

| Section 5: Parking Regulations | | | |
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| | Current Regulations | Proposed Amendment | Rationale |
| Subsection 5.1 a) ii) | <p>Notwithstanding Subsection i) above, where the provision of parking on the same lot as the use requiring the parking is not possible, or not practical, such parking facilities may be located on another lot within 300.0 metres of the lot containing the use requiring the parking. Such alternate parking shall only be situated in a Commercial and Mixed Use, Industrial or Downtown Zone or within the same zone as the use requiring such parking, and shall be subject to Subsection iii) herein.</p> | <p>Notwithstanding Subsection 5.1 a) i), where the provision of parking on the same lot as the use requiring the parking is not possible, such parking facilities may be located on another lot within 300.0 metres of the lot containing the use requiring the parking provided:</p> <ul style="list-style-type: none"> a) Such <i>off-site</i> parking shall only be <i>permitted within a zone in which the use requiring such parking is permitted</i>; b) <i>Such off-site parking</i> shall be subject to Subsection 5.1 a) iii); and, c) <i>Subsection 5.1 a) ii) shall not apply to any Residential Zone.</i> | <p>This regulation requires an amendment in conjunction with the definition of Commercial Parking Facility. The structure of this regulation will be changed to facilitate ease of interpretation, and the intent is for off-site parking not to be located in any residential zone in the future. Off-site parking will be required to be located in a zone which permits the use requiring the parking, meaning that if a manufacturing use in an M5 Zone requires off-site parking, then such off-site parking is permitted in any other zone within 300 metres as long as the other zone also permits manufacturing.</p> |

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| Subsection 5.1 b) | <p>This section currently requires for all single detached dwellings, semi-detached dwellings and duplex dwellings that:</p> <ul style="list-style-type: none"> • Parking spaces shall be located a min 5.8 m from streetline; • Driveway shall lead directly from street to parking space; • Width of a driveway may not exceed the width of an attached garage; • Where no attached garage, the driveway shall not be more than 50% of the width of the lot; • All area not occupied by driveway shall be landscaped; • There shall be a max one driveway; • No parking shall be permitted in front/flankage yard; and, • Duplexes may have tandem parking. | <p>b) Single Detached Dwellings, Semi-Detached Dwellings and Duplex Dwellings</p> <p>On a lot containing a single detached dwelling, semi-detached dwelling or duplex dwelling in all zones:</p> <ul style="list-style-type: none"> i) The required parking spaces for such dwellings shall be located a minimum distance of 5.8 metres from the streetline; and, ii) No parking spaces shall be permitted in a required front yard or required flankage yard except as otherwise permitted for single detached, semi-detached and duplex dwellings. <p><i>On a lot containing a single detached dwelling, semi-detached dwelling or duplex dwelling in all zones except Agriculture (A1) and Rural (A2) Zones:</i></p> <ul style="list-style-type: none"> iii) A driveway shall be located so as to lead directly from a street or laneway to a required parking space, either within a garage or outside, with such driveway having a minimum width of 3.0 metres; iv) The width of a driveway may not exceed the width of an attached garage; v) Notwithstanding Subsection 5.1 b) iv), on a lot having an attached garage less than 5.0 metres in width, the driveway may extend beyond the width of the garage toward the side lot line to a maximum width of 5.0 metres and no closer than 0.6 metres to the side lot line, nearest to the garage; vi) In the case of a dwelling unit without an attached garage, the driveway width shall not exceed 50% of the lot width or 8.0 metres, whichever is less; vii) Where the driveway is provided in the front yard, all other portions of the front yard shall be a landscaped area; viii) A max of one driveway shall be permitted for each dwelling unit, except in the case of: <ol style="list-style-type: none"> 1. A corner lot where a max of one driveway may be permitted from each street frontage; or, 2. On a lot having a min lot width of 30.0 m, where a max of two driveways may be permitted; ix) On a corner lot, no access driveway shall be permitted through a daylight triangle. x) In the case of a duplex dwelling, the required parking may be arranged in tandem. | <p>For the purpose of the rural zones, this amendment recognizes the large lot fabric in the rural area, the use of undisturbed space for agriculture rather than landscaping, and the fact that often there are additional laneways leading to other portions of the property which may cause the principal driveway to exceed the width of an attached garage.</p> <p>The regulations of Subsection 5.1 b) were initially developed for dwellings in an urban context, so this amendment separates where the regulations should apply to all scenarios versus only the urban ones.</p> <p>The minimum driveway width will also be increased from 2.7 metres to 3.0 metres to align with the new parking space width requirements.</p> |

