

ATTACHMENT A – PROPOSED TEXT AMENDMENTS TO ZONING BYLAW No. 8000 – TA18-0009

Zoning Bylaw 8000 – Section 8 Updates			
No.	Summary of Change	New Language if Any	Brief Rationale
1.	<p><u>Delete Section 9.5.a.10 (move into parking table)</u></p> <p>Secondary suite parking: i. shall be designated as being solely for the use of the secondary suite; ii. shall be accessed from a lane in circumstances where a rear or a side lane abuts the property; iii. shall be surfaced with permanent surface of asphalt, concrete or similar hard surfaced material. iv. shall be accessed from any driveway existing at the time the secondary suite use commences in circumstances where no rear or side lane abuts the property; v. can be located in the driveway and in tandem with the single detached dwelling parking as long as two additional off-street parking stalls are provided for the principal dwelling.</p>	<p>Secondary Suite in Table 8.1:</p> <p>1.0 space (shall be designated solely for the use of secondary suite) can be located in the driveway and in tandem with the single detached dwelling parking as long as two additional off-street parking stalls are provided for the principal dwelling.</p> <p>Secondary parking (e.g. Secondary suites & carriage houses) can be surfaced with porous material.</p>	<p>Purpose is to have parking rules in one location instead of flipping between sections and to simplify the rule / interpretation of the rule.</p> <p>Language deemed redundant: ii. shall be accessed from a lane in circumstances where a rear or a side lane abuts the property (Rule already exists within each zone); iii. shall be surfaced with permanent surface of asphalt, concrete or similar hard surfaced material (rule already exists). iv. shall be accessed from any driveway existing at the time the secondary suite use commences in circumstances where no rear or side lane abuts the property.</p> <p>Porous materials for secondary parking encouraged to allow for onsite water infiltration.</p>
2.	<p>Added minimum requirements for the amount of Accessible Parking stalls and Van Accessible Parking stalls.</p>	<p>See Section 8.2.20. The number of Accessible parking stalls is based upon the total parking stalls provided onsite. Add accessible parking requirements to parking lots below 50 stalls and to add a van-accessible parking stall requirement.</p>	<p>The new BC Building code does not require Accessible Parking stalls anymore and it is the responsibility of local governments to have their own regulations. The proposed regulations come from the recommendations produced by the Province and general best practice accessibility requirements.</p>
3.	<p>Add the car-share incentives and definitions</p>	<p>See Section 8 Proposal document</p>	<p>To support car-shares and support policy work done to promote Alternative Transportation Demand management strategies. Development Community would like this applied to commercial.</p>

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4.	Reorganize Section 8 language	<ol style="list-style-type: none"> 1. Begin with General Provisions and Development Standards. 2. Detail off-street parking rules including number of spaces, car-share incentives, tandem parking, location of off-street parking, and size / ratio of off-street stalls 3. Add Table Parking Schedule for number of parking stalls per specific use classification. 4. Provide off-street Loading requirements 5. Add Table Loading Schedule for number of loading stalls per specific use classification 6. Provide Off-street Bicycle Parking requirements 7. Add Table Bicycle Schedule for number of Bicycle stalls per specific use classification 	Make it easier for people to understand the rules and regulations of various parking standards
5.	<p>Section 8.1.10 Off-site parking covenants for non-residential use classes: Previously there was a set a rules that had a maximum distance in which off-site parking was allowed assuming a parking covenant was registered on those lots</p>	Delete Section 8.1.10 Off-site parking covenants for non-residential use classes	Development community recommends keeping this option open to provide flexibility for development. Staff think off-site parking could be provided in the future but through cash-in-lieu of providing parking or parking variances instead of a parking covenant which sterilizes land the covenant is on for future development.

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No.	Summary of Change	New Language if Any	Brief Rationale
6.	<p>Section 8.1.7 landscape islands Change how the landscape island requirement is calculated. Current rules require 2.0m² of landscape island area per required parking stall (applies only to parking lots over 50 stalls)</p>	<p>Any parking lot over 50 vehicles must incorporate landscaped islands as described below:</p> <ul style="list-style-type: none"> (a) Landscape islands are required at the end of each parking aisles. (b) The maximum number of parking stalls in a consecutive row is 15 with a landscape island separating the next 15 stalls or drive aisle. (c) Landscaped islands are not to be longer than the adjacent parking stall (d) Landscape islands shall be clearly delineated as separate and in addition to required parking and loading spaces; (e) shall be located such that loading and unloading vehicles can gain access without undue interference from the landscape islands. (f) Landscaping shall be consistent with Section 7 regulations. 	<p>In order to have better design standards and to beautify surface parking lots, the same amount of landscaping is required (approximately) in both rules but the new rules are more specific requiring better layouts. Previously, a surface parking lot could have one landscape island area in the rear or corner and not have any within the aisles (as long as the total area was met).</p>
7.	<p>Delete overall maximum parking regulation as identified in S.8.2.3 and replace with a maximum per use category Section 8.2.3 To support City of Kelowna objectives for transportation demand management:</p> <ul style="list-style-type: none"> a) the maximum number of parking spaces for each use classification is 125% of the minimum number required; 	<p>Amend Table 8.3 and add maximum parking per land use category</p>	<p>There are multiple proposed incentives to reduce minimum parking requirements, which would create too much administrative uncertainty if the maximum parking regulation is based on an aggregate amount. Therefore, it is recommended to add maximum parking calculation based on a per use category basis and is meant to reflect similar maximum parking regulations in the original bylaw that were based on 125% of the minimum parking.</p>

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No.	Summary of Change	New Language if Any	Brief Rationale
8.	Change the way rounding up works for number of spaces of parking, loading, and bicycle requirements (existing rule simply rounds up)	Section 8.2.5, Section 8.3.3, & Section 8.4.3 Where calculation of the total number of parking spaces yields a fractional number, the following counting rules apply (unless specifically defined in Table 8.1 Parking Schedule): <ul style="list-style-type: none"> a) Any fraction less than one-half (0.5) rounds down to the nearest whole integer (including zero); and b) Any fraction one-half (0.5) or greater rounds up to the nearest whole integer. 	The purpose is to not force relatively small developments / additions into providing one loading stall and the other calculations followed to be consistent (will have marginal impact to both bicycle and car parking)
9.	Section 8.2.12 Tandem Parking Allow tandem parking for S2RES uses. Prevent tandem parking from being counted towards the required parking other uses including multi-family. However, townhouses that are located within urban centres could count tandem stalls as part of the required parking.	Tandem Parking spaces can be counted as meeting minimum parking requirements but only for the following uses land uses : <ul style="list-style-type: none"> (a) single dwelling housing; (b) secondary suites; (c) carriage houses; (d) short-term rental accommodations (e) two dwelling housing; (f) Townhouses but the property must be located within the Urban Core as defined in the Official Community Plan. 	Default regulation for most townhouse developments should not have their primary parking in tandem. There are some situations where tandem can make sense. For example, in the urban core with good walkability and/or access to transit.
10.	Section 8.2.13 Old Language: no off-street parking shall be located in the required front yard except that a maximum of two required spaces may be located on a driveway which provides access to a required off-street parking space that is not in the front yard	no off-street parking shall be located in the front or flanking side yard setback area except: <ul style="list-style-type: none"> 1. for parking spaces located on a driveway which provides access to a required off-street parking space that is not in the front or flanking yard setback area; and 2. for the situations described in the Figure 8.2.12 	Diagrams meant to clarify regulations in order for easier understanding.

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No.	Summary of Change	New Language if Any	Brief Rationale
11.	Section 8.2.15 Old language: All two-way surface drive aisles residential strata developments.	All two-way surface drive aisles without adjacent parking.	Clarify meaning and understanding of rule.
12.	Added language and diagrams to clarify rules for wheel stops in surface parking areas. Previous language only required wheel stops when encroaching upon another property line.	See section 8.1.18 for wheel stop requirements and diagram	Standard parking rules across many municipalities and consistent with best practices.
13.	Add maximum drive way and drive aisle grades rules with diagrams to provide clarity.	Maximum grades: (a) The maximum grade for a drive aisle or parking stalls is 8%; (b) The maximum grade for a driveway is 15%; (c) Where a drive aisle or parking space is located within 6.0m of a street boundary it must comply with applicable grade requirements prescribed in Subdivision, Development & Servicing Bylaw	Subdivision, Servicing, and Development Bylaw currently states maximum drive way grades but no maximum drive aisle grades. Numbers are consistent with best practices across municipalities. The rules need to be in the Zoning Bylaw as the Zoning Bylaw is meant to provide development rules on-site and the Subdivision, Servicing, and Development Bylaw is meant to provide the rules for off-site standards.
14.	Add parking for people with disabilities into the count of full size vehicle stalls.	*For the purpose of calculating the percentage of full size vehicle parking stalls, parking stalls for people with disabilities shall be included in the minimum number full size vehicle parking stalls.	Clarify meaning and understanding of rule.
15.	Reduce Parking rate for residential units in C4 and C7 zones.	0.8 space per bachelor dwelling unit (includes microsuites); 0.9 spaces per 1 bedroom dwelling unit; 1.0 spaces per 2 bedroom or more dwelling units;	To better reflect the parking demand and the City's Transportation Demand Management goals for smaller residential units within an urban Centre.
16.	Reduce Parking rate for residential units within urban centres and village centres for zones other than C4 & C7.	0.9 space per bachelor dwelling unit (includes microsuites); 1.0 spaces per 1 bedroom dwelling unit; 1.25 spaces per 2 bedroom dwelling unit; 1.5 spaces per 3 bedroom or more dwelling units	To better reflect the parking demand and the City's Transportation Demand Management goals for residential units within Urban Centres and Village Centres.

