

To:	Troy Flemming & Janel Smith-Duguid	Date:	February 23, 2015
From:	Scott Carnall, MMM Group Limited	Job No.:	5215001-000
Subject:	Preliminary Site Analysis	CC:	Colton Kirsop (MMM)
	Site # 1B: 9507 – 93 Avenue, Fort Saskatchewan, Alberta,		

1.0 SUMMARY OF SITE'S PLANNING ISSUES

OVERVIEW

- Based on the initial concept provided by the City, there are a couple of Land Use Districts that could achieve the desired level of development in a Medium Density Residential format (duplexes or row houses).
 - The designation recommended at this time is R4 Lane Lot Residential District.
- Based on the R4 site regulations the subject site could yield 11 – 14 dwellings depending on configuration.
- This would calculate to 22.9 – 29.2 dwellings per gross hectare, and is around the proposed targets for 25-30 dwellings per hectare highlighted in the MDP.
- A proposed lane residential product would provide parking to be at the rear of the property, either by an attached or a detached garage or car port.
- A landscape plan will be required to meet the General Landscaping Requirements of the Land Use Bylaw C10-13.
- Districting to an R4 Lane Lot Residential District would be consistent with the rear garage location (accessed either via a lane or a side driveway) found in a majority surrounding homes. To achieve the district regulations for this site, two options have been proposed. An Interior Site Duplex and an Interior Site Semi-detached have been recommended.
- We also recommend a height no greater 10 m (2 ½ Storeys) to be sensitive to the low profile nature of the surrounding neighbourhood.
- A servicing plan was provided by the City for the subject area. The proposed site is a PU Public Utility district and is currently the location of underground water storage. Any proposed development will require full consultation with the City of Fort Saskatchewan Utilities Department to establish development setbacks.
- Public Engagement would be required for any application for a redistricting of the subject site. This would be a great opportunity to inform the local residents of the potential development, and learn about concerns that might have with this site. This is recommended to occur prior to a redistricting application.
- There are no abandoned well heads within the concept plan area
- Figure 1.a and 1.b shows the potential development that can be expected for the subject site. We recommend that this site be evaluated further.
- We recommend that Title #20Y252 (attached hereto) be reviewed by legal counsel prior to development due to the development on being Public Utility Lot.

APPENDICIES:

- Appendix A: R4 Lane Lot Residential District
- Appendix B: Part 11 Parking and Loading Requirements
- Appendix C: Part 4.8 General Landscaping Requirements

2.0 LOCATION, SITE DESCRIPTION AND PROPOSED USE

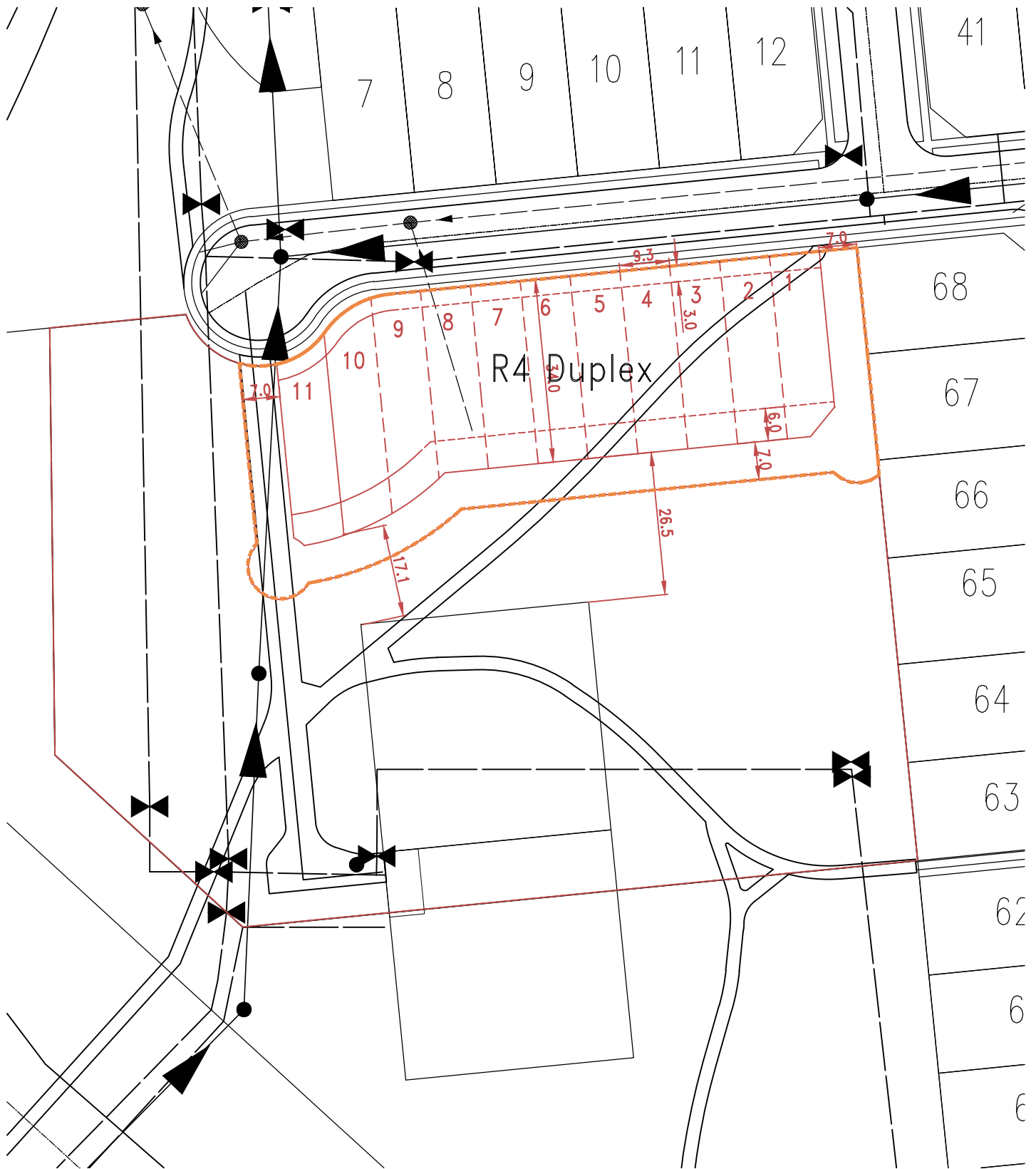
Location: The subject site located at 9507 – 93 Avenue (Lot E, Block 24, Plan 6066RS) in Fort Saskatchewan, Alberta.

