

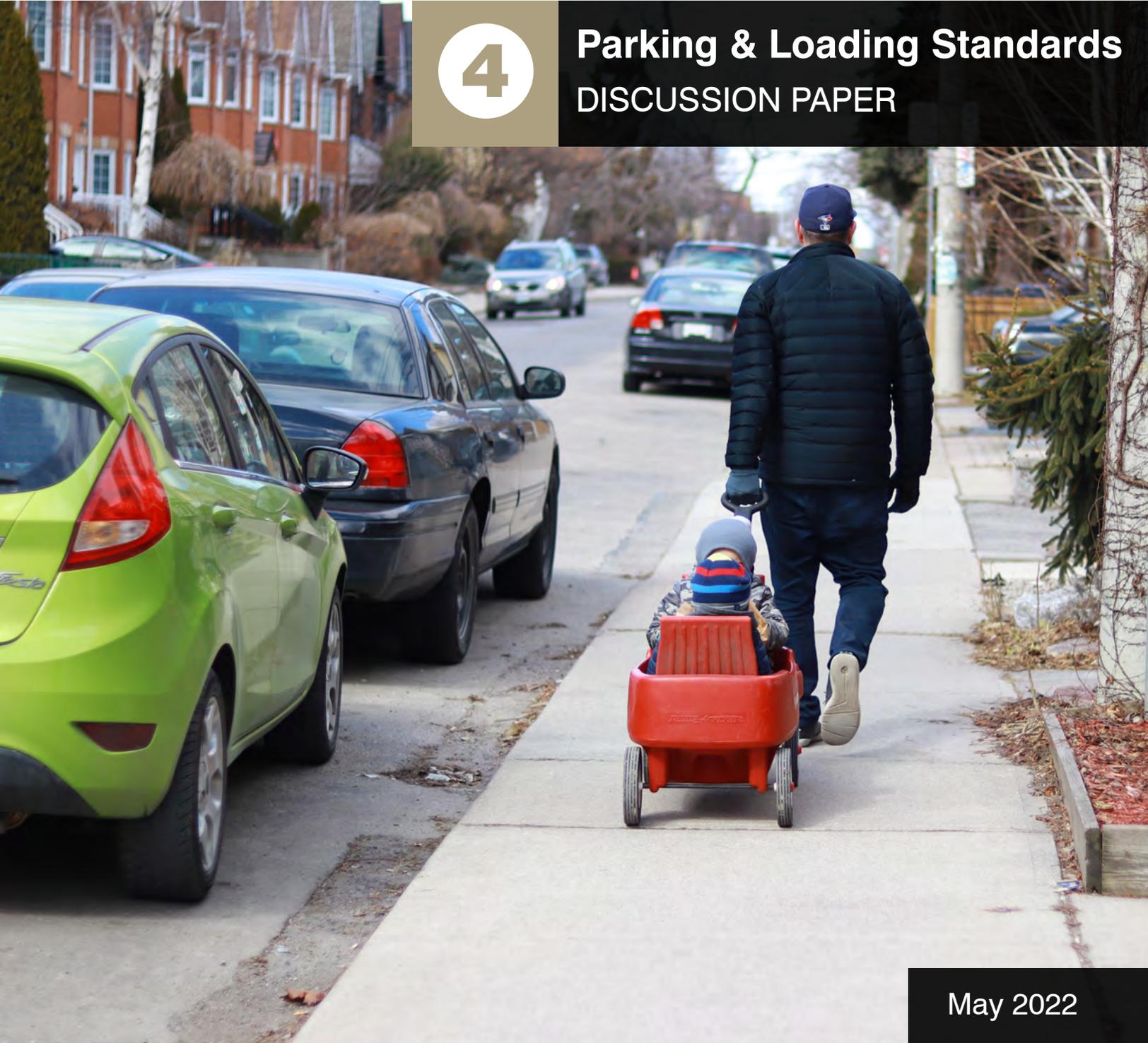
CITY OF  
**BRANTFORD**



# New Zoning By-law Project

4

## Parking & Loading Standards DISCUSSION PAPER



May 2022

# Table of Contents



<b>1</b>	<b>Introduction.....</b>	<b>2</b>
1.1	What is a Zoning By-law? .....	3
1.2	Why does it matter to you?.....	4
1.3	Purpose of this Discussion Paper .....	4
1.4	Structure of the Paper.....	5
<b>2</b>	<b>Review of Best Practices of Other Municipalities .....</b>	<b>6</b>
2.1	Provisions Regulating Parking Supply .....	6
2.2	Other Parking Provisions .....	49
2.5	Loading Space Requirements.....	55
<b>3</b>	<b>Official Plan .....</b>	<b>61</b>
<b>4</b>	<b>Summary and Next Steps .....</b>	<b>64</b>

# 1 Introduction



The City of Brantford New Zoning By-law Project is a comprehensive phased approach that will establish a new Zoning By-law for the City of Brantford that is in conformity with the City's Official Plan - Envisioning Our City: 2051, Provincial policies and emerging best practices. It will replace the current City of Brantford Zoning By-law 160-90 and the County of Brant Zoning By-law 61-16 that applies to the municipal boundary adjustment lands. The new Zoning By-law will regulate all lands within the City of Brantford, including the former County lands, and will provide zoning direction in a clear, concise and easy to read document.

The New Zoning By-law Project will occur over approximately twenty-seven months, divided into six phases, as outlined below.

**Phase 1** included background research related to development activity within the City and variances to the existing Zoning By-law. In addition, the phase included a review of the City's reports related to land use, transportation, parking, and urban design.

**Phase 2** included the preparation of the Public Consultation and Communication Plan, outlining the key timelines for engagement and presentation to the Project's commenting Committees. Engagement feedback will be incorporated into the Discussion Papers in the third phase and the subsequent new Zoning By-law.

**Phase 3** includes the preparation of Discussion Papers, including this report, related to:

- Zoning By-law Structure;
- General Provisions;
- Definitions;
- Parking and Loading Standards;
- Residential Zones;
- Mixed-Use Zones;
- Employment Zones;
- Institutional Zones;
- Agricultural Zones; and
- Other Zones.

**Phase 3** will also include public input into the Discussion Papers, as well as presentations to Council's Zoning By-law Task Force and the Committee of the Whole – Planning and Administration.

**Phase 4** will include the preparation of Strategic Directions Report, public engagement opportunities, and a presentation to the Committee of the Whole – Planning and Administration.

**Phase 5** will include the preparation of the first draft new Zoning By-law, as well as public consultations, and the circulation of the draft to City Departments and commenting agencies.

**Phase 6** will include the preparation and approval of the final new Zoning By-law, as well as public consultations, and circulation to City Departments and commenting agencies.

## **1.1 What is a Zoning By-law?**

A Zoning By-law implements the direction of the Official Plan and contains specific requirements for parcels of land including but not limited to:

- Permitted uses;
- Permitted building types;
- Building height;
- Where buildings and structures can be located on a lot – i.e., front, side and rear yard setbacks;
- Lot standards such minimum lot area and frontage; and
- Parking standards.

As noted above, a Zoning By-law implements the direction the Official Plan, which is required to be consistent with and conform to the Provincial policies. Provincial land use documents in Ontario such as the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe outline the rules and direction for land use. Provincial policies typically provide more general direction for land uses whereas Official Plans provide more details for land uses. A Zoning By-law provides specific details for an individual property. Ontario's land use planning framework structure is illustrated in **Figure 1**.



**Figure 1: Ontario's land use planning framework**

## **1.2 Why does it matter to you?**

The new Zoning By-law will implement the vision of the City's new Official Plan - Envisioning our City: 2051, influencing the look and feel of the City.

As residents and stakeholders in and around the City, you have an important role to play in shaping the future of the City. As experts of your community, you can provide insights to help inform and influence a variety of aspects of the Zoning By-law such as urban design standards, provisions related to parking and park space, as well as building types and density.

## **1.3 Purpose of this Discussion Paper**

This Discussion Paper reviews and evaluates the parking and loading provisions in the City of Brantford's Zoning By-law 160-90 and the County of Brant Zoning By-law 61-16 that applies to the boundary adjustment lands, focusing on particular issues identified through discussions with City Staff.

This Discussion Paper includes a review of the parking provisions within other municipalities' zoning by-laws to gain insight into best practices for parking provisions. The best practice review covers more recent zoning by-laws of similar sized cities including Barrie, Guelph, Kingston, London Milton, Oakville, Peterborough, St. Catharines and Vaughan.

The zoning by-laws reviewed in this New Zoning By-law Project were chosen based on the following factors:

- Locale - to review zoning by-laws within southern Ontario;
- Approval date - to review more recent zoning by-laws, such as in the case of Kingston, which is not in effect yet and Vaughan, which was recently passed; and
- Clarity - to consider zoning by-laws that had been noted in other planning work as being clear, concise and well organized.

The best practice review is used to understand how the parking and loading provisions in the current Brantford Zoning By-law and Brant County Zoning By-law compare to the parking and loading provisions in other more recent zoning by-laws and to determine whether the parking provisions should be revised in the new Zoning By-law.

The information summarized in this Discussion Paper is intended to assist in determining the structure and content of parking related requirements in Brantford's new comprehensive Zoning By-law.

## **1.4 Structure of the Paper**

The contents of this Discussion Paper are outlined below:

- Chapter 1: provides an overview of the New Zoning By-law Project, outlining what a Zoning By-law is and why it is relevant to the growth of the City and describing the purpose of the Parking and Loading Standards Discussion Paper.
- Chapter 2: reviews parking and loading standards by municipality.
- Chapter 3: discusses relevant Official Plan policies.
- Chapter 4: summarizes some considerations from the analysis and addresses next steps in the New Zoning By-law Project.

## 2 Review of Best Practices of Other Municipalities



The purpose of this Chapter is to review each section of Brantford’s parking and loading standards and compare these standards to standards in other existing zoning by-laws in Ontario to help inform recommendations for Brantford’s new Zoning By-law.

This Chapter first reviews parking supply provisions, second other parking provisions and third loading provisions.

### 2.1 Provisions Regulating Parking Supply

#### 2.1.1 Role of Parking Provisions

Zoning By-laws commonly regulate the supply of parking. The role of parking provisions is to ensure that a property contains a sufficient supply of parking on the lot to meet parking demands of residents, employees and visitors. Determining what constitutes a sufficient amount of parking becomes a challenge when a municipality evolves from an auto-oriented community to one where transit and active transportation are expected to take on a larger transportation role into the future. There are often two points of discussion:

1. There is never enough parking - this is an often-heard complaint with the review of any development application. Fundamentally, the issue is really that there is never enough “free” parking. For developments within a more auto-focused municipality, the use of parking minimums is a long-implemented planning approach typically based on years of research intended to accommodate auto-focused development forms - like malls, retail plazas and typical industrial and business park developments. It is also important to note that in the context of a more auto-focused municipality, most parking is accommodated on outdoor, surface parking lots, because land is relatively less expensive, and the cost of creating a parking space is relatively low.
2. There is too much parking - this kind of complaint is more typically heard where higher density and mixed-use developments are served by a robust transit system. Where surface lots are the norm, the requirement for too much parking has a tremendous impact on the site layout of higher density development, making desirable built forms and desirable densities land extensive and inefficient. Where structured parking is feasible, the requirement for too much parking becomes too costly, and dramatically affects the financial feasibility of what should be desirable built forms.

Parking requirements can play other important roles. Reduced parking requirements can have a significant fiscal impact on the feasibility of higher density housing forms thereby acting as an incentive to promote higher density, mixed-use development in the City's Strategic Growth Areas. Restricting the supply of parking can also encourage other forms of mobility including transit.

So, in Brantford what is the right approach? The goal is to provide the right amount of parking in the right locations throughout the City, at the right time. Importantly, the right amount of parking in the right locations at the right time is likely to be directly linked to the availability of alternative modes of transportation, and specifically transit. Improved transit is also likely directly linked to the ability to attract increased density in the Downtown Urban Growth Centre and along the Intensification Corridors.

In an evolving City like Brantford, efforts to find the right balance between minimum and/or maximum parking requirements is linked to the quality of the adjacent transit system, the intensity and mix of uses within a proposed development, and the timing of the maturity of the urban structure.

The consideration of what constitutes sufficient parking in Brantford needs a nuanced approach where:

- “Urban” parking standards (typically reduced parking standards) may be appropriate for implementation within the Downtown and potentially a few other locations where transit coverage and ridership is high and uses and built forms support the use of the transit system. It is also appropriate where the City plays a role in the provision of parking.
- In the mid-term, with an enhanced transit system, urban-based minimum and maximum parking standards could be implemented within the Downtown and throughout the Major Commercial Centres and Intensification Corridors.
- Minimum parking standards would remain an appropriate approach in the more “suburban” locations throughout the City.

The sub-sections below detail how the City currently regulates the supply of parking and compares these approaches to those of other municipalities to assist in determining the appropriate provisions for Brantford's new Zoning By-law.

### **2.1.2 Minimum Parking Rates**

**Table 1** compares minimum parking rates for different uses by municipality. The uses listed in the first column include all those uses currently listed in the parking rate tables in both the City of Brantford and Brant County Zoning By-laws. Similar types of uses are grouped in **Table 1** for ease of comparison. For example, ambulance station, fire station and police station are grouped.

Comments are added in the right hand column relating to how to proceed with parking rates in the new Zoning By-law.

Some of the uses or terms **in Table 1** may not be used in the new comprehensive Zoning By-law. Discussion Paper #3 – Definitions reviewed the list of definitions in the current Zoning By-laws to help determine the uses and terms to be defined in the new Zoning By-law.

