohibits front-facing attached garages in the area covered by the Front Yard Parking schedule, Schedule A5, in the Downtown Core and Inner Urban transects. In general, some flexibility should be provided for these features in neighbourhoods where they do not present functional concerns or impact an already-urban streetscape.

Subsection (8) – New provision to permit front yard parking when an attached garage is removed our converted to habitable space.

Subsection (9) – New provision to permit front yard parking in the listed zones.

Subsection (10) – New provision to permit front yard parking for non-residential uses in the specified areas.

Section 605 – Parking Space Provisions

Provisions		Notes
(1)	A motor vehicle parking space must be a: (a) minimum of 2.6 metres wide; (b) maximum of 3.1 metres wide; and (c) minimum of 5.2 metres long.	This section is carried forward from Section 106 of the current Zoning By-law 2008-250. Subsection (1) – Carried forward from Section 106(1) of the current Zoning By-law. Subsection (2) – New provision to highlight the interior dimensions of a garage required for a garage reserved for an individual dwelling unit. Subsection (3) – Carried forward from Section 106(2) of the current Zoning By-law. Subsection (4) – Carried forward from Section 106(3) of the current Zoning By-law. Subsection (5) – Revised from Section 106(4) of the current Zoning By-law.
(2)	Despite subsection (1), in the case of a garage for an individual dwelling unit, the provisions of subsection 606(5) apply.	
(3)	Despite subsection (1): (a) in the case of a parallel parking space, the minimum length is 6.7 metres; and (b) in the case of accessible parking space(s) required by the <i>Accessibility for Ontarians with Disabilities Act</i>, as amended, the minimum and maximum dimensions are governed by the Traffic and Parking By-law.	
(4)	Despite subsection (1), up to 50 per cent of the provided parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6 metres long and 2.4 metres wide, provided that any such space: (a) is visibly identified as being for a compact car; (b) is not a visitor parking space required under Section 603 – Visitor Parking Space Rates; and (c) is not abutting a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to the parking space, in which case the minimum width is 2.6 metres.	
(5)	Despite subsection (1), up to 5 per cent of the provided parking spaces in a parking lot or parking garage may have a minimum width of 1.3 metres and a minimum length of 3 metres, provided any such space is: (a) visibly identified as being for a motorcycle, cargo bicycle or similar vehicle; and (b) not a visitor parking space required under Section 603 – Visitor Parking Space Rates.	

Section 606 – Driveways Accessing One to Three Parking Spaces

Provisions		Notes
(1)	A driveway providing access to one to three parking space(s) must be at least 2.6 metres wide or equal in width to the legal parking space it serves, if less than 2.6 metres. (a) further to subsection (1), a motor vehicle may be parked in a permitted driveway provided it complies with all relevant provisions of this By-law.	This section combines part of the Aisle and Driveway Provisions Section (Section 107) and the Steep Driveways Section (Section 108) from the current Zoning By-law 2008-250 for ease of use. Section 107 from the current Zoning By-law has been split into three new sections in the draft Zoning By-law: 1. Driveways Accessing One to Three Parking Spaces (Section 606); 2. Parking Lot Provisions (Section 607); and, 3. Parking Garage Provisions (Section 608). Draft 3 includes major revisions to this section to provide more consistent regulation across transects with respect to the maximum permitted width of driveways, as well as walkways leading to the front lot line. In particular, in lieu of Table 606 which has been removed in Draft 3, there is a maximum cumulative width permitted for both a driveway and any walkways in the same yard, to 50 percent of the lot width. Notably, this allows for walkways to be located adjacent to the driveway but regardless of its location counts any walkway toward the total maximum permitted width. Subsection (1) – Revised from Section 107(2) of the current Zoning By-law. Subsections (2) to (4) – New provision in Draft 3 setting out maximum driveway and walkway widths. Subsection (5) – Carries forward restriction on permitting individual driveways on lots less than 6 m in width for the Downtown Core, Inner Urban, and Outer Urban transects, which was previously contained within Table 606 prior to its deletion. Subsection (6) – Relocated from Section 604 for the third draft. Subsection (7) – New provision to introduce interior garage dimensions for single and double-wide garages to ensure the creation of functional parking spaces within a garage. In DRAFT 2, the provisions for the minimum interior dimension of a garage were expanded to apply to lots in V1 – V5 Village Residential and VM – Village Mixed Use Zones. Draft 3 updated the minimum interior dimensions to be more reflective of existing interior garage widths.
(2)	The maximum width of a driveway is as follows: (a) In Area A – Downtown Core Transect, Area B – Inner Urban Transect and Area C – Outer Urban Transect on Schedule A1 – Transects: 6 metres; and (b) In all other cases: 50 per cent of the lot width in the case of a front yard, or 50 per cent of the lot depth in the case of an exterior side yard.	
(3)	The maximum width of a walkway leading to a front or exterior side lot line is 1.8 metres.	
(4)	The maximum cumulative width of all walkways and driveways in a front or exterior side yard must not exceed 50 per cent of the lot width in the case of a front yard, or 50 per cent of the lot depth in the case of an exterior side yard.	
(5)	Despite subsection (2), in Area A – Downtown Core Transect, Area B – Inner Urban Transect and Area C – Outer Urban Transect on Schedule A1 – Transects, an individual driveway is not permitted on lots less than 6 metres in width, and any driveway on such a lot must be shared with an abutting lot.	
(6)	In the V1, V2, V3, V4 and V5 – Village Residential Zones, VM - Village Mixed Use Zone, RU – Rural Countryside Zone and RR – Rural Residential Zone, the area of a driveway must not exceed the greater of: (a) 50 per cent of the area of the yard in which it is located; or (b) 2.6 metres times the depth of the yard in which it is located.	
(7)	On lots zoned N1, N2, N3, N4 and N6 – Neighbourhood Zones within Area E – Suburban Transect and on lots zoned V1, V2, V3, V4 and V5 – Village Residential Zones and VM – Village Mixed Use Zone within Area F - Rural Transect as shown on Schedule A1 - Transects, where a garage, whether attached or detached, contains no more than two parking spaces, the minimum interior dimensions of the garage are as follows: (a) 2.8 metres wide and 6 metres long for a single interior parking space; and (b) 5.2 metres wide and 6 metres long for two interior parking spaces.	
Shared Driveways		
(8)	Where a shared driveway is provided, parking spaces may only be accessed from the shared driveway and no other driveway is permitted.	
(9)	Despite subsection (1), where a shared driveway leads to parking spaces across two or more rear yards, the following applies: (a) the minimum driveway width is 3 metres and the maximum driveway width is 3.5 metres; (b) despite subsection (6)(a), where directly abutting a parking space, the minimum width of the aisle is 3.2 metres; (c) where there are three to six parking spaces across all lots, a hammerhead turnaround must be provided; (d) a minimum 1-metre wide landscaped buffer abutting the rear lot line or both of the interior side lot lines other than the lot line containing the shared driveway is required; and (e) along the rear lot line and interior side lot lines, must be screened by a 1.5 metre high opaque screen.	
<i>Figure 606-1</i>		