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No.	Summary of Change	New Language if Any	Brief Rationale
17.	Add parking bonus for rental housing	20% discount if located in an urban centre and 10% discount if outside urban centre if the zoning restricts the development to rental only.	This meets the new provincial amendments to allow for rental restrictions and the evidence that a rental parking pool reduces the demand for overall parking requirements.
18.	Change visitor calculation from 1 per 7 dwelling units to 0.14 spaces per dwelling units and add a visitor stall size restriction	0.14 spaces per dwelling units for visitor stalls	Easier to understand and calculate and Visitor stalls should better reflect typical vehicle size.
19.	Update congregate housing and supportive housing numbers	See proposed Tale 8.1	
20.	Simplified Commercial land uses for parking rates	See proposed Tale 8.1	Numbers approximate from research in other jurisdictions. Move away from regulations that are based on seats and / or employee numbers as those numbers can easily vary and are difficult to enforce. Purpose was to simplify commercial parking rules and to match existing land uses with current literature on various commercial parking rates
21.	Reduce General Industrial rates but increase office / accessory uses associated within Industrial	See proposed Tale 8.1	To better align with actual parking demand and reduce variances.
22.	S.8.1.6 Sentence Deleted about conforming to Section 7	Sentence Deleted	Superfluous sentence, Section 7 must be adhered to regardless of this sentence
23.	S.8.2.13 & S8.2.14 Combine and simplify rules	See proposal	To clarify meanings and simplify interpretations
24.	Deleted parking Requirements for Public Parks	See Table 8.3.6 Community, Recreational, and Cultural	Parking rates for parks unnecessary due to too many variables. i.e. type of park, restriction of topography, and park demand.
25.	Off Street Bicycle Parking standards changed	Replaced class 1 & 2 with Short-term & long-term bicycle parking and added a rule that only 60% of the bicycle parking may be arranged in a vertical configuration.	Meets best practice for bicycle standards as vertical bicycle parking is not easily accessible for seniors, children, or other physical restrictions.

ATTACHMENT A – PROPOSED TEXT AMENDMENTS TO ZONING BYLAW No. 8000 – TA18-000g

Zoning Bylaw 8000 – Section 8 Updates			
No.	Summary of Change	New Language if Any	Brief Rationale
26.	Off Street Bicycle Parking rates changed	Short term bicycle parking rates changed from # of stalls per dwelling unit or per GFA to # of stalls per building entrance. Long Term bicycle parking rates for residential increased from 0.5 spaces per dwelling unit to 0.75 spaces per dwelling unit. Add rules regarding bicycle parking stall size dimensions.	Follows best practice of short term bicycle parking fitting within existing site constraints. Comparable municipalities rules vary greatly for long term bicycle parking per unit (0.25 to 1.5 spaces per unit). The proposed rate is necessary in Kelowna to meet the objectives of commuter mode split and general demand for bicycle facilities.
27.	Added End-of-Trip facilities as a regulation	For commercial and industrial properties as certain number of common amenities are required based on the size of the development.	The End-of-Trip rate are needed to meet Kelowna’s objectives of commuter mode split and general demand for bicycle facilities those developments.
28.	Add definition of Lock-off units	Add rule stating lock-off units shall not be counted as a dwelling unit for the base minimum parking requirement but the lock-off units should be counted as a dwelling unit for the purpose of the minimum visitor parking.	Lock-off units are helpful as mortgage helpers of condo owners and provide a flexibility in unit type. The challenge for parking requirements is they could be used as a whole dwelling unit, thus, not needed any extra parking, or they could be used as a rental unit which then parking demand would increase irregularly based on the timing of various rental accommodations. Other Lower Mainland municipalities have addressed this problem by adding the lock-off unit to the minimum visitor parking calculation.
29.	Add Diagram 8.3.8 Parking Exception Area	All Properties shown in Diagram 8.3.8 shall not be required to meet any vehicle parking space requirements if the height of the buildings are: <ul style="list-style-type: none"> • 15.0 metres or less; and • 4 storeys or less. 	This section was unintentional removed as part of a previous update and should be included back in the bylaw to encourage the updating of buildings located in the historical area of downtown.
30.	Eliminate compact car	Change the situation where 10% of the total parking count was allowed to be configured in compact size to be regular stall size. In multiple family this changes from 50% full size, 40% medium, 10% compact to 60% regular and 40% small.	Too many complaints and evidence that compact car parking stalls were unusable even with small cars.

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No.	Summary of Change	New Language if Any	Brief Rationale
31.	Reduce Commercial Parking requirements	Lower the C4 parking rate to match the C7 parking rate (from 1.75 spaces per 100m ² GFA to 1.3 spaces per 100 m ² GFA); and Reduce commercial parking minimum for a specified area within the downtown urban centre	Having a consistent commercial parking rate across the urban centres is important and matches the previous C7 parking stall rate. The commercial parking is proposed to be reduced in area's that are designated as a 'walkers paradise'. This will help facilitate urban style development contributing to the City's downtown goal of a live, work, play area whereby vehicles are less reliant for daily routines.
32.	Add bicycle parking incentives	Reduce vehicle parking spaces by 20% up to a maximum of 5 stalls if extra bicycle parking spaces are provided.	The City's objective in the Pedestrian and Bicycle Master Plan is that 25% of all trips under 5km are made by cycling or walking by 2036. As such, it would be appropriate to offer a reduction in parking for exceeding the new increased bicycle parking minimums.
33.	Amend the parking regulations for short-term rental accommodations	1.0 space per two sleeping units for single family type developments (no change from existing regulation) and no additional parking required for short-term rental accommodations for multi-family developments.	The initial regulation had extra parking requirements for short-term rental accommodations in multi-family dwelling units if that dwelling unit had less than 2 parking spaces. Multi-family developments with or without parkades cannot readily add parking spaces and Staff feel the existing parking for a multi-family dwelling unit could handle the demand from a short-term rental accommodation. Further, in a multi-family dwelling situation the strata can regulate themselves and either permit or deny short-term rentals.

Attachment B – PROPOSED TEXT AMENDMENTS TO ZONING BYLAW No. 8000 – TA18-0009

Delete Section 9.5.a.10 (move into parking table)

Secondary suite parking:

- i. shall be designated as being solely for the use of the **secondary suite**;
- ii. shall be accessed from a lane in circumstances where a rear or a side lane abuts the property;
- iii. shall be surfaced with permanent surface of asphalt, concrete or similar hard surfaced material.
- iv. shall be accessed from any driveway existing at the time the **secondary suite** use commences in circumstances where no rear or side lane abuts the property;
- v. can be located in the driveway and in tandem with the single detached **dwelling** parking as long as two additional off-street parking spaces are provided for the principal **dwelling**.

Add the following definitions into Section 2

- **Car-Share Organization:** means operations that allow members of the general public to book **vehicles** on a short-term as-needed basis, paying only for the time they use the **vehicle** and the distance they drive. The operators are responsible for maintenance, insurance and vehicle booking through an online application.
- **Car-Share Vehicle (classic):** A **vehicle** owned or leased by a **car-share organization** where the vehicle is returned to the same location at the end of every booking to a shared-vehicle parking area.
- **Car-Share Vehicle (One-way):** A **vehicle** owned or leased by a **car-share organization** that has no fixed or dedicated parking space.
- **Car-Share Vehicle Parking Space:** A parking space reserved for the exclusive use of a classic or one-way car share **vehicle**.
- **Short-term bicycle parking** means bicycle parking that is provided for patrons, customers, and visitors of a **development** in a manner that is convenient and readily accessible for bicycles to park. Short-term parking of bicycles should serve the main entrance of a **building** and should be visible to pedestrians and bicyclists.
- **Long-term bicycle parking** means bicycle parking that is specifically provided and equipped for residents, students, employees, and others who generally stay at a site for several hours. The parking provided shall be easy to access for a range of users, secure for long periods of time and provide shelter from weather.
- **End-of-trip facilities** means the suite of complementary common facilities such as clothing lockers, change room, washroom, shower access, bike repair space, and bike wash stations that are necessary to support cyclists, joggers, walkers and other active commuters where these amenities are needed at the end of their trip.
- **Lock-off Unit** means a smaller dwelling unit within a larger principal dwelling unit, which must have separate external access to a shared common hallway and shared internal access, and which can be locked off from the larger dwelling unit, but does not include a secondary suite;
- **Townhouse** means any development with three or more **dwelling** units, with each dwelling unit having a direct entrance at grade. Townhouse definition includes row housing and stacked row housing.

Replace Section 8 of the Zoning Bylaw with the new Section 8 identified below:

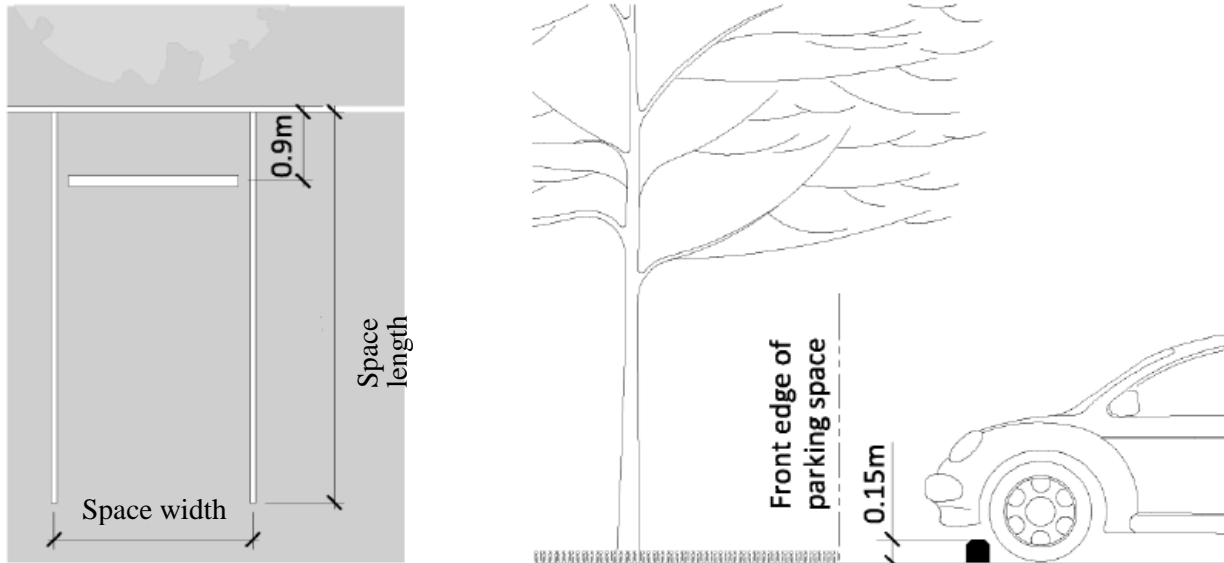
Section 8 – Parking and Loading

8.1 General Provisions and Development Standards

- 8.1.1 Where provision of off-street parking or **loading spaces** is required by this Bylaw, a plan of the proposed **site** layout and landscape plan shall be included with the **development** permit application or **building permit**, as the case may be. The plans must be included with the **building permit** application. The **site** plan must be drawn to scale and must clearly illustrate the **lot** size and configuration, **building** locations, **parking spaces**, **loading spaces**, on-site circulation, access driveways, **landscaping**, **fences**, and any other details relevant to the review of the **development** proposal.
- 8.1.2 Off-street **parking spaces** shall not be credited as off-street **loading spaces** or vice versa.
- 8.1.3 In lieu of providing the required number of off-street vehicular where the **City** owns and operates a parking facility within **urban centres**, a property **owner** within an **urban centre** may pay to the **City** a sum of money equal to the number of **parking spaces** not provided multiplied by the applicable cash-in-lieu amount as determined from time to time by **Council**. The sum of money will be deposited in the parking facilities reserve fund for disposition as directed by **Council**. Cash-in-lieu is not permitted where compliance with Ministry of Transportation & Infrastructure (MOTI) standards is required.
- 8.1.4 Every off-street parking or loading area (including every access road to such areas) required by this Bylaw to accommodate three (3) or more **vehicles**:
- shall have a durable, dust-free hard surface of concrete, asphalt or similar material, constructed such that the surface drainage is directed to the public storm sewer system (if available), or alternatively to approved planting areas, or an approved on-site drainage system;
 - despite Section 8.1.4(a), any requirement for hard surfacing such as concrete or asphalt does not apply (but dust free surface shall be required) to **agricultural zones**, **public parks**, or **open space uses**;
 - shall clearly delineate individual **parking spaces**, **loading spaces**, spaces for the disabled, manoeuvring aisles, entrances, and exits with pavement markings, signs, and/or other physical means;
 - shall be designed to allow forward entry to and exit from the lot on which the parking or loading area is located directly to a dedicated public street or lane, without encumbering any lands other than the subject lot. This provision does not apply where parking or loading can be provided and accessed directly from an **abutting** lane. This provision shall not apply where **tandem parking** results in the provision of three or more **parking spaces** where access is from a local collector road or a road of a lesser standard as identified in the City of Kelowna's Official Community Plan;
- 8.1.5 No required parking shall be provided parallel to and flanking a **lane** unless the **parking area** is accessible by a driveway and is screened from the **lane** by a physical barrier.
- 8.1.6 Any parking lot over 50 vehicles must incorporate landscaped islands as described below:
- Landscaped islands are required at the end of each parking aisle;
 - The maximum number of parking spaces in a consecutive row is 15 with a landscaped island separating the next 15 spaces or drive aisle;
 - Landscaped islands are not to be longer than the adjacent parking space;
 - Landscaped islands shall be clearly delineated as separate and in addition to required **parking and loading spaces**;
 - Locate landscaped islands such that loading and unloading vehicles can gain access without undue interference;
 - Landscaping shall be consistent with Section 7 regulations.

- 8.1.7 Every off-street parking or loading area, and access thereto, shall have fencing, curbs, or secured wheel stops to prevent **vehicles** from encroaching upon **property lines**.
- 8.1.8 All off-street **parking spaces** on parcels with 5 or more parking spaces and **abuts** a pedestrian walkway or landscaped area without a barrier curb needs to have a wheel stop that is 0.9 metres from the walkway or landscaping area and minimum 0.15 metres in height as described Figure 8.1.8. This requirement does not apply to a parking space if the **parking space** is configured parallel to the curb or drive aisle.

Figure 8.1.8



- 8.1.9 Where a wheel stop is provided pursuant to Section 8.1.8 the portion of the parking space between the wheel stop and the front edge of the parking space, as marked in Figure 8.1.8, is exempt from the requirements of section 8.1.4 and may be surfaced with permeable material or landscaping, provided that no landscaping exceeds 0.15 metres in height.
- 8.1.10 Every off-street parking or loading area which is illuminated shall have all lighting positioned in such a manner that light falling onto **abutting** properties is minimized.
- 8.1.11 Any trash storage or collection area co-existing with any parking or loading area:
- shall be clearly delineated as separate and in addition to required **parking and loading spaces**;
 - shall be located such that collection vehicles can gain access without undue interference with the operation of the parking and loading area; and
 - shall have a fenced or landscaped screen as required by Section 7.

8.1.12 Maximum grades.

- (a) The maximum **grade** for a **drive aisle** or a parking space is 8%;
- (b) The maximum **grade** for a **driveway** is 15%;
- (c) Where a drive aisle or a parking space is located within 6.0 metres of a fronting property line it must comply with applicable grade requirements prescribed in the Subdivision, Development & Servicing Bylaw.

Figure 8.1.12.a - Maximum Grades for Parking Areas

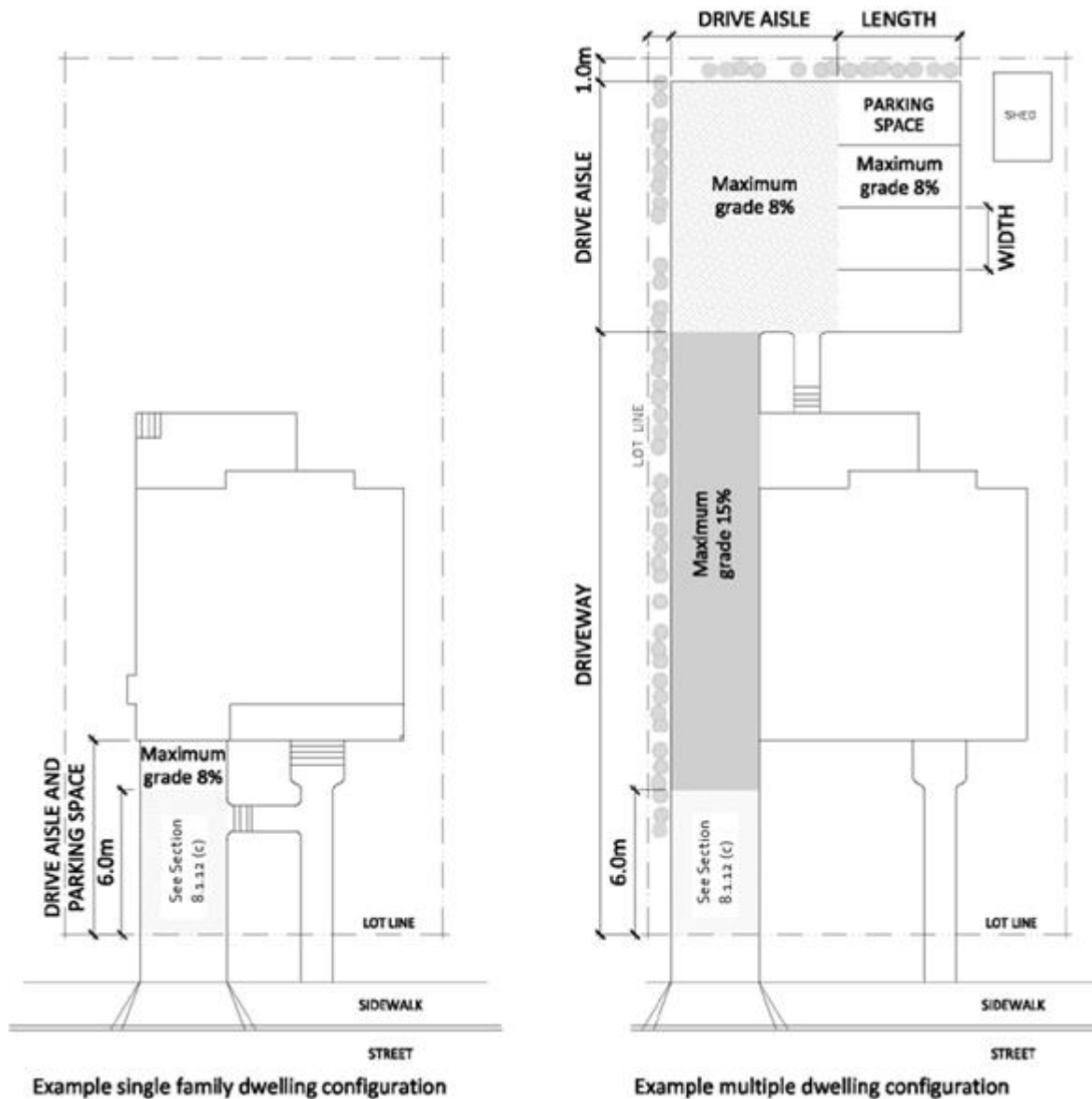
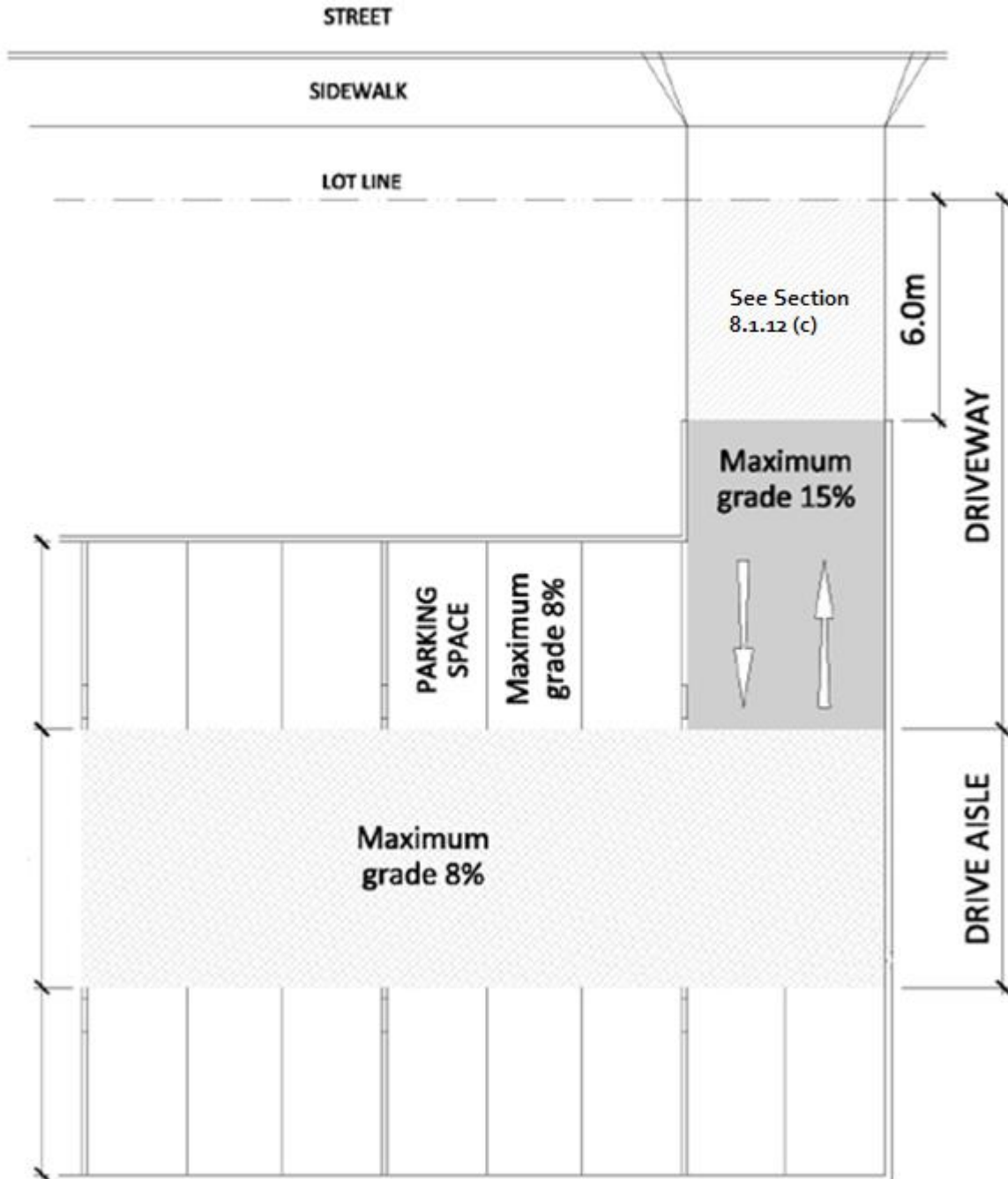