Table 1: Minimum Parking Rates by Municipality

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
Accessory Retail Sales/	1.0 space/30m <sup>2</sup> GFA	-	1 space per 30m <sup>2</sup> GFA	1 per 33m <sup>2</sup> GFA of sales area	-	-	-	-	-	-	-	Should be same as retail rate
Adult Live Entertainment Parlour	1.0 space/ 4 persons of permitted capacity	-	1 space per 2 persons	-	-	-	1 per 5m <sup>2</sup> of gross floor area	1 per 18m <sup>2</sup> net floor area	-	1 per 20m <sup>2</sup> net floor area	-	No consistent approach. Should be consistent with restaurants.
Adult Video Store, Adult Specialty Store, Body Rub Parlour	-	1 per 100m <sup>2</sup> GFA	-	-	-	-	1 per 20m <sup>2</sup> of gross floor area	-	-	-	-	No consistent approach. Should be the same as retail rate.
Agricultural Equipment Sales and Service Establishment	N/A	1 per 30m <sup>2</sup> GFA	-	-	1 per 25m <sup>2</sup> GFA	Agricultural Services: 1 per 65m <sup>2</sup>  Agricultural Equipment Sales: 1 per 100m <sup>2</sup>	-	-	-	-	-	Maintain Brant Count rate which is the same as retail rate.
Agricultural Processing Facility	-	1 per 30m <sup>2</sup> GFA for retail showroom, plus 1 per 200m <sup>2</sup> for warehouse/ wholesale	-	-	-	-	-	-	-	-	-	Retail component should be same as retail rate and warehouse should be consistent with that rate.
Agriculture Service and Supply Establishment	-	1 per 30m <sup>2</sup> GFA for retail showroom, plus 1 per 200m <sup>2</sup> GFA for warehouse/ wholesale	-	-	-	-	-	-	Area 1: 1 per 90m <sup>2</sup> GFA  Area 2 and 3: 1 per 75m <sup>2</sup> GFA	-	-	Retail component should be same as retail rate and warehouse should be consistent with that rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Ambulance Station</b>	1.0 space/ 30.0m <sup>2</sup> GFA excluding any garage	-	Emergency Services: 1 space per 100m <sup>2</sup> of GFA	-	-	Emergency Care Establishment:  PSA 2 <sup>1</sup> : 1 per 40m <sup>2</sup>  PSA 3: 1 per 20m <sup>2</sup>		-		-	-	The current Brantford standard seems appropriate.
<b>Fire Station</b>	1.0 space/30.0 m <sup>2</sup> GFA excluding any garage					Fire Station: 1 per 1.5 employees	1 parking space per bay or emergency vehicle, whichever is greater, in addition to the required parking for the office use.		Area 1 + 2: 1 per staff  Area 3: 1.5 per staff			
<b>Police Station</b>	1.0 space/30.0 m <sup>2</sup> GFA		1 space per 30m <sup>2</sup> GFA			Police Station: 1 per 1.5 employees	1 parking space per 20m <sup>2</sup> GFA					
<b>Art Gallery</b>	1.0 space per 25.0m <sup>2</sup> GFA	1 per 50m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> of GFA of office space	-	-	PSA 2: 1 per 50m <sup>2</sup>  PSA 3: 1 per 40m <sup>2</sup>	-	1 space per 28m <sup>2</sup> of net floor area	Area 1: 0.5 per staff plus 1 per 9m <sup>2</sup> of assembly area  Area 2: 0.5 per staff plus 1 per 6.5m <sup>2</sup> of assembly area	-	-	No consistent approach. Should be the same as retail rate.

<sup>1</sup> In London, PSA stands for Parking Standard Area (PSA) which identifies different parking areas in the city.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
									Area 3: 1 per staff plus 1 per 4m <sup>2</sup> of assembly area			
<b>Arena or Rink</b>	Arena: 1 space/6 seats, plus 1.0 space/4 persons permitted capacity. Where there are no seats, 1.0 space/4 persons permitted capacity	-	1 space per 4 persons	1 per 33 m <sup>2</sup> GFA	-	No Seats: 1 per 35m <sup>2</sup>  PSA 2 with seats:  1 per 8 seats  PSA 3 with seats: 1 per 7 seats	1 per 30m <sup>2</sup> of gross floor area	-	-	-	-	Curling per sheet rate would equal a rate of 1 space per 50 m <sup>2</sup> . For a hockey sheet, that rate would equal 30 spaces per rink. Should consider a floor area rate of 1 space per 50 m <sup>2</sup> GFA.
<b>Curling Rink</b>	Curling Rink: 4.0 spaces/curling sheet, plus 1.0 space/4 persons of permitted capacity											
<b>Assembly Hall / Place of Assembly</b>	-	1 per 8 seats or per 35m <sup>2</sup> GFA whichever is greater	1 space per 4 persons	1 per 5 seats or 1 per 10 m <sup>2</sup> GFA. Used for a hall, auditorium or similar use involving the assembly of persons, whichever is greater. Where public assembly seating is provided in the form of fixed benches or pews, then 0.5 metres of each such bench or pew	-	PSA 2: 1 per 8 seats or 1 per 35m <sup>2</sup> GFA, whichever is greater  PSA 3: 1 per 7 seats or 1 per 2m <sup>2</sup> GFA, whichever is greater	1 space per 9m <sup>2</sup> of GFA	-	Area 1: the greater of 1 per 6 staff or 1 per 185m <sup>2</sup> of floor area  Area 2: the greater of 1 per 4 staff or 1 per 140m <sup>2</sup> of floor area  Area 3: the greater of 1 per 3 staff or 1 per	1 per 20m <sup>2</sup> net floor area	1 per 12.5m <sup>2</sup> GFA	No consistent approach. Preference is the rate to be based on GFA, not capacity.  A median rate would be in the range of 1 space per 20 m <sup>2</sup> GFA which would be similar to a rate of 1/ 4.5 seats.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
Convention Center	1 space/4 persons of permitted capacity			length shall be considered as equaling one seat. The number of persons to be accommodated for public assembly activities with movable seating shall be based on 1 person per 1 m <sup>2</sup> of movable seating.					93m <sup>2</sup> of floor area			
Theatre	Theatre: 1.0 space/4 persons of permitted capacity		1 space per 4 persons							Theatre: 1 per 20m <sup>2</sup> net floor area	Theatre: 1 per 12.5m <sup>2</sup> GFA	
Public Hall							Banquet Hall: 1 per 5m <sup>2</sup> of gross floor area PLUS 1 per 18m <sup>2</sup> of patio area	Public hall: 1 per 18m <sup>2</sup> net floor area				
Banquet Hall		Banquet Hall: 1 per 8 seats or per 35m <sup>2</sup> GFA whichever is greater			Banquet Hall: PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>						Banquet Hall: 1 per 17m <sup>2</sup> GFA	

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Community Centre</b>	-	1 per 8 seats or 1 per 25m <sup>2</sup> GFA whichever is greater	1 space per 4 persons	-	Community Centre: 0.25 per person	Community Centre: PSA2: 1 per 8 seats or 1 per 35m <sup>2</sup> , GFA whichever is greater  PSA3: 1 per 7 seats or 1 per 25m <sup>2</sup> , GFA whichever is greater	-	1 space per 22m <sup>2</sup> of net floor area	-	-	1 per 50m <sup>2</sup> GFA	-
<b>Autobody Repair Shop</b>	4.0 spaces/service bay	1 per 25m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> of GFA, Min: 2 spaces	-	1 per bay	1 per 30m <sup>2</sup>  1 per 10m <sup>2</sup>	-	1 space per 100m <sup>2</sup> of net floor area	the greater of 1 per 4 service bays or 1 per 9m <sup>2</sup> of service area	1 per 20m <sup>2</sup> net floor area	2 per service bay	No consistent approach.  A median rate would be 1 space per 20 m <sup>2</sup> GFA.
<b>Garage, Public</b>	4.0 spaces/service bay											
<b>Automobile Gas Bar</b>	1 space			a minimum of 2	1 per bay		1 space for every 45m <sup>2</sup> of floor space dedicated to accessory retail sales	-	-	1 per 20m <sup>2</sup> net floor area	1 per 33m <sup>2</sup> GFA	Nearly all gas bars contain a convenience store. Should be the same as retail rate.
<b>Convenience Store</b>	Convenience Store 1 space/30.0 m <sup>2</sup> of gross leasable floor area	Convenience Store: 1 per 25m <sup>2</sup> GFA	Convenience: 1 space per 30m <sup>2</sup> GFA	Convenience Store: 1 per 16.5 m <sup>2</sup> GFA		Convenience Store: 1 per 25m <sup>2</sup> GFA					Convenience Store: 1 per 28m <sup>2</sup> GFA	

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Automobile Rental Establishment</b>	1 space/40.0 m <sup>2</sup> GFA, in addition to any area used to park the equipment offered for rental	1 per 25m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> of GFA, Min: 2 spaces	-	-	1 per 20m <sup>2</sup> GFA	-	1 space per 100m <sup>2</sup> of net floor area		1 per 30m <sup>2</sup> net floor area	-	No consistent approach.
<b>Rental Establishment</b>	Rental Establishment: 2.0 spaces, plus 1.0 space/30.0 m <sup>2</sup> GFA		1 space per 50m <sup>2</sup> GFA					Rental Establishment: 1 per 18m <sup>2</sup> net floor area	Area 1: 1 per 35m <sup>2</sup> GFA Area 2: 1 per 23m <sup>2</sup> GFA Area 3: 1 per 18m <sup>2</sup> GFA			Should be same rate as personal service plus any area used to park equipment or vehicles for rental.
<b>Automobile Sales Establishment (having a building in which vehicles may be repaired)</b>	1.0 space/30.0 m <sup>2</sup> GFA, plus 4.0 spaces/service bay	1 per 25m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> of GFA, Min: 2 spaces	1 per 25 m <sup>2</sup> GFA or a minimum of 2, whichever is greater (parking is exclusive of display and storage areas)	-	1 per 30m <sup>2</sup> GFA	-	1 space per 100m <sup>2</sup> of net floor area	Area 1: 1 per 35m <sup>2</sup> of indoor display floor area plus 1 per 9m <sup>2</sup> of service area Area 2: 1 per 23m <sup>2</sup> of indoor display area plus 1 per 9m <sup>2</sup> of service area Area 3: 1 per 18m <sup>2</sup> of indoor	1 per 30m <sup>2</sup> net floor area	1 per 25m <sup>2</sup> GFA	Most automobile sales now have repair garages. Brantford is the only City that makes this distinction. One space per 30 m <sup>2</sup> GFA seems to be common.
<b>Automobile Sales Establishment (having no building in which vehicles may be repaired)</b>	1.0 space/30.0 m <sup>2</sup> GFA											

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
									display floor area plus 1 per 9m <sup>2</sup> of service area			
<b>Automobile Washing Facility</b>	Automated: 5 spaces/washing bay  Manual: 2.0 spaces/washing bay	-	1 space per 70m <sup>2</sup> GFA	-	1 per bay	3 spaces	-	1 space per 100m <sup>2</sup> of net floor area	0.5 per staff plus the following minimum spaces in advance of each washing stall  i) self service: 3 ii) automatic: 10 iii) conveyor: 15	-	-	For Automated, it should be a stacking requirement not parking requirement.
<b>Bed and Breakfast Establishment</b>	1 per guestroom	1 per guest room in addition to those required for the dwelling unit	1 space per guest bedroom, plus 1 space for the owners	1 per guest room and 1 for the proprietor	-	1 per bedroom plus 2 spaces	1 for each room or suite used for the purposes of lodging for the traveling public, in addition to the required parking for the <i>dwelling unit</i>	1 additional parking space per lodging unit	-	1 space per rental room	-	Maintain the rate of 1 per guestroom.
<b>Brewers' Warehousing Retail Outlet</b>	1.0 space/10.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	This provision should be same as retail store except for older outlets where there is a large warehouse component, in which case warehouse should be treated separately.
<b>Cannabis Production and Processing</b>	-	1 space per 30m <sup>2</sup> of gross floor area which	-	-	-	-	-	-	-	-	-	Should be similar to an industrial use

