

Proposed Surface Parking Regulations and Supplementary Information

Current Regulations

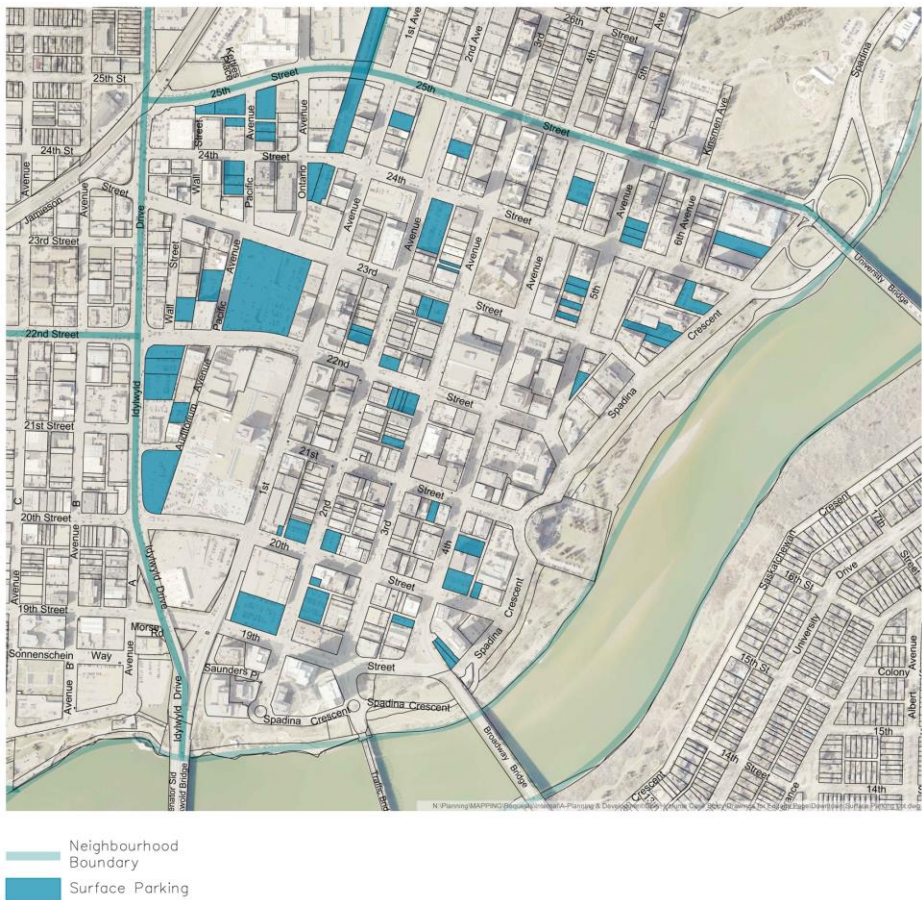
Land Use	Permissions	Screening	Landscape Strip	Hard Surfacing
" commercial parking lot " means an area of a site used for parking motor vehicles for compensation	Permitted in B6, MX2, M4	<ul style="list-style-type: none"> • B6, MX2: 1.0 m high • M4: no screening required 	<ul style="list-style-type: none"> • B6, M4: 3.0 m along the front, 1.5 m along the side on corner sites • MX2: no landscaping required 	Not required
" parking station " means a site used for the parking of motor vehicles when such parking is ancillary to a permitted principal use located on an adjacent or nearby site	Permitted in B6, MX2, M4	<ul style="list-style-type: none"> • B6, MX2: 1.0 m high • M4: no screening required 	<ul style="list-style-type: none"> • B6, M4: 3.0 m along the front, 1.5 m along the side on corner sites • MX2: no landscaping required 	Required