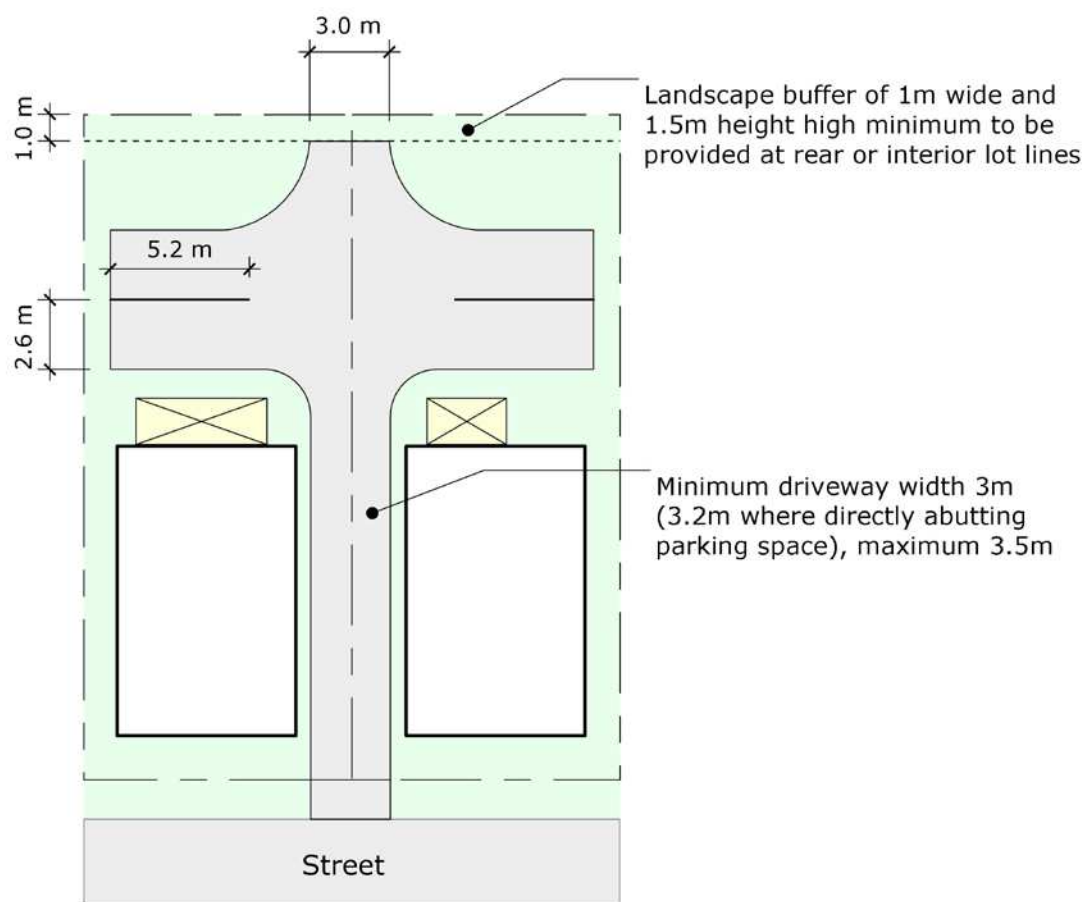


Figure 606-1 illustrates the minimum and maximum driveway width, the hammerhead turnaround requirement, and the landscape buffer location and size for a shared driveway leading to parking spaces across multiple rear yards.

- (10) On a lot zoned N1-N6 – Neighbourhood Zones or V1-V5 – Village Residential Zones, a wheel strip driveway is permitted provided the following:
- (a) it has two parallel strips of concrete, asphalt, pavers, turf block, stone or permeable pavers, each of which is no wider than 0.6 metres;
 - (b) it has a centreline strip which is permeable; and
 - (c) must not have a total driveway width less than 2.4 metres or greater than 3.0 metres.

Figure 606-2

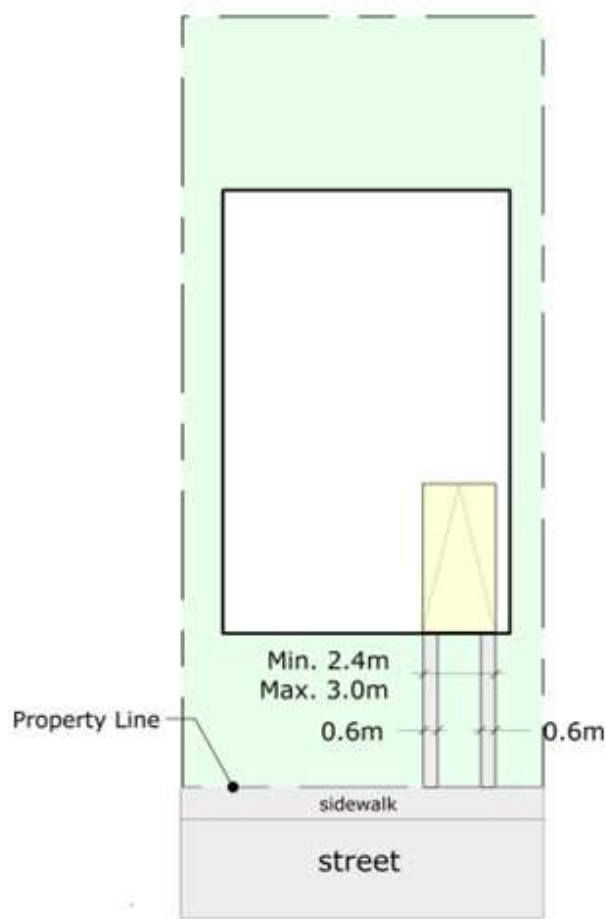


Figure 606-2 illustrates the maximum wheel strip width and maximum total driveway width of a wheel strip driveway. The space between wheel strips must be comprised of permeable material.

- (11) The gradient of a driveway leading to one to three parking spaces may not exceed 8 per cent measured from the nearest lot line to the lowest point of the garage door.

Subsections (8) and (9) – New provisions to enhance the shared driveway provisions to parking spaces in rear yards.

Subsection (10) – New provision to introduce wheel strip driveway provisions.

