

Section 4

Off-street Parking Space Regulations

4.1 Number of Parking Spaces

[Parking regulations for developments located in parts of FCCDD, CWD, and BCPED are contained in the applicable Official and Area Development Plan By-laws, except as this By-law otherwise requires.]

4.1.1 Required Parking Spaces

No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the City, except for the following:

- (a) visitor parking spaces, in accordance with section 4.1.3; and
- (b) accessible parking spaces, in accordance with section 4.1.4.

4.1.2 Permitted Parking Spaces

The maximum number of parking spaces permitted for the off-street parking of motor vehicles accessory to any development, not including visitor or accessible parking spaces, must be calculated according to section 4.2.

4.1.3 Required Visitor Parking Spaces

The following number of visitor parking spaces must be provided:

- (a) for dwelling uses, including live-work use, a minimum of 0.05 spaces and a maximum of 0.1 spaces per dwelling unit; and
- (b) despite subsection (a), for multiple dwelling or infill multiple dwelling use in the RM-10 district, a minimum of 0.075 spaces and a maximum of 0.15 spaces per dwelling unit, unless the Director of Planning and General Manager of Engineering Services allow visitor parking off site at a location and on terms and conditions satisfactory to them.

4.1.4 Required Accessible Parking Spaces

The following number of accessible parking spaces must be provided:

- (a) for multiple dwelling or live-work use in buildings that contain at least seven dwelling units, a minimum of 1.0 spaces plus an additional 0.034 spaces for each additional dwelling unit; and
- (b) for non-residential uses in buildings that contain at least 500 m² of gross floor area, a minimum of 1.0 spaces plus an additional 0.4 spaces for each 1,000 m² of gross floor area,

and the first accessible parking space provided, plus every tenth accessible parking space provided, must be a van accessible parking space.

4.1.5 CD-1 District Parking Requirements:

Unless otherwise provided in Schedule C or in a CD-1 By-law, the parking requirements for a CD-1 District must be calculated using the standard set out in this by-law for the area in which the CD-1 District is located as shown on the maps which form part of this by-law.

4.1.6 Transportation Demand Management Plan

The following development sites must provide a transportation demand management plan satisfactory to the Director of Planning:

- (a) residential developments of 12 or more dwelling units and non-residential developments of 500 m² gross floor area or more, if the development site is located in the Downtown and Broadway Plan Area or a transit-oriented area; and
- (b) development sites involving a land parcel or parcels having a total site size of 8,000 m² or more, or containing 45,000 m² or more of new development floor area.

4.1.7 Number of Small Car Spaces

For each use on a site, the number of small car parking spaces may not exceed 25% of the parking spaces provided for that use, except that:

- (a) if the parking spaces on a site are primarily reserved and clearly designated for employee parking in association with office, industrial, or similar uses, the number of such small car parking spaces may increase to no more than 40% of the parking spaces provided for those uses; and
- (b) if only two or three parking spaces are provided for a use, one of them may be a small car space.

4.1.8 Multiple-Use Developments

For the purposes of this section uses with the same formula for determining required parking spaces shall be considered to be of the same class. If a development contains parking for more than one use as listed in section 4.2, the total number of parking spaces shall be the sum of the parking spaces required for the various classes of uses calculated separately and, unless otherwise permitted by the Director of Planning, in consultation with the City Engineer, taking into account the time-varying demand of uses, a parking space required for one use shall be deemed not to meet the requirement for any other use in that development.

4.1.9 Floor Area Calculation

Where gross floor area is used to calculate the number of required parking spaces, it shall be calculated in the same manner as the floor space ratio of the applicable district schedule or official development plan. For the purposes of this section, floor space ratio in the HA-1, HA-1A and HA-2 Districts shall be calculated in the same manner as in the HA-3 District.

4.1.10 Rounding of Fractional Numbers

Where the calculation of total required parking spaces results in a fractional number, the nearest whole number shall be taken. A fraction of one-half shall be rounded up to the next whole number.

4.1.11 Maximum Number of Vehicles on Site

Where section 4.2 prescribes a maximum number of off-street parking spaces for a site, no person shall park or place, or permit to be parked or placed, a greater number of vehicles on that site than the maximum number of off-street parking spaces prescribed, except that this section shall not apply to businesses licensed for the sale, rental or servicing of motor vehicles or to the parking of motor vehicles used in the conduct of a business provided they are not used to convey persons between their residence and the place of business.

4.2 **Table of Number of Permitted Accessory Parking Spaces in R, C, M, I, DEOD, First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area**

In the R, C, M and I districts, the DEOD, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area, parking spaces for any building classified in Column 1 must meet the corresponding standard listed in Column 2.

