

# Appendix L

# **14. PARKING AND LOADING REGULATIONS**

## **PART 14A**

### **PURPOSE OF CHAPTER**

- (1) The purpose of this Chapter is to establish minimum off-street parking standards necessary for the parking needs of the various land uses allowed in this Bylaw.
- (2) Minimum standards are provided for the loading and unloading of goods for various commercial and industrial uses. Also, mechanisms are provided to encourage the use of alternative modes of transportation.
- (3) The intent is to:
  - (a) protect the capacity of the City's street system and avoid undue congestion of the streets; and
  - (b) lessen conflicts between pedestrians and vehicles. [1992/9250]

## **PART 14B**

### **PARKING REGULATIONS FOR ALL LAND USES**

#### **14B.1 APPLICATION OF OFF-STREET PARKING REQUIREMENTS**

##### **1.1 NEW, ALTERED OR CHANGED USES**

The requirements of this Chapter apply to every development, whether:

- (a) a new building or structure;
- (b) an alteration or enlargement of an existing structure or building; or
- (c) a change in use of an existing building or structure. [1992/9250]

##### **1.2 COUNTING RULES - SINGLE AND MULTIPLE USES**

- (1) The parking requirements for a single lot or building containing more than one use shall be the total of the parking requirements for each use on the lot or in the building.
- (2) No parking space provided to meet the requirements for one building or use shall be counted as part of the spaces required for another building or use, except as detailed in Subpart 14B.6 or 14B.7. [1992/9250]

##### **1.3 COMPLIANCE WITH REGULATIONS - OWNER'S OBLIGATION**

As long as a use exists on a property, and the use is required to provide parking spaces by this Bylaw, it shall be the continuing obligation of the owner and occupant of the property on which the use is situated to provide the parking spaces. [1992/9250]

##### **1.4 TANDEM PARKING**

Unless otherwise specified in this Bylaw, no parking spaces shall be provided as tandem parking. [2003-1]

### **1.5 MUNICIPAL HERITAGE PROPERTY AND PROVINCIAL HERITAGE PROPERTY[2013-64]**

- (1) Notwithstanding any other parking requirements contained within the *Regina Zoning Bylaw, 9250*, development of designated Municipal Heritage Property and Provincial Heritage Property shall not be required to provide parking and loading facilities in accordance with the provisions of Chapter 14.
- (2) Where required, the number of parking spaces existing upon Municipal Heritage Property and Provincial Heritage Property, at the time of such heritage designation, shall be maintained with any development approved after such date.

## **14B.2 DETERMINATION OF STATUS**

### **2.1 UNSPECIFIED REQUIREMENTS**

- (1) Where the parking requirements of any use allowed by this Bylaw is not specified, the Development Officer shall:
  - (a) establish an interim standard to allow the developer to proceed with his project; and
  - (b) recommend an amendment to this Bylaw to incorporate the interim standard.
- (2) In establishing the interim standard, the Development Officer shall be guided by the standards for similar uses in the City. [1992/9250]

### **2.2 FRACTIONAL SPACES**

If in determining the number of required parking spaces a fractional space is arrived at:

- (a) any fraction up to and including one-half shall be disregarded; and
- (b) fractions over one-half shall be deemed to be equivalent to one space. [1992/9250]

## **14B.3 REGULATIONS FOR NON-RESIDENTIAL PARKING**

All surface parking lots and parking garages associated with non-residential uses shall be developed in accordance with the provisions of this Subpart. [1992/9250]

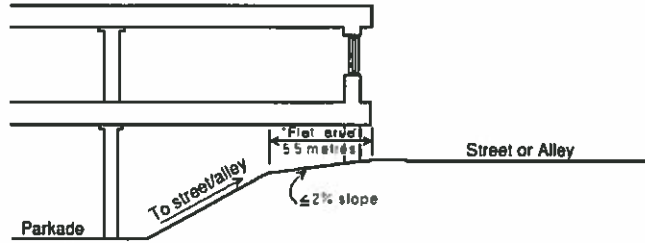
### 3.1 LOCATION

- (1) Subject to subsections (2) and (3), all parking spaces shall be located:
  - (a) on the same building site as the uses they serve; or
  - (b) subject to the registration of a caveat as described in section 3.14, on a separate lot in a zone which allows caveated parking.
- (2) The lot dedicated to off-site caveated parking in accordance with clause (1)(b), shall be located:
  - (a) in the D - Downtown Zone, no further than 150 metres from the lot for which it is being provided; and
  - (b) in all other zones, no further than 30 metres from the lot for which it is provided.
- (3) Subsections (1) and (2) do not apply to parking provided in connection with the payment-in-lieu of parking described in section 3.15. [1992/9250; 1993/9488]

### 3.2 APPROACH RAMP LOCATION

- (1) The location of vehicular approach ramps or driveways at the street line shall be no closer than 10 metres from the point of intersection of the two curbs at a street intersection. [2015-1]
- (2) Where:
  - (a) the approach ramp will provide access to a parkade that will be part of a new building or part of an addition to an existing building; and
  - (b) there will be a grade difference from the parkade to the street or alley;