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
		accommodate any office or retail components of the use, plus 1 space per 200m <sup>2</sup> of gross floor area, which accommodates the remainder of the use.										except for the office or retail component.
<b>Caretaker's Residence</b>	1.0 space/dwelling unit	-	-	-	-	-	-	-	-	-	-	Maintain existing rate.
<b>Catering Service</b>	1.0 space/30.0 m <sup>2</sup> GFA	1 per 200m <sup>2</sup> GFA	-	1 per 50m <sup>2</sup> GFA	1 per 100m <sup>2</sup> GFA	PSA2: 1 per 200m <sup>2</sup> PSA3: 1 per 100m <sup>2</sup>	-	-	-	-	-	No consistent approach. Maintain existing rate.
<b>Computer, Electronic or Data Processing Establishment</b>	1.0 space/25.0 m <sup>2</sup> GFA for the first 500.0 m <sup>2</sup> plus 1.0 space/40.0 m <sup>2</sup> GFA thereafter	-	Office: 1 space per 30m <sup>2</sup> of GFA  Non-office: 1 space per 1000m <sup>2</sup> of GFA	1 per 33m <sup>2</sup> GFA	-	1 per 40m <sup>2</sup>	-	-	-	-	-	Should be the same as an office.
<b>Contractor's Yard</b>	-	1 per 40m <sup>2</sup> GFA	-	greater a minimum of 4 per yard or 1 per 50 m <sup>2</sup> GFA whichever is greater	1 per 100m <sup>2</sup> GFA	-	-	1 per 100 m <sup>2</sup> net floor area	-	1 per 100m <sup>2</sup> net floor area	1 per 100m <sup>2</sup> GFA	Should be the same as industrial at 1 per 100 <sup>2</sup> GFA.
<b>Craft's Shop</b>		1 per 100m <sup>2</sup> GFA	-	-	--	-	-	-	-	-	-	Should be dealt with through retail.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Crisis Residence</b>	2.0 spaces, plus 1.0 space/3 residents											Maintain existing rate.
<b>Day Nursery</b>	1.0 space/28.0 m <sup>2</sup> of gross floor area of playroom space	1 per 40m <sup>2</sup> GFA	1 space per classroom and 1 per office	1 per 10 children plus 1 for the facility	1.5 per classroom	1 per 40m <sup>2</sup> GFA	<ul style="list-style-type: none"> <li>1.5 per classroom; PLUS</li> <li>1 per 30m<sup>2</sup> of GFA</li> </ul> <p>Notwithstanding the requirements above, where a before and/or after school Day Care Centre program is located within an Elementary school, no additional parking shall be required.</p>	1 space per 40m <sup>2</sup> of net floor area	Area 1+2: 0.5 per staff  Area 3: 2 per staff	1 per 25m <sup>2</sup> net floor area	1 per employee	No consistent approach. Maintain existing rate.
<b>Drive-through Facility</b>	-	1 per 15m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Should be dealt with through stacking lanes and a restaurant requirement for indoor component.
<b>Accessory Dwelling Unit</b>	1 space per unit	2 spaces per unit	-	-	-	-	1 per unit	1 per unit	-	1 per unit	-	Maintain existing rate.
<b>Apartment</b>	1.5 spaces/dwelling unit	1 space per dwelling unit + 0.25 additional spaces per bedroom + 0.35 visitor	1.5 per unit	for the first 20 units: 1.5 per dwelling unit, and for each unit in excess of 20: 1.25 per dwelling unit	PA1, PA2: 0.4 per dwelling unit  PA3: 0.6 per dwelling unit	1 per dwelling unit	1.5 parking spaces per unit PLUS  0.25 parking spaces for visitor parking in a designated	a) 1.0 per dwelling unit where the unit has less than 75.0m <sup>2</sup>	Area 1: 1 per unit  Area 2: 1.5 per unit	1.25 per dwelling unit  Within a Mixed-Use	1 per dwelling unit + 0.2 visitor parking per dwelling	Most other rates are both higher and lower. Visitor should be separated out at 0.25 spaces per unit. 1.0 space per unit may be appropriate with additional 0.25

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
		spaces per dwelling unit			PA4: 0.8 per dwelling unit PA5: 1 per dwelling unit		visitor parking area.	net floor area b) 1.5 per dwelling for all other units	Area 3: 1.75 per unit	Building: 1 per dwelling unit		per unit for visitor. Some other municipalities have different rates for different numbers of bedrooms in the units.
<b>Converted</b>	1.0 space/dwelling unit	-	1 per unit	-	-	-	-	-	-	-	-	This housing type will be removed from the by-law.
<b>Duplex</b>	1.0 space/dwelling unit	-	-	-	PA1, PA2: 0.4 per dwelling unit PA3: 0.6 per dwelling unit PA4: 0.8 per dwelling unit PA5: 1 per dwelling unit	1 per dwelling unit	-	2.0 per dwelling unit	-	1 per dwelling unit	-	Maintain existing rate.
<b>Fourplex or Double Duplex</b>	1.5 spaces/dwelling unit	-	-	-	-	-	-	-	-	1 per dwelling unit	-	This rate should be consistent with apartment.
<b>Semi-detached</b>	1.0 space/dwelling unit	2 spaces per unit	-	1 per unit	PA1, PA2: 0.4 per dwelling unit PA3: 0.6 per dwelling unit PA4: 0.8 per dwelling unit PA5: 1 per dwelling unit	2 per dwelling unit	-	2.0 per dwelling unit	-	1 per dwelling unit	-	Most municipalities require 2 spaces. While, Brantford only requires 1 space, the regulations generally result in two parking spaces. Since the 1 required parking space is not permitted in the front yard, it is set back from the front lot line (typically a minimum of 6.0m),

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
												resulting in a space for parking in the driveway between the front lot line and the required parking space. To be clearer to the public, a rate of 2 spaces per unit is recommended with one space in the front driveway permitted as a required space.
Single detached	1.0 space/dwelling unit	2 spaces per unit	1.5 per unit	1 per dwelling unit	PA1, PA2: 0.4 per dwelling unit PA3: 0.6 per dwelling unit PA4: 0.8 per dwelling unit PA5: 1 per dwelling unit	2 per dwelling unit	-	2.0 per dwelling unit	-	1 per dwelling unit	2 per dwelling unit	Most municipalities require 2 spaces. While, Brantford only requires 1 space, the regulations generally result in two parking spaces. Since the 1 required parking space is not permitted in the front yard, it is set back from the front lot line (typically a minimum of 6.0m), resulting in a space for parking in the driveway between the front lot line and the required parking space. To be clearer to the public, a rate of 2 spaces per unit is recommended with one space in the front driveway permitted as a required space.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Street Townhouse</b>	1.0 space/dwelling unit	-	1.5 per dwelling unit	1 per dwelling unit	PA1, PA2: 0.4 per dwelling unit PA3: 0.6 per dwelling unit PA4: 0.8 per dwelling unit PA5: 1 per dwelling unit	-	-	2.0 per dwelling unit	-	1 per dwelling unit	2 per dwelling unit	Most municipalities require 2 spaces. While, Brantford only requires 1 space, the regulations generally result in two parking spaces. To be clearer to the public, a rate of 2 spaces per unit is recommended with one space in the front driveway permitted as a required space.
<b>Block Townhouse</b>	1.5 spaces/dwelling unit	-	-	1 per dwelling unit	-	-	-	2.0 per dwelling unit	-	-	2 per dwelling unit	Since some block townhouses may not have individual driveways, the rate should change to 2 per dwelling unit.
<b>Stacked townhouse</b>	-	-	-	-	Visitor spaces: PA1, PA2: 0.1 per dwelling unit PA3, PA4, PA5: 0.15 per dwelling unit	-	-	1.5 per dwelling unit	-	-	-	This rate should be consistent with apartment.
<b>Triplex</b>	1.0 space/dwelling unit	-	-	-	PA1, PA2: 0.4 per dwelling unit PA3: 0.6 per dwelling unit PA4: 0.8 per dwelling unit PA5: 1 per dwelling unit	-	-	-	-	1 per dwelling	-	Maintain existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
Dwelling Unit with frontage on a public street	-	2 spaces per unit	-	-	-	-	2 spaces per dwelling unit	-	-	-	-	This term is not needed.
Electrical and Electronic Products Industry	-	1 per 100m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Use industrial standard of 1/100m <sup>2</sup> GFA
Farm Production Outlet	-	1 per 30m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Use retail standard.
Feed Mill	-	1 per 100m <sup>2</sup> GFA	-	-	1 per 100m <sup>2</sup> GFA	-	-	-	-	-	-	Use industrial standard of 1/100m <sup>2</sup> GFA.
Fertilizer Blending Station	-	1 per 100m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Use industrial standard of 1/100m <sup>2</sup> GFA.
Financial Institution	1.0 space/15.0 m <sup>2</sup> GFA	1 per 25m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> or GFA	1 per 16.5 m <sup>2</sup> G.F.A.	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	PSA2: 1 per 30m <sup>2</sup> PSA3: 1 per 15m <sup>2</sup>	1 per 20m <sup>2</sup> of gross floor area	1 per 22m <sup>2</sup> net floor area	Area 1: 1 per 45m <sup>2</sup> of office floor area  Area 2: 1 per 37m <sup>2</sup> of office floor area plus 1 per 9m <sup>2</sup> of other floor area  Area 3: 1 per 28m <sup>2</sup> of office floor area plus 1 per 9m <sup>2</sup> of other floor area	-	1 per 22m <sup>2</sup> of GFA	1 per 20 to 25 m <sup>2</sup> GFA appears to be standard. Recommend use 1 per 20 m <sup>2</sup> GFA.
Flea Market	12.0 spaces/93.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	May not be needed.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Food Processing Plant</b>	-	1 per 100m <sup>2</sup> GFA	-	-	-	-	-	1 per 40m <sup>2</sup> net floor area	-	-	-	Use industrial standard of 1/100m <sup>2</sup> GFA.
<b>Fresh Produce Outlet</b>	1.0 space/25.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	Use retail standard
<b>Funeral Home</b>	1.0 space/20.0 m <sup>2</sup> GFA, or 20 spaces, whichever is the greater	Greater of 1 per 20m <sup>2</sup> GFA or 20 spaces	1 space per 30m <sup>2</sup> GFA  Min:2 spaces	-	0.25 per person	1 per 1 per 20m <sup>2</sup> or 20 spaces, whichever is greater	<ul style="list-style-type: none"> <li>• 30 spaces for the first 93m<sup>2</sup> of gross floor area; PLUS</li> <li>• 1 additional space for each additional 20m<sup>2</sup> of GFA</li> </ul>	1 per 14m <sup>2</sup> net floor area	Area 1: 0.5 per staff plus 1 per 9m <sup>2</sup> of assembly area  Area 2: 0.5 per staff plus 1 per 6.5m <sup>2</sup> of assembly area  Area 3: 1 per staff plus 1 per 4m <sup>2</sup> of assembly area	-	1 per 25m <sup>2</sup>	No consistent approach. Maintain existing rate.
<b>Golf Course</b>	2.0 spaces/hole, plus 1.0 space/4 persons of permitted capacity	6 spaces per hole plus 1.0 per 22.0m <sup>2</sup> gross floor area for any accessory use	1 space per tee	-	1 per hole plus required parking for accessory uses	8 per tee	-	1) 6.0 per hole; plus, b) 1.0 per 22.0 m <sup>2</sup> net floor area for any accessory uses  Outdoor Mini Golf: 1 per hole	Minimum of 20	18 per 9 holes of golf plus 1 per 27m <sup>2</sup> of club house	2 per golf hole plus 1 space per 100m <sup>2</sup> for an accessory use	No consistent approach.  Recommend 2 / hole plus the place of assembly rate for the club house of 1/25 m <sup>2</sup> GFA.
<b>Golf Driving Range</b>	1.0 space/tee-off pad	-	1 space per tee	-	-	1.5 per tee	-	-	-	-	2 spaces per stall plus 1 space per 100m <sup>2</sup> for an accessory use	Maintain existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Group Correctional Home</b>	2.0 spaces, plus 1.0 space/3 residents	-	-	-	-	-	-	-	-	-	-	Apply group home rate.
<b>Group Home</b>	2.0 spaces, plus 1.0 space/3 residents	1 per 100m <sup>2</sup> GFA or a minimum of 3 spaces	1 space per dwelling unit	1 per Building plus 1 for staff	-	2 spaces	1 parking space for every staff member in addition to the required parking for the dwelling	-	-	-	-	No consistent approach. Seems unreasonable to be based on number of residents. Use Brant County's approach.
<b>Mini-Group Home</b>	2.0 spaces											
<b>Building Supply Centre</b>	1.0 space/30.0 m <sup>2</sup> GFA of retail showroom and office space, plus 1.0 space/100.0 m <sup>2</sup> GFA of warehouse and open storage	1 per 30m <sup>2</sup> GFA for retail/showroom plus 1 per 200m <sup>2</sup> for warehouse/wholesale	1 space per 70m <sup>2</sup> GFA	1 per 20 m <sup>2</sup> GFA for indoor  1 per 50 m <sup>2</sup> GFA for outdoor	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	1 per 30m <sup>2</sup> for retail/show room	Retail rate of 1/20 m <sup>2</sup> applies	Retail rate of 1/18 m <sup>2</sup> applies	Area 1: 1 per 90m <sup>2</sup>  Area 2 and 3: 1 per 75m <sup>2</sup>	Retail rate of 1/20 m <sup>2</sup> applies	-	Apply retail rate to the use.
<b>Home Furnishing Centre</b>	1 space/ 50 m <sup>2</sup> GFA			1 per 20 m <sup>2</sup> GFA		1 per 30m <sup>2</sup>						
<b>Hardware Store</b>						PSA 2: 1 per 25m <sup>2</sup> PSA 3: 1 per 15m <sup>2</sup>						
<b>Home Occupation</b>	-	1 per Home Occupation	1 space per 70m <sup>2</sup> GFA	-	PA1: 0 spaces PA2, PA3, PA4, PA5: Where an	-	Home occupations that have customers,	No minimum	-	-	1 per dwelling unit	Will need to address OP policy 5.5.1.j.iii which states that: "Home occupations

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
					employee or customers attend on site: 1, otherwise 0.		client or patients attending the dwelling, shall provide 1 parking space in addition to the required parking for the residential use.					in the Agricultural Designation involving training or education will require the provision of additional parking spaces." Recommend 1 additional space for training or education home occupations.
<b>Hospital</b>	1.5 spaces/bed	1 space per 30m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> GFA	1.25 spaces/bed	1 space per 100m <sup>2</sup> GFA	PSA 2: 1.25 per bed PSA 3: 3 per bed	1 space per 40m <sup>2</sup> gross floor area	1 space per 50m <sup>2</sup> of net floor area	Area 1: 0.5 per staff and/or resident plus 1 per 9m <sup>2</sup> of assembly area  Area 2: 0.5 per staff and/or resident plus 1 per 6.5m <sup>2</sup> of assembly area  Area 3: 1 per staff and/or resident plus 1 per 4m <sup>2</sup> of assembly area	1 per 50m <sup>2</sup> net floor area	1 per 40m <sup>2</sup> GFA	No consistent approach. Preference is for the requirement to be based on GFA. Recommend 1/40m <sup>2</sup> GFA which would be in the median range.
<b>Hotel</b>	1.0 space/guest room, plus 1.0 space/4 persons permitted capacity of any restaurant and place of assembly	1.25 per unit	1 space per room or suite	1 per guest room plus 1 per 10 m <sup>2</sup> GFA open to the public excluding corridors, lobbies or foyers.	PA1: 0 spaces PA2, PA3: 1 per 2 guest rooms PA4, PA5: 1 per guest room	1.25 space per unit	<ul style="list-style-type: none"> <li>1 space per guest room; PLUS</li> <li>1 space per 10m<sup>2</sup> of gross floor area for accessory services devoted to public use, excluding</li> </ul>	a) 1.0 per lodging unit; plus, b) 1.0 per 30.0 m <sup>2</sup> net floor area outside of a lodging unit	1 per guest room plus the requirement for any other purposes	1 per guest room	0.9 per guest room	Recommend 1 space per guest room and then restaurant requirement for any separate restaurant.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
							hallways and washrooms					
<b>Impound Yard</b>	6.0 spaces plus 1 space/1000.0 m <sup>2</sup> of GFA and of open storage	-	-	-	-	-	-	-	-	-	-	Maintain existing rate.
<b>Industrial Mall</b>	1.0 space/40.0 m <sup>2</sup> for the first 1,200.0 m <sup>2</sup> of GFA, plus 1.0 space/100.0 m <sup>2</sup> for the remainder of the GFA in excess of 1,200.0 m <sup>2</sup>	-	-	<ul style="list-style-type: none"> <li>• 1 Parking Space per 50 square metres up to 1,000 square metres of GFA</li> <li>• 1 Parking Space per 100 square metres between 1,000 square metres and 5,000 square metres of Gross Floor Area, and</li> <li>• 1 Parking Space per 150 square metres over 5,000 square metres of Gross Floor Area.</li> </ul>	-	1 per 65m <sup>2</sup>	-	-	-	-	1 per 66m <sup>2</sup>	Maintain existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Laundromat</b>	1.0 space per 2 washing machines	1 per 25m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> GFA	-	-	1 per 20m <sup>2</sup>	-	-	Area 1: 1 per 8 washing machines  Area 2: 1 per 6 washing machines  Area 3: 1 per 4 washing machines	-	-	Recommend using personal service rate of 1/ 30 m <sup>2</sup> GFA rather than per machine.
<b>Liquid Waste Transfer Station</b>	6.0 spaces, plus 1 space/1000.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	Maintain existing rate.
<b>Liquor Control Board of Ontario Store</b>	1.0 space/10.0 m <sup>2</sup> GFA	-	-	1 per 16.5 m <sup>2</sup> G.F.A.	-	PSA2: 1 per 25m <sup>2</sup>  PSA3: 1 per 15m <sup>2</sup>	-	-	-	-	-	Apply retail store rate.
<b>Lodging House</b>	1.0 space/3 licenced lodgers	2 spaces per 3 lodging units	1 space for every 2 tenants	1 per Building plus 1 per 3 Lodging Units.	-	0.33 per unit	-	1.0 additional parking space per lodging unit	-	-	-	Maintain existing rate.
<b>Manufacturing Use</b>	1.0 space/100.0 m <sup>2</sup> GFA	1 per 100m <sup>2</sup> GFA	1 space per 70m <sup>2</sup> GFA	<ul style="list-style-type: none"> <li>1 Parking Space per 50 square metres up to 1,000 square metres of Gross Floor Area.</li> <li>1 Parking Space per 100 square metres between 1,000</li> </ul>	-	1 per 200m <sup>2</sup>	-	a) 1.0 per 100.0 m <sup>2</sup> net floor area for the first 7,500.0 m <sup>2</sup> net floor area; plus,  b) 1.0 per 200.0 m <sup>2</sup> net floor area for any	-	-	Micro-manufacturing : 1 per 16m <sup>2</sup> of GFA  Manufacturing or Processing Facility:  1 per 100m <sup>2</sup> GFA	Maintain existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
				square metres and 5,000 square metres of Gross Floor Area, and <ul style="list-style-type: none"> <li>• 1 Parking Space per 150 square metres over 5,000 square metres of Gross Floor Area.</li> </ul>				additional net floor area				
<b>Mixed-Use Building</b>	1.0 space/dwelling unit, plus the total spaces required for non-residential uses as set out in Section 6.18.7.8	Nothing specified but 2 spaces per unit + 0.35 visitor spaces per unit for housing form not specified.	-	-	-	-	1.25 parking spaces per dwelling unit PLUS  the greater of 0.25 parking spaces per residential dwelling unit for visitor parking or 1 parking space per 25m <sup>2</sup> of gross floor	1 per dwelling where the unit has less than 75m <sup>2</sup> net floor area  Non-residential uses: Bronte Village + Kerr Village: 1 per 40m <sup>2</sup> net floor area  Palermo Village + Uptown Core: 1 per 24m <sup>2</sup> net floor area on	-	1 per dwelling unit	See shared parking.	No consistent approach. Recommend applying apartment rate plus retail rate for any commercial space plus office rate for any office space.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
								the first storey  1 per 40m <sup>2</sup> net floor area above the first storey  Where medical offices cumulatively occupy any net floor area on the first storey or greater than 60% of the net floor area of the building, the minimum number of parking spaces shall be 1 per 18m <sup>2</sup> net floor area occupied by medical offices.				
<b>Museum</b>	1.0 space/25.0 m <sup>2</sup> GFA	1 per 50m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA  Min: 2 spaces	-	PA1: 1 per 200m <sup>2</sup>  PA2, PA3, PA4, PA5: 1 per 100m <sup>2</sup>	PSA2: 1 per 50m <sup>2</sup>  PSA3: 1 per 40m <sup>2</sup>	-	1 space per 28m <sup>2</sup> of net floor area	-	-	-	Brantford's rate is the strictest but matches with assembly hall. Maintain the existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Nursery Garden Centre</b>	1.0 space/30.0 m <sup>2</sup> GFA of retail showroom and office space, plus 1.0 space/100.0 m <sup>2</sup> of warehouse and open storage	1 per 30m <sup>2</sup> GFA used for retail sales and display of products and / or office and 1 space per 100m <sup>2</sup> used for warehouse and/or wholesale	1 space per 70m <sup>2</sup> GFA	Interior Retail: 1 per 20 m <sup>2</sup> GFA for Building  Outdoor Retail: 1 per 50 m <sup>2</sup> GFA for Outdoor Sales and Display Area	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> GFA PA4, PA5: 1 per 25m <sup>2</sup> GFA	-	-	-	-	-	1 per 25m <sup>2</sup> of GFA	Recommend retail rate for indoor retail store component and 1/100 m <sup>2</sup> for outdoor sales and display area and warehouse space.
<b>Nursing Home</b>	1.0 space/3 beds	Nursing Home: 1 per 3 beds	-	Nursing Home: 1 per 3 beds	-	1 per 3 beds	0.33 parking spaces per bed	-	Area 1: 0.5 per staff	-	-	1 per 3 beds or units seems to be the more common standard.
<b>Long Term Care Facility</b>						Rest Home: 1 per 3 beds	0.5 parking spaces per bed	0.33 per assisted living and dwelling unit	Area 2: 0.25 per resident plus 0.5 per staff	0.4 per dwelling unit and per care bed		
<b>Retirement Home</b>		Retirement Home: 1 per 3 beds							Area 3: 0.25 per resident plus 1 per staff		1 per 200m <sup>2</sup> GFA	
<b>Assisted Living</b>												

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
			1 space per 2 suits/units									
<b>Office, General</b>	1.0 space/30.0 m <sup>2</sup> GFA	1 per 30m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA	1 per 33m <sup>2</sup> GFA	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	-	1 space per 30 m <sup>2</sup> of gross floor area	1 per 35m <sup>2</sup> net floor area	Area 1: 1 per 45m <sup>2</sup>  Area 2: 1 per 37m <sup>2</sup>  Area 3: 1 per 28m <sup>2</sup>	1 per 28m <sup>2</sup> net floor area	1 per 33m <sup>2</sup> GFA	Maintain existing rate as it seems to be the middle range.
<b>Office, Accessory General</b>	1.0 space/30.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	1 per 33m <sup>2</sup> GFA	Same as for office.
<b>Office, Medical</b>	1.0 space/25.0 m <sup>2</sup> GFA	1 per 15m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA	Medical Clinic: 6 per practitioner or 1 per 15.5 m <sup>2</sup> G.F.A.,	-	1 per 15m <sup>2</sup>	1 space per 17m <sup>2</sup> GFA	a) For the first 60% of the net floor area on the lot occupied by medical offices, 1 per	Area 1: 1 per 37m <sup>2</sup> or 3 per practitioner	Only contains an office rate of 1 per 28 m <sup>2</sup>	1 space per 22m <sup>2</sup>	Brantford's rate appears low compared to most other municipalities. Consider a rate of 1 space/20 m <sup>2</sup> GFA.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
				whichever is greater.  Medical Office: 7 per practitioner				35m <sup>2</sup> net floor area  b) Where medical offices occupy greater than 60% of net floor area of the building, 1 per 18m <sup>2</sup> net floor area for the entire building.	Area 2: 1 per 28m <sup>2</sup> or 4 per practitioner  Area 3: 1 per 18m <sup>2</sup> or 5 per practitioner			
Office Supply Outlet	-	1 per 30m <sup>2</sup> GFA	-	1 per 25 m <sup>2</sup> GFA	-	-	-	-	-	-	-	Apply the retail store requirement.
On-Farm Diversified Use	-	1 per 100m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Apply Brant County rate.
Open Storage	-	1 per hectare (2.5acres)	-	-	-	1 per ha.	-	-	-	-	-	A separate parking requirement for open storage is not recommended.
Outdoor Retail Display Area	-	1 per 30m <sup>2</sup> GFA	-	1 per 30m <sup>2</sup>	-	-	-	-	-	-	-	A separate parking requirement for outdoor retail display is not recommended.
Personal Service Store	1.0 space/30.0 m <sup>2</sup> GFA	1 per 50m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA	1 per 16.5 m <sup>2</sup> GFA	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	PSA2: 1 per 15m <sup>2</sup> PSA3: 1 per 10m <sup>2</sup>	-	1 per 50m <sup>2</sup>	Area 1: 1 per 45m <sup>2</sup>  Area 2: 1 per 37m <sup>2</sup>	1 per 20m <sup>2</sup>	1 per 28m <sup>2</sup> GFA	No consistent approach. Maintain existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
									Area 3: 1 per 28m <sup>2</sup>			
Pharmacy	-	1 per 25m <sup>2</sup> GFA	-	-	-	1 per 25m <sup>2</sup>	-	-	-	-	-	Apply the retail rate.
Photocopy Shop/Printing Establishment	1.0 space/30.0 m <sup>2</sup> GFA	1 per 200m <sup>2</sup> GFA	1 per 70 m <sup>2</sup> GFA	1 per 50 m <sup>2</sup> GFA	-	-	-	-	-	-	-	Should be the same as personal service store.
Place of Entertainment/Recreation	1.0 space/4 persons of permitted capacity	1 per 20m <sup>2</sup> GFA	-	Commercial Entertainment :  1 per 5 seats or 1 per 5m <sup>2</sup> GFA, whichever is greater  Recreation Center:  1 per 10 m <sup>2</sup> G.F.A., or 1 per 5 seats whichever is greater, except in the case of  a) a Golf Course which shall provide 6 per hole b) a miniature golf course or driving range which shall provide	0.25 per person  Fitness Centre: PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	-	Indoor Playgrounds: 1 parking space per 20m <sup>2</sup> GFA  All Other Entertainment Uses: 1 parking space per 9m <sup>2</sup> of gross floor area  Recreation & Athletic Facilities, Public Parks:  • 15 spaces for general park visitors; PLUS • 1 space per 30m <sup>2</sup> GFA for all buildings, structures and pavilions.  ○ 30 spaces per	1 per 22m <sup>2</sup> net floor area  Sports Facility:  • 1 per 18m <sup>2</sup> net floor area • 4 parking spaces per outdoor playing court plus • 12 parking spaces per outdoor playing field  Park: No minimum requirement	0.5 per staff plus 1 per 9m <sup>2</sup> of assembly area	1 per 20m <sup>2</sup> net floor area	Place of Entertainment : 1 per 12.5m <sup>2</sup> GFA  Active Recreational Use: 1 per 22m <sup>2</sup> GFA	Moving to a rate per GFA, 1 space /4 persons equates to 1 space/18 m <sup>2</sup> on a recent place of entertainment in Brantford. Recommend using that rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Racquet Facility</b>	1 spaces/court plus 1.0 space/4 persons or permitted capacity			1 per tee or hole c) A bowling alley which shall provide 1 per 6 lanes plus 1 for each 23 m <sup>2</sup> of Gross Floor Area Used for an Accessory Use			baseball field; o 30 spaces per soccer field; o 4 spaces per tennis court					
<b>Private Club</b>	1 .0 space/4 persons of permitted capacity					1 per court						
<b>Swimming Pool</b>	1.0 space/20.0 m <sup>2</sup> GFA (excluding pool) plus 1.0 space/4 persons of permitted capacity	1 per 20m <sup>2</sup> GFA				1 per 20m <sup>2</sup>						
<b>Gymnasium</b>	1 space/20.m <sup>2</sup> GFA, plus 1.0 space/4 persons of permitted capacity		1 space per 4 persons  Fitness or Health Club: 1 space per 2 persons									