	COLUMN 1 BUILDING CLASSIFICATION	COLUMN 2 MAXIMUM PERMITTED PARKING SPACES										
4.2.1	In the R districts, the C districts, the M districts, the I districts, the DEOD except for sub-area 1, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct except for uses set out in section 4.2.3, and the Southeast False Creek ODP Area except for uses set out in section 4.2.4, but not including the Downtown and Broadway Plan Area:											
(a)	Single Detached House, Duplex, Infill Single Detached House, or Infill Duplex in the following districts, except if located in a transit-oriented area: R, C, and DEOD	<table><tr><th>Site width at rear property line</th><th>Spaces</th></tr><tr><td>Less than 10.0 m</td><td>2</td></tr><tr><td>At least 10.0 m but less than 12.2 m</td><td>3</td></tr><tr><td>At least 12.2 m but less than 14.5 m</td><td>4</td></tr><tr><td>14.5 m or more</td><td>5</td></tr></table>	Site width at rear property line	Spaces	Less than 10.0 m	2	At least 10.0 m but less than 12.2 m	3	At least 12.2 m but less than 14.5 m	4	14.5 m or more	5
Site width at rear property line	Spaces											
Less than 10.0 m	2											
At least 10.0 m but less than 12.2 m	3											
At least 12.2 m but less than 14.5 m	4											
14.5 m or more	5											
(b)	Duplex with Secondary Suite, provided that it is the only use on the site other than an accessory use, except if located in a transit-oriented area	<table><tr><th>Site width at rear property line</th><th>Spaces</th></tr><tr><td>At least 10.0 m but less than 12.2 m</td><td>3</td></tr><tr><td>At least 12.2 m but less than 14.5 m</td><td>4</td></tr><tr><td>14.5 m or more</td><td>5</td></tr></table>	Site width at rear property line	Spaces	At least 10.0 m but less than 12.2 m	3	At least 12.2 m but less than 14.5 m	4	14.5 m or more	5		
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At least 10.0 m but less than 12.2 m	3											
At least 12.2 m but less than 14.5 m	4											
14.5 m or more	5											
(c)	Multiple Dwelling in the following districts, except if located in a transit-oriented area: RM-9A, RM-11, and RM-12	2 spaces for each dwelling unit										
(d)	Three or more dwelling units designated solely as social housing low end of market units, except if located in a transit-oriented area	1 space for each 125 m ² of gross floor area, plus 0.5 spaces per dwelling unit										
(e)	Office Uses in the following district: FC-1	1 space for each 46.5 m ² of gross floor area										
(f)	Manufacturing Uses, Office Uses, Laboratory, Production or Rehearsal Studio, Utility and Communication Uses, Transportation and Storage Uses, Wholesale Uses, and Work Shop, but not including Mini-storage Warehouse, in the following district: I-3	1 space for each 42 m ² of gross floor area										
4.2.2	In Sub-Area 1 of the DEOD:											

	Office commercial, live-work, and residential uses, except any residential uses located in a transit-oriented area	1 space for each 93 m ² of gross floor area of such uses
4.2.3 In the Broadway Station Precinct:		
	Retail Uses, Office Uses, and Service Uses	1 space for each 46.5 m ² of gross floor area
4.2.4 In the Southeast False Creek ODP Area:		
(a)	Live-Work Use	1 space for each unit that has up to 250 m ² of gross floor area, 1 additional space for each additional 100 m ² of gross floor area or more above 250 m ² up to 300 m ² of gross floor area, and 1 additional space for each additional 70 m ² of gross floor area over 300 m ² , plus 10%
(b)	Grocery or Drug Store, except for Neighbourhood Grocery Store	1 space for each 100 m ² of gross floor area or more up to 300 m ² of gross floor area, and 1 additional space for each additional 50 m ² of gross floor area, plus 10%
(c)	Restaurant that has a gross floor area of 250 m ² or more, and Restaurant – Drive-in	1 space for each 50 m ² of gross floor area up to 100 m ² of gross floor area, 1 additional space for each additional 10 m ² of gross floor area up to 500 m ² of gross floor area, and 1 additional space for each additional 20 m ² of gross floor area over 500 m ² , plus 10%
(d)	All other non-residential uses	1 space for each 115 m ² of gross floor area
4.2.5 In the Downtown and Broadway Plan Area:		
	Non-residential uses	1 space for each 115 m ² of gross floor area
4.2.6 Despite anything to the contrary in this By-law, except for relaxations set out in section 3.2:		
	Secured market rental housing, except in the Downtown and Broadway Plan Area, the Southeast False Creek area described in the Southeast False Creek ODP By-law, or the East Fraser Lands area described in the East Fraser Lands ODP By-law, and except if located in a transit-oriented area	1 space for each 125 m ² of gross floor area, plus 0.5 spaces per dwelling unit

4.3 Location of Parking Spaces

4.3.1 R, C, M, I, First Shaughnessy District and DEOD Districts

All off-street parking spaces required or provided in R, C, M, I, First Shaughnessy District and DEOD Districts, shall be located on the same site as the development or building they are intended to serve, except that spaces accessory to uses other than dwelling uses may be located on another site within 45 m distance from the development or building they are intended to serve to be measured from the nearest pedestrian access point on the property of application to the nearest of the parking spaces provided on the site subject to the approval of the Director of Planning and provided they are secured by means satisfactory to the Director of Planning.