Proposed Use: Medium Density Residential

Legal Description: Lot E, Block 24, Plan 6066RS

Site Area: Around 4,900m² (52,743sq.ft.)

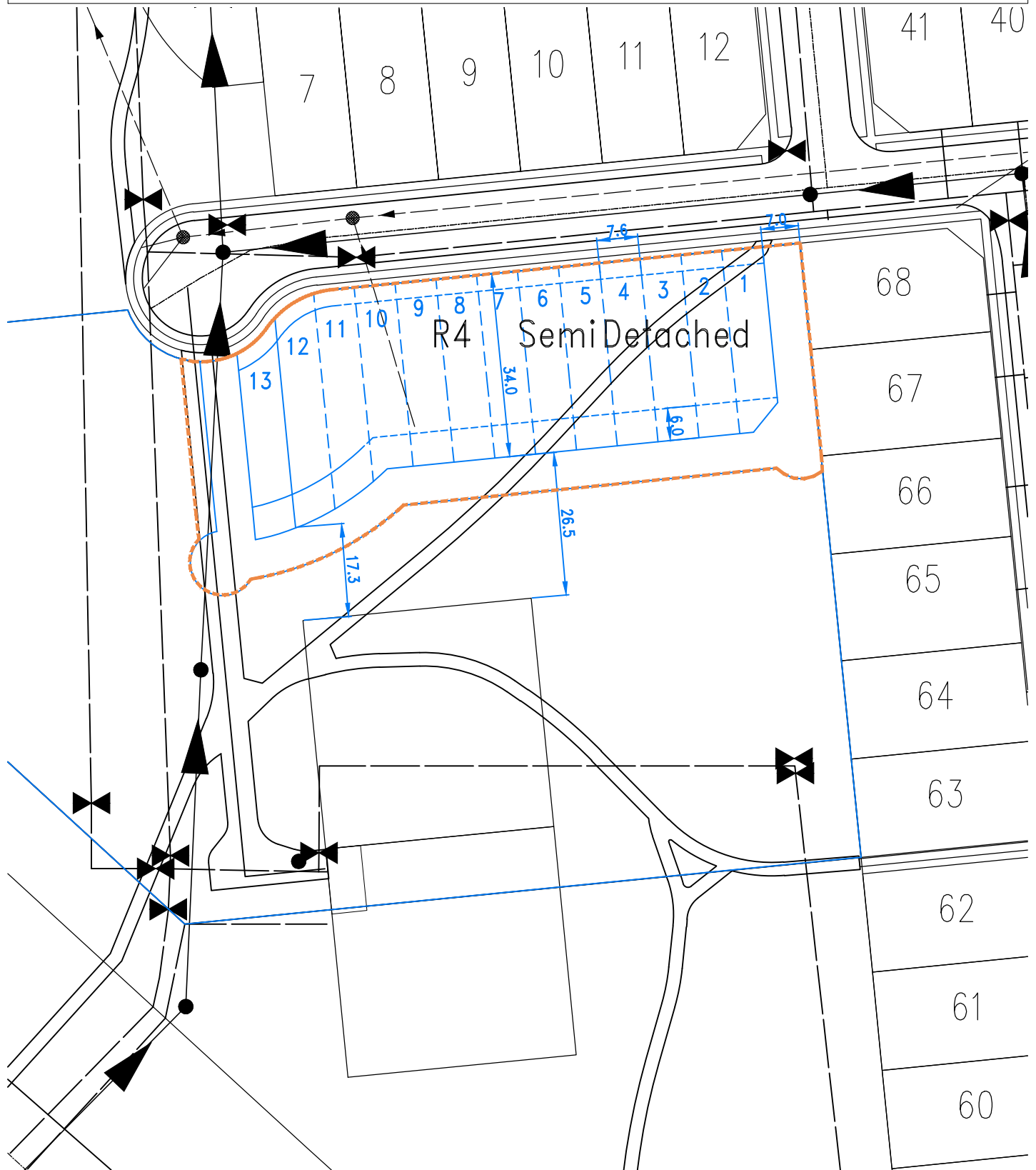




Legend



Subject Area



Legend



Subject Area



Scale 1:1,000

3.0 MUNICIPAL CONTACT(S)

For reference purposes, the following table provides key municipal staff contact information:

Table 3.1 | Municipal Contact(s)

<i>Department</i>	<i>Name, Position</i>	<i>Phone</i>	<i>Email</i>
Corporate Strategy	Troy Flemming, General Manager	780-992-6959	tflemming@fortsask.ca
Planning & Development	Janel Smith-Duguid, Director Planning & Development	780-992-6243	JSmith@fortsask.ca

4.0 THE CITY OF FORT SASKATCHEWAN MUNICIPAL DEVELOPMENT PLAN 2010-2030

The Municipal Development Plan (MDP) is a statutory plan, prepared and adopted by bylaw, in accordance with Section 632 of the MGA.

The MDP policy directions provide City Council with the means to proactively plan for Fort Saskatchewan's future. Plan policies direct decisions about future land use. They also provide Council with the guidance required to evaluate development proposals and their ability to help Fort Saskatchewan achieve its long-term vision.

The following table outlines relevant MDP land use designations, permitted uses for the site, potential issues of land use compatibility with surrounding lands, and briefly describes required amendments, if any.

