

Proposed Zoning Bylaw Amendments

The following provides more detailed descriptions of amendments that are proposed to each section of the Zoning Bylaw to remove minimum parking requirements.

Section 2: Definitions

- Amend to add definitions for hard surfacing and parking facility. Parking facility means the defined area for parking vehicles, including access, internal roadways, and parking spaces;
- Amend definitions for landscaping and enclosed parking; and
- Housekeeping amendments to present information in the correct place and to remove references to required parking.

Section 4: General Administration

- Amend to provide standards for the development officer to require minimum parking for discretionary use applications based on sites with similar characteristics, as well as particular needs of the site, such as number of employees or expected visitors.

Section 5: General Provisions

- Amend to remove parking requirements for a number of uses specifically identified in the Section including day cares and preschools, residential care homes and home-based businesses. Also, housekeeping amendments to remove references to required parking areas for carnivals and transient sales events and density bonus for accessible dwelling units.
- Amend to move the provisions for short term bicycle parking spaces to the permitted obstructions section; and
- Amend to move provisions for parking stations to this section, previously in Section 6.

Section 6: Parking, Loading and Vehicular Circulation Provisions

- All regulations in this Section will be repealed and replaced to reflect new regulations that remove minimum parking requirements and re-organizes regulations for clarity and consistency. The following new sections are proposed:

Section 6.1: General Parking Regulations

Includes provisions for parking space size, drive aisles and hard surfacing.

- Parking space types have maintained their current dimensions, including for standard, accessible and loading spaces.
- Minimum drive aisle widths and parking angles have been maintained.
- Hard surfacing requirements remain for most developments. As hard surfacing requirements are currently enforced only for required parking areas, a relaxation for hard surfacing in the Industrial, Agricultural and Future Urban Development Districts has been included; requiring limited hard surfacing, provided the parking facilities are designed to minimize dirt or debris being carried onto public streets.

Section 6.2: Access to Sites

Re-organizes provisions specific to the interface between the parking facility and the public right-of-way. There are no changes to these standards.

Section 6.3: Parking Facility Design and Site Circulation

Addresses parking facility design, accessible parking space design, and design of parking facilities specifically for multiple-unit dwellings and dwelling groups.

- Development standards for parking facility design, including safe and convenient circulation, demarcation, storm water drainage, curbing and lighting are maintained.
- Locational requirements for parking and loading spaces have been standardized and organized by district and use. With this amendment there is a shift from regulating required parking to regulating provided parking. As such, standards are in place to recognize existing configuration of parking facilities and existing flexibility provided for the location of some parking.
 - In residential and institutional districts, loading spaces are to be located in the side and rear yards only; however, a portion of parking spaces may be located in front yards.
 - In commercial, industrial, specialized, corridor, and overlay districts loading and parking spaces may be located in any yard, although for residential uses in these districts only a portion of parking spaces may be located in the front yard.
- Standardized a regulation to restrict parking and loading spaces near all windows, doors or balconies of any residential use.
- Provide regulations for accessible parking space standards, including size, distance from main entrance, proper demarcation and signage. No changes have been made for these standards.
- Facility design for multiple-unit dwellings and dwelling groups are contained in this section, including when tandem parking spaces are permitted and when visitor and accessible parking spaces are not required. No changes have been made to these standards.

Section 6.4: Parking Quantities

Addresses in which circumstances there are required parking quantities and how to calculate the requirement. It includes: accessible parking space quantities, passenger drop-off spaces and visitor parking spaces.

- Accessible parking spaces, previously calculated as a proportion of total required parking spaces, are amended to be required based on a “deemed standard minimum parking requirement.” A deemed minimum parking requirement table is provided to establish the rate at which accessible parking spaces are required. This table is a simplified and standardized summary of previous standard parking requirements, used only to calculate the number of required accessible parking spaces. The proportion of accessible parking spaces remains the same.

- Passenger drop-off spaces for elementary and high schools are presented in this section. There are no changes made to the standards.
- Visitor parking spaces are required for multiple-unit dwellings, special needs housing and dwelling groups at a standardized rate that is marginally lower than what is currently required in some districts; from 0.125 to 0.1 spaces per dwelling unit.

Section 6.5: Loading Spaces

Sets out the requirements for loading spaces.

- Loading spaces are required for both residential and non-residential uses, above a certain threshold. These rates have been amended based on a municipal scan and are higher than current requirements for multi-residential uses above 50 dwelling units. These have been included to provide a location for loading, service and delivery vehicles for large multi-residential sites. Loading spaces have been standardized across non-residential districts.

Section 6.6: Bicycle Parking Spaces

- Sets out the requirements for bicycle parking spaces. These requirements are consistent with what is currently required, with one amendment to remove the requirement for bicycle parking spaces for warehouse space within industrial complexes.

Section 7: Landscaping

Includes a housekeeping amendment to remove reference to required parking and loading spaces.

Section 8: Residential Zoning Districts

- Amend to update references for appropriate sections;
- Amend to update provisions to increase permitted site coverage exclusively for providing enclosed parking, as previously it was for a set proportion of required parking; and
- Proposed amendments also include housekeeping amendments for the calculation of gross floor space ratio.

Section 9: Institutional Zoning Districts

- Includes housekeeping amendments to update references to appropriate sections. No standards have been changed.

Section 10: Commercial Zoning Districts

- Amended to remove references to incentives to reduce required parking; and
- Update references for appropriate sections.

Section 11: Industrial Zoning Districts

There are no changes to this section.

Section 12: Specialized Zoning Districts

- Amend to include a separate section within the AM – Auto Mall District for vehicle storage as separate from parking requirements, to include standards for vehicle repair and display.
- Update references for appropriate sections.

Section 13: Direct Control Districts

Amend to remove standard minimum parking requirements from these districts.

- DCD3, DCD5, and DCD6, the Direct Control Districts for regional retail, are proposed to be amended to remove standard parking requirements, and to clarify requirements for accessible parking, loading and bicycle parking spaces consistent with large format retail uses.
- For the DCD7 (College Quarter) and DCD8 (Brighton Village), amendments are proposed to ensure consistency with the visitor, accessible, loading and bicycle parking requirements. For the DCD8, amend the provision, that requires 55% of all required parking shall be underground, enclosed, covered or within permitted buildings, to indicate 55% of parking provided on the site shall be underground, enclosed, covered or within permitted buildings to ensure the vision for the DCD8 is maintained.

Section 14: Overlay Districts

- Amend to remove parking requirements from the B5A – Sutherland Commercial Overlay District.