Subsection (11) – Revised from Section 108(1) of the current Zoning By-law, and now covers slopes for driveways leading to one to three parking spaces as opposed to one

(a) despite subsection (10), where a property is located within areas subject to Section 501 - Flood Plain Overlay or Flood Plain Overlay – Area-Specific Provisions, a reverse slope is prohibited, and the grade of the driveway must descend in the direction of the roadway. (12) Despite subsection (10), where an existing driveway has a gradient more than 8 per cent, the driveway may be filled in and a single parking space may be located in the filled-in area.	space only. Subsection (11)(a), originally introduced as subsection (8)(a) in Draft 2, prohibits “reverse slope” driveways (i.e. driveways that descend below-grade towards the building) within the Flood Plain Overlay. Subsection (12) – Revised from Section 108(2) of the current Zoning By-law.
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Section 607 – Parking Lot Provisions

Provisions		Notes																				
(1) Surface parking lots are subject to the following provisions: (a) in Area A – Downtown Core Transect shown on Schedule A1 – Transects, new surface parking lots and expansions to existing parking lots are prohibited; and (b) in Area B – Inner Urban Transect shown on Schedule A1 – Transects, the following applies: (i) parking lot as a principal use is prohibited; (ii) on a lot located within 300 metres of a planned or existing rapid transit station: (1) a maximum of 10 visitor parking spaces may be provided in a surface parking lot located behind a building; and (2) all other provided parking must be located within a building or underground. (iii) on a lot located further than 300 metres from a planned or existing rapid transit station, provided parking must be located behind a building or within the building or underground.		This section consolidates provisions for parking garages and surface parking lots from Sections 107 and 110 of the current Zoning By-law 2008-250 into one section. Subsection (1) – New provision to address <u>Official Plan policies</u> 5.1.2(1)(d), 5.2.2(1)(d) and 5.2.2(3) that was revised for the third draft to clarify requirements and refer to visitor parking instead of “short-term pickup and drop off” as this is not a defined term. Subsection (2) – Revised from Section 107(1)(a) of the current Zoning By-law. Subsection (3) – Revised from Section 107(1)(b) of the current Zoning By-law. Subsection (4) – Carried forward from Section 107(1)(c)(i) and Table 107 from the current Zoning By-law.																				
(2) A driveway providing access to a parking lot must have a minimum width of: (a) 3 metres for a single traffic lane; and (b) 6 metres for a double traffic lane. (3) All driveways and aisles providing access to or located within a parking lot must have a minimum vertical clearance clear of obstructions such as signs and other structures of 2 metres. (4) An aisle providing access to spaces in a parking lot must comply with Table 607A – Minimum Required Aisle Widths.																						
<table><tr><th colspan="3">Table 607A – Minimum Required Aisle Widths in Parking Lots</th></tr><tr><th rowspan="2">Angle of Parking (degrees)</th><th colspan="2">Minimum Required Aisle Width (m)</th></tr><tr><th>(a) Residential Use Building</th><th>(b) All Other Cases</th></tr><tr><td>(i) 0-40</td><td>3.5</td><td>3.5</td></tr><tr><td>(ii) 41-55</td><td>4.3</td><td>4.3</td></tr><tr><td>(iii) 56-70</td><td>6</td><td>6.5</td></tr><tr><td>(iv) 71-90</td><td>6</td><td>6.7</td></tr></table>		Table 607A – Minimum Required Aisle Widths in Parking Lots			Angle of Parking (degrees)	Minimum Required Aisle Width (m)		(a) Residential Use Building	(b) All Other Cases	(i) 0-40	3.5	3.5	(ii) 41-55	4.3	4.3	(iii) 56-70	6	6.5	(iv) 71-90	6	6.7	
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PARKING LOT ILLUSTRATION																						

(5) Where the perimeter of a parking lot abuts a N1, N2, N3, N4, N6 and N6 – Neighbourhood Zones or a V1, V2, V3, V4 and V5 – Village Residential Zones, it must be screened from view by an opaque screen with a minimum height of 1.5 metres. (6) Outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must comply with subsection 217(6). (7) A soft landscaped buffer must be provided between the perimeter of a parking lot and a lot line, and a driveway may cross the soft landscaped buffer: (a) for a parking lot with 10 or fewer spaces: one metre; (b) for a parking lot with more than 10 but fewer than 100 spaces: 3.5 metres; and (c) for a parking lot containing 100 or more spaces: 5 metres. (8) For a principal or accessory use parking lot, the following landscaping provisions apply: (a) a minimum percentage of the parking lot area must consist of soft landscaping as follows: (i) 100 or fewer parking spaces: 15 per cent of the parking lot area; or (ii) more than 100 parking spaces: 20 per cent of the parking lot area. (b) the landscaping required by clause (8)(a) may include features such as landscaped islands, landscaped medians, pedestrian pathways, or public plazas; and (c) for parking lots with 50 parking spaces or more, in addition to the perimeter surrounding a parking lot, a minimum of one soft landscaped median or peninsula at least 3.5 metres wide must also be provided within the parking lot.	Subsection (5) – Revised from Section 110(2) of the current Zoning By-law to require screening and landscaping between all parking lots abutting N – Neighbourhood Zones and V – Village Residential Zones. Subsection (6) – Revised from Section 110(3) of the current Zoning By-law. Parking lots with less than 50 spaces are exempted from setback requirements for refuse collection. Subsections (7) and (8) – Revised from Section 110(1) and Table 110 of the current Zoning By-law, increasing the percentage of minimum soft landscaping required based on number of parking spaces. Table 607B was converted to written provisions instead of a table for the third draft, but all values have been maintained.
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Section 608 – Parking Garage Provisions

Provisions		Notes																				
(1)	A driveway providing access to a parking garage must have a minimum width of: (a) 3 metres for a single traffic lane; and (b) 6 metres for a double traffic lane: (i) despite clause (1)(b), where a residential building has fewer than 20 parking spaces, the maximum permitted width for a double traffic lane is 3.6 metres.	This new section is created from provisions in Section 107 of the current Zoning By-law 2008-250. Subsection (1) – Revised from Section 107(1) of the current Zoning By-law. Subsection (2) – Revised from Section 107(1) of the current Zoning By-law. Subsection (3) – Revised from Section 107(1)(c) and Table 107 from the current Zoning By-law.																				
(2)	All driveways and aisles providing access to or located within a parking garage must have a minimum vertical clearance clear of obstructions such as signs and other structures in accordance with the <i>Building Code</i> , as amended.																					
(3)	An aisle providing access to spaces in a parking garage must comply with Table 608:																					
<table><tr><th colspan="3">Table 608 – Minimum Required Aisle Widths</th></tr><tr><th rowspan="2">Angle of Parking (degrees)</th><th colspan="2">Minimum Required Aisle Width (m)</th></tr><tr><th>(a) Residential Use Building</th><th>(b) All Other Cases</th></tr><tr><td>(i) 0-40</td><td>3.5</td><td>3.5</td></tr><tr><td>(ii) 41-55</td><td>4.3</td><td>4.3</td></tr><tr><td>(iii) 56-70</td><td>6</td><td>6.5</td></tr><tr><td>(iv) 71-90</td><td>6</td><td>6.7</td></tr></table>		Table 608 – Minimum Required Aisle Widths			Angle of Parking (degrees)	Minimum Required Aisle Width (m)		(a) Residential Use Building	(b) All Other Cases	(i) 0-40	3.5	3.5	(ii) 41-55	4.3	4.3	(iii) 56-70	6	6.5	(iv) 71-90	6	6.7	
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(4)	Above-ground parking garages must be screened at and above grade.	Subsection (4) – New provision pertaining to above-ground parking structures.																				