Table 4.1 | Municipal Development Plan Summary

<i>Planning Classification</i>	<i>Planning Requirement and Notes</i>	<i>Section Reference</i>
Land Use Designation		
Subject and surrounding Lands	General Urban Area.	MDP City of Fort Saskatchewan
Compatibility of Surrounding Land Uses	Compatible	
Amendment required	None, complies with existing use.	

5.0 CITY OF FORT SASKATCHEWAN LAND USE BYLAW C10-13

The City of Fort Saskatchewan Land Use Bylaw C10-13 outlines all land use districts and is an important tool for implementing the policies of the Municipal Development Plan, the Area Structure Plans, the Area Redevelopment Plans, and other policy documents.

The uses identified in the Land Use Bylaw, as permitted or discretionary are fixed and cannot be changed without a rezoning of the site. The rules governing development standards are more flexible and may be varied, through a "relaxation" by the Development Authority.

The following table is a summary of district classifications and requirements applicable to the site. The subject site is currently Public Utility District (PU) (Bylaw C10-13 Section 8.7).

Based on the initial concept provided by the City, there is a selection of Land Use Districts that could achieve the Medium Density Residential. The designation recommended at this time is R4 Lane Lot Residential District. Details of this zone are provided in the following section (5.1) of this report.

5.1 Zoning Classification

A. Zoning Classification	Planning Requirement	Section Reference
Classification/Zoning		C10-13
Subject Lands	Public Utility (PU)	8.8
Lands to North	Medium Lot Residential (R2)	5.16
Lands to East	Medium Lot Residential (R2)	5.16
Lands to South	Parks Recreation (PR))	6.10
Lands to West	Parks Recreation (PR)	8.7
Compatibility of Surrounding Land Uses	Generally Compatible (to be confirmed at rezoning application stage)	

5.1.1 Recommended district: R4 Lane Lot Residential District,

Purpose: This District is generally intended to accommodate street-oriented single or semi-detached and duplex dwellings and accessory uses on small lots with vehicular access via a rear lane.

Permitted Uses: Residential
Duplex Dwelling
Home Office
Single detached dwelling
Semi-detached dwelling

5.1.2 Regulations and Setbacks

5.18.3 R4 Site Subdivision Regulations for Single Detached Dwellings and Duplex Dwellings

	Interior Site	Corner Site
Site Area	306.2m ² (3,403.5ft ²) minimum	384.2 m ² (4,135.5ft ²) minimum
Site Width	9.3m (32.0ft) minimum	11.3m (38.0ft) minimum
Site Depth	34.0m (111.5ft) minimum	

5.18.4 R4 Site Subdivision Regulations for Semi-Detached Dwellings

	Interior Site	Corner Site
Site Area	258.4m ² (2,781.5ft ²) minimum	309.4m ² (3,330.5ft ²) minimum
Site Width	7.6m (25.0ft) minimum	9.1m (30.0ft) minimum
Site Depth	34.0m (111.5ft) minimum	

5.18.5 R4 Site Development Regulations

	Interior	Corner Site	
Front Yard Setback Site Depth	3.0m (9.8ft) minimum 4.5m (14.8ft) maximum	Front Yard	3.0m (9.8ft) minimum 4.5m (14.8ft) maximum
		Flanking Yard	3.0m (9.8ft) minimum 4.5m (14.8ft) maximum
Rear Yard Setback	8.0m (26.2ft) minimum		
	6.0m (19.7ft) minimum where a garage or carport is attached to the principal building and is accessed from a lane at the rear of the property		
Side Yard Setback	² 1.5m (4.9ft) minimum		
Principal Building Height	<p>For single detached and duplex dwellings: Two and one half (2 ½) storeys not to exceed 10.0m (32.8ft) maximum</p> <p>For semi-detached dwellings: Three storeys not to exceed 11.0m (39.4ft) maximum. A maximum differential of one storey shall be allowed between adjacent sites.</p> <p>Notwithstanding the above, any 3 storey building height may pose compatibility concerns with the adjacent residential community.</p>		
Site Coverage	45% maximum for principal building over one storey, excluding decks		
	50% maximum for principal building of one storey, excluding decks		
	52% maximum for all buildings and structures where principal building is over one storey		
	57% maximum for all buildings and structures where principal building is one storey		
Density	<p>For single detached dwellings: maximum of one dwelling unit per site, plus one secondary dwelling unit where permitted</p> <p>For semi-detached dwellings: maximum of one dwelling unit per site</p> <p>For duplex dwellings: maximum of two dwelling units per site</p>		

Please see Appendix A R4 Lane Lot Residential District for the complete Site Subdivision and Site Development Regulations. Based on the R4 site regulations the subject site could yield 11 – 14 dwellings. This would calculate to 22.9 – 29.2 dwellings per gross hectare, and is around the proposed targets for 25-30 dwellings per hectare highlighted in the MDP.

5.1.3 Parking

R4 Lane Lot Residential states all parking must refer to Part 11 Parking and Loading of the Land Use Bylaw C10-13 (See *Appendix B*), for the permitted parking space requirements. The following provides the permitted parking allocation for the permitted residential uses for an R4 designation;

- a) Single detached, semi-detached and duplex dwellings and multi-attached dwellings up to 4 units require 2 spaces per dwelling unit. *Secondary suites require 1 parking space additional to the 2 principle spaces.*

A proposed lane residential product would provide parking to be at the rear of the property, either by an attached or a detached garage or car port.

5.1.4 Recommendations

Garage locations in the surrounding neighbourhood are rear detached accessed either via a lane or a flanking side drive. Districting to an R4 Lane Lot Residential District would be consistent with the garage location found in surrounding homes, consistent with lane nature of the neighbourhood.

To achieve the district regulations for this site, two options have been proposed. An Interior Site Duplex and an Interior Site Semi-detached have been recommended. Additional assessment with stakeholders and surrounding residents will be helpful in narrowing down the final recommendations for this site.

It is recommend that development not exceed a maximum height of 10 m (2 ½ Storeys) to remain somewhat consistent with nature of the neighbourhood.

5.2 Public Engagement

Public Engagement is recommended for any application for any redistricting of the subject site. It is recommended that the engagement approach for this site first involve discussions with key stakeholders, and then local residents, prior to any redistricting application.

Stakeholder interviews with Habitat for Humanity and the City are recommended to understand if the recommended product configuration is desirable and fulfills housing objectives for Fort Saskatchewan.

A local resident meeting would be a great opportunity to inform the local residents of the potential opportunity for development, and learn about concerns that residents may have with the development of this site. Additional assessment with stakeholders and surrounding residents will be helpful in narrowing down the final recommendations for this site.

Consultation can be informative to understand concerns with the development options for the site, and can inform specific site design outcomes.

5.3. R5 Semi-Detached and Duplex Residential District,

Purpose: This District is generally intended to accommodate semi-detached and duplex dwellings and accessory uses.

Because this district only allows exclusively attached forms of housing it is potentially more out of step with the character of the neighbourhood. Development at this level of intensity can be investigated further at the discretion of the City of Fort Saskatchewan.

5.3 Landscaping

Figure 1.a and 1.b do not provide a landscape plan and therefore will be required to meet the General Landscaping Requirements (See *Appendix C*) of the Land Use Bylaw C10-13.

5.4 Servicing

A servicing plan was provided by the City for the subject area. The proposed site is a PU Public Utility district and is currently the location of underground water storage. Any proposed development will require full consultation with the City of Fort Saskatchewan Utilities Department to understand minimum development setbacks from the underground reservoir. If additional setbacks are an issue there is an opportunity to remove the three (3) end units to maintain a 26.5 m setback from the underground storage to the rear of the lots.

6.0 OTHER PLANNING ISSUES

6.1 Abandoned Well Heads

There are no abandoned well heads within the concept plan area

6.2 Other Planning Issues

Figure 1.a and 1.b shows the potential development that can be expected for the subject site. We recommend that this site be evaluated further.

7.0 LAND TITLE, EASEMENTS AND CAVEATS

We recommend that Title #20Y252 be reviewed by legal counsel prior to development due to the development on being Public Utility Lot.

Appendix A:

5.18 R4 – Lane Lot Residential District

5.18.1 R4 Purpose

This District is generally intended to accommodate street-oriented single or semi-detached and duplex dwellings and accessory uses on small lots with vehicular access via a rear lane.

5.18.2 R4 Permitted and Discretionary Uses

R4 Permitted Uses:

- Accessory development
- Duplex dwelling
- Home office
- Single detached dwelling
- Semi-detached dwelling
- Swimming pool

R4 Discretionary Uses:

- Bed and breakfast
- Community garden
- Day care facility (limited)
- Group home (limited)
- Home business
- Show home
- Temporary sales centre

5.18.3 R4 Site Subdivision Regulations for Single Detached and Duplex Dwellings

	Interior Site	Corner Site
Site Area	306.2m ² (3,403.5ft ²) minimum	384.2m ² (4,135.5ft ²) minimum
Site Width	9.3m (32.0ft) minimum	11.3m (38.0ft) minimum
Site Depth	34.0 (111.6ft) minimum	

5.18.4 R4 Site Subdivision Regulations for Semi-Detached Dwellings

	Interior Site	Corner Site
Site Area	258.4m ² (2,781.5ft ²) minimum	309.4m ² (3,330.5ft ²) minimum
Site Width	7.6m (25.0ft) minimum	9.1m (30.0ft) minimum
Site Depth	34.0 (111.6ft) minimum	

5.18.5 R4 Site Development Regulations

	Interior Site	Corner Site	
Front Yard Setback	3.0m (9.8ft) minimum 4.5m (14.8ft) maximum	Front	3.0m (9.8ft) minimum 4.5m (14.8ft) maximum
		Flanking	3.0m (9.8ft) minimum 4.5m (14.8ft) maximum
Rear Yard Setback	8.0m(26.2ft) minimum		
	6.0m (19.6ft) minimum where a garage or carport is attached to the principal building and is accessed from a lane at the rear of the site		
Side Yard Setback	1.5m (4.9ft) minimum		
Principal Building Height	Two and one half (2 ½) storeys not to exceed 10.0m (32.8ft) maximum		
Site Coverage	45% maximum for principal building over one storey, excluding decks		
	50% maximum for principal building of one storey, excluding decks		
	52% maximum for all buildings and structures where principal building is over one storey 57% maximum for all buildings and structures where principal building is one storey		
Density	For single detached and semi-detached dwellings, maximum of one dwelling unit per site		
	For duplex dwellings, maximum of two dwelling units per site		

5.18.6 Additional Development Regulations for R4:

- (a) All development and uses within this Land Use District are subject to the applicable provisions of Part 4 – General Regulations for all Land Use Districts, Sections 5.1 to 5.13 of Part 5 – Residential Land Use Districts, Part 11 – Parking and Loading, and Part 11 – Signs;

- (b) ¹ Subject to Section 1.3.4, where a dwelling constructed prior to the adoption of this Bylaw has a 1.2m (3.9ft) minimum side yard setback, it shall be considered to be in conformity with the Land Use Bylaw;
- (c) ² Subject to Section 1.3.4, where a dwelling is to be constructed on a site located in a subdivision with an application received and deemed complete prior to the adoption of this Bylaw, it may be constructed with a 1.2m (3.9ft) side yard; and
- (d) ³ Subject to Section 1.3.5, where a dwelling constructed prior to the adoption of this Bylaw exceeds the maximum front yard setback, it shall be considered to be in conformity with the Land Use Bylaw.

