

Parking

Section 5: Parking

5.1 General Regulations

1. No person shall commence with development or use unless the required parking and loading is provided in accordance with this Bylaw.
2. All required parking and loading shall be located on the same site as the principal use.
3. Required parking and loading shall be used solely by patrons of or those providing services to the site and shall be kept free of obstructions.
4. Sites that contain multiple uses shall provide the number of parking and loading spaces that is equal to the sum of the requirements for each use.
5. At the discretion of the Development Officer, where this Bylaw lists two parking categories for a single use, one, both or a combination of the two parking categories may be applied to that use.
6. If the calculation of required parking or loading spaces results in a fractional number, it shall be rounded to the nearest whole number.
7. In the case where a parking or loading regulation is not listed in this Bylaw, the following shall apply:
 - a) The Development Officer shall establish an interim regulation; or
 - b) The parking regulation pertaining to the same or a similar use, located in a similar zoning district, shall apply.
8. All parking and loading spaces shall be clearly delineated with painted lines. Alternative methods for delineating parking and loading spaces may be utilized or required.
9. At the discretion of the Development Officer, the utilization of tandem parking may be allowed for residential developments where the spaces are assignable to a single dwelling unit or for Bed and Breakfast Homes.
10. At the discretion of the Development Officer, a parking and traffic analysis may be required.
11. At the discretion of the Approving Authority, lanes abutting Multi-Unit Dwellings and Multi-Unit High Rise Dwellings may be required to be hard surfaced.

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12. The design and placement of crossings shall be in accordance with the Crossing Bylaw.

13. Off-Site Parking

Notwithstanding Section 5.1.2, at the discretion of City Council, regular parking and loading spaces may be located in an off-site parking lot, in accordance with the following:

- a) The use of any off-site parking spaces shall not eliminate those required for the principal use located on the secondary site;
- b) The off-site parking lot shall be located within 120 metres of the principal site;
- c) The off-site parking lot shall be developed in accordance with the regulations contained in Section 5 of this Bylaw;
- d) The parking spaces located off-site shall be identified as reserved for the exclusive use of the principal site with the placement of signage on both sites;
- e) The parking spaces located off-site shall be available for use during the operating hours of the principal use; and
- f) The use of the off-site parking lot shall be secured for the life of the principal use through a legal agreement, and the agreement may be registered with Information Services Corporation against the title of one or both sites.

14. Parking Lot Design

The design of a parking lot shall be in accordance with the following:

- a) A parking lot shall be designed to minimize the number of crossings onto a right-of-way;
- b) Crossings shall be planned in a manner that minimizes conflict with existing crossings on adjacent or abutting sites;
- c) The minimum distance to or between crossings and intersections shall be in accordance with the Crossing Bylaw;
- d) Parking and loading spaces shall not require excessive maneuvering to access;

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- e) Where a site or multiple sites are planned to function together, the parking, drive aisles and intersections shall be developed to minimize traffic conflict and congestion on each site;
- f) At the discretion of the Development Officer, on-site directional and traffic signage may be required; and
- g) At the discretion of the Development Officer, large, expansive parking lots may be required to have the drive aisles, intersections, parking and loading spaces, or any other site feature appropriately delineated with continuous, poured-in-place or precast concrete curbing and soft landscaping.

15. Drive-through or Queue Line

Where proposed or required, a drive-through or queue line shall be in accordance with the following:

- a) The drive-through or queue line shall be accommodated entirely on-site;
- b) The drive-through or queue line shall not create an obstruction or inhibit movement within the parking lot;
- c) The capacity of the drive-through or queue line shall accommodate the anticipated volume of traffic at peak operating hours;
- d) The majority of the queueing spaces shall be located before the order window;
- e) The width and configuration of the drive-through or queue line shall ensure ease of access and maneuverability; and
- f) Signage may be required in order to direct or restrict drive-through or queue line traffic.

16. On-Site Drive Aisles

On-site drive aisles shall be designed to appropriately accommodate the orientation of the parking spaces, the required direction of travel, and the number of crossings, in accordance with the following:

- a) A one-way drive aisle, accommodating angled parking of up to 45 degrees located on one (1) side, shall be a minimum of 3.7 metres in width;

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- b) A one-way drive aisle, accommodating angled parking of 46 to 90 degrees located on one (1) side, shall be a minimum of 5.5 metres in width;
- c) A two-way drive aisle, accommodating angled parking of up to 45 degrees located on one (1) side, shall be a minimum of 6 metres in width;
- d) A two-way drive aisle, accommodating angled parking of 46 to 90 degrees located on one (1) side, shall be a minimum of 7 metres in width; and
- e) In addition to the regulations contained in Section 5.1.15, at the discretion of the Development Officer, the width of a drive aisle that provides access to parking spaces located on both sides may be required to be increased by up to 2 metres in width.