(4) Above-ground parking garages must be screened at and above grade.

Section 609 – Tandem Parking Provisions

Provisions		Notes
(1)	Despite subsection 601(1): (a) where an office, warehouse, light or heavy industrial use, hospital, place of worship or funeral home provides 50 or more vehicle parking spaces, 10 per cent of those spaces need not have direct, unobstructed access to a public street; (b) 25 per cent of the provided vehicle parking spaces for an automobile service station need not have direct, unobstructed access to a public street; (c) where a short-term rental use has three guest rooms, one parking space need not have direct, unobstructed access to a public street; and (d) for a group home, the following provisions apply: (i) up to three in-tandem parking spaces are permitted; (ii) two of the three parking spaces may be located in the driveway, and they may be located in a front yard if they are located in the driveway that leads to a parking space; (iii) only one of the three parking spaces must have direct access to a public street or public lane by a driveway; and (iv) where parking is occurring in-tandem anywhere on the lot, no parking is permitted in the rear yard of the lot.	This section is carried forward from Section 105 of the current Zoning By-law 2008-250. Subsection (1) – Revised from Section 105(1) of the current Zoning By-law.
(2)	Despite subsection 601(1), attendant parking is permitted in a principal or accessory use parking garage or parking lot, provided the following: (a) the regulations with respect to minimum parking space dimensions and aisle widths do not apply; (b) at least one aisle must be provided, extending from the parking garage driveway to within the length of a parking space of either the rear lot line or interior side lot line; and (c) tandem parking is permitted without restrictions as to the percentage of tandem-parked vehicles or to the number of parked vehicles that obstruct other parked vehicles.	Subsection (2) – Revised from Section 105(2) of the current Zoning By-law. Changes to the per cent of tandem parking spaces have been made. Attendant parking is now permitted for all parking lots and garages.
(3)	In the case of a residential or mixed-use building, where a dwelling unit has a driveway accessing its own parking space, parking may be located in tandem in the driveway.	Subsection (3) – Revised from Section 105(3) of the current Zoning By-law.

Section 610 – Loading Space Rates and Provisions

Provisions						Notes																																															
(1) Where more than one use is located in a building or on a lot, the highest vehicle loading space rate set out in Table 610A prevails. (2) A vehicle loading space may be located wholly or partly within a building or structure. (3) Loading spaces are not required for residential uses. (4) No loading spaces may be located in a required or provided front or exterior side yard. (5) Loading spaces must be provided for land uses specified and at the rate set out in Table 610A:						This section is revised from Section 113 of the current Zoning By-law 2008-250. Tables 610A, B and C have been simplified, and Table 610A combines Tables 113A and 113C of the current Zoning By-law. Subsection (1) – Revised from Section 113(2) of the current Zoning By-law. Subsection (2) – Carried forward from Section 113(3) of the current Zoning By-law. Subsection (3) – Carried forward from Section 113, Table 113A(e) of the current Zoning By-law as a written provision. Subsection (4) – Revised from Section 113, Table 113B(f) of the current Zoning By-law as a written provision. Subsection (5)(a) – Revised from Sections 113(1) and 113(6) and Tables 113A and 113C of the current Zoning By-law. Subsection (5)(b) – Revised from Section 113(4) of the current Zoning By-law, with updated gross floor area requirements. Subsection (5)(c) – Revised from Section 113(1) of the current Zoning By-law to expand the area where loading spaces are not required. Subsection (5), Table 610A, Column (b), Row (iv) – Previous requirement for oversized loading space reduced to normal-sized loading space, to provide more flexibility and more compact land use for intermediate-sized retail.																																															
<table><tr><th colspan="6">Table 610A – Minimum Number of Loading Spaces</th></tr><tr><th rowspan="2">Land Use</th><th colspan="5">Gross Floor Area</th></tr><tr><th>(a) 1,000-1,999 m²</th><th>(b) 2,000-4,999 m²</th><th>(c) 5000-9999 m²</th><th>(d) 10,000-24,999 m²</th><th>(e) 25,000 m² and over</th></tr><tr><td>(i) heavy industrial light industrial truck transport terminal warehouse</td><td>1</td><td>1</td><td>1 oversized space</td><td>2 oversized spaces</td><td>3 oversized spaces</td></tr><tr><td>(ii) cannabis production facility hospital museum place of worship post-secondary educational institution school sports arena theatre</td><td>1</td><td>1</td><td>1</td><td>2</td><td>3</td></tr><tr><td>(iii) office research and development centre <i>Note: 610(6)(a) applies in the H – Hub and MS – Mainstreet Zones</i></td><td>1</td><td>1</td><td>1</td><td>2</td><td>2</td></tr><tr><td>(iv) retail store <i>Note: 610(6)(b) applies in the H – Hub and MS – Mainstreet Zones</i></td><td>0</td><td>1</td><td>2 oversized spaces</td><td>2 oversized spaces</td><td>2 oversized spaces</td></tr><tr><td>(v) all other non-residential uses, <i>Note: 610(6)(b)) applies in the H – Hub and MS – Mainstreet Zones</i></td><td>1</td><td>2</td><td>2</td><td>2</td><td>2</td></tr></table>						Table 610A – Minimum Number of Loading Spaces						Land Use	Gross Floor Area					(a) 1,000-1,999 m²	(b) 2,000-4,999 m²	(c) 5000-9999 m²	(d) 10,000-24,999 m²	(e) 25,000 m² and over	(i) heavy industrial light industrial truck transport terminal warehouse	1	1	1 oversized space	2 oversized spaces	3 oversized spaces	(ii) cannabis production facility hospital museum place of worship post-secondary educational institution school sports arena theatre	1	1	1	2	3	(iii) office research and development centre <i>Note: 610(6)(a) applies in the H – Hub and MS – Mainstreet Zones</i>	1	1	1	2	2	(iv) retail store <i>Note: 610(6)(b) applies in the H – Hub and MS – Mainstreet Zones</i>	0	1	2 oversized spaces	2 oversized spaces	2 oversized spaces	(v) all other non-residential uses, <i>Note: 610(6)(b)) applies in the H – Hub and MS – Mainstreet Zones</i>	1	2	2	2	2	
Table 610A – Minimum Number of Loading Spaces																																																					
Land Use	Gross Floor Area																																																				
	(a) 1,000-1,999 m²	(b) 2,000-4,999 m²	(c) 5000-9999 m²	(d) 10,000-24,999 m²	(e) 25,000 m² and over																																																
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(iii) office research and development centre <i>Note: 610(6)(a) applies in the H – Hub and MS – Mainstreet Zones</i>	1	1	1	2	2																																																
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(v) all other non-residential uses, <i>Note: 610(6)(b)) applies in the H – Hub and MS – Mainstreet Zones</i>	1	2	2	2	2																																																
(6) Despite Table 610A, in the H – Hub Zone and MS – Mainstreet Zone, a vehicle loading space is only required in the case of the following: (a) for an office or research and development centre, where the use has a gross floor area of 4,000 square metres or more; and (b) in all other cases, where the use has a gross floor area of 1,500 square metres or more.						Subsection (6) – Revised from provisions in Section 113 of the current Zoning By-law that exempted uses below a certain GFA in the TM zone from a loading space requirement.																																															