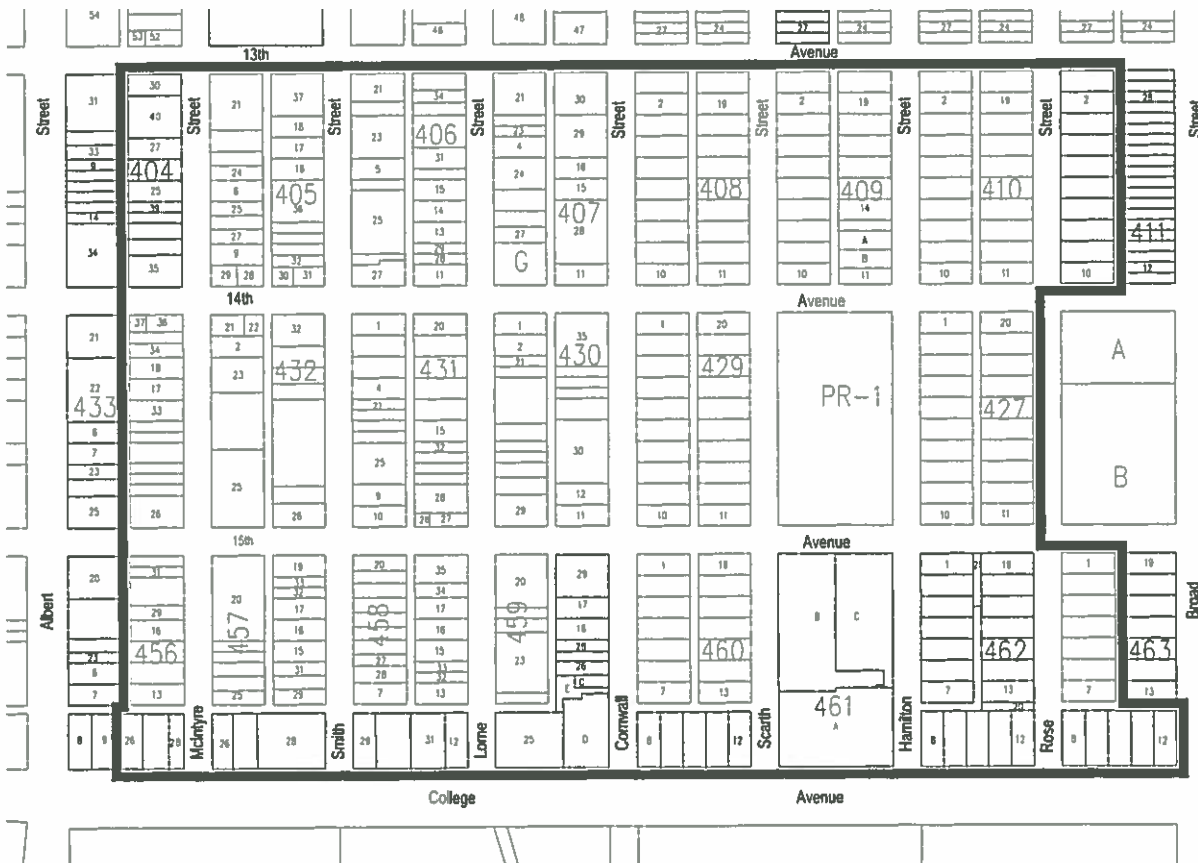
the ramp shall provide a flat area of not less than 5.5 metres and with a maximum slope of 2% for vehicles to stop before they proceed to enter the street or alley (refer to Figure 14.1A). [1992/9250; 2005-34]



**Figure 14.1A: Ramp Design Illustration [2005-34]**

**3.3 FRONT YARD PARKING [2003-1]**

- (1) Parking in the required front yard shall be prohibited in:
  - (a) all zones in the Transitional Area;
  - (b) the LC3 zone; and
  - (c) the IP zone. [1992/9250]
- (2) For the purposes of this section, “Transitional Area” means the area shown in Figure 14.1.AA.



**Figure 14.1AA: Transitional Area Boundaries [2003-1]**

### 3.4 PAVING, DRAINAGE AND VISIBILITY [2003-32]

- (1) The parking area shall be suitably paved with a satisfactory hard surface material, a minimum of 50 millimetres of asphaltic concrete, or some other appropriate material to the satisfaction of the Development Officer.
- (2) Each parking space in the parking area shall be clearly demarcated.
- (3) The parking area shall have visible boundaries.
- (4) All storm water drainage shall be collected by means of an internal storm sewer system and connected to the public storm sewer system at locations acceptable to the City. [1992/9250; 2003-1; 2011-64; 2014-44]
- (5) Subsections (1), (2) and (4) do not apply to parking areas associated with:
  - (a) park and open space uses; or
  - (b) athletic fields

that do not have a building on the site. However, the parking areas associated with these uses must be designed to meet the standards in Table 14.1.

- (6) Structures such as concessions, timekeeper's booths, batting cages and equipment storage facilities which are used on a seasonal basis are not considered to be buildings for the purposes of subsection (5).
- (7) All storm water drainage associated with the uses described in subsection (5) must be approved by the City. [2011-64; 2014-44]

### 3.5 STALL AND DRIVEWAY DIMENSIONS

- (1) Table 14.1 offers a number of minimum parking stall and driveway dimensions that can be selected depending on the use which the spaces are designed to serve.
- (2) Spaces and aisle dimensions may be designed to a specific standard or a mix of different arrangements, as illustrated in Figure 14.1.
- (3) Notwithstanding Table 14.1, where 90-degree parking spaces are provided adjacent to an alley measuring 6.096 metres or less, the length of the parking spaces shall be a minimum of 7.5 metres, in order to ensure compliance with the requirements of section 3.8 to provide adequate manoeuvring space. [1992/9250; 1995/9736]

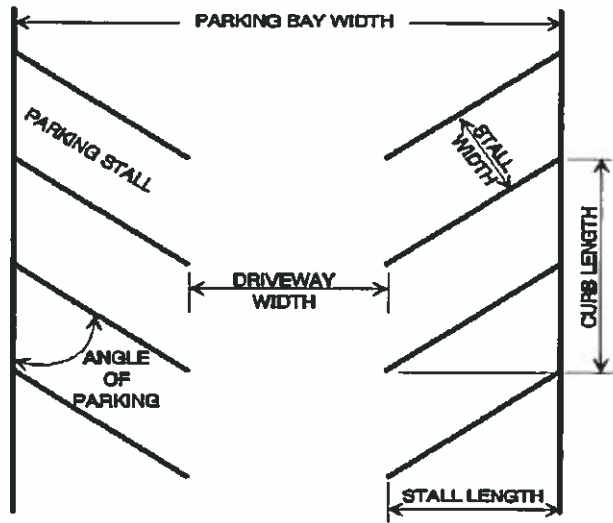


Figure 14.1: Illustration of Parking Area

TABLE 14.1: PARKING AREA STANDARDS [2002-2]					
ANGLE OF PARKING (IN DEGREES)		MINIMUM REQUIRED STALL WIDTH (IN METRES)	MINIMUM REQUIRED CURB LENGTH PER CAR (IN METRES)	MINIMUM REQUIRED STALL LENGTH (IN METRES)	MINIMUM REQUIRED DRIVEWAY WIDTH (IN METRES)
0	Option 1	2.5	6.5	2.5	4.0
30	Option 1	2.5	13.95	5.17	4.0
	Option 2	2.73	14.32	5.11	4.0
45	Option 1	2.5	9.55	6.01	4.0
	Option 2	2.73	9.68	5.82	4.0
60	Option 1	2.5	6.61	6.45	5.5
	Option 2	2.73	6.69	6.13	5.5
90	Option 1	2.5	2.5	6.0	7.5
	Option 2	2.73	2.73	5.5	7.5
Compact Space					
30	Sole Option	2.29	12.25	4.43	2.8
45		2.29	8.31	5.08	3.1
60		2.29	5.75	5.39	5.3
90		2.29	2.29	4.9	7.0



### **3.6 PARKING AND ROAD RIGHTS-OF-WAY**

All required parking spaces shall be located outside of existing and proposed road rights-of-way. Subject to Subpart 15B.4 of Chapter 15, property lines should have either a fence or curbs to prevent encroachment onto road rights-of-way or adjacent lots, and to delineate driveways in areas where rolled curb is present. [1992/9250]

