

Appendix E – Alternative Compliance for Minimum Parking Requirements

1. Table 9 presents a preliminary shared use parking framework for lands located within the Downtown Districts. The framework identifies a series of complementary land uses and their typical peak period parking demands which can be used to determine an overall site's peak parking demand period and parking requirement.

Table 9: Preliminary Determination of Shared Parking Requirements

Land Use	Weekdays			Weekends		
	2:00 AM to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to 2:00 AM	1:00 AM to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to 1:00 AM
Professional Office	10%	100%	15%	5%	10%	5%
Health Services	5%	100%	15%	5%	80%	5%
Financial Institution	5%	100%	15%	5%	80%	5%
Hotel						
Restaurant /Lounge	40%	70%	100%	50%	70%	100%
Guest Rooms	100%	60%	100%	100%	60%	100%
Conference Rooms	0%	100%	100%	0%	100%	100%
General Retail	0%	100%	75%	0%	100%	50%
Restaurant	50%	70%	100%	50%	70%	100%
Theatre/ Entertainment	0%	50%	90%	0%	70%	100%
Residential	100%	50%	90%	100%	75%	90%

2. In order to determine the parking requirements for a mixed-use complex:
 - (a) Calculate the number of parking spaces required for each individual land use as if it were the only land use within the development. The basic parking requirements would be based on the parking requirements identified in Table 3 of the Bylaw;
 - (b) Calculate the number of parking spaces required for each individual land use for all six time periods based on the percentage of use;
 - (c) For each time period, total the number of spaces required for all applicable land uses, and;
 - (d) Identify the time period with the highest total parking requirement. The number of spaces identified represents the shared parking requirement.
3. 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 development.

4. The Development Authority may 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.