

COMPREHENSIVE ZONING BY-LAW REVIEW

# POLICY BACKGROUND REPORT

## PARKING AND LOADING

**2026**

perthcounty.ca/ZBLReview

# Discussion Paper #2: Parking and Loading

Perth County Comprehensive Zoning By-law Review – October 2026

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# 1 Introduction

On behalf of North Perth, Perth East, Perth South and West Perth, Perth County staff are undertaking Comprehensive Zoning By-law Reviews to establish four new Lower-Tier Municipal (LTM) Zoning By-laws, that will replace each of the existing Zoning By-laws:

- The Municipality of North Perth Zoning By-law No. 6-ZB-1999;
- The Corporation of the Township of Perth East Zoning By-law No. 30-1999;
- The Corporation of the Township of Perth South Zoning By-law No. 4-1999; and,
- The Municipality of West Perth Comprehensive Zoning By-law No. 100-1998.

A Zoning By-law is direct land use control and under Section 34 of the *Planning Act*, it can dictate how land may be used, where buildings and structures can be located, the types of uses permitted and how they may be used and the lot sizes and dimensions, parking requirements, building heights, and setbacks from the street. Zoning By-laws are legally enforceable and contain the specific requirements for construction or new development.

## 1.1 Why a Zoning By-law review?

The Zoning By-laws within Perth County were created in the late 1990's and are no longer consistent with provincial policy nor do they conform to the County's new Official Plan. The Planning Act, which is the Provincial legislation that sets out the legal framework and requirements for land use planning in Ontario, requires that a municipality's Zoning By-law be updated to conform to the Official Plan within three (3) years of a new Official Plan coming into effect. As such, the County is required to undertake a comprehensive review of all four local Zoning By-laws to ensure conformity with the County of Perth Official Plan.

The Zoning By-law Review process will result in a new Comprehensive Zoning By-law for each of the local municipalities within Perth County, and the current Zoning By-law's will be repealed. The existing Zoning Maps will also be updated as part of this process to reflect the new Zoning By-laws. Where appropriate, existing zones, provisions, regulations, and requirements will be maintained.

## 1.2 Zoning By-law Review Process

The project is being undertaken using a five-phase approach. The first two phases undertake background research and initial zoning analysis for all four lower-tier Zoning By-laws. The last three phases of the project use the findings of the first two phases to create draft, and then final, Zoning By-laws for each lower-tier municipality. Targeted workshops with interest groups and community partners will be held during Phase 2 to gain insights from those who utilize the Zoning By-laws most frequently; the findings of which will be summarized in the Phase 2 Reports. The last three phases of the project will gather input from both interest groups and the general public through Open Houses, targeted community group meetings, and 1-on-1 meetings. The project team will also have separate meetings with representatives of each LTM to tailor the Zoning By-law project to the local context of each lower-tier municipality.

The Zoning By-law Phase 1 report formed the basis for a detailed technical review of the overarching planning policies for the Phase 2 discussion papers. This paper reviews the current parking and loading provisions within the Zoning By-law, examines the existing regulatory framework and associated policy directions, completes a comparator analysis of parking and loading standards from similar municipalities and jurisdictions, and provides recommendations for updated parking and loading requirements to support the preparation of the new Zoning By-law.

This paper is 3 of 6 discussion papers being created to provide a series of directions and recommendations to guide the preparation of the Draft Zoning By-laws.

## 2 Summary of Phase 1 Findings

The Phase 1 report presented a series of directions and recommendations to guide the preparation of the draft Zoning By-law. As it relates to Parking and Loading, the related Phase 1 recommendations are summarized below.

- The Zoning By-law should establish development standards, such as permitted uses, minimum side yards, minimum front yards that can accommodate parking requirements, and height standards, to accommodate proposed growth and development within Settlement Areas for the next 20 years;
- Include clear provisions around accessible parking within the Zoning By-laws, ensuring that people who use mobility devices can move safely between buildings, sidewalks, and parking areas;
- Include definitions and minimum widths for Type A and Type B parking spaces within the Zoning By-laws, which are the two types of parking spaces defined for the use by persons with disabilities;
- Exclude off-street parking facilities from providing accessible parking spaces, in alignment with O.Reg. 191/11, if the off-street parking facility is exclusively used for the parking of: buses; delivery vehicles; law enforcement vehicles; medical transportation vehicles; or, impounded vehicles;
- Align parking standards with the accessible parking standards included within Section 80.36 of O.Reg. 191/11 to ensure a minimum number of accessible parking spaces are included in commercial or residential developments. These standards include:
    - 1 Type A accessible parking space where there are 12 parking spaces or fewer.
    - Accessible parking spaces are provided at a rate of 4 % of the total number of parking spaces, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number.
    - Where an even number of parking spaces are provided, an equal number of Type A and Type B parking space must be provided.
    - Where an odd number of parking spaces are provided, the number of parking spaces must be divided equally between Type A and Type B parking spaces but the additional, odd-numbered parking space may be a Type B parking space.
    - 1 accessible parking space, plus additional accessible parking spaces provided at a rate of 3% of the total number of parking spaces, where there are between 101 and 200