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Appendix B:

PART 11 – PARKING AND LOADING

11.1 General Parking Regulations

- ¹11.1.1 The requirements of this Section shall apply to all parking and loading facilities required by this Bylaw. Notwithstanding the requirements of this Section, specific standards specified in any Land Use District may supplement or supersede the parking and loading requirements of this Section.
- 11.1.2 Where parking and/or loading facilities are required by this Bylaw, the applicant shall provide the required parking and/or loading space prior to the occupancy or commencement of the use for which they are required.
- 11.1.3 All off-street parking areas shall be designed to provide:
- (a) Adequate access to and egress from the parking area for the vehicle it is intended to serve by means of a clearly defined driveway; and
 - (b) Adequate access to and egress from each parking space by means of a clearly defined manoeuvring aisle designed to the satisfaction of the Development Authority.
- 11.1.4 In considering a variance to the parking requirements of this Section, the Development Authority may consider a parking assessment prepared by an accredited professional which assesses the parking demand characteristics of a proposed development. Such an assessment shall be provided at the owner/applicant's expense.
- 11.1.5 Except in Commercial Land Use Districts, no direct access shall be permitted from a lane to a parking facility with more than three parking spaces unless special circumstances are determined by the Development Authority to warrant such access.

11.2 Minimum Parking Requirements

- 11.2.1 The minimum required number of vehicle parking spaces for a use shall be as set out in the tables below (Tables 3 - 6).
- 11.2.2 Where the calculation of the required number of parking spaces results in a fraction, the next higher number shall apply.
- 11.2.3 Where a proposed development does not directly correlate with the land uses listed in this Section, the Development Authority shall determine a specific number of required parking spaces, having regard to requirements for similar uses provided herein.

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- 11.2.4 Visitor parking for multi-unit residential developments shall be made readily accessible and available for visitors to the development, to the satisfaction of the Development Authority.
- 11.2.5 Designated parking spaces for persons with physical disabilities shall be provided in accordance with appropriate provisions of the *Alberta Safety Codes Act*, *Alberta Building Code* or other Provincial requirement and shall be included as part of, and not in addition to, the applicable minimum parking requirements.
- 11.2.6 Designated parking spaces for persons with physical disabilities shall be located as close as possible to wheelchair ramps, walkways and entrances. Parking spaces shall not be located within a wheelchair ramp access area.
- 11.2.7 Small car parking spaces may be permitted, provided that:
- (a) Small car parking spaces shall comprise a maximum of 20% of required parking for development in all Land Use Districts except for the R1 – Large Lot Residential District, R2 – Medium Lot Residential District, R3 – Small Lot Residential District, R4 – Lane Lot Residential District, R5 – Semi-Detached and Duplex Residential District, RE – Residential Estate Lot District, and RC – Comprehensively Planned Residential District;
 - (b) All small car parking spaces shall be clearly designated with signs reading: “Small car parking only”; and
 - (c) All small car parking spaces shall be a minimum of 2.4m (7.9ft) by 5.0m (16.4ft).
- 11.2.8 The Development Authority may consider a reduction in the total amount of parking required for a development where a mix of uses creates staggered peak periods of parking demand. Shared parking may be considered for retail, office, institutional and entertainment uses but in no case shall shared parking include the parking required for residential uses.

Table 3: Minimum Parking Requirements for Residential Uses

¹ Land Use Class	² Minimum Number of Parking Spaces
Bed and breakfast	1 per guest room plus 2 for the principal dwelling
Multi-attached and apartment dwellings with more than four dwelling units	<p>1 per Bachelor dwelling unit</p> <p>1 per One Bedroom dwelling unit</p> <p>1.5 per two bedroom dwelling unit</p> <p>2 per three bedroom dwelling unit</p> <p>Plus 1 for every six dwelling units for visitors</p> <p>³Plus for bicycle parking in multi-unit developments that contain more than 7 dwelling units, a minimum of 10% of the required parking spaces or a minimum of 10 bicycle parking spaces shall be provided, whichever is greater</p>
Secondary suite	1 per suite, plus 2 for the principal dwelling (no tandem parking)
Single detached, semi-detached, and duplex dwellings	2 per dwelling unit
⁴ Multi-attached dwellings with to four dwelling units	
Assisted living facility	<p>0.6 per dwelling unit for staff and visitor parking</p> <p>1 per dwelling unit for occupants and staff plus 1 for every 6 dwelling units for visitors</p>
Assisted living facility (limited)	1 per dwelling unit for occupants and staff plus 1 per 6 dwelling units for visitors

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Table 4: Minimum Parking Requirements for Commercial Uses

Land Use Class	Minimum Number of Parking Spaces
Commercial school	¹ 3 per 100m ² (1,076ft ²) of GFA for students plus 2.8 per 100m ² (1,076ft ²) of GFA of administrative area, to a minimum of 5, for staff
Day care facility	1 per 2 employees plus 10 for patrons
Eating and drinking establishment, eating and drinking establishment (limited) and eating and drinking establishment (outdoor)	² 1 for every 4 seats for customers plus 1 per 100m ² (1,076ft ²) of GFA for staff, providing a minimum of 5 for staff
Entertainment facility (indoor and outdoor)	³ 10 per 100m ² (1,076 ft ²) of GFA for customers and staff
⁴ Health Services	1 space per 45m ² (484 ft ²) of GFA
Hotel, motel	1 per room for occupants, plus 1 per 10 rooms to a minimum of 5, for staff
Kennel	⁵ 2 per 100m ² (1,076ft ²) of GFA for customers (does not include kennelling area), plus 2 for staff
Personal service	⁶ 2.2 per 100m ² (1,076ft ²) of GFA for customers and staff plus 7.5 per 100m ² (1,076ft ²) of GFA of reception area (where applicable) for customers
Pet care service	⁷ Where GFA is less than 2,000 m ² (21,528ft ²), 2.2 per 100m ² (1,076ft ²) of GFA
	⁸ Where GFA is between 2,000m ² (21,528ft ²) and 20,000m ² (215,278ft ²), 3.2 per 100m ² (1,076ft ²) of GFA

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	¹ Where GFA is greater than 20,000m ² (215,278ft ²), 4.3 per 100m ² (1,076ft ²) of GFA
Professional, financial and office service	² 2 per 100m ² (1,076 ft ²) of GFA for customers plus 1 per 100m ² (1,076ft ²) of GFA to a minimum of 5, for staff
Recreation facility, indoor	³ 1 for every 5 seats for uses with fixed seating or 1 per 100m ² (1,076ft ²) of GFA for uses without fixed seating Notwithstanding the above, the Development Authority may require additional or different parking requirements based on the individual characteristics or components of the recreation facility
Recreation facility, outdoor	At the discretion of the Development Authority
Retail store (convenience), (general), and (liquor)	⁴ Where GFA is less than 2,000 m ² (21,528ft ²), 2.2 per 100m ² (1,076ft ²) of GFA
Retail store (convenience), (general), and (liquor)	⁵ Where GFA is between 2,000m ² (21,528ft ²) and 20,000m ² (215,278ft ²), 3.2 per 100m ² (1,076ft ²) of GFA
Service station	
Service station (limited)	⁶ Where GFA is greater than 20,000m ² (215,278ft ²), 4.3 per 100m ² (1,076ft ²) of GFA 1 per employee on shift plus a minimum of 5 for customers
Vehicle oriented service	1 per employee on shift plus a minimum of 5 for customers
Vehicle repair facility Vehicle repair facility (limited)	⁷ 1 per 2 employees plus 2 per 100m ² (1,076ft ²) of GFA

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Land Use Class	Minimum Number of Parking Spaces
Vehicle sales, leasing and rental facility, vehicle sales, leasing and rental Facility (limited)	¹ 2.2 per 100m ² (1,076ft ²) of GFA
Veterinary clinic	² 2.2 per 100m ² (1,076ft ²) of GFA
Warehouse sales	³ Where GFA is less than 2,000m ² (21,528ft ²), 2.2 per 100m ² (1,076ft ²) of GFA
	⁴ Where GFA is between 2,000m ² (21,528ft ²) and 20,000m ² (215,278ft ²), 3.2 per 100m ² (1,076ft ²) of GFA
	⁵ Where GFA is greater than 20,000m ² (215,278ft ²), 4.3 per 100m ² (1,076ft ²) of GFA

Table 5: Minimum Parking Requirements for Industrial Uses

Land Use Class	Minimum Number of Parking Spaces
General industrial use	⁶ 0.6 per 100m ² (1,076ft ²) of GFA, with minimum not less than 10
Heavy industrial use	At the discretion of the Development Authority
Warehouse, distribution and storage	⁷ 1 for every 3 employees during the maximum working shift, plus 0.6 per 100m ² (1,076ft ²) of GFA

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Table 6: Minimum Parking Requirements for Institutional Uses

Land Use Class	Minimum Number of Parking Spaces
Community service facility	¹ 2.2 per 100m ² (1,076ft ²) of GFA
Education (public or private) - elementary or junior High Schools	1 per employee plus 10 additional spaces
Education (public or private) - senior high school or post-secondary	1 per employee, plus 1 for every 8 students
Hospital	1 per 4 beds plus 1.5 for every employee on maximum working shift
Place of worship	² 15 per 100m ² (1,076ft ²) of assembly area for occupants, plus 2.8 per 100m ² (1,076ft ²) of office area, to a minimum of 5, for staff

11.3 Alternative Compliance for Minimum Parking Requirements

11.3.1 Upon written request from the applicant and the submission of an Alternative Compliance Parking Plan (parking impact study) prepared by a qualified professional, the Development Authority may consider an alternative parking requirement for non-residential, Community, education and recreation land uses, which may be substituted in whole or in part for the requirements of this Section.

11.3.4 In reviewing an Alternative Compliance Parking Plan, the Development Authority shall consider:

- (a) The number of employees occupying the building or land use and the number of expected customers or clients;
- (b) The availability of nearby on-street parking (if any), the availability of shared parking with abutting, adjacent or surrounding land uses (if any), and/or the provision of purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the City; and
- (c) Any other factors that may be unique to the applicant's request.

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11.3.5 The Development Authority shall only approve an Alternative Compliance Parking Plan if it:

- (a) Does not detract from continuity, connectivity, and convenient proximity for pedestrians between or among existing or future land uses in the vicinity;
- (b) Creates no physical impact on any facilities serving alternative modes of transportation;
- (c) Creates no detrimental impact on natural areas or features; and
- (d) Maintains the ratio of parking spaces for persons with physical disabilities.

11.4 Parking and Loading Requirements for Residential Land Uses

11.4.1 All parking and loading spaces required by this Bylaw for residential purposes, including all manoeuvring aisles and driveways shall be:

- (a) For single detached, semi-detached and duplex dwellings:
 - i. Located on the same site as the use requiring them;
 - ii. Hard surfaced prior to occupancy;
 - iii. Where vehicular access is via a public roadway or lane, provided to the rear or side of the principal building;
 - iv. Where there is no lane present, provided to the rear, side or front of the principal dwelling; and
 - v. ¹Where vehicular access is via the front only, one side yard shall be a minimum of 3.0m (10.5ft) in width to accommodate a driveway for vehicular access to the rear of the property, except where an attached garage is provided.
- (b) For multi-attached and apartment dwellings:
 - i. Paved prior to occupancy;
 - ii. Bordered and separated from adjacent areas with concrete curbing; and
 - iii. Not located within the required front yard setback area of a site.

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11.4.2 In the event that seasonal conditions prevent the completion of paving in accordance with this Bylaw:

- (a) The parking and loading areas shall be compacted and maintained in a manner that allows reasonable access by emergency vehicles. In addition, the paving shall be completed within the construction season of the following year; and
- (b) The owner/applicant shall be required to provide a Security Deposit to guarantee the completion of the paving in accordance with this Bylaw.

11.4.3 Garages and carports shall have the following minimum dimensions, as measured from the exterior of the walls (or posts, in the case of a carport):

- (a) ¹3.4m (11.2ft) in width by 6.3m (20.7ft) in depth for a single garage or carport; and
- (b) ²6.1m (20.0ft) in width by 6.3m (20.7ft) in depth for a double garage or carport.