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
Stadium	1.0 space/6 seats	-	-	-	0.25 per person	-	-	-	-	-	-	-
Place of Worship	1.0 space/5 persons permitted capacity	1 per 5 seats	1 space per 5 persons in the sanctuary	-	•	1 per each 4 persons place of worship capacity	<ul style="list-style-type: none"> <li>1 space per 5.5m<sup>2</sup> of GFA in the nave PLUS</li> <li>1 space per 11m<sup>2</sup> of GFA for a public hall, banquet hall or community/multi-use hall if permitted and associated with or on the same site as the Place of Worship.</li> </ul>	a) 1 per 5 persons capacity for the <i>place of worship area</i> ; plus, b) 1 per 22.0 m <sup>2</sup> <i>net floor area</i> for any additional <i>accessory assembly area</i>	Area 1: 1 per 9m <sup>2</sup> of assembly area  Area 2: 1 per 6.5m <sup>2</sup> of assembly area  Area 3: 1 per 4m <sup>2</sup> of assembly area	1 per 20m <sup>2</sup> net floor area	1 per 9m <sup>2</sup> of worship space	1 per 5 seats seems the most common. If it is GFA based, a rate of 1/20 m <sup>2</sup> GFA would be similar to a recent place of worship in the city.
Postal Station	1.0 space/30.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	Should reflect personal service rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Recycling Operation</b>	6 spaces, plus 1.0 space/1000 m <sup>2</sup> of GFA and of open storage	1 per 100m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Maintain existing rate.
<b>Research Use</b>	1.0 space/30.0 m <sup>2</sup> GFA	1 per 100m <sup>2</sup> GFA	1 space per 70m <sup>2</sup> GFA	1 per 33 m <sup>2</sup> GFA	1 per 100m <sup>2</sup>	-	-	-	Area 1: 1 per 45m <sup>2</sup>  Area 2: 1 per 37m <sup>2</sup>  Area 3: 1 per 28m <sup>2</sup>	1 per 100m <sup>2</sup> net floor area	1 per 100m <sup>2</sup> GFA	No consistent approach. Maintain existing rate.
<b>Restaurant, Fast Food</b>	1.0 space/10.0 m <sup>2</sup> GFA plus 1 space per 4 customer seats	1 per 10m <sup>2</sup> GFA	-	-	-	1 per 8m <sup>2</sup>	-	-	-	-	-	No consistent approach. Maintain Brant County rate.
<b>Restaurant</b>	1.0 space/4 persons of permitted capacity	1 per 10m <sup>2</sup> GFA	1 space per 4 persons	1 per 7.5m <sup>2</sup> GFA	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	1 per 15m <sup>2</sup>	<ul style="list-style-type: none"> <li>• 1 space per 9m<sup>2</sup> of GFA PLUS</li> <li>• 1 space per 18m<sup>2</sup> of patio area</li> </ul>	1 per 10m <sup>2</sup> net floor area	Area 1: the greater of 6 or 1 per 5 seats, plus 1 per 9m <sup>2</sup> of assembly area  Area 2: the greater of 8 or 1 per 4 seats, plus 1 per 6.5m <sup>2</sup> of assembly area  Area 3: the greater of 10 or 1 per 3 seats, plus 1 per 4m <sup>2</sup>	1 per 20m <sup>2</sup> net floor area	1 per 12.5m <sup>2</sup> GFA	<p>Floor area requirement is preferred but no consistent approach. Recommended 1/10 m<sup>2</sup> GFA.</p> <p>As a result of public health restrictions during the COVID-19 pandemic, temporary patios were allowed to occupy existing parking spaces. The new Zoning By-law could allow for 3 parking spaces or 10% of required parking spaces, whichever is greater,</p>

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
									of assembly area			to be used for temporary (seasonal) patios.
<b>Retail Store</b>	1.0 space/30.0 m <sup>2</sup> GFA	Less than 1000m <sup>2</sup> : 1 per 25m <sup>2</sup> GFA  More than 1000m <sup>2</sup> : 1 per 20m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA  Min: 2 spaces	1 per 16.5m <sup>2</sup> GFA  Interior Retail: 1 per 20m <sup>2</sup> GFA for Building	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	Greater than 2,000m <sup>2</sup>  PSA2: 1 per 25m <sup>2</sup> PSA3: 1 per 20m <sup>2</sup>  Less than 2,000m <sup>2</sup> : PSA2: 1 per 25m <sup>2</sup> PSA3: 1 per 15m <sup>2</sup>	1 space per 20m <sup>2</sup> of GFA	1.0 per 18.0m <sup>2</sup> net floor area	Area 1: 1 per 35m <sup>2</sup>  Area 2: 1 per 23m <sup>2</sup>  Area 3: 1 per 18m <sup>2</sup>	1 per 20m <sup>2</sup> net floor area	Up to 5000m <sup>2</sup> GFA: 1 per 28m <sup>2</sup> GFA  Over 5000m <sup>2</sup> GFA: 1 per 22m <sup>2</sup> GFA  Accessory and ancillary retail: 1 per 28m <sup>2</sup> GFA	Brantford appears to be the most lenient. Maintain existing rate.
<b>Salvage Yard</b>	6.0 spaces, plus 1.0 space/1000.0 m <sup>2</sup> of GFA and of open storage	-	-	-	1 per 100m <sup>2</sup>	With no structures: 1 hectare  With structures: 1 per 30m <sup>2</sup> for retail and showroom plus 1 per 200m <sup>2</sup> for warehousing and wholesaling	-	-	Minimum of 6 plus the requirement for any other purposes	-	-	Maintain existing rate.
<b>School, Commercial</b>	2.0 spaces, plus 1 space/ 20.0 m <sup>2</sup> GFA	1 per 30m <sup>2</sup> GFA	1 space per student	1 per 2 staff members plus 1 per 28m <sup>2</sup> classroom floor space	-	PSA2: 1 per 45m <sup>2</sup> PSA3: 1 per 30m <sup>2</sup>	5 parking spaces per classroom	1 per 22m <sup>2</sup> net floor area	-	-	-	No consistent approach. Maintain existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>School, Elementary</b>	The greater of either 3.0 spaces plus 1.0 space/teaching station or 1.0 space/4 persons of permitted capacity of the place of public assembly within the elementary school which has the greatest permitted capacity.	1.0 per classroom (includes teaching rooms, gymnasium, library etc.) plus 1 per portable classroom	1 space per classroom and office	1 per classroom plus a minimum of 4 visitor Parking Spaces plus any required parking for a Public Hall if such exists.	1.5 per classroom	3 plus 1 per classroom	2 parking spaces per classroom	1.0 per classroom, not including any portables	Area 1: 1.5/classroom  Area 2+3: 2/classroom	-	1.5 per classroom or auditorium	No consistent approach for number per classroom but 2 spaces per classroom is the middle range of the rates. It is not reasonable to base the rate on the place of public assembly within the school (e.g., gym) which might be used only twice a year for public assemblies.
<b>School, Post-Secondary</b>  <b>University</b>	1.0 space/70.0 m <sup>2</sup> GFA	1 per 100m <sup>2</sup> plus 1 per 15 students  University: 1 per 100m <sup>2</sup> plus 1 space for 6 resident students and/or staff	1 space per classroom and per office plus 1 space per 10 students	-	-	1 per 100m <sup>2</sup> plus 1 per 15 students	No minimum requirement.	43 or 2 per 100m <sup>2</sup>	Area 1: 1 per classroom plus 1 per 9m <sup>2</sup> of other assembly area, and 0.25 per resident student  Area 2: 6 per classroom plus 1 per 6.5m <sup>2</sup> of other assembly area, and 0.25/resident student  Area 3: 8 per classroom plus 1 per 4m <sup>2</sup> of other assembly area, and 0.25 per resident student	-	MMU, HMU, CMU, GM and EMU Zone: 3 per auditorium or classroom  VMC Zone: 2.5 per auditorium or classroom	No consistent approach. Maintain the existing rate.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>School, Secondary</b>	The greater of either 3.0 spaces/ teaching station or 1.0 space/4 persons of permitted capacity of the place of public assembly within the secondary school which has the greatest permitted capacity.	1 per classroom (includes teaching rooms, gymnasium, library etc.) plus 1 per portable classroom	1 space per classroom and per office plus 1 space per 10 students	1 per classroom plus any required parking for a Public Hall if such exists.	2.5 per classroom	3 per classroom	4 parking spaces per classroom	4 per classroom, not including any portables	Area 1: 1.5/classroom  Area 2+3: 2/classroom plus 1 per 20 students	-	1.5 per classroom or auditorium	Use higher rate of 4 per classroom but do not apply the place of public assembly rate.
<b>Service Industry</b>	1.0 space/20.0 m <sup>2</sup> GFA	1 per 25m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	1 per 20m <sup>2</sup> GFA seems to be quite high for the use which would not normally have customers visit. A rate for an industrial use such as an industrial mall at 1 per 40 m <sup>2</sup> GFA may be more appropriate.
<b>Service or Repair Shop</b>	1.0 space/30.0 m <sup>2</sup> GFA	1 per 25m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> GFA	1 per 33m <sup>2</sup> GFA	PA1: 0 spaces PA2, PA3: 1 per 50m <sup>2</sup> PA4, PA5: 1 per 25m <sup>2</sup>	-	1 space per 20m <sup>2</sup> of GFA	a) 1.0 per 100.0 m <sup>2</sup> net floor area for the first 7,500.0 m <sup>2</sup> net floor area; plus,  b) 1.0 per 200.0 m <sup>2</sup> net floor area for any additional net floor area	-	-	-	No consistent approach but this should be the same as personal service.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Shopping Centre</b>	1 space/18 m <sup>2</sup> GFA	Less than 2000m <sup>2</sup> : 1 per 35m <sup>2</sup> GFA  Greater than 2000m <sup>2</sup> : 1 per 25m <sup>2</sup> GFA	1 space per 18.6m <sup>2</sup> gross leasable floor area	-	-	PSA2: 1 per 30m <sup>2</sup> GLFA  PSA3: 1 per 20m <sup>2</sup> GLFA  Less than 2000m <sup>2</sup> :1 per 15m <sup>2</sup>	-	-	-	Less than or equal to 4,645m <sup>2</sup> GLFA:1 per 20m <sup>2</sup> net floor area	Up to 5000m <sup>2</sup> GFA: 1 per 28m <sup>2</sup> GFA  Over 5000m <sup>2</sup> GFA: 1 per 22m <sup>2</sup> GFA	Brantford is the most restrictive and it is much more restrictive than the rate for retail stores. Recommend 1 space per 20 m <sup>2</sup> which is closer to the high-end range of other municipalities' rates for shopping centre.
<b>Short Term Rental Accommodation</b>	Up to 3 bedrooms per unit, the primary residential use parking requirements shall apply. For 4 or more bedrooms per unit, one additional space per bedroom.	-	-	-	-	-	-	-	-	-	-	Maintain this new rate.
<b>Specialty Drug/Food Warehouse</b>	1.0 space/30.0 m <sup>2</sup> GFA of retail showroom and office space, plus 1.0 space/100.0 m <sup>2</sup> GFA of warehouse	-	-	-	-	-	-	-	Area 1: 1 per 23m <sup>2</sup> of building floor area  Area 2 + 3: 1 per 20m <sup>2</sup> of floor area	-	-	Retail component should be same as retail rate and warehouse should be consistent with that rate. If warehouse and retail are combined in same area, should be the retail rate.
<b>Specialty Retail Store</b>	1.0 space/30.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	Should be same as retail store.
<b>Studio</b>	1.0 space/30.0 m <sup>2</sup> GFA	1 per 45m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	Maintain existing rate which is similar to personal service.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<p><b>Supermarket</b></p> <p><b>Grocery Store</b></p>	<p>1.0 space/25.0 m<sup>2</sup> GFA</p> <p>1 per 40m<sup>2</sup></p>	<p>1 per 25m<sup>2</sup> GFA</p> <p>1 per 25m<sup>2</sup> GFA</p>	-	-	<p>PA1: 0 spaces</p> <p>PA2, PA3: 1 per 50m<sup>2</sup></p> <p>PA4, PA5: 1 per 25m<sup>2</sup></p>	<p>PSA2: 1 per 25m<sup>2</sup></p> <p>PSA3: 1 per 20m<sup>2</sup></p>	-	-	-	-	<p>Up to 1000m<sup>2</sup> GFA: 1 per 28m<sup>2</sup> GFA</p> <p>Over 1000m<sup>2</sup> GFA: 1 per 22m<sup>2</sup> GFA</p>	<p>Supermarket and grocery stores should be the same. These uses often have higher parking rates than a retail store. Recommend 1/25m<sup>2</sup> GFA.</p>
<b>Telecommunications Services</b>	1.0 space/30.0 m <sup>2</sup> GFA	-	-	-	-	-	-	-	-	-	-	Delete as it is a site specific use that is no longer present.
<b>Transportation Terminals</b>	6.0 spaces, plus 1 space/1000.0 m <sup>2</sup> GFA	1 per 100m <sup>2</sup> GFA	1 space per 50m <sup>2</sup>	1 per 50 m <sup>2</sup> GFA	1 per 100m <sup>2</sup>	-	-	1 per 100m <sup>2</sup> net floor area	-	1 per 100m <sup>2</sup> net floor area	1 per 200m <sup>2</sup> GFA	Maintain existing rate.
<b>Veterinary Clinic</b>	1.0 space/15.0 m <sup>2</sup> GFA (excluding kennels and runs)	1 per 25m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> GFA Min: 2 spaces	1 per 25 m <sup>2</sup> GFA	<p>PA1: 0</p> <p>PA2, PA3: 1 per 50m<sup>2</sup></p> <p>PA4, PA5: 1 per 25m<sup>2</sup></p>	1 per 45m <sup>2</sup>	-	1 per 22m <sup>2</sup> net floor area	<p>Area 1: 1 per 37m<sup>2</sup> or 3 per practitioner</p> <p>Area 2: 1 per 28m<sup>2</sup> or 4 per practitioner</p> <p>Area 3: 1 per 18m<sup>2</sup> or 5 per practitioner</p>	-	1 per 22m <sup>2</sup> GFA	<p>Brantford is most restrictive. Medical offices are recommended at 1/20m<sup>2</sup> GFA so the two rates should be similar.</p>

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<b>Warehouse Use</b>	2.0 spaces, plus 1.0 space/1,000.0 m <sup>2</sup> GFA	1 per 100m <sup>2</sup> GFA	1 space per 1000m <sup>2</sup> GFA	1 per 50m <sup>2</sup> GFA  Warehouse: 1 per 200 m <sup>2</sup> G.F.A.	1 per 100m <sup>2</sup>	1 per 200m <sup>2</sup>	For the first 1000 m <sup>2</sup> , 1 space per 30m <sup>2</sup> of GFA shall be provided.  Any additional GFA shall be calculated in addition to the above provision and provided in accordance with the following rates:  <ul style="list-style-type: none"> <li>• For GFA between 1001m<sup>2</sup> to 5000m<sup>2</sup> shall provide 1 space per 100m<sup>2</sup> of gross floor area.</li> <li>• GFAs greater than 5000m<sup>2</sup> shall provide 1 space per 200m<sup>2</sup> of GFA.</li> </ul>	a) 1.0 per 100.0 m <sup>2</sup> net floor area for the first 7,500.0 m <sup>2</sup> net floor area; plus,  b) 1.0 per 200.0 m <sup>2</sup> net floor area for any additional net floor area	-	-	1 per 200m <sup>2</sup> GFA	There is no consistent approach, but Brantford is very low compared to others. A higher rate may be more appropriate as modern logistics facilities are more labour intensive. 1 / 200 m <sup>2</sup> GFA seems appropriate compared to the best practices.
<b>Warehouse, Public Self Storage</b>	-	1 per 200m <sup>2</sup> GFA	1 space per 500m <sup>2</sup> GFA	Storage Facility: 1 per 50 m <sup>2</sup> GFA	Self Service Storage Facility: 1 per 100m <sup>2</sup>	-	-	Bulk Storage Facility: 1 per 100 m <sup>2</sup> net floor area	-	-	Commercial Storage: 1 per 200 m <sup>2</sup> GFA	Should be similar to a warehouse at 1/200m <sup>2</sup> GFA.

