

Mark-up of Reduced Parking Requirements for Low Density Residential

~~Strikethrough~~ = Proposed deletion from Zoning Bylaw 12800

Underline = Proposed addition to Zoning Bylaw 12800

54.1 Off-street Parking and Loading Regulations

2. General Requirements

2(f) ~~Unless otherwise specified in this Bylaw, no required parking spaces shall be provided as Tandem Parking. Parking spaces may only be provided as Tandem Parking if:~~

- i. the Tandem Parking is not used for visitor parking;
- ii. both Tandem Parking spaces are developed to provide parking for the same Dwelling; and
- iii. the Tandem Parking does not block access to any other parking space.

54.2 Schedule 1

Schedule 1 - Vehicular Parking Requirement

Schedule 1(A) Areas outside of the Downtown Special Area	
Use of Building or Site	Minimum Number of Parking Spaces or Garage Spaces Required
Residential and Residential-Related Uses	

Rationale

This is an administrative update to better describe the desired result for Tandem Parking regulations.

1. Apartment
Housing
~~Row
Housing~~
Stacked
Row
Housing

Minimum and Maximum Parking Spaces per Dwelling Size

<u>Dwelling Size</u>	Minimum	Maximum	TOD minimum	TOD maximum
Bed Sitting Room	1	N/A	0.7	1
Bachelor Suite	1	N/A	0.7	1
1 Bedroom Dwelling	1	N/A	0.8	1
2 Bedroom Dwelling	1.5	N/A	1	1.5
3 or more Bedroom Dwelling	1.7	N/A	1.25	1.75
Visitor Parking	1 per 7 Dwellings	N/A	1 per 7 Dwellings	N/A

Where such Uses contain three or more dwelling units (or where Semi-Detached Housing, Duplex Housing, or Apartment Housing consisting of fewer than three dwelling units, comprise part of a Multi-Unit Project Development) and are located within 400 metres of an existing LRT station or a future LRT station with a Council-approved Concept Plan, within 400 metres of an existing Transit Centre or a future Transit Centre with a Council-approved Concept Plan, or within 100 metres of a Transit Avenue, the ~~following~~ minimum parking requirements and maximum parking requirements shown in the table above shall apply.

A new section for Row Housing has been added below. Row housing is separate because the regulations are switching to a per dwelling instead of a per bedroom ratio.

	<p><u>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. The visitor parking must be readily available to an entrance of the building and be clearly identified as visitor parking. Visitor parking spaces shall be readily available to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking</u></p> <p>The Development Officer may accept Tandem Parking spaces of a number that is equivalent to the total required parking minus the total number of Dwellings and minus visitor parking. Visitor parking spaces shall not be in tandem.</p>		<p>There is ambiguity in how visitor parking rates are currently applied. The visitor parking requirement is relocated from the table to this paragraph and is proposed to clarify the minimum number of dwellings required before visitor parking rates are applied.</p> <p>The current calculation for tandem parking is unclear. This is proposed to be deleted with new wording added into the General Parking Regulations section as shown above.</p>
2. Garage Suite Garden Suite Secondary Suite	<p>1 parking space per 2 Sleeping Units in addition to the parking requirements for primary Dwelling.</p> <p>Tandem Parking is allowed for Secondary Suites, Garage Suites and Garden Suites.</p>		

<p>3(a). Duplex Housing Mobile Homes (excluding Mobile Home Parks) Semi-detached Housing Single Detached Housing</p>	<p>12 parking spaces per Dwelling, may be in tandem and may include 1 Garage space.</p> <p>Where a Front Yard driveway provides access to a parking space that is not within the Front Yard, the Development Officer may consider this driveway as the provision of a second car parking space that is in tandem.</p>		<p>One parking space is required regardless of how many sleeping units are present in the suite.</p>												
<p><u>3(b). Row Housing</u></p>	<table border="1"> <thead> <tr> <th colspan="4"><u>Minimum and Maximum Parking Spaces per Dwelling</u></th></tr> <tr> <th><u>Minimum</u></th><th><u>Maximum</u></th><th><u>TOD minimum</u></th><th><u>TOD maximum</u></th></tr> </thead> <tbody> <tr> <td><u>1</u></td><td><u>N/A</u></td><td><u>1</u></td><td><u>1.75</u></td></tr> </tbody> </table> <p><u>When located within 400 metres of an existing or a future LRT station, within 400 metres of an existing or a future Transit Centre with a Council-approved Concept Plan, or within 100 metres of a Transit Avenue, the TOD minimum and maximum parking requirements shall apply.</u></p> <p><u>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking spaces shall be readily available to the primary building entrance for each</u></p>	<u>Minimum and Maximum Parking Spaces per Dwelling</u>				<u>Minimum</u>	<u>Maximum</u>	<u>TOD minimum</u>	<u>TOD maximum</u>	<u>1</u>	<u>N/A</u>	<u>1</u>	<u>1.75</u>		<p>Since two parking spaces are no longer required, tandem parking is no longer needed to meet minimum parking space requirements. Further clarification on tandem parking provided as above.</p> <p>A single requirement is introduced regardless of the number of bedrooms to align Row Housing with other low density residential uses. The existing Transit Oriented Development parking reductions and maximums are retained. Visitor parking requirements for Row Housing are retained.</p>
<u>Minimum and Maximum Parking Spaces per Dwelling</u>															
<u>Minimum</u>	<u>Maximum</u>	<u>TOD minimum</u>	<u>TOD maximum</u>												
<u>1</u>	<u>N/A</u>	<u>1</u>	<u>1.75</u>												

	<p><u>multi-unit residential building on Site, and be clearly identified as visitor parking.</u></p>	<p>By reducing the minimum parking requirements, the density bonus allowable in these zones are rendered less effective. Reducing the threshold from 6 to 3 will keep the existing ratio before additional density is granted, after the proposed minimum parking requirements are considered.</p>
160	<i>(RF5) Row Housing Zone</i>	
160.4	Development Regulations for Permitted and Discretionary Uses	
1.	<p>The maximum Density for Multi-unit Project Development shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every 6 3 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the Grade of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive;</p>	
170	<i>(RF6) Medium Density Multiple Family Zone</i>	
170.4	Development Regulations for Permitted and Discretionary Uses	
1.	<p>The maximum Density shall be 80 Dwellings/ha; provided that this shall be increased by one Dwelling/ha for every six 3 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 105 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above Grade of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and shall be integrated with the design of buildings and landscaping so as to be unobtrusive.</p>	
570	<i>(CS1) Community Services 1 Zone</i>	
570.4.1	Development Regulations for Uses Listed Under Sections 570.2.3 and 570.2.4	

1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every ~~6~~ 3 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the grade of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive.

571 (CS2) Community Services 2 Zone

571.4.1 Development Regulations for Uses Listed Under Sections 571.2.3 and 571.2.4

1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every ~~6~~ 3 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the grade of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Setback; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive.

572 (CS3) Community Services 3 Zone

572.4.1 Development Regulations for Uses Listed Under Sections 572.2.3 and 572.2.4

1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every ~~6~~ 3 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the grade of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive.

By reducing the minimum parking requirements, the density bonus allowable in these zones are rendered less effective. Reducing the threshold from 6 to 3 will retain the existing threshold after the proposed minimum parking requirements are considered.

573 (CS4) Community Services 4 Zone

573.4.1 Development Regulations for Uses Listed Under Sections 573.2.3 and 573.2.4

1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every ~~6~~ 3 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the grade of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive.