

Shaping Your City

City of Pickering Zoning By-law Review

Discussion Paper #7: Parking, Active Transportation and Loading

Final | February 2021

Revision History

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1 Introduction

This Discussion Paper provides a review of the City's zoning provisions related to parking, active transportation and loading. The review considers existing zoning provisions, relevant policy direction, best practices, and local considerations to recommend an approach to harmonizing the zoning requirements for parking, active transportation, and loading across the City.

It is noted that Discussion Papers #1-2 provide a general overview of the City's existing Zoning By-laws, the Official Plan and other background information. These Discussion Papers should be consulted for additional contextual information which is not repeated in this Discussion Paper.

2 Overview of Current Zoning Provisions

Parking, active transportation, and loading in the City are currently governed by six existing Zoning By-laws. There are generally three sets of parking and loading requirements in effect, applicable to three geographic areas, including City Centre, the Seaton Urban Area and other areas of the City.

The City Centre Zoning By-law 7553/17 is the newest and most progressive parent Zoning By-law. Given that it covers the area nearest the GO Station, it reflects the lowest minimum parking requirements and is the only Zoning By-law in the City to set out provisions for minimum bicycle parking requirements, bicycle parking space dimensions, and parking reduction using a shared parking formula.

The Seaton Urban Area is subject to lower minimum parking requirements as set out in The Seaton Zoning By-law 7364/14, which is a contemporary by-law covering an area of greenfield development without access to higher order transit. As a result, its minimum parking standards are not as low as the City Centre, but lower than the requirements set out in the remainder of the City governed by By-laws approved in the 1960s. The Seaton by-law provides reduced blended parking rates for mixed-use developments in select zones.

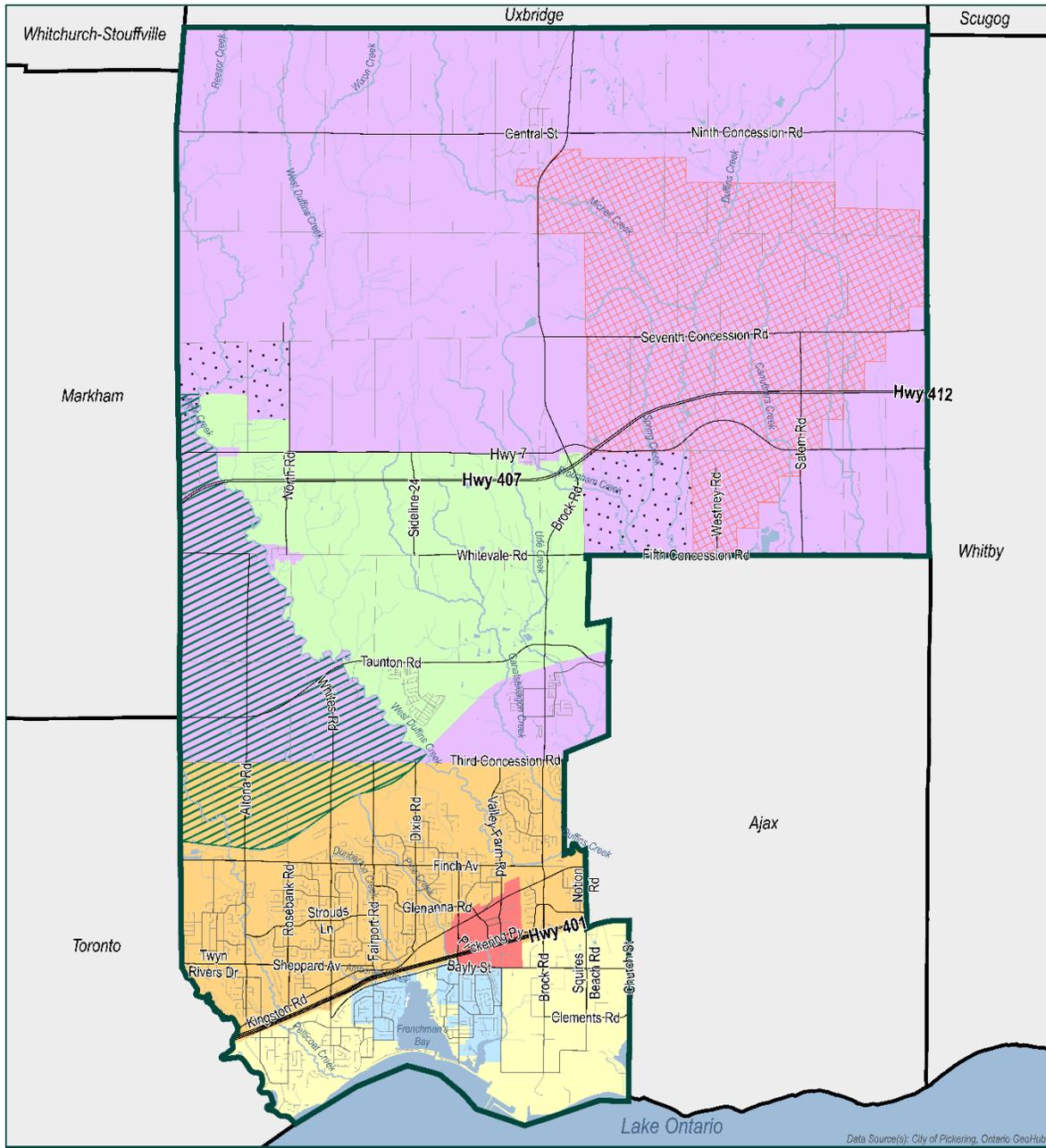
The minimum parking and loading requirements are generally the same across all four of the original parent Zoning By-laws. These By-laws are:

- Frenchman's Bay Area Zoning By-law 2511 which was passed by Council in 1960 and approved by the Ontario Municipal Board (OMB) 1963;
- The Bay Ridges Area Zoning By-law 2520 which was passed by Council in 1960 and approved by OMB in 1961;
- Zoning By-law 3036 which was adopted by Council in 1965 and approved in 1966; and
- Rural Area Zoning By-law 3037 which was adopted by Council in 1965 and approved by OMB in 1965.

Figure 2.1 illustrates the geographic applicability of each of these Zoning By-laws.

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Parent Zoning By-laws

Legend

- | | | |
|--------------------|-----------------------|------------------------------------|
| Zoning By-law 2511 | Zoning By-law 3037 | Minister's Zoning Order 1 (102/72) |
| Zoning By-law 2520 | Zoning By-law 7364/14 | Minister's Zoning Order 2 (19/74) |
| Zoning By-law 3036 | Zoning By-law 7553/17 | Minister's Zoning Order 3 (154/03) |



Figure 2.1: Applicability of the City's Existing Zoning By-laws

3 Current Provincial, Regional and City Policy Context

A wide range of Provincial, Regional and City policies and documents are relevant to the review of parking, loading and active transportation standards in the new Zoning By-law. This section identifies and reviews these relevant policies to understand the applicable requirements and objectives.

3.1 Growth Plan for the Greater Golden Horseshoe

The 2020 Growth Plan for the Greater Golden Horseshoe (the Growth Plan), as amended, provides policies on infrastructure planning, land-use planning, housing, urban form, transportation and natural heritage and resource protection issues that are expected to develop over time as communities in the Greater Golden Horseshoe (GGH), expand and grow.

The Growth Plan directs a significant share of growth to Major Transit Station Areas and other Strategic Growth Areas including Urban Growth Centres (UGC). Note these terms are defined in the Growth Plan. Downtown Pickering is a designated Urban Growth Centre in the City, and is connected to the Downtown Toronto UGC to the west and Downtown Oshawa UGC to the east along an east-west Priority Transit Corridor.

The Growth Plan promotes dense, mixed-use communities that support public transit, walking, and cycling, as well as aims to reduce private vehicle demand by promoting public and active transportation as viable options. Specific guidelines that directly affect parking supply and demand include:

- Section 2.2.4 (Transit Corridors and Station Areas):
 - ‘All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate [...] infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking’. (Subsection 8(b))
 - ‘Within all major transit station areas, development will be supported, where appropriate, by [...] providing alternative development standards, such as reduced parking standards’. (Subsection 9(c))
- Section 2.2.5 (Employment): In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated. (Subsection 4)

- Section 3.2.2 (Transportation General):
 - ‘The transportation system within the GGH will be planned and managed to [...] offer a balance of transportation choices that reduces reliance upon any the automobile and promotes transit and active transportation’. (Subsection 2(b))
 - ‘Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to [...] increase the modal share of alternatives to the automobile, which may include setting modal share targets; prioritize active transportation, transit, and goods movement over single-occupant automobiles; expand infrastructure to support active transportation’. (Subsections 4(b), (c) & (d))
-

3.2 Metrolinx: 2041 Regional Transportation Plan

In 2018, Metrolinx released the 2041 Regional Transportation Plan (RTP) that included a series of policy statements on the future transportation challenges in the Greater Toronto and Hamilton Area (GTHA). Building on the vision of an “integrated, multi-modal regional transportation system” from the previous RTP, the key strategies in the new RTP focus on improving traveler needs. The RTP includes the following relevant objectives:

- Strategy #4 - Integrate transportation and land use:
 - ‘Coordinate the development of a region-wide policy that [...] provides guidelines and encourages best practices in parking management; identifies common goals for on- and off-street parking management, especially near transit stations; [and] includes public education and demonstrates the benefit of new parking practices.’
 - ‘Coordinate station area parking requirements with the expansion of transit infrastructure and services. Zoning standards should be reviewed, with the expectation that minimum parking requirements will be reduced, particularly in transit-supportive neighbourhoods.’
 - ‘Adopt a region-wide approach to parking management for the arrival of shared mobility and autonomous vehicles.’
 - ‘Research and regularly publish existing parking-related data and emerging trends to improve parking planning and management.’
-

3.3 Metrolinx Mobility Hub Guidelines

The Mobility Hub Guidelines (Metrolinx, 2011) provides guidance to the scale, intensity and type of development surrounding future Mobility Hubs as the region’s transit system expands. The Guidelines define a mobility hub as being the 800-metre radius

surrounding the station or junction at the intersection of two higher order levels of transit lines. Seaton and Downtown Pickering are the two Mobility Hubs identified in Pickering.

Strategic parking management is identified as a desirable policy objective contributing to seamless mobility. The guidelines are organized under three key themes:

Right-sizing commuter parking, an area-based approach to parking management and reduction and parking designed to high standards. Specific guidelines to note include:

- ‘Develop a short and long-term area-wide parking strategy with maximum and minimum parking standards and shared use parking practices.’ (Section 4.4)
- ‘Minimize surface parking and integrate parking within surrounding development and parking structures.’ (Section 4.6)
- ‘Design parking facilities to a high level of architectural and landscape quality to reduce negative impacts on the environment and streetscape.’ (Section 4.7)

3.4 Durham Regional Official Plan

The Durham Regional Official Plan (May 2017 Consolidation) establishes basic policy directions for environment, economic development, housing, cultural, health and community facilities and infrastructure, and finance. This Official Plan defines a Regional Structure consisting of the Urban and Rural System. The Transportation System is separately recognized, with a section of the Regional Plan dedicated to the goals and policies for transportation.

Policies relevant to parking are as follows:

- Section 8A.1.2 (Centres): ‘Centres shall be developed in accordance with urban design that favors [...] parking areas sited at the rear or within buildings, wherever possible’
- Section 8C.1.6 (Employment Areas): ‘The Region promotes sustainable design and the development of transit supportive, compact urban form and minimizing surface parking in Employment Areas, where appropriate’
- Section 11.3.16(c) (Transportation Demand Management): ‘Employers are encouraged to promote programs to reduce automobile usage as a means of addressing energy consumption and air pollution. Such trip reduction programs may include: [...] the provision of incentives in parking lots and supporting parking management strategies to encourage the use of high occupancy vehicles, such as designated carpool spaces’
- Section 11.3.18(d) (Transit Priority Network): ‘In support of existing and future transit services, development adjacent to Transportation Hubs, Commuter Stations and Transit Spines [...] shall provide for: limited surface parking and the potential redevelopment of existing surface parking.’ **Figure 3.1** shows an excerpt of Schedule C – Map C3, Transit Priority Network.

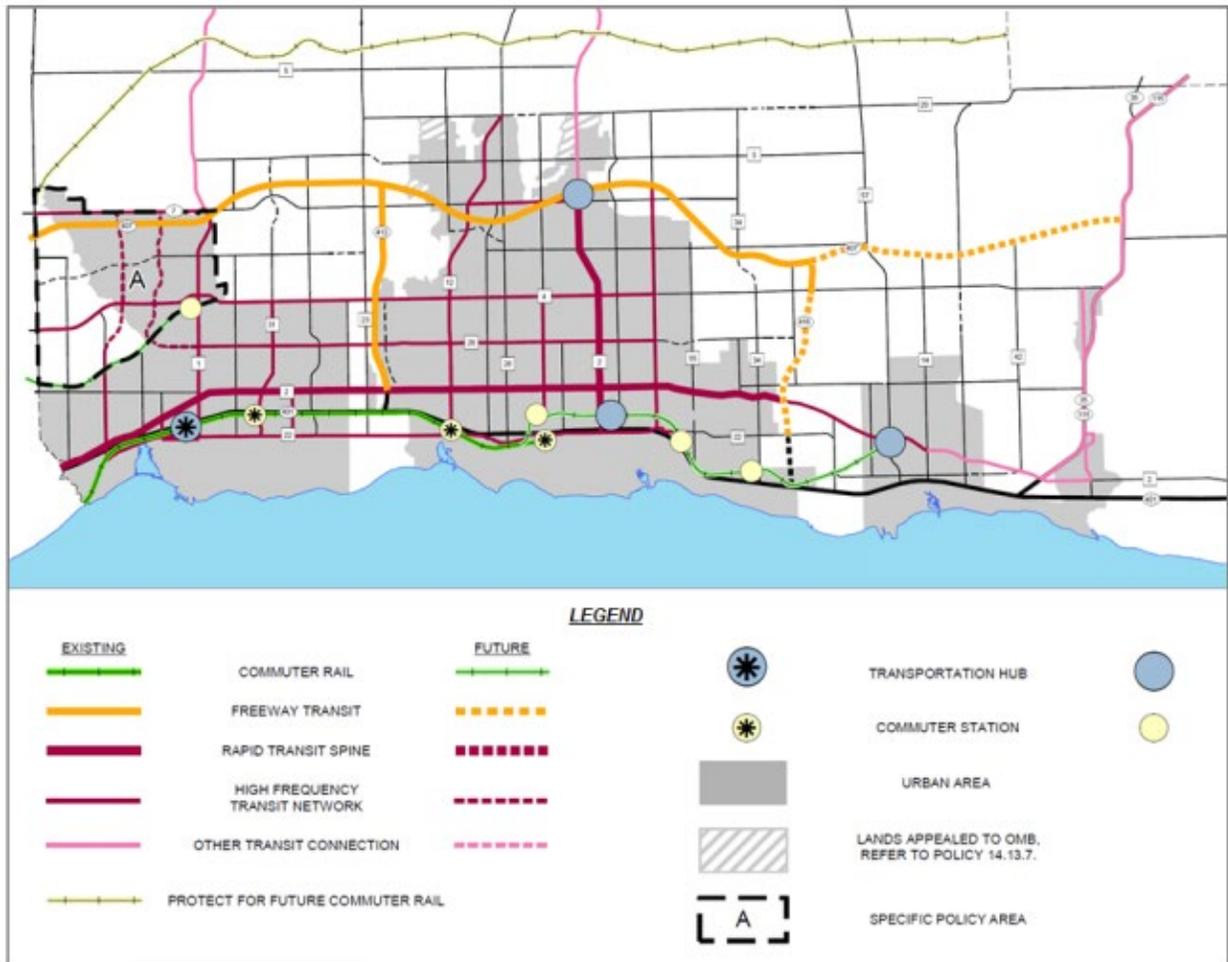


Figure 3.1: Transit Priority Network

Source: Durham Region - Envision Durham Transportation System Discussion Paper, pg. 30

3.5 Envision Durham

Envision Durham was launched in 2019 as the Region’s Municipal Comprehensive Review of the Official Plan. A series of discussion papers have been completed to inform the ongoing review. The Transportation System Discussion Paper (October 2019) identifies that parking plays a role in Transit Oriented Development and Transportation Demand Management (TDM). The treatment of commuter parking in support of transit is also explored. In this context, the paper acknowledges techniques in parking management including the development of a Regional parking strategy (as recommended by the Durham Transportation Master Plan), designation of carpool parking spaces to support TDM and commuter parking, provision of bike parking and related amenities, reduction of parking requirements to reflect transit and trends in autonomous and connected vehicles.

3.6 Durham Transportation Master Plan

The 2017 Durham Transportation Master Plan (TMP) sets out the regional policies, programs and infrastructure plans to manage anticipated transportation demands to the year 2031 and beyond, and to support the Regional Official Plan. Parking-related action items defined in the TMP include:

- Action 42: ‘Collaborate with the area municipalities and Metrolinx to explore the feasibility of providing secure bicycle parking at major transit hubs and public bike share systems where local interest is expressed.’
- Action 80: ‘Create guidelines that support a Regional parking strategy for strategic nodes and corridors, in partnership with the area municipalities. Actions could include amendments to zoning by-laws (e.g., to reduce parking minimums, set maximums and allow shared parking), identifying parking supply caps for key districts, and studying the feasibility and benefits of public parking authorities.’

3.7 Pickering Official Plan

The City of Pickering Official Plan was adopted by Council in 1997. The current Edition 8 incorporates subsequent amendments, informational revisions, and resolutions of deferrals to October 2018. Three additional Amendments (31, 34, and 37) were also reviewed for parking relevance.

Chapter 4 of the Official Plan sets out the City’s transportation strategy. Regarding parking supply and demand, Policy 4.13 states that ‘City Council shall consider preparing a comprehensive parking strategy for the urban area to determine and provide recommendations on current and future parking supply and demand, recognizing the opportunity to reduce parking supply in areas well-served by public transit.’ While such a study has not yet been initiated, the Official Plan contains policies that provide a clear context for how Zoning By-law parking requirements can be considered, and provides specific direction to the implementing zoning by-law.

Table 3.1 documents the Official Plan policy excerpts that are relevant to updating the Zoning By-law’s general parking requirements both City wide and in specific neighbourhoods or precincts. Key themes include providing on-street parking in pedestrian-oriented areas, encouraging shared parking, focusing TDM measures such as bike parking at transit stops and destinations. In the Bay Ridges Neighbourhood area, it is noted that the policies allow the City to accept cash-in-lieu of parking.

Table 3.1: Official Plan Parking Policies - Areas outside the City Centre and intensification areas

Ref.	Policy Excerpt	Relevance
Chapter 3 - Land Use		
3.9(c)(i)	<p>Urban Residential Areas</p> <p>City Council, in establishing performance standards, restrictions and provisions for Urban Residential Areas, shall have particular regard to [...] protecting and enhancing the character of established neighbourhoods, considering such matters as [...] parking provisions and traffic implications’.</p>	On-street parking context
Chapter 4 - Transportation		
4.6(g)	<p>Transit</p> <p>City Council shall prioritize transit stops and key transit transfer points as priority areas for bicycle parking [...] and other similar facilities to promote an integrated and connected active transportation network.</p>	Bicycle parking at transit stops
4.13	<p>Parking Supply/Demand</p> <p>City Council shall consider preparing a comprehensive parking strategy for the urban area to determine and provide recommendations on current and future parking supply and demand, recognizing the opportunity to reduce parking supply in areas well-served by public transit.</p>	Parking reduction near transit
Chapter 7 - Community Services		
7.8(g)	<p>Location of Major Community Facilities</p> <p>City Council shall encourage the location of a new senior citizens centre on the recreation complex lands within the City Centre in a location that can share facilities, such as parking, with other civic institutions.</p>	Shared parking

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Ref.	Policy Excerpt	Relevance
Chapter 12 – Urban Neighbourhoods		
Neighbourhood 1: Rosebank		
12.3(f)	<p>Rosebank Neighbourhood Policies</p> <p>City Council shall prohibit vehicular access from the neighbourhood to the Petticoat Creek Conservation Area, and discourage vehicular parking within the neighbourhood for users of the Petticoat Creek Conservation Area.</p>	Location of access points and parking
Neighbourhood 3: Bay Ridges		
12.5(n)	<p>Bay Ridges Neighbourhood Policies</p> <p>City Council shall with respect to the provision of parking within the Waterfront Node, consider:</p> <p>(i) permitting landowners to enter into long-term agreements with other landowners respecting the provision of required parking;</p> <p>(ii) accepting cash-in-lieu for required parking where appropriate and having considered the adequacy of alternate parking supply; and</p> <p>(iii) securing lands for public parking to serve the area.</p>	<p>Shared parking</p> <p>Off-site Parking</p> <p>Cash-in-Lieu</p>
Neighbourhood 9: Village East		
12.11(g)	<p>Village East Neighbourhood Policies</p> <p>City Council shall in order to ensure that development within the Mixed Employment Area on the west side of Notion Road is compatible with residential lands in Pickering and industrial lands in Ajax, require that the following design criteria be met in the development or redevelopment of properties:</p> <p>(iii) provision of loading and service areas at the side of buildings, not in the rear yards, unless</p>	<p>Location of parking and loading</p> <p>Screening</p>

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Ref.	Policy Excerpt	Relevance
	<p>suitable acoustical buffering and/or screening is provided for the existing residential dwellings;</p> <p>(v) provision of a landscaped treatment along Notion Road to screen parking areas, loading areas and service areas from Notion Road in order to establish an attractive Notion Road streetscape.</p>	
Neighbourhood 15: Duffin Heights		
12.17(k)	<p>Duffin Heights Neighbourhood Policies</p> <p>City Council shall in the consideration of development proposals within the neighbourhood:</p> <p>(v) require a fine-grain mix of housing types, forms and tenures on a variety of lot frontages to prevent concentrations of lots with small frontages and private driveways in order to create opportunities for improved streetscapes, massing and on-street visitor parking.</p>	On-street parking context
Chapter 14 - Detailed Design Considerations		
14.3(e)	<p>Corporate Initiatives</p> <p>City Council shall in the design of city owned properties and facilities, achieve a minimum of LEED ® silver certified, or alternative equivalent through the implementation of sustainable design measures such as: [...] use of permeable surfaces and pervious pavement in areas such as parking lots [...]</p>	Permeable surfaces
14.8	<p>Streetscapes</p> <p>City Council shall:</p> <p>(e) require the partial vertical screening of surface parking lots through the use of low fences, walls or landscape elements;</p> <p>(f) encourage reducing the scale of large surface parking lots by dividing the area through the use of landscaping, fencing and walls;</p> <p>(i) require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to</p>	<p>Screening</p> <p>Bicycle parking at transit stops and destinations</p> <p>On-street parking context</p>

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Ref.	Policy Excerpt	Relevance
	<p>buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities;</p> <p>(m) require the design of streetscaping elements to support on-street parking in areas of the City that are characterized by high pedestrian and commercial activity, to reduce vehicle speeds and to serve as a protective buffer between pedestrians and moving vehicles;</p> <p>(n) where possible, endeavour to ensure that street fixtures such as [...] parking metres and cycle parking facilities are designed and located in a consistent and integrated manner to avoid clutter and to facilitate easy legibility and use.</p>	
14.10(e)	<p>Design of Buildings</p> <p>City Council shall discourage the placement of building functions which do not directly support public activities, such as loading bays [...] from being located on building façades adjacent to streets.</p>	Location of loading
14.16(b)	<p>Pedestrian and Cycling Safety</p> <p>[...] City Council shall [...] consider the following designs and techniques in appropriate locations to improve safety for pedestrians and cyclists:</p> <p>(b) for pedestrians, provide separation from vehicular traffic and further enhance a sense of safety by: (i) allowing greater use of on-street parking on roads, except freeways, Type A arterial roads, and some areas on Type B arterial roads, during appropriate times of the day and year to buffer pedestrians from moving vehicles.</p>	On-street parking context

3.7.1 City Centre

Table 3.2 documents the Official Plan policy excerpts that are relevant specifically to the City Centre. In the City Centre, policies favour structured and below grade parking and reduced parking requirements where appropriate. Policies also offer potential for on-site parking demands to be met through shared use arrangements with other sites, and stratified parking (expanding underground parking to the road right-of-way). Reduced parking requirements can also be considered in the context of on-street parking, bicycle parking, and TDM.

Table 3.2: Official Plan Parking Policies - City Centre

Ref.	Policy Excerpt	Relevance
Neighbourhood 8: City Centre		
12.10(D)	<p>City Centre Active Frontages at Grade</p> <p>City Council shall (b) encourage the placement and design of new buildings on lots along the future Kingston-Bayly Connector, Kingston Road, Liverpool Road, Glenanna Road, Pickering Parkway, Bayly Street and the newly proposed east/west local collector road south of the 401 Highway to address these streets edges and prohibit back lotting or surface parking between the building and the street.</p>	Location of parking
12.10(I)	<p>City Centre Parking</p> <p>City Council shall:</p> <p>(a) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,</p> <ul style="list-style-type: none"> (i) that parking be situated either in parking areas located at the rear or side of the building or on-street, where the development fronts on a collector or local road; (ii) that the parking format be structured or below grade parking; (iii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; (iv) that where active uses at grade are required, parking structures feature active uses at grade to contribute to an animated street environment; (v) that parking structures be treated architecturally as building fronts with no blank walls; 	<p>Location of parking</p> <p>Structured or below grade parking</p> <p>Surface Parking</p> <p>Parking Structures</p> <p>Parking Structures</p> <p>Shared parking</p> <p>Parking reduction</p> <p>Surface Parking</p>

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Ref.	Policy Excerpt	Relevance
	<p>(vi) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;</p> <p>(vii) that the implementing zoning by-law may permit a reduction of customer parking for ground floor commercial uses through the provision of on-street parking;</p> <p>(viii) that surface parking areas be well landscaped and lit to provide a safe and comfortable pedestrian environment; and</p> <p>(ix) that access driveways to side and rear parking areas be consolidated where practical, and be accessible by a public laneway or drive aisle;</p> <p>(b) through the implementing zoning by-law, consider the provision of secure bicycle parking facilities in suitable locations;</p> <p>(c) consider a reduction in the number of required car parking spaces where bicycle parking facilities or transportation demand management measures are provided;</p> <p>(d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day; and</p> <p>(e) consider underground parking beneath the City’s municipal roads and parks provided the property owner enters into an agreement subject to the terms and conditions acceptable to the City, in consultation with the Region.</p>	<p>Access to parking</p> <p>Secure bicycle parking</p> <p>Parking reduction with of on-street parking, bicycle parking, TDM</p> <p>Stratified parking</p>

3.7.2 Seaton Urban Area

Table 3.3 documents the Official Plan policy excerpts that are relevant specifically to the Seaton Urban Area. Key themes include providing on-street parking, capturing opportunities for shared parking between various uses and sites, reducing parking requirements, and locating parking away from the streetline. Policies for the Seaton Urban Area also pave the way for bicycle parking requirements in zoning.

Table 3.3: Official Plan Parking Policies - Seaton Urban Area

Ref.	Policy Excerpt	Relevance
Chapter 11 - Seaton Urban Area		
11.1(h)	<p>Walkable Transit Supportive Neighbourhoods</p> <p>It is the objective of City Council to use public facilities as gateways into the Natural Heritage System, wherever possible and appropriate, thereby linking the community with the Natural Heritage System, by providing trailheads, shared services such as parking, and other amenities for community residents.</p>	Shared parking
11.3(g)	<p>Minor Commercial Clusters</p> <p>[...] Minor commercial clusters shall:</p> <p>(iii) give consideration to lower on-site parking standards which take into account the intended pedestrian nature of these uses, shared parking opportunities within live-work buildings, and the contribution of on-street parking to meet parking demand; and</p> <p>(iv) not permit off-street parking in front of the buildings.</p>	Parking reduction Shared parking On-street parking context Location of parking
11.7	<p>Built Form and Urban Design of Mixed Corridors, and Community Nodes</p> <p>City Council shall require a strong pedestrian focus be created within the Community Nodes and Mixed Corridors. To achieve this focus, development shall adhere to the following built form and urban design principles [...]:</p> <p>(a) Pedestrian Focus of Community Nodes & Mixed Corridors: (iv) public and private streets and sidewalks shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm through wide sidewalks, street furniture and on-street parking where feasible'</p> <p>(b) Pedestrian Predominant Streets [...] design criteria are as follows: (ii) The buildings shall generally be built up to the streetline and no parking, driveways or lanes should be located between the buildings and the street; (v) on-street parking shall be provided where feasible and appropriate'</p>	On-street parking context Location of parking

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Ref.	Policy Excerpt	Relevance
11.13(c)	<p>Parks Hierarchy</p> <p>[...] Neighbourhood Parks [...] shall: (iv) be supported by on-street parking.</p>	On-street parking context
11.15	<p>Community Facilities to contribute to compact nature of Seaton</p> <p>City Council requires that all community and education facilities contribute to the creation of compact neighbourhoods through [...] joint use of parking areas, [...], use of adjacent roads for visitor parking and other means to reduce land requirements.</p>	Shared parking
11.16(c)	<p>Places of Worship</p> <p>City Council shall encourage opportunities for joint use of parking areas in order to reduce land requirements.</p>	Shared Parking
11.18(c)	<p>GO Transit Station</p> <p>City Council recognizes that a GO Transit Station is conceptually located on Schedule II at the intersection of Brock Road and the C.P. Rail line. City Council encourages the early provision of the GO Transit Station and shall require the planning and design of the GO Transit Station and the adjacent land uses to consider the following: Metrolinx shall be encouraged to reduce the overall footprint of the commuter parking lots by considering structured parking.</p>	Structured parking
11.19	<p>407 Bus-rapid Transitway</p> <p>City Council shall require the Highway 407/ETR transitway to be shown in Neighbourhood Plans 20 and 21 along with transitway stations at each of the planned interchanges. Provision shall also be made in Neighbourhood Plans 20 and 21 for commuter parking areas, park and ride and car-pooling areas located adjacent to the transit stations.</p>	Commuter parking Car-pooling
11.26	<p>Streetscape Design to Promote Walking</p> <p>City Council shall:</p> <p>(b) require all roads be designed to promote pedestrian comfort through traffic calming measures including [...] on-street parking [...] to encourage slow-moving traffic through residential areas, Minor Commercial Clusters, and Community Nodes;</p> <p>(c) require the design of roads to include, where feasible, [...] on-street parking [...]</p>	On-street parking context

Ref.	Policy Excerpt	Relevance
11.27(b)	<p>Bikeway Network</p> <p>City Council shall require bicycle parking and/or storage areas in all commercial, office, industrial, mixed use, multiple unit residential without individual garages and apartment developments, which shall be secured through conditions of draft plan and/or site plan approval as applicable.</p>	Bicycle parking requirement
11.49(f)	<p>Affordable Strategies for Lower Income Tenants and Owners</p> <p>City Council recognizes that most new affordable rental housing and some new affordable ownership housing directed at larger owner households in the bottom 30th percentile of owner households, will require some type of subsidy or incentive to reach required ownership or rent levels affordable to low income households. Such assistance could include: reducing parking requirements and/or by encouraging the elimination of garages in ground related housing.</p>	Parking reduction
11.52(d)	<p>Community Gardens</p> <p>City Council shall require the appropriate locations for organic community gardens to be identified through an assessment of site specific conditions that consider: (ii) the availability of adequate parking nearby.</p>	Off-site parking

3.8 Integrated Transportation Master Plan

The City has initiated the Integrated Transportation Master Plan (ITMP) study which defines the policies, programs and infrastructure improvements required to address existing and future transportation needs. The ITMP will be informed by the Official Plan and other existing policies. At the time of this review, it is understood that a draft Transportation Master Plan is available from the consulting team. The policies and recommendations are understood to be in draft form at this time and have not been approved by Council. It is anticipated that efforts will be made to coordinate the development of the ITMP and the Zoning By-law Review process.

3.9 Kingston Road Corridor and Specialty Retailing Node Study

The Kingston Road Corridor and Specialty Retailing Node Study was completed in November 2019 to develop a new vision and strategy for intensification and redevelopment along the Kingston Road Corridor and within the Speciality Retailing Node. The study produced two major deliverables – an Intensification Plan and Draft Urban Design Guidelines. The study area is shown in **Figure 3.2**.

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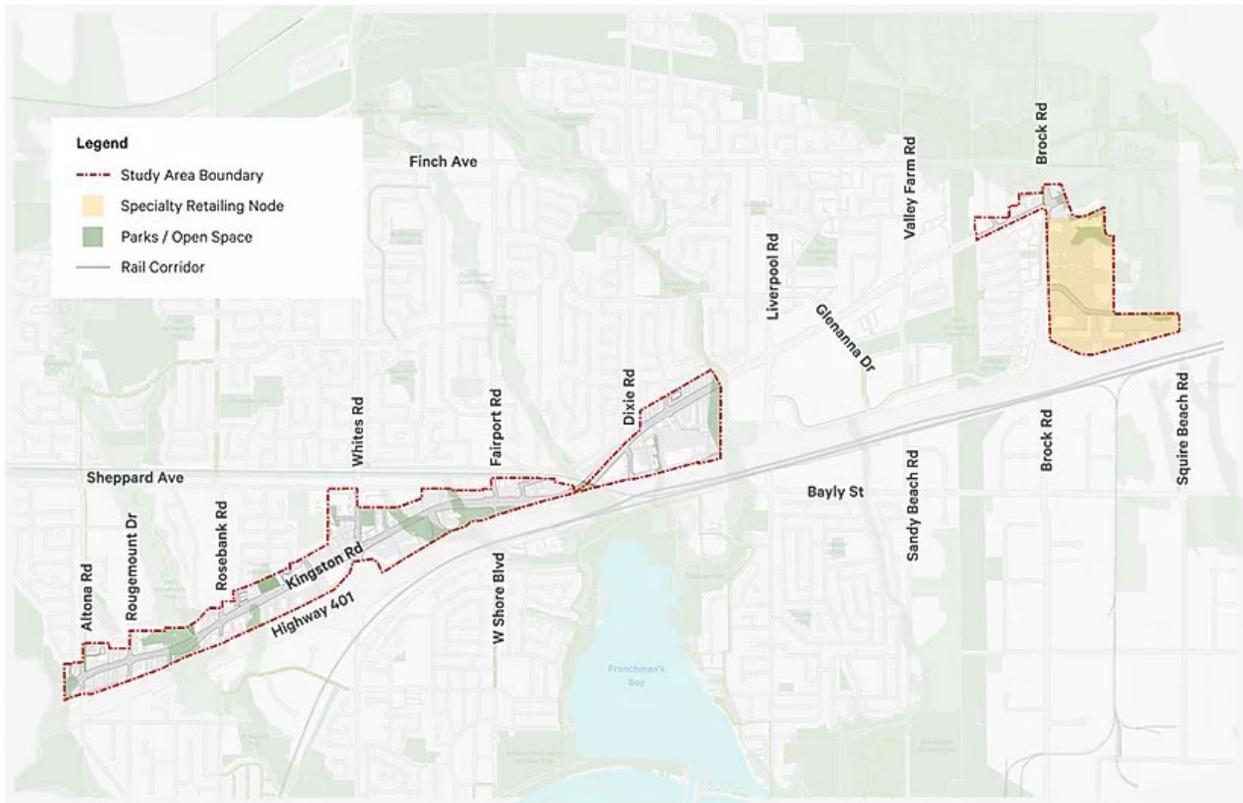


Figure 3.2: Study Area, Kingston Road Corridor and Specialty Retailing Node Study

Source: City of Pickering Kingston Road Corridor and Specialty Retailing Node Study

Section 3.5.9 of the Intensification Plan recommends the following parking policies:

- a. Off-street parking is encouraged to create an urban block structure, animate the streets, and facilitate connectivity.
- b. It is encouraged that off-street parking and cycling infrastructure be provided within structured or underground parking within private properties to facilitate connectivity and minimize the heat island effect created by large surface parking.
- c. Reduced minimum parking standards are encouraged to reflect the area's compact, high-density urban form and shift towards a pedestrian and transit-oriented environment.
- d. Shared parking will be encouraged and implemented in order to reduce the total number of parking spaces required. This includes combining off-street on-site parking between landowners, including consideration of shared use by different user groups at different times of the day.
- e. Underground parking beneath the City of Pickering's municipal roads and parks may be considered, provided that property owners enter into an agreement subject to terms and conditions acceptable to the City. In the case of parks, they should be located in a manner which does not jeopardize the growth of mature trees or disturb the function of the park.

3.10 Summary

From the Provincial level through to the local City level, policy directions are in place to support a modern, progressive approach to the Zoning By-law parking requirements. In the City Centre and Seaton Urban Area, parking reductions and application of innovative parking solutions are in line with policy direction stemming from the UGC and Mobility Hub designations, and appropriately contribute to the City's multi-modal transportation network. An area-based parking management system is encouraged where feasible, such that parking demands can be met through shared parking, on-street parking and other flexible arrangements. Parking-related policies also support TDM and placemaking, and provide basis for the City to consider carpool parking, bicycle parking, and the built form of parking.

The City is well-positioned to vary parking requirements by zone in its draft Comprehensive Zoning By-law, as this is already implemented by the existing Zoning By-laws addressing the City Centre and Seaton Urban Area. It is anticipated that through this Zoning By-law Review, the existing tiered parking requirements will be consolidated and brought into alignment. Refinements will also be made to ensure conformity with the applicable policies and capture other considerations.

4 Methodology

The following sections of this Discussion Paper will take a succinct and organized approach to analyzing key topics in parking, active transportation and loading provisions. Each section will typically follow the following general structure:

1. **Current Zoning Provision** – a side-by-side comparison of the current provisions across the existing Zoning By-laws to identify consistencies, trends, discrepancies and gaps. To the extent possible, parking requirements are converted into common per unit rates, then sorted from highest to lowest requirements for ease of comparison.
2. **Applicable Policy Direction** – a selection of policies as documented in the previous chapter. This includes only directly relevant policies.
3. **Best Practices and Benchmarking** – a scan of parking requirements in the GTHA plus Ottawa, Victoria, and Vancouver for key land uses including Apartment, Restaurant, Retail, Office, Medical Office, and Industrial. The benchmarking is organized into three general tiers:
 - Downtown, reflecting the lowest minimum parking requirements in the municipality in locations best served by transit and often with the support of a public parking supply. This corresponds with the City Centre in Pickering;
 - Mixed Use Area, capturing the mid range of parking reductions typically applied to mixed use areas, intensification areas, nodes, locations with transit access, and the like. This corresponds with the Seaton Urban Area in Pickering and;
 - Areas outside the City Centre and intensification areas, capturing areas with the highest parking requirements in the municipality. This responds with Frenchman’s Bay Area, Bay Ridges Area, Remaining Urban Area, and Rural Area in Pickering.

For this analysis, parking requirements for specialized zones and sensitive sites are not included in the three-tiered summary of parking requirements.

Benchmarking of key land uses will serve as checkpoints for whether Pickering’s current parking requirements are in line with other jurisdictions.

For other topics unrelated to parking rates, this section discusses trends, best practices and lessons learned that can be drawn from WSP’s experience working in various cities and towns across the GTHA.

4. **Local Considerations** – summary of historical minor variances within the past five years and issues raised by City staff, if any. Note that Discussion Paper #2 includes a more fulsome discussion and explanation about minor variances.
5. **Recommendations** – high level recommendations based on the above review to inform the development of the draft Zoning By-law. Note that the

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recommendations across the sections are numbered sequentially. It should be recognized that recommendations will reflect the results of the current scoped review. Additional review beyond the scope of this Discussion Paper may be beneficial, including parking surveys, consultation with City staff and stakeholders, as well as consideration for other related transportation topics.

5 Minimum Parking Requirements for Residential Uses

5.1 Current Zoning Provisions

Existing minimum parking requirements for residential and related uses are summarized in **Table 5.1**.

Table 5.1: Existing Minimum Parking Space Requirements, Residential

Land Use	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Low, Medium and High Density Residential						
Detached Dwelling	1/unit	1/unit	1/unit	1/unit	2/unit	2/unit
Block Townhouse Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/unit for residents 0.25/unit for visitors	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Multiple Family Horizontal: with attached garage	2/unit for occupants ¹ 0.25/unit for visitors	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Semi-detached Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/unit	2/unit
Street Townhouse Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/unit	2/unit
Duplex Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/unit	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Multiple Family Horizontal: without attached garage	2/unit for occupants and visitors	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Back-to-back Townhouse Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/unit for residents	1.75/unit for residents 0.15/unit for visitors
Multiple Attached Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1.25/unit for residents 0.25/unit for visitors	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.

Land Use	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Multiple Family Vertical	1.75/unit for occupants and visitors	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Stacked Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1.25/unit for residents 0.15/unit for visitors
Apartment Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1.25/unit for residents 0.25/unit for visitors	0.5/unit for residents 0.15/unit for visitors
Accessory Dwelling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1/unit	1/unit
Accessory Dwelling Unit (up to 100 square metres)	3 total spaces provided on the property	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Seniors' Housing						
Retirement Home	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	0.3/unit for residents 0.05/unit for visitors	0.2/unit for residents 0.05/unit for visitors
Nursing Home or Long-Term Care/Long-Term Care Facility	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	0.33/resident bed	0.33/bed
Live-work						
Permitted businesses - except home occupations	3.57/100 square metres gross floor area devoted to permitted businesses for customers	3.57/100 square metres gross floor area devoted to permitted businesses for customers	3.57/100 square metres gross floor area devoted to permitted businesses for customers	3.57/100 square metres gross floor area devoted to permitted businesses for customers	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Live Work Unit	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/live work unit	1.5/unit 3/100 square metres gross leasable area of commercial use
Home-based Business	Requirement not identified within the Parent By-law.	Not Required				

Land Use	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
	Requirement is added to site-specific amendments.					
Private Home Daycare	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Not Required
Bed and Breakfast Establishment	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	2/unit 1/guest room	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.

5.2 Applicable Policy Direction

Policies relevant to minimum parking requirements for residential uses are summarized in **Table 5.2**.

Table 5.2: Applicable Policy Direction, Residential Parking

General Policy Direction	Reference
Provincial	
Consider reduced parking standards within major transit station areas and in transit-supportive neighbourhoods	2020 Growth Plan Section 2.2.4.9(c) Metrolinx 2041 RTP Strategy 4
Regional	
Consider reduced parking minimums, set maximums and allow shared parking in nodes and corridors	Durham TMP Action 80
Local	
Consider opportunity to reduce parking supply in areas well-served by public transit	Pickering Official Plan Section 4.13
In Minor Commercial Clusters within the Seaton Urban Area, consider parking reductions, shared parking for live-work buildings, and contribution of on-street parking to meet parking demand	Pickering Official Plan Section 11.3(g)(iii)
To support affordable housing in the Seaton Urban Area, consider parking reductions and encourage the elimination of garages in ground related housing	Pickering Official Plan Section 11.49(f)
Consideration of shared on-site parking within the City Centre, for mixed use development.	Pickering Official Plan Section 12.101(a)(vi)&(vii)

5.3 Benchmarking

Apartments were selected as a key residential land use for benchmarking. A summary of apartment minimum parking requirements in the GTHA and other select cities is provided in **Figures 5.1** through **5.3**. The review indicates that:

- Pickering's parking for multi family vertical requirements applicable in Frenchman's Bay Area, Bay Ridges Area, Remaining Urban Area, and Rural Area stand out as the highest in GTHA. For this benchmarking exercise multiple family vertical is considered as an equivalent to apartment, which is not specifically listed in the four parent Zoning By-laws.
- Pickering's apartment parking requirements in the Seaton Urban Area and City Centre are within the range of other requirements in the GTHA.

Figure 5.1: General Area Apartment
 Min. Parking Requirement

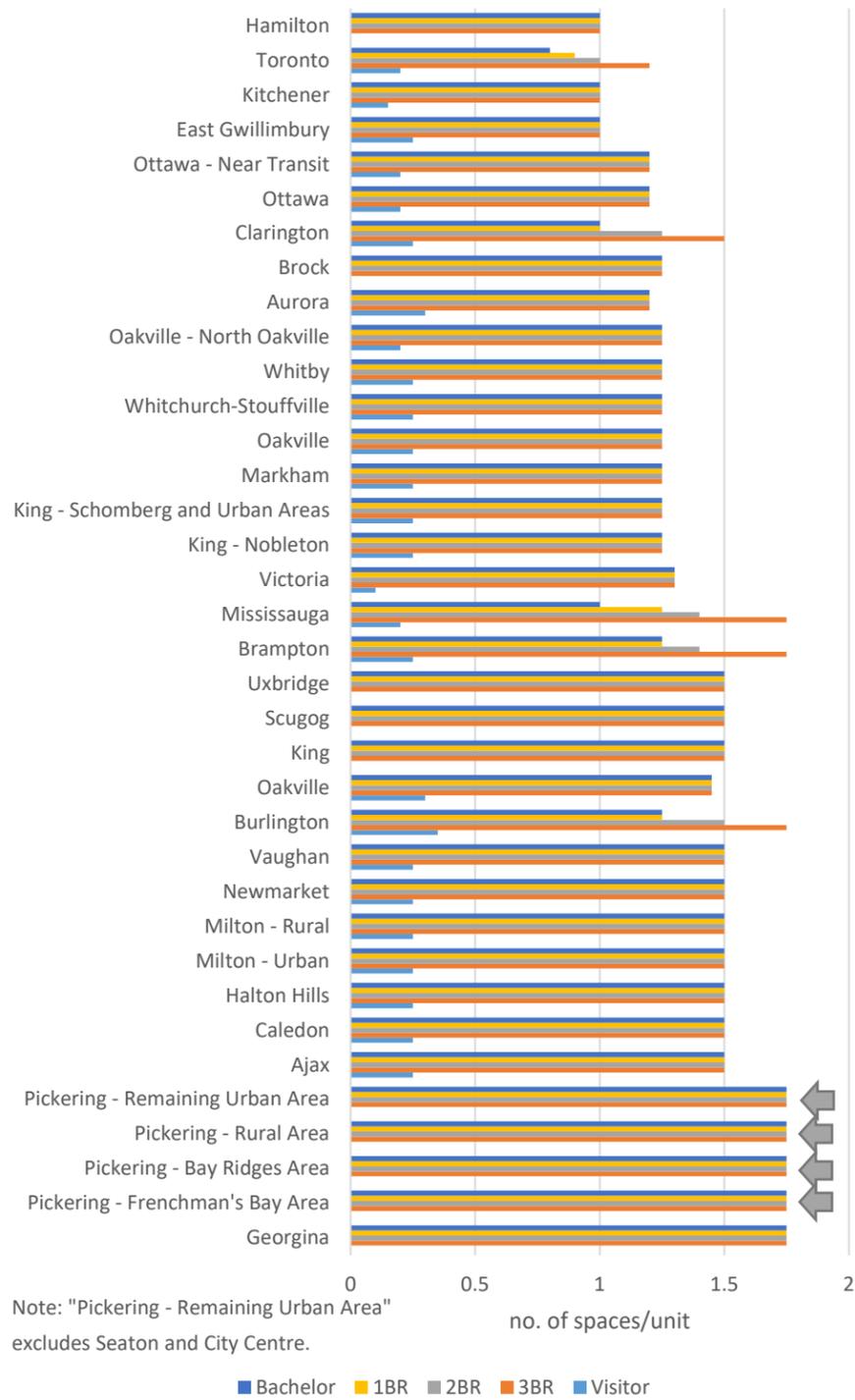


Figure 5.2: Mixed Use Apartment
 Min. Parking Requirement

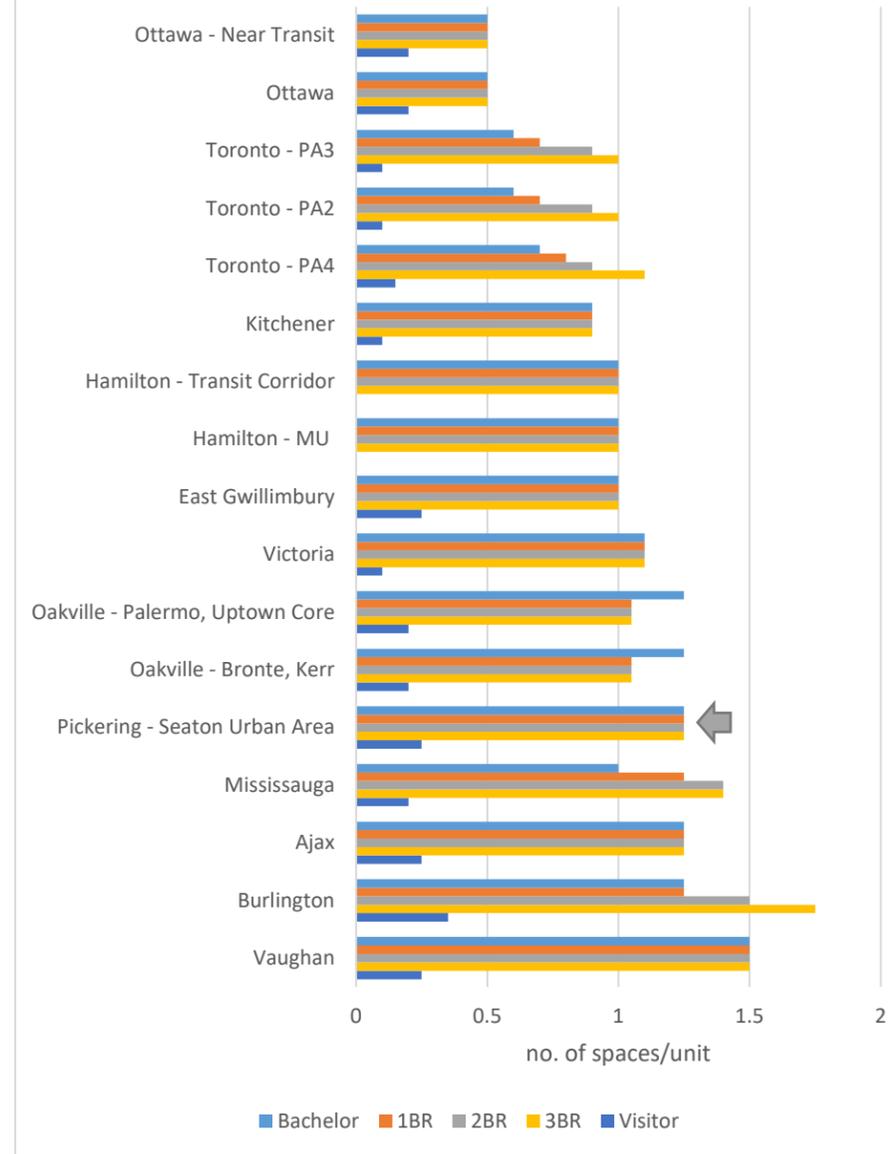
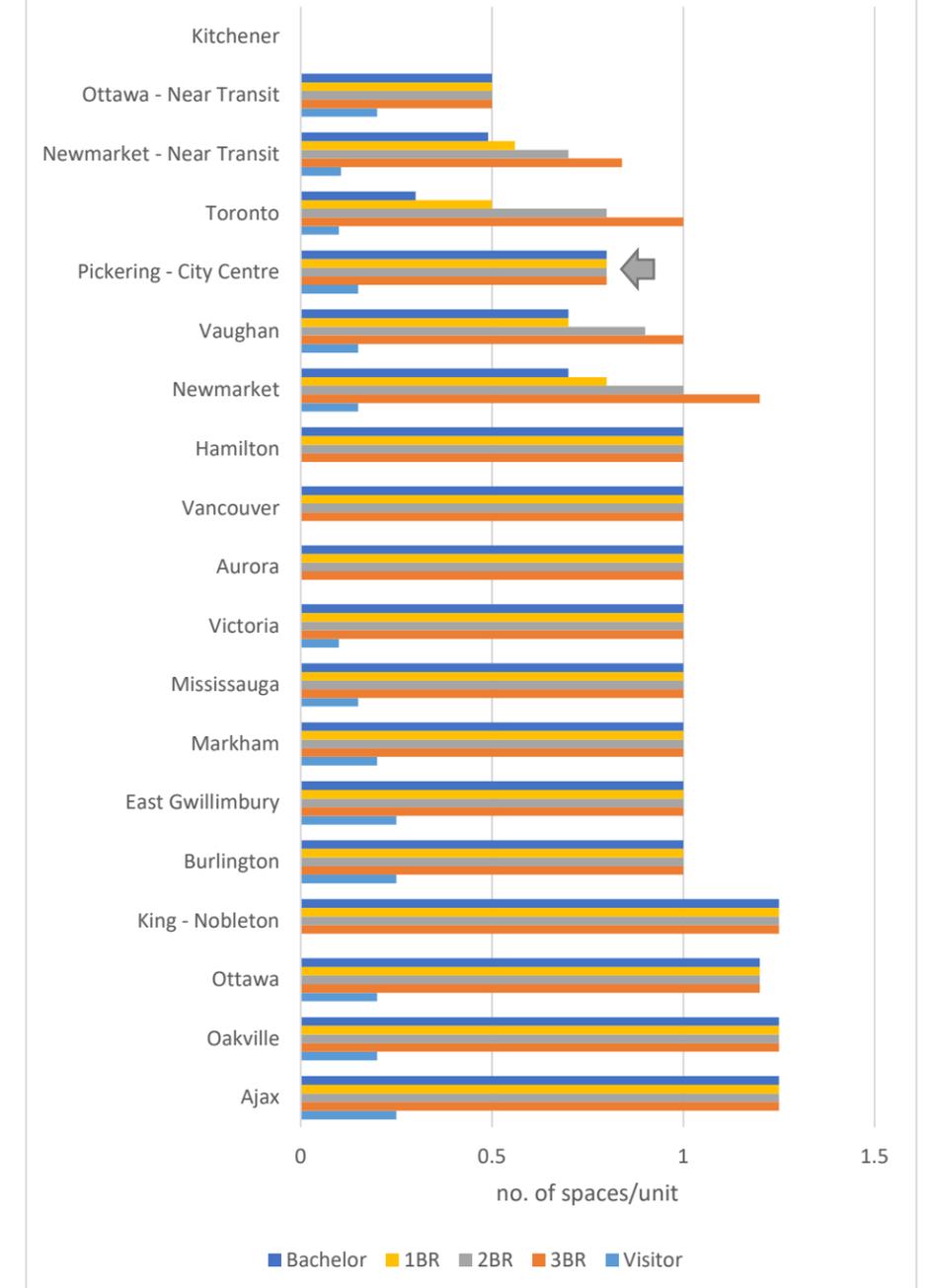


Figure 5.3: Downtown Apartment
 Min. Parking Requirement



5.4 Recommendations

Based on the information presented herein, general recommendations applicable to all residential and non-residential parking requirements are:

1. Align and consolidate the list of land uses.
2. Align minimum parking requirements based on a tiered approach with the lowest parking rates in the City Centre and intensification areas with immediate access to higher order transit (e.g. Kingston Road), and highest in the parking rates in the areas outside the City Centre and intensification areas.
3. Align minimum parking requirements across land uses where obvious discrepancies exist.
4. Fill gaps where parking requirements are missing for parts of the City.
5. Use a consistent approach to organize regulations related to different aspects of parking.
6. Modifications to the Zoning By-law's parking requirements may precipitate a need for the City to review alignment with other documents, such as design guidelines or Site Plan requirements.

Recommendations for minimum residential parking requirements are:

7. Reduce minimum parking requirements for apartments in areas outside the City Centre and intensification areas, and consider potential reductions for other dwelling types, including accessory dwelling units.