Figure 8.1.12.b – Example Parkade Configuration



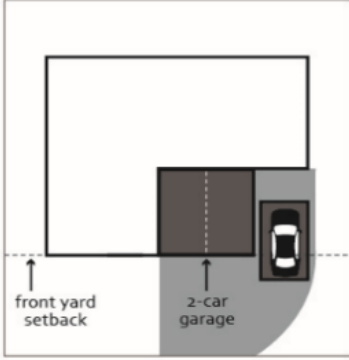
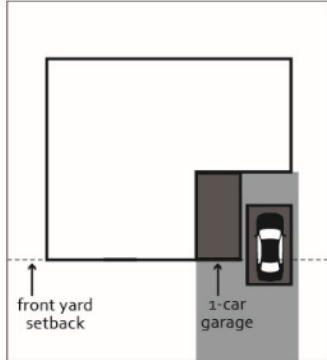
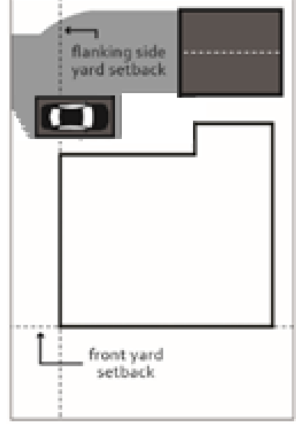
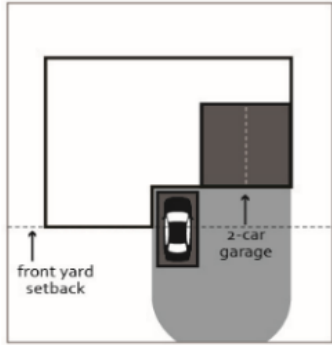
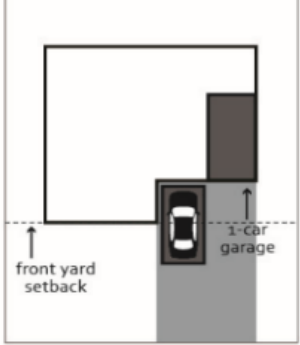
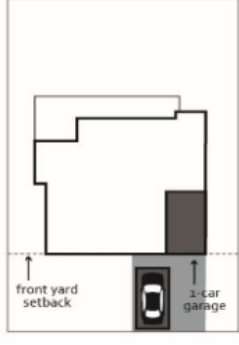
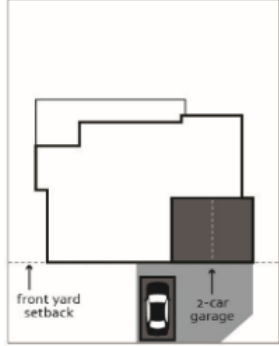
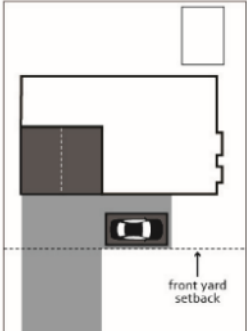
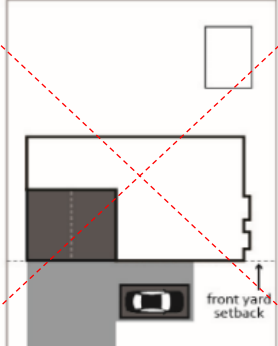
8.2 Off-Street Parking Regulations

- 8.2.1 Where any **development** is proposed, including new **development**, change of **use** of existing **development**, or enlargement of existing **development**, off-street vehicle parking (including parking for the disabled, and visitors) shall be provided onsite by the property **owner** in accordance with the requirements of this Bylaw.

Parking Setbacks

- 8.2.2 All off-street parking for **non-residential use** classes shall have a minimum 1.5 metre setback from any front **lot line**, any **side** or **rear property line** abutting **residential zones**, or any **lot line abutting a street** unless the **building** setback is smaller. For example, if the **building** setback is 0 metres then the parking setback is 0 metres.
- 8.2.3 All off-street parking for **residential use** classes shall have a minimum 1.5 metre setback from any **side** or **rear lot line** or 3.0 m from any **flanking street** unless the **development** contains two or less **dwelling** units or the **building** setback is smaller. For example, if the **building** setback is 0 metres then the parking setback is 0 metres.
- 8.2.4 All off-street parking for **residential use** classes containing two or less **dwelling** units shall not have any off-street **parking spaces** located in the required **front yard** or **flanking street** setback area.
- 8.2.5 Notwithstanding Section 8.2.4, off-street parking for **residential use** classes containing two or less **dwelling** units may be located in the required **front yard** or **flanking street** setback area if:
- (a) the **parking spaces** are located on a driveway which provides access to a required off-street **parking space** that is not in the **front yard** or **flanking street** setback area; or
 - (b) One off-street parking space may be located in the required **front yard** or **flanking street** setback area that does not provide access beyond the **front yard** or **flanking street** setback area if the parking space meets one of the permitted parking configurations shown specifically in Figure 8.2.5:

Figure 8.2.5 - Permitted and Not Permitted Parking Configurations

		
<p>Side Yard Parking – Double Garage</p>	<p>Side Yard Parking – Single Garage</p>	<p>Corner Lot Parking</p>
		
<p>Front Yard Parking 1 – Double Garage</p>	<p>Front Yard Parking 1 – Single Garage</p>	<p>Front Yard Parking 2 – Single Garage</p>
		
<p>Front Yard Parking 2 – Double Garage</p>	<p>Perpendicular Parking – Permitted</p>	<p>Perpendicular Parking – NOT Permitted</p>

Tandem Parking

8.2.6 **Tandem parking spaces** is permitted only for the following land uses (not between land uses):

- (a) **single dwelling housing** (which may be in tandem with a secondary suite or carriage house);
- (b) **short-term rental accommodations;**
- (c) **two dwelling housing;** and
- (d) **townhouses** where the lot is located within the Urban Core as defined in the Official Community Plan. Visitor parking stalls cannot be configured in tandem.

Size and Ratio

8.2.7 Each required off-street **parking space** and parking lot layout shall conform to the following provisions:

	Min. Length	Min. Width	Min. Height Clearance
Parking Spaces:			
Regular Size Vehicle Parking Space	6.0m	2.5m	2.0m
Small Size Vehicle Parking Space	4.8m	2.3m	2.0m
Accessible Parking Spaces	6.0m	3.9m	2.3m
Van-Accessible Parking Spaces	6.0m	4.8m	2.3m
Regular Size Parallel Parking Space	7.0m	2.6m	2.0m
Small Size Parallel Parking Space	6.5m	2.5m	2.0m
Drive Aisles:			
All two-way drive aisles serving 90 degree parking (e.g. parking lot, parkade, garage)	n/a	7.0m	2.0m
All two-way surface drive aisles without adjacent parking	n/a	6.0m	2.0m
One way drive aisles (60 degree parking)	n/a	5.5m	2.0m
One way drive aisles (45 degree parking & parallel parking)	n/a	3.5m	2.0m

Uses:	Min. Regular Size Vehicle Parking Spaces	Max. Small Size Vehicle Parking Spaces
Single Detached Dwelling or Two Dwelling Attached Housing	50%	50%
Carriage house or secondary suite	0%	100%
Short-term rental accommodations	0%	100%
Dwelling units in the RU7 zone	0%	100%
Multiple dwelling housing	50% ① ②	50%
Commercial	100% for customer stalls 50% for all other stalls	0% for customer stalls 50% for all other stalls
Industrial	70%	30%
Institutional	50%	50%
① For the purpose of calculating the percentage of regular size vehicle parking spaces, "Accessible Parking Spaces" shall be included in the minimum number regular size vehicle parking spaces. ② All visitor parking stalls must be regular size vehicle parking spaces.		