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
								Commercial Self Storage: 1 per 100 m <sup>2</sup> net floor area, to a minimum requirement of 8 parking spaces				
<b>Wholesale Use</b>	1.0 space/80.0 m <sup>2</sup> GFA	1 per 150m <sup>2</sup> GFA	1 space per 50m <sup>2</sup> GFA	-	1 per 100m <sup>2</sup> GFA	PSA2: 1 per 150m <sup>2</sup> GFA PSA3: 1 per 125m <sup>2</sup> GFA	-	1 space per 100m <sup>2</sup> of net floor area	Area 1: 1 per 28m <sup>2</sup> of sales floor area plus 1 per 325m <sup>2</sup> of storage area plus 1 per 45m <sup>2</sup> of office floor area  Area 2: 1 per 23m <sup>2</sup> of sales floor area plus 1 per 280m <sup>2</sup> of storage area plus 1 per 37m <sup>2</sup> of office floor area  Area 3: 1 per 18m <sup>2</sup> of sales floor area plus 1 per 230m <sup>2</sup> of storage area plus 1 per 28m <sup>2</sup> of office floor area	-	-	Brantford appears to be one of the most restrictive. This should be the same as the industrial rate of 1/100 m <sup>2</sup> GFA.
<b>All other uses not herein specified</b>	1.0 space/30.0 m <sup>2</sup> GFA	-	-	-	-	-	1.0 space/30.0 m <sup>2</sup> GFA	-	-	-	-	Maintain existing rate.

### 2.1.3 Parking Exemptions and Reductions

Section 6.18.7 of the current Brantford Zoning By-law provides three parking exemption areas in a portion of the Downtown Urban Growth Centre, as illustrated in **Figure 1**. These parking exemption areas provide relief from the minimum parking requirements of Table 6.1 of the By-law. In Parking Exemption Area 1, 50% of required spaces must be provided; in Exemption Area 2, 75% of required spaces must be provided; and in Exemption Area 3, all uses are exempt from the parking requirements of Table 6.1.



**Figure 2: Brantford Parking Exemption Areas**

Only St. Catharines provides an exemption as extensive as Brantford based on a defined area. The St. Catharines Zoning By-law exempts two special provision areas from all its vehicle and bicycle parking requirements, both of which are located in the Downtown.

Other Zoning By-law also include various parking reductions. In the City of Vaughan, where an employment use exists, a reduction of two parking spaces for every car-pool parking space is permitted up to a maximum of five spaces or 5% of the total minimum required parking spaces for non-residential uses. As well, a maximum of four reduced parking spaces for each car-share parking space is permitted for apartment dwellings. Additionally, where the principal use is a restaurant and includes a drive-through, Vaughan allows a 10% reduction to the minimum required parking spaces.

Guelph allows a 20% reduction for designated structures under the Ontario Heritage Act, up to a maximum reduction of five spaces.

In Brantford's new Zoning By-law, consideration should be given to whether the existing exemption areas and rates should remain, particularly for new mixed-use development. As previously discussed, reduced parking requirements can act as an incentive to promote higher density, mixed-use development in the City's Strategic Growth Areas like the Downtown Urban Growth Centre. This reduction can be particularly useful in older areas where the existing built form limits the potential for surface parking lots. It is recommended that the boundaries of areas where parking rates are reduced in the new Zoning By-law align with the Upper Downtown and Historic Mainstreets Precincts of the Official Plan (i.e., the older areas of the Downtown).

In the new Zoning By-law, consideration should also be given to allowing reductions in parking where car-share parking is provided.

#### **2.1.4 Shared Parking**

Brantford's Zoning By-law does not contain any standards for shared parking. Of the Zoning By-laws reviewed, only the City of Vaughan and City of Kingston Zoning By-laws contain a shared parking standard which are used in mixed-use areas in order to decrease the requirements for parking.

**Tables 2, 3 and 4** show both Vaughan and Kingston's shared parking provisions. Both Zoning By-laws divide the day into 4 time periods and set a percentage requirement of the full parking rate during those time periods. Both Zoning By-laws additionally set different occupancy rates for weekdays and weekends. The total shared parking rate would be the total of all parking requirements applicable on a lot with each requirement multiplied by the percentages in the table and the highest rate of any of the time periods applying. For example, according to **Table 2**, if a movie theatre is located within a mixed-use lot and contains 30 spots, 3 spots (10%) must be reserved for that use in the morning on a weekday and 24 spots (80%) must be reserved for that use in the evening on a weekday. The remaining spots can be used for other uses within the mixed-use lot.

Further considerations as to whether a shared parking standard should be applied to Brantford will be needed as the Project progresses as this approach is not commonly

used within neighbouring municipalities. A unique set of provisions would need to be created to ensure that it is supported by Brantford's infrastructure at this time.

**Table 2: Vaughan Weekday Shared Parking Standard**

<b>Use</b>	<b>Morning</b>	<b>Noon</b>	<b>Afternoon</b>	<b>Evening</b>
Business service	65%	90%	80%	100%
Community facility	10%	40%	40%	80%
Financial Institution	65%	90%	80%	100%
Garden centre	65%	90%	80%	100%
Health and fitness centre	65%	90%	80%	100%
Hotel and hotel (small scale)	70%	70%	70%	100%
Office	100%	90%	95%	10%
Personal service	65%	90%	80%	100%
Pet care establishment and pet services establishment	65%	90%	80%	100%
Place of assembly	10%	40%	40%	80%
Place of entertainment	10%	40%	40%	80%
Research and development	100%	90%	95%	10%
Restaurant, take-out restaurant, including any outdoor patio	20%	100%	30%	100%
Retail, retail convenience and shopping centre	65%	90%	80%	100%
Residential visitor parking	20%	20%	60%	100%
School and post-secondary school	100%	100%	100%	20%
Service or repair shop	65%	90%	80%	100%
Theatre	10%	40%	40%	80%

**Table 3: Vaughan Weekend Shared Parking Standard**

<b>Use</b>	<b>Morning</b>	<b>Noon</b>	<b>Afternoon</b>	<b>Evening</b>
<b>Percentage of Peak Period (Weekends)</b>				
Business service	80%	85%	100%	40%
Community facility	10%	50%	80%	100%
Financial Institution	80%	85%	100%	40%
Garden centre	80%	85%	100%	40%
Health and fitness centre	80%	85%	100%	40%
Hotel and hotel (small scale)	70%	70%	70%	100%
Office	10%	10%	10%	10%
Personal service	65%	90%	80%	100%
Pet care establishment and pet services establishment	80%	85%	100%	40%
Place of assembly	10%	50%	80%	100%
Place of entertainment	10%	50%	80%	100%
Research and development	10%	10%	10%	10%
Restaurant, take-out restaurant, including any outdoor patio	20%	100%	50%	100%
Retail, retail convenience and shopping centre	80%	100%	100%	70%
Residential visitor parking	100%	100%	100%	100%
School and post-secondary school	10%	10%	10%	10%
Service or repair shop	80%	85%	100%	40%
Theatre	40%	70%	80%	100%

**Table 4: Kingston Shared Parking Standard**

Use	Period	Parking Occupancy Rate (%)			
		Morning	Noon	Afternoon	Evening
Visitor space	Weekday	0	35	35	100
	Weekend	10	70	70	100
Office	Weekday	100	90	95	10
	Weekend	10	10	10	0
Wellness Clinic	Weekday	100	100	100	0
	Weekend	100	100	0	0
Retail Store	Weekday	60	90	90	90
	Weekend	80	100	100	70
Restaurant	Weekday	20	100	30	100
	Weekend	20	100	50	100

### 2.1.5 Cash-in-Lieu of Parking

Brantford’s Official Plan encourages the use of cash-in-lieu of parking payment within the Downtown Urban Growth Centre, subject to the City’s long-term parking strategy and in accordance with the Cash-in-lieu of Parking By-law.

The City’s Cash-in-lieu of Parking By-law 83-2018 sets out a rate for calculating the cash-in-lieu payment. The area which is exempt from providing off-street parking facilities in return for cash-in-lieu compensation applies to the central part of the Downtown Urban Growth Centre as shown in **Figure 2**.

The Milton, Oakville and Kingston Zoning By-laws similarly contain provisions for cash in lieu of parking. Kingston is the only City that also has a cash-in-lieu of parking by-law. Brantford’s new Zoning By-law does not need to address cash-in-lieu since the city already has a dedicated Cash-in-lieu of Parking By-law.



Figure 3: Brantford Cash-in-lieu of Parking Area

### **2.1.6 Parking Deficiencies**

Brantford's current Zoning By-law outlines scenarios where parking deficiencies are permitted (i.e., where the minimum number of required parking spaces is not met). These provisions are appropriate as they allow for the adaptive reuse of existing buildings and no changes are proposed.

## **2.2 Other Parking Provisions**

The following sub-sections outline the City's other requirements related to parking and compare these approaches to those of other municipalities to assist in determining the provisions for Brantford's new Zoning By-law.

### **2.2.1 Parking Space Dimensions**

**Table 5** provides a comparison on parking space size standards by municipality with a comparison of Brantford's and Brant County's standards with nine other municipal standards. The table indicates that the standards are relatively consistent, although there is some variation. Some municipalities have slightly smaller requirements for widths and depths of parking spaces, but most are not significantly different. It is recommended that the existing standards in Brantford's Zoning By-law be maintained in the new Zoning By-law.

Consideration should be given to increasing the required width of a parking stall when one side abuts a wall or column other than in a private garage or carport. Other municipalities require an additional width of 0.3 metres.

Table 5: Parking Space Size Standards by Municipality

Space Type	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<i>90-degrees:</i>	-	-	-	-	-	-	2.75 x 6.5m	-	-	-	2.7m x 5.7m	Relatively consistent standards with some variations.
<i>Parallel:</i>	2.75 m x 6.7 m	2.5 x 6.7m	2.7m x 6.7m	-	2.6m x 6.7m	-	2.75m x 6.5m	-	-	-	2.7m x 6.7m	
<i>Tandem:</i>	2.75 m x 11.0 m	-	-	-	-	-	-	-	-	-	2.7m x 6m	
<i>Type A Accessible Parking Space:</i>	3.4 m x 5.6 m and 1.5m wide access aisle	-	Min width: 3.4m	-	Width: 3.4m with minimum vertical of clearance of 2.9m	3.4m x 5.5m	3.4m x 5.8m	-	-	3.4m x 5.2m	3.4m x 5.7m	
<i>Type B Accessible Parking Space:</i>	2.75 m x 5.6 m and 1.5 m access aisle	-	Min width: 3.1m	-	Width: 2.7m with minimum vertical of clearance of 2.9m	2.4m x 5.5m	2.75m x 5.8m	-	-	-	2.4m x 5.7m	
<i>Two Adjacent Accessible Parking Spaces:</i>	Common 1.5m x 5.6 m aisle required	-	-	-	-	-	-	-	-	-	-	
<i>All Other Parking:</i>	2.75m x 5.6m	2.8m x 5.5m	2.7m x 5.5m	2.75 m x 5.5 m	-	2.7m x 5.5m	-	-	-	2.6m x 5.2m	-	

## **2.2.2 Parking Location**

The Brantford Zoning By-law currently allows required parking spaces for any use in the C1, C2, or M2 Zones to be provided off-site within 150 metres of the lot, which is consistent with the City of Kingston's approach. The City of Kingston also allows required parking to be provided off-site within 60 metres of a lot where a building conversion results in an increase of dwelling units. Oakville allows parking off-site on another lot within 300 metres if both lots are in a Mixed-Use zone. It is recommended that Brantford explore provisions to allow off-site parking to facilitate infill and intensification where there is inability to provide parking on the lot.

The Zoning By-law also requires that parking spaces shall be located a minimum of 1m from any other lot line abutting a street (i.e., a flankage lot line) in a RE, R1A, R1B, R1C, R1D, R2, R3 or RC Zone (6.18.3.4). This requirement is a unique provision not found in other by-laws.

Section 6.18.3.5 similarly requires that parking spaces shall be located 1m from any lot line not abutting a street in an R4A, R4B, or RHD Zone. This requirement encourages the pairing of driveways for townhouse dwellings, which provides for greater on-street parking.

