



Document 10 - Minimum Parking Rates - Update



Existing Parking Space Rates in Zoning By-Law 2008-250 – Minimums, Maximums and No Space Rates

The current Zoning By-law 2008-250 features a minimum parking space rate for most new developments, which varies based on the type of land use and the area of the city in which the property is located. A minimum parking space rate means that a certain amount of parking spaces must be provided and made available when a new building is constructed. Rates vary depending on whether the parking spaces are intended for the residents of a building, visitors to a residential building, customers or employees of a business, or loading spaces for deliveries. Minimum parking space rates can be found in Sections [101](#) and [102](#) of the current Zoning By-law.

In certain areas of the city, generally in proximity to rapid transit stations, development is exempt from these minimum parking rates. These areas are specified in Sections 101 and 102 and shown on [Schedule 1A](#). New development has generally continued to provide some parking, despite it not being required.

Along with minimum parking space rates, the current Zoning By-law 2008-250 features maximum parking space rates for areas within a 600-metre radius of a rapid transit station. These parking space rates are provided in [Section 103](#) of the current Zoning By-law. Recent provincial regulations have prohibited municipalities from requiring parking near high-order transit stops, around existing Protected Major Transit Station Areas (PMSTAs), and within 800 metres of future Major Transit Station Areas (MTSAs). Some of these areas coincide with areas on Schedule 1A where minimum parking space rates already do not apply.

The New Zoning By-Law: Removal of Parking Minimums Citywide – What Does It Mean?

Since the release of Draft 1 of the new Zoning By-law, staff have proposed the removal of minimum parking space rates for all uses, including residential buildings, commercial



developments, and industrial properties. This means that new development will no longer be required to provide a specific amount of parking spaces for residents, customers, or employees.

The direction to remove minimum parking space rates in the new Zoning By-law is provided in the Official Plan through Policy 4.1.4 2.

Visitor parking spaces for new dwelling units will continue to be required in certain locations, as described in [Section 603](#). The [Traffic and Parking By-law](#) will continue to regulate the minimum number of accessible parking spaces that must be provided. Maximum parking space rates will continue to apply to areas within 600 metres of an existing or planned rapid transit station, as shown on [Schedule A4](#). Loading space rates will also continue to apply in the new Zoning By-law in [Section 610](#).

The removal of minimum parking space rates will not impact any existing residential parking on residents' properties, such as a parking space at the end of a driveway of a detached dwelling, several parking spaces provided behind a row of townhouses, or an underground parking garage in a high-rise apartment building.

Moving forward, business owners will now have the choice to decide how many parking spaces to provide given their particular circumstances, like the location of their business and how customers generally travel there. It is expected that various businesses will continue to provide parking in accordance with both operational and customer needs and existing parking spaces provided for businesses or office uses will not be impacted.

While the city is proposing to eliminate minimum parking space rates across most zones, three related changes have been introduced to address specific local conditions.

First, a new minimum of one parking space per dwelling unit will apply in Village Residential Zones V1, V2, and V3. This responds to a Council motion and reflects the unique transportation needs in rural villages, where transit options are limited and car ownership is more common.

Second, new permissions for front yard parking have been added in certain areas of the city where it was previously not allowed. This applies to properties zoned Neighbourhood (N1–N6) located in Area B of [Schedule A5](#), which generally includes neighbourhoods outside the Downtown Transect and parts of the Inner Urban Transect. Many of these lots have shallow front yards and narrow widths, which can make it difficult to provide parking elsewhere on the site. The updated by-law introduces clear rules about where front yard parking is permitted or prohibited, which can be found in [Section 604](#).



Third, the new Zoning By-law introduces permissions for standalone parking lots or garages on properties located in Neighbourhood Zones N1, N2, N3, N4, N5 or N6. This responds to requests for zoning to offer flexibility for “communal” parking solutions. Operating a parking lot or parking garage as a conditional use in a Residential Zone is not currently permitted in Zoning By-law 2008-250. These communal neighbourhood parking lots would be intended to provide parking for residents who may not have access to a parking space at their own residence.

The Official Plan provides direction for establishing residential on-street parking permit zones in certain areas, as described in [Section 6](#) of the Official Plan. [Residential on-street parking permits](#) are currently available in some areas in the Downtown and Inner Urban Transects, and the expansion of this system will be explored following adoption of the new Zoning By-law. This initiative could help accommodate current parking needs while reducing reliance on on-site parking.

Being Responsive to Changing Transportation Choices

Data from the Origin Destination Survey, which tracked travel modes and patterns in the National Capital Region in 2022, provides information on car ownership and mode share rates which help support the removal of minimum parking space rates. Trends show that the average number of vehicles per household has decreased since 2011 and the number of multi-vehicle households is decreasing as well. Across Ottawa, bicycle trips increased by 111% and walking trips increased 30% from 2011 to 2022. Moving away from minimum parking space rates and towards a choice-based approach introduces flexibility for property owners and businesses to provide the parking they need.

For more information on the parking strategy, please review the previous supporting documents on the removal of minimum parking space rates:

[Draft 1 Staff Report: Document 9 – A Review of Minimum Parking Ratios](#)

[Draft 2 Staff Report: Document 6 – Minimum Parking Rates](#)