4.3.2 DD, CWD and HA Districts

All off-street parking spaces required or provided in DD, CWD, or HA Districts, shall be located on the same site as the development or building they are intended to serve except that:

- (a) spaces accessory to residential uses may be located on another site within 100 metres from the development or building they are intended to serve, subject to the approval of the Director of Planning and provided they are secured by means satisfactory to the Director of Planning; and
- (b) spaces accessory to non-residential uses may be located on another site within 150 metres from the development or building they are intended to serve, subject to the approval of the Director of Planning and provided they are secured by means satisfactory to the Director of Planning.

4.3.3 CD-1 Districts

Unless otherwise provided in any specific CD-1 By-law, the parking spaces required or provided in CD-1 Districts shall be located in accordance with section 4.3.1 or, if the site is located within the DD, CWD or HA Districts, in accordance with section 4.3.2.

4.3.4 Collective Parking

Off-street parking spaces may be located at distances greater than those specified in sections 4.3.1, or 4.3.2 from the development or building they are intended to serve provided that:

- (a) they are part of a collective parking project undertaken by Council pursuant to a Local Improvement By-law or that they were part of the former collective parking project undertaken by Assessment Property By-law No. 3808 (the South Fraser Street Collective Parking Project); or
- (b) they are part of a parking garage or parking area and are secured by an agreement to which the City is a party that relates to land that had been acquired by the City pursuant to a Local Improvement By-law or to other land intended to provide parking in substitution for parking formerly provided on land acquired by the City pursuant to a Local Improvement By-law.

4.3.5 Payment-in-Lieu Collective Parking

Off-street parking spaces provided in accordance with section 4.9 of this By-law shall be located to the satisfaction of the Director of Planning, in consultation with the City Engineer.

4.3.6 Underground Parking

Residential parking facilities within RM-5, RM-5A, RM-5B, RM-5C, RM-5D and RM-6 Districts shall be underground except on sites of less than 630 square metres in area.

4.3.7 Sites Containing More Than One Parcel

Site consolidation shall be required where parking is to be provided on an adjoining parcel of the same site, except that the Director of Planning may require an alternate means to secure the parking, where the Director of Planning is satisfied that consolidation is not possible.

4.3.8 Accessible Parking Spaces

The Director of Planning, in consultation with the City Engineer, is to determine the location of all accessible car spaces.

4.3.9 Sites Containing More Than One Parcel

The Director of Planning, in consultation with the City Engineer, is to determine the location of all small car spaces.

4.4 Access to Parking

4.4.1 Access to Parking Areas in R Districts

The number and location of all points of access to parking areas located in an R district shall be subject to the approval of the Director of Planning in consultation with the City Engineer and shall not, in the aggregate, be less than 3.7 metres in width nor more than either 18.5 metres or an amount equal to 15 percent of the combined length of the street and lane frontage and flankage, whichever is the lesser.

4.4.2 Access to Parking Spaces in the R1-1 District

Access by a vehicle to any off-street parking space on any site in the R1-1 District must be from a lane abutting the site unless the City Engineer issues a crossing permit in conjunction with issuance of a development permit for the site, in which case access to the site may be from the front street.

4.4.3 Access to Parking Spaces in C-5, C-5A and C-6 Districts

Vehicular access to all off-street parking spaces in C-5, C-5A and C-6 Districts shall be taken from a lane except that the Director of Planning may permit access from a street where the Director of Planning, in consultation with the City Engineer, is satisfied that lane access is not possible because of site or development peculiarities.

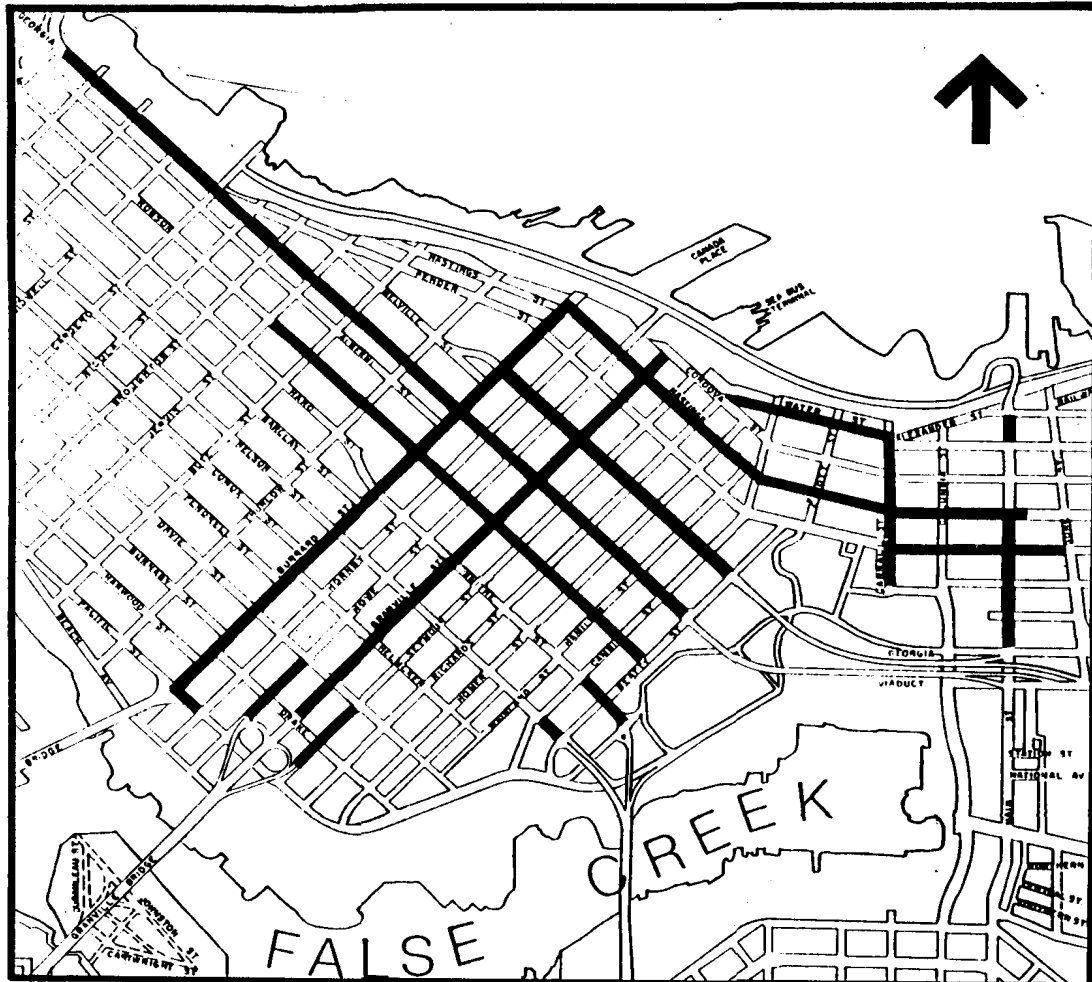
4.4.4 Parking Access Restrictions – Central Area

Access to parking is prohibited from the streets listed below because of safety, street function, or design considerations. Access from these streets may be permitted at the discretion of the Director of Planning in consultation with the City Engineer where, due to use, site size, configuration, or other peculiarities access from a lane or alternate street is less desirable.

Burrard: Pacific to Hastings
 Carrall: Keefer to Powell
 Dunsmuir: Burrard to Beatty
 Georgia: Chilco to Beatty
 Granville: Drake to Cordova
 Hastings: Burrard to lane east of Main
 Howe: Granville Bridge to Davie
 Main: Union to Hastings & Powell to Alexander
 Nelson: Cambie to Beatty
 Pacific: Burrard to Hornby
 Pender: Carrall to Gore
 Robson: Jervis to Beatty
 Seymour: Granville Bridge to Davie
 Smithe: Cambie to Pacific Blvd.

Water: Richards to Carrall

[NOTE: The following map is intended to illustrate the application of section 4.7.5 and does not form a part of this By-law.]



4.4.5 Internal Access to Parking Spaces

Parking spaces shall be located so that each individual occupancy has access within a development to required parking spaces.

4.5 Design Standards for Parking Uses Located in R (except RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6 and FM-1), RR-3A, RR-3B, C-1, C-2, C-2B, C-2C, C-2C1, C-7, C-8, M, I, DEOD, and First Shaughnessy Districts

4.5.1 Size of Parking Spaces and Size of Accessible Parking Spaces

Except as this Section 4 otherwise expressly states, all off-street parking spaces shall be a minimum of 5.5 m in length and 2.5 m in width and shall have a minimum vertical clearance of 2.0 m, except that:

- (a) where one side of any space abuts any portion of a fence or structure, the minimum width shall be 2.7 m;

- (b) where both sides of any space abut any portion of a fence or structure, the minimum width shall be 2.9 m; and
- (c) all off-street accessible parking spaces, subject to the Building By-law, must:
 - (i) be at least 5.5 metres long,
 - (ii) be at least 4.0 metres wide, except that van accessible parking spaces must be at least 5.0 metres wide,
 - (iii) have a level surface with no more than 2% grade, except that the Director of Planning, in consultation with the City Engineer, may permit a steeper grade, up to a maximum of 5%,
 - (iv) have a vertical clearance of at least 2.3 metres, and
 - (v) be labelled to the satisfaction of the Director of Planning.