parking spaces provided, calculated in accordance with the above ratios rounding up to the nearest whole number.
    - 2 accessible parking spaces, plus additional accessible parking spaces provided at a rate of 2% of the total number of parking spaces, where there are between 201 and 1,000 parking spaces provided, calculated in accordance with the above ratios rounding up to the nearest whole number.
    - 11 accessible parking spaces, plus additional accessible parking spaces provided at a rate of 3% of the total number of parking spaces, where there are more than 1,000 parking spaces provided, calculated in accordance with the above ratios rounding up to the nearest whole number.
- Aligning development permissions, such as building height and parking requirements, with current trends and best practices across similar Ontario communities to enable more variety in the County's housing mix.
- Review the Zoning By-laws to ensure electric vehicle (EV) parking spaces and related infrastructure are permitted in urban areas;
- Creating bicycle parking requirements for recreational uses to support the development of additional bicycle infrastructure;
- Utilize the comparator findings of Table E.1 within the Parking Study to update parking standards within the Zoning By-law;
- Consider provisions for bike parking facilities to encourage passive transportation. Provisions should require bike parking facilities for higher-density residential development and mixed-use areas to provide suitable bicycle parking where cyclists stop, with racks that maximize convenience for short-term stops (i.e. store or bank entrances) and storage facilities that maximize security for long-term stops (i.e. homes, schools or places of work);
- Review gross floor area as it relates to parking requirements for office uses and industrial establishments;
- Consider increasing the parking requirements per unit for boarding and lodging houses; and,
- Update parking standards and minimum lot sizes to make it easier to develop smaller or more affordable units, particularly in Mitchell and other designated improvement areas.

These should be considered when preparing the draft Parking and Loading section.

# 3 Zoning By-law Overview

## 3.1 Parking and Loading Zoning By-law Sections

Parking and loading provisions are contained within the general provisions' sections of each Zoning By-law and apply across all zones. Information on where parking and loading sections can be found for each Zoning By-law can be found in its respective lower-tier municipality section below.

### 3.1.1 North Perth Zoning By-law

The North Perth Zoning By-law No. 6-ZB-1999 consists of 2 Sections that focus on parking and loading, which must be read and interpreted in their entirety, along with the overarching zone, to identify the applicable parking provisions for a particular property or development.

The Parking and Loading Sections of the North Perth Zoning By-law include:

- **Loading Space Requirements (Section 5.9)**, which establishes minimum loading stall dimensions and specifies the required number of loading spaces based on gross floor area.
- **Parking Area and Space Requirements (Section 5.18)**, which regulates parking space dimensions, parking requirements by use, accessible parking space standards (including barrier-free access aisles), the number of accessible spaces required based on total parking supply, and minimum access aisle widths.

Table 1 summarizes the minimum number of parking spaces required for the uses and purposes permitted in North Perth.

*Table 1: Parking Space Requirements by Use Type in North Perth*

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Automobile Repair/Service Establishment** | 4 plus 1 per repair bay |
| **Bank or Financial Institution** | 1 per 20m$^2$ |
| **Bed and Breakfast Establishment** | 2 per dwelling unit plus 1 per room for rent |
| **Commercial Greenhouse** | 1 per 55m$^2$ |
| **Commercial Recreational Uses** | 1 per 20m$^2$ |
| **Day Nursery** | 1 per 30m$^2$ |
| **Department Store** | 1 per 30m$^2$ |
| **Dry Cleaning Establishment** | 1 per 30m$^2$ |
| **Dwelling, Accessory** | 1 per dwelling unit |
| **Dwelling, Apartment** | 1.5 per dwelling unit |
| **Dwelling, Boarding or Lodging House** | 1 plus 1 per room for rent |
| **Dwelling, Converted** | 1.5 per dwelling unit |
| **Dwelling, Duplex** | 2 per dwelling unit |
| **Dwelling, Fourplex** | 1.5 per dwelling unit |
| **Dwelling, Group Home** | 2 per dwelling unit |
| **Dwelling, Long-Term Care Homes** | 1 per 3 beds |
| **Dwelling, Second Dwelling Unit** | 1 per dwelling unit |
| **Dwelling, Semi-Detached** | 2 per dwelling unit |
| **Dwelling, Semi-Detached Link** | 2 per dwelling unit |
| **Dwelling, Single-Detached** | 2 per dwelling unit |
| **Dwelling, Townhouse** | 1.5 per dwelling unit |
| **Dwelling, Triplex** | 1.5 per dwelling unit |
| **Farm Equipment/Implement** | 1 per 30m$^2$ |
| **Funeral Home** | 4 plus 1 per 4 persons of designed capacity |
| **Hotel** | 1.25 per room for rent |
| **Industrial Establishment** | 1 per 100m$^2$ |
| **Laboratory or Research Facility** | 1 per 20m$^2$ |
| **Laundromat** | 1 per 30m$^2$ |
| **Livestock Auction** | 1 per 55m$^2$ |
| **Medical Clinic** | 5 per practitioner |
| **Motel** | 1.25 per room for rent |

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Museum** | 1 per 30m$^2$ |
| **Offices** | 1 per 20m$^2$ |
| **Personal Service Shop** | 1 per 30m$^2$ |
| **Place of Assembly** | 1 per 5 persons of designed capacity |
| **Rental Shop** | 1 per 30m$^2$ |
| **Restaurant, Outdoor Patio Area** | 1 per 20m$^2$ |
| **Restaurant, Take-Out** | 1 per 4 persons of designed capacity |
| **Restaurant, Eat-In** | 1 per 20m$^2$ |
| **Retail Store** | 1 per 30m$^2$ |
| **School, Elementary** | The greater of 1.5 per classroom or 1 per 2.7 m$^2$ of assembly area (e.g. gymnasium, auditorium) |
| **School, Secondary or Commercial** | The greater of 5 per classroom or 1 per 2.7 m$^2$ of assembly area (e.g. gymnasium, auditorium) |
| **Sports Field** | The greater of 1 per 5 seats (or 3 m of bench), or 1 per 230 m$^2$ of playing field |
| **Studio (art, dance, music, photo)** | 1 per 30m$^2$ |
| **Supermarket** | 1 per 10m$^2$ |
| **Taxi Establishment** | 1 plus 1 per vehicle stored on site |
| **Veterinarian Clinic** | 5 per practitioner |
| **Warehouse (including mini-storage)** | 1 per 100m$^2$ |
| **Wholesale Establishment** | 1 per 55m$^2$ |
| **Other Permitted Uses** | 1 per 37m$^2$ |

### 3.1.1 West Perth Zoning By-law

The West Perth Zoning By-law No. 100-1998 consists of 2 Sections that focus on parking and loading, which must be read and interpreted in their entirety, along with the overarching zone, to identify the applicable parking provisions for a particular property or development. The Parking and Loading Sections of the West Perth Zoning By-law include:

- **Loading Space Requirements (Section 5.9)**, which establishes minimum loading stall dimensions and specifies the required number of loading spaces based on gross floor area.
- **Parking Area and Space Requirements (Section 5.19**), which regulates parking space dimensions, parking requirements by use, accessible parking space standards (including barrier-free access aisles), the number of accessible spaces required based on total parking supply, and minimum access aisle widths.

Table 2 summarizes the minimum number of parking spaces required for the uses and purposes permitted in West Perth.