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| Subsection 5.2 c) | Tandem parking is currently regulated through the definition of “Parking Space”, which requires that the parking space be provided without the necessity of moving any other motor vehicle. | <p>Amend Subsection 5.2 c) to add language “without the necessity of moving any other motor vehicle” so that the regulation reads as follows:</p> <p>“c) All required parking shall be provided with adequate means of ingress and egress to and from the street or laneway without the necessity of moving any other motor vehicle, and shall be arranged so as not to interfere with normal public use of the street or laneway. Any parking lot shall provide for ingress and egress of vehicles to and from a street in a forward motion only.”</p> | <p>The definition of “Parking Space” is proposed to be amended, and a new definition of “Parking Space, Tandem” will be introduced.</p> <p>The current definition prohibits tandem parking, but this is a regulation that should be included in Section 5 and not the definition. Accordingly, the regulation will be removed from the definition of “Parking Space” and Subsection 5.2 c) will be amended to include a prohibition on tandem parking.</p> |
| Subsection 5.2 e) | Parking lots for all zones shall be designed and maintained with stable surfaces such as asphalt, concrete or other hard surfaced material. | Change this requirement for Rural Classification Zones to permit gravel to be used as a parking lot surface material, with exception to the driveway access within the first 10 metres from the streetline. | <p>The intent behind requiring paved parking lots is to mitigate air quality issues. However, air quality is a lesser concern in the rural area because there is not the same concentration of surface parking lots. The change in surface material will also assist in drainage.</p> <p>Requiring the access driveway for the first 10 metres from the streetline to be paved will help mitigate any dust being tracked from private property onto the public right of way.</p> |

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| Subsection 5.2 g) | g) Notwithstanding the definition of “parking space: within Section 3 of this By-law, in the case of Hotels, required parking provided in accordance with Section 5.6 may be arranged as tandem or stacked parking, provided there is the continued use of a valet service. | g) Commercial Parking Facilities and Hotels Parking spaces may be designed to include the use of tandem or stacked parking where a parking attendant is on site or a valet service is provided. | Permissions for tandem and stacked parking already exist for Hotels. The same permission also already exists for Commercial Parking Facilities, but it is inappropriately located in the definition of Commercial Parking Facility instead of the regulations of Section 5. Adding language to Subsection 5.2 g) for a Commercial Parking Facility provides consistency in the By-law. |
| Subsection 5.5 a) | Where 0 – 49 spaces are provided, then a minimum of 1 barrier free parking space shall be provided. | Where 1 – 49 spaces are provided, then a minimum of 1 barrier free parking space shall be provided | The regulation as written requires a barrier free parking space even when no parking spaces are being provided in total. |
| Subsection 5.5 | The current regulation applies to all built form that requires 0 or more parking spaces. | Add a new Subsection b) to state that Subsection a) shall not apply to Single Detached Dwellings, Semi-Detached Dwellings, and Duplexes. Rename the existing Subsection b) to Subsection c). | As it is currently written, the regulation states that any lot requiring 0 or more spaces, including Single Detached Dwellings, Semi-Detached Dwellings, Duplexes, etc. would require one barrier-free parking space. |

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| 5.6 c) iii. | <p>The Parking Schedule for All Zones except Downtown Zones (Subsection 5.6 c)) currently contain separate regulations for:</p> <ul style="list-style-type: none"> Elementary School Secondary School University, College Educational Establishment | <p>The parking regulations for “Educational Establishment” should specify that they only apply within the TOC Zones.</p> <p>Additionally, regulations have been included for residential uses that are constructed on the same lot as a university or college.</p> | <p>The Parking Schedule within Section 5.6 c) of the By-law provides duplication for educational establishments regulations. This is because regulations for Elementary Schools, Secondary Schools, and Universities/Colleges were approved through the Institutional Zoning. Through By-law No. 16-264 (original TOC Zones), additional parking regulations were established in Section 5.6 e) for the Educational Establishments along the TOC Corridor.</p> <p>However, By-law No. 17-240 (CMU Zones) combined Sections 5.6 c) and e) into one Schedule. Accordingly, an amendment is required to clarify that the existing regulations for Elementary/Secondary Schools and Colleges/Universities apply city-wide, and the regulations for Educational Establishments only apply to the TOC Corridor. This amendment does not change the intent of the parking regulations; it clarifies the intent of By-law Nos. 16-264 and 17-240.</p> <p>Regulations for residential uses located on the same lot as a post-secondary uses are consistent with other sections of the By-law.</p> |