4.5.2 Size of Small Car Spaces

All off-street parking spaces for small cars shall be a minimum of 4.6 m in length and 2.3 m in width and shall have a minimum vertical clearance of 2.0 m, except that where one side of any space abuts any portion of a fence or structure the minimum width shall be 2.6 m or where both sides abut any portion of a fence or structure the minimum width shall be 2.7 m.

4.5.3 Size of Mechanical Parking Spaces

The Director of Planning, in consultation with the City Engineer and the Chief Building Officer must approve the size of all mechanical parking spaces.

4.5.4 Specialized Vehicles

Where the operation of any use or development requires the parking of specialized vehicles, the Director of Planning in consultation with the City Engineer may set parking space sizes appropriate to the vehicles intended to be parked.

4.5.5 Signage for Accessible Parking and Dual Height in Parking Areas

The owner of a site must clearly post overhead signs that state the maximum unobstructed height clearance provided for accessible parking access both at the parking entrance and within the parking area.

4.5.6 Internal Circulation

Adequate provision shall be made for access by vehicles to all off-street parking spaces by means of unobstructed maneuvering aisles which, for right-angle parking, shall be not less than 6.6 m in width, except that the Director of Planning, in consultation with the City Engineer may permit a lesser aisle width to an absolute minimum of 6.1 m for parking stalls when each of the standard parking stalls is a minimum of 2.7 m wide, except when all the parking stalls are small car spaces which shall not require more than a minimum 6.1 m unobstructed aisle width, and for other than right-angle parking may be a lesser width as permitted by the Director of Planning in consultation with the City Engineer. Access to mechanical parking access must be satisfactory to the Director of Planning in consultation with the City Engineer.

All entrances, exits, drive aisles, other access to parking spaces, and egress therefrom must be at least 2.0 metres high except for all entrances, exits, drive aisles, other access to off-street accessible parking spaces, and egress therefrom which must have a minimum vertical clearance of 2.3 metres.

4.5.7 Setback from Site Boundaries

Except for points of access, all parking areas, parking spaces and passenger spaces with associated manoeuvring aisles not located within a structure shall be uniformly set back from the site boundaries as follows:

- (a) from the front boundary of the site, a distance equal to the required front yard for the district in which it is located, except in the RT-7 and RT-9 districts where vehicular access from the front street has been permitted;
- (b) from a flanking street a distance equal to the required side yard on such flanking street for the district in which it is located;
- (c) from a flanking lane or an interior side property line in an R district, a distance of 1.0 metre; and
- (d) from a rear property line in an R district, a distance of 1.0 metre.

4.5.8 Landscaping of Setbacks

Where a parking area in R (except RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6 and FM-1), RR-3A, RR-3B, C-1, C-2, C-2B, C-2C, C-2C1, C-7, C-8, M, I, DEOD and First Shaughnessy Districts is required to be set back from any site boundary or building, the setback area, except for points of access, shall be landscaped and maintained to the satisfaction of the Director of Planning.

4.5.9 Curbs

All parking uses shall be provided and maintained with curbs having cross-sectional dimensions above the pavement of at least 15 cm, and no more than 20 cm, located at least 75 cm, for a standard or accessible parking space and 60 cm, for a small car parking space, distant from interior or exterior fences, pedestrian circulation routes, landscaped areas, other parking spaces, and except for points of access, streets or lanes.

4.5.10 Surface

All parking areas in R (except RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6 and FM-1), RR-3A, RR-3B, C-1, C-2, C-2B, C-2C, C-2C1, C-7, C-8, M, I, DEOD and First Shaughnessy Districts shall be provided and maintained with a hard durable surface that does not produce dust, to the satisfaction of the Director of Planning in consultation with the City Engineer.

4.5.11 Temporary Parking Areas

The Director of Planning may permit parking areas in R (except RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6 and FM-1), RR-3A, RR-3B, C-1, C-2, C-2B, C-2C, C-2C1, C-7, C-8, M, I, DEOD and First Shaughnessy Districts that do not adhere to the standards in this section 4.5 if the development permit for such a use is limited in time.

4.5.12 Parking Space Divider Lines

All parking spaces, except for mechanical parking, in a parking area or parking garage shall be marked by permanent striping extending the full length of the spaces.

4.6 Design Standards for Parking Uses Located in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1, and HA Districts

4.6.1 Parking Layout

Layout of parking areas in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1 and HA Districts shall be in compliance with sections 4.5.1, 4.5.2, 4.5.3, 4.5.4, 4.5.5, 4.5.6, 4.5.9 and 4.5.12.

4.6.2 Surface

All parking areas in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1 and HA Districts shall be surfaced with:

- (a) asphalt or equivalent impermeable surface on all driving and manoeuvring aisles; and

- (b) if not surfaced as in (a) above, at least a 10 centimetre deep permeable layer of crushed asphalt on a suitable base for all parking spaces to allow for drainage.