17. Parking Structure

- a) At the discretion of the Development Officer, parking structures may be required to install an architectural treatment or finish to the areas directly abutting a street or lane.
- b) At the discretion of the Department of Public Works, additional information, plans or reports pertaining to the parking structure or the subject site may be required.

18. Required Parking Space Reduction

At the discretion of the Approving Authority, the number of required parking spaces may be reduced, in accordance with the following:

- a) The applicant shall submit a parking and traffic analysis, which shall demonstrate the following:
 - i) That the amount of parking required by this Bylaw for the proposed development is objectively excessive; and
 - ii) The justification and means by which the applicant intends to offset any potential impact caused by a reduction in parking spaces;
- b) For a Business Complex or Business Group, if the proposed uses located within the Business Complex or Business Group maintain differing or non-conflicting hours of operation, the parking regulations pertaining to those particular uses may be reduced by 25%. Upon the discontinuation of one or more of the uses considered, the parking reduction may be revoked; and

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- c) A reduction in required parking spaces shall not:
 - i) Include required visitor, loading or barrier free parking spaces; and
 - ii) Adversely interfere with the amenity of the neighbourhood or surrounding development(s).

19. Barrier Free Parking

- a) Barrier free parking spaces shall be located as close as possible to the primary point of access to a building or development.
- b) Where a physical obstruction or raised sidewalk is located immediately adjacent to a barrier free parking space, a curb cut or ramp and access aisle with a minimum width of 1.5 metres shall be provided, and constructed in accordance with the *National Building Code of Canada*.
- c) In addition to the regulations contained in Section 5.1.19(b), where two (2) barrier free parking spaces are located side by side, a single curb cut or ramp and access aisle with a minimum width of 1.5 metres may be shared by the barrier free spaces and shall be located between the spaces.
- d) At the discretion of the Development Officer, where a development is specifically intended to provide specialized services to those requiring barrier free parking, an increased number of barrier free parking spaces may be required.
- e) All barrier free parking spaces and access aisles shall be delineated and identified with industry standard painted lines and signage.
- f) The standardized symbol shown below shall be used for both the barrier free parking space and the sign, and the access aisle shall be painted with diagonal stripes:

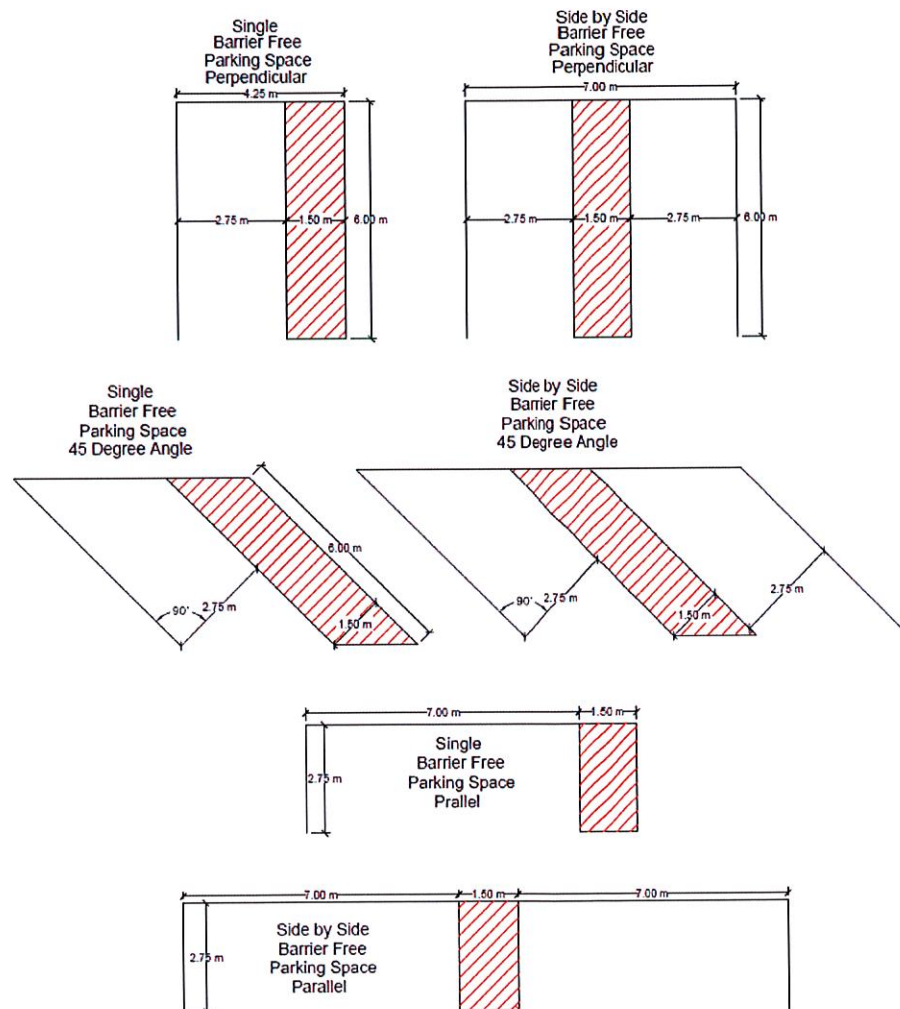


- g) Barrier free parking space dimensions shall be in accordance with the following:
 - i) Perpendicular or angled spaces shall be a minimum of 2.75 metres wide by 6 metres long, plus a 1.5 metre wide painted

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access isle and curb cut or ramp in accordance with 5.1(19)(b) and (c);

- ii) Where two (2) angled, perpendicular or parallel spaces are planned side by side, the spaces shall be a minimum of 2.75 metres wide by 6 metres long, plus a 1.5 metre wide painted access isle and curb cut or ramp in accordance with 5.1(19)(b) and (c);
- iii) At the discretion of the Development Officer, depending on the design of the parking lot, the provision for additional space to exit the vehicle may be required for parallel parking spaces; and



- iv) All barrier free parking spaces shall have a minimum clearance of 2.75 metres.

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- h) The minimum number of barrier free parking spaces required per site shall be in accordance with the following:
 - i) Where the total number of parking spaces required is from one (1) to ten (10), one (1) space shall be designed and designated as barrier free;
 - ii) Where the total number of parking spaces required is from eleven (11) to four hundred (400), two (2) spaces or 2% of the total number of spaces, whichever is greater, shall be designed and designated as barrier free; or
 - iii) Where the total number of parking spaces required is more than four hundred (400), eight (8) spaces plus an additional 1% of the total number of spaces required over four hundred (400) shall be designed and designated as barrier free.

20. Loading Space and Loading Zone Requirements

- a) At the discretion of the Development Officer:
 - i) Where loading is required, it shall be provided by a loading space or loading zone; and
 - ii) Where more than one use occupies a building or site, or for a Business Complex or Business Group, loading spaces and loading zones may be shared by one or more uses.
- b) Loading spaces and loading zones shall:
 - i) be located entirely on site;
 - ii) be clearly identified with painted lines or signage;
 - iii) be used solely by delivery vehicles providing services to the site; and
 - iv) Be conveniently located for the building, structure or use intended for.
- c) Loading spaces and loading zones shall not:
 - i) Conflict with any other site feature including drive aisles or regular and barrier free parking spaces; and
 - ii) Require a vehicle to maneuver excessively or reverse onto or off of the site.

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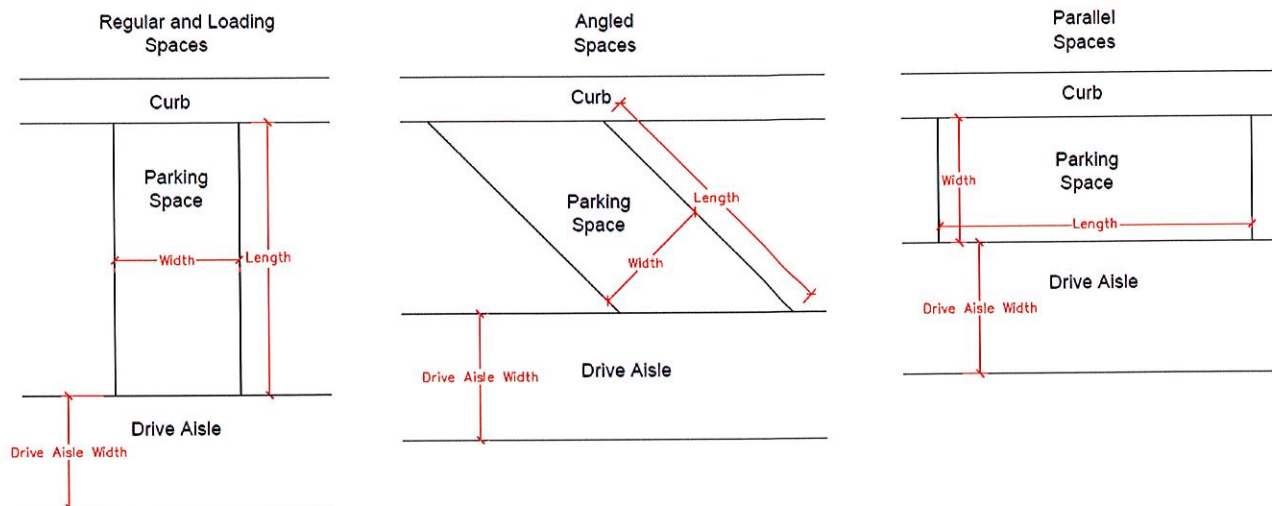
- d) Loading spaces shall not obstruct the flow of traffic within the parking lot when occupied.
- e) Loading spaces shall be located as close as possible to the intended building or structure.
- f) Loading spaces shall be utilized solely by delivery vehicles and shall be kept free of obstructions or other vehicles.
- g) Delivery vehicles shall not maneuver in reverse onto or off of the subject site.

21. Parking and Loading Space Requirements

- a) Parking space dimensions shall be in accordance with the following:
 - i) Perpendicular and angle spaces shall be a minimum of 2.75 metres wide by 6 metres long;
 - ii) Parallel spaces shall be a minimum of 2.75 metres wide by 7 metres long; and
 - iii) Non-barrier free parking spaces shall have a minimum clearance of 2 metres.
- b) Loading space and loading zone dimensions shall be in accordance with the following:
 - i) For residential developments, a loading space or loading zone shall be a minimum of 3 metres wide by 7 metres long;
 - ii) Except for residential developments, a loading space shall be a minimum of 3 metres wide by 12 metres long;
 - iii) Except for residential developments, a loading zone shall be of a sufficient size to accommodate the largest vehicle that may provide delivery services to the site, and shall have a minimum dimension of 3 metres by 6 metres; and
 - iv) A loading space or loading zone shall have a minimum clearance of 4 metres.
- c) Residential developments with more than four (4) dwelling units shall require either a loading space or loading zone, in accordance with the regulations contained in the subject zoning district.

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- d) All parking and loading spaces shall be measured in accordance with the illustrations below:



22. The number of on-site parking spaces required shall be in accordance with the table below:

Parking Space Category	Number of Spaces Required
1	0.5 spaces per dwelling unit
2	1 space per dwelling unit
3	Inner City: 1 Bedroom – 1 space per unit 2 Bedroom – 1 space per unit 3 Bedroom – 1.25 spaces per unit
	Outer City: 1 Bedroom – 1.25 spaces per unit 2 Bedroom – 1.5 spaces per unit 3 Bedroom – 1.5 spaces per unit
	C1 Zoning District: 0.5 spaces per unit
4	0.5 spaces per guest room plus 1 for receiving family
5	1 per staff member plus 1 per 5 beds
6	1 space per 55 square metres of gross floor area

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Parking Space Category	Number of Spaces Required
7	1 space per 15 square metres of gross floor area
8	1 space per guest room plus 1 space per 10 seats in an assembly area
9	1 space per 10 seats
10	1 space per 2 employees
11	1 space per 25 square metres of gross floor area
12	1 space per 4 seats
13	1 space per staff member
14	1 space per 35 square metres of gross floor area
15	1 space per fuel bay plus 1 space per 55 square metres of gross floor area
16	1 space per 100 square metres of gross floor area
17	1 space per staff member plus 1 space per 5 beds
18	1 space per bay
19	1 space per staff member plus 1 space per 5 people enrolled in the facility
20	1 space per staff member plus 3 spaces per classroom plus 1 space per 10 seats in public assembly areas

5.2 Residential Zoning Districts

In addition to the regulations contained in Section 5.1 of this Bylaw, the following regulations shall apply:

1. For Multi-Unit Dwellings and Multi-Unit High Rise Dwellings, parking may be located in either the front, side or rear yard, and shall be hard surfaced with asphalt or concrete;

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2. Except for Multi-Unit Dwellings and Multi-Unit High Rise Dwellings, parking shall be located in the side or rear yard. In a case where no reasonable access can be obtained to the side or rear yard, or where parking is planned in association with a garage or similar structure, it may be permitted in the front yard, in accordance with the following:
 - a) The width of the parking area shall accommodate two (2) parking spaces, unless it is utilized to access a garage or other similar structure, in which case, the width shall be the same as the width of the garage or similar structure;
 - b) The parking area shall abut a side property line, unless it is utilized to access a garage or other similar structure, in which case, the location of the spaces shall align with the garage or similar structure; and
 - c) At the discretion of the Development Officer, an additional parking pad may be located in the front yard, to be used in accordance with the Property Amenities Bylaw.
3. Where a parking space is located or vehicular access to the rear yard is provided through the side yard, the minimum side yard setback shall be 2.75 metres;
4. Crossings associated with residential parking shall be offset from the property line of a flanking street in accordance with the Crossing Bylaw; and
5. For Street Townhouses, parking is not permitted in the front yard.

5.3 Commercial Zoning Districts

In addition to the regulations contained in Section 5.1 of this Bylaw, the following regulations shall apply:

1. Except for in the RMU – Residential Mixed Use Zoning District, parking and loading spaces may be located in the front, side, or rear yard. All parking and traffic circulation areas shall be hard surfaced with asphalt, concrete, or a similar material at the discretion of the Department of Public Works; and
2. In the RMU – Residential Mixed Use Zoning District, the parking regulations contained in Section 5.2 shall apply.

5.4 Industrial Zoning Districts

In addition to the regulations contained in Section 5.1 of this Bylaw, the following regulations shall apply:

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1. Parking and loading spaces may be located in the front, side or rear yard;
2. Except in the M1 – Heavy Industrial Zoning District, public parking, loading and traffic circulation areas shall be surfaced with asphalt, concrete or a similar material at the discretion of the Department of Public Works; and
3. In the M1 – Heavy Industrial Zoning District, public parking, loading and traffic circulation areas shall be surfaced with gravel, asphalt, concrete or a similar material at the discretion of the Department of Public Works.

5.5 Institutional Zoning Districts

In addition to the regulations contained in Section 5.1 of this Bylaw, the following regulations shall apply:

1. Parking and loading spaces may be located in the front, side or rear yard;
2. Parking, loading and traffic circulation areas shall be surfaced with gravel, asphalt, concrete or a similar material at the discretion of the Department of Public Works;
3. Notwithstanding 5.5.2, parking, loading and traffic circulation areas located in the front yard, or utilized by the general public shall be surfaced with asphalt, concrete or a similar material at the discretion of the Department of Public Works; and
4. At the discretion of the Development Officer, a passenger drop off spaces or a passenger drop-off zone may be required for Elementary and Secondary Schools, in accordance with the following:
 - i) Eight (8) spaces for the first 100 students, and two (2) spaces for each additional 100 students thereafter shall be provided on site;
 - ii) Drop off spaces shall be 3 meters wide by 6 metres long; and
 - iii) If a drop-off zone is provided, it shall have the equivalent dimensions of the required number of drop-off spaces.

5.6 Special Zoning Districts

In addition to the regulations contained in Section 5.1 of this Bylaw, the following regulations shall apply:

1. Parking and loading spaces may be located in the front, side or rear yard;
2. In the P – Park Zoning District, all public parking, loading and traffic circulation areas shall be surfaced with gravel, asphalt, concrete or a similar material at the discretion of the Department of Public Works;

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3. In the AP – Airport Zoning District, parking, loading and traffic circulation areas located groundside, in the front or side yard, shall be surfaced with asphalt, concrete, or a suitable material at the discretion of the Department of Public Works; and
4. In the AG – Agricultural, CON – Conservation, and FUD – Future Urban Development Zoning Districts, parking and loading areas located in the front yard shall be surfaced with gravel, asphalt, concrete or a similar material at the discretion of the Department of Public Works.

(16 of 2020, s.1m. to 1v.; 1rrrrr; 19 of 2024, s.1l.&m.; 21 of 2024, s.1a.)