*Table 2: Parking Space Requirements by Use Type in West Perth*

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Single-detached, semi-detached, duplex, converted, and accessory dwellings** | 2 per dwelling unit. Number of Parking Spaces required for Secondary Dwelling Units shall be in accordance with Section 5.26.1 of this By-law. |
| **Apartment dwelling and other multiple unit dwellings** | 1.5 per dwelling unit |
| **Group home dwellings** | 1 per 3 residents |
| **Home for the aged, Nursing home dwellings** | 1 per 3 beds |
| **Group home dwelling** | 2 per dwelling unit plus 1 per 4 group home residents |
| **Bed and Breakfast Establishment** | 2 per dwelling unit plus 1 per guest room for rent |
| **Church** | 1 per 4 persons of maximum designed capacity of the sanctuary |
| **Elementary School** | The greater of 1.5 per classroom or 1 per 10 $m^2$ of auditorium assembly area |
| **Secondary School** | The greater of 5 per classroom or 1 per 7.5 $m^2$ of auditorium assembly area |
| **Assembly Hall, Community Centre, Arena, Theatre, Sports Field** | 1 per 5 seats or 3 m of bench space of maximum seating capacity, or 1 per 230 $m^2$ of playing field area where no seating exists |
| **Restaurant, eating establishment, tavern** | 1 per 4 persons of maximum designed capacity |
| **Eating establishment, take-out** | 6 plus 1 per 4 persons of maximum designed capacity |
| **Clinic** | 5 per practitioner |
| **Business or Professional Office** | 1 per 20$m^2$ of gross floor area |
| **Retail store, department store, personal service shop** | 1 per 30$m^2$ of gross floor area |
| **Bowling Establishment** | 3 per bowling lane |
| **Hotel or Motel** | 2 plus 1 per guest room |
| **Supermarket, grocery store** | 1 per 15$m^2$ of retail floor area |
| **Furniture store, Wholesale establishment** | 1 per 55$m^2$ of retail floor area |
| **Automobile repair establishment, auto-mobile service station, automobile sales and service establishment** | 4 plus 1 per repair bay |
| **Industrial establishment**<br>**Largest shift, including office staff** | 1.25 per employee |
| **Uses permitted by this by-law other than those referred to above** | 1 per 40$m^2$ of gross floor area |

### 3.1.2 Perth East Zoning By-law

The Perth East Zoning By-law No. 100-1998 consists of 2 Sections that focus on parking and loading, which must be read and interpreted in their entirety, along with the overarching Zone, to identify the

applicable parking provisions for a particular property or development. The Parking and Loading Sections of the Perth East Zoning By-law include:

- **Loading Space Requirements (Section 5.9)**, which establishes minimum loading stall dimensions and specifies the required number of loading spaces based on gross floor area.
- **Parking Area and Space Requirements (Section 5.17)**, which regulates parking space dimensions, parking requirements by use, accessible parking space standards (including barrier-free access aisles), the number of accessible spaces required based on total parking supply, and minimum access aisle widths.

Table 3 summarizes the minimum number of parking spaces required for the uses and purposes permitted in Perth East.

*Table 3: Parking Space Requirements by Use Type in Perth East*

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Single-detached, semi-detached, duplex, converted, and accessory dwellings** | 2 per dwelling unit |
| **Apartment dwelling and other multiple unit dwellings** | 1.5 per dwelling unit |
| **Group home dwellings** | 1 per 3 residents |
| **Group home dwelling** | 2 per dwelling unit plus 1 per 4 group home residents |
| **Home for the aged, Nursing home dwellings** | 1 per 3 beds |
| **Bed and Breakfast Establishment** | 2 per dwelling unit plus 1 per guest room for rent |
| **Church** | 1 per 4 persons of maximum designed capacity of the sanctuary |
| **Elementary School** | The greater of 1.5 per classroom or 1 per 10 $m^2$ of auditorium assembly area |
| **Secondary School** | The greater of 5 per classroom or 1 per 7.5 $m^2$ of auditorium assembly area |
| **Assembly Hall, Community Centre, Arena, Theatre, Sports Field** | 1 per 5 seats or 3 m of bench space of maximum seating capacity, or 1 per 230 $m^2$ of playing field area where no seating exists |
| **Restaurant, eating establishment, tavern** | 1 per 4 persons of maximum designed capacity |
| **Eating establishment, take-out** | 6 plus 1 per 4 persons of maximum designed capacity |
| **Clinic** | 5 per practitioner |
| **Business or Professional Office** | 1 per 20$m^2$ of gross floor area |
| **Retail store, department store, personal service shop** | 1 per 30$m^2$ of retail and/or customer service floor area |
| **Bowling Establishment** | 3 per bowling lane |
| **Hotel or Motel** | 2 plus 1 per guest room |
| **Supermarket, grocery store** | 1 per 15$m^2$ of retail floor area |
| **Furniture store, Wholesale establishment** | 1 per 55$m^2$ of retail floor area |

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Automobile repair establishment, auto-mobile service station, automobile sales and service establishment** | 4 plus 1 per repair bay |
| **Industrial establishment Largest shift, including office staff** | 1.25 per employee |
| **Uses permitted by this by-law other than those referred to above** | 1 per 40m$^2$ of gross floor area |
| **Secondary Dwelling Unit** | 1 per secondary dwelling unit |

### 3.1.3 Perth South Zoning By-law

The Perth South Zoning By-law No. 4-1999 consists of 2 Sections that focus on parking and loading, which must be read and interpreted in their entirety, along with the overarching zone, to identify the applicable parking provisions for a particular property or development. The Parking and Loading Sections of the Perth South Zoning By-law include:

- **Loading Space Requirements (Section 5.9)**, which establishes minimum loading stall dimensions and specifies the required number of loading spaces based on gross floor area.
- **Parking Area and Space Requirements (Section 5.18)**, which regulates parking space dimensions, parking requirements by use, accessible parking space standards (including barrier-free access aisles), the number of accessible spaces required based on total parking supply, and minimum access aisle widths.

