

13. Parking and Loading

1.1. GENERAL VEHICLE PARKING REGULATIONS

- 1.1.1. The requirements of this Section shall apply to all parking, loading facilities and drive aisles required by this Bylaw. Notwithstanding the requirements of this Section, specific standards specified in any Land Use District may supplement or supersede the parking and loading requirements of this Section. Parking spaces must be provided collectively for each use on a lot in an amount that complies with the regulations in this Section.
- 1.1.2. Where parking and/or loading facilities are required by this Bylaw, the applicant shall provide the required parking and/or loading space prior to the occupancy or commencement of the use for which they are required.
- 1.1.3. All off-street parking areas shall be designed to provide:
  - 1.1.3.1. Adequate access to and egress from the parking area for the vehicle it is intended to serve by means of a clearly defined driveway; and
  - 1.1.3.2. Adequate access to and egress from each parking space by means of a clearly defined maneuvering aisle designed to the satisfaction of the Development Authority.
- 1.1.4. The Development Authority may consider a reduction to the parking requirements of this Section, by considering a parking assessment prepared by an accredited professional which assesses the parking demand characteristics of a proposed development. Such an assessment shall be provided at the owner/applicant's expense. Such a reduction to the parking requirements is not a variance.
- 1.1.5. Except in Commercial Land Use Districts, no direct access shall be permitted from a lane to a parking facility with more than three parking spaces unless special circumstances are determined by the Development Authority to warrant such access.

1.2. MINIMUM PARKING REQUIREMENTS

- 1.2.1. The minimum required number of vehicle parking spaces for a use shall be as set out in Tables 13a, 13b, 13c and 13d.
- 1.2.2. Where the calculation of the required number of parking spaces results in a fraction, the next higher number shall apply.
- 1.2.3. Where a proposed development does not directly correlate with the land uses listed in this Section, the Development Authority shall determine a specific number of required parking spaces, having regard to requirements for similar uses provided herein.
- 1.2.4. Visitor parking for multi-unit residential developments shall be made readily visible, accessible, and available for visitors to the development, to the satisfaction of the Development Authority.
- 1.2.5. Designated parking spaces for persons with physical disabilities shall be provided in accordance with appropriate provisions of any other Provincial or Federal requirement and shall be included as part of, and not in addition to, the applicable minimum parking requirements.
- 1.2.6. Designated parking spaces for persons with physical disabilities shall be located as close as possible to wheelchair ramps, walkways and entrances. Parking spaces shall not be located within a wheelchair ramp access area.
- 1.2.7. Small car parking spaces may be permitted, provided that:
  - 1.2.7.1. Small car parking spaces shall comprise a maximum of 20% of required parking for development in all Land Use Districts
  - 1.2.7.2. All small car parking spaces shall be clearly designated with signs reading: "Small car parking only", and
  - 1.2.7.3. All small car parking spaces shall be a minimum of 2.4m by 5.0m.
- 1.2.8. The Development Authority may consider a reduction in the total amount of parking required for a development where a mix of uses creates staggered peak periods of parking demand. The Development Authority may consider the preliminary shared use parking framework in Appendix B to determine an overall site peak parking requirement. In no case shall shared parking include the parking required for residential uses, except in the Downtown Districts.

Table 13X: Minimum Vehicle Parking Requirements for Residential Uses:

Land Use Class	Minimum Number of Parking Spaces
Multi-Attached Housing and Apartments with >4 dwelling units	1 per Bachelor dwelling unit 1 per One Bedroom dwelling unit 1.5 per Two Bedroom dwelling unit 2 per Three Bedroom dwelling unit 1 visitor stall per six dwelling units 1 Electric Vehicle Ready charging stall per 6 dwelling units One Bicycle Station per 6 DUs
Garden Suite Garage Suite Secondary Suite	1 per development
Single Detached, Semi-Detached, and Duplex Housing Multi-Attached Housing with up to four dwelling units	2 per dwelling unit; or 1 per development with less than or equal to 2 bedrooms
Assisted Living Facility	0.6 per dwelling unit for staff and visitor parking
Boarding Facility	Minimum 4 parking stalls.

Table 13X: Minimum Parking Requirements for Institutional uses

Land Use Class	Minimum Number of Parking Spaces
Education (Public or Private) – Elementary or Junior High Schools	A parking study will be required to assess parking levels. The minimum parking utilization rate will be 70%.
Education (Public or Private) Senior High School or Post-Secondary	A parking study will be required to assess parking levels. The minimum parking utilization rate will be 70%.
Place of Worship	2/100m <sup>2</sup> of assembly area for occupants.