11.4.4 Hard surfaced parking pads intended to accommodate a garage in the future shall accommodate the minimum dimensions noted in Section 11.4.3 above.

11.5 Parking for Multi-Unit Developments

11.5.1 Sites with more than one use shall provide parking and loading spaces equal to the sum of the requirements for the individual uses.

11.5.2 Notwithstanding Subsection 11.5.1 above, parking requirements for individual uses, shall be determined using the calculations in Section 11.2 Minimum Parking Requirements.

11.5.3 At the discretion of the Development Authority, two or more uses may share parking spaces. A maximum of 20% of the required parking for any of the uses may be combined or shared parking.

11.5.4 Notwithstanding Subsection 11.5.3 above, authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:

- (a) The development sites are within 100.0m (328.0ft) of each other;
- (b) The demand for parking spaces generated by each development or use is not likely to occur at the same time; and

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- (c) An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.

11.6 Parking and Loading for Non-Residential Uses

11.6.1 At the discretion of the Development Authority, some or all of the parking required pursuant to this Bylaw for a non-residential use may be provided on a site different than the site of the development for which it is required, provided that there is no more than 100.0m (328.0ft) between the off-site parking site and the development site.

11.6.2 Off-site parking spaces provided pursuant to Subsection 11.6.1 above shall be:

- (a) Located in a Land Use District that allows for parking Facilities;
- (b) Subject to a Restrictive Covenant registered on the Title to the off-site parking site, which specifies that the parking is to be provided for use of the related development site;
- (c) Used primarily for staff and overflow parking, where a portion of the parking is provided on the development site; and
- (d) Connected to the development site by a public walkway.

11.6.3 Except in the IL – Light Industrial District, IM – Medium Industrial District and IH – Heavy Industrial District, parking and loading spaces required by this Bylaw for non-residential uses, including manoeuvring aisles and driveways shall be:

- (a) Paved prior to occupancy or commencement of the use; and
- (b) Bordered and separated from adjacent areas with concrete curbing.

11.6.4 Access to and egress from an unpaved area of an IL – Light Industrial District, IM – Medium Industrial District or IH – Heavy Industrial District site directly accessible from a public roadway shall have hard surfacing equal to the width of the access/egress and 15.0m (49.2ft) in depth within the site. In addition, the off-site portion of the access/egress shall be hard surfaced to the satisfaction of the City.

11.7 Parking Garages

11.7.1 Parking Garages

- (a) No dangerous or hazardous goods, or flammable or combustible liquids or gases may be permitted within a parking garage, except as contained within a permanently installed tank connected to the fuel system of a vehicle;

- (b) Parking garages and interior stairwells shall be designed for easy observation from other, more public areas. Mechanical rooms, HVAC systems, elevators, stairwells, columns and other visual obstructions shall be located to maximize clear sightlines of the parking spaces and primary pedestrian circulation routes; and
- (c) Transparent panels shall be incorporated into all doors and walls that separate stairwells, corridors and entrances to elevator lobbies from the main parking areas, to allow for clear sight lines.

11.8 Parking Lots and Service Areas

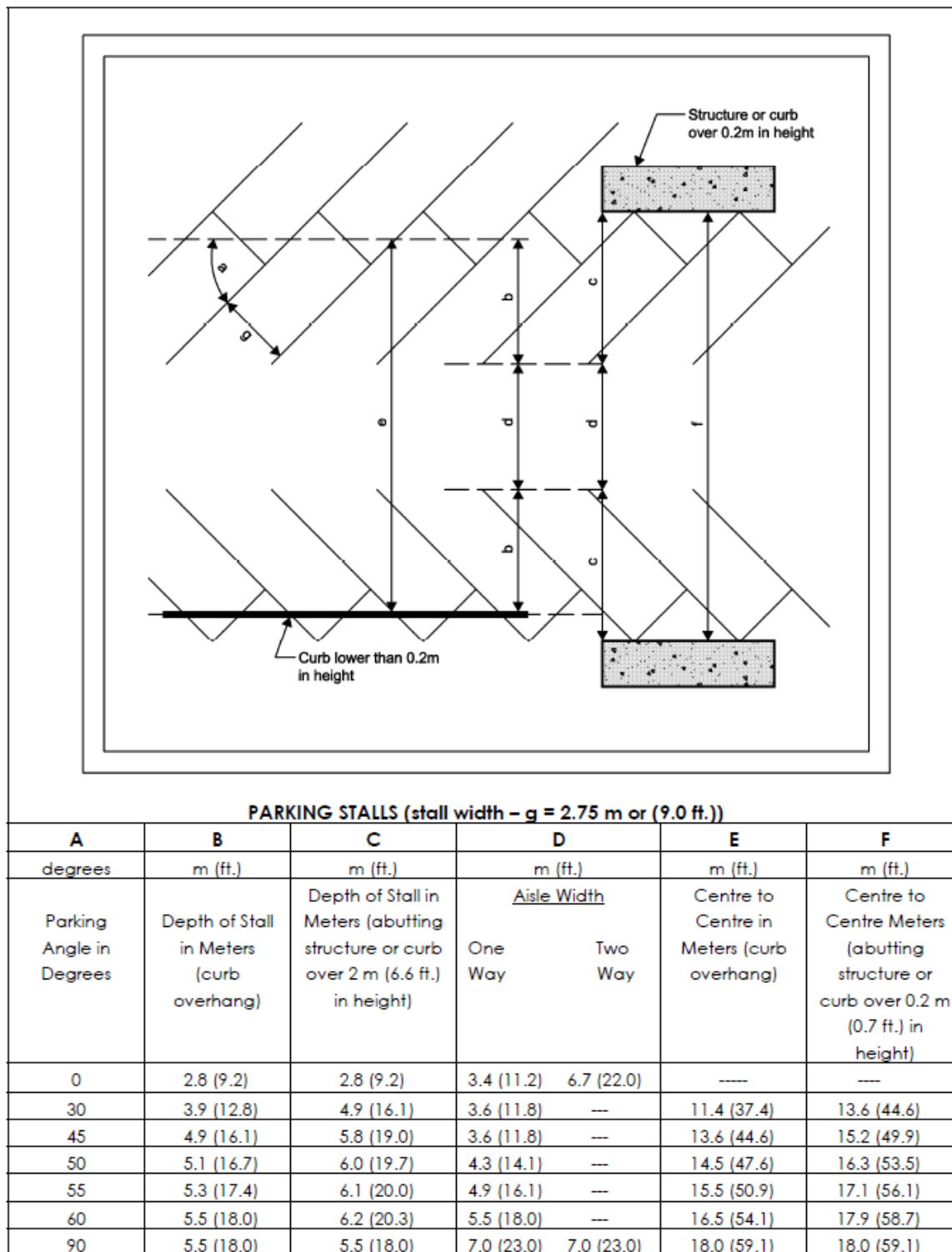
11.8.1 A parking lot shall be designed and located such that it:

- (a) Is accessible to and appropriate for the types of vehicles using it, including but not limited to cars, trucks, buses, bicycles and emergency vehicles ;
- (b) Does not interfere with, or potentially impact, pedestrian or traffic safety travelling on adjacent public roadways;
- (c) Provides appropriate separation between pedestrians and vehicles through the provision of sidewalks or walkways, bollards, special paving, lighting or other means to clearly delineate pedestrian areas;
- (d) Provides pedestrian drop-off areas where necessary, especially for land uses that serve children or the elderly;
- (e) Provides well-defined circulation routes that minimize potential points of conflict between vehicles and pedestrians or bicycles;
- (f) Utilizes landscaped traffic islands, to the maximum extent feasible, with raised curbs to define parking lot entrances, the ends of parking aisles, to delineate circulation routes and to aid in separating pedestrian areas. Parking lots containing more than 25 contiguous parking spaces shall incorporate landscaped traffic islands;
- (g) Large parking lots shall be divided by landscaped areas. Each section shall contain a maximum of 200 parking spaces;
- (h) Parking spaces shall be clear of obstruction, other than wheel stops;
- (i) Parking spaces shall have suitable barriers, such as wheel stops, to prevent vehicles from encroaching off-site and into landscaped areas and to provided separation from fences, walls and buildings; and

- (j) Where wheel stops are provided, they may not exceed 100.0mm (4.0in) in height above the parking space surface and shall be placed perpendicular to the parking space depth, 0.6m (2.0ft) from the front of the parking space.

11.8.2 The size of parking spaces and drive aisles shall be in accordance with **(Figure 17)**.

Figure 17: Parking Space and Drive Aisle Specifications



11.9 On-Site Loading Spaces

- 11.9.1 The minimum required number of loading spaces for a use shall be as set out in (**Table 7**).
- 11.9.2 Where the calculation of the required number of loading spaces results in a fraction, the next higher whole number shall apply.
- 11.9.3 A loading space shall be designed and located so that the vehicles using it can be parked and manoeuvred entirely within the bounds of the site.
- 11.9.4 Unless otherwise specified in a Land Use District, a loading space shall be a minimum width of 3.1m (10.0ft) and a minimum depth of 9.1m (29.9ft) with a minimum overhead clearance of 4.3m (14.1ft).
- 11.9.5 At the discretion of the Development Authority, who shall have regard for the types of vehicles that are likely to use a loading space, the minimum loading space dimensions may be adjusted.
- 11.9.6 A loading space shall not be located within a required minimum yard.

Table 7: Minimum Required Number of Loading Spaces

Land Use Class	Minimum Number of Loading Spaces
Multi-unit dwellings with 20 or more dwelling units	1 per building
Vehicle sales, leasing or rental facility	¹ 1 per 9,300m ² (100,104ft ²) of site area
Eating and drinking establishment, funeral home, crematorium, health service, hotel, office, government service, retail store, entertainment facility (indoor), warehouse sales	² 1 per 9,300m ² (100,104ft ²) of GFA
General industrial use, warehouse, distribution and storage, vehicle and equipment storage, storage facility	³ 1 per 9,300m ² (100,104ft ²) of GFA

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Appendix C: Part 4.8 General Landscaping Requirements

- 4.8.1 Landscaping required pursuant to Sections 5.10, 6.6, 7.4 and 8.3 of this Bylaw shall be completed within the time specified in a Development Permit, at the discretion of the Development Authority, or within two years from the date of a Development Permit, whichever is earlier.
- 4.8.2 All plants used to complete landscaping required by this Bylaw shall be tolerant to District 3A and to specific site conditions, such as sun, shade, excessive wind, road salts, etc. Landscaping shall be designed to provide for the long-term health, viability and coverage of plantings through methods including, but not limited to size and spacing of plants, depth and quality of soil and access to light and air.
- 4.8.3 Landscaping required by this Bylaw shall be provided, at the time of planting, according to the following specifications:
- (a) 50.0mm (1.97in) minimum caliper for deciduous trees;
 - (b) 2.0m (6.6ft) minimum height for coniferous trees;
 - (c) 600.0mm (23.62in) minimum height and 400.0mm (15.75 in) minimum spread for shrubs; and
 - (d) A proportion of deciduous to coniferous trees approximately equal to 60:40, unless other specified by the Development Authority.
- 4.8.4 Landscaping on public property shall adhere to the City's Engineering Standards.
- ¹4.8.5 (Deleted)
- 4.8.6 In the event that the landscaping required in an approved development is inappropriate or fails to survive within the warranty period following planting, the Development Authority may allow or require alternative landscaping materials to be substituted.
- 4.8.7 The use of potable water for landscaping irrigation should be minimized through methods including, but not limited to harvesting, processing and recycling of rainwater, stormwater and building grey water and the use of indigenous, drought-resistant and hardy trees, shrubs, plants and turf that require no irrigation, fertilizers, pesticides or herbicides.
- 4.8.8 Landscaping should be used to enhance the quality and human experience of public spaces and highlight major circulation patterns, pedestrian pathways and the overall development.

¹ C19-14