### **3.7 PARKING AND LANDSCAPING**

All parking spaces shall be located in such a manner that the required landscaping for the parking area, as specified in Chapter 15, can be provided. [1992/9250]

### **3.8 MANOEUVRING SPACE**

All parking lots for:

- (a) non-residential uses; and
- (b) all uses on major thoroughfares

shall be designed so as to eliminate the need for backing and manoeuvring from, or onto roads, pedestrian walkways, in order to get out of spaces or leave the lot. [1992/9250]

### **3.9 HOUSE FORM COMMERCIAL**

- (1) Notwithstanding any other provision in this Bylaw, when an existing house form building is converted to a House-Form Commercial/Residential Building use, no parking shall be required for the new use above what was required for the building prior to the change of use.
- (2) All parking stalls in existence on the lot prior to the change in use mentioned in subsection (1) shall be maintained. [1992/9250]

### **3.10 PARKING FOR PERSONS WITH DISABILITIES [2003-1]**

- (1) Notwithstanding any other provision in this Bylaw, in all zones a minimum of two percent of all required parking spaces shall be provided in the form of accessible parking spaces, with a minimum stall width of 3.9 metres and a minimum stall length of 5.5 metres. [2001/10264]
- (2) Parking spaces for persons with disabilities shall be located as close as possible to a building entrance, and shall be clearly designated with signs indicating their purpose as accessible parking stalls. [1992/9250]

### 3.11 MOTORCYCLE PARKING

- (1) Where at least 30 parking spaces are required by this Bylaw, motorcycle spaces may be provided in lieu of or in addition to automobile parking spaces in accordance with the standards specified in Table 14.2.

TABLE 14.2: MOTORCYCLE AND BICYCLE PARKING STANDARDS		
VEHICLE TYPE	WIDTH (METRES)	DEPTH (METRES)
Motorcycle	0.9144	3.048
Bicycle	0.6096	1.8288

- (2) The parking spaces shall be clearly marked as reserved for motorcycles.
- (3) Where motorcycle spaces are provided in lieu of automobile parking spaces, not more than 2% of the automobile parking spaces may be converted. [1992/9250]

### 3.12 BICYCLE PARKING

- (1) Spaces for bicycles shall be provided in safe and convenient locations, in accordance with Tables 14.2 and 14.3.
- (2) When any covered automobile parking is provided, all bicycle parking shall be covered.
- (3) The parking spaces may be located in the rear 50% of any required front yard setback, but not in any vehicle parking space required by Subpart 14B.5.
- (4) The parking spaces shall be clearly marked as reserved for bicycles. [1992/9250]

<b>TABLE 14.3: REQUIRED BICYCLE PARKING SPACES</b>		
<b>TYPE OF USE</b>	<b>NUMBER OF SPACES REQUIRED</b>	<b>PERFORMANCE STANDARDS</b>
Institution and Apartment Dwelling Units	5% of required vehicle spaces	<ul style="list-style-type: none"> <li>◆ Visible from the use for which the spaces are provided.</li> <li>◆ Located on the same lot as the principal use or within 20 metres of the lot.</li> </ul>
Amusement Centre	20% of required vehicle spaces	<ul style="list-style-type: none"> <li>◆ Visible from the use for which the spaces are provided.</li> <li>◆ Located on the same lot as the principal use or within 20 metres of the lot.</li> </ul>
Bowling Lane	10% of required vehicle spaces	
Child Care Centre	10% of required vehicle spaces	
Community Centre	20% of required vehicle spaces	
Convenience Store	20% of required vehicle spaces	
Library	30% of required vehicle spaces	
Recreation, Outdoor	20% of required vehicle spaces	
Shopping Centre	10% of required vehicle spaces	

### 3.13 COMPACT CARS

Up to 30% of the required parking spaces in any parking garage may be designed as Compact Space in accordance with Table 14.1. [1992/9250]

### 3.14 OFF-SITE CAVEATED PARKING

- (1) Where off-site caveated parking is a discretionary use in a zone, the caveated parking area shall require the approval of City Council in accordance with the discretionary use process specified in Chapter 18 of this Bylaw.
- (2) Where the off-site caveated parking is provided on a lot that is separate from the lot containing the building or structure for which it is provided, in accordance with subsection 14B.3.1, there shall be recorded in the office of the City Clerk, City of Regina, a registrable agreement between the:
  - (a) City;
  - (b) owner of the lot on which the parking is provided; and
  - (c) owner of the lot for which the parking is required.
- (3) The agreement executed pursuant to subsection (2) shall bind on the owner mentioned in clause (2)(c) and his heirs and successors, and restrict the use of the lot for the purpose of off-street parking so long as the use for which the parking was provided exists.

- (4) A caveat based on the agreement mentioned in subsection (2) shall be registered by the City against the lots mentioned in clauses (2)(b) and (c) in the Regina Land Titles Office. [1992/9250; 1993/9488]

### **3.15 PAYMENT-IN-LIEU OF PARKING**

- (1) Council may, at its discretion, waive all or part of the parking requirements in the:
  - (a) D - Downtown Zone in exchange for a payment-in-lieu of the waived spaces calculated on the basis of \$7,000 per waived parking space ( in 1992 dollars); or [2014-44]
  - (b) WH - Dewdney Avenue Warehouse Zone in exchange for a payment-in-lieu of the waived spaces calculated on the basis of \$2,500 per waived parking space (in 1992 dollars). [2014-44]

### **3.16 REQUIRED REDUCTIONS**

- (1) The parking requirements for a building containing a mixed-use in which the gross floor area devoted to non-residential uses exceeds 5,000 square metres shall be reduced by 20% of the parking otherwise required to be provided for the non-residential uses.
- (2) Notwithstanding any provision in this Chapter, when an existing building is reconstructed on Lots 11 to 20, Block 434, Plan Old 33, Regina Subdivision:
  - (a) no parking shall be required for the first 600 square metres of gross floor area of the building; and
  - (b) any parking shall only be required in accordance with the standards of this Chapter for the gross floor area in excess of 600 square metres.
- (3) Notwithstanding any other provision in this Chapter, when an existing building is reconstructed in the WH - Dewdney Avenue Warehouse Zone, unless otherwise indicated, the most stringent parking requirements of this Chapter shall be reduced by 50%. [1992/9250]

#### 14B.4 REGULATIONS FOR RESIDENTIAL PARKING

Where, in this Bylaw, parking facilities are required or provided for:

- (a) a detached dwelling unit;
- (b) a detached zero lot line dwelling unit;
- (c) a semi-detached dwelling unit;
- (d) a duplex dwelling unit;
- (e) a triplex dwelling unit;
- (f) a fourplex dwelling unit;
- (g) a townhouse dwelling unit;
- (h) an apartment dwelling unit;
- (i) a rooming house;
- (j) a converted dwelling;
- (k) a supportive living home; or
- (l) a secondary suite,

the provisions of this Subpart shall apply. [1992/9250; 2001-91; 2003-1]

##### 4.1 LOCATION [2015-29]

- (1) The parking area shall be provided on the same lot as the use it serves.
- (2) Vehicles parked on site shall only be parked in approved parking spaces or on a legal driveway leading up to a garage, carport or legal parking pad located on site.
- (3) Parking is not permitted on any required landscape area.