- (7)

Despite Table 610A off-street loading spaces are not required within Area A – Downtown Core Transect on Schedule A1 – Transects.
- (8)

Uses of less than 1,000 square metres gross floor area do not require loading spaces.
- (9)

Required and provided loading spaces must comply with the regulations set out in Table 610B:

Table 610B – Vehicle Loading Space Requirements		
Zoning Mechanism		Loading Space Size Requirements
(a) Minimum width of driveway accessing a loading space (m)	(i) Single traffic lane	3.5
	(ii) Double traffic lane	6
(b) Minimum width of aisle accessing loading space by angle (m)	(i) 45 degrees or less	5
	(ii) 46 to 59 degrees	6.3
	(iii) 60 to 90 degrees	9
(c) Minimum width of loading space (m)		3.5
(d) Minimum length of loading space (m)	(i) Parallel	9
	(ii) Other cases	7
(e) Minimum vertical clearance for loading space (m)		4.2

- (10)

Required and provided oversized loading spaces must comply with the regulations set out in Table 610C:

Table 610C – Requirements for Oversized (OS) Loading Spaces		
Zoning Mechanism		Oversized (OS) Space Requirements
(a) Minimum width of driveway accessing a loading space (m)	(i) Single traffic lane	3.5
	(ii) Double traffic lane	6
(b) Minimum width of aisle accessing loading space by angle (m)	(i) 45 degrees or less	11
	(ii) 46 to 59 degrees	14
	(iii) 60 to 90 degrees	17
(c) Minimum width of loading space (m)		4.3
(d) Minimum length of loading space (m)		13
(e) Minimum vertical clearance for a loading space (m)		4.2

Subsection (7) – Revised from Section 113(1) in the current Zoning By-law to reflect updated Official Plan designations.

Subsection (8) – Carried from Section 113(4) in the current By-law.

Subsection (9) – Table 610B – Revised from Table 113B in the current Zoning By-law.

Subsection (10) – Table 610B – Revised from Table 113B in the current Zoning By-law, except that oversized loading spaces are now in a separate table.

Section 611 – Electric Vehicle (EV) Parking Space Provisions

Provisions	Notes
(1) Despite subsection 601(1), parking spaces provided for a land use may be used to access electric vehicle supply equipment. (2) Where parking spaces are provided on a lot, energized outlets for electric vehicle charging are to be provided in accordance with the following: (a) where parking spaces are provided accessory to a mid-rise or high-rise residential or mixed-use building, 25 per cent of the spaces provided or an equivalent, must be designed as electric vehicle parking spaces capable of supporting level 2 charging; (b) where parking spaces are provided accessory to a use on lands zoned IM – Mixed Industrial Zone, IH – Heavy Industrial Zone, IL – Industrial and Logistics Zone, or an office use over 300 square metres in area, a minimum of 15 per cent of the spaces provided must be designed electric vehicle parking spaces and must be capable of supporting level 2 charging or greater; (c) for the purposes of clauses 2(a) and (b), a level 2 charger may be shared between two parking spaces. Where a shared level 3 charger is provided, it is equivalent to servicing 16 parking spaces where only one vehicle is capable of being charged, or 32 parking spaces where two vehicles are capable of being charged simultaneously. (3) Despite clauses (2)(a) and (b), required and provided visitor parking and barrier-free parking spaces are exempt from being designed as electric vehicle parking spaces. (4) Non-accessory electric vehicle charging is permitted in association with any parking space(s), parking lot, parking garage that is a principal use or accessory to non-residential use(s) on the lot.	This is a new section to implement policies in the Official Plan concerning electric vehicles and EV-ready Parking Spaces, where parking is provided. Subsections (1) to (9) – New provisions to address policies in <u>Section 4.1.4</u> of the Official Plan. Revisions in Draft 3 have focused electric vehicle parking space requirements on mid- and high-rise buildings, industrial and office uses, in accordance with policies in Section 4.1.4, 4) of the Official Plan, which state: “The Zoning By-law may determine minimum electric vehicle equipment requirements where private parking is provided for larger-scale mixed-use, mid-rise and high-rise residential, office and industrial developments” Clause 2(a) was modified to require 25 per cent of the parking spaces in mid- or high-rise buildings to be designed as EV parking spaces. This percentage reflects projected rates of electric vehicle ownership in Ottawa in 2030, which are expected to be 22 per cent. Clause (2)(b) – This provision was revised to add a threshold for office uses when EV parking spaces are required, and to reduce the percentage of spaces that must be designed as EV parking spaces from 30 per cent to 15 per cent, in recognition of the cumulative costs involved and the projected rates of EV ownership in Ottawa by 2030. Staff will recommend that rates of EV ownership be monitored in five years to determine if modifications are needed to the provisions in this section. Subsections (4), (5), (6), (7), (8) [former] – These subsections were re-located and removed to simplify the application of this section.

Section 612 - Heavy Vehicles and Recreational Vehicles Associated with a Residential Use