Section 6.18.3.9 requires 50% of the front yard to be maintained as landscape open space with no reference to parking. This provision should be relocated to the general provisions.

Section 6.18.3.10 prohibits tandem parking with the exception of bed and breakfast establishments, short term rental accommodations, home occupations, accessory dwelling units and converted dwelling units. This provision should be revised to allow for tandem parking more broadly in residential zones, especially since two parking spaces are proposed to be required for single and semi-detached dwellings and townhouses in the new Zoning by-law.

The references to zones in this section will need to be updated to reflect the zones in the new Zoning By-law.

## **2.4.1 Access to Parking / Aisle widths**

Most of the Zoning By-laws, including Brantford's, include provisions for driveway and/or aisle access and widths. Some by-laws use tables and others list out the provisions however, there is no consistent approach.

No changes are proposed to the parking aisle widths although the provisions should be set out in a table for simplicity.

## **2.4.2 Parking Structure and Surface**

Subsection 6.18.5.1 is not needed as it can be addressed under parking location.

Requirements for surface conditions can be addressed through the City's Site Plan Manual and therefore do not need to be included in the new Zoning By-law. As well, permeable pavement should be allowed and promoted which is not currently permitted by this provision.

## **2.4.3 Accessible Parking**

**Table 6** sets out accessible parking standards by municipality. Accessible parking standards require a minimum proportion of the required parking spaces to be provided as accessible parking spaces for the use of persons with disabilities. Most municipalities provide for a gradation in the proportion of accessible spaces required as the number of parking spaces increase, starting at 4% and reducing to 3%, then 2% and then 1%. Brantford's requirements only reduce to 2% plus 2 spaces where 200 or more parking spaces are required. It is recommended that the Brant County standards be included in the new Zoning By-law as they are similar to many other of the municipalities reviewed and directly implement the Design of Public Spaces Standards of the Integrated Accessibility Standards (O. Reg. 191/11) prescribed under the Accessibility for Ontarians with Disabilities Act, 2005.

Section 6.18.4.4 requires a minimum clearance height for accessible parking spaces of 3.35 metres. This section should be moved to a section on Accessible Parking so that all accessible parking standards are in one location.

The existing provisions that require an equal number of Type A and Type B accessible spaces should continue as well as the requirement to round up to the nearest whole number.

## **2.4.4 Storage of Motor Homes, Trailers, Boats, Snowmobiles and Commercial Vehicles**

Sections 6.18.8 and 6.18.9 provide regulations for storage or parking of motor homes, travel trailers, snowmobiles, boats and trailers in residential zones and storage of commercial vehicles, limousines, construction equipment, buses, and school buses in residential zones. These requirements are appropriate and should be carried forward in the new Zoning By-law.

## **2.4.5 Staking Rate Comparison**

**Table 7** provides staking lane requirements by municipality. A number of the municipal zoning by-laws that were reviewed do not have staking lane requirements. For those that do, Brantford's standards are generally consistent with those other by-laws and are recommended to be carried forward to the new Zoning By-law.

Table 6: Accessible Parking Standards by Municipality

Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
	-	-	-	<b>Number of Required Parking Spaces</b>							Most are generally consistent except for Brantford.
4% of required parking spaces	<b>1-12: 1</b>	<b>5-25: 1</b> Type A	<b>2-50: 1</b>	<b>1-12: 1</b>	<b>1-12: 1</b>	<b>1-12: 1</b> Type A	<b>3-25: 1</b>	<b>1-20: 1</b>	<b>1-12: 1</b>	<b>1-12: 1</b>	
<b>200+: 2% + 2</b>	<b>13-100: 4%</b>	<b>25-50: 1</b> Type A and 1 Type B	<b>51-200: 2</b>	<b>13-100: 4%</b>	<b>13-100: 4%</b>	<b>13-100: 4%</b>	<b>26-100: 4%</b> of the total number of parking spaces in the parking area	<b>21-100: 3</b>	<b>13-100: 4%</b> of the required parking	<b>13-100: 4%</b>	
	<b>101-200: 3% + 1</b>	<b>51-75: 1</b> Type A and 2 Type B	<b>201-300: 3</b>	<b>101-200: 3% + 1</b>	<b>101-200: 3% + 1</b>	<b>101-200: 1 + 3%</b>	<b>101-200: 1 + 3%</b> of the total number of parking spaces in the parking area	<b>101-200: 5</b>	<b>101-200: 3%</b> of the required parking + 1 parking space	<b>101-200: 1 + 3%</b> of the total required parking spaces	
	<b>201-1000: 2% + 2</b>	<b>76-100: 2</b> Type A and 2 Type B	<b>301-400: 4</b>	<b>201-1000: 2% + 2</b>	<b>201-1000: 2% + 2</b>	<b>201-1000: 2 + 2%</b>	<b>201-1000: 2 + 2%</b> of the total number of parking spaces in the parking area	<b>201-300: 7</b>	<b>201-1000: 2%</b> of the required parking + 2 parking spaces	<b>201-1000: 2 + 2%</b> of the total required parking spaces	
	<b>1001+: 1% + 11</b>	<b>100+: 1</b> plus 3% of required parking spaces	<b>More than 400: 1</b> additional space per 100 required spaces	<b>1001+: 1% + 11</b>	<b>1001+: 1% + 11</b>	<b>1000+: 11</b> accessible parking + 1%	<b>1000+: 11 + 1%</b> of the total number of parking spaces in the parking area	<b>301-400: 9</b>	<b>1001-1009: 1%</b> of the required parking + 11 parking spaces	<b>1000+: 11</b> plus 1% of the total required parking spaces	
								<b>401 or more: 9</b> plus 1% of the total parking space requirement	<b>11000 or greater: 2%</b> of the required parking		

Table 7: Stacking Lane Standards by Municipality

Use	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments
<i>Financial Institution</i>	4	5	-	-	-	4	3+1 egress	4	-	3	4	Brantford seems consistent with most other by-laws.
<i>Automobile Washing Facility</i>	8+1 egress	10	-	-	-	9	10+2 egress	8+1 egress	-	3	8 per bay	
<i>Restaurant</i>	10+2 egress	12	-	-	-	12	10+2 egress	10+2 egress	-	10	8	
<i>Retail Store</i>	4	-	-	-	-	-	-	4	-	-	2	
<i>School</i>	10+3 egress	10	-	-	-	-	-	10+3 egress	-	-	-	
<i>Service Commercial Establishment</i>	4	-	-	-	-	9	-	4	-	-	-	

## 2.4.6 Bicycle Parking Requirements

Brantford's Zoning By-law currently does not contain any requirements for the provision of bicycle parking. Brant, Guelph and Peterborough additionally do not include bicycle provisions. Amongst the municipalities that do include requirements for bicycle parking, there is no consistent approach other than requiring bicycle parking for apartment dwellings. This ranged from 0.2 per apartment dwelling unit in Barrie, Milton and Vaughan to a base of 6 spaces plus 1 for every additional dwelling unit above 20 in St. Catharines. Kingston, Milton, St. Catharines and Vaughan also included parking size requirements which were all similar at 1.8m x 0.6m. Brantford should consider adding a simple set of provisions for bicycle parking in the new Zoning By-law to support cycling as a mode of transportation and reduce reliance on automobiles.

## 2.4.7 Electric Vehicle Parking/Charging

Brantford's Zoning By-law does not currently contain any requirements for electric vehicle parking/charging. The City of Kingston allows required parking spaces to be used for the electric vehicle recharge, whether or not a fee is charged for the use of such electric vehicle supply equipment. The City of London includes required electric vehicle spots within its special provisions. The City of Waterloo, although not a part of the best practices review for this Discussion Paper, includes provisions for electric vehicle parking spaces for surface parking as set out in **Table 8** below.

**Table 8: Electric Vehicle Parking - Surface Parking Spaces - Waterloo**

<b>ELECTRIC VEHICLE PARKING – SURFACE PARKING SPACES</b>	
<b>SURFACE PARKING SPACES</b>	<b>Electric Vehicle Parking Spaces (minimum)</b>
0-19	0
20-49	1
50-84	2
85-119	3
120-149	4
150 or more	3% of total required parking

Electric vehicle charging provisions should be further considered as these cars are becoming more prevalent.

## 2.5 Loading Space Requirements

Loading space requirements are set out in Section 6.23 of the current Brantford Zoning By-law. **Table 9** describes the load space size requirements by municipality. The table shows that Brantford's loading space dimensions are relatively consistent with other municipalities.

Vaughan, Peterborough, London and Milton provide different dimensions for different types of loading spaces, similar to Brantford. The spaces generally range from 3-4 metres x 6-20 metres depending on the type or use. Most municipalities also include a vertical clearance that ranges from 2.4 to 4.5 metres. Milton, Peterborough and Vaughan all have a 6-metre-deep loading space depth compared to Brantford's smallest at 9 metres. Brant, Guelph and Kingston only include one type of loading space. Brant, St. Catharines and Vaughan also include dimensions for when a space abuts a wall or column.

Brantford's Type A loading space (3.5 x 9 m) is required for all apartment and mixed-use buildings and small industrial and commercial uses. The Type A loading space (3.5 x 20 m) is required for all industrial and commercial uses greater than 1,000 m<sup>2</sup> in GFA. Consideration should be given as to whether Brantford should introduce a smaller loading space that would be used for cube vans for smaller floor area uses.

**Table 10** sets out the loading space requirements by type and for different land use types by municipality. Most of the municipalities base the loading space on the size of the establishment. Vaughan, Kingston and Peterborough also base the requirements on the type of land use including industrial, commercial and residential uses. There are some more specific uses including supermarket, hotel or place of assembly and offices as well. Peterborough and Vaughan also include both A and B parking loading space types within their requirements.

There is no consistent approach in terms of gross floor area which makes it difficult to determine whether the provisions align. There have also been several minor variances requesting a reduction in loading space requirements, a reduction in front yard or driveway width providing access to the loading space and allowing a Type A loading space where Type B is required in the residential and industrial areas. Overall, Brantford seems require the most loading spaces in comparison to the other by-laws. A simpler system for determining loading spaces by differing land uses should be considered in the new Zoning By-law. Consideration shall also be given to reducing the loading requirement in the Downtown Urban Growth Centre.

Table 9: Loading Space Size Standards by Municipality

Space Type	Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan	Comments	
<i>Loading Space:</i>	Type A: 3.5 m x 9.0 m, with 4.5 m in clear unobstructed height.	3.5m x 10m with vertical clearance of 4m	-	3m x 6m	3.5m x 9m with a minimum vertical clearance of 4.2m	Industrial Zones: 3.6m x 20m and a minimum vertical clearance of 4.5m	3.5 m x 12m with 2.4m vertical clearance	-	Type A: 3.6m x 12m	-	Type A	3.5m x 17m + 4.4m vertical clearance	A maximum of two different types of loading spaces are preferred for ease of implementation.
			Type B								3.5m x 11m + 4m vertical clearance		
	Type B: 3.5 m x 20.0 m, with 4.5 m in clear unobstructed height.		-			All Other Zones: 3.6m x 9m and a minimum vertical clearance of 4.25m	3.5m x 6m with 3m vertical clearance				Type B	3.5m x 6m + 3m vertical clearance	
			-								Type D	4m x 13m + 6.1m vertical clearance	
<i>When space abuts a wall or column:</i>	-	Increase width by 0.3m for each obstructed side	-	-	-	-	-	-	-	One side beside a column: 3m x 5.2m Both sides beside a column: 3.5m x 5.2m	One side beside a column: 2.9m x 5.7m Both sides beside a column: 3.2m x 5.7m		