Table 4 summarizes the minimum number of parking spaces required for the uses and purposes permitted in Perth South.

*Table 4: Parking Space Requirements by Use Type in Perth South*

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Additional Residential Unit** | 1 per dwelling unit |
| **Assembly Hall, Community Centre, Arena, designed Theatre** | 1 per 5 persons of maximum capacity |
| **Apartment Dwellings** | 1.5 per dwelling unit |
| **Automobile Repair Establishment, Automobile Service Station** | 4 plus 1 per repair bay |
| **Automobile Sales and Service Establishment** | 4 plus 1 per repair employee |
| **Bed and Breakfast Establishment** | 2 per dwelling unit plus 1 per guest room for rent |
| **Boarding or Lodging House Dwelling for rent** | 1 per dwelling unit plus 1 per room |
| **Business or Professional Office** | 1 per 18.5 sq. m (199.1 sq. ft.) of gross floor area |
| **Church** | 1 per 4 persons of maximum designed capacity in the sanctuary |
| **Club or Fraternal Organization** | 1 per 18.5 sq. m (199.1 sq. ft.) of gross floor area |
| **Eating Establishment, Restaurant, Tavern** | 1 per 4 persons of maximum designed capacity |
| **Eating Establishment, Take-Out** | 1 per 18.5 sq. m (199.1 sq. ft.) of ground floor area |

| Type of Use | Minimum Number of Spaces |
|---|---|
| **Elementary School** | The greater of:<br>a) 1.5 per classroom, or<br>b) 1 per 2.7 sq. m (29 sq. ft.) of Assembly area (e.g. gymnasium, auditorium) |
| **Funeral Home** | 4 plus 1 per 4 seats of maximum seating capacity |
| **Group Home Dwelling** | 2 per dwelling unit plus 1 per 4 group home residents |
| **Home for the Aged, Nursing Home Dwellings** | 1 per 4 beds plus 1 per 2 employees |
| **Hotel or Motel** | 1 per 2 employees plus 1 per guest room |
| **Industrial Establishment** | 3 for every 4 employees on the largest shift, including office staff |
| **Medical Clinic** | 5 per practitioner (e.g. doctor, dentist) |
| **Retail Store, Personal Service Shop** | 1 per 30 sq. m (322.9 sq. ft.) of ground floor area plus 1 per 60 sq. m (645.8 sq. ft.) of remaining gross floor area |
| **Secondary School** | The greater of:<br>a) 5 per classroom, or<br>b) 1 per 2.7 sq. m (29 sq. ft.) of assembly area (e.g. auditorium) |
| **Senior Citizens Dwelling** | 1 per dwelling unit plus 1 visitor parking space per 5 dwelling units |
| **Single-Detached, Semi-Detached, Duplex Dwelling** | 2 per dwelling unit |
| **Sports Field** | The greater of:<br>a) 1 per 5 seats or 3m (9.84 ft.) of bench space of maximum seating capacity, or<br>b) 1 per 230 sq. m (2,475.7 sq. ft.) of gross field area where no seating exists |
| **Supermarket, Grocery Store** | 1 per 10 sq. m (107.6 sq. ft.) retail floor area |
| **Triplex, Fourplex and Converted Dwellings** | 1.5 per dwelling unit row and townhouse dwellings |
| **Uses Permitted by this By-law other than** | 1 per 37 sq. m (398.2 sq. ft.) those referred to above of gross floor area |

## 3.2 Perth County Parking and Loading Provision Comparison

For comparison purposes, parking and loading standards across the four Zoning By-laws have been compiled into tables for ease to determine inconsistencies.

Table 5 summarizes the current minimum dimensions for parking spaces across Perth County. It can be observed that there are many inconsistencies in measurements throughout the different Zoning By-laws.

*Table 5: Parking Size Requirements across Perth County*

| | North Perth | Perth East | Perth South | West Perth |
|---|---|---|---|---|
| **Minimum Width (m)** | 2.7 | 2.8 | 3.0 | 2.7 |
| **Minimum Length (m)** | 5.5 