

Parking, Loading & Active Transportation

How does the City's Zoning By-law affect transportation choices?

The Zoning By-law plays a role in shaping how we move around the City. The most important ways the Zoning By-law affects transportation choices include:

1 Parking Space Requirements

The City's Zoning By-laws regulates how many parking spaces must be provided for any development or a change of use. The number of parking spaces that must be provided is calculated based on the size of the development, such as the number of residential units or the amount of floor area.

2 Location of Parking Facilities

The Zoning By-law regulates where parking can be provided on a lot. Directing parking areas to the rear of properties or to underground structures can support the development of streets where the buildings are located close to the sidewalk, creating a more pedestrian-friendly design.

3 Parking Space, Aisle, and Related Standards

The Zoning By-law regulates the required minimum size of parking spaces to ensure parking facilities will be functional. Similarly, the Zoning By-law regulates the width of parking aisles and has requirements for driveways, and drive-throughs. These regulations help ensure that parking and vehicle circulation will be efficient and functional.

4 Loading Facilities

The Zoning By-law regulates how many loading spaces must be provided to support shipping/receiving of items. Typically, only commercial uses, apartment buildings, and industrial uses need to provide loading spaces. The Zoning By-law also regulates setbacks and minimum size requirements to ensure loading facilities are functional and not impactful to the streetscape or neighbouring sensitive uses.

5 Bicycle Parking

The Zoning By-law also regulates the number of bicycle parking facilities that must be provided for a development, as well as the location and size of the spaces.

How have the parking, loading and active transportation requirements in the new Zoning By-law been reviewed and updated?

The new Draft Zoning By-law proposes a range of improvements to the City's existing parking, loading and active transportation requirements, as follows:

Parking Requirements: Requirements for the minimum number of parking spaces have been updated to better match actual transportation demands and context, such as the presence of transit. For example, the minimum parking space requirements in the City Centre are the lowest, because this area is highly accessible via transit.

Land Uses: The definitions of land uses have been consolidated and modernized, ensuring that parking standards are clearly defined for all land uses.

Bicycle Parking: Bicycle parking requirements are included in the new Zoning By-law, setting out expectations for providing a wider range of transportation options in conjunction with some forms of development (refer to the other side of this sheet).

Shared Parking: The new Zoning By-law allows parking areas to be shared by multiple uses, which helps to improve efficiency and reduce the overall required number of parking spaces for a mixed-use development.

Loading Requirements: The loading requirements associated with commercial, apartments, and industrial uses, have been standardized across the City, consolidating the requirements from the City's 6 existing Zoning By-laws.

Updated Parking Requirements for Different Land Uses



Residential

The new Draft Zoning By-law streamlines parking requirements for residential uses outside the City Centre and Seaton Urban Area. Visitor parking requirements have also been standardized across residential uses.



Mixed Uses

The new Draft Zoning By-law permits shared parking for mixed use developments, such as apartments with ground floor retail. This allows parking to be used for multiple uses and reduces the number of parking spaces that are needed.



Commercial & Industrial

The new Draft Zoning By-law has standardized parking requirements, ensuring that all parking is required on a floor-area basis for commercial and industrial uses. Uses such as restaurants now have reduced minimum parking requirements outside of the City Centre, which is more in line with anticipated parking demand.

For More Information



Visit the City's project website at:
<http://letstalkpickering.ca/zonereview>



To find out what your property is zoned in the new by-law, try the [interactive zoning tool!](#)



zonereview@pickering.ca

Considering Parking as a Part of Placemaking

Placemaking refers to the creation of public spaces that are interesting, vibrant, and pleasant to spend time in. The new draft Zoning By-law aims to promote placemaking through landscaping requirements and active frontages for parking facilities in the City Centre. For instance, landscaped areas are required between streets, existing residential development and established parking spaces and aisles. This landscaping will help create a more controlled and inviting environment across parking facilities.

- Related Studies**
- [Discussion Paper 7: Parking, Active Transportation and Loading](#)
- [Pickering Official Plan](#)

Bicycle Parking



Bicycle parking requirements have been expanded city-wide in the new Draft Zoning By-law and apply to multi-residential buildings like apartments and non-residential uses such as retail stores, restaurants and businesses that are large employers.

Other provisions have been included in the new draft Zoning By-law to ensure developments with larger bike parking facilities are secured through supervision or by providing bike lockers.