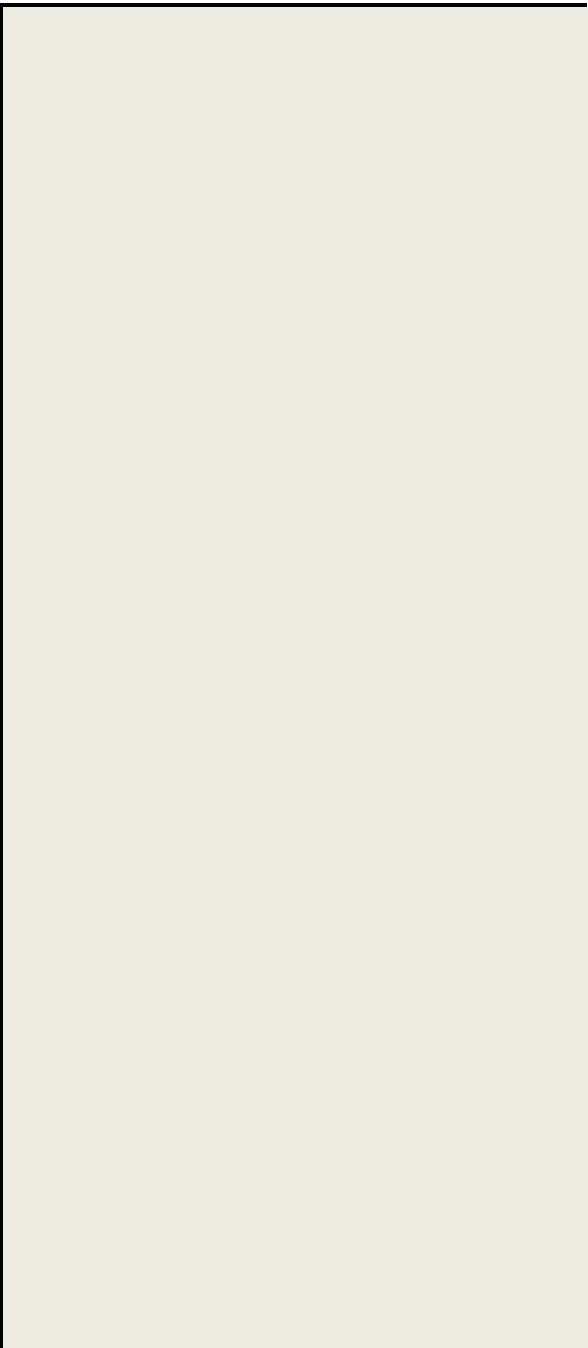
Provisions					Notes
(1) For the purposes of this section, the definition of a heavy vehicle also includes the following: (a) a recreational vehicle; (b) the definition of a trailer also includes a boat trailer or a camper trailer; and (c) a trailer for the transportation of waste or materials.					This section is revised from Section 126 of the current Zoning By-law 2008-250. Subsection (1) – Carried forward from Section 126(4) of the current Zoning By-law to distinguish which heavy vehicles are subject to this section. Subsection (2) – Revised from Section 126(1) of the current Zoning By-law. Subsection (3) – Revised from Section 126(2) of the current Zoning By-law. Subsections (4) and (5) – Revised from Section 126, Table 126 of the current Zoning By-law.
(2) Heavy vehicles accessory to a residential use or one or more home-based businesses are not permitted, except in accordance with the following: (a) the heavy vehicle is parked within a building; or (b) the heavy vehicle is parked in accordance with Table 612A or Table 612B.					
(3) A heavy vehicle may obstruct a motor vehicle parking space so long as parking for the associated motor vehicle continues to be accommodated on the lot in accordance with this By-law.					
(4) Table 612A applies in Urban Areas:					
Table 612A – Maximum Number of Heavy Vehicles Permitted to be Parked in Urban Areas					
Type of Vehicle	(a) Length of Vehicle	(b) H, MS, and CM Zones	(c) Neighbourhood Zones (N1, N2, N3, N4, N5 and N6, DR and MH)	(d) Cumulative number of Heavy Vehicles Permitted	
(i) Recreational vehicle or trailer, but not a school bus	Any length	Permitted provided it is parked in the rear yard or interior side yard and setback 0.6m from the lot line	Permitted provided the following: 1. The parking space where the recreational vehicle or trailer is parked is located entirely on the lot in accordance with clause 601(1)(c) and the vehicle does not encroach into the Right-of-Way; and, 2. The recreational vehicle or trailer is parked on the driveway or portion of driveway located in the interior side yard or rear yard and is setback a minimum of 0.6m from the lot line; or, 3. The recreational vehicle or trailer is parked in a double-wide driveway in accordance with Section 606.	1. In the CM, MS and H zones: 1 2. In the N1, N2, N3, N4, N5 and N6 Zones and the MH Zone: 1 3. All other Residential Zones: 2	
Table 612A, row (a) has been amended to allow for recreational vehicles to be parked on driveways where able to be provided entirely on private property and not encroaching into the right-of-way.					

(ii) Heavy vehicle that is not for recreational purposes, including a tractor trailer	6m or greater	Not permitted	Not Permitted	None
(iii) Heavy vehicle that is none of the following: tractor trailer, school bus, recreational vehicle	6m or less in length	Permitted provided it is not parked in a required front or exterior side yard, except for a driveway and must be at least 0.6m from all lot lines, where located outside of a front or exterior side yard	Permitted provided it is not parked in a required front or exterior side yard, except for a driveway and must be at least 0.6m from all lot lines, where located outside of a front or exterior side yard	2
(iv) Tractor trailer or portion thereof	6m or less in length	Not permitted	Not permitted	None
(v) School bus	6.8m or less	Not permitted	1	In residential zones only, a total of 1 heavy vehicle that is a school bus is permitted
(vi) School bus	Greater than 6.8m	Not permitted	Not Permitted	Not Permitted

(5) Table 612B applies in Rural Areas:

Table 612B – Maximum Number of Heavy Vehicles Permitted to be Parked in Rural Areas					
Type of Vehicle	(a) Length of Vehicle	(b) VM Zone	(c) Residential (RR, DR, V1, V2, V3, V4 and V5) and MH Zones	(d) AG, EP, ME, GBR and RU Zones	(e) Cumulative number of Vehicles Permitted
(i) Recreational vehicle or trailer, but not a school bus	Any length	Permitted provided it is parked in the rear yard or interior side yard and setback 0.6m from the lot line	Permitted provided it is parked in the rear yard or interior side yard and setback 0.6m from the lot line	No person may park in a required front or exterior side yard and must be 3m from all lot lines	1. In the VM Zone: 2 2. In the RR, RM, and V1, V2, V3, V4 and V5 Zones: 2 3. For AG, EP, ME, GBR and RU: 3
(ii) Heavy vehicle that is not for recreational purposes, including a tractor trailer	6m or greater	Not permitted	Not Permitted	No person may park in a required front or exterior side yard and must be 3m from all lot lines	In the AG, EP, ME, GBR and RU Zones: not more than 2

(iii) Heavy vehicle that is none of the following: tractor trailer, school bus, recreational vehicle	6m or less in length	Not permitted	Not Permitted	No person may park in a required front or exterior side yard and must be 3m from all lot lines	In the AG, EP, ME, MR, GBR and RU Zones: not more than 2
(iv) Tractor trailer or portion thereof	6m or less in length	Not permitted	Not Permitted	No person may park in a required front or exterior side yard and must be 3m from all lot lines	In the AG, EP, ME, GBR and RU Zones: not more than 2
(v) School Bus	6.8m or less	Must not be parked in a required front or exterior side yard	Must not be parked in a required front or exterior side yard	No person may park in a required front or exterior side yard and must be 3m from all lot lines	1. In the VM, RR, V1, V2, V3, V4 and V5 and RM Zones: 1 2. For AG, EP, ME, GBR and RU Zones: 2
(vi) School Bus	Greater than 6.8m	Not permitted	Not Permitted	Not Permitted	N/A