Parking relief for residential development may be provided through reduced minimum parking requirements and alternative design parameters. Alternative design parameters include for example, permission to provide tandem parking and small car parking spaces for a portion of the required parking spaces.

8. Realign the general parking requirement for detached dwellings.

Detached Dwellings are subject to higher parking requirements in the City Centre and Seaton Urban Area relative to other areas of the City.

Existing residential parking requirements generally correlate with the scale and density of the dwelling type, except: outside of the City Centre and Seaton Urban Area, Detached Dwellings are subject to the lowest parking requirements relative to other dwelling types.

9. Apply a consistent approach to visitor parking requirements across dwelling types.

In some cases, inconsistent application of visitor parking requirements contributes to misaligned parking rates.

10. Align parking requirements for live-work and related uses.

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There are differences in the treatment in the parking space requirements for live-work type uses in each existing Zoning By-law.

6 Minimum Parking Requirements for Commercial Uses

6.1 Current Zoning Provisions

Existing minimum parking requirements for commercial and related uses are summarized in **Table 6.1**.

Table 6.1: Existing Minimum Parking Requirements, Commercial

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Eating Establishment						
Bake Shop	5.91/100 square metres gross leasable area	6/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Café	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	6/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Restaurant	5.91/100 square metres gross leasable area	6/100 square metres gross leasable area	5/100 square metres gross leasable area			
Retail & Services						
Local and General - ground floor	5.91/100 square metres gross leasable area	N/A	N/A			
Other floors except basement storage	5.91/100 square metres gross leasable area	N/A	N/A			
Financial Institution	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Personal Service Establishment/ Personal Service Shop	5.91/100 square metres gross leasable area	5/100 square metres gross leasable area	3.5/100 square metres gross leasable area			
Supermarket	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Food Store	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified in by-law	3.5/100 square metres gross leasable area
Retail Store	5.91/100 square metres gross leasable area	4.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area			
Convenience Store	Requirement not identified within the Parent By-law.	4.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law.			

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
	Requirement is added to site-specific amendments.		Requirement is added to site-specific amendments.			
Service and Repair Shop (non-vehicle)	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	4.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Commercial School	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1/staff member 0.05/bus space/classroom 0.1/student	1/staff member 0.05/bus space/classroom 0.1/student	4.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Art Gallery/Studio	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	0.25/person capacity	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	4/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Home Improvement Centre	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Vehicle Dealership	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Garden Centre	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.2/100 square metres gross leasable area for retail sales/display of products/office 1.1/100 square metres gross leasable area for warehousing/wholesaling	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Office & Medical Office						
Veterinary, dental office, clinic, or home occupations	5/practitioner	5/practitioner	5/practitioner	5/practitioner	N/A	N/A
Medical Office	N/A	N/A	N/A	N/A	6.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Animal Care Establishment	N/A	N/A	N/A	N/A	4.5/100 square metres gross leasable area	Requirement not identified in by-law
Veterinary Clinic	N/A	N/A	N/A	N/A	4.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Office, except home occupations	5.38/100 square metres gross floor area	3.5/100 square metres gross leasable area	2.5/100 square metres gross leasable area			
Places of Assembly, Recreation and Entertainment						
Arenas	17.9/100 square metres used for assembly	0.2/fixed seat (0.5m of bench or pew = 1 seat)	Requirement not identified within the Parent By-law.			

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
	5.56/100 square metres floor area used for sports, entertainment, restaurant (excluding snack bark) and other ancillary uses 1 bus parking space/dressing room	5.56/100 square metres floor area used for sports, entertainment, restaurant (excluding snack bark) and other ancillary uses 1 bus parking space/dressing room	5.56/100 square metres floor area used for sports, entertainment, restaurant (excluding snack bark) and other ancillary uses 1 bus parking space/dressing room	5.56/100 square metres floor area used for sports, entertainment, restaurant (excluding snack bark) and other ancillary uses 1 bus parking space/dressing room		Requirement is added to site-specific amendments.
Churches, religious institutions/ Place of Worship	0.25/person capacity	0.25/person capacity	0.25/person capacity	0.25/person capacity	0.2/ fixed seat or 0.8 m of bench space, OR 10/100 square metres gross leasable area, whichever is greater	10/100 square metres gross leasable area for any assembly area
Assembly Hall, Convention Hall or Conference Hall	0.25/person capacity	0.25/person capacity	0.25/person capacity	0.25/person capacity	10/100 square metres gross leasable area	10/100 square metres gross leasable area
Hotel	5.91/100 square metres gross leasable area	1/guest room 10/100 square metres non-residential gross floor area used for public use	0.85/guest room 10/100 square metres gross leasable area			
Nightclub and Tavern/Bar/Pub	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	10/100 square metres gross leasable area	10/100 square metres gross leasable area
Funeral Home	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	5.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Place of Amusement other than a Bowling Alley	N/A	N/A	N/A	N/A	5.5/100 square metres gross leasable area	N/A
Place of Amusement	5.91/100 square metres gross leasable area	N/A	4.5/100 square metres gross leasable area			
Commercial Fitness/Recreation Centre	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	5/100 square metres gross leasable area	4.5/100 square metres gross leasable area
Private Club	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	5/100 square metres gross leasable area	4.5/100 square metres gross leasable area
Commercial, Recreational and Institutional: permitted uses plus all places of assembly, theatres, hospitals, sanitaria, etc.	0.25/person capacity	0.25/person capacity	0.25/person capacity	0.25/person capacity	N/A	N/A

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Cinema	5.91/100 square metres gross leasable area	5.5/100 square metres gross leasable area	0.17/seat of perm. seating			
Theatre	0.25/person capacity	0.25/person capacity	0.25/person capacity	0.25/person capacity	5.5/100 square metres gross leasable area	0.17/seat of perm. seating

6.2 Applicable Policy Direction

Policies relevant to minimum parking requirements for commercial and related uses are summarized in **Table 6.2**.

Table 6.2: Applicable Policy Direction, Commercial Parking

General Policy Direction	Reference
Provincial	
Consider reduced parking standards within major transit station areas and in transit-supportive neighbourhoods.	2020 Growth Plan section 2.2.4.9(c) Metrolinx 2041 RTP Strategy 4
Regional	
Encourage employers to promote transportation demand management, such as designated carpool spaces.	Durham Official Plan 11.3.16(c)
Consider reduced parking minimums, set maximums and allow shared parking in nodes and corridors.	Durham TMP Action 80
Local	
Consider opportunity to reduce parking supply in areas well-served by public transit.	Pickering Official Plan Section 4.13
In the City Centre, consider permitting a reduction of customer parking for ground floor commercial uses through the provision of on-street parking.	Pickering Official Plan Section 12.10(l)(a)(vii)
In Minor Commercial Clusters within the Seaton Urban Area, consider parking reductions, shared parking for live-work buildings, and contribution of on-street parking to meet parking demand.	Pickering Official Plan Section 11.3(g)(iii)
In the Kingston Road Corridor and Specialty Retailing Node, encourage parking reductions.	Kingston Road Corridor and Specialty Retailing Node 3.5.9©

6.3 Benchmarking

Restaurant, retail, office, and medical office uses were selected as a key commercial land use for benchmarking. A summary of the minimum parking requirements in the GTHA and other select cities is provided in **Figures 6.1** through **6.12**. The review indicates that:

- Retail and office parking requirements are relatively high, pointing to opportunities to reduce commercial parking requirements across the City;
- Restaurant parking requirements stand out as being in the lower range; and
- Medical office parking requirements in the GTHA are typically based on gross floor area, whereas Pickering's requirements for areas outside the City Centre and intensification areas are based on the number of practitioners.

It is noted that additional or different parking requirements may have incorporated different standards than the standards included in the parent Zoning By-law. A review of site-specific zoning by-laws will be conducted in the next phase of the Review process to gain a full understanding of the City's current parking requirements including any site-specific requirements.

Figure 6.1: General Area Restaurant Min. Parking Requirement

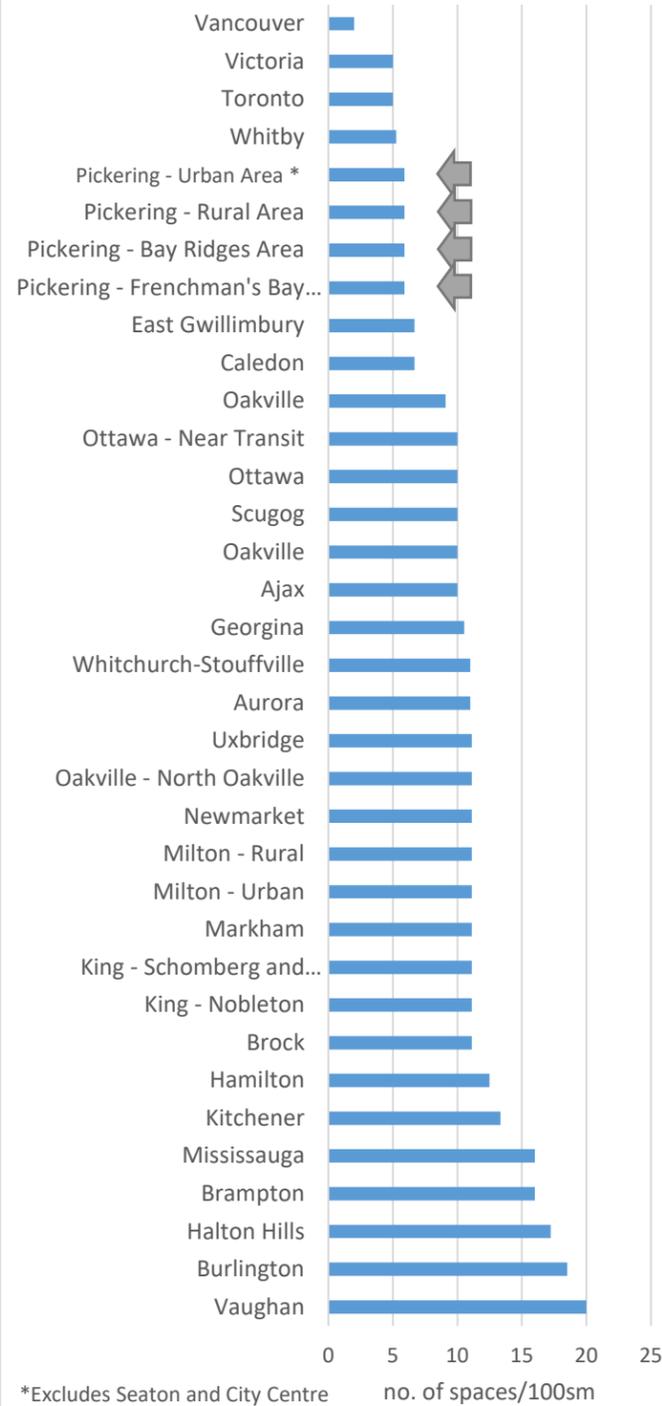


Figure 6.2: General Area Retail Min. Parking Requirement

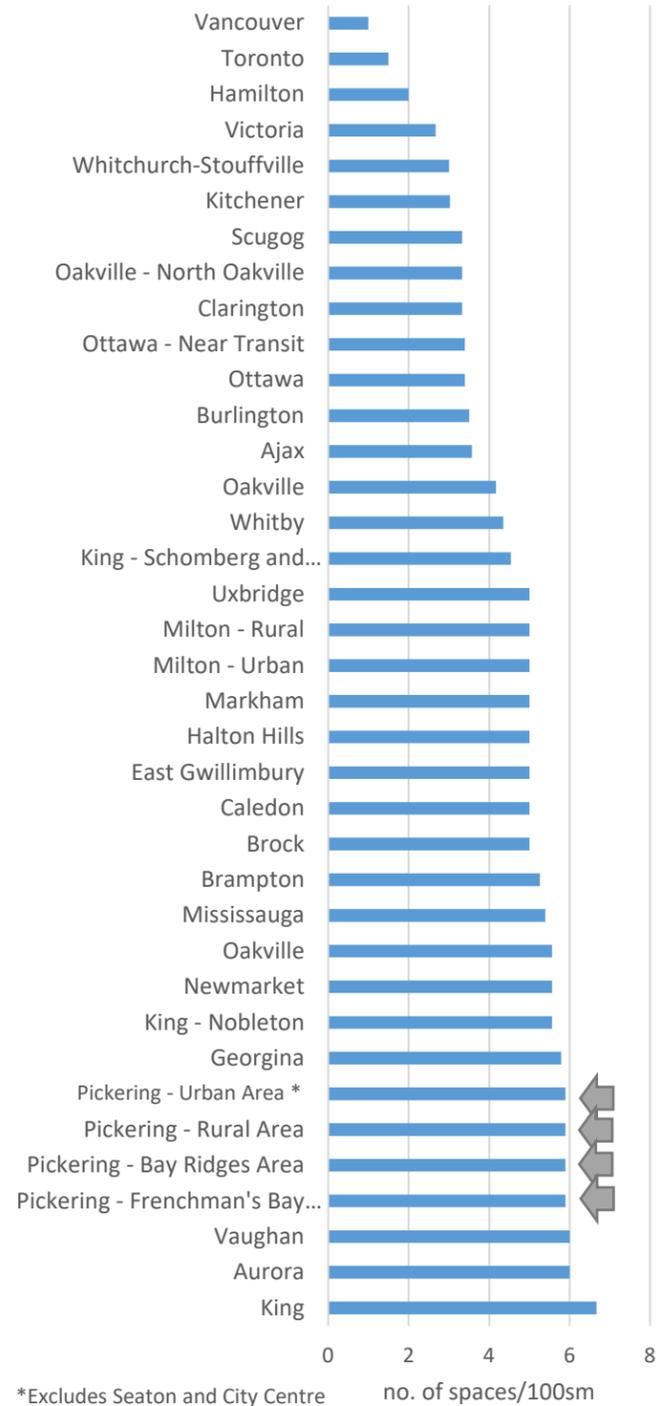


Figure 6.3: General Area Office Min. Parking Requirement

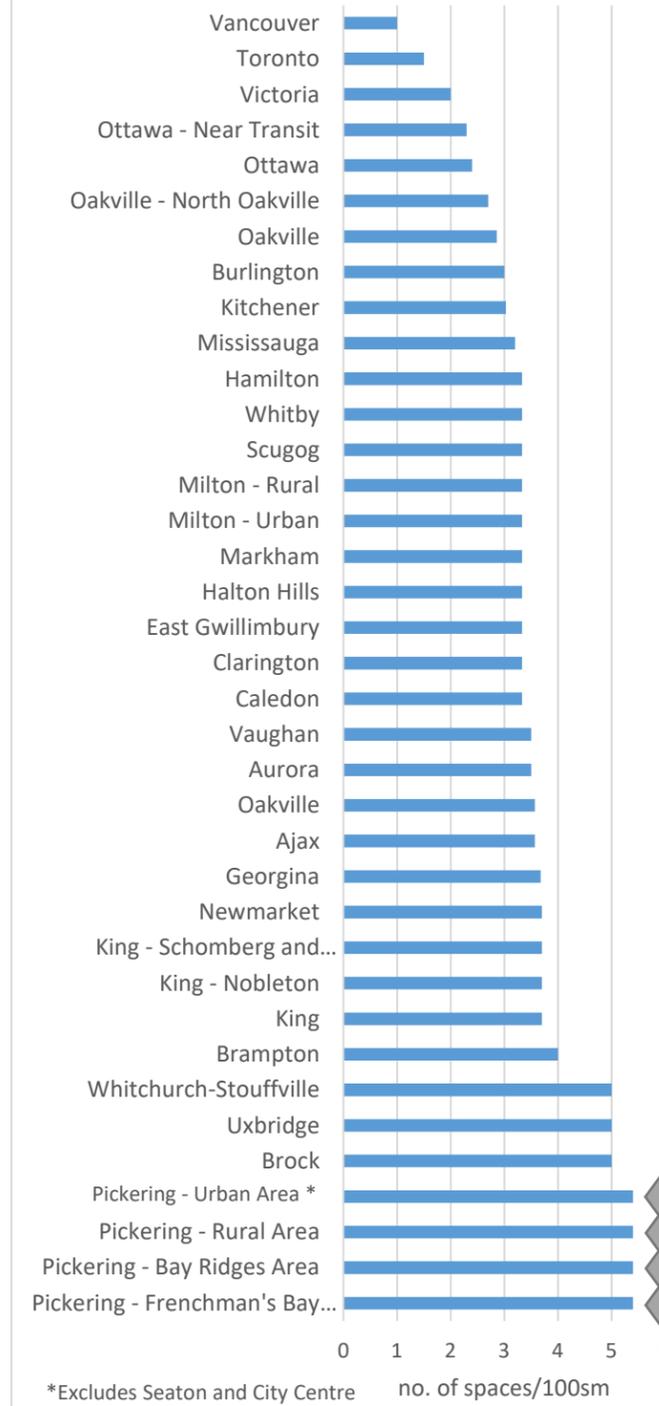


Figure 6.4: Gen. Area Medical Office Min. Parking Requirement

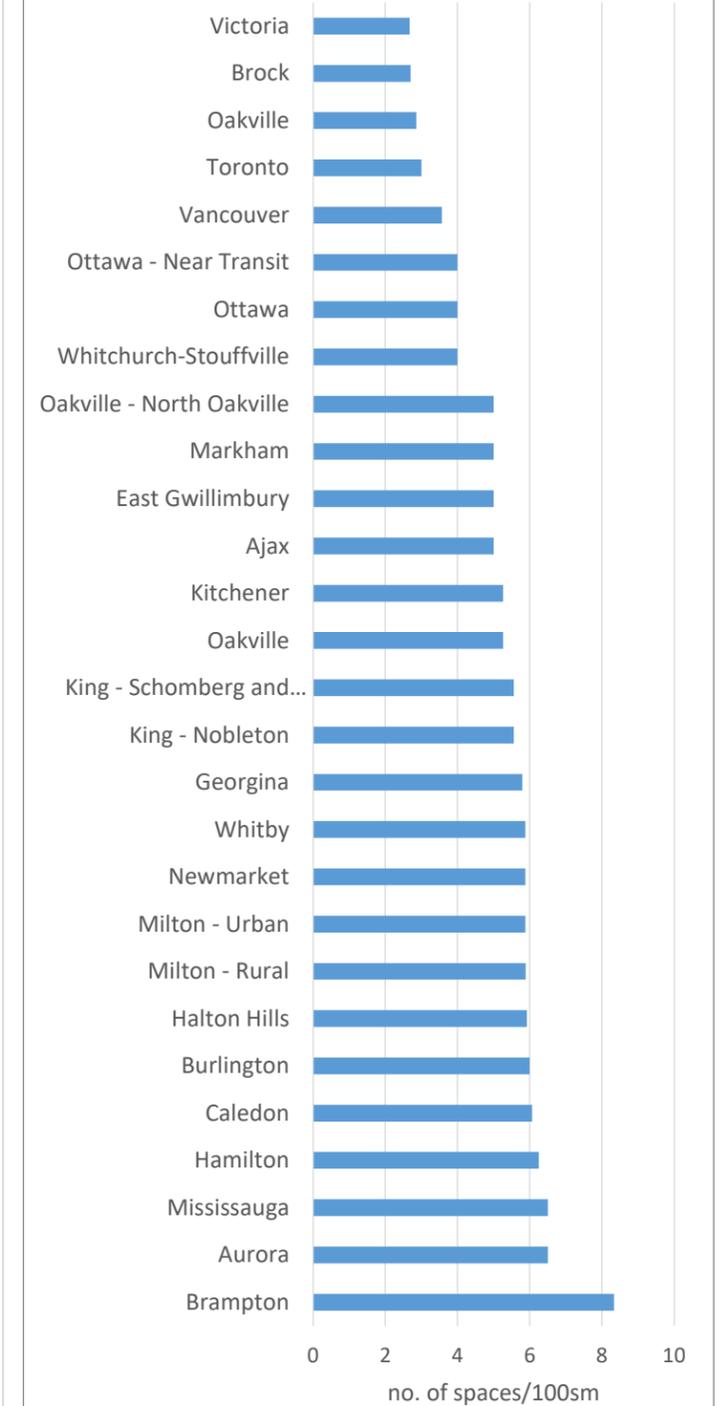


Figure 6.5: Mixed Use Area Restaurant Min. Parking Req.