Proposed Regulations

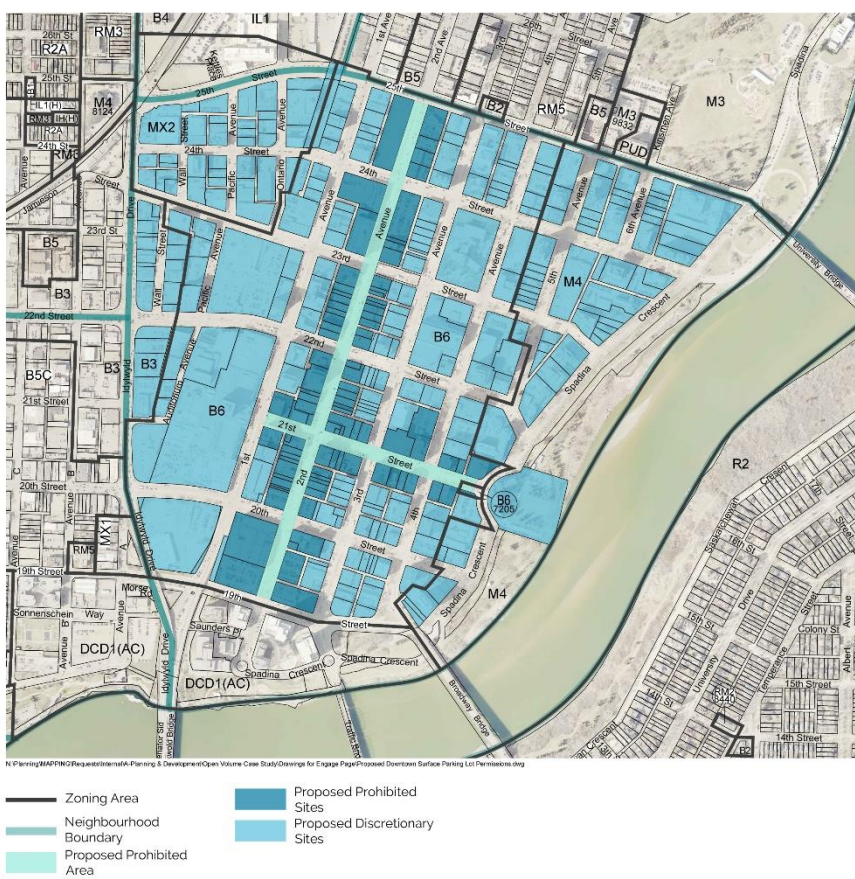
Proposed Regulation		Rationale/Comments
New Land Use Definitions	<ul style="list-style-type: none"> • "Surface parking lot – permanent" – a surface parking lot that is a standalone use on a site. • "Surface parking lot – temporary" – a surface parking lot that is developed on temporary basis and is a standalone use on a site. 	<ul style="list-style-type: none"> • New land-use definitions to distinguish between "permanent" and "temporary" surface parking. • Parking that is located within parking structures and surface parking that is accessory to or located in conjunction with a principal use/building on the same site would not be captured by these new land uses and would continue to be permitted subject to screening and landscaping requirements.
Permissions	<ul style="list-style-type: none"> • Discretionary use: B6, MX2, M4 zones, except where noted as prohibited in B6. • Prohibited use: on sites fronting or adjacent to 21st Street E (1st Avenue to Spadina Cres) and 2nd Avenue (19th Street to 25th Street) in B6. 	<ul style="list-style-type: none"> • Identifying areas where the use is discretionary and prohibited aligns with the Official Community Plan and recommendations of the City Centre & District Plan. • Prohibited areas recognize the importance of these signature streets to Downtown and the need for pedestrian-oriented built forms.
Surface Parking Lot – Permanent		
Discretionary Use Application	<ul style="list-style-type: none"> • Approving authority: City Council • Approval term: indefinite 	<ul style="list-style-type: none"> • Applications to be decided by City Council to assess the indefinite/permanent nature of the land use and its impact to Downtown.
Development Standards	<ul style="list-style-type: none"> • Screening: minimum 1.0 m • Hard surfacing: yes • Landscaping: 3.0 m along frontage; 1.5 along flanking street on corner sites • Landscaping standards: <ul style="list-style-type: none"> ○ Hard landscaping elements can exceed the 25% maximum when area is developed for use of pedestrian-focused amenity areas, up to a maximum of 50%. ○ Required landscaping can be distributed along street-facing property lines in a flexible manner, provided that the overall landscaped area is equivalent to what is required. 	<ul style="list-style-type: none"> • Landscaping standards are to be differentiated from citywide standards in recognition of Downtown's unique attributes. • Redistribution of landscaping intended to provide flexibility for site layouts and allow larger landscaping nodes in specific areas, such as at a street corner, or where growing conditions are better due to things like solar access. • With increased allowance for hard landscaping, nodes could be developed as small plaza/public amenity areas.