##### 4.2 SPACE DIMENSIONS

The minimum parking stall and driveway sizes shall comply with Table 14.1.  
[1992/9250]

#### **4.3 SURFACING AND MARKING [2003-1]**

- (1) The parking area for developments containing more than four dwelling units, and supportive living homes, shall be suitably paved and each parking space in the parking area shall be clearly demarcated.
- (2) Where the parking area for a development containing four or fewer dwelling units is accessed from a street, the parking area, including the driveway, shall have a durable, dust-free hard surface of asphalt, concrete, brick or other similar material excluding gravel or slag.

#### **4.4 APPROACH RAMP [2015-1]**

- (1) The location of vehicular approach ramps or driveways at the street line shall not be closer than 10 metres from the point of intersection of the two curbs at a street intersection.
- (2) Where:
  - (a) the approach ramp will provide access to a parkade that will be part of a new building or part of an addition to an existing building; and
  - (b) there will be a grade difference from the parkade to the street or alley;

the ramp shall provide a flat area of not less than 5.5 metres and with a maximum slope of 2% for vehicles to stop before they proceed to enter the street or alley (refer to Figure 14.1A).

#### **4.5 FRONT YARD PARKING [2015-29]**

- (1) Front yard parking shall be permitted on a lot that:
  - (a) has an attached garage with access provided from the front yard; or
  - (b) has a detached garage, a carport or a parking pad located in the side or rear yard, with access provided from the front yard; or
  - (c) has no alley access and insufficient room to provide access from the front yard to the rear or side yards.
- (2) Where a lot meets the criteria of clause (1), the number of spaces that may be located in the front yard is limited to the capacity of the garage, carport or parking pad, or two spaces, whichever is greater.

- (3) Except for a Bed and Breakfast Homestay and Supportive Living Home, vehicles parked in tandem shall be considered to constitute one required parking space.
- (4) Each parking space which is located entirely or in part in the front yard shall not exceed 22 square metres in area.
- (5) Notwithstanding subsection (1):
  - (a) no parking shall be permitted in the front yard of an apartment building; and
  - (b) no parking of any class A or C motor home, any travel trailer, fifth wheel trailer, boat or any similar vehicle shall be permitted in the front yard from November 1 to April 1, inclusive.

#### **4.6 PROHIBITED VEHICLES**

No vehicle, business or otherwise, with a combined weight (vehicle and load carried by the vehicle) exceeding 4,500 kilograms, shall be parked on-site in a residential zone. Notwithstanding the above, recreational vehicles may be parked in a residential zone in compliance with Subpart 14B.4 – Regulations for Residential Parking. [2014-44]

#### **4.7 NUMBER OF RECREATIONAL VEHICLES**

Where recreational vehicle parking is provided for a detached dwelling unit in accordance with the regulations of this Bylaw, the number of recreational vehicles shall not exceed two. [2002-12]

**Figure 14.1B Repealed [2004-1]**

#### **4.8 UNLICENSED VEHICLES**

Every unlicensed vehicle shall be maintained in operable condition. Where not so maintained, the vehicle shall be deemed a junked vehicle pursuant to *The Regina Property Maintenance Bylaw* and any other applicable bylaws of the City of Regina. [2002-12; 2004-1]

#### **4.9 DOWNTOWN PARKING**

Where more than one parking space is provided for a dwelling unit located in the D – Downtown zone, the parking spaces may be provided as tandem parking. [2003-1]

**14B.5 NUMBER OF MINIMUM REQUIRED PARKING SPACES****5.1 RESIDENTIAL USES**

As specified in Table 14.4. [1992/9250; 1997/9918]

**5.2 INSTITUTIONAL USES**

As specified in Table 14.5. [1992/9250]

**5.3 COMMERCIAL USES**

As specified in Table 14.6. [1992/9250]

**5.4 INDUSTRIAL USES**

As specified in Table 14.7. [1992/9250]



<b>TABLE 14.4: OFF-STREET PARKING REQUIREMENTS FOR RESIDENTIAL USES [2005-34]</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
<b>Apartment Dwelling Units</b>	
a) In R6 and MS Zones	1.5 spaces per dwelling unit
b) In D Zone	No requirement
c) All other zones	1 space per dwelling unit
<b>Bed and Breakfast Homestay [2005-88]</b>	1 space in addition to the parking requirement for the dwelling [2005-88]
<b>Detached, Semi-detached, Duplex, Triplex, Fourplex, Converted, Townhouse and Secondary Suite dwelling units [1994/9605; 2001-91]</b>	1 space per dwelling unit
<b>Dwelling Units in House Form Commercial Residential Buildings:</b>	See Section 3.9 of Subpart 14B.3
<b>Mobile Homes</b>	1 space per mobile home
<b>Portions of Buildings with residential uses</b>	1 space per dwelling unit
<b>Residential Homestay [2013-74]</b>	0.5 space per guest room in addition to the parking requirements for the dwelling
<b>Seniors Assisted Living Apartment Building [1997/9918; 2005-34]</b>	
a) In D Zone	No requirement
b) All other zones	0.4 space per dwelling unit
<b>Supportive Living Home</b>	2 spaces per home; plus, 1 space per employee to a maximum of 2 additional parking spaces; plus 1 parking space per business vehicle. [1999/10110]

<b>TABLE 14.5: OFF-STREET PARKING REQUIREMENTS FOR INSTITUTIONAL AND RECREATIONAL USES [2003-2; 2003-6; 2003-32]</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
Auditoriums – Public Assembly auditoriums including: Convention hall Exhibition hall Gymnasium Health, social, cultural or recreational hall Ice and hockey rink Club Athletic fields [2003-32] Labour union and lodge hall Other recreational or amusement places	1 space per 5 seating places for the public  OR  1 space per 10 square metres of gross floor area used by patrons, whichever is greater
Bowling Alleys	3 spaces per alley
Business, Technical or Commercial Schools and Community Colleges	
a) D Zone	No requirement
b) All other zones	1 space per 100 square metres of gross floor area
Community Centres	1 space per 20 square metres of gross floor area
Curling Rinks	8 spaces per sheet of ice
Day Care Centres	
a) D Zone	No requirement
b) All other zones	1 space per centre
Elementary Schools	1 space per each teacher, employee or administrator
Fire Stations	1 space per employee on maximum work shift
Golf Courses	4 spaces per green, plus 50% of the requirements for the associated uses
Golf Driving Range	1.5 spaces per driving tee
High Schools	5 spaces per classroom plus 1 space per 10 square metres of assembly room floor area
Hospitals or other similar uses	1 space per 100 square metres of gross floor area
Humanitarian Service Facilities [2003-2]	1 space per 100 square metres of gross floor area

