

Draft Changes Proposed to Zoning By-law 569-2013

Accessible Parking

September 13th, 2024

- 1) Calculation method for Accessible Parking Requirements: Simplifies the method to calculate the accessible parking requirements.

This proposed change would simplify the method to calculate the number of accessible parking spaces required in a proposed development by linking the minimum number of accessible spaces to the number of dwelling units or Gross Floor Area (GFA).

The two methods being proposed to calculate this requirement is:

- 1) Multiplying a rate per dwelling unit for residential buildings or multiplying a rate per Gross Floor Area for non-residential uses, or
- 2) Multiplying a percentage based on the total parking provided for either residential or non-residential uses.

The greater minimum number from the two methods listed above will be used to determine the requirement.

- 2) Parking Rates – Residential: Updates the parking rates used to calculate the residential accessible parking requirement.

This proposed change would update the Resident Requirements for a Dwelling unit in an: Apartment Building, Assisted Housing, or a Mixed-Use Building in Table 200.15.10.5. The proposed rates are as follows:

- For Residential buildings located in Parking Zone A, they are required to provide 0.02 accessible parking spaces per dwelling unit or 7% of provided residential parking should be accessible.
- For Residential buildings located in Parking Zone B and Rest of the City, they are required to provide 0.025 accessible parking spaces per dwelling unit or 5% of provided parking should be accessible.

Whichever calculation results in the higher amount of accessible parking will be used as the minimum required. In addition, the final calculation is required to be rounded up.

- 3) Parking Rates – Residential Visitor: Introduces a new requirement to ensure residential visitor parking is accessible.

This proposed change would introduce a new requirement in Table 200.15.10.5 to ensure that 5% of provided residential visitor parking are designated as accessible parking spaces.

4) Parking Rates – Non-Residential: Updates the parking rates used to calculate the non-residential parking requirement.

This proposed change would update the non-residential requirement for majority of non-residential uses. The proposed rates for majority of uses as identified in Table 200.15.10.5 are as follows:

- For most non-residential uses city-wide with a Gross Floor Area less than 500 sq m, they are required to provide 1 accessible space or 5% of provided parking should be accessible.
- For most non-residential uses city-wide with a Gross Floor Area greater than 500 sq m, they are required to provide 1 accessible space plus 0.05 spaces for every additional 100 sq m of Gross Floor Area or 5% of provided parking should be accessible.

Whichever calculation results in the higher amount of accessible parking will be used as the minimum required. The requirement begins when one parking space is provided.

5) Parking Rates – Warehouses / Industrial: Updates the parking rates for warehouse / industrial uses recognizing these uses are typically larger in comparison to the number of people that are typically in the space.

This proposed change would update the requirement for warehouses / industrial uses identified in Table 200.15.10.5 to ensure that 5% of parking provided for these uses are designated as accessible parking spaces.

6) Parking Rates – Medical Offices and Clinics: Maintains the requirement to provide accessible parking spaces at 10% of provided parking spaces for medical offices and clinics.

This requirement for medical offices and clinics in Table 200.15.10.5 is being maintained as follows:

In accordance with Table 200.15.10.5, if the number of parking spaces associated with medical offices and clinics is 1 or more, parking spaces which comply with all regulations for an accessible parking space in Section 200.15 must be provided, as follows:

- The minimum number of accessible parking spaces is 10 percent of the number of provided parking spaces, rounded up; and any accessible parking spaces lawfully existing on the lot must be retained.

7) Electrification of Accessible Parking Spaces: Introduces a requirement that will ensure all provided accessible parking spaces will be equipped with energized outlets capable of level 2 charging or higher.

This proposed change would introduce a new requirement that would ensure that all accessible parking spaces in buildings should be equipped with energized outlets capable of level 2 charging or higher.

- 8) Updating Accessible Parking Clause: Updates an existing clause to reflect a shift in the calculation methodology for accessible parking spaces.

This proposed change updates the clause 200.15.10.10 Parking Rates – General so that it reads:

- If the number of parking spaces associated with dwelling units is 5 or more, or if the number of parking spaces associated with other uses, excluding medical offices and clinics, is 1 or more, clearly identified off street accessible parking spaces must be provided on the same lot as every building or structure erected or enlarged.

- 9) Multiple Uses on a Lot: Introduces a requirement that ensure if there are multiple uses on a lot, the total number of parking spaces is the cumulative minimum total for all uses.

This proposed change would introduce a requirement where multiple uses are on the same lot so that:

- If there are multiple uses on a lot, the respective minimum accessible parking space rates for each use on the lot apply, and the total number of required accessible parking spaces is the cumulative minimum total for all uses.

- 10) Interpretation of Minimum Parking Space Requirement: Introduces a new clause that would allow for the sharing of accessible parking spaces to cover multiple uses.

This proposed change would introduce a new clause on interpreting the minimum parking space requirement so that:

- If Table 200.15.10.5 has a minimum number of accessible parking spaces for a use, the number of accessible parking spaces available for that use listed on the Table may not be less than the required minimum.

- 11) Retrofitting existing parking spaces: Introduces a new clause that would allow existing buildings to retrofit existing parking spaces as-of-right and convert them to accessible parking spaces.

This proposed change would introduce a new clause to retrofit existing parking spaces and convert them to accessible parking spaces so that:

- Off-street parking spaces may be retrofitted and converted to accessible parking spaces using a 2:1 ratio and must be maintained on the same lot.

12) Transition Clauses: Introduces a new set of transition clauses. These clauses are still being drafted.

This proposed change would introduce new transition clauses for accessible parking spaces.
The transition clauses are still being drafted.