8.2.8 Length, width and height measurements shall be clear of obstructions (including but not limited to columns, **property lines**, curbs, walls, pipes, roof features, fences, and emergency exit painted areas). Spacing measurements shall be taken from the inside to inside of obstructions.

- 8.2.9 Where a **parking space abuts** an obstruction (including but not limited to columns, **property lines**, curbs, walls, pipes, roof features, fences, and emergency exit painted areas) the **parking space** shall follow the following regulations:
- (a) be an additional 0.2 m wider where the **parking space abuts** an obstruction on one side;
 - (b) be an additional 0.5 m wider where the **parking space abuts** an obstruction on both sides; and
 - (c) be an additional 0.8 m wider where the **parking space abuts** a door way.

Number of Spaces

- 8.2.10 The minimum and maximum number of off-street **vehicle parking spaces** required for each **use** (including visitor spaces) is specified in **Table 8.3 Required Parking** except where additional parking is required by the Ministry of Transportation & Infrastructure (MOTI) if the **site** has direct access to a provincial highway. The total vehicle parking amount can be reduced with the car-share parking incentives (as per section 8.2.12), the rental housing incentives (as per Section 8.2.13), and the bicycle parking incentives (as per Section 8.5.8).
- 8.2.11 **Car-Share Incentives:**
- Within the Urban Core, University South Village Centre, and Glenmore Valley Village Centre as defined in the Official Community Plan, the total minimum off-street vehicle parking requirements for **multiple dwelling housing** and any **commercial use** (e.g. **office** and **retail**) can be reduced by five (5) **parking spaces per car share vehicle** (must provide a new **vehicle** to a **car-share organization**) subject to the following regulations:
- (a) The maximum reduction in total required parking is 20% (for base parking requirement);
 - (b) The **car-share vehicle parking space** must be located on-site or within 100 metres of the subject property, in a highly visible spot, at-grade, publicly accessible at all times (i.e. not within an enclosed parkade), clearly marked for the exclusive use of the shared **vehicle**, and guaranteed to operate for a minimum of two years;
- 8.2.12 **Rental Housing Incentives:**
- If a **development** rezones to a sub-rental **zone** guaranteeing the **development** as rental housing, then a 20% reduction to the parking requirement (both base and visitor) can be applied if the development is located within an **urban centre** and a 10% reduction to the parking requirement (both base and visitor) can be applied if the development is located outside an **urban centre**.
- 8.2.13 **Parking spaces for secondary uses** shall be provided in addition to the required **parking spaces** for the **principal use** on a **site**.
- 8.2.14 Where calculation of the total number of **parking spaces** yields a fractional number:
- (a) Any fraction less than one-half (0.5) rounds down to the nearest whole integer (including zero); and
 - (b) Any fraction one-half (0.5) or greater rounds up to the nearest whole integer.
- 8.2.15 Where **gross floor area** is used as a unit of measurement for the calculation of required **parking spaces**, it must exclude all parking and loading areas, secure bicycle parking areas, common stairways and mechanical rooms within the **building**.

8.2.16 Where **Table 8.3 Required Parking** does not clearly define requirements for a development, the single **use** class or combination of **use** classes most representative of the proposed **development** shall be **used** to determine the parking requirements.

8.2.17 Where a **development** consists of a mix of **use** classes, the total off-street parking requirement shall be the sum of the off-street parking requirements for each **use** class.

(a) Notwithstanding Section 8.2.17, in mixed-use developments the parking spaces required for **Offices** and other commercial related land **uses** can be shared with the **residential** visitor parking requirements. Parking spaces must be available for both land uses (commercial and visitor) at all times.

8.2.18 **Lock-off Units** do not require any separate **parking spaces** but must be counted as a **dwelling** unit for the purpose of minimum required visitor parking space amounts.

8.2.19 Accessible Parking Standards:

(a) The minimum accessible parking shall be provided as a function of the total number of parking space provided onsite as described in Table 8.2.19:

Table 8.2.19 Amount of Accessible Parking Spaces		
Total Number of Parking Spaces Onsite.	Minimum Number of Required Accessible Parking Spaces	Minimum Number of Required Van-Accessible Parking Spaces
1 – 4 spaces	0 spaces	0 spaces
5 – 36 spaces	1 space	1 space
37 – 68 spaces	2 spaces	1 space
69 – 100 spaces	3 spaces	1 space
101-150 spaces	4 spaces	1 space
151-200 spaces	5 spaces	1 space
201-300 spaces	6 spaces	2 spaces
301-400 spaces	7 spaces	2 spaces
401-500 spaces	8 spaces	2 spaces
Over 500 spaces	2% of total	2 spaces

- (b) If a visitor **parking space** is required, then at least one of those visitor **parking spaces** shall be configured as an accessible parking space;
- (c) Designate as an accessible parking space using appropriate signage;
- (d) Include accessible parking spaces in the calculation of the applicable minimum parking requirement; and
- (e) Accessible parking spaces shall be located as close to a main **building** entrance, on a level non-skid surface.

Figure 8.2.19 Accessible Parking Standards

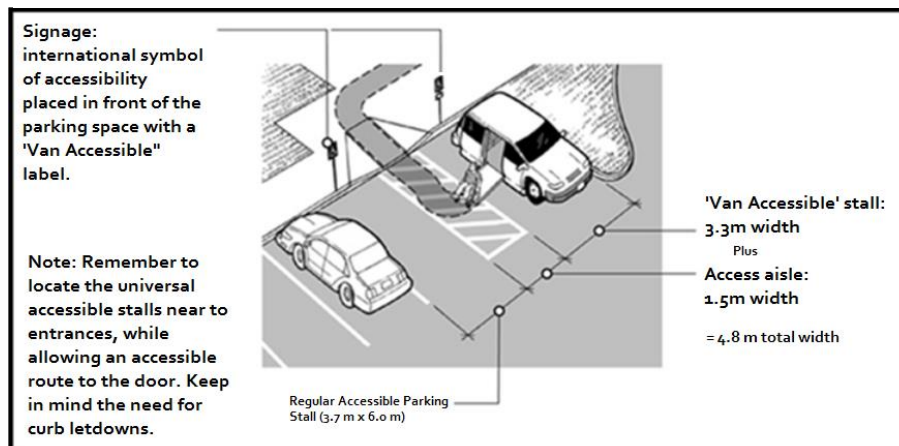


Table 8.3 – Required Off-Street Parking Requirements

Table 8.3.1 Residential Parking

Land Use / Type of Development	Base Parking Requirement (number of spaces)			Minimum Visitor Parking Requirement ① ② ③
	C4 & C7 Zones	All other non-single family zones within Urban or Village Centres ②	All other non-single family zones not within an Urban or Village Centre ②	
Multiple Dwelling Housing: Apartment Housing Townhouses Row Housing Stacked Row Housing Three Dwelling Housing Four Dwelling Housing	Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit (includes micro-suite housing);	Min 0.9 spaces & Max 1.25 spaces per bachelor dwelling unit (includes micro-suite housing);	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit (includes micro-suite housing);	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom dwelling unit ;	Min 1.0 space & Max 1.25 spaces per 1 bedroom dwelling unit ;	Min 1.25 spaces & Max 1.6 spaces per 1 bedroom dwelling unit ;	
	Min 1.0 space & Max 1.5 spaces per 2 or more bedroom dwelling unit ;	Min 1.25 spaces & Max 1.6 spaces per 2 bedroom dwelling unit ;	Min 1.5 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	
		Min 1.5 spaces & Max 2.0 spaces per 3 bedroom dwelling unit	Min 2.0 spaces & Max 2.5 spaces per 3 bedroom or more dwelling units ;	

① Visitor parking is to be easily accessible to the access points of the corresponding **development** and/or **buildings**. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.
 ② These regulations do not apply to the RU7 zone. See Table 8.3.1 Residential Parking for RU7 parking regulations.
 ③ **Lock-off Units** do not require any separate **parking spaces** but must be counted as a **dwelling unit** for the purpose of minimum required visitor parking space amounts.

Table 8.3.1.1 Residential Parking

Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ❶
	Minimum	Maximum	
Bed and Breakfast Homes	1.0 space per sleeping unit plus parking requirement for principal dwelling unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space per 2 sleeping units	1.5 space per 2 sleeping units	n/a
Carriage House Secondary Suites	1.0 space ❷	2.0 spaces	n/a
Congregate Housing & Supportive Housing	0.35 spaces per sleeping unit ; Plus 0.5 spaces per non-resident on-duty employee or 3.0 spaces (whichever is greater)	n/a	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Group Homes, Major Group Homes, Minor	1.0 space; plus an additional 1.0 space per 3 beds	2.0 spaces; plus an additional 1.25 space ¹ per 3 beds	n/a
Home Based Business, Major	1.0 space	2.0 spaces	n/a
Home Based Business, Minor	No spaces required	n/a	n/a
Home Based Business, Rural	1.0 space	n/a	n/a
Mobile Homes in RM7 zone	2.0 spaces per dwelling unit	2.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units in the RU7 zone	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a
Residential Security/Operator Unit	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a
Short – Term Rental Accommodation:			n/a
<ul style="list-style-type: none"> Principal use & Secondary use for Multiple Dwelling Housing 	Equivalent to the parking requirements for the principal use for that zone.	n/a	
<ul style="list-style-type: none"> Secondary use for single detached housing, semi-detached housing, & duplex housing 	1.0 space per two sleeping units	n/a	
Single Detached Housing Two Dwelling Housing	2.0 spaces per dwelling unit	n/a	0.0 spaces or Min 0.14 spaces & Max 0.2 spaces per dwelling unit ❸

❶ Visitor parking is to be easily accessible to the access points of the corresponding **development** and/or **buildings**. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

❷ Parking space can be located in the driveway and in tandem with the single detached **dwelling** parking as long as two additional off-street **parking spaces** are provided for the **principal dwelling**. Notwithstanding Section 8.1.4, parking for **secondary suites** or **carriage houses** can be surfaced with a dust-free material.

❸ Within residential strata (non-RU7) developments with 3 or more **dwelling units** the visitor parking requirement is 0.14 spaces per **dwelling unit**.

Table 8.3.2 Commercial		
Land Use / Type of Development	Parking Requirement <small>NOTE: GFA = Gross Floor Area</small>	
	Minimum	Maximum
Boat Storage	1.0 spaces per 10 boat storage spaces plus 2 spaces for employees	1.25 spaces per 10 boat storage spaces plus 2 spaces for employees
Commercial Schools	See table 8.3.5 Institutional for school parking requirements	n/a
Gas Bars	2.0 spaces per service bay (plus GFA for any retail)	n/a
Hotels Motels	0.8 spaces per sleeping units in the C7 zone; plus requirements of other uses 1.0 space per sleeping unit ; plus requirements of other uses	1.5 spaces per sleeping units , plus requirements of other uses
All commercial uses in the C4 zone even if listed separately below ① ②	1.3 spaces per 100 m ² GFA	3.0 spaces per 100 m ² GFA
All commercial uses in the C7 zone even if listed separately below ① ②	0.9 spaces per 100 m ² GFA ③	2.5 spaces per 100 m ² GFA
Animal Clinics, Major and Minor Health Services, Major and Minor (includes dental offices, surgeries, and similar uses)	3.5 spaces per 100 m ² GFA ,	5.0 spaces per 100 m ² GFA
Food Primary Establishment Liquor Primary Establishment Drive-in Food Services	2.5 spaces per 100 m ² GFA or 5.0 spaces (whichever is greater)	3.5 spaces per 100 m ² GFA ,
Fleet Services	2.0 spaces per 100 m ² GFA ; or 1 spaces per vehicle in fleet plus 1 per employee on duty (whichever is greater)	2.5 spaces per 100 m ² GFA ; or 1.25 spaces per vehicle in fleet plus 1.25 spaces per employee on duty (whichever is greater)
Personal Services (includes hairdressers, dry cleaners, repair of personal goods, travel agents, and similar uses)	2.5 spaces per 100 m ² GFA	3.5 spaces per 100 m ² GFA
Financial Services Offices	2.5 spaces per 100 m ² GFA	3.5 spaces per 100 m ² GFA
All other commercial uses not listed above: ①		
(a) GFA less than 1,000 m ²	2.0 spaces per 100 m ² GFA	2.5 spaces per 100 m ² GFA
(b) GFA 1,000 m ² to 2,000 m ²	2.5 spaces per 100 m ² GFA	3.5 spaces per 100 m ² GFA
(b) GFA 2,000 m ² to 20,000 m ²	3.0 spaces per 100 m ² GFA	4.0 spaces per 100 m ² GFA
(c) GFA greater than 20,000 m ²	4.0 spaces per 100 m ² GFA	5.25 spaces per 100 m ² GFA
① For shopping centres, calculate the area by adding all the tenant spaces together.		
② This rule only applies to land use categories that are based on a number of parking spaces per GFA.		
③ The minimum parking requirement may be affected by Diagram 8.3.8 Parking Exception Areas		

Table 8.3.3 Agriculture		
Land Use / Type of Development	Parking Requirement	
	Minimum	Maximum
Greenhouses and Plant Nurseries	6.7 spaces per 100 m ² GFA of retail sales structure	n/a
Farm Retail Sales	5.0 spaces per 100 m ² GFA , minimum 4	n/a

Table 8.3.4 Industrial		
Land Use / Type of Development	Parking Requirement	
	Minimum	Maximum
Bulk Fuel Depot	1.0 space per employee on duty	n/a
General Industrial Uses	1.0 space per 100 m ² GFA (includes mezzanine area); Plus 2.5 spaces per 100 m ² GFA for all floor area devoted to accessory activities such as any indoor display, office, administrative or technical support, or retail sale operations.	2.5 spaces per 100 m ² GFA (includes mezzanine area); Plus 3.0 spaces per 100 m ² GFA for all floor area devoted to accessory activities such as any indoor display, office, administrative or technical support, or retail sale operations.
Warehousing and Storage	0.5 spaces per 100 m ² GFA (minimum 2 spaces); Plus 2.5 spaces per 100 m ² GFA for all floor area devoted to accessory activities such as any indoor display, office, administrative or technical support, or retail sale operations.	1.0 space per 100 m ² GFA ; Plus 3.0 spaces per 100 m ² GFA for all floor area devoted to accessory activities such as any indoor display, office, administrative or technical support, or retail sale operations.

Table 8.3.5 Institutional		
Land Use / Type of Development	Parking Requirement	
	Minimum	Maximum
Cemetery	1.0 space per employee	n/a
Detention and Correction Services	1.0 space per 2 inmates (capacity)	n/a
Emergency and Protective Services	4.0 spaces per 100 m ² GFA	n/a
Extended Medical Treatment Services		
Hospitals	1.0 space per 100 m ² GFA	n/a
Funeral Services	3.5 spaces per 100 m ² GFA	n/a
School, Elementary	1.0 space per 100 m ² GFA	n/a
School, Secondary	1.5 spaces per 100 m ² GFA	n/a
Universities or Colleges	2.0 spaces per 100 m ² GFA	n/a
Temporary Shelter Services	1.0 space per 3 beds	n/a

Table 8.3.6 Community, Recreational, and Cultural		
Land Use / Type of Development	Parking Requirement	
	Minimum	Maximum
Bowling Alley	2.0 spaces per alley	n/a
Child Care Centre, Major (includes preschool)	1.0 space per 10 children, plus 1 per 2 employees on duty; but a minimum of 4.0 spaces	n/a
Child Care Centre, Minor	2.0 spaces	n/a
Cultural and Recreation Services Exhibition and Convention Facilities	1.0 space per 5 seating spaces; or 20.0 spaces per 100 m ² of floor area used by patrons (whichever is the greater)	n/a
Cultural Facility (e.g. Museum, Art Gallery)	2.5 spaces per 100 m ² GFA	n/a
Curling Rink	4.0 spaces per curling sheet	n/a
Golf Course	6.0 spaces per hole; plus the parking required for other secondary uses	n/a
Golf Driving Range	2.0 spaces per tee	n/a
Library	2.5 spaces per 100 m ² GFA	n/a
Participant Recreation Services, Outdoor (except golf courses) Participant Recreation Services, Indoor (except curling rinks, swimming pools, and racquet clubs)	1.0 space per employee on duty, plus 1.0 space per 3 users	n/a
Racquet Clubs	3 per court	n/a
Recycled Materials Drop-off Centre	1 per recycling container, minimum of 2	n/a
Religious Assemblies	1 per 5 seats or 10 per 100 m ² of GFA (whichever is greater)	n/a
Spectator Entertainment Establishment	1 per 4 seats	n/a
Spectator Sports Establishment	1 per 4 seats	n/a
Swimming Pool (Public)	25.0 per 100 m ² of pool water surface	n/a
Tourist Campsite	1.1 per camping space	n/a

Table 8.3.7 Water Uses		
Land Use / Type of Development	Parking Requirement	
	Minimum	Maximum
Marinas	1 per 2 boat spaces	n/a
Marine Fuel Facilities	1 per business	n/a
Marine Equipment Rentals	1 per 1 boat space, plus 1 per business	n/a

Diagram 8.3.8 Parking Exception Areas



1. Notwithstanding Table 8.3.2 Commercial Parking Requirements, the minimum parking requirement for all C-7 zoned lots in Area 1 & 2 shown in Diagram 8.3.8 shall be 0.9 stalls per 100 m² of Gross Floor Area (GFA). This rule only applies to land use categories that are based on a number of parking spaces per GFA.
2. All lots in Area 2 shown in Diagram 8.3.8 shall not be required to meet any **vehicle parking space** requirements if the **height** of the **buildings** on the lot are:
 - o 15.0 metres or less and **4 storeys** or less.

8.4 Off-Street Loading

- 8.4.1 Where **development** is proposed, including new **development**, change of **use** of existing **development**, or enlargement of existing **development**, off-street **loading spaces** shall be provided by the property **owner** in accordance with the requirements of this Bylaw. Detention and correction services located within a security **fence** are exempt from providing off-street **loading spaces**.

Number of Spaces

- 8.4.2 The number of off-street **loading spaces**, including bus **loading spaces**, required for each **use** is specified in **Table 8.4 Minimum Loading Required**. The maximum number of loading spaces required by this section is three (3) spaces.
- 8.4.3 Where calculation of the total number of **loading spaces** yields a fractional number, the following counting rules apply (unless specifically defined in **Table 8.4 Minimum Loading Required**):
- a) Any fraction less than one-half (0.5) rounds down to the nearest whole integer (including zero); and
 - b) Any fraction one-half (0.5) or greater rounds up to the nearest whole integer.
- 8.4.4 Where **gross floor area** is used as a unit of measurement for the calculation of required **loading spaces**, it must exclude all parking and loading areas, secure bicycle parking areas, common stairways and mechanical rooms within the building.
- 8.4.5 Where the **Loading Schedule** does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes is most representative of the proposed **development** shall be used to determine the **loading space** requirement.
- 8.4.6 Where a **development** consists of a mix of **use** classes, the total off-street loading requirement shall be the sum of the off-street loading requirements for each **use** class, unless there is a complementary demand or differences in periods of **use** for loading that warrants a different requirement.

Location

- 8.4.7 Off-street **loading spaces** shall be provided entirely within the property of the **development** being served.
- 8.4.8 Off-street **loading spaces** shall be oriented away from **residential development**.

Size and Access

- 8.4.9 Each off-street **loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to load and unload, but in no case shall a **loading space** be less than 28 m² in area, less than 3.0 m in width, or have less than 4.0 m in overhead **clearance**.
- 8.4.10 Each required bus **loading space** shall be a minimum of 3.6 m in width, a minimum of 12.2 m in length, and have a minimum **clearance** of 4.6 m.
- 8.4.11 Access to any loading area shall be provided, wherever possible, internally to the **development** or from a **lane abutting** the **development**.

8.4.12 Access to any loading area shall be arranged such that no backing or turning movement of vehicles going to or from the site causes interference with traffic on the **abutting streets** or lanes.

Table 8.4 – Minimum Loading Required

Type of Development (Use)	Required Loading Spaces
Child Care Centre, Major	For 9 – 15 children 0 car loading space
	For 16 – 25 children 0 car loading space
	For 26 or more children 1 car loading space
Commercial Uses (except above) and Industrial Uses	1 per 1,900 m ² GFA
Community, Educational (except below), Recreational and Institutional Uses	1 per 2,800 m ² GFA
Food Primary Establishment	1 per 2,800 m ² GFA
Hotels Motels	1 per 2,800 m ² GFA
Liquor Primary Establishment	1 per 2,800 m ² GFA
Schools, Universities or Colleges	1.5 car loading spaces per 100 students, minimum 5; plus 3 bus loading spaces

8.5 Off-Street Bicycle Parking

- 8.5.1 Where any **development** is proposed, including new **development**, change of **use** of existing **development**, or enlargement of existing **development**, off-street bicycle parking shall be provided by the property **owner** in accordance with the requirements of this Bylaw.
- 8.5.2 The number of **short-term** and **long-term** off-street **bicycle parking spaces** required for each **use** class is specified in **Table 8.5 Minimum Bicycle Parking Required**.
- 8.5.3 Where calculation of the total number of **parking spaces** yields a fractional number:
- Any fraction less than one-half (0.5) rounds down to the nearest whole integer (including zero); and
 - Any fraction one-half (0.5) or greater rounds up to the nearest whole integer.
- 8.5.4 Where the **Bicycle Parking Schedule** does not clearly define requirements for a particular **development** the single **use** or combination of **use** most representative of the proposed **development** shall be used to determine the parking requirement.
- 8.5.5 **Short-Term Bicycle Parking Standards:**
- Short-Term Bicycle Parking** must be conveniently located within: 15 metres of any main entrances (whether inside or outside of the building), a well-lit area, clearly visible to visitors, and subject to casual surveillance by occupants of the building(s).
 - Short-term bicycle parking** spaces shall be provided in a bicycle rack that is permanently anchored to the ground or a wall.
 - Design and install **short-term bicycle parking** to the minimum dimensions shown in **Table 8.5.1 Minimum Dimensions for Bicycle Parking**.
- 8.5.6 **Long-Term Bicycle Parking Standards:**
- Long-Term Bicycle Parking** must be located inside a **building** or within a secure, weather-protected, dedicated bicycle parking facility accessible to residents, employees or other identified users of the building.
 - The entry door into the long-term bicycle parking facility must have a minimum width of 0.9 metres.
 - Long-Term Bicycle Parking** spaces can be arranged in a Ground-Anchored or Wall-Mounted configuration provided that:
 - A minimum 50% of the required **Long-Term Bicycle Parking** shall be Ground-Anchored.
 - Wall-Mounted bicycle racks located in front of an automobile stall within a parkade will only be counted towards the minimum **Long-Term Bicycle Parking** if the automobile stall meets the minimum Regulat - size vehicle standards.
 - A minimum of 75% of the **Long-Term Bicycle Parking** spaces shall be located at-grade or within one **storey** of **building grade** and shall be easily accessible to users.
 - Long-Term Bicycle Parking** spaces must have a minimum unobstructed height clearance of 1.9 metres between the floor and any mechanical equipment, or, if there is no mechanical equipment, between the floor and the ceiling.
 - Design and install **Long-Term Bicycle Parking** spaces to the minimum dimensions shown in **Table 8.5.1 Minimum Dimensions for Bicycle Parking**.
 - A "bicycle repair and wash station" is required after 20 long term bike parking stalls are required. A "bicycle repair and wash station" includes tools for bikes, a commercial grade pump, access to water, and a way to raise a bikes up to perform simple maintenance.

- 8.5.7 Bicycle racks shall be:
- (a) constructed of theft resistant material;
 - (b) securely anchored with tamper-proof hardware to the floor, **building**, or ground;
 - (c) constructed to support from two points on the bicycle frame for a horizontal rack; and
 - (d) constructed to enable the bicycle frame and at least one wheel to both be securely locked to the rack with a single U-style lock.

8.5.8 Bicycle Parking Incentives:

Within the Urban Core, University South and Glenmore Valley Village Centres as defined in the Official Community Plan, the total minimum off-street vehicle parking requirements can be reduced by 20 percent (20%) up to a maximum of five (5) **parking spaces** (for the base parking requirement) subject to the provision of the bonus long-term bicycle parking spaces identified within Table 8.5.

Table 8.5 – Minimum Bicycle Parking Required

Type of Development (General Uses) ①	Bicycle Parking Spaces ④		
	Required Long-term	Bonus Long-term	Required Short-term
Institutional Zones	1 per 25 employees	n/a	6 per entrance
Apartment Housing (includes supportive housing)	0.75 per 2 bedroom or less dwelling units 1.0 per 3 bedroom or more dwelling units	1.0 per bachelor or 1-bedroom dwelling unit 1.5 per 2-bedroom dwelling units 2.0 per 3-bedroom or more dwelling units	6 per entrance, plus for buildings with greater than 70 units: 1 space for every additional 5 units
Assisted Living Facility (dwelling unit for elderly and / or people with disabilities) and Congregate Housing	1.0 space per 20 dwelling units plus 1.0 space per 10 employees	n/a	6 per entrance
Townhouses	No requirement ⑤	n/a ⑥	4 spaces or 1 per 5 units (whichever is greater) ②
Commercial Uses	1 per 500 m ² of GFA	2.0 per 500 m ² of GFA	2 per entrance or 1 space per 750m ² of GFA (whichever is greater)
Industrial Uses	0.5 per 1,000 m ² of GFA ③	1.0 per 1,000 m ² of GFA	No requirement
Type of Development (Specific Uses)	Bicycle Parking Spaces ④		
	Required Long-term	Required Short-term	
Hotel / Motel	1 per 20 sleeping units	6 per entrance	
Day-care centre for 15 or more children	1 per 10 employees, min 2 spaces	1 for each 10 students of planned capacity, min 2 spaces	
Elementary and Secondary Schools	1 per 10 employees, min 2 spaces	6 per entrance or 3 per 10 student seats at entrance (whichever is greater)	
Post-secondary Schools	1 per 10 employees plus 1 for each 10 students of planned capacity, min 2 spaces	6 per entrance or 3 per 10 student seats at entrance (whichever is greater)	
Cultural Facility or Library	1 space for 15 employees	2 per entrance (for buildings up to 1,000 m ²); 6 per entrance (for buildings greater than 1,000m ² GFA) 16 spaces per entrance (for buildings greater 2,000m ² GFA)	

Health Services	1 space for 15 employees	6 spaces per public building entrance or 1 per 1000m ² (whichever is greater)
Offices	1 per 500 m ² of GFA	2 per entrance or 1 space per 750m ² of GFA (whichever is greater)
Community Recreation Services	1 space per 15 employees	12 spaces per public building entrance
<p>Notes:</p> <ul style="list-style-type: none"> ① Utilize the 'General Uses' for bicycle parking calculations unless the land use matches the Specific Uses. ② Regulation only applies to lots with 5 or more dwelling units. ③ Industrial Uses (for the purpose of bicycle parking calculations): means any principal or secondary use that is exclusively within an Industrial zone. For example, if a principal or secondary use is within a commercial and an industrial zone then that use shall be calculated with the commercial bicycle parking rate (e.g. a food primary or liquor primary establishment located in an industrial area would use the commercial bicycle parking rate). ④ All area numbers are based on Gross Floor Area (GFA). ⑤ The bike parking exclusion for Townhouses only applies to dwelling units which have an attached private garage with direct entry from the garage to the dwelling unit, otherwise, the Apartment Housing category must be used to calculate the long term-bicycle parking requirement. ⑥ Townhouses without an attached private garage with direct entry from the garage to the dwelling unit can utilize the bonus bicycle parking provisions within apartment housing. 		

Table 8.5.1 Minimum Dimensions for Bicycle Parking (in metres)

Angle of Rack (in an aerial perspective, measured from the plane of the nearest wall of a building)	Ground Anchored Rack		Wall Mounted Rack	
	>45 degrees	≤45 degrees	>45 degrees	≤45 degrees
Minimum space depth	1.8 m	1.45 m	1.2 m	1.2 m
Minimum aisle width	1.5 m	1.5 m	1.5 m	1.5 m
Minimum distance between bicycle racks (for racks that accommodate two or more bicycles)	0.9 m	1.3 m	0.9 m	1.3 m
Minimum distance between bicycle racks (for racks that accommodate no more than one bicycle)	0.45 m	0.65 m	0.45 m	0.65 m
Minimum distance between bicycle racks and wall, entrance door to bicycle storage facility, or other obstacle.	0.6 m	0.6 m	0.6 m	0.6 m