1.3. GENERAL BICYCLE PARKING REGULATIONS

- 1.3.1. Sites shall be designed and maintained to provide bicycle parking and amenities to the satisfaction of the Development Authority.

- 1.3.2. The bicycle station should be safely and conveniently located to ensure compatibility with the surrounding environment, to the satisfaction of the Development Authority.
- 1.3.3. The bicycle station shall be located close to the building entrance, but shall not impede pedestrian circulation.
- 1.3.4. Bicycle Stations shall be highly visible and shall include a permanent rack or hook-up system.

**1.4. GENERAL PARKING REGULATIONS FOR DOWNTOWN**

- 1.4.1. Unless otherwise specified in the Land Use District, structured parking facilities shall generally be provided at locations internal to the site. If such parking facilities are located fronting a public roadway, then the following design considerations shall be utilized:
  - 1.4.1.1. Ground floor shall include retail uses positioned adjacent to the public realm with multiple entrances and very good to excellent permeability (see Downtown Core);
  - 1.4.1.2. Entrance to the parking facility shall be designed with special architectural treatment to maintain the integrity of retail frontage; and
  - 1.4.1.3. The façade of the upper storeys of the parking facility shall be designed to reflect residential or commercial building character.
- 1.4.2. All surface parking lots shall be developed in accordance with the general standards Section X of the Land Use Bylaw. In addition the following regulations shall apply:
  - 1.4.2.1. All surface parking lots shall be hard surfaced.
- 1.4.3. Authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:
  - 1.4.3.1. The development sites are within 100m of each other;
  - 1.4.3.2. The demand for parking spaces generated by each development or use is not likely to occur at the same time; and
  - 1.4.3.3. An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.
- 1.4.4. Developments within the Downtown Districts shall be subject to the parking requirements established in Table 13e.

Table 13X: Minimum Parking Requirements for Downtown

Land Use Class	Minimum Number of Parking Spaces
Multi-Attached Housing and Apartment, >4 dwelling units	0.75 spaces per Bachelor Unit 1 Space per One Bedroom Unit 1.5 Spaces per Two Bedroom Unit 1.75 Spaces per Three or More Bedroom Unit 1 per 7 DUs for visitors 1 Electric Vehicle Ready stall per 6 DUs 1 Bicycle Station per 6 DUs

**1.5. ALTERNATIVE COMPLIANCE FOR MINIMUM PARKING REQUIREMENTS**

- 1.5.1. Upon written request from the applicant and the submission of an Alternative Compliance Parking Plan (parking impact study) prepared by a qualified professional, the Development authority may consider an alternative parking requirement for residential and institutional land uses, which may be substituted in whole or in part for the requirements of this Section.
- 1.5.2. In reviewing an Alternative Compliance Parking Plan, the Development Authority shall consider:
  - 1.5.2.1. The number of individuals occupying the building or land use and the number of expected visitors;
  - 1.5.2.2. The availability of nearby on-street parking (if any), and/or the provision of purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the City; and
  - 1.5.2.3. Any other factors that may be unique to the applicant’s request.
- 1.5.3. The Development Authority shall only approve an Alternative Compliance Parking Plan if it:
  - 1.5.3.1. Does not detract from continuity, connectivity, and convenient proximity for pedestrians between or among existing or future land uses in the vicinity;
  - 1.5.3.2. Creates no negative physical impact on any facilities serving alternative modes of transportation;
  - 1.5.3.3. Creates no detrimental impact on natural areas or features; and
  - 1.5.3.4. Maintains or improves the ratio of parking spaces for persons with physical disabilities.

**1.6. PARKING AND LOADING REQUIREMENTS FOR RESIDENTIAL LAND USES**

- 1.6.1. All parking and loading spaces required by this Bylaw for residential purposes, including all maneuvering aisles and driveways shall be:
  - 1.6.1.1. For single detached, semi-detached housing and duplexes:
    - 1.6.1.1.1. Located on the same site as the use requiring them;
    - 1.6.1.1.2. Hard surfaced prior to occupancy;
    - 1.6.1.1.3. Where vehicular access is via a public roadway or lane, provided to the rear or side of the principal building;
    - 1.6.1.1.4. Where there is no lane present, provided to the rear, side or front of the principal dwelling; and
    - 1.6.1.1.5. Where vehicular access is via the front only, one side yard shall be a minimum of 3.0m in width to accommodate a driveway for vehicular access to the rear of the property, except where an attached garage is provided.
  - 1.6.1.2. For multi-attached housing and Apartments:
    - 1.6.1.2.1. Paved prior to occupancy;
    - 1.6.1.2.2. Bordered and separated from adjacent areas with screening and landscaping; and
    - 1.6.1.2.3. Not located within the required front yard setback area of a site.
  - 1.6.1.3. In the event that seasonal conditions prevent the completion of paving in accordance with this Bylaw:
    - 1.6.1.3.1. The parking and loading areas shall be compacted and maintained in a manner that allows reasonable access by emergency vehicles. In addition, the paving shall be completed at the earliest opportunity during the construction season of the following year; and
    - 1.6.1.3.2. The owner/applicant shall be required to provide a Security Deposit to guarantee the completion of the paving in accordance with this Bylaw.
  - 1.6.1.4. Parking stalls provided inside a garage or carport shall have the following minimum dimensions:
    - 1.6.1.4.1. 3.1m in width by 6.0m in depth for a stall within a single garage or carport; or, 3.4m in width by 6.3m in depth for the exterior of a single garage or carport; and

- 1.6.1.4.2. 2.9m in width by 6.0m in depth for each stall within a double garage or carport; or, 6.1m in width by 6.3m in depth for the exterior of a double garage or carport.
  - 1.6.1.5. Hard surfaced parking pads intended to accommodate a garage in the future shall accommodate the minimum dimensions in Section 1.6.1.4 above.
  - 1.6.1.6. For single detached, semi-detached housing, and secondary suites, parking stall dimensions for stalls not inside a garage or carport and not on a parking pad intended to accommodate a future garage shall be 2.75m in width by 5.8m in depth.
- 1.7. PARKING FOR MULTI-UNIT DEVELOPMENTS
- 1.7.1. Sites with more than one use shall provide parking and loading spaces equal to the sum of the requirements for the individual uses.
  - 1.7.2. Notwithstanding Subsection 1.7.1 above, parking requirements for individual uses, shall be determined using the calculations in Section 13, Minimum Parking Requirements.
  - 1.7.3. At the discretion of the Development Authority, two or more uses may share parking spaces. A maximum of 50% of the required parking for any of the uses may be combined or shared parking.
  - 1.7.4. Notwithstanding Subsection 1.7.3 above, authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:
    - 1.7.4.1. The development sites are within 100m of each other;
    - 1.7.4.2. The demand for parking spaces generated by each development or use is not likely to occur at the same time; and
    - 1.7.4.3. An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.
- 1.8. PARKING AND LOADING FOR NON-RESIDENTIAL USES
- 1.8.1. At the discretion of the Development Authority, some or all of the parking required pursuant to this Bylaw for a non-residential use may be provided on a site different than the site of the development for which it is required, provided that there is no more than 100m between the off-site parking site and the development site.
  - 1.8.2. Off-site parking spaces provided pursuant to Subsection 13.8.1 above shall be:
    - 1.8.2.1. Located in a Land Use District that allows for parking Facilities;
    - 1.8.2.2. Subject to a Restrictive Covenant registered on the Title to the off-site parking site, which specifies that the parking is to be provided for use of the related development site;
    - 1.8.2.3. Used primarily for staff and overflow parking, where a portion of the parking is provided on the development site; and
    - 1.8.2.4. Connected to the development site by a public walkway.
  - 1.8.3. Except in the IL – Light Industrial District, IM – Medium Industrial District, IH – Heavy Industrial District and PR – Parks and Recreation District, parking and loading spaces required by this Bylaw for non-residential uses, including manoeuvring aisles and driveways shall be:
    - 1.8.3.1. Paved prior to occupancy or commencement of the use; and
    - 1.8.3.2. Bordered and separated from adjacent areas with concrete curbing; and
    - 1.8.3.3. Screened from public walkways with landscaping and/or architectural screening.
  - 1.8.4. Access to and egress from an unpaved area of an IL – Light Industrial District, IM – Medium Industrial District or IH – Heavy Industrial District site directly accessible from a public roadway shall have hard surfacing equal to the width of the access/egress and 15.0m in depth within the site. In addition, the off-site portion of the access/egress shall be hard surfaced to the satisfaction of the City.
- 1.9. PARKING GARAGES
- 1.9.1. No dangerous or hazardous goods, or flammable or combustible liquids or gases may be permitted within a parking garage, except as contained within a permanently installed tank connected to the fuel system of a vehicle;
  - 1.9.2. Parking garages and interior stairwells shall be designed for easy observation from other, more visible areas. Mechanical rooms, HVAC systems, elevators, stairwells, columns, and other visual obstructions shall be located to maximize clear sightlines of the parking spaces and primary pedestrian circulation routes; and
  - 1.9.3. Transparent panels shall be incorporated into all doors and walls that separate stairwells, corridors, and entrances to elevator lobbies from the main parking areas, to allow for clear sight lines.
- 1.10. PARKING LOTS AND SERVICE AREAS
- 1.10.1. A parking lot shall be designed and located such that it:
    - 1.10.1.1. Is accessible to and appropriate for the types of vehicles using it, including but not limited to cars, trucks, buses, bicycles and emergency vehicles;
    - 1.10.1.2. Does not interfere with, or potentially impact, pedestrian or traffic safety traveling on adjacent public roadways;
    - 1.10.1.3. Provides appropriate separation between pedestrians and vehicles through the provision of raised sidewalks or walkways, bollards, special paving, or other means to clearly delineate and protect pedestrian areas;
    - 1.10.1.4. Provides pedestrian drop-off areas where necessary, especially for land uses that serve children or the elderly;
    - 1.10.1.5. Provides clearly demarcated and raised pedestrian crossing locations;
    - 1.10.1.6. Provides well-defined circulation routes that prioritize bicycle and pedestrian safety and minimize vehicle circulation crossing bicycle and pedestrian circulation pathways;
    - 1.10.1.7. Utilizes landscaped traffic islands, to the maximum extent feasible, with raised curbs to define parking lot entrances, the ends of parking sections, to delineate circulation routes and to aid in separating pedestrian areas. Parking lots containing 20 contiguous parking spaces shall incorporate landscaped traffic islands;
    - 1.10.1.8. Large parking lots shall be divided by landscaped areas.
    - 1.10.1.9. The minimum anticipated parking utilization rate will be 70%;
    - 1.10.1.10. Parking spaces shall be clear of obstruction, other than wheel stops;
    - 1.10.1.11. Parking spaces shall have suitable barriers, such as wheel stops, to prevent vehicles from encroaching off-site and into landscaped areas and to provide separation from fences, walls, pedestrian and bicycle circulation areas, and buildings, and;
    - 1.10.1.12. Where wheel stops are provided, they may not exceed 100mm in height above the parking space surface and shall be placed perpendicular to the parking space depth, 0.6m from the front of the parking space.
  - 1.10.2. The size of parking spaces and drive aisles shall be in accordance with Figure 13:

Figure 13:

1.11. ON-SITE LOADING SPACES

- 1.11.1. The minimum required number of loading spaces for a use shall be as set out in Table 13f.
- 1.11.2. Where the calculation of the required number of loading spaces results in a fraction, the next higher whole number shall apply.
- 1.11.3. A loading space shall be designed and located so that the vehicles using it can be parked and maneuvered entirely within the bounds of the site.
- 1.11.4. Unless otherwise specified in a Land Use District, a loading space shall be a minimum width of 3.1m and a minimum depth of 9.1m with a minimum overhead clearance of 4.3m.
- 1.11.5. At the discretion of the Development Authority, who shall have regard for the types of vehicles that are likely to use a loading space, the minimum loading space dimensions and number may be adjusted.
- 1.11.6. A loading space shall not be located within a required minimum yard.

Table 13f: Minimum required number of loading spaces

Land Use Class	Minimum Number of Loading Spaces
Multi-Unit Housing with 20 or more Dwelling Units	1 per building
Vehicle Sales, Leasing or Rental Facility	1 per 9,300 square meters of site area
Eating and Drinking Establishment, Funeral Home, Crematorium, Health Service, Hotel, Office, Government Service, Retail Store, Entertainment Facility (Indoor), Warehouse Sales	1 per 9,300 square meters of site area
General Industrial Use, Warehouse, Distribution and Storage, Vehicle and Equipment Storage, Storage Facility	1 per 9,300 square meters of site area

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