4.6.3 Lighting

All parking areas in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1 and HA Districts shall be illuminated to the satisfaction of the City Engineer with:

- (a) average illumination levels of 11 Lux with a uniformity ratio (average level to minimum level) of 3:1;
- (b) luminaires situated in such a way so as not to directly throw light onto streets, lanes, or adjacent properties; and
- (c) a photocell or equivalent switch that will activate the lighting system when ambient light levels are 11 Lux or less.

4.6.4 Drainage

Drainage from all parking spaces in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1 and HA Districts shall be provided to the satisfaction of the City Engineer.

4.6.5 General Landscaping Requirements at Site Periphery

Except as provided in 4.6.7, all parking areas in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1 and HA Districts shall be landscaped as follows:

- (a) except for points of access at street property lines, a continuous landscape strip shall be provided having a width equal to 5 percent of the site dimension measured in the same direction, but with a minimum width of 90 centimetres and a maximum width of 1.8 metres; and
- (b) within the landscape strip
 - (i) a minimum of one high-branched tree of a minimum size of 8 centimetre caliper for every 6.1 metres of street property line with a maximum distance between trees of 12.2 metres shall be provided, and
 - (ii) ground cover with a continuous hedge or wood or masonry wall between 75 centimetres and 90 centimetres in height shall be provided.

4.6.6 Additional Landscape Requirements for Large Sites

For every parking area providing more than 100 parking spaces in DD, CWD, SEGS, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1 and HA Districts either:

- (a) one landscaped island having minimum dimensions of 1.8 metres by 2.5 metres shall be provided, containing at least one high-branched tree of a minimum size of 8 centimetre caliper at the time of planting for every 25 (or portion thereof) parking spaces in excess of 100; or
- (b) one high-branched tree of a minimum size of 15 centimetre caliper at the time of planting, shall be provided and suitably protected from damage by moving vehicles, for every 25 spaces in excess of 100; or
- (c) any combination of the above shall be provided.

4.6.7 Landscaping Abutting Special Design Streets

On properties that abut Georgia Street from Beatty to Chilco Streets, Robson Street from Beatty to Jervis Streets, Burrard Street from Hastings Street to Pacific Boulevard, or Granville Street

from Cordova to Drake Streets, all parking areas, except for points of access, shall be landscaped along the aforementioned street property lines with:

- (a) a continuous landscape strip having a width of 10 percent of the site depth, both measured in the same direction, or 7.5 metres, whichever is greater, containing one high-branched tree of a minimum size of 8 centimetre caliper for every 1.5 metres of street property line; or
- (b) in lieu of (a) above, alternatives provided to the satisfaction of the Director of Planning.

4.7 Additional Design Standards for Parking Uses Located In or Adjacent to R Districts

4.7.1 Visual Screening

Except for developments providing no more than four off-street parking spaces and except for points of access, all motor vehicles in a parking area located on a site in or adjacent to an R district shall be screened from the view of adjacent residences by means of fencing or compact planting with a minimum height of four feet.

4.7.2 Landscaping for Large Sites

All parking areas larger than 750 square metres in size and located in an R district shall be provided with additional landscaping to the satisfaction of the Director of Planning.

4.7.3 Lighting

In any parking area located in or adjacent to an R district, luminaries shall be situated in such a way so as not to directly throw light onto streets, lanes, or adjacent properties within an R district.

4.7.4 Vehicle Servicing

Except in a case of emergency, no commercial repair work or service of any kind shall be carried on in any parking area located in an R district.

4.8 Design Standards for Parking Uses Located in CD-1 Districts

- 4.8.1 Unless otherwise provided in any specific CD-1 by-law, the design standards applicable in CD-1 Districts shall comply with section 4.5 or, if the site is located within or abutting DD, CWD, BCPED, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, RM-6, C-3A, C-5, C-5A, C-6, FC-1, FM-1, and HA Districts, with section 4.6.

4.9 Waiver of Parking Requirements for Commercial or Residential Payment-in-Lieu Relief

- 4.9.1 An application, directed to the Director of Planning, together with the fee as set out in Schedule B hereto, may be made for waiver of the parking standards required by section 4.1.3 or 4.1.4, as the case may be, of this By-law for the construction or change of use of any building, or portion thereof, used for:

- (a) commercial or industrial purposes located in the area outlined by a heavy black line in Map 4.9.1 or in the Mount Pleasant Industrial Area; or
- (b) residential purposes not designated under a heritage designation by-law or placed on a heritage list and located within the HA-1 (Chinatown), HA-1A (Chinatown South), HA-2 (Gastown) and HA-3 (Yaletown) zones or within the Downtown Official Development Plan Sub-Area C2 (Victory Square) zone.