<b>TABLE 14.5: OFF-STREET PARKING REQUIREMENTS FOR INSTITUTIONAL AND RECREATIONAL USES [2003-2; 2003-6]</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
Individual and Family Social Service Home	1 space per 6 beds plus 1 for each vehicle operated in connection with the home
Museums, Art Galleries, Libraries and other similar facilities	1 space per 50 square metres of gross floor area, but not less than 1 space per 20 square metres of the assembly room floor area of the largest assembly room within the building
Recreational Service Facilities [2014-44]	1 space per 20 square metres of gross floor area used by patrons
Religious Institutions [2013-64]	
a) D Zone	No requirement
b) All other zones	1 space per 4 seating places
Special Care Homes	1 space per 6 beds
Sports Stadia	
a) Less than 10,000 seats	Same as auditorium standards in Table 14.5
b) over 10,000 seats	No requirement
Universities and Colleges	1 space per 200 square metres of gross floor area

<b>TABLE 14.6: OFF-STREET PARKING REQUIREMENTS FOR COMMERCIAL USES</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
Animal Hospitals or Animal Shelters	1 space per 100 square metres of gross floor area
Auctioneering Establishments	1 space per 3 seats
Bingo Halls	1 space per 3.1 seats, plus 10% of the total number of stalls if the site adjoins a residentially zoned property
<b>Confectionery Stores</b>	
a) D, TAR, NC, MX, and LC3 Zones	No requirement
b) All other zones	1 space per 20 square metres of gross floor area
<b>Convenience Stores</b>	
a) NC Zone	6 spaces for first 200 square metres of gross floor area plus 1 space per 25 square metres over 200 square metres in gross floor area
b) All other zones	1 space per 20 square metres in gross floor area
Drive-In Restaurants	1 space per 5 seats plus an additional 5 car stack-up per drive-in window
Drive-In Establishments not elsewhere classified	Required space prescribed for use plus 5 car stack-up per drive-in window plus additional regulations as per Subparts 7D.1 and 7D.2 [1994/9572; 1997/9904]
Funeral Homes	1 space per 4 persons
Gas Bars	No requirement
<b>Hotels</b>	
a) D Zone	1 space per 3 guest rooms
b) All other zones	1 space per guest room
Liquor Stores	1 space per 20 square metres of gross floor area
Medical Clinics [2013-64]	No requirements if less than 325 square metres.  325 square metres or greater, 1 space per 60 square metres of gross floor area.
<b>Nightclubs</b>	
a) D Zone	No requirement
b) All other zones	Same as auditorium standards in Table 14.5

<b>TABLE 14.6: OFF-STREET PARKING REQUIREMENTS FOR COMMERCIAL USES</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
<b>Offices, Banks, or Financial Institutions</b>	
a) D and LC3 Zones i) less than 325 square metres of gross floor area ii) for that portion in excess of the first 325 square metres in gross floor area b) Lots 11-30, both inclusive in Blocks 403 and 411 and Lots 1-20 both inclusive gross in Blocks 404 and 412, Plan Old 33, Regina Subdivision c) Lots 11-20, both inclusive in Block 123; Lots 1-10, both inclusive in Block 139; and E.17' of Lot 21, all of Lots 2-29, both inclusive, and the S.20' of Lot 30, all in block 200; all of the above in Plan Old 33, Regina Subdivision d) All other zones	No requirement  1 space per 100 square metres of floor area  1 space per 100 square metres of floor area  No requirement for existing buildings being constructed  1 space per 60 square metres of gross floor area
<b>Pool Halls, Amusement Arcades</b>	
a) D Zone b) All other zones	No requirement  1 space per 20 square metres of gross floor area
<b>Public Self-Storage Facility [1996/9821]</b>	1 space per 600 metres of gross floor area
<b>Restaurants [2012-49]</b>	
a) D Zone b) LC3 Zone c) All other zones	No requirement  No requirement  1 space per 5 seats
<b>Bakery shops</b> <b>Fast Food Outlets [1994/9572]</b> <b>Grocery Stores</b> <b>Home Improvement Centres</b>	<b>Personal Service Establishments</b> <b>Repair Shops</b> <b>Retail Stores</b>
a) D Zone i) less than 325 square metres of gross floor area ii) for that portion in excess of the first 325 square metres in the gross floor area	No requirement  1 space per 50 square metres of gross floor area

<b>TABLE 14.6: OFF-STREET PARKING REQUIREMENTS FOR COMMERCIAL USES</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
b) LC3 Zone	
i) less than 325 square metres of gross floor area	No requirement
ii) for that portion in excess of the first 325 square metres in the gross floor area	1 space per 50 square metres of gross floor area
c) Repealed. [2003-1]	
d) MX and TAR Zone	1 space per 50 square metres of gross floor area
e) WH-Zone and Lots 1-10, both inclusive, in Blocks 77 and 124; Lots 21-40, both inclusive, in Block 183; Lots 1-20, both inclusive, in Block 184; Lots 26-40, both inclusive, in Block 200, Plan Old 33, Regina Subdivision; and uses other than retail (for retail uses, see Table 14.6) on Lots 1-10, both inclusive, in Block 139, and Lots 11-20, both inclusive, in Block 123, Plan Old 33, Regina Subdivision	
i) For the first 1000 square metres in gross floor area	1 space per 50 square metres of gross floor area
ii) For that portion in excess of the first 1,000 square metres in gross floor area	1 space per 100 square metres of gross floor area
f) Retail stores on Lots 1-10, both inclusive, in Block 139, Plan Old 33, and Lots 11-20, both inclusive, in Block 123, Plan Old 33	
i) The main floor and the floor below grade in existing buildings	No requirement
ii) For entire new buildings and for floor other than the main floor and the floor below grade in existing buildings	i) For the first 1000 square metres in gross floor area, one space per 50 square metres of gross floor area ii) For that portion in excess of the first 1000 square metres in gross floor area, one space per 100 square metres of gross floor area
g) All other zones	1 space per 20 square metres of gross floor area
<b>Theatres</b>	
a) D Zone	No requirement
b) All other zones	1 space per 5 seating spaces
Automobile Repair Establishment	6 spaces for first two service bays plus 2 spaces for each additional service bay