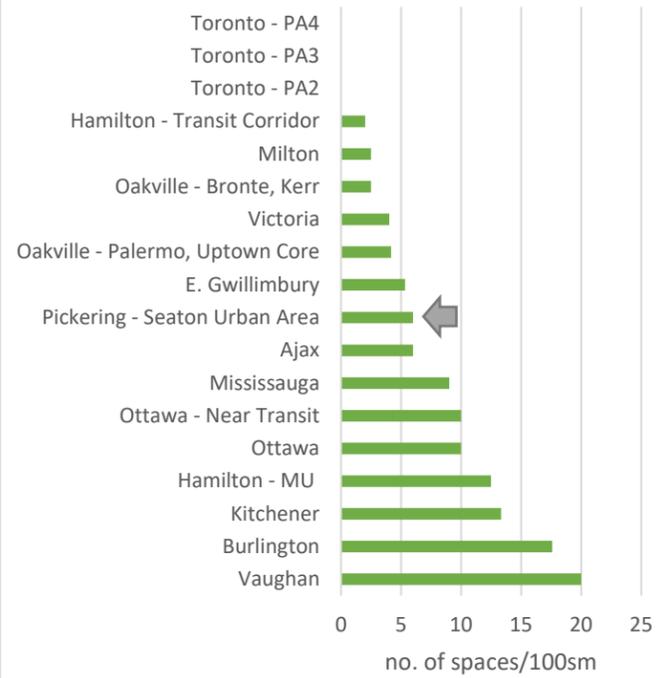


Figure 6.6: Mixed Use Area Retail Min. Parking Requirement

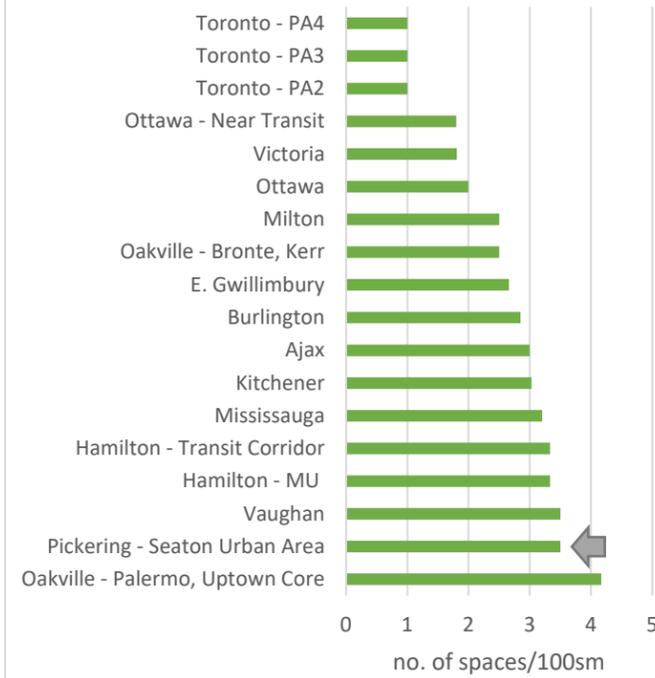


Figure 6.7: Mixed Use Area Office Min. Parking Requirement

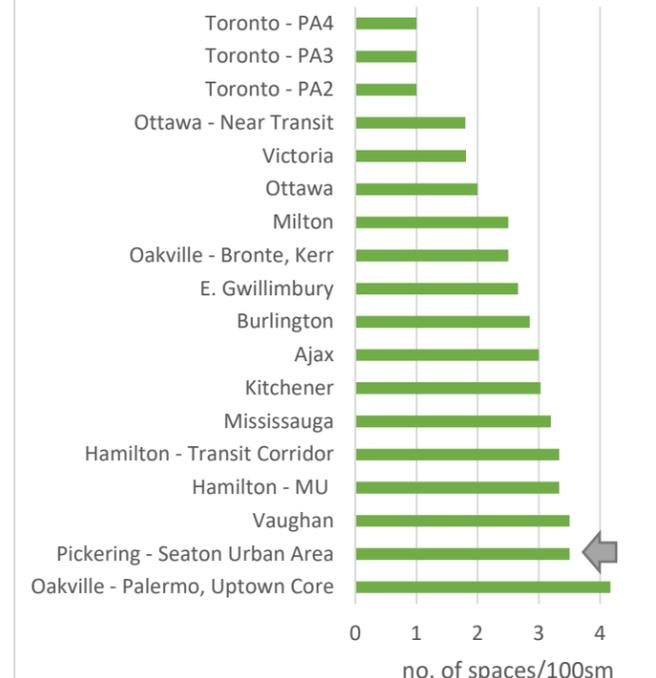


Figure 6.8: Mixed Use Area Medical Office Min. Parking Requirement



Figure 6.9: Downtown Restaurant
 Min. Parking Requirement

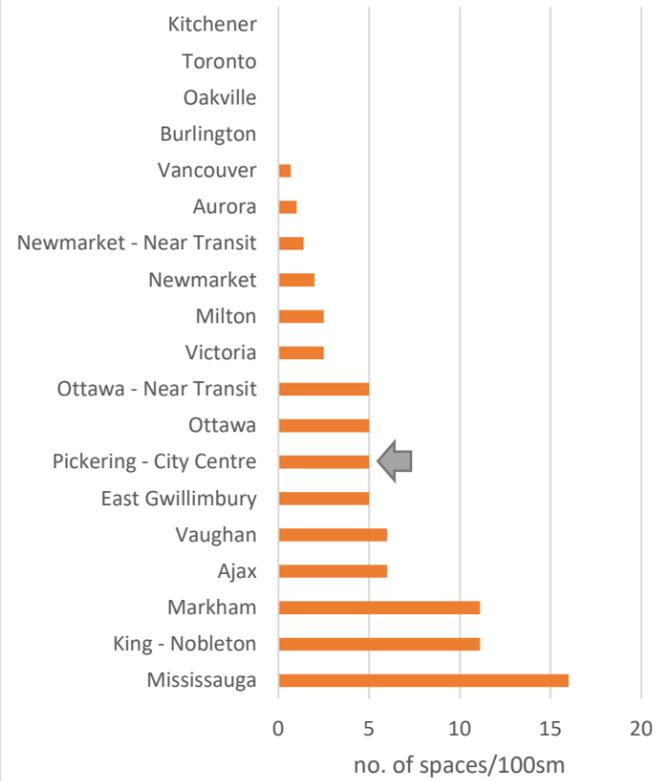


Figure 6.10: Downtown Retail
 Min. Parking Requirement

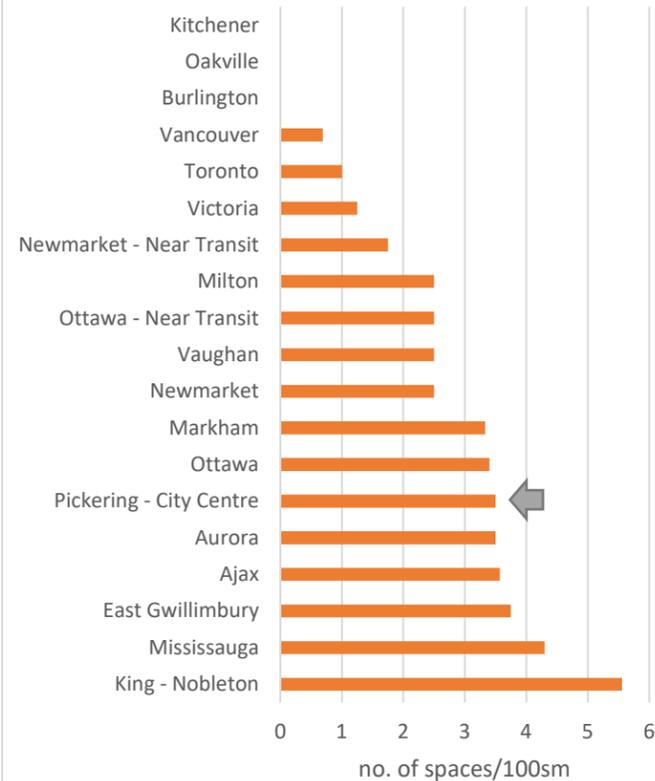


Figure 6.11: Downtown Office
 Min. Parking Requirement

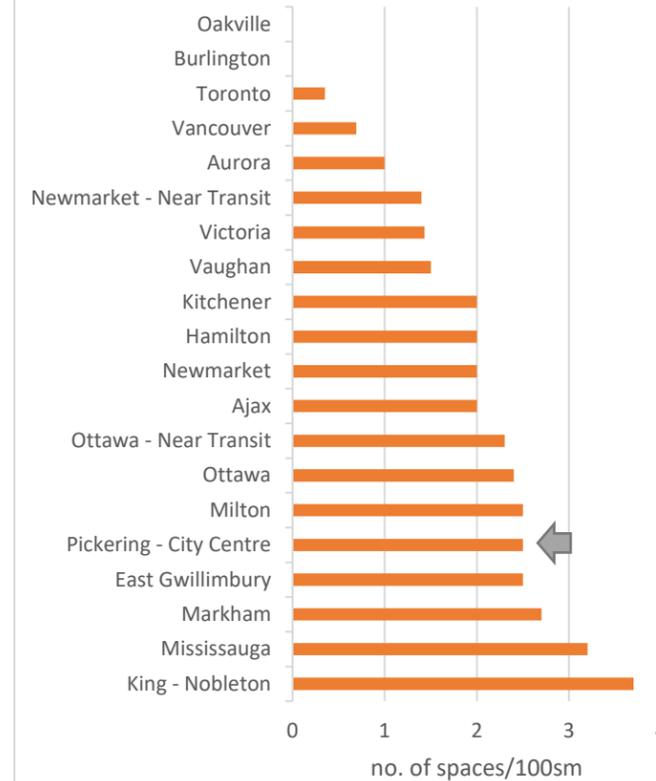
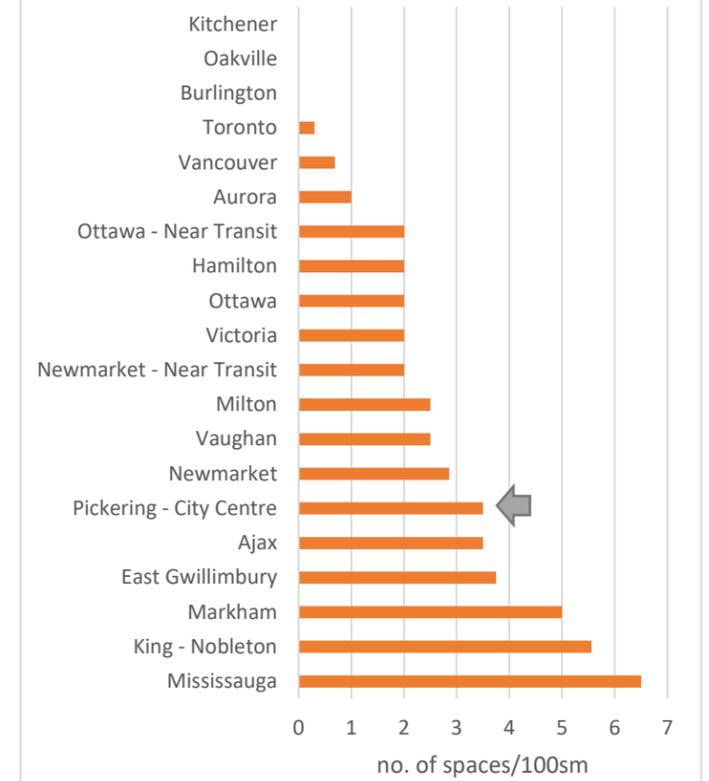


Figure 6.12: Downtown Medical
 Office Min. Parking Requirement



6.4 Local Considerations

6.4.1 Historic Minor Variances

There are several parking-related minor variances granted for commercial uses in the past five years as listed below. However, no patterns emerged to suggest any issue with the existing parking standards.

- 820 Kingston Road: parking reduction for mixed commercial uses including restaurants in a site-specific Mixed Use (MU-20) zone, Approved; and
- Bayly Street: multiple parking reductions for the Pickering Casino Resort, Approved, including:
 - Gaming establishment/Casino: 0.7 spaces/gaming position;
 - Hotel: 0.8 spaces/guest room plus 10 spaces/100 square metres of non-residential gross floor area for public use; and
 - Film Studio: 0.7 spaces/100 square metres of gross floor area.

6.4.2 Issues Raised by Staff

Comments from City staff are summarized as follows:

- Clarify the treatment of very large or “mega” religious facilities as places of worship or places of assembly, with consideration for higher parking demands at such large sites.

6.5 Recommendations

Based on the information presented herein, recommendations for minimum commercial parking requirements are:

11. Set minimum parking requirements for medical office and equivalent land uses based on floor area.

Parking requirement for clinics outside the City Centre and intensification areas is based on number of practitioners.

12. Clarify bus parking versus bus loading requirements and eliminate any duplications.

See parking requirements for arena in the areas outside the City Centre and intensification areas.

13. Consider removing bus related requirements from the minimum parking requirements table.

See parking requirements for arena in the areas outside the City Centre and intensification areas.

14. Use a consistent standard for converting bench space to seating capacity, or eliminate references to bench space.

See parking requirements for Arena and Places of Worship in the Seaton Urban Area

15. Relax the minimum parking requirements for retail, office, and medical uses based on benchmarking, and consider parking reductions for other commercial uses.
16. Consider supplemental parking provisions to facilitate temporary use of parking spaces, including parking requirements for the temporary use, temporary parking reductions for existing uses, and requirements to maintain adequate vehicular access.

Temporary use of parking spaces may include, for example, garden centres, farmers markets, seasonal events, and outdoor dining.

17. Maintain minimum parking requirements for restaurants in the areas outside the City Centre and intensification areas.
18. Consider clarifying the land use definitions to address “mega” religious facilities to aid interpretation of the Zoning By-law.
19. Consider the tier of parking requirements that should apply to the Kingston Road Intensification Corridor and Speciality Retailing Node.

Additional recommendations that are applicable to all land uses (residential and the non-residential) are set out in **Chapter 5.4** (Recommendations 1 through 5).

7 Minimum Parking Requirements for Industrial Uses

7.1 Current Zoning Provisions

Existing minimum parking requirements for industrial uses are summarized in **Table 7.1**.

Table 7.1: Existing Minimum Parking Requirements, Industrial

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Automotive						
Car Washing Establishment	5.91/100 square metres gross leasable area	5.91/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	4.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Gas Bar, including Accessory Convenience Store and/or Café	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	4.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Vehicle Repair Shop	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	4/repair bay	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Industrial						
Dry-Cleaner's Distributing Station	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	4.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Ancillary Retail Sales	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Business Services: such as industrial supply, industrial equipment repair, contractor shop, service and repair shop	Requirement not identified within the Parent By-law.	3.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law.			

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
	Requirement is added to site-specific amendments.		Requirement is added to site-specific amendments.			
Data and Communications: such as film, radio and television studio, call centre, data centre, programming and software development, phone, phone and internet provider	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Graphics and Design: such as printing, publishing, graphic design, web design	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Research/Laboratory and Research and Development Facility	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Manufacturing, Warehousing, Research Laboratories	1.79/100 square metres gross floor area	N/A	N/A			
Food Processing: such as industrial bakery, dairy, cannery, distillery, brewery, meat processor	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1/100 square metres gross leasable area up to 3,000 square metres 0.5/100 square metres gross leasable area over 3,000 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Light Manufacturing: such as assembly, processing, packaging and fabricating wholly within an enclosed building	1.79/100 square metres gross floor area	1/100 square metres gross leasable area up to 3,000 square metres plus 0.5/100 square metres gross leasable area over 3,000 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Storage and Warehousing as an Accessory Use	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1/100 square metres gross leasable area up to 2,000 square metres plus 0.5/100 square metres gross leasable area over 2,000 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.

7.2 Applicable Policy Direction

Policies relevant to minimum parking requirements for industrial uses are summarized in **Table 7.2**.