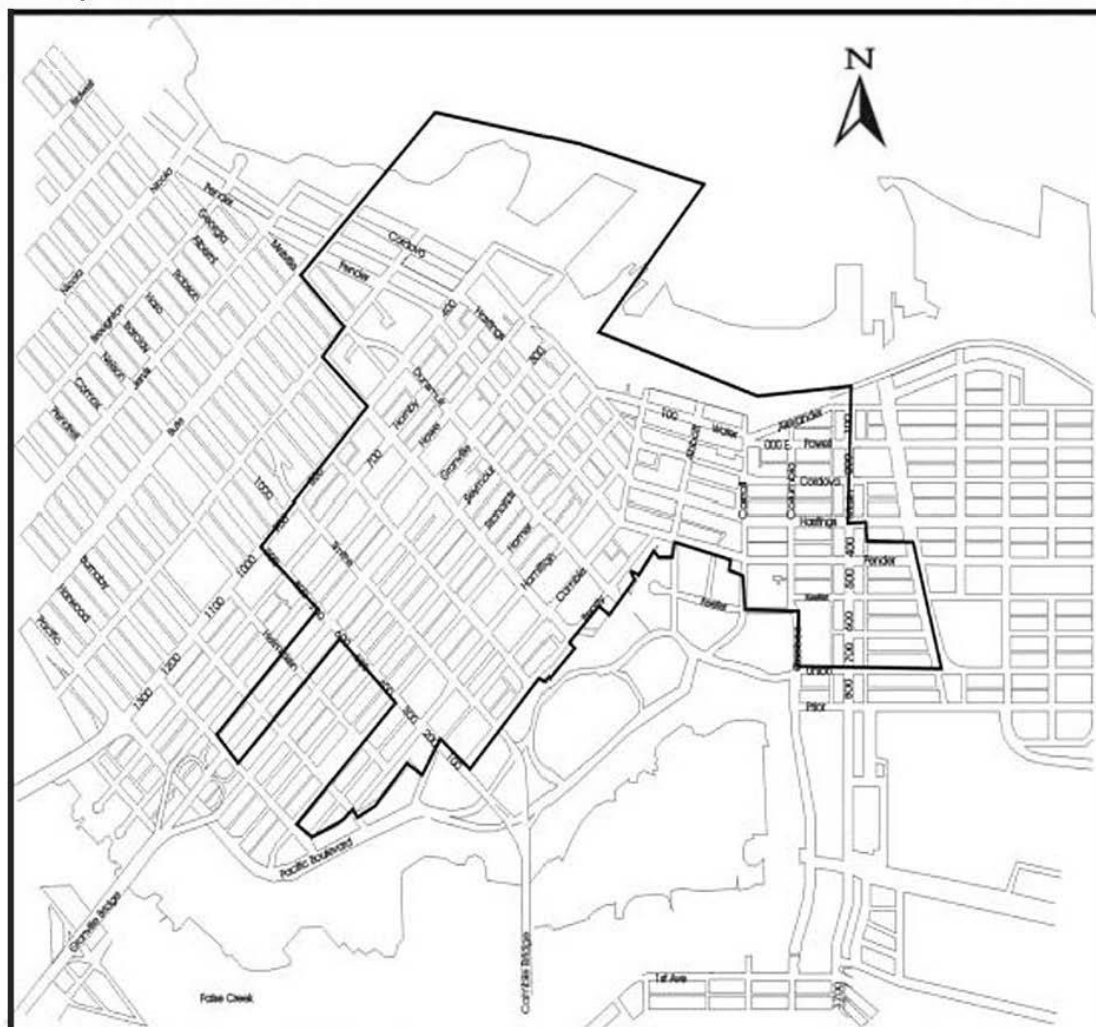
- 4.9.2 The City Engineer, Director of Planning and the Director of Budget Services shall report to Council on every application received pursuant to section 4.9.1 and shall make a recommendation thereon, including an amount of money that may be accepted in lieu of the requirement to provide a certain number of parking spaces.

[Note: On December 12, 2017 Council approved an increase in the payment-in-lieu charge per parking space to \$24,700 for any application for payment-in-lieu relief made pursuant to section 4.12.1]