<b>TABLE 14.7: OFF-STREET PARKING REQUIREMENTS FOR INDUSTRIAL USES</b>	
<b>USE OF BUILDING OR LOT</b>	<b>MINIMUM NUMBER OF PARKING SPACES</b>
Laundry or Dry Cleaning Plants and other similar industrial uses Manufacturing and Industrial Plants Repair, Rental Servicing Establishments Warehousing and Storage Buildings and Yards Wholesaling	1 space per 3 employees on maximum work shift but not less than 1 space per 150 square metres of gross area

### **14B.6 EXCEPTIONS TO REQUIRED PARKING - SHARED PARKING**

Notwithstanding the requirements of Subpart 14B.5, shared parking shall apply to all zones in accordance with the requirements in this Subpart. [1992/9250]

#### **6.1 GENERAL PROVISIONS FOR SHARED PARKING**

- (1) Shared parking may be allowed between two or more uses to satisfy all or a portion of the minimum off-street parking requirements specified in Subpart 14B.5.
- (2) Shared parking may be allowed between uses with different hours of operation.
- (3) A use for which an application is being made for shared parking shall be located within 20 metres of the parking facility.
- (4) A registrable agreement providing for the shared use of parking shall be executed between:
  - (a) the City;
  - (b) owner of the lot on which the parking is provided; and
  - (c) owner of the lots for which the shared parking is required.
- (5) The agreement executed pursuant to subsection (4) shall bind on the owner mentioned in clause (4)(b) and his heirs and successors, and restrict the use of the lot for the purpose of parking so long as the uses for which the shared parking was provided exists. [2005-34]
- (6) A caveat based on the agreement mentioned in subsection (4) shall be registered by the City against the lots mentioned in clauses (4)(b) and (c) in the Regina Land Titles Office.

- (7) The shared parking privileges shall continue in effect only as long as the agreement, binding on all parties, remains in force.
- (8) If the agreement is no longer in force, parking shall be provided as required in Subpart 14B.5. [1992/9250]

## **6.2 SPECIFIC REGULATIONS FOR SHARED PARKING**

- (1) Shared parking may be allowed between daytime and nighttime or Sunday uses under the conditions and exceptions provided in Table 14.7AA.
- (2) For the purpose of this section, the following uses are deemed to be daytime uses:
  - (a) retail sales and service, except eating and drinking establishments, lodging and entertainment uses;
  - (b) wholesale, storage and distribution uses; and
  - (c) manufacturing uses.
- (3) For the purpose of this section, the following uses are deemed to be night time or Sunday uses:
  - (a) auditorium;
  - (b) religious institutions;
  - (c) entertainment uses, including bowling alleys, theatres and dance halls; and
  - (d) eating and drinking establishments.
- (4) The applicant shall show that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed. [1992/9250]



<b>TABLE 14.7AA: SHARED PARKING ARRANGEMENTS -DIFFERENT OPERATING HOURS</b>			
<b>DAYTIME USE</b>	<b>NIGHTTIME USE</b>	<b>CONDITIONS</b>	<b>EXCEPTIONS</b>
Any use specified in subsection 6.2(2)	Any use specified in subsection 6.2(3)	<ol style="list-style-type: none"> <li>1. Up to 90% of the parking requirements for the daytime use may be supplied by the off-street parking provided by the nighttime or Sunday use.</li> <li>2. Where the nighttime or Sunday use is a religious facility, up to 100% of the parking requirements for the daytime use may be supplied by the off-street parking provided by the religious facility.</li> </ol>	None

## **14B.7 OTHER EXCEPTIONS TO REQUIRED PARKING**

### **7.1 APPLICATION**

- (1) Notwithstanding the parking requirements of Subpart 14B.5, adjustments may be made by Council, at the request of an applicant, to those parking requirements on the basis of the rules specified in this Subpart.
- (2) In order to prevent the development of on-street parking, an application may be made or approved for only one of the exceptions provided in sections 7.2 to 7.5 of this Subpart. [1992/9250]

### **7.2 PROXIMITY TO TRANSIT ROUTE**

- (1) A reduction of up to 20% in the minimum parking requirement may be allowed by Council for a new or expanding administrative or manufacturing building or complex which is:
  - (a) located in a commercial or industrial zone; and
  - (b) within 76.2 metres of any street with transit service headways of 20 minutes or less in each direction during morning or evening rush hour.
- (2) The 76.2 metre distance mentioned in subsection (1) shall be the shortest distance measured from the nearest bus stop on the street to the property line of the lot containing the use, building or complex. [1992/9250; 1993/9488]

### 7.3 SUBSTITUTION OF ALTERNATIVE TRANSPORTATION - CARPOOL PROGRAM

- (1) For a new or expanding administrative or manufacturing building or complex, which requires 40 or more parking spaces, the minimum parking requirement may be reduced by up to a maximum of 40% by the substitution of a carpool program that meets the following minimum requirements:
  - (a) an individual or department must be designated to manage the program;
  - (b) the program must provide an active matching service using manual or automated matching of addresses and providing employees with potential carpools (passive matching alone such as bulletin boards is not acceptable); and
  - (c) the carpool spaces on-site or off-site must be clearly identified for the sole use of the pool cars.
- (2) For every carpool space provided and identified by the applicant, and certified by the Development Officer, the required parking shall be reduced by 2 spaces, to a maximum of 40% of the parking requirement (see sample carpool program in Table 14.7A). [1992/9250]

TABLE 14.7A: SAMPLE CARPOOL PROGRAM				
REQUIRED PARKING	CARPOOL SPACE PROVIDED	REDUCTION IN PARKING REQUIREMENT	PARKING SPACE TO BE PROVIDED	% OF PARKING TO BE PROVIDED
40	1	2	38	95
	2	4	36	90
	3	6	34	85
	4	8	32	80
	5	10	30	75
	6	12	28	70
	7	14	26	65
	8	16	24	60

#### 7.4 SUBSTITUTION OF ALTERNATIVE TRANSPORTATION - VANPOOL PROGRAM

- (1) For a new or expanding administrative or manufacturing building or complex, which requires 40 or more parking spaces, the minimum parking requirement may be reduced by up to a maximum of 30% by the substitution of a vanpooling program that meets the following minimum requirements:
  - (a) an individual or department must be designated to manage the program; and
  - (b) the applicant must operate or hire vans, buses, or similar vehicles with seating capacity for at least six people to provide exclusive employee transportation to and from residential areas.
- (2) For every vanpool and parking space provided by the applicant under subsection (1), and certified as such by the Development Officer, the parking requirement shall be reduced by six spaces to a maximum of 30% of the parking requirement (see sample Vanpool Program in Table 14-7B). [1992/9250]

TABLE 14.7B: SAMPLE VANPOOL PROGRAM				
REQUIRED PARKING	VANPOOL SPACE PROVIDED	REDUCTION IN PARKING REQUIREMENT	PARKING SPACES TO BE PROVIDED	% OF PARKING TO BE PROVIDED
40	1	6	34	85
	2	12	28	70

#### 7.5 SUBSTITUTION OF ALTERNATIVE TRANSPORTATION -TRANSIT PROGRAM

- (1) For a new or expanding administrative or manufacturing building or complex that:
  - (a) requires 40 or more parking spaces; and
  - (b) is within 76.2 metres of a street served by the Regina Transit System

the minimum parking requirement may be reduced by 2.5 for every five transit passes to the Regina Transit System, with at least 50% cost reduction, provided to employees in a proposed structure or building for a minimum of five years, or the duration of the business establishment (see sample Transit Pass program in Table 14.7C).