Table 10: Loading Space Requirements by Municipality

Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan
<p>0m<sup>2</sup> up to and including 300m<sup>2</sup>: 0</p> <p>Over 300 m<sup>2</sup> up to and including 1850 m<sup>2</sup>: 1</p> <p>Over 1850 m<sup>2</sup> up to and including 3700m<sup>2</sup>: 2</p> <p>Over 3700m<sup>2</sup> up to and including 9250 m<sup>2</sup>: 3</p> <p>Over 9250 m<sup>2</sup> up to and including 14,800 m<sup>2</sup>: 4</p> <p>Over 14800 m<sup>2</sup> up to and including 22,200 m<sup>2</sup>: 5</p> <p>Over 22,200 m<sup>2</sup> up to and including 29,600 m<sup>2</sup>: 6</p>	<p>Up to 250m<sup>2</sup>: 0</p> <p>251m<sup>2</sup> to 500m<sup>2</sup>: 1</p> <p>501m<sup>2</sup> to 2,500m<sup>2</sup>: 2</p> <p>2501m<sup>2</sup> to 7500m<sup>2</sup>: 3</p> <p>7500m<sup>2</sup> and over: 3, plus one space for each additional 10,000m<sup>2</sup></p>	<p>0m<sup>2</sup> to 999m<sup>2</sup>: 0</p> <p>1000m<sup>2</sup> to 2999m<sup>2</sup>: 1</p> <p>3000m<sup>2</sup> to 7499m<sup>2</sup>: 2</p> <p>7500m<sup>2</sup> to 13999m<sup>2</sup>: 3</p> <p>14000m<sup>2</sup> to 19999m<sup>2</sup>: 4</p> <p>20000m<sup>2</sup> +: 1 space each per additional 10,000m<sup>2</sup></p>	<p>In an industrial Mall or Use, an Aggregate Use, commercial Mall or Use, or a Warehouse, shall have adequate Loading Spaces provided.</p>	<p><i>Industrial</i></p> <p>0 to 300m<sup>2</sup>: : 1</p> <p>Less than 300m<sup>2</sup> to 2,500m<sup>2</sup>: 2</p> <p>More than 2,500 to 7,500m<sup>2</sup>: 3</p> <p>More than 7,500m<sup>2</sup>: 3 plus 1 additional 9,300m<sup>2</sup> beyond 7,500m<sup>2</sup></p> <p><i>Commercial: 0 to 300m<sup>2</sup>:</i> 0</p> <p>Less than 300m<sup>2</sup> to 2,500m<sup>2</sup>: 1</p> <p>More than 2,500 to 7,500m<sup>2</sup>: 2</p>	<p>Less than 250m<sup>2</sup>: 0</p> <p>Over 250m<sup>2</sup> up to and including 2500m<sup>2</sup>: 1</p> <p>Over 2500m<sup>2</sup> up to and including 7500m<sup>2</sup>: 2</p> <p>Over 7500m<sup>2</sup> up to and including 14000m<sup>2</sup>: 3</p> <p>Over 14,000m<sup>2</sup>: 3 + 1 additional loading space for each 10,000m<sup>2</sup></p>	<p>280m<sup>2</sup> or less:0</p> <p>281m<sup>2</sup> to 930m<sup>2</sup>: Loading Space: 0</p> <p>931m<sup>2</sup> to 2325m<sup>2</sup>: Loading Space: 0</p> <p>2326m<sup>2</sup> to 7440m<sup>2</sup>: Loading Space: 2</p> <p>7441m<sup>2</sup> or greater: Loading Space: 3 + 1 additional loading space for each additional 9300m<sup>2</sup> or</p>	<p>There is no minimum number of loading spaces required by Zoning By-law 2014-014. Should loading spaces be provided, the following regulations apply to set appropriate dimensions and locations.</p> <p>A minimum requirement does apply in North Oakville.</p> <p><i>North Oakville:</i></p> <p>Leasable Floor Area 1000m<sup>2</sup> or less: 0</p> <p>Between 1000m<sup>2</sup> and 2300m<sup>2</sup>: 1</p> <p>Greater than 2300m<sup>2</sup>: 2</p>	<p><i>Office, Clinic, Personal Service or Laboratory:</i></p> <p>0 to 232m<sup>2</sup>: Area 1: 0 Area 2: 0 Area 3: 1 B space</p> <p>233 to 465m<sup>2</sup>: Area 1: 0 Area 2: 1 B space Area 3: 1 B space</p> <p>466 to 745m<sup>2</sup>: Area 1: 1 B space Area 2: 1 A space Area 3: 1 A space</p> <p>746m<sup>2</sup> or greater: 1 A space</p> <p><i>Retail store or rental store</i></p> <p>0 to 92m<sup>2</sup>: Area 1: 0 Area 2: 0 Area 3: 1 B space</p> <p>93 to 465m<sup>2</sup>: 1 B space</p> <p>466 to 745m<sup>2</sup>: 1 A space</p> <p>746m<sup>2</sup> or greater: Area 1: 1 A space plus 1 addition A space for every additional</p>	<p>Not specified.</p>	<p><i>Commercial:</i></p> <p>0-499 m<sup>2</sup>: 0</p> <p>500-1999 m<sup>2</sup>: 1 Type B</p> <p>2000-4999 m<sup>2</sup>: 2 Type B</p> <p>5000-9999 m<sup>2</sup>: 3 Type B</p> <p>10,000-19,999 m<sup>2</sup>: 1 Type A and 3 Type B</p> <p>20,000 m<sup>2</sup> or greater: 1 Type A, 3 Type B and 1 Type C</p> <p><i>Supermarket: 0</i></p> <p>500-999 m<sup>2</sup>: 1 Type B</p> <p>1000-1999 m<sup>2</sup>: 1 Type A</p> <p>2000-4999 m<sup>2</sup>: 1 Type A and 1 Type B</p> <p>5000-9999 m<sup>2</sup>: 1 Type A and 2 Type B</p> <p>10,000 19,999 m<sup>2</sup>: 2 Type A, 2 Type B</p>

Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan
<p><b>Over 29,600 m<sup>2</sup> up to and including 37,000 m<sup>2</sup>: 7</b></p> <p><b>For each 9250 m<sup>2</sup> over 37,000 m<sup>2</sup>: 1 additional</b></p> <p><b>Residential</b></p> <p><i>Apartment:</i></p> <p>1 loading space for each apartment dwelling containing 25 or more dwelling units</p> <p><i>Mixed Use Building:</i></p> <p>1 loading space for each mixed-use building containing 25 or more dwelling units</p>	-	-	-	<p><b>More than 7,500m<sup>2</sup>: 2 plus 1 additional 9,300m<sup>2</sup> beyond 7,500m<sup>2</sup></b></p> <p>Residential:</p> <p><b>0 to 50 dwelling units: 0</b></p> <p><b>51 to 399 dwelling units: 1</b></p>	-	<p>fraction thereof in excess of 7441m</p> <p>Loading Area: 0</p>	-	<p>1,860m<sup>2</sup> or less of floor area</p> <p>Area 2: 1 A space plus 1 additional space for every additional 1,860m<sup>2</sup> or less of floor area</p> <p>Area 3: 2 A spaces plus 1 additional A space for every additional 1,860m<sup>2</sup> or less of floor area</p> <p><i>Restaurant without assembly area based on floor area</i></p> <p><b>0 to 93m<sup>2</sup>:</b></p> <p>Area 1: 0 Area 2: 1 B space Area 3: 1 B space</p> <p><b>94 to 185m<sup>2</sup>:</b></p> <p>Area 1: 1 B space Area 2: 1 A space Area 3: 1 A space</p> <p><b>186m<sup>2</sup> or greater:</b></p> <p>1 A space</p> <p><i>Residential:</i></p> <p><b>1 to 8 units: 0</b></p> <p><b>9 to 30 units:</b></p> <p>Area 1: 0 Area 2: 0 Area 3: 1 B space</p>	-	<p><b>20,000 m<sup>2</sup> or greater: 2 Type and 3 Type B</b></p> <p><i>Hotel or Place of Assembly:</i></p> <p><b>0-4999 m<sup>2</sup>: 1 Type B</b></p> <p><b>5000-9999 m<sup>2</sup>: 1 Type B and 1 Type C</b></p> <p><b>10,000-19,000 m<sup>2</sup>: 2 Type B and 1 Type C</b></p> <p><b>20,000-49,999 m<sup>2</sup>: 2 Type B and 2 Type C</b></p> <p><b>50,000 m<sup>2</sup> or greater: 1 Type A and 1</b></p> <p><i>Residential</i></p> <p><b>0-30 m<sup>2</sup>: 0</b></p> <p><b>31-399 m<sup>2</sup>: 1 Type D</b></p> <p><b>400 m<sup>2</sup> or greater: 1 Type D, plus 1 Type C</b></p>

Brantford	Brant	Barrie	Guelph	Kingston	London	Milton	Oakville	Peterborough	St. Catharines	Vaughan
								<p><b>31 to 100 units:</b></p> <p>Area 1: 1 B space                      Area 2: 1 B space                      Area 3: 2 B spaces</p> <p><b>101 or greater units:</b></p> <p>1 A space</p>		

## 3 Official Plan



A number of policies in the new City of Brantford Official Plan provide guidance related to the parking section of the new Zoning By-law. Flagged themes and/or policies to be considered as the Project progresses include:

- The City shall encourage the use of underground and/or structured parking facilities for Mid-Rise apartment buildings; (5.2.1.j.ii)
- The City shall encourage the use of underground and/or structured parking facilities for all High-Rise Residential Buildings; (5.2.1.m.ii)
- A decrease in on-site parking standards may be considered for retirement homes and communal housing within the Residential Designation and the Major Institutional Designation; (5.2.1.n) (5.2.2.h)
- Parking and servicing areas for neighbourhood supporting uses shall be located at the side or rear of buildings, and appropriately screened from adjacent residential development; (5.2.1.t.iii)
- Distinct parking areas shall be provided for the residential uses and neighbourhood supporting uses in mixed use buildings and developments, and the use of underground and/or structured parking facilities will be encouraged; (5.2.1.t.iv).
- Parking structures shall incorporate active permitted uses at-grade facing onto any Arterial Road or Collector Road; (5.3.f.ii)
- For lands designated as Downtown UGC, commercial and/or accessory parking facilities should be at-grade and/or in structures; (5.3.1.b.xi)
- Parking lots in the Historic Mainstreets Precinct are subject to the following additional development requirements:
  - Surface parking lots shall not have direct frontage on Colborne Street, Dalhousie Street or Market Street; and,
  - Access into parking facilities shall be from local roads and laneways, avoiding Colborne Street, Dalhousie Street, Market Street or other arterial or collector roads, wherever possible; (5.3.1h)
- The city may implement parking management and/or transportation demand management strategies for land uses in proximity – generally within approximately 800 metres – to the Downtown Transit Terminal to maximize intensification opportunities, minimize surface parking areas, and to encourage mixed-use and transit supportive development; (5.3.1u)

- Hospital parking is encouraged to be located in structures where feasible; (5.2.2.e.iv)
- All development within any Strategic Growth Area shall include context appropriate on-site parking requirements for vehicles and bicycles, as regulated by the implementing Zoning By-law. Where required in Strategic Growth Areas, parking is encouraged to be located in parking structures, either above or below grade. Parking lots are subject to the following development requirements:
  - Parking facilities at-grade and/or in structures shall be appropriately designed and landscaped to complement the urban streetscape; and,
  - ii. Parking structures shall incorporate active permitted uses at-grade facing onto any Arterial Road or Collector Road; (5.3.f)
- Employment areas will be designed to minimize surface parking while facilitating active transportation networks and transit-supportive built form; (5.4e)
- Within Prestige Employment designations, adequate parking, loading and garbage collection/storage facilities shall be provided on-site and shall be screened from view. These required facilities, except for a limited amount of adjacent visitor parking, generally shall not be located between buildings and Highway 403, Arterial Roads or Collector Roads. Shared access and parking among various properties is encouraged; (5.4.1.f)
- Home occupations in the Agricultural Designation involving training or education will require the provision of additional parking spaces; (5.5.1.j.iii)
- Parking shall be permitted to be located on a separate lot to accommodate the parking needs of only the residential apartment building located at 115 Sherwood Drive; (6.9.s.i)
- Notwithstanding policies of this Plan applying to the lands identified as Area 14 - 347 – 365 Colborne Street East on Schedule 10, required parking spaces may be permitted to be located on appropriate commercial property located within 200 metres of the lands, conditional on entering into an agreement with the City to guarantee long term continuation of the parking; (6.9.u)
- In addition to the policies of the General Employment Designation applying to the lands in Area 16 – 125 Sherwood Drive, identified on Schedule 10, a parking lot shall be permitted to be located on this property to accommodate the parking needs of only the Industrial and Commercial uses located at 111 Sherwood Drive, conditional upon an agreement with the City to guarantee long term continuation and maintenance of the parking area; (6.9.w)
- Parking standards and regulations for all types of land uses will be provided in the City's Zoning By-law. Minimum and maximum parking standards may be defined, along with requirements for barrier-free spaces and bicycle facilities, to promote accessibility and the use of public transit and active transportation options, and to encourage the efficient use of land; (7.1.n)

- The City may consider adjustments to parking requirements for properties within an area or areas where the City is satisfied that adequate alternative parking facilities are available, or where sufficient transit exists, or is to be provided along with adequate Transportation Demand Management measures; (7.1.o)
- The City may consider adjustments to parking requirements for specific housing types including affordable/assisted housing, retirement homes and communal and/or special needs housing where the City is satisfied that adequate parking facilities can be provided on-site, or in proximity to the site, or where sufficient transit exists to serve the residents and/or employees and visitors of the development; (7.1.p)
- To ensure the safe and efficient movement of all users, commercial parking facilities will be subject to Site Plan Approval, and designed, constructed and maintained to be consistent with the City's Urban Design Manual. (7.1.q)
- Provision of cash-in-lieu of parking will be encouraged for some component of the required parking supply within the Downtown Urban Growth Centre, subject to the recommendations of the City's long-term parking strategy and in accordance with the Cash-in-lieu of Parking By-law; (7.1.r)
- To reduce single occupant automobile trips, traffic congestion and parking supply needs, the City shall promote sustainable transportation choices and encourage various modes of travel; (7.1.s)
- The City may implement a comprehensive Transportation Demand Management program as recommended in the City's Transportation Master Plan; (7.1.t)
- The City will consider reduced parking requirements for development and/or redevelopment where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the City; (7.1.u)
- To support reducing emissions in transportation sector, the City shall encourage the installation of a publicly accessible electric vehicle charging network across the City; (3.5.l) and
- For utilities and telecommunications, uses such as parking lots that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. Proponents should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from Hydro One Networks Inc. (8.2.d).

All of these policies will need to be taken into consideration in preparing the parking provisions in the new Zoning By-law as the New Zoning By-law Project progresses.

## 4 Summary and Next Steps



The purpose of this Discussion Paper is to identify and consider the existing parking and loading provisions in the zoning by-laws for the City of Brantford and Brant County and determine whether any should be revised in the new Zoning By-law based on a best practice review of other municipalities in Ontario.

As discussed within **Chapter 2** of this Paper, there are several existing parking rates that are recommended to be reconsidered to better align with the best practices. Parking standards that are currently based on a per person or per seat capacity should be revised to a gross floor area ratio to simplify implementation and enforcement.

Reduced parking rates should be explored for some residential uses and within mixed-use zones with additional parking requirements for visitor parking.

In addition to the existing parking exemptions in the Downtown and cash-in-lieu of parking, shared parking provisions should be considered for mixed-use developments, similar to what is used in Vaughan and Kingston.

Other municipalities include provisions for bicycle parking which should be considered in the new Zoning by-law. In addition, while many municipalities do not include provisions for electric vehicle parking, these provisions should also be further explored in the preparation of the new Zoning By-law since electric vehicles are becoming more prevalent.

Further considerations for loading space requirements are also discussed among other provisions.

In Phase 4 of the Project, the information prepared within this Discussion Paper and in the other Phase 3 discussion papers will be used to provide recommendations for the content and organization of the new Zoning By-law.