- 4.9.3 For the purpose of the recommendation referred to in section 4.9.2 the Director of Planning and the City Engineer may request such information from the applicant as deemed necessary, including evidence that as much parking as is physically and economically reasonable has been planned for and will be provided.
- 4.9.4 Council may in its discretion and after receipt of the report referred to in section 4.12.2 accept a sum of money as payment in lieu of the applicant's requirement to provide a certain number of off-street parking spaces and shall upon receipt of that sum as verified by the Director of Finance, waive the provisions of section 4.1.3 or 4.1.4, as the case may be, to the extent determined by Council.
- 4.9.5 Where Council has agreed to accept a sum or money in lieu of parking requirements, Schedule A hereto shall be amended to list:
 - (a) the property affected by the waiver;
 - (b) the extent to which the parking requirements are waived; and
 - (c) the amount of money accepted by Council as payment-in-lieu.
- 4.9.6 Where a person who has paid a sum of money pursuant to section 4.9 wishes to receive a refund, that person may apply to the City Engineer who, together with the Director of Finance, shall report such application to Council who may, in its discretion, refund such money together with interest actually accrued thereon to the date of application for refund provided that:
 - (a) Council has rescinded its resolution to waive the parking requirements and Schedule A has been amended to delete reference to the property for which payment was accepted; and
 - (b) the City has not yet committed the money to construct any facility or otherwise provide parking which is intended to serve a development located on the property referred to in Schedule A for which payment was accepted and
 - (i) alternative parking has been provided for the development to the satisfaction of the Director of Planning in consultation with the City Engineer, or
 - (ii) the development permit for the property for which payment was accepted is no longer valid.

Map 4.9.1

Payment In-Lieu Area



4.10 Security Standards for Parking Garages

4.10.1 Interior Design

Parking garages and interior stairwells shall be designed for visual accessibility. Machine rooms, heating systems, elevator and stairwell shafts, building columns and other major visual obstructions shall be located to enable visual supervision of the parking spaces and stairwells. A barrier railing shall be provided and maintained to prevent parking within 1.5 metres of interior stairwell walls containing wired glass.

4.10.2 Exterior Design

All parts of a parking garage visible to sidewalk pedestrians shall be finished and lit so as not to detract from the visual amenity of the street.

4.10.3 Landscaping

Landscaping around a parking garage shall be of a type or size that permits the widest possible view from the street of all pedestrian entry and exit areas.

4.10.4 Signs

Where a parking garage is made accessible to the general public, signs within the facility shall be provided to the satisfaction of the Director of Planning to:

- (a) direct patrons to pedestrian exits;
- (b) direct patrons to vehicular exits;
- (c) identify areas so that patrons can locate their vehicle; and
- (d) advise patrons to lock their vehicle and remove all valuables.

4.10.5 Security Design

Parking garages containing 20 or more parking spaces for residents of the building only shall provide security doors, which shall be lockable or otherwise inoperable except by authorized users, at all pedestrian entrances and covering the full width and height of all vehicle entrances. Visitor parking shall not be provided within the area so secured.

4.11 Electric Vehicle Charging Infrastructure Requirements

4.11.1 Dwelling Uses

Where parking spaces are provided for dwelling uses, an energized outlet capable of providing Level 2 charging or higher must be installed in each parking space, excluding visitor parking spaces.

4.11.2 Non-Dwelling Uses (except Hotel and Bed and Breakfast Accommodation Uses)

Where parking spaces are provided for non-dwelling uses, except hotel and bed and breakfast accommodation uses, an energized outlet must be installed in at least 45% of the parking spaces provided, of which at least 5% of the total number of parking spaces provided, or two parking spaces, whichever is greater, must be capable of Level 2 charging or higher and may not implement an Electric Vehicle Energy Management System.

4.11.3 Hotel and Bed and Breakfast Accommodation Uses

Where parking spaces are provided for hotel or bed and breakfast accommodation uses, an energized outlet capable of providing Level 2 charging or higher must be installed in each parking space.

4.11.4 Other Requirements

In addition to the requirements set out in sections 4.11.1, 4.11.2, and 4.11.3:

- (a) for dwelling uses, and hotel and bed and breakfast accommodation uses, electric vehicle supply equipment must be installed in each shared vehicle parking space provided; and
- (b) for non-dwelling uses, except hotel and bed and breakfast accommodation uses:
 - (i) an energized outlet capable of providing Level 2 charging or higher and electric vehicle supply equipment must be installed in each shared vehicle parking space provided, and
 - (ii) an energized outlet capable of providing Level 2 charging or higher must be installed in at least 45% of all accessible parking spaces provided, or one accessible parking space, whichever is greater.

4.11.5 Energized outlets must be labeled for their intended use for electric vehicle charging, and installed in conformance with Sentence 10.3.1.1.(1) of Division B of the Building By-law.

- 4.11.6 The number of energized outlets required for non-dwelling uses under sections 4.11.2 and 4.11.3 may be reduced by substituting energized outlets capable of providing DC fast charging, if the total electrical capacity provided by the DC fast charging outlets meets or exceeds the total electrical capacity that would be provided by the energized outlets required under sections 4.11.2 and 4.11.3.
- 4.11.7 If a development contains parking for more than one of the uses listed in sections 4.11.1 through 4.11.3, the parking spaces provided for each use must meet the energized outlet requirements for that use.

4.12 Common Ownership of Accessible Parking Spaces

- 4.12.1 In a strata titled development, accessible parking spaces:
- (a) must be held in common ownership; and
 - (b) must not be assigned to any strata lot.