

**CITY OF LANGFORD**  
**BYLAW NO. 2272**

**A BYLAW TO AMEND BYLAW NO. 300, "LANGFORD ZONING BYLAW, 1999"**

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The Council of the City of Langford, in open meeting assembled, hereby enacts as follows:

1. Langford Zoning Bylaw No. 300, 1999 is amended as follows:

a) By deleting Part 4 and replacing it with the following in Appendix A.

b) By adding the following definitions to Section 1.01.01 with the following respectively:

**Affordable Housing** means an **Apartment** which is owned and operated by a governmental agency or non-profit society with below-market rents, usually secured through an agreement with project funders.

**Bicycle Parking, Long-Term** means bicycle parking intended for long-term users of a **building**, such as employees or residents, and will consist of a secure space dedicated for bicycle parking within a **structure** or **building** on the same **lot**.

**Bicycle Parking, Short-Term** means bicycle parking intended for short-term use by visitors and customers of a **building**, and will consist of bicycle racks located in a publicly accessible space at or near a building entrance.

2. This Bylaw may be cited for all purposes as "Langford Zoning Bylaw No. 300, Amendment No. 759 (Off-Street Parking), Bylaw No. 2272, 2026".

READ A FIRST TIME this day of, 2026.

READ A SECOND TIME this day of, 2026.

READ A THIRD TIME this day of, 2026.

ADOPTED this day of, 2026.

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PRESIDING COUNCIL MEMBER

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CORPORATE OFFICER

Appendix A

**Part 4**  
**Parking and Bicycle Regulations**

**Section 4.01 – Off-Street Parking**

**4.01.01 Required Number of Off-Street Parking Spaces**

When any new use of land or buildings or structures takes place or when any existing use of land or buildings or structures is enlarged or increased in capacity, provision must be made for off-street vehicular parking spaces and bicycle parking spaces in accordance with the standards set out in this section. The number of off-street vehicle parking spaces required in respect of particular uses is set out in **Table 1**, and where a particular use is not listed the number required for the most similar listed use applies. Furthermore, where a rezoning application is submitted to establish a land use not listed in **Table 1**, Council may require a Parking Demand Study to be provided as part of that rezoning application and subsequently add a parking requirement to **Table 1**. Where calculations of the required number of off-street parking spaces results in fractional numbers, calculations will be rounded (up or down) to the nearest whole number (e.g. 4.5 shall be rounded to 5; 4.45 shall be rounded to 4).

**Table 1 – Minimum Number of Required Vehicle Parking Spaces**

Use	Minimum Required Parking Spaces by OCP designation, as defined in Bylaw 2200		
	City Centre	Urban Centres/ Corridors	Complete Communities /All Other Areas
<b>1. Residential</b>			
<b>Affordable Housing</b>	No minimum requirement		
<b>Apartment, rental</b> (subdivided pursuant to the <i>Strata Property Act</i> )	No minimum requirement	0.9 spaces per dwelling unit	1.1 spaces per dwelling unit
<b>Apartment, strata</b> (subdivided pursuant to the <i>Land Title Act</i> )	No minimum requirement	1 space per dwelling unit	1.2 spaces per dwelling unit
<b>Assisted living</b>	No minimum requirement	0.3 spaces per sleeping unit plus 0.5 spaces per on-duty employee	
<b>Boarders</b> , the keeping of	No minimum requirement	1 space per sleeping unit	
<b>Mobile home or modular housing</b>	1 space per home site		
Residential uses on <b>Lots</b> developed within a <b>Restricted Zone</b>	1 space per dwelling unit		
Residential uses on <b>Lots</b> developed within a <b>Restricted Zone</b> as shown on Schedule AA	0 spaces per dwelling unit		

Use	Minimum Required Parking Spaces by OCP designation, as defined in Bylaw 2200		
	City Centre	Urban Centres/ Corridors	Complete Communities /All Other Areas
that have a lot area of 281 m <sup>2</sup> or greater			
<b>Suites</b>	1 space per dwelling unit		
<b>Townhouse; dwelling, one-family; or dwelling, two-family</b>	1 space per dwelling unit	1.5 spaces per dwelling unit	2 spaces per dwelling unit
<b>Transit-Oriented Area</b> , as shown on Schedule W	0 spaces per dwelling unit		
<b>Visitor Parking (apartment, rental; apartment, strata; and townhouse)</b>	0.05 spaces per dwelling unit (buildings with 10 or more units)	0.10 spaces per unit	
<b>2. Commercial</b>			
<b>Automobile rental and sale, minor</b>	No minimum requirement	4 plus 1 per 55 m <sup>2</sup> gross floor area of <b>Office</b> and sales area combined	
<b>Automobile rental and sale, major</b>	No minimum requirement	3 plus 1 per 100 m <sup>2</sup> gross floor area of <b>Office</b> and sales area combined	
<b>Automobile repair and service, major and minor</b>	No minimum requirement	3 spaces per service bay	
<b>Financial institution (includes drive through)</b>	No minimum requirement	1 space per 35m <sup>2</sup> gross floor area	1 space per 30m <sup>2</sup> gross floor area
<b>Fitness centre</b>	No minimum requirement	1 space per 30m <sup>2</sup> gross floor area	1 space per 25m <sup>2</sup> gross floor area
<b>Fitness centre</b> on land legally described as Lot 1, Sections 79 and 80, Esquimalt District, Plan VIP51550 except parts in Plans VIP66561 and VIP74375 (1060 Henry Eng Place)	n/a	29	
<b>Gasoline service station and car wash</b>	No minimum requirement	1 space per 35m <sup>2</sup> gross floor area	1 space per 30m <sup>2</sup> gross floor area
<b>Group Daycare/Preschool</b>	Provision of both employee and short-term drop-off/pick-up spaces: <b>Employee:</b> 1 space per employee <b>Short-term drop-off/pick up:</b> Less than or equal to 8 children = 2 spaces Each additional 10 children = 1 space		
<b>Home occupation daycare, other than in a one-family dwelling</b>	1 space for pickup and drop-off and 1 space per non-resident employee		
<b>Hotel, motel and tourist accommodation</b>	No minimum requirement	1 space per room	1 space per room
Multi-unit commercial site	No minimum requirement	1 space per 35m <sup>2</sup> gross floor area	1 space per 30m <sup>2</sup> gross floor area