- (2) The reduction in the required parking mentioned in subsection (1) shall not exceed 40%. [1992/9250]

<b>TABLE 14.7C: SAMPLE TRANSIT PASS PROGRAM</b>					
<b>PARKING REQUIRED BY BYLAW</b>	<b>MAXIMUM PARKING REDUCTION</b>	<b>DESIRED PARKING REDUCTION</b>	<b>TRANSIT PASSES REQUIRED FOR REDUCTION</b>	<b>TOTAL COST AT JULY 1991 PRICES (\$)</b>	<b>ADJUSTED REQUIRED PARKING</b>
40	16	1	2	1,192.50	39
		2	4	2,385.00	38
		4	8	9,540.00	36
		5	10	11,925.00	35
		6	12	14,310.00	34
		7	14	16,695.00	33
		8	16	19,080.00	32
		9	18	21,465.00	31
		10	20	23,850.00	30
		11	22	26,235.00	29
		40	16	12	24
13	26			31,005.00	27
14	28			33,390.00	26
15	30			35,775.00	25
16	32			38,160.00	24

## **7.6 ENFORCEMENT AND MONITORING OF EXCEPTIONS TO REQUIRED PARKING PROGRAMS**

- (1) Prior to the issuance of a certificate of occupancy for the use, building or complex for which a reduction in the required parking has been granted pursuant to section 7.2 to 7.5:
- (a) the details of the alternative transportation program shall be spelled out in a memorandum of agreement between the City and the applicant which shall be filed in the same way as an off-site caveated parking agreement specified in section 3.14 of Subpart 14B.3; and

- (b) the details shall be verified by the Development Officer. Such verification must include a review of copies of any contracts, lease agreements, purchase agreements, proof of purchase of transit passes, and any other relevant documentation.
- (2) A memorandum of understanding filed pursuant to subsection (1) shall provide for an annual report to be submitted by the owner, subsequent owner or lessee of the building concerning:
  - (a) compliance with the agreement; and
  - (b) the status of the alternative transportation program, including but not limited to:
    - (i) the number of employees involved in the program; and
    - (ii) the percentage of participants to total work force involved in the program.

## **PART 14C**

### **LOADING REGULATIONS FOR ALL LAND USES**

#### **14C.1 APPLICATION OF OFF-STREET LOADING REQUIREMENTS**

##### **1.1 NEW, ALTERED OR CHANGED USES**

Vehicular loading and unloading spaces with access from a public roadway or alley shall be provided and maintained in accordance with the provisions of this Part by every commercial and industrial development, whether:

- (a) a new building or structure;
- (b) an alteration or enlargement of an existing structure or building; or
- (c) a change in use of an existing building or structure. [1992/9250]

##### **1.2 COMPLIANCE WITH REGULATIONS - OWNER'S OBLIGATION**

As long as a use exists on a property, and the use is required to provide loading spaces by this Bylaw, it shall be the continuing obligation of the owner and occupant of the property on which the use is situated to provide the loading spaces. [1992/9250]

- 1.3** Where the use of the existing building is changed and the building is not enlarged or increased in capacity, but does not and cannot provide the required off-street loading spaces, the requirements of this section shall not apply, and no off-street loading space shall be required. [1993/9488]

#### **14C.2 DETERMINATION OF STATUS**

##### **2.1 UNSPECIFIED REQUIREMENTS**

- (1) Where the loading requirements of any use allowed by this Bylaw are not specified, the Development Officer shall:
- (a) establish an interim standard to allow the developer to proceed with his project; and
  - (b) recommend amendment to this Bylaw to incorporate the interim standard.

- (2) In establishing the interim standard, the Development Officer shall be guided by the standards for similar uses in the City. [1992/9250]

## **2.2 FRACTIONAL SPACES**

If, in determining the number of required loading spaces, a fractional space is arrived at:

- (a) any fraction up to and including one-half shall be disregarded; and
- (b) fractions over one-half shall be deemed to be equivalent to one space. [1992/9250]

## **14C.3 PERFORMANCE STANDARDS**

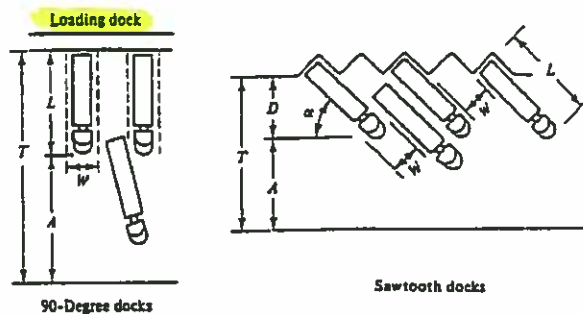
- 3.1 Every off-street loading space and access thereto shall be hard surfaced if the access thereto is from a street or lane which is hard surfaced. Where hard surfacing is provided or required, it shall be constructed of concrete, asphalt or a similar durable, dust-free material. [1993/9488]

### **3.2 DIMENSIONS**

- (1) Where tractor-trailer deliveries are expected on a premise, loading berths shall be provided. The dimensions of the loading spaces shall conform with the requirements in Table 14.8, and shall, at the minimum, facilitate deliveries by a 50 foot wheel base (WB-50) truck design vehicle (see Figure 14.2).
- (2) Where deliveries by vehicles other than tractor-trailers are expected on a premise, delivery spaces shall be provided. The dimensions of the delivery spaces shall conform with the requirements in Table 14.8 and shall, at the minimum, facilitate deliveries by trucks or pick-ups with two axles (see Figure 14.2). [1992/9250]