Table 7.2: Applicable Policy Direction, Industrial Parking

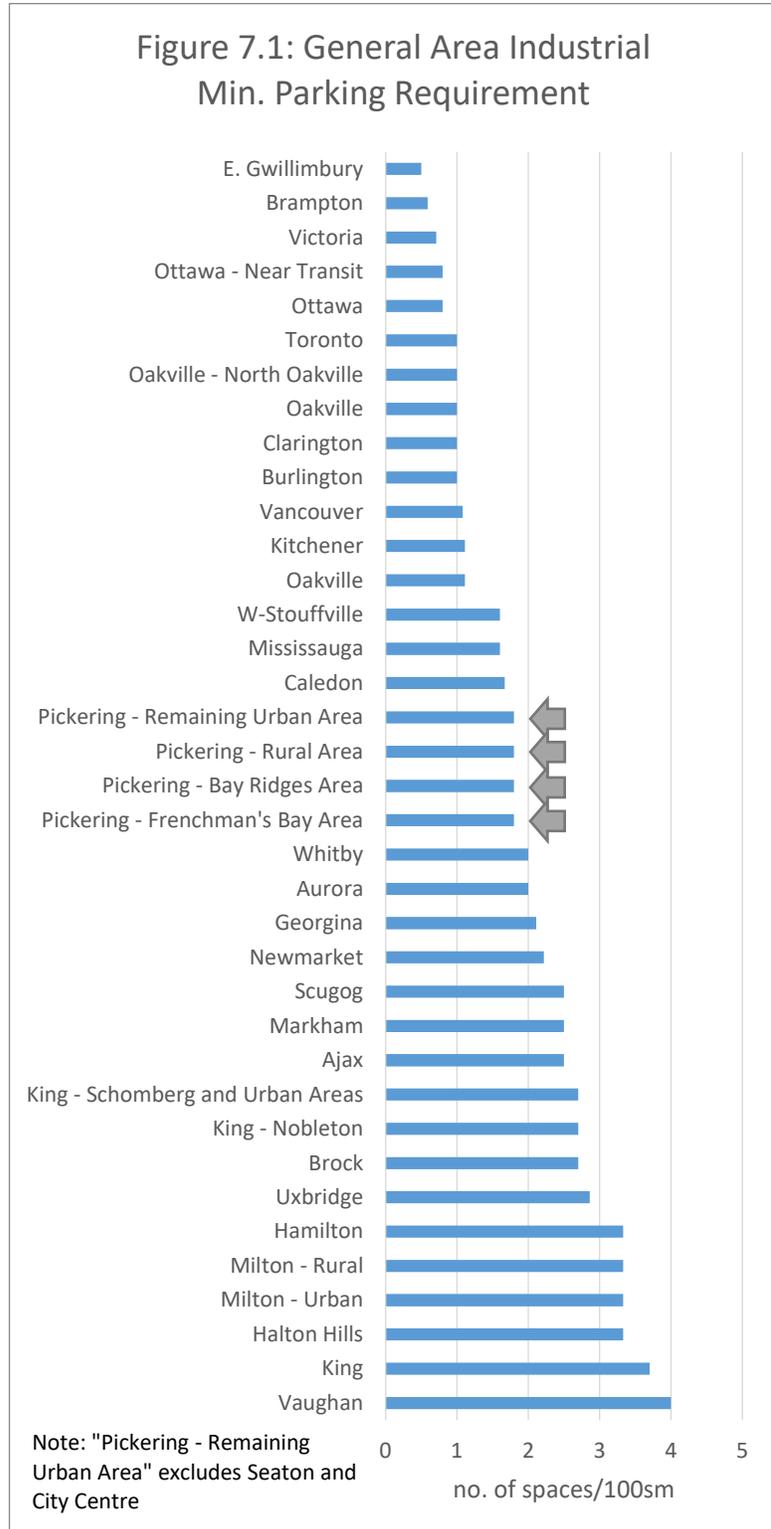
General Policy Direction	Reference
Provincial	
Consider reduced parking standards within major transit station areas and in transit-supportive neighbourhoods	2020 Growth Plan Section 2.2.4.9(c) Metrolinx 2041 RTP Strategy 4
Regional	
Encourage employers to promote transportation demand management such as designated carpool spaces	Durham Official Plan Section 11.3.16(c)
Consider reduced parking minimums, set maximums and allow shared parking in nodes and corridors	Durham TMP Action 80
Local	
Consider opportunity to reduce parking supply in areas well-served by public transit	Pickering Official Plan Section 4.13
In Minor Commercial Clusters within the Seaton Urban Area, consider parking reductions, shared parking for live-work buildings, and contribution of on-street parking to meet parking demand	Pickering Official Plan Section 11.3(g)(iii)

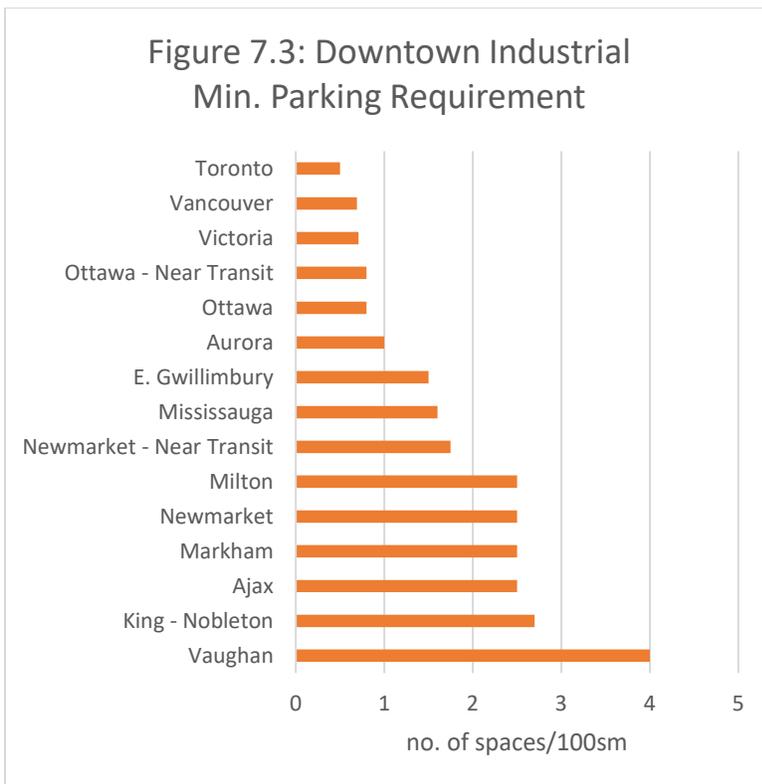
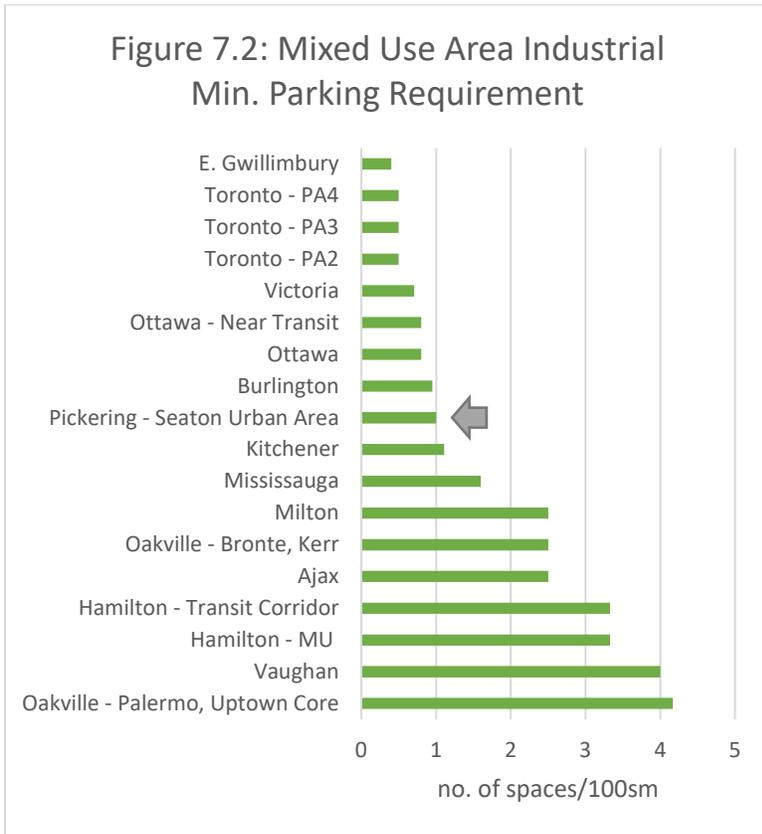
7.3 Benchmarking

There are variations in how industrial uses are defined and broken down into finer land use categories by each municipality. The most typical or frequently cited industrial parking requirement was selected for benchmarking. This typically referred to manufacturing or a similar use. A summary of the minimum parking requirements in the GTHA and other select cities is provided in **Figures 7.1** through **7.3**. The review indicates that:

- Pickering’s industrial parking requirements are in the mid range of other jurisdictions; and
- Like many other municipalities that do not permit industrial uses in their downtowns, no requirements are specified in the Pickering City Centre.

Figure 7.1: General Area Industrial Min. Parking Requirement





7.4 Local Considerations

7.4.1 Historic Variances

There are several parking-related minor variances granted for industrial uses in the past five years as listed below. While it is noted that Pickering generally does not appear to struggle with repeated requests for parking variances, there are more parking variances granted for industrial sites than any other use. This may indicate some need for industrial parking reductions. The minor variances are summarized as follows:

- 1712 Central Street: parking reduction for an automobile service station in an Oak Ridges Moraine General Commercial (ORM-C2) zone, Approved on the basis of available on-street parking nearby;
- 1865 Clements Road: parking reduction in an Yard Storage and Heavy Manufacturing Zone (M2S) zone, Approved; and

7.4.2 Issues Raised by Staff

Comments from City staff are summarized as follows:

- The parking requirements tend to be too low for smaller buildings and too high for large warehouses;
- For gas stations with convenience stores, clarify whether gas pump spaces count toward the convenience store's required parking; and
- Clarify parking requirement for car wash, and treatment of car wash in a gas station versus car wash as a standalone facility.

7.5 Recommendations

Based on the information presented herein, recommendations for minimum industrial parking requirements are:

20. Consider relaxing the minimum parking requirements for industrial uses based on benchmarking.

Relaxing minimum parking requirements would provide needed relief for larger sites. Flexibility would be maintained for any site to provide additional parking to meet its parking needs.

21. Minimum parking requirements for industrial uses do not need to be defined in the City Centre.

Additional recommendations that are applicable to all land uses (residential and non-residential) are set out in Chapter 5.4 (Recommendations 1 through 5).

8 Minimum Parking Requirements for Other Uses

8.1 Current Zoning Provisions

Existing minimum parking requirements for other uses are summarized in **Table 8.1**.

Table 8.1: Existing Minimum Parking Requirements, Industrial

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Community and Open Space Uses						
Public Buildings, Libraries	4.17/100 square metres gross floor area	N/A	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			
Emergency Service Facility	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.5/100 square metres gross leasable area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Community Centre	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	0.25/person capacity	0.25/person capacity	The Greater of 0.25/person capacity OR 3.5/100 square metres gross leasable area	3.5/100 square metres gross leasable area
Museum	0.25/person capacity	Requirement not identified in by-law	0.25/person capacity	0.25/person capacity	Requirement not identified in by-law	3.5/100 square metres gross leasable area
Library	4.17/100 square metres gross floor area	3/100 square metres gross leasable area	2.5/100 square metres gross leasable area			
Highway	3/100 square metres gross floor area	3/100 square metres gross floor area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Community Gardens	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	1/garden plot	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Golf Course	0.25/person capacity	0.25/person capacity	0.25/person capacity	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	50/9 holes	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Curling Rinks, Tennis Courts, Bowling Alleys or Similar recreational facilities	0.25/person capacity	0.25/person capacity	0.25/person capacity	0.25/person capacity	4/ice sheet, court or lane or similar rec. facility	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.

Description	Frenchman's Bay Area Zoning By-law 2511	Bay Ridges Area Zoning By-law 2520	Rural Area Zoning By-law 3037	Zoning By-law 3036	Seaton Zoning By-law 7364/14	City Centre Zoning By-law 7553/17
Educational Uses						
Educational: such as community college, university, trade school, training centre, adult education	N/A	N/A	N/A	N/A	15/classroom	N/A
School: post secondary	1/staff member 0.17/student	1/staff member 0.17/student	1/staff member 0.17/student	1/staff member 0.17/student	N/A	1/100 square metres gross leasable area
Schools: secondary, vocational, private	1/staff member 0.05/bus space/classroom 0.1/student	1/staff member 0.05/bus space/classroom 0.1/student	1/staff member 0.05/bus space/classroom 0.1/student	1/staff member 0.05/bus space/classroom 0.1/student	N/A	N/A
Secondary School	N/A	N/A	N/A	N/A	3/classroom	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.
Private School	N/A	N/A	N/A	N/A	3/classroom	1.3/classroom
Schools: Elementary (junior and senior) and nursery	1/staff member 0.13/bus space/classroom	1/staff member 0.13/bus space/classroom	1/staff member 1 bus space/staff member	1/staff member 1 bus space/staff member	N/A	N/A
Elementary School	N/A	N/A	N/A	N/A	1.5/classroom plus day care centre requirements	1.3/classroom
Day Care Centre	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	3.5/100 square metres gross leasable area	1/employee plus 3.0 spaces and an additional 1/classroom
Other						
Uses permitted by this By-law other than those listed in this table	1.08/100 square metres gross floor area	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.	Requirement not identified within the Parent By-law. Requirement is added to site-specific amendments.			

8.2 Applicable Policy Direction

Policies relevant to minimum parking requirements for other uses are summarized in **Table 8.2**.

Table 8.2: Applicable Policy Direction, Institutional and Community Uses Parking

General Policy Direction	Reference
Provincial	
Consider reduced parking standards within major transit station areas and in transit-supportive neighbourhoods.	2020 Growth Plan section 2.2.4.9(c) Metrolinx 2041 RTP Strategy 4
Regional	
Encourage employers to promote transportation demand management such as designated carpool spaces.	Durham Official Plan Section 11.3.16(c)
Consider reduced parking minimums, set maximums and allow shared parking in nodes and corridors.	Durham TMP Action 80
Local	
Consider opportunity to reduce parking supply in areas well-served by public transit.	Pickering Official Plan Section 4.13
In Minor Commercial Clusters within the Seaton Urban Area, consider parking reductions, shared parking for live-work buildings, and contribution of on-street parking to meet parking demand.	Pickering Official Plan Section 11.3(g)(iii)
In the Seaton Urban Area, Neighbourhood parks shall be supported by on-street parking.	Pickering Official Plan Section 11.13(c)
In the Seaton Urban Area, locate community gardens where adequate off-site parking is available nearby.	Pickering Official Plan Section 11.52(d)

8.3 Best Practices

There is some inherent flexibility in parking provision for institutional and community uses since the City often plays both the applicant and the approver roles in the

development. This comes with a sense of responsibility for the City to “get it right” when planning for parking at these sites. The Region may also be involved in a similar capacity. In many cases the municipality would look beyond meeting the minimum parking requirement to consider other factors, which may include:

- An appropriate parking supply given the specific site context and proposed programming for the facility. An appropriate parking supply is often confirmed through a parking study involving parking surveys at similar sites;
- Parking reductions to promote transit and transportation demand management, to achieve desirable built form, and to maximize green space and other amenities;
- Availability of on-street parking to meet parking demands;
- Shared parking opportunities within the site and with adjacent uses;
- Provision of public parking to address any existing parking deficits in the area, and to offer shared parking opportunities for future intensification; and
- Potential for partnerships with private developers or transit agencies to deliver innovative parking solutions.

There are many potential benefits for municipalities to be strategic about their provision of parking at institutional and community uses. These benefits often extend beyond the site to improve conditions for the wider neighbourhood. In this context, minimum parking requirements provide a basis for the development plans and development approval. The new Zoning By-law’s requirements should not necessarily dictate the amount of parking to be provided, or to impede strategic thinking about parking in the area.

8.4 Recommendations

Based on the information presented herein, the recommendations for minimum parking requirements for institutional and other uses are as follows:

22. Use a consistent unit or set of units for calculating school parking requirements.

School parking requirements are based on number of staff and or students, or number of classrooms depending on the Zoning By-law.

23. Consider removing parking requirements for any land uses that are no longer relevant, subject to further consultation with City staff.

24. Consider consolidation of miscellaneous land uses, subject to further consultation with City staff.

25. Consider supplementary provisions such as permitting off-site and shared parking for community and institutional uses, subject to further consultation with City staff.

Additional recommendations that are applicable to all land uses (residential and non-residential) are set out in **Chapter 5.4** (Recommendations 1 through 5).

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Discussion Paper #7: Parking, Active Transportation and Loading

9 Parking Space & Drive Aisle Dimensions

9.1 Current Zoning Provisions

Existing requirements for minimum parking space and drive aisle dimensions are summarized in **Table 9.1**.

Table 9.1: Existing Minimum Parking Space and Drive Aisle Requirements

Zoning By-law	Parking Space - Typical	Parking Space - Bus	Parking Space - Waterfront ¹	Drive Aisle - Garage ₃	Drive Aisle - 2-way	Drive Aisle - 1-way
Frenchman's Bay Area Zoning By-law 2511³	5.3 x 2.6 metres	37 square metres	28 square metres	N/A	6.5 metres	3.8 metres
Bay Ridges Area Zoning By-law 2520³	5.3 x 2.6 metres	400 square feet (37 square metres)	300 square feet (28 square metres)	N/A	6.5 metres	3.8 metres
Rural Area Zoning By-law 3037³	5.3 x 2.6 metres	400 square feet (37 square metres)	300 square feet (28 square metres)	N/A	6.5 metres	3.8 metres
Zoning By-law 3036³	5.3 x 2.6 metres	37 square metres	28 square metres	N/A	6.5 metres	3.8 metres
Seaton Zoning By-law 7364/14	5.3 x 2.6 metres	N/A	N/A	6.0 x 2.9 metres ²	6.5 metres	3.8 metres
City Centre Zoning By-law 7553/17	5.3 x 2.6 metres	N/A	N/A	N/A	6.5 metres	3.8 metres

Footnotes:

1. Waterfront Parking Spaces are required for Launching Ramp use (0.2 of a hectare of waterfront parking space per lane).

2: Parking Space within a Garage: 2.9 x 6.0 metres, the minimum required width may include one interior step, and the minimum required depth may include two interior steps.

3: Garage requirements have been incorporated into the City's site-specific amendments to the Parent Zoning By-laws and will be reviewed in the next phase of the Zoning By-law Review.

9.2 Applicable Policy Direction

Policies relevant to minimum parking space and drive aisle are summarized in **Table 9.2**.

Table 9.2: Applicable Policy Direction, Parking Space and Drive Aisle Dimension

Policy Direction	Reference
Local	
In the City Centre, consider consolidation of access driveways to side and rear parking areas where practical, and access by a public laneway or drive aisle.	Pickering Official Plan Section 12.10(l)(a)(ix)

9.3 Best Practices and Benchmarking

The Transportation Association of Canada (TAC) and *Accessibility for Ontarians with Disabilities Act* (AODA) set out standards for minimum parking space and drive aisle dimensions. Variations exist in municipal standards, in some cases to accommodate tighter parking layouts while still protecting for safe vehicular circulation and manoeuvring in and out of parking stalls. For example, Toronto’s standards are more compact than TAC and AODA, and feature a narrower drive aisle paired with a longer parking stall.

Municipalities across Ontario are in various stages of updating their accessible parking standards or guidelines in accordance with AODA to provide two types of accessible parking spaces:

- Type A – a wider parking space that is van accessible; and
- Type B – a standard parking space.

The AODA standard also requires an access aisle to allow persons with disabilities to get in and out of their vehicles. The aisle can be shared between two accessible parking spaces.

Table 9.3 summarizes the parking space and drive aisle dimensions from TAC, AODA, and the City of Toronto for comparative purposes.

Table 9.3: Benchmarking of Minimum Parking Space and Drive Aisle Dimensions

Document	Parking Space - Typical	Parking Space - Parallel	Parking Space - Accessible Type A	Parking Space - Accessible Type B	Drive Aisle - 2-way	Drive Aisle - 1-way
TAC	5.2 x 2.6 metres ¹	6.7 x 2.6 m	5.2 x 3.4 metres ²	5.2 x 2.4 metres ²	7 metres	5.5 metres
AODA	5.2 x 2.6 metres ¹	6.7 x 2.6 metres	5.2 x 3.4 metres ²	5.2 x 2.4 metres ²	7 metres	5.5 metres
Toronto Zoning By-law 569-2013	5.6 x 2.6 metres ³	6.7 x 2.6 metres ³	5.6 x 3.4 metres ²	N/A	6 metres	6 metres

Footnotes:

1. Width increased to 2.75 metres if the length of one side of the parking space abuts a structure that extends 1 metre or less into the front and or rear of the parking space, 2.9 metres if both sides.
2. A 1.5 metre wide access aisle abutting the entire length (or width for parallel parking spaces) of the accessible parking spaces need to be maintained.
3. The minimum width must be increased by 0.3 metres for each side of the parking space that is obstructed. The side of a parking space is obstructed if any part of a fixed object such as a wall, column, bollard, fence or pipe is situated within 0.3 metres of the side of the parking space, and more than 1m from the front of the parking space.

9.4 Local Considerations

9.4.1 Historic Variances

Approved minor variances to reduce the minimum two-way drive aisle width from 6.5 to 6 metres suggest that a 6-metre drive aisle is likely feasible from a technical standpoint. Historic variances to drive aisle widths include the following:

- 1625 Feldspar Court: 6 metre two-way drive aisle, Approved;
- 1980 Rosefield Road: 6 metre two-way drive aisle, Approved; and
- 1712 Central Street: 3 metre one-way drive aisle, Approved.

It must be clarified that the technical feasibility of reducing the minimum aisle width has not been verified in this review. Longer or wider parking spaces can compensate for a narrowed drive aisle. These potential variations exceeding minimum dimensions are not captured in the available minor variance records. The feasibility of a narrowed drive aisle also depends on anticipated vehicle size, with larger trucks such delivery, garbage and fire trucks requiring more manoeuvring space.

9.4.2 Issues Raised by Staff

Comments from City staff are summarized as follows:

- Minimum parking space and drive aisle dimensions should be addressed in the General Provisions of the Zoning By-law, rather than embedded in the Definitions.
- Minimum parking space dimensions for private residential garages should consider area used for accommodating storage.

9.5 Recommendations

Based on the information presented herein, recommendations for minimum parking space and drive aisle dimensions are:

26. Consider establishing City-wide minimum dimensions for a garage space based on the Seaton Urban Area regulations.
27. Consider establishing minimum dimensions for tandem parking, angled parking, layby parking, and small car parking.
28. Maintain existing minimum parking space and drive aisle dimensions.
See also Recommendation 11 – bus parking vs bus loading
29. Address minimum parking space and drive aisle dimensions in the General Provisions of the Zoning By-law.
30. Consider vertical height clearance or other requirements related to accommodating storage in private residential garages.

10 Minimum Landscaping Associated with Parking Areas

There is an opportunity in the new Zoning By-law to establish landscaping requirements in conjunction with parking areas, including parking lots, parking aisles and parking spaces. The Zoning By-law can establish minimum landscaping strip requirements to create a buffer where a parking area is located adjacent to a street or another lot. Note that this section focuses on the provision of landscaping in conjunction with parking lots and does not address landscaping requirements in conjunction with private driveways and garages associated with single detached, semi detached and townhouse dwellings. Discussion Paper #3 includes a discussion of driveway and landscaping requirements in the residential zones. However, the discussion in this Section is relevant to common parking lots in conjunction with apartment buildings and stacked townhouses, for example.

10.1 Current Zoning Provisions

The existing Zoning By-laws contain some provisions regarding landscaping specifically in conjunction with parking areas:

- Zoning By-laws 2511, 2520, 3036, and 3037 include general parking requirements under Section 5.21.2 (Section 5.19.2 in Zoning By-law 3037). Front yard parking is limited to accommodating 20 percent of the total required parking except in commercial zones. The By-laws include some setbacks, such as a minimum setback from a road allowance of 3.0 metres, and minimum side lot setbacks of 7.5 metres on one side and 1.5 metres on the other side. The By-laws also include a minimum 1.0 metre high screening feature (fence, wall, shrubs/trees or depressed parking) where a surface parking area abuts residential and institutional zones. Note that some of the zones include minimum landscaped open space requirements which is applied across the lot (e.g., the Highway Commercial Zone (C3) in zoning By-law 2520).
- The Seaton Zoning By-law 7364/14 includes a range of requirements regarding the setbacks of parking spaces and parking lots in Section 3.5. This includes a 3.0 metre setback from street lines, daylighting triangles and residential zones. The zone provisions include a range of different requirements including landscaped open space requirements but this is not tied to parking areas. Some of the zones also require a “landscaped strip”, typically 2.5 metres wide, between a parking lot and a street line where the lot abuts a street.
- The City Centre Zoning By-law 7553/17 similarly includes a range of related requirements. Section 3.7 limits surface parking areas to rear or interior side yards. Further, a minimum 3.0 metre wide landscaped area is to be located between any parking area and a street line, daylighting triangle or existing

residential development. The zone requirements under Section 4 also require a minimum 10 percent of the lot area to be landscaped.

10.2 Analysis

The provision of landscaping in conjunction with parking uses is a general technical topic and there does not appear to be any explicitly directive policies in this regard.

Overall, there is an opportunity to introduce a streamlined and consistent approach for creating landscaping requirements in conjunction with parking areas. The Seaton Zoning By-law provides a suitable framework for introducing a City-wide approach. Some work will be required to harmonize terminology (e.g., the term landscaped strip is used in the Seaton Zoning By-law whereas the term landscaped area is used in the City Centre Zoning By-law). The approach used in the Seaton Zoning By-law is similar to other municipalities, particularly the provision of a landscaped strip where a parking area abuts a street line as well as where it abuts a sensitive land use.

To a degree, a context-specific approach must also be taken. In particular, in City Centre there is a need to relate the requirements to the active frontage requirements. Further, there may be circumstances where narrower landscape strips or buffer requirements are desirable to reflect a more urban and dense context, including City Centre and potentially the Kingston Road Corridor and Specialty Retailing Node. It is important to achieve a balance with respect to providing landscaping without contributing to a dispersed built form.

10.3 Recommendations

Based on the information in this section, the recommendation for landscaping areas in conjunction with parking areas is as follows:

31. Incorporate a streamlined, City-wide framework for minimum landscape strips in conjunction with parking areas, particularly along any rear lot line or interior side lot line abutting more sensitive uses, and provide a minimum landscape strip or buffer where a parking area abuts a street. This may include varied requirements in different contexts in the City.

11 Shared Parking

Shared parking refers to the sharing of a parking facility by users from multiple land uses at different times of the day or days of the week. Sharing of parking facilities are possible between uses with complementary peaking characteristics, where the uses are within walking distance of the shared parking facility (or on the same site), and parking spaces are not reserved (by signage) for any single use. When these conditions are met, it may be possible to implement shared parking to reduce the total number of parking spaces required at the site or area.

For example, land uses such as offices, restaurants, retail, and institutional may be able to share the parking supply if their parking demands peak at different times of the day. The parking requirements of office and institutional land uses may peak for the 9 a.m. and 5 p.m. period (Monday to Friday), restaurants may peak in the evening with a smaller increase at mid-day, and retail may peak in the evening and on weekends with increases in the afternoon. In such situations, parking requirements can be determined by examining the peak parking demand of each land use and then calculating peak parking demand if shared parking is implemented.

11.1 Current Zoning Provisions

Reduced parking standards for multi-use developments are provided in the Seaton and City Centre Zoning By-laws. Existing standards for multi-use developments are summarized in **Table 11.1**. Of the City’s existing standards, only the City Centre Zoning By-law uses a shared parking formula, shown in **Tables 11.1 and 11.2**.

Table 11.1: Existing Reduced Parking Requirements for Multiple Uses on One Lot

Zoning By-law 7364/14 Seaton Urban Area	Zoning By-law 7553/17 City Centre
<p>Section 3.3 Parking for Multiple Uses on One Lot</p> <p>a) Despite Section 3.1, where there are multiple retail, service commercial and personal service uses on a lot within a Minor Commercial Cluster “MCC”, Local Node “LN”, Community Node “CN”, Community Node – Pedestrian Predominant Area “CN-PP”, Mixed Corridor Type 2 “MC2”, Mixed Corridor Type 3 “MC3” and Employment Service “ES” zone, the minimum required parking shall be as follows:</p> <ul style="list-style-type: none"> i) on a lot with less than 2,800 square metres of gross leasable area: 4.5 spaces per 100 square metres of gross leasable floor area provided that where a restaurant, supermarket, nightclub, tavern/bar/pub or assembly hall, convention hall or conference hall occupies ten percent or more of the gross leasable floor area, the individual parking requirements for that use shall apply to the gross leasable floor area devoted that that use; ii) on a lot with between 2,800 square metres to 28,000 square metres of gross leasable floor area: 4.5 spaces per 100 square metres of gross leasable floor area; iii) on a lot with more than 28,000 square metres of gross leasable floor area: 5.0 spaces per 100 square metres of gross leasable floor area. <p>b) For all other uses in all other zones, where more than one use is being used on a lot, the required parking space will be the sum of the parking required for all uses on the lot.</p>	<p>Section 3.4 Parking for Multiple Uses on One Lot</p> <p>A shared parking formula may be used for the calculation of required parking for multiple uses on a lot.</p> <p>Shared parking is to be calculated in compliance with Table 2 – Shared Parking Formula.</p> <p>All required parking spaces must be accessible to all uses participating in the shared parking arrangement and may not be reserved for specific users.</p> <p>The initial step in determining required parking for multiple uses on a lot is to calculate the parking requirement for each use in the development as if these uses were free-standing buildings. The parking requirement for each use is then multiplied by the percent of the peak period for each time period (i.e. noon), contained in Table 2 – Shared Parking Formula. Each column is totaled for weekday and weekend. The highest figure obtained from all time periods shall become the required parking for the development.</p>

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Table 11.2: City Centre Shared Parking Formula (Zoning By-law 7553/17 – Table 2)

Type of Use	Percentage of Peak Period (Weekday) - Morning	Percentage of Peak Period (Weekday) - Noon	Percentage of Peak Period (Weekday) - Afternoon	Percentage of Peak Period (Weekday) - Evening
Financial Institution/Office/Office, Medical	100	90	95	10
Food Store/Personal Service Shop/Retail Store	65	90	90	90
Restaurant	20	100	30	100
Cinema/Theatre	20	40	70	100
Hotel	70	70	70	100
Residential – Visitor	20	20	60	100
Type of Use	Percentage of Peak Period (Saturday) - Morning	Percentage of Peak Period (Saturday) - Noon	Percentage of Peak Period (Saturday) - Afternoon	Percentage of Peak Period (Saturday) - Evening
Financial Institution/Office/Office, Medical	10	10	10	0
Food Store/Personal Service Shop/Retail Store	80	100	100	70
Restaurant	20	100	50	100
Cinema/Theatre	20	60	80	100
Hotel	70	70	70	100
Residential – Visitor	20	20	60	100

11.2 Applicable Policy Direction

Policies relevant to shared parking are summarized in **Table 11.3**.

Table 11.3: Applicable Policy Direction, Shared Parking

General Policy Direction	Reference
Provincial	
Develop an area-wide parking strategy with maximum and minimum parking standards and shared use parking practices in Mobility Hubs.	Metrolinx Mobility Hub Guidelines 4.4
Minimize surface parking and integrate parking within surrounding development and parking structures in Mobility Hubs.	Metrolinx Mobility Hub Guidelines
Regional	
Consider reduced parking minimums, set maximums and allow shared parking in nodes and corridors.	Durham TMP Action 80
Local	
Encourage shared parking for community services.	Pickering Official Plan Section 7.8(g)
Within the Waterfront Node in the Bay Ridges Neighbourhood, permitting landowners to enter into long-term agreements with other landowners respecting the provision of required parking.	Pickering Official Plan Section 12.5(i)
In the City Centre, encourage shared parking.	Pickering Official Plan Section 12.10(l)(a)(vi) & (d)
In the Seaton Urban Area, provide shared services such as parking to link the community with the Natural Heritage System.	Pickering Official Plan Section 11.1(h)
In Minor Commercial Clusters within the Seaton Urban Area, consider parking reductions, shared parking for live-work buildings, and using on-street parking to meet parking demand.	Pickering Official Plan Section 11.3(g)(iii)
In the Seaton Urban Area, encourage shared parking for all community and education facilities, places of worship.	Pickering Official Plan Section 11.15 & 11.16(c)
In the Seaton Urban Area, locate community gardens where adequate off-site parking is available nearby.	Pickering Official Plan Section 11.52(d)

General Policy Direction	Reference
In the Kingston Road Corridor and Specialty Retailing Node, encourage shared parking.	Kingston Road Corridor and Specialty Retailing Node 3.5.9(d)

11.3 Best Practices and Benchmarking

Shared parking is one of the biggest trends in modern parking management. Shared parking increases the efficiency of parking facilities without active management, and can be achieved without external support like transit. To clarify, shared parking reductions can be achieved on top of any reductions warranted based on transit access and walkability which work to reduce vehicular trips and the need for parking in the first place. While the application of shared parking is most relevant in mixed use settings such as downtowns and intensification corridors, there are little drawbacks to permitting shared parking on a City-wide basis.

A scan of GTHA and other select cities found nine municipalities including Pickering that provide for parking reductions using shared parking formulas in their Zoning By-laws, five of whom allow for City-wide application. **Table 11.4** summarizes the application of shared parking formulas in other municipalities.

Table 11.4: Shared Parking Provisions in the GTHA and Other Select Cities

	City Wide	Select Areas
Burlington		X
Markham	X	
Mississauga	X	
Newmarket	X	
Oakville		X
Pickering		X
Toronto	X	
Vaughan		X
Ottawa	X	

Like in the Seaton Urban Area, a number of other municipalities also provide for shared parking through blended parking rates for mixed use buildings. However, this approach

is more challenging in its administration, since the mix of land uses are harder to scope and blended parking rates are harder to define.

The development of a shared parking formula relies heavily on data published by the industry. The most notable resources are the *Shared Parking Facilities Among Multiple Users* by the Victoria Transport Policy Institute (2015), and *Shared Parking, Second Edition* by the Urban Land Institute (ULI, 2005) which provides the most comprehensive research data (i.e. parking utilization identified by user and by the hour). In February 2020, the ULI released a *Third Edition* of *Shared Parking* which presents the most recent data for an expanded list of land uses. **Table 11.5** shows peak parking occupancy rates for ten major land uses for three time periods on weekdays and at weekends, as reported by the Victoria Transport Policy Institute.

Table 11.5: Peak Parking Occupancy Rates per Land Use Land Use

	Percent of Peak Parking Periods - Monday to Friday: 8am-5pm	Percent of Peak Parking Periods - Monday to Friday: 6pm-12am	Percent of Peak Parking Periods - Monday to Friday: 12am-6am	Percent of Peak Parking Periods - Saturday & Sunday: 8am-5pm	Percent of Peak Parking Periods - Saturday & Sunday: 6 pm-12am	Percent of Peak Parking Periods - Saturday & Sunday: 12am-6am
Residential	60	100	100	80	100	100
Office/Warehouse /Industrial	100	20	5	5	5	5
Commercial	90	80	5	100	70	5
Hotel	70	100	100	70	100	100
Restaurant	70	100	10	70	100	20
Movie Theatre	40	80	10	80	100	10
Entertainment	40	100	10	80	100	50
Conference/ Convention	100	100	5	100	100	5
Institutional (non-church)	100	20	5	10	10	5
Institutional (church)	10	5	5	100	50	5

Source: Shared Parking Facilities Among Multiple Users, Victoria Transport Policy Institute, 2015

11.4 Recommendations

Based on the information presented herein, recommendations for shared parking are:

32. Implement a shared parking framework City-wide.
33. Consider updating and expanding the parking formula based on benchmarking and industry resources.

12 Bicycle Parking

While municipalities have historically focused their zoning regulations on motor vehicle parking, newer zoning by-laws are beginning to regulate bicycle parking. This approach helps to contribute to the mix of transportation modes and supports a wide range of policy and planning objectives. This section considers the integration of a bicycle parking framework in the new Zoning By-law.

12.1 Current Zoning Provisions

Bicycle parking is required only in the City Centre, as summarized in **Table 12.1**.

Table 12.1: Bicycle Parking Requirements from Zoning By-law 7553/17

Land Use	Bicycle Parking Requirement
Apartment Dwelling	0.5 per unit
Stacked Dwelling	1 per unit
Long-Term Care Facility and Retirement Home	5 spaces
Non-residential uses	2 OR 1 per 1,000 square metres gross leasable area

The minimum parking space dimensions are as follows:

- Minimum horizontal parking space dimension: 1.8 x 0.6 metres
- Minimum vertical parking space dimension: 1.5 x 0.5 metres

12.2 Applicable Policy Direction

Policies relevant to bicycle parking are summarized in **Table 12.2**.

Table 12.2: Applicable Policy Direction, Bicycle Parking

Policy Direction	Reference
Provincial	
Secure bicycle parking in all major transit station areas, major transit hubs.	2020 Growth Plan section 2.2.4.8(b) Durham TMP Action 42

Policy Direction	Reference
Infrastructure to support active transportation.	2020 Growth Plan section 3.2.2.2(b), & 3.2.2.4(b), (c) & (d)
Local	
Prioritize transit stops and key transit transfer points as priority areas for bicycle parking.	Pickering Official Plan Section 4.6(g)
Require the provision of secure bicycle parking facilities on public streets, at bus terminals, transit stations, GO stations and near entrances to buildings that are important destinations, such as retail commercial buildings, and community or cultural facilities.	Pickering Official Plan Section 14.8(i)
Ensure that cycle parking facilities are designed and located in a consistent and integrated manner to avoid clutter and to facilitate easy legibility and use.	Pickering Official Plan Section 14.8(n)
In the City Centre, consider through the implementing zoning by-law provision of secure bicycle parking facilities in suitable locations.	Pickering Official Plan Section 12.10(l)(b)
In the City Centre, consider parking reductions where bicycle parking or transportation demand management measures are provided.	Pickering Official Plan Section 12.10(l)(c)
In the Seaton Urban Area, require bicycle parking and/or storage areas in all commercial, office, industrial, mixed use, multiple unit residential without individual garages and apartment developments.	Pickering Official Plan Section 11.27(b)

12.3 Benchmarking

A scan of GTHA and other select cities found that over half of the municipalities (17 out of 30) require bicycle parking through their Zoning By-laws. Where bicycle parking is required, it is usually required City-wide, as shown in **Table 12.3**. Like vehicular parking requirements, many jurisdictions take a tiered approach to bicycle parking, with the highest requirements in the downtown.

Table 12.3: Bicycle Parking Requirements in the GTHA and Other Select Cities

	Areas outside the City Centre and intensification areas	Mixed Use Area	Downtown
Aurora	X	X	X
Burlington	X	X	X
Clarington	X	X	X
East Gwillimbury	X	X	X
Halton Hills	X	X	X
Hamilton		X	
King	X	X	X
Milton	X	X	X
Newmarket	X	X	X
Oakville	X	X	X
Pickering			X
Toronto		X	X
Vancouver	X	X	X
Vaughan			X
Victoria	X	X	X
Ottawa	X	X	X
Kitchener (Draft)	X	X	X

12.4 Local Considerations

12.4.1 Issues Raised by Staff

Comments from City staff are summarized as follows:

- Minimum bicycle parking space dimensions should be addressed in the general provisions of the new Zoning By-law, rather than embedded in the definitions.

12.5 Recommendations

Based on the information presented herein, recommendations for bicycle parking are:

34. Expand the existing bicycle parking requirements City-wide and consider tiered reductions for mixed use and the areas outside the City Centre and intensification areas.
35. Maintain existing minimum bicycle parking space dimensions.
36. Address minimum bicycle parking space dimensions in the General Provisions of the Zoning By-law.

13 Drive-Through Facilities

Zoning By-laws may also be used to incorporate provisions for drive-through facilities. Drive-throughs are areas and facilities used to facilitate a patron ordering and receiving services/goods while remaining in their vehicle. Drive-throughs are most commonly associated with restaurants but other uses such as banks may utilize a drive-through facility.

13.1 Current Zoning Provisions

There are currently no specific Zoning By-law requirements for drive-through facilities.

13.2 Best Practices

Considerations for potential drive-through requirements include dimensions, queue length, and organization of the Zoning By-law are as follows:

- In terms of minimum dimensions, a drive-through lane functions like a one-way drive aisle that does not provide access to an adjacent parking space, and can likely be subject to similar dimension requirements.
- The location where drive-through uses are permitted is often explicitly noted in planning policy. Some municipalities prohibit drive-throughs in some areas (e.g., downtown areas) and direct them to specific areas in the municipality. The City of Pickering include policies in this regard and the new Zoning By-law will need to ensure that drive-throughs are not permitted as-of-right in areas where they are prohibited by the policies. As such, drive-throughs will need to be restricted to certain zones.
- In terms of the length of drive-through lane, queue lengths can vary widely depending on the location, popularity and service speed of the business. For example, a drive-through located conveniently at near a highway ramp is likely to get more business than another branch of the same business located on a quieter street.

Operational issues arise when a drive-through queue spills into the parking lot, driveway, or the public roadway. Recurring and sustained queue spill outs can cause significant disruptions to vehicular circulation and traffic flow. At the time of completing this Discussion Paper, there are no known patterns of queueing problems at drive-through sites, but further consultation may yield evidence in this regard.

There are examples of zoning by-laws that specify the number of queuing spaces in a drive-through lane, measured from the location of the service window. The intent is to provide sufficient queue length to prevent persistent spillbacks into the rest of the site or the roadway. In Pickering's context, implementing such a

requirement would be more onerous than existing conditions, and create legal non-conformities in the City.

Another option is to address drive-throughs using Site Plan Control. There are merits to this approach, as it provides greater flexibility in site layout. From a queuing perspective, it can be argued that a shorter drive-through lane located at the back of a property can perform better than a longer drive-through lane located near the street. On-site circulation areas (drive aisles) can provide a buffer by accommodating temporary queue spillbacks without impacting the roadway.

- Drive-throughs perform a distinctly different function from parking and loading facilities. Accordingly, any Zoning By-law regulations for drive-throughs should be organized separately from parking or loading requirements.

13.3 Recommendations

Based on the discussion presented herein, recommendations for drive-through lanes are as follows:

37. Address minimum drive-through lane dimensions in the Zoning By-law based on minimum dimensions for a one-way drive aisle that does not abut a parking space.
38. Ensure that the permission of drive-throughs conforms to the City's Official Plan.
39. Address minimum drive-through lane dimensions and locational considerations in the General Provisions of the Zoning By-law, including consideration for setbacks to address compatibility.

14 Loading Facilities

It is common for zoning by-laws to regulate loading facilities. Loading facilities refer to designated areas used for loading and unloading goods, materials and other items principally from commercial vehicles. Loading requirements are usually integrated into the requirements for commercial, industrial and higher density residential uses. This section reviews and considers updates to the provisions for loading facilities.

14.1 Current Zoning Provisions

Existing requirements for loading are summarized in **Table 14.1**.

Table 14.1: Existing Loading Requirements

Zoning By-law	Minimum Dimension of Loading Space	Minimum Dimension of Bus Loading Space	Loading Space Requirements
Frenchman's Bay Area Zoning By-law 2511	6 x 3 x 4 metres	37 square metres	Not specified
Bay Ridges Area Zoning By-law 2520	6 x 3 x 4 metres or 9 x 3.5 x 4 metres	37 square metres	Industrial or Commercial use, involving frequent shipping, loading or unloading of persons, animals, goods, wares or merchandise require no loading spaces where the floor area is 418 square metres or less; one loading space where the floor area is 419 – 2,300 square metres; and two loading spaces where the floor area is more than 2,300 square metres.
Rural Area Zoning By-law 3037	20 x 10 x 14 feet (6 x 3 x 4 metres)	400 square feet (37 square metres)	Not specified
Zoning By-law 3036	6 x 3 x 4 metres	37 square metres	Not specified
Seaton Zoning By-law 7364/14	9 x 3.5 x 4.5 metres	Not specified	Industrial or Commercial use, involving frequent shipping, loading or unloading of persons, animals, goods, wares or merchandise: off-street loading spaces shall be provided
City Centre Zoning By-law 7553/17	12 x 3.5 x 4.2 metres	Not specified	Not specified

14.2 Best Practices and Benchmarking

The City of Toronto Zoning By-law 269-2013 contains one of the most comprehensive set of loading standards in effect in the GTHA. The standards specify four loading space typologies corresponding to various loading functions, stepped loading requirements calculated based on floor area, and provisions for shared loading in certain situations. As detailed in the 2009 City of Toronto Loading Standards Review by MMM Group (now WSP), the standards were developed based on a robust methodology involving the following:

- Engagement with City staff and stakeholders;
- Review of existing standards in the City;
- Week-long loading surveys at multiple locations that captured loading frequency, duration, and truck type;
- Best practice scan of Canadian and American loading standards with follow-up interviews with municipal staff;
- Review of consultant reports submitted as part of development applications; and
- Door-to-door interviews with small businesses in a main street setting.

Table 14.2 summarizes Toronto’s loading space typologies.

Table 14.2: Existing Loading Requirements

Loading Space	Minimum Dimension	Truck Type
Type A (Large)	17 x 3.5 x 4.3 metres	Tractor trailers, moving vans
Type B (Medium)	11 x 3.5 x 4 metres	Small to medium single unit trucks
Type C (Small)	6 x 3.5 x 3 metres	Small delivery truck, cube van (couriers)
Type G (Garbage)	13 x 4 x 6.1 metres	Garbage truck, as specified by Toronto Solid Waste Management

14.3 Local Considerations

14.3.1 Issues Raised by Staff

Comments from City staff are summarized as follows:

- Minimum loading space dimensions should be addressed in the general provisions of the Zoning By-law, rather than embedded in the definitions.
- Loading space dimensions should vary depending on the associated use (grocery store vs. smaller retail store).

14.4 Recommendations

Based on the information presented herein, the recommendations for loading are as follows:

40. Consider the expanding existing loading space requirements (Bay Ridges area or Seaton Urban Area) to the rest of the City.
41. Define minimum dimensions for a consistent set of loading types across the City.
See also Recommendation 11 – bus parking vs bus loading
42. Address minimum loading space dimensions in the general provisions of the Zoning By-law.

15 Cash-in-Lieu (CIL) of Parking

Cash-in-lieu (CIL) of parking refers to a program that relieves developers from building a portion of the parking supply stipulated in the Zoning By-law. Instead of providing the parking spaces, developers contribute to a fund intended to support the development of a centralized public parking lot or garage, or possibly other transportation improvements within the area. This section reviews the potential for CIL in the City of Pickering.

15.1 Current Zoning Provisions

The City currently does not allow cash-in-lieu (CIL) of parking.

15.2 Applicable Policy Direction

Policies relevant to cash-in-lieu are summarized in **Table 15.1**.

Table 15.1: Applicable Policy Direction, Bicycle Parking

Policy Direction	Reference
Local	
Within the Waterfront Node of the Bay Ridges Neighbourhood, consider: accepting cash-in-lieu for required parking where appropriate and having considered the adequacy of alternate parking supply; and securing lands for public parking to serve the area.	Pickering Official Plan Section 12.5(n)(ii) & (iii)

15.3 Best Practices

Various municipalities offer a cash-in-lieu (CIL) of parking option in parts of the City, including Vaughan, Mississauga, Hamilton, Cambridge, Barrie, Kingston, Ottawa, Calgary, Vancouver, and Regina. In most cases the CIL amount charged is too low, where public parking provision ends up being heavily subsidized by the municipality. Even so, CIL tends to be very unpopular and rarely used. To address on-site parking deficits, minor variance and rezoning are widely favoured over the CIL likely due to cost. A fair CIL amount may be, for example, \$15,000 per space reflecting 50 percent of the cost for structured parking.

15.4 Recommendations

Based on the information presented herein, recommendations for cash-in-lieu of parking are:

43. Implement cash-in-lieu (CIL) of parking in the Zoning By-law only with confirmation of financial viability of a CIL program and appetite for CIL amongst developers.

16 Maximum Parking in City Centre and Intensification Areas

Traditionally, zoning by-laws have focused on regulating minimum vehicle parking in order to ensure that there is a sufficient supply of parking to meet anticipated need. However, as municipalities focus increasingly on developing more dense communities and balanced modes of transportation, consideration is being made in some newer zoning by-laws to introduce maximum parking standards, to set a limitation on how much vehicle parking is permitted. This section reviews the suitability of this approach in the City of Pickering.

16.1 Current Zoning Provisions

There are currently no maximum parking requirements within the parent text of Rural Area Zoning By-law 3037, Seaton Zoning By-law 7364/14 or City Centre Zoning By-law 7553/17. However, within the general provisions for all residential zones of Bay Ridges Zoning By-law 2511, Frenchman’s Bay Area Zoning By-law 2520, and Zoning By-law 3035 there is a maximum of four vehicles, only one of which can be a trailer, permitted to park on the exterior of any lot in a residential zone, provided certain provisions are met.

16.2 Applicable Policy Direction

Policies relevant parking maximums summarized in **Table 16.1**.

Table 16.1: Applicable Policy Direction, Maximum Parking

Policy Direction	Reference
Provincial	
Develop an area-wide parking strategy with maximum and minimum parking standards and shared use parking practices (in Mobility Hubs)	Metrolinx Mobility Hub Guidelines 4.4.
Regional	
Consider reduced parking minimums, set maximums and allow shared parking in nodes and corridors	Durham TMP Action 80

There are currently no specific policies at the local level for establishing parking maximums. Also, no parking strategy has been prepared to date by the Region or the

City which would often be prepared to inform the suitability of maximum parking requirements.

16.3 Benchmarking

A scan of GTHA and other select cities found ten municipalities (out of 30) that provide parking maximums in their Zoning By-laws. Parking maximums are typically applicable in downtown and mixed use or intensification areas, although parking maximums are applied in the areas outside the City Centre and intensification areas. **Table 16.2** provides a summary of where parking maximums are applied in other jurisdictions. Parking maximums generally follow a tiered approach, with the strictest provisions in the downtown. In some cases, the parking maximum is equal to the minimum requirement in the next tier or in the general requirement.

Table 16.2: Applicable Policy Direction, Maximum Parking

	Areas outside the City Centre and intensification areas	Mixed Use Area	Downtown
Ajax			X
Burlington		X	
Markham			X
Newmarket			X
Oakville	X (North Oakville)	X	X
Toronto		X	X
Vaughan			X
Vancouver	X	X	x
Ottawa	X (near rapid transit)	X (near rapid transit)	X
Kitchener (Draft)	X	X	X

16.4 Recommendations

Based on the information presented herein, the recommendations for parking maximums are as follows:

44. Consider setting parking maximums in the City Centre and within intensification areas.

A parking strategy may be undertaken by the Region or the City to inform the establishment of maximum parking requirements. Alternatively, maximum parking requirements may be established in advance of a study, and be subject to subsequent review.

17 Conclusions and Recommendations

This Discussion Paper has reviewed a very wide range of parking, active transportation and loading topics. Overall, there are modern aspects of the City's existing zoning, particularly in the City Centre and Seaton Urban Area. However, there are also aspects of the City's which are outdated compared to other municipalities. There are significant opportunities to introduce a new zoning approach to these matters which better aligns with City, Regional and Provincial policy for reducing automobile dependence and increasing the modal split.

The recommendations of this Discussion Paper have been presented throughout this Discussion Paper. For convenience, all of the recommendations are included as follows:

General

1. Align and consolidate the list of land uses.
2. Align minimum parking requirements based on a tiered approach with the lowest parking rates in the City Centre and intensification areas with immediate access to higher order transit (e.g. Kingston Road), and highest in the parking rates in the areas outside the City Centre and intensification areas.
3. Align minimum parking requirements across land uses where obvious discrepancies exist.
4. Fill gaps where parking requirements are missing for parts of the City.
5. Use a consistent approach to organize regulations related to different aspects of parking.
6. Modifications to the Zoning By-law's parking requirements may precipitate a need for the City to review alignment with other documents, such as design guidelines or Site Plan requirements.

Minimum residential parking requirements

7. Reduce minimum parking requirements for apartments in areas outside the City Centre and intensification areas, and consider potential reductions for other dwelling types, including accessory dwelling units or second suites.
8. Realign the general parking requirement for detached dwellings.
9. Apply a consistent approach to visitor parking requirements across dwelling types.
10. Align parking requirements for live-work and related uses.

Minimum commercial parking requirements

11. Set minimum parking requirements for medical office and equivalent land uses based on floor area.
12. Clarify bus parking versus bus loading requirements and eliminate any duplications.

13. Consider removing bus related requirements from the minimum parking requirements table.
14. Use a consistent standard for converting bench space to seating capacity, or eliminate references to bench space.
15. Relax the minimum parking requirements for retail, office, and medical uses based on benchmarking, and consider parking reductions for other commercial uses.
16. Consider supplemental parking provisions to facilitate temporary use of parking spaces, including parking requirements for the temporary use, temporary parking reductions for existing uses, and requirements to maintain adequate vehicular access.
17. Maintain minimum parking requirements for restaurants in the areas outside the City Centre and intensification areas.
18. Consider clarifying the land use definitions to address “mega” religious facilities to aid interpretation of the new Zoning By-law.
19. Consider the tier of parking requirements that should apply to the Kingston Road Intensification Corridor and Speciality Retailing Node.

Minimum industrial parking requirements

20. Consider relaxing the minimum parking requirements for industrial uses based on benchmarking.
21. Minimum parking requirements for industrial uses do not need to be defined in the City Centre.

Minimum parking requirements for Institutional and other uses

22. Use a consistent unit or set of units for calculating school parking requirements.
23. Consider removing parking requirements for any land uses that are no longer relevant, subject to further consultation with City staff.
24. Consider consolidation of miscellaneous land uses, subject to further consultation with City staff.
25. Consider supplementary provisions such as permitting off-site and shared parking for non-private community and institutional uses, subject to further consultation with City staff.

Minimum parking space and drive aisle dimensions

26. Consider establishing City-wide minimum dimensions for a garage space based on the Seaton Urban Area regulations.
27. Consider establishing minimum dimensions for tandem parking, angled parking, and small car parking.
28. Maintain existing minimum parking space and drive aisle dimensions.

29. Address minimum parking space and drive aisle dimensions in the General Provisions of the Zoning By-law.
30. Consider vertical height clearance or other requirements related to accommodating storage in private residential garages.

Minimum landscaped areas with parking facilities

31. Incorporate a streamlined, City-wide framework for minimum landscape strips in conjunction with parking areas, particularly along any rear lot line or interior side lot line abutting more sensitive uses, and provide a minimum landscape strip or buffer where a parking area abuts a street. This may include varied requirements in different contexts in the City.

Shared parking

32. Implement shared parking framework City-wide.
33. Consider updating and expanding the parking formula based on benchmarking and industry resources.

Bicycle parking

34. Expand the existing bicycle parking requirements City-wide and consider tiered reductions for mixed use and the areas outside the City Centre and intensification areas.
35. Maintain existing minimum bicycle parking space dimensions.
36. Address minimum bicycle parking space dimensions in the General Provisions of the Zoning By-law.

Drive-through lanes

37. Address minimum drive-through lane dimensions in the Zoning By-law based on minimum dimensions for a one-way drive aisle that does not abut a parking space.
38. Ensure that the permission of drive-throughs conforms to the City's Official Plan.
39. Address minimum drive-through lane dimensions in the General Provisions of the Zoning By-law, including consideration for setbacks to address compatibility.

Loading

40. Consider the expanding existing loading space requirements (Bay Ridges area or Seaton Urban Area) to the rest of the City.
41. Define minimum dimensions for a consistent set of loading types across the City.
42. Address minimum loading space dimensions in the General Provisions of the Zoning By-law.

Cash-in-lieu of parking

43. Implement cash-in-lieu (CIL) of parking in the Zoning By-law only with confirmation of financial viability of a CIL program and appetite for CIL amongst developers.

Parking maximums

44. Consider setting parking maximums in the City Centre and within intensification areas.