Use	Minimum Required Parking Spaces by OCP designation, as defined in Bylaw 2200		
	City Centre	Urban Centres/ Corridors	Complete Communities /All Other Areas
<b>Office</b>	No minimum requirement	1 space per 40m <sup>2</sup> gross floor area	1 space per 35m <sup>2</sup> gross floor area
<b>Personal service establishment</b>	No minimum requirement	1 space per 30m <sup>2</sup> gross floor area	1 space per 25m <sup>2</sup> gross floor area
<b>Public Assembly</b>	No minimum requirement	1 space per 20m <sup>2</sup> gross floor area	
<b>Restaurant (includes drive-through)</b>	No minimum requirement	1 space per 25m <sup>2</sup> gross floor area	1 space per 20m <sup>2</sup> gross floor area
<b>Retail Store</b> (less than 2,000 m <sup>2</sup> )	No minimum requirement	1 space per 50m <sup>2</sup> gross floor area	1 space per 40m <sup>2</sup> gross floor area
<b>Retail Store</b> (more than 2,000 m <sup>2</sup> )	No minimum requirement	1 space per 40m <sup>2</sup> gross floor area	1 space per 30m <sup>2</sup> gross floor area
<b>Uses</b> not listed in this table	No minimum requirement	1 space per 30m <sup>2</sup> gross floor area	1 space per 25m <sup>2</sup> gross floor area
<b>3. Industrial</b>			
Commercial <b>uses</b> in the <b>Business Park Zones</b> excluding the BP3 Zone	1 space per 45m <sup>2</sup> gross floor area		
Heavy industrial <b>uses</b>	1 space per 90m <sup>2</sup> gross floor area		
<b>Light</b> and <b>general industrial uses</b>	1 space per 45m <sup>2</sup> gross floor area		
<b>Light industrial uses</b> in Area A of the MUE1 Zone	1 space per 100m <sup>2</sup> gross floor area		
Mini-Storage Facility (individual units)	1 space per 185m <sup>2</sup> gross floor area		
Mini-Storage Facility (warehouse style)	1 space per 400m <sup>2</sup> gross floor area		
Multi-unit light industrial building	1 space per 45m <sup>2</sup> gross floor area		
<b>Special wholesale</b>	1 space per 100m <sup>2</sup> gross floor area		
<b>Uses</b> in the BP3 Zone	1 space per 100m <sup>2</sup> gross floor area		
<b>Warehouse</b> (storage)	1 space per 200m <sup>2</sup> gross floor area		
<b>4. Institutional</b>			
<b>Ambulance station</b>	As determined by a parking study		
<b>Business support service</b>	1 space per 20m <sup>2</sup> gross floor area		
<b>Charitable facility</b> or <b>cultural facility</b>	1 space per 50m <sup>2</sup> gross floor area		
<b>Fire station</b>	As determined by a parking study		

Use	Minimum Required Parking Spaces by OCP designation, as defined in Bylaw 2200		
	City Centre	Urban Centres/ Corridors	Complete Communities /All Other Areas
Hospital	As determined by a parking study		
Place of Worship	1 space per 30m <sup>2</sup> gross floor area		
Police Station	As determined by a parking study		
Post-secondary institution	1 space per 70m <sup>2</sup> gross floor area		
School, Elementary and Middle	1 space per 120m <sup>2</sup> gross floor area		
School, Secondary	1 space per 80m <sup>2</sup> gross floor area		
<b>5. Marine</b>			
Marine Repair and Service	3 per service bay		
Marine Sales and Rental	1 plus 1 per 45 m <sup>2</sup> (484.4 ft <sup>2</sup> ) GFA of sales and <b>office</b> area combined		
<b>6. Recreational/Cultural</b>			
Archery/shooting range	1 per target corridor		
Arena/roller/ice skating rink	Greater of 1 per 60 m <sup>2</sup> gross floor area rink surface or 1 per 3 seats		
Batting cage	1 per cage		
Bowling alley/bowling green	3 per alley		
Campground	1 per site, in addition to visitor parking spaces Visitor parking spaces: 1 per 6 sites		
Curling rink	1 per employee plus 4 per ice sheet		
Equestrian facility	1 per boarded and rental horse plus 1 per employee		
Entertainment establishment	1 per 14m <sup>2</sup>		
Golf course	4 per golf hole		
Recreation Facility, indoor	1 space per 25m <sup>2</sup> gross floor area		
Recreation Facility, outdoor	1 space per 25m <sup>2</sup> gross floor area		
Stadium	1 per 3 seats		
Tennis/racquetball courts	3 per court		