Proposed Regulation		Rationale/Comments
Submission Requirements	<p>Required:</p> <ul style="list-style-type: none"> • Landscape plan to be endorsed by a registered landscape architect. • Demonstrate demand/justification for permanent surface parking facility. <p>May be required:</p> <ul style="list-style-type: none"> • Landscaping management plan if irrigation is not provided. • Site lighting details • Transportation analysis (access/egress) 	<ul style="list-style-type: none"> • A landscape plan prepared by a landscape architect intended to ensure plantings are viable. Downtown is a difficult growing environment; sites may not have water service.
Surface Parking Lot – Temporary		
Discretionary Use Application	<ul style="list-style-type: none"> • Approving authority: Development Officer • Approval term(s): <ul style="list-style-type: none"> ○ 1st term – up to 4 years ○ 2nd term – up to 2 years 	<ul style="list-style-type: none"> • Applications are to be decided administratively given temporary nature and straightforward requirements (Council hearing not required). • Approval term limits ensure temporary nature of the land use. Requiring a renewal after a first term provides opportunity to re-evaluate the proposal and reset expectations with the proponent around the temporary nature and need to advance other plans for the site.
Development Standards	<ul style="list-style-type: none"> • Screening: minimum 1.0 m • Hard surfacing: no • Landscaping: no 	<ul style="list-style-type: none"> • Expectations for site development are lower given the temporary nature.
Submission Requirements	<p>Required:</p> <ul style="list-style-type: none"> • Development concept/indication of future plans for the site. <p>May be required:</p> <ul style="list-style-type: none"> • Transportation analysis (access/egress) 	
Accessory Surface Parking (located in conjunction with another principal use)		
Development Standards	<ul style="list-style-type: none"> • Screening: minimum 1.0 m • Landscaping: 3.0 m along frontage; 1.5 along flanking street on corners <p>Landscaping standards:</p> <ul style="list-style-type: none"> • Hard landscaping elements can exceed the 25% maximum when area is developed for use of pedestrian-focused amenity areas, up to a maximum of 50%. • Required landscaping can be distributed along street-facing property lines in a flexible manner, provided that the overall landscaped area is equivalent to what is required. 	<ul style="list-style-type: none"> • Surface parking accessory to another principal use on the same site will remain permitted as it is today, but with landscaping and screening required where it interfaces with a street-facing property line. Currently only screening is required.

Existing Standalone Surface Parking Lots



Proposed Permissions



Downtown Surface Parking Municipal Scan Summary

Municipality	Regulation	Development Standards
Regina	New stand-alone surface parking lots are prohibited.	-
Calgary	Mix of prohibited and discretionary, depending on location. Temporary parking lots at grade can be approved for limited periods.	Site improvements are negotiated based on planning policy and site conditions. Landscaping and bicycle parking are typically required. Lighting and improvements to site access and adjacent pedestrian paths may also be required.

Edmonton	<p>Temporary parking lots may be approved until June 30, 2033 or June 30, 2036, if hard surfaced. The development must be completed within 18 months from the date of permit issuance.</p> <p>Permit for temporary parking lots may not be granted after June 30, 2026.</p>	<p>Hard surfacing or hard-packed gravel, landscaping, and barrier free parking spaces are required. Lighting and pedestrian pathways may be required. Vehicle access to the site is typically from the lane.</p>
Winnipeg	Conditional use in three Downtown sectors, prohibited in one.	<p>Hard surfacing, screening, lighting, and landscaping are required.</p> <p>Off-street parking facilities are subject to urban design review if visible from a public street or the river.</p>
Kelowna	Parking lots are permitted.	<p>Surface parking lots abutting a street with >15 vehicles require a 1.5 m landscape strip along the street(s) and landscaping within the site.</p> <p>No more than 14 consecutive parking spaces in a row are permitted; landscaped island or drive aisle must separate the next 14 spaces.</p>
Lethbridge	Parking facilities are discretionary.	3 m landscape buffer between parking and pedestrian areas is required. Other conditions may be applied based on planning policy.
	To protect the Downtown area from needless or premature demolition of useful or valuable structures and to prevent subsequent pressure to allow incompatible uses such as surface parking lots, demolition permits will only be issued if the building is in a ruinous, dilapidated, and unsafe condition or if a new development has been approved for the site.	
Halifax	Commercial surface parking lots are prohibited.	-