Section 613 – Bicycle Parking Rates and Provisions

Provisions				Notes																								
Bicycle Parking Space Provisions				Subsection (1) – Revised from Table 111B of the current Zoning By-law 2008-250. The widths have been standardized for all spaces, except inclusive spaces. A minimum height has also been introduced mainly to prevent bicycle parking spaces from being located in areas of parking garages with low heights. Inclusive bicycle parking spaces are larger spaces designed for locking cargo bikes or larger e-bikes, as defined in Section 199. Subsection (1)(a)(iii) – The width of a stacked bicycle parking space has been reduced to 0.5m for the second draft. Subsection (1)(b)(iv) – The length of an inclusive bicycle parking has been reduced to 2.75m for the second draft as this is closer to the length of most cargo bikes. Subsection (2) – Carried forward from Section 111(6) of the current Zoning By-law. Subsection (3) – Revised from Section 111(10) of the current Zoning By-law to ensure bicycle racks to be securely anchored and to ensure a wheel and frame can be locked together to a rack that will support a bicycle without it falling over. Subsection (4) – New provision to prevent bicycle parking spaces from being rendered unusable if a rack is placed too close to a wall or obstruction. Subsection (5) – New provision to ensure cargo and e-bike users do not have to lift their bicycles. Revised for greater clarity from the first draft as “at grade” could be interpreted as being on the ground floor of a building.																								
(1) All bicycle parking spaces must comply with the minimum parking space dimensions specified in Table 613A:																												
<table><tr><th colspan="4">Table 613A – Minimum Bicycle Parking Space Dimensions</th></tr><tr><th>Orientation</th><th>(a) Minimum Width (m)</th><th>(b) Minimum Length (m)</th><th>(c) Minimum Vertical Clearance (m)</th></tr><tr><td>(i) Horizontal</td><td>0.6</td><td>1.8</td><td>2</td></tr><tr><td>(ii) Vertical</td><td>0.6</td><td>1.5</td><td>2</td></tr><tr><td>(iii) Stacked</td><td>0.5</td><td>1.8</td><td>1.2 per space for a total of 2.4 for 2 spaces</td></tr><tr><td>(iv) Inclusive</td><td>1</td><td>2.75</td><td>2</td></tr></table>					Table 613A – Minimum Bicycle Parking Space Dimensions				Orientation	(a) Minimum Width (m)	(b) Minimum Length (m)	(c) Minimum Vertical Clearance (m)	(i) Horizontal	0.6	1.8	2	(ii) Vertical	0.6	1.5	2	(iii) Stacked	0.5	1.8	1.2 per space for a total of 2.4 for 2 spaces	(iv) Inclusive	1	2.75	2
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(2) A bicycle parking space may be located in any yard.																												
(3) All bicycle parking spaces, except those provided in a bicycle locker, must include a rack that:																												
(a) is securely anchored to a hard level surface, floor or wall;																												
(b) is designed to allow the front wheel of a bicycle and the frame to be securely locked; and																												
(c) for a horizontal or inclusive bicycle space, includes a rack that supports a bicycle at two points at least 0.2 metres apart.																												
(4) A rack designed for locking two bicycles for any horizontal or inclusive bicycle parking space must be located a minimum of 0.8 metres from the nearest wall or obstruction.																												
(5) Inclusive bicycle spaces must not be provided as stacked or vertical and must not require users to lift a bicycle.																												
Short-term Bicycle Parking Spaces				Bicycle parking spaces are now categorized as short and long-term, with the former intended for visitors and customers, while the latter are intended for employees and residents. Subsection (6) – Carried forward from Subsection 111(9) of the current Zoning By-law with minor wording changes. This provision has been modified slightly to apply to short-term bicycle parking spaces as (14) applies to long-term bicycle parking spaces. Subsection (7) – Revised from Subsection 111(4) of the current Zoning By-law to provide more specific direction regarding the proximity of bicycle parking to																								
(6) All short-term bicycle parking spaces must be accessed from an aisle with a minimum width of 1.5 metres.																												
(7) The first ten required short-term bicycle parking spaces must be located within 15 metres of a main entrance to a building, and any additional short-term bicycle parking spaces must be located within 30 metres of a main entrance to a building.																												
(8) Short-term bicycle parking spaces may be located within the ground floor of a building																												
(9) Where more than 20 short-term bicycle parking spaces are required, a minimum of 50 per cent of spaces must be covered by an awning, canopy or roofed structure that provides some or full protection from the elements and can be integrated into a building.																												
(10) Short-term bicycle parking spaces must not be provided as stacked or vertical.																												

	entrances. Subsection (8) – New provision that allows short-term bicycle parking to be located indoors. Wording has been simplified for the second draft. Subsection (9) – New provision to implement policies in <u>Section 4.1.2</u> of the Official Plan to provide sheltered bike parking where appropriate. Subsection (10) – New provision that ensures short-term bicycle spaces are easy to use and do not require lifting bicycles.
Long-Term Bicycle Parking Spaces (11) The long-term bicycle parking spaces required by Tables 613B and 613C must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 metres. (12) Where bicycle lockers are provided for individual bicycles, they are to be considered a secure enclosure for the purposes of subsection (11). (13) Long-term bicycle parking spaces must be located inside a building. (14) Long-term bicycle parking spaces must be accessed by: (a) a hallway, aisle, sidewalk or walkway with a minimum width of 1.5 metres; and (b) the path leading to long-term bicycle parking spaces must not comprise steps or stairways, and one of the following must be provided: (i) an elevator that is sufficiently large to accommodate a horizontal bicycle parking space; or (ii) a ramp; or (iii) where 20 or fewer long-term bicycle parking spaces are required, a wheel ramp may be provided along the side of a set of stairs provided the ramp is a minimum width of 0.15 metres and does not encroach onto the required width of the stair tread and that the stairway does not exceed 2 metres in height. (15) A minimum of 50 per cent of long-term bicycle parking spaces must be horizontal; (a) a bicycle parking space located on the lower level of stacked rack is considered a horizontal bicycle parking space. (16) Required long-term bicycle parking spaces must not be located on a balcony or within a dwelling unit.	Subsection (11) – New provision that implements policies in <u>Section 4.1.2</u> of the Official Plan. It ensures that secure enclosures have a door wide enough for cyclists to comfortably use. Subsection (12) – New provision that clarifies that bicycle lockers do not have to be within a secure enclosure. Subsection (13) – New provision that provides flexibility on the location of a secure enclosure. Wording has been simplified for the second draft. Subsections (14)(a) and (b) – New provisions that ensure easy and convenient access for users of bicycle parking facilities. Subsection (15)(c)(i) – New provision that provides some flexibility for smaller residential developments with a grade change to use a ramp. Subsection (15) – Revised from Section 111(11) of the current Zoning By-law with some modifications to wording. (15)(a) provides clarity for lower-level stacked spaces. Subsection (16) – New provision that ensures bicycle parking spaces are located in a dedicated area.
End of Trip Facilities (17) Where 20 or more long-term bicycle parking spaces are required for a non-residential use, end of trip facilities must be provided at the rate of one end of trip facility for every 20 long-term bicycle parking spaces; (a) where on-site facilities provided as part of an employee fitness centre meet or exceed the end of trip facility requirements, no additional facilities are required provided that the facilities are conveniently accessible to users of the long-term bicycle parking spaces.	Subsection (17) – New provision that requires end of trip facilities for larger, non-residential uses to encourage bike commuting. Subsection (17)(a) – New provision that allows end of trip facilities to be provided as part of an employee fitness centre rather than as dedicated facilities.
Bicycle Parking Exceptions (18) The required number of off-street bicycle parking spaces need not be provided where any additions, alterations or changes of use to a building existing on [the date of the passing of this By-law] would, in total, result in an increase of less than 20 per cent of the number of spaces required before the additions, alterations or change in use. (19) No bicycle parking is required for non-residential uses under 500 square metres in Area A – Downtown Core Transect and Area B – Inner Urban Transect on Schedule A1 – Transects where the required front yard setback is 3 metres or less.	Subsection (18) – New provision that allows some expansion to existing buildings to occur without requiring additional bicycle parking. Subsection (19) – New provision that excludes small scale non-residential uses with small required front yard setbacks in the Downtown and Inner

	Urban transects from providing bicycle parking as they typically lack the physical space to provide it and are located in areas with on-street bicycle parking. Reference to vehicle parking has been removed for the second draft.
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- Minimum Bicycle Parking Rates**
- (20) All bicycle parking spaces must be located on the same lot as the use for which they are required.
- (21) Calculations of the minimum bicycle parking space rate must be pro-rated and rounded up to the nearest whole number.
- (22) Where a land use is not listed in Tables 613B and 613C, no bicycle parking is required.
- (23) Where a building contains multiple uses, bicycle parking must be provided in accordance with the proportion of the building each use occupies and must comply with Tables 613B and 613C.
- (24) Where more than 20 bicycle parking spaces are required, a minimum of 5 per cent of spaces must be inclusive spaces, rounded up to the nearest even whole number.
- (25) Bicycle parking for residential uses must be provided in accordance with Table 613B:

Table 613B – Minimum bicycle parking space rates for residential uses		
Residential Land Use	(a) Minimum Number of Short-Term Spaces Required	(b) Minimum Number of Long-Term Spaces Required
(i) Building with 4 or fewer dwelling units	0	0
(ii) Vertically attached dwelling unit with an attached garage	0	0
(iii) Building with 5 to 12 residential units	0	0.75 per residential unit
(iv) Rooming unit in a building with 8 or more rooming units	2 spaces if 20 or more rooming units are provided	0.5 per rooming unit
(v) Building with 13 or more residential units	minimum 2 spaces with an additional 0.1 spaces per unit above 20 residential units	1 per unit
(vi) Residential care facility	minimum 2 spaces with an additional 0.1 spaces per unit above 20 residential units	0
(vii) Retirement home	minimum 2 spaces with an additional 0.1 spaces per unit above 20 dwelling units	0.25 per unit

- (26) Bicycle parking for non-residential uses must be provided as follows:
- (a) long-term bicycle parking spaces are required for hospital, office, research and development facility at a rate of 1 space per 250 square metres; and
- (b) short-term bicycle parking spaces must be provided in accordance with Table 613C.

Note: All areas are in gross floor area (GFA).

Table 613C – Minimum bicycle parking space rates for non-residential uses	
Non-Residential Land Use	Minimum Number of Short-Term Spaces Required
(a) Adult entertainment establishment Automobile body shop Automobile dealership Automobile rental establishment Automobile service station	2 spaces

Subsection (20) – Revised from Subsections 111(2) and 111(3) of the current Zoning By-law to combine provisions and update table numbers.

Subsection (21) – New provision to clarify how to calculate bicycle parking requirements.

Subsections (22) to (24) have been renumbered and relocated to place them before, rather than after Tables 613B and 613C

Subsection (22) – New provision to specify that when a land use is not listed no bicycle parking is required.

Subsection (23) – Carried forward from Subsection 111(2) in the current Zoning By-law.

Subsection (24) – New provision that ensures that at least 2 inclusive bicycle parking spaces will be available at all larger bicycle parking facilities.

Subsection (25) – Table 613B – Bicycle parking rates for residential uses are primarily based on the number of units in a building, rather than a specific typology.

No bicycle parking is required for the smallest scale residential uses or for vertically attached dwelling units with attached garages.

For building with 13 or more residential units, one bicycle parking space is required for each of the first 12 units and 0.75 bicycle parking spaces are required for each additional unit thereafter.

Subsection (26) – Table 613C – Bicycle parking provisions for non-residential uses are set out in multiples of 2 as the vast majority of bicycle racks are designed for locking two bikes.

Subsection (26)(a) in this draft has been relocated from Subsection (27) in Draft 1. Post-secondary educational institution has been removed as they are no longer subject to zoning provisions.

Inclusive spaces are required for larger retail stores and uses that would be commonly used by parents and children, such as day cares and schools.

Catering establishment Emergency service Funeral home Golf course Heavy industrial use Marine facility	
(b) Day care	1 space per 100 square meters with an additional 2 inclusive spaces for any daycare above 200 square metres.
(c) Gas bar	2 spaces if the area of a retail store associated with the gas bar exceeds 50 m²
(d) Instructional facility Personal service business Restaurant Retail store up to 999 square metres	2 spaces with an additional 1 space per 250 m² above 250 m²
(e) Retail store of 1,000 square metres or greater	1 space per 250 square metres to a maximum of 30 spaces
(f) Bank Broadcasting and production studio Micro distribution facility Storefront industry	4 spaces with an additional 1 space per 250 m² above 500 m²
(g) Casino Light industrial use Medical facility	4 spaces with an additional 1 space per 500 m² above 2,000 m²
(h) Government service centre Indoor entertainment facility Museum Nightclub Office Research and development facility Place of assembly Place of worship Recreation and athletic facility Theatre	4 spaces with an additional 1 space per 250 m² above 1,000 m²
(i) Hotel	6 spaces with an additional 1 space per 250 m² of associated restaurant or assembly space above 1,000 m²
(j) Bus depot Railway station	6 spaces with an additional 2 spaces per bus bay or train platform
(k) Community centre Library	8 spaces with an additional 1 space per 100 m² above 500 m²
(l) Hospital	10 spaces with an additional 1 space per 250 m² above 2,000 m²
(m) School	10 spaces, of which 4 must be inclusive spaces, with an additional 2 spaces per classroom

Rates have been adjusted for the second draft. A per area rate has been introduced for day cares.

The rate for retail store has been split into two sizes, with a maximum number of spaces for large retail stores.

Section 614 – Minimum Parking Rates in Village Residential Zones

Provisions		Notes
(1)	In the V1, V2, V3, V4 and V5 – Village Residential Zones, a minimum of one parking space is required for each dwelling unit.	In accordance with a motion passed at the April 16, 2025 Council meeting, minimum parking rates have been introduced for village residential zones.
(a)	Despite subsection (1), no parking spaces are required for a group home, retirement home, rooming house or residential care facility.	
(2)	A required parking space in subsection (1) must not be located in a required front or required exterior side yard.	