**TABLE 14.8: REQUIRED LOADING BERTH DIMENSIONS**

DESIGN VEHICLE	LENGTH IN METRES (L)	DOCK ANGLE ( $\alpha$ )	CLEARANCE IN METRES (D)	BERTH WIDTH IN METRES (W)	APRON SPACE IN METRES (A)	TOTAL OFFSET IN METRES (T)
Delivery Truck Space - Two Axles	5.67	90°	5.67	3.00	7.14	12.81
				3.65	6.35	12.02
				4.26	5.89	11.56
		60°	4.98	3.00	5.20	10.18
				3.65	4.52	9.50
				4.26	3.96	8.94
		45°	4.08	3.00	4.19	8.27
				3.65	3.62	7.70
				4.26	3.28	7.36
Loading Space - (WB-50) 50 Foot Wheel Base	16.76	90°	16.76	3.00	23.46	40.23
				3.65	21.94	38.70
				4.26	20.42	37.18
		60°	14.63	3.00	16.76	31.39
				3.65	15.54	30.17
				4.26	14.02	28.65
		45°	11.88	3.00	13.71	25.60
				3.65	12.19	24.07
				4.26	11.27	23.16



**Figure 14.2: Loading Berth Dimensions**



### 3.3 LOCATION

- (1) Every loading facility shall be located on the same building site as the use it serves.
- (2) All loading areas shall be reserved and clearly marked for loading purposes.
- (3) Directional information to assist traffic flow shall be provided by either pavement marking or sign.
- (4) All loading spaces shall be located so that vehicles using the spaces do not project into any public right-of-way or otherwise extend beyond the property boundaries.
- (5) All loading spaces shall be located so that vehicles using the spaces would not be required to back to, or from, an adjacent street, sidewalks or other public right-of-way.
- (6) No loading spaces shall be provided within a minimum front yard.
- (7) No loading spaces shall be provided within the minimum side yard on a lot:
  - (a) within the IP - Prestige Industrial Service Zone; or
  - (b) within or abutting a Residential Zone.
- (8) Loading spaces provided within the minimum side yard shall be open and uncovered. [1992/9250]

### 3.4 MANOEUVRING SPACE

- (1) All loading spaces shall be provided with a manoeuvring area sufficient to allow vehicles to move in and out of the loading space.
- (2) In order to allow the driver of a delivery vehicle to see along the truck when backing, the circulation pattern and loading position shall be designed for counter clockwise entry and for left-side backing manoeuvre (see Figure 14.2A). [1992/9250]

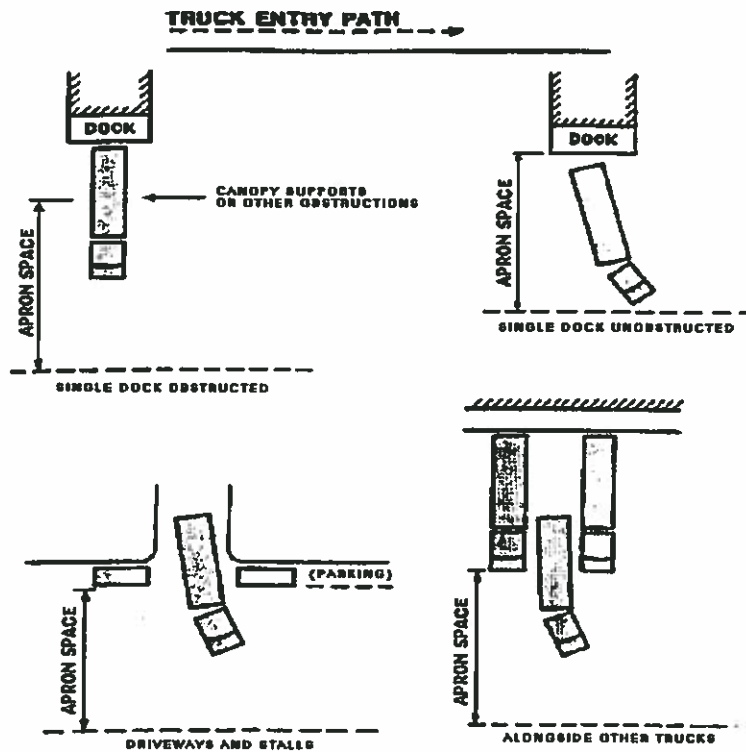


Figure 14.2A: Loading Berth Configurations and Approach

### 3.5 SEPARATION FROM PARKING SPACES

Loading spaces and manoeuvring areas shall be separated from required parking facilities. [1992/9250]

### 14C.4 MINIMUM REQUIRED LOADING SPACES

The required off-street loading spaces shall be as provided in Table 14.9. [1992/9250]

**TABLE 14.9: REQUIRED LOADING SPACES**

<b>LAND USE</b>	<b>FLOOR AREA OF LAND USE (IN SQUARE METRES)</b>	<b>REQUIRED DELIVERY SPACE</b>	<b>REQUIRED LOADING SPACE</b>
Industrial Use, All Manufacturing Use, All Personal Service Establishments Repair Shops, Restaurants, Retail Store	100-800	1	0
	801-1,400	2	0
	1,401-2,500	0	2
	2,501-10,000	0	2*
	More than 10,000	0	5*
Assembly Place Club Hospital Nursing Home Office Building Public Utility School	100-1,400	1	0
	1,401-3,000	0	1
	3,001-6,000	1	1
	6,001-10,000	2	1
	10,001-15,000	3	1
	15,001-20,000	3	2
	More than 20,000	4	2
	More than 27,000*		
♦Plus 1 for each additional 2,500 square metres or a fraction of it.			
• Plus 1 for each additional 4,000 square metres or a fraction of it.			
*Council may at its discretion require additional loading space for buildings exceed 27000 square metres.			

## PART 14D

### REGULATIONS FOR SPECIFIC LAND USES

#### 14D.1 DAY CARE CENTRES/NURSERY SCHOOLS

##### 1.1 PASSENGER DROP-OFF SPACE REQUIREMENTS [2005-34]

- (1) On-site passenger drop-off spaces shall be provided where a day care centre or nursery school does not have an on-street parking capacity to serve as a drop-off area without impeding traffic flow.
- (2) Parking spaces required pursuant to subpart 14B.5 shall not be used to satisfy the drop-off space requirements.
- (3) Drop-off spaces shall comply with Table 14.1.
- (4) All drop-off spaces shall be reserved and clearly marked for passenger drop-off purposes.

##### 1.2 MINIMUM REQUIRED SPACES

The number of drop-off spaces provided pursuant to section 1.1 shall be in accordance with the Table 14.10. [1992/9250; 2005-34]

<b>TABLE 14.10: DAY CARE CENTRE/NURSERY SCHOOL DROP-OFF SPACE REQUIREMENTS</b>	
<small>[2005-34]</small>	
<b>MAXIMUM CAPACITY OF DAY CARE CENTRE/ NURSERY SCHOOL</b>	<b>NUMBER OF DROP-OFF SPACES REQUIRED</b>
10 to 15 children	2
16 to 30 children	3
31 to 45 children	4
46 to 60 children	5
more than 60 children	2 further spaces for each increment of 15 children in excess of 60 [1999/10113]