Figure 8.5.1: Short-Term Bicycle Parking Configuration Example

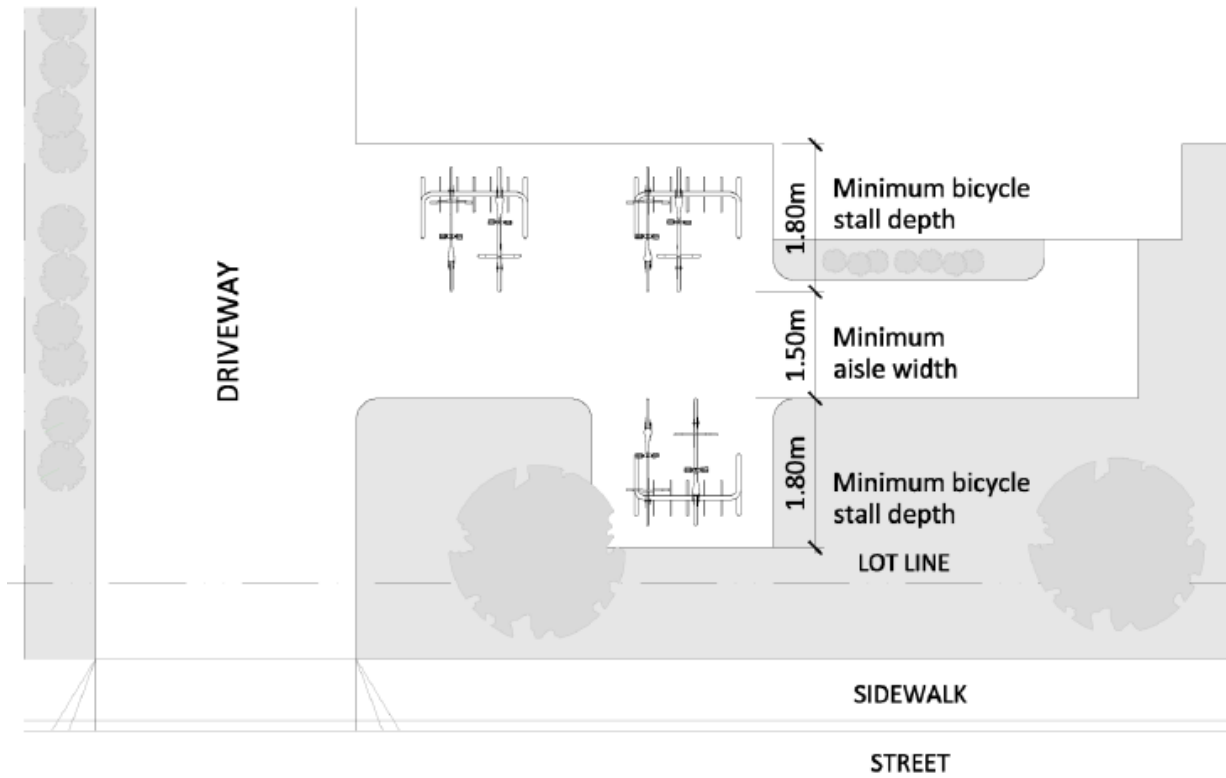
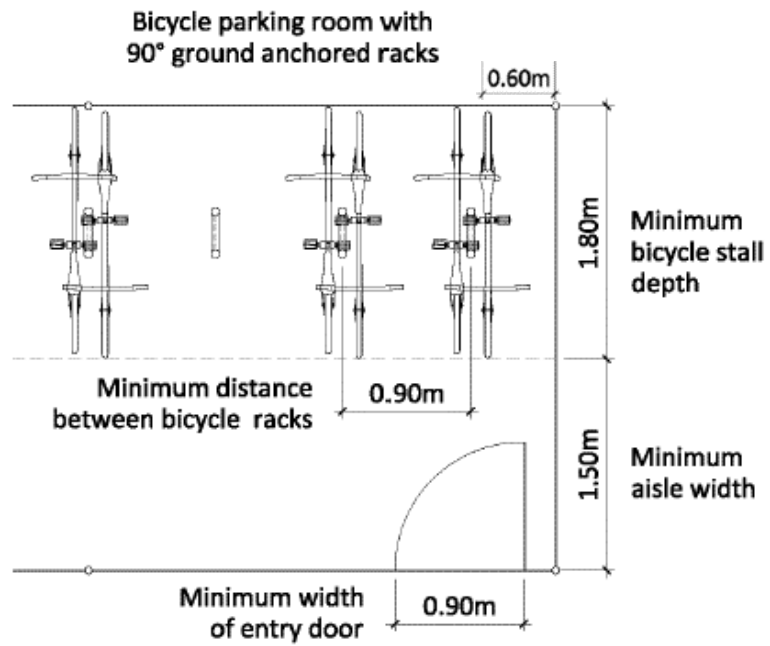
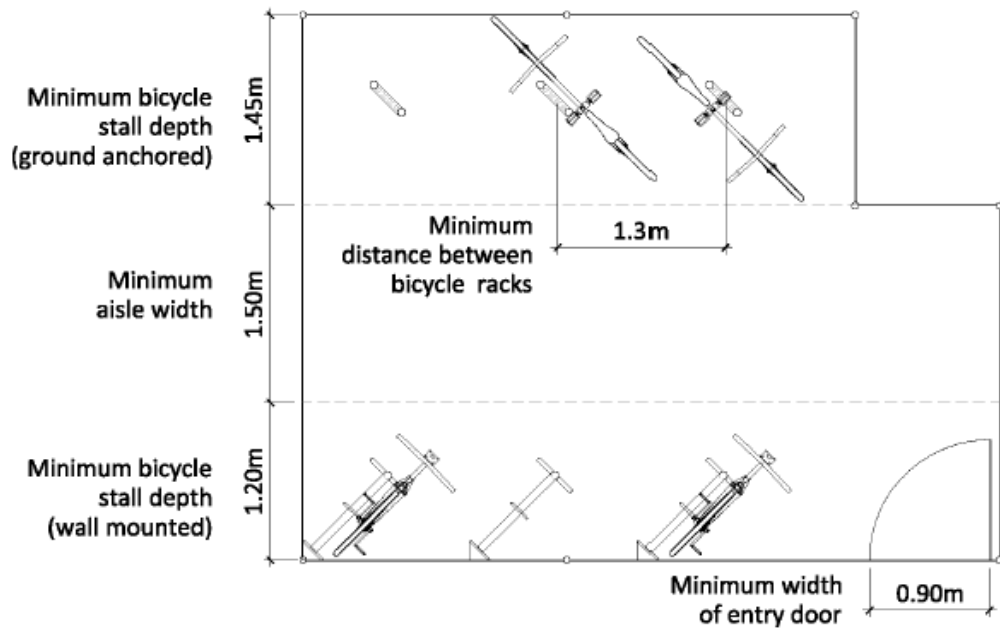


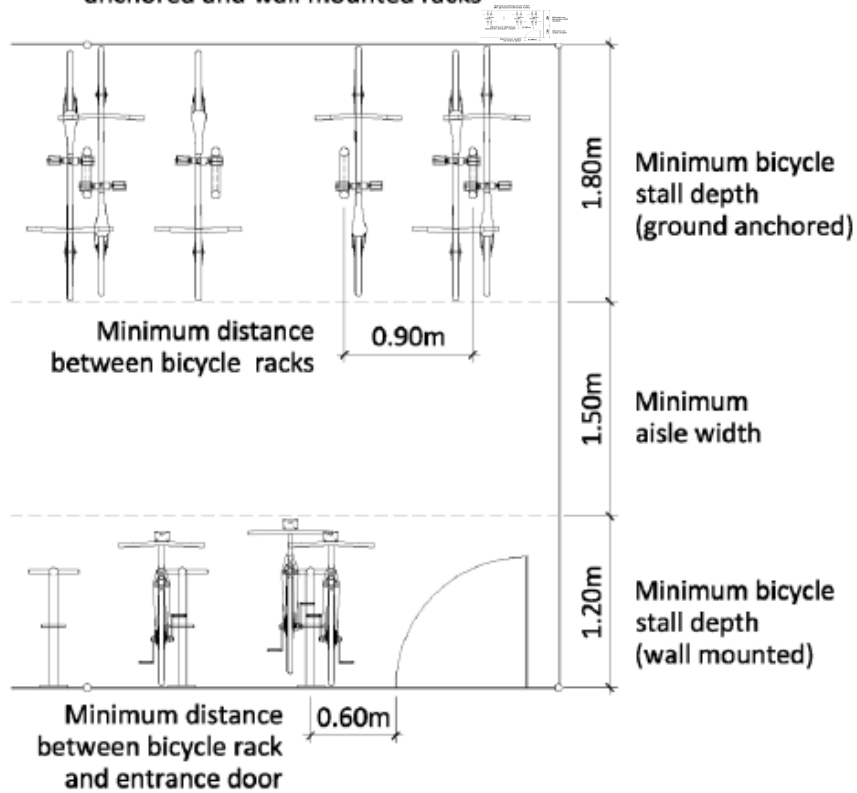
Figure 8.5.2: Long-Term Bicycle Parking Configurations Example



Bicycle parking room with 45° angled ground anchored and wall mounted racks



Bicycle parking room with 90° ground anchored and wall mounted racks



8.6 End of Trip Facilities

8.6.1 Where any **commercial** or **industrial development** is proposed, the **end-of-trip facilities** shall be provided in accordance with Table 8.6 below:

Table 8.6 Required End-of-Trip Facilities				
Long-Term Bicycle Parking Spaces	Number of Toilets	Number of Sinks	Number of Showers	Number of storage lockers
0-3	0	0	0	0
4-29 ❶	2	2	2	0.5 lockers per bicycle space
30-64 ❶	4	4	4	0.5 lockers per bicycle space
65 and over ❶	+2 for each additional 30 bicycle spaces	+2 for each additional 30 bicycle spaces	+2 for each additional 30 bicycle spaces	0.5 lockers per bicycle space
❶ End of trips shall include a "bicycle repair and wash station" including tools for bikes, a commercial grade pump, access to water, and way to raise a bike up to perform simple maintenance. A "bicycle repair and wash station" is required after 4 long term bike parking stalls are required.				

Section 8 – Parking and Loading amended as follows:

Sub-Section 8.1 Off-Street Vehicle Parking – BL8654, BL8528, BL10796, BL10816, BL11140, BL11263

Sub-Section 8.3 Development Standards – BL8528

Sub-Section 8.4 Off-Street Bicycle Parking – BL8654 & BL10613

Sub-Section 8.5 General Provisions – BL8654, BL9120

Table 8.1 – Parking Schedule – BL8367, BL8430, BL8528, BL8820, BL8881, BL8900, BL8960, BL9041, BL9723, BL9766, BL9953, BL10686, BL10796, BL10804, BL10981; BL10997, BL11140, BL11313

Table 8.2 – Loading Schedule – BL8960, BL10804

Table 8.3 – Bicycle Parking Schedule – BL8528, BL8654, BL8960, BL11140