#### 4.01.02 Transportation Demand Management

1. All apartment uses with 50 or more **dwelling units** within the City Centre and Transit Oriented Area shall provide carsharing in accordance with **Table 2**.
2. Outside of the City Centre and Transit Oriented Area, multi-family residential uses are eligible for optional transportation demand management reductions in accordance with **Table 3**.

- Where carsharing vehicles are provided, the dedicated parking spaces shall be located outside of secure parking facilities, with a preference for surface parking areas that are easily accessible by the public.

**Table 2 – Required Transportation Demand Management (Within City Centre and Transit Oriented Area)**

Number of Apartment Units	Transportation Demand Management Requirement
50 or more	All <b>dwelling units</b> shall be provided with membership to a two-way carshare service for the lifetime of the building. A minimum of one carshare vehicle and one dedicated parking space shall be provided on-site or within 100 metres of the site.
100 or more	All <b>dwelling units</b> shall be provided with membership in a two-way carshare service for the lifetime of the building. A minimum of two carshare vehicles and corresponding dedicated parking spaces shall be provided on-site or within 100 metres of the site.

**Table 3 – Transportation Demand Management Strategies Eligible for Vehicle Parking Reductions (TDM Strategies to be secured by a Section 219 Covenant)**

TDM Strategy	Details	Reductions	OCP Designation
<b>Carsharing</b>	Provision of memberships to a two-way carshare service for all <b>dwelling units</b> for the lifetime of the building.	0.05 spaces per unit	Urban Centres Corridors
	Provision of carshare vehicle(s) and dedicated parking space(s) on-site or within 100m of the site and memberships for all <b>dwelling units</b> for the lifetime of the building.	0.10 spaces per unit	Urban Centres Corridors
<b>Transit Passes</b>	Provision of a BC Transit EcoPASS in the amount of \$1,500 (per year), or an equivalent transit pass, for each <b>dwelling unit</b> for a minimum period of three (3) years.	0.10 spaces per unit	Urban Centres Corridors
	Provision of a BC Transit EcoPASS in the amount of \$1,500 (per year), or an equivalent transit pass, for each <b>dwelling unit</b> for a minimum period of five (5) years	0.15 spaces per unit	Urban Centres Corridors
<b>Additional Bicycle Parking</b>	Provision of a minimum of 20% additional <b>long-term bicycle parking</b> spaces above the minimum requirement per <b>Table 10</b> .	0.02 spaces per unit	Urban Centres Corridors Complete Communities
<b>Additional Oversized Bicycle Parking</b>	Provision of a minimum of 10% additional oversized bicycle parking spaces above the minimum requirement per Section 4.03.03	0.05 spaces per unit	Urban Centres Corridors Complete Communities

**4.01.03 Payment In-Lieu of Required Vehicle Parking**

1. For residential buildings with more than 5 **dwelling units** and commercial uses in areas designated Urban Centre, Corridor, Complete Communities, and/or Employment Lands:
  - a. At the option of the owner or occupier of the building, structure or land, rather than provide the parking space(s) required in this bylaw, the owner or occupier may pay to the City the sum of \$30,000.00 per parking space in-lieu of providing the space(s) required by this Bylaw, up to a maximum of 25% of the total number of required parking spaces, which the City will deposit into a reserve fund to be used for the provision of public parking spaces or for facilities that support walking, cycling and transit, or other transportation options.
  - b. Notwithstanding the above, for **apartment, rental** buildings, the owner or occupier may pay to the City the sum of \$15,000.00 per parking space in-lieu of providing the space(s) required by this Bylaw, up to a maximum of 25% of the total number of required parking spaces.
2. The monies referred to in Section 4.01.03(1) are payable in accordance with the provisions of Section 525 of the Local Government Act.

**4.01.04 Parking Location and Dimensions**

**Table 4 – Dimensions of Parking Spaces and Aisles**

Parking Angle	Width	Length	Aisle Width
0°	2.6m	7m	3.7m (one-way)
45°	2.6m	5.5m	4.1m (one-way)
90°	2.6m	5.5m	7m (two-way)*

\*the Length may be reduced to 6.7 m (22 ft) for in-**building** and underground private parking for multi-family residential buildings

1. Vehicle parking spaces and aisles shall be in accordance with the standards outlined in **Table 4**.
  - a. If a parking space **abuts** an obstruction, wall or fence of more than 0.3 (1 ft) in **height** on one side, the clear width of the parking space must be at least 2.7 m (8.9 ft). If a parking space is obstructed on two sides, the clear width of the parking space must be at least 3m (9.8ft).
2. Where a lot contains both commercial and multi-family residential uses, the off-street parking spaces required for visitor parking for the multi-family residential use may be counted towards the parking required for commercial uses provided that a covenant in favour of the City is registered on title allowing the use of the parking spaces in accordance with this section. Corresponding signage outlining the shared usage of the parking spaces must also be provided.
3. Off-street parking is permitted in any required setback from any lot line, and in any Zone, except that;

- a. Off-street parking for **apartments** may not be located in any required setback from a **front lot line**;
- b. On a corner lot occupied by any **apartment** in any **apartment** development, off-street parking may not be located in any required setback from an exterior side lot line.
- c. In all Institutional Zones, off-street parking may not be located in any required setback from a **front lot line**;

#### **4.01.05 Access to Parking Spaces**

1. All required parking spaces must be freely accessible from a **highway** or access easement registered in favour of the City of Langford.
2. All parking spaces must be kept clear and unobstructed when not occupied by vehicles.

#### **4.01.06 Landscape, Material, Grading and Maintenance**

1. All off-street parking areas shall be delineated with painted lines and surfaced with asphalt, concrete, pavers or a similar durable dust-free material.
2. Each off-street parking area shall be designed and constructed in accordance with accepted engineering practices, with ramp grades not exceeding 15% gradient, and parking spaces and drive aisles not exceeding 5% gradient.
3. Where a ramp greater than 10% gradient is provided, a minimum transition length of 3.0m at a maximum gradient of 8% shall be provided on either end.
4. Where twenty (20) or more vehicle parking spaces are provided in a surface parking area, a minimum of 5% of the parking area shall be landscaped with grass, plants, trees, rain garden, or stormwater management facilities.
5. Parking, loading, and storage of vehicles is not permitted within any required landscaped area.
6. Any lighting of parking spaces must be so arranged as to direct the light exclusively on the parking area at illumination levels of 11 Lux or less.

#### **4.01.07 Pedestrian Facilities**

1. For all commercial uses with more than 30 parking spaces, a pedestrian walkway shall be installed over the length of the parking area providing direct access to the primary building entrance.
2. Any vehicle parking spaces abutting a pedestrian walkway shall include a physical barrier (e.g., curb or wheel stop) that prevents a vehicle from protruding into the pedestrian walkway.

#### **4.01.08 Accessible Parking**

1. The minimum number of accessible parking spaces shall be provided as a function of the total number of parking spaces provided on-site in accordance with **Table 5**.
2. If a residential development is within the City Centre or a Transit Oriented Area where there is no minimum requirement for standard off-street parking spaces, accessible parking spaces shall be provided in accordance with **Table 6**.
3. If a commercial development is within the City Centre where there is no minimum requirement for standard off-street parking spaces, the minimum requirement for accessible parking spaces shall be calculated using the Urban Centre vehicle parking requirements outlined in **Table 1** and then applied to the amount of required accessible parking spaces per **Table 5**.

**Table 5 – Amount of Required Accessible Parking Spaces (For All Areas Outside of City Centre)**

Total Number of Required Vehicle Parking Spaces	Minimum Number of Required Accessible Parking Spaces	Minimum Number of Required Van-Accessible Parking Spaces
1-6	0 spaces	0 spaces
7-36	1 space	0 spaces
37-68	2 spaces	1 space
69-100	3 spaces	1 space
101-150	4 spaces	1 space
151-200	5 spaces	1 space
201-300	6 spaces	2 spaces
301-400	7 spaces	2 spaces
401-500	8 spaces	2 spaces
Over 500	2% of the total spaces	2 spaces

**Notes:**

1. The number of van-accessible parking spaces is included in the minimum required accessible parking spaces. For example: if six (6) accessible parking spaces are required and two (2) van accessible parking spaces are required the total number of accessible parking spaces is six (6), two (2) of which must be van accessible.
2. A single access aisle may be shared between two adjacent accessible parking spaces.

**Table 6 – Amount of Required Accessible Parking Spaces for Residential Uses in the City Centre and Transit-Oriented Areas**

**Residential**

Total Number of Dwelling Units	Minimum Number of Required Accessible Parking Spaces	Minimum Number of Required Van-Accessible Parking Spaces
1-6 units	0 spaces	0 spaces
7-50 units	1 space	0 spaces
51-100 units	2 spaces	1 space
101-200 units	3 spaces	1 space
201-300 units	4 spaces	1 space
301-400 units	5 spaces	1 space
Over 400 units	6 spaces	2 spaces
Plus one (1) accessible space for each residential unit designed as an accessible unit		
<p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>The number of van-accessible parking spaces is included in the minimum required accessible parking spaces. For example: if six (6) accessible parking spaces are required and two (2) van accessible parking spaces are required the total number of accessible parking spaces is six (6), two (2) of which must be van accessible.</li> <li>A single access aisle may be shared between two adjacent accessible parking spaces.</li> </ol>		

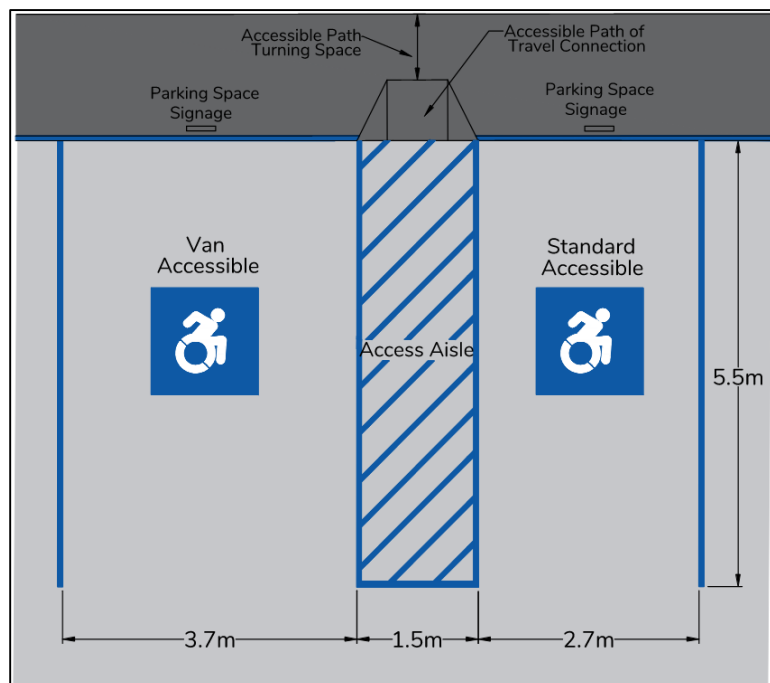
4. All accessible parking spaces shall:
  - a. Be provided on the same lot as the building or use which they serve.
  - b. Be located closest to the accessible building entrance or site access point.
  - c. Be designed in accordance with the dimensions specified in **Table 7** and illustrated in **Figure 1**.
  - d. Be clearly marked on the parking surface and with appropriate signage.
  - e. Have a firm, stable, and slip-resistant surface.
  - f. Be level, including adjacent drive aisles and key circulation corridors. The maximum slope in any direction shall not exceed five percent (5%).
  - g. Have curb ramps used on any curb between the accessible parking space and the building entrance where needed to facilitate circulation between the parking surface level and walkway level.
  - h. Share a single access aisle where two accessible parking spaces are adjacent.

**Table 7 – Dimensions of Accessible Parking Spaces**

Regulation	Standard Accessible Parking Space	Van Accessible Parking Space
Width	4.2m (2.7m stall + 1.5m access aisle)	5.2m (3.7m stall + 1.5m access aisle)

Length	5.5m	5.5m
Vertical Clearance	2.75m	2.75m
<b>Note:</b> Access aisles shall be a minimum 1.5m in width and marked with a diagonal hatched pavement marking as per <b>Figure 1</b> .		

**Figure 1: Accessible Parking**



**4.01.09 Small Car Parking**

Small car parking spaces are permitted subject to the following conditions:

1. Small car parking may only account for a maximum of 40% of the total parking spaces for all uses;
2. Despite Section 4.01.09(1), garages and driveways are not permitted to have small car parking spaces.
3. The depth of the spaces for small cars for 90 degree parking may be reduced from 5.5m to 4.5m;
4. Obstructed parking spaces under Section 4.01.04 may be designated as small car parking; and
5. Small car spaces shall be clearly marked “small car” on the surface parking stall or with a sign.

**4.01.10 Electric Vehicle Charging Infrastructure Requirements**

1. The minimum number of required Energized Electric Vehicle Outlets shall be calculated in accordance with **Table 8**.
2. Where calculations of the required number of off-street parking spaces, Energized Spaces, and Energized Spaces that must be equipped with Electric Vehicle Supply Equipment results in fractional numbers, calculations will be rounded (up or down) to the nearest whole number (e.g. 4.5 shall be rounded to 5; 4.45 shall be rounded to 4).
3. Electric vehicle charging infrastructure requirements in accordance with **Table 8** do not apply to residential visitor parking.
4. In **Table 8**, “Minimum charging level” refers to the minimum charging level to be provided at each energized space, where L2 = Level 2, and L2M = Level 2 with energy management enabled.
5. All conduits must be connected to electrical rooms.
6. Where an Electric Vehicle Management System (“EVMS”) is provided, all communications equipment, control systems, and other devices required to operate the EVMS shall be installed.
7. The following are required at the time of building permit application and must be approved prior to issuance of a building permit for a building subject to the requirements of this section.
  - a. A site plan that shows the location, number and specifications of all energized parking spaces, conduits and electrical connections and, if required, the communications equipment, control systems and other devices required to operate the EVMS;
  - b. A memo from an electrical engineer that verifies that the load capacity of the building can provide Level 2 Electric Vehicle charging to all parking spaces;

**Table 8 – Minimum Number of Required Energized Electric Vehicle Outlets**

Land Use	Minimum Number of Energized Electric Vehicle Outlets	Minimum Charging Level
<b>Residential</b>		
Apartment, rental	100%	L2M
Apartment, strata	100%	
Congregate care/assisted living	50%	
One-family and two-family dwelling	100%	
Townhouse	100%	
<b>Commercial</b>		
Business & professional office; financial service; medical office; hotel, motel	20%	L2M

Land Use	Minimum Number of Energized Electric Vehicle Outlets	Minimum Charging Level
<b>and tourist accommodation</b>		
All other commercial uses	10%	L2
<b>Industrial</b>		
All industrial uses	10%	L2
<b>Institutional</b>		
Art and cultural facility	10%	L2
Post-secondary institution	20%	L2M
Recreation and community centre	20%	
School, Elementary and Middle	10%	
School, Secondary	10%	
<b>Recreational/Cultural</b>		
All recreational/cultural uses	5%	L2

## **Section 4.02 – Loading Space Requirements**

### **4.02.01 Supply**

1. The minimum number of required loading spaces shall be calculated in accordance with **Table 9**.

**Table 9 – Minimum Number of Required Loading Spaces**

Land Use	Gross Floor Area / Unit Threshold	Minimum Required Loading Spaces
<b>Apartment</b> (including rental, strata and affordable)	15-49 dwelling units	1 space if no on-street loading space is available along frontage
	50+ units	1 space
Commercial & Industrial	500m <sup>2</sup> to 2,000m <sup>2</sup>	1 space
	Over 2,000m <sup>2</sup>	2 spaces
<b>Hotels, motels, tourist accommodation</b>	0 to 2,800m <sup>2</sup>	1 space
Institutional	0 to 2,500m <sup>2</sup>	1 space

	Over 2,500m <sup>2</sup>	2 spaces
Other Similar Use	As determined by a parking study	

#### 4.02.02 Design and Layout

1. Each loading space shall be of adequate size and with appropriate access to accommodate the vehicles expected to load and unload, but in no case shall a loading space be less than 7.5m in length, 3.5m in width, and have an over-height clearance of less than 3.0m.
2. Access to any loading area shall be arranged such that no reversing movements shall occur on arterial roads as designated by the City.
3. Each off-street loading space shall be clearly marked for use as a loading space in which standard, visitor, or accessible parking is not permitted.

### **Section 4.03 – Bicycle and Mobility Scooter Regulations**

#### 4.03.01 Required Bicycle Spaces

1. The minimum number of required **long-term** and **short-term bicycle** spaces shall be calculated in accordance with **Table 10**.
2. Where calculations of the required number of off-street bicycle spaces results in fractional numbers, calculations will be rounded (up or down) to the nearest whole number (e.g. 4.5 shall be rounded to 5; 4.45 shall be rounded to 4).
3. Bicycle spaces are intended to be used for any micromobility device. Micromobility devices refer to small, lightweight personal-use vehicles such as bicycles, electric-assist bicycles (e-bikes) and electric kick scooters (e-scooters).

**Table 10 – Minimum Number of Required Bicycle Parking Spaces**

Use	Required Bicycle Parking Spaces	
	Long-term	Short-term
<b>Residential</b>		
<b>One-family dwelling, Two-family dwelling, Suites, Townhouse</b> (up to 6 units)	1 space per unit	0 spaces
<b>Apartment, Townhouse</b> (more than 6 units)	1 space per unit with one-bedroom (plus den) or less 1.25 spaces per unit with two or more bedrooms	6 spaces located at main entrance
<b>Apartment and Townhouse</b> in the City Centre	1.25 spaces per unit with one-bedroom (plus den) or less 1.5 spaces per unit with two or more bedrooms	6 spaces located at main entrance
<b>Congregate care / assisted living</b>	1 space per 20 units plus 1 per employee	6 spaces

Use	Required Bicycle Parking Spaces	
	Long-term	Short-term
<b>Commercial</b>		
<b>Financial service</b>	1 space per 150m <sup>2</sup> gross floor area	6 spaces
<b>Fitness centre</b>	1 space per 150m <sup>2</sup>	6 spaces
<b>Gasoline service station and car wash</b>	1 space per 250m <sup>2</sup>	3 spaces
<b>Office</b>	1 space per 150m <sup>2</sup>	6 spaces
<b>Multi-unit commercial site</b>	1 space per 150m <sup>2</sup>	6 spaces for every 3 units
<b>Hotel, motel and tourist accommodation</b>	1 space per 15 rooms	6 spaces
<b>Office</b>	1 space per 150m <sup>2</sup>	6 spaces
<b>Personal service establishment</b>	1 space per 150m <sup>2</sup>	6 spaces
<b>Retail Store</b> (less than 2,000m <sup>2</sup> )	1 space per 150m <sup>2</sup>	6 spaces
<b>Retail Store</b> (more than 2,000m <sup>2</sup> )	1 space per 150m <sup>2</sup>	6 spaces
<b>Restaurant</b> (coffee shop, bakery)	1 space per 150m <sup>2</sup>	6 spaces
<b>Industrial</b>		
<b>All industrial uses</b>	1 space per 1,000m <sup>2</sup>	6 spaces
<b>Institutional</b>		
<b>Art and cultural facility</b>	1 space per 150m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Assembly (convention facilities, banquet halls)</b>	1 space per 250m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Daycare / Preschool</b>	No minimum requirement	1.0 per employee
<b>Fire station</b>	1 space per 500m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Hospital</b>	1 space per 500m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Police Station</b>	1 space per 500m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Post-secondary institution</b>	1 space per 500m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Recreation and community centre</b>	1 space per 500m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Religious assemblies</b>	1 space per 500m <sup>2</sup>	1 space per 100m <sup>2</sup>

Use	Required Bicycle Parking Spaces	
	Long-term	Short-term
School, Elementary and Middle	1 space per 1,500m <sup>2</sup>	1 space per 100m <sup>2</sup>
School, Secondary	1 space per 1,500m <sup>2</sup>	1 space per 100m <sup>2</sup>
<b>Recreational / Cultural</b>		
All Recreational/Cultural Uses	No minimum requirement	1 space per 100m <sup>2</sup>

#### 4.03.02 Bicycle Parking Design Specifications

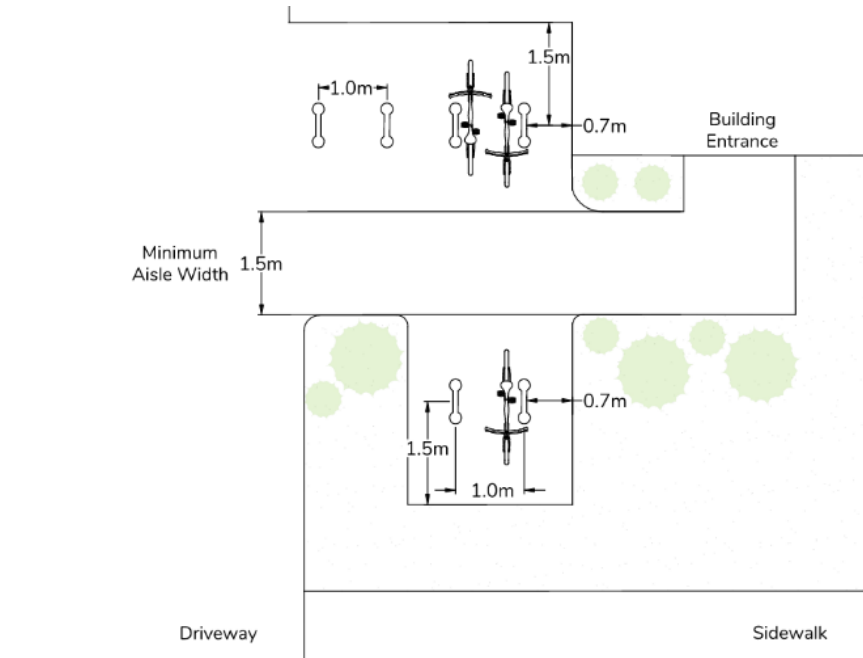
##### 1. Short-term bicycle parking shall be:

- a. Located not more than 15m of any main entrances, whether inside or outside of the building, within a well-lit area that is clearly visible and accessible to visitors and allows for casual surveillance by the occupants or users of the building.
- b. Located at the surface level, physically separated from vehicle parking facilities, and does not interfere with pedestrian travel.
- c. Provided as a bicycle rack that is permanently ground or wall anchored. Permitted bicycle racks include inverted U and post and ring designs.
- d. Designed in accordance with the dimensions in **Table 11** and illustrated in **Figure 2**.

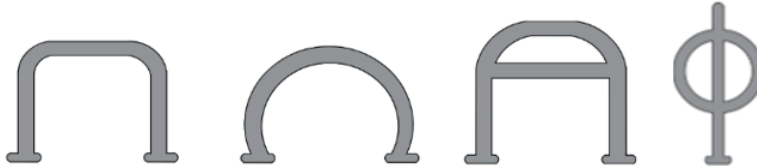
**Table 11 – Short Term Bicycle Parking Design Specifications**

Bicycle Parking Type	Width	Depth
Horizontal	1.0m	1.5m
Oversized	0.9m	3.0m
Access Aisle	1.5m	

**Figure 2: Short-Term Bicycle Parking Design**



**Figure 3: Permitted Bicycle Racks (Short-Term and Long-Term Bicycle Parking)**



**2. Long-term bicycle parking shall be:**

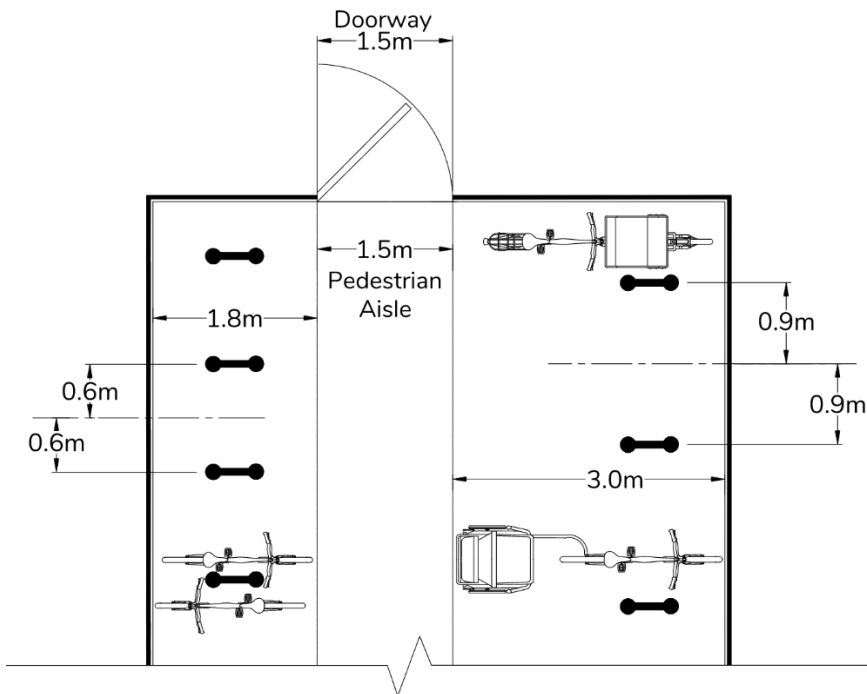
- a. Located inside a building or within a secure, weather-protected, dedicated bicycle parking facility accessible to residents, employees, or other identified users of the building.
- b. Designed with an entry door into the bicycle parking facility with a minimum width of 0.9m, and equipped with an automatic door opener.
- c. Provided as a bicycle rack that is permanently ground or wall anchored. Permitted bicycle racks include inverted U and post and ring designs.
- d. Located on each residential floor, surface level or at the first level of a vehicle parking area accessed directly from a primary building entrance, underground parking ramp, or by a stairwell that includes a ramp for bicycles. A location that is below the first level of a vehicle parking area may be permitted where an elevator designed to accommodate loading and unloading of bicycles is provided, offering direct access to the outside.
- e. Designed in accordance with the dimensions in **Table 12** and illustrated in **Figure 4**.

**Table 122 – Long Term Bicycle Parking Design Specifications**

Bicycle Parking Type	Width	Depth	Vertical Clearance
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<b>Horizontal</b>	0.6m	1.8m	2.0m (Additional clearance required if stacked)
<b>Vertical</b>	0.6m	1.4m	
<b>Oversized</b>	0.9m	3.0m	
<b>Access Aisle</b>	1.5m		
<b>Access Door</b>	1.5m		

**Figure 4: Long-Term Bicycle Parking Room Design**



3. Each bicycle rack shall:
  - a. Be designed as an inverted U or post and ring rack to enable the bicycle frame and at least one wheel to both be securely locked to the rack with a single U-style lock.
  - b. Include mounting points or racks that are securely anchored to the ground, floor, or wall.
  - c. For a horizontal or ground anchored space, include mounting points that support a bike at least 1 point on the front wheel and 1 point on the frame at least 0.2 m apart horizontally so that the bicycle cannot fall or be pushed over.
  - d. For a vertical or wall anchored space, include mounting points that support the bike by at least 1 wheel and 1 other point of contact so that the bicycle cannot fall or be pushed over.
4. Stacked or vertical bicycle parking configurations cannot exceed 50% of the required long-term bicycle parking spaces.

- a. Stacked **long-term bicycle parking spaces** shall be designed to provide access without the need to lift the bicycle entirely off the ground and include a pneumatic or mechanical lift.

**4.03.03 Oversized Bicycle Parking**

1. A minimum of 15% of the required **long-term bicycle parking** and **short-term bicycle parking** spaces in the City Centre shall be designed as Oversized Bicycle Parking Spaces.
2. A minimum of 10% of the required **long-term bicycle parking** and **short-term bicycle parking** spaces in all areas outside of the City Centre shall be designed as Oversized Bicycle Parking Spaces.
3. Oversized Bicycle Parking Spaces shall be provided as ground-anchored racks and have minimum dimensions of 3.0m in length and 0.9m in width.
4. A minimum of 50% of required **Long-Term Oversized Bicycle Parking Spaces** shall have access to an electrified 110V outlet within 2m of the Oversized Bicycle Parking Space.

**4.03.04 Mobility Scooter Regulations**

1. A minimum of five (5) mobility scooter parking spaces are required in **recreational facilities, assisted living facilities and medical clinics**.
2. Mobility scooter parking spaces shall be a minimum 1.0m in width and 1.5m in length.
3. Mobility scooter parking spaces shall be located adjacent to the primary building entrance or inside of the building, and shall not impede pedestrian access to the building or sidewalk.
4. Mobility scooter parking spaces shall be secured and located within 2.0m of a 110V wall outlet.
5. Mobility scooter parking spaces shall be separate from bicycle parking spaces.
6. Mobility scooter spaces shall be designed with adequate turning space and accessible pathways between the parking space and the building entrance, with curb ramps where needed to facilitate circulation between the parking surface level and walkway level.

**4.03.05 End of Trip Facilities**

1. The minimum number of required end-of-trip facilities shall be calculated in accordance with **Table 13** for commercial, industrial, and institutional uses.
2. Where a Bicycle Repair Set is required in accordance with **Table 13**, it shall at a minimum include tools for bikes, a commercial grade pump, and a way to raise a bike up to perform simple maintenance.

**Table 13 – Required End-of-Trip Facilities**

Bicycle Number of Long-term Bicycle Parking Spaces	Number of Showers	Number of Clothing Lockers	Number of Bicycle Repair Sets
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<b>6-15</b>	1	0.5 lockers per long-term bicycle space	1
<b>16-29</b>	2	0.5 lockers per long-term bicycle space	1
<b>30-64</b>	4	0.5 lockers per long-term bicycle space	2
<b>65+</b>	+2 for each additional 30 long-term bicycle spaces	+2 for each additional 30 long-term bicycle spaces	+1 for each additional 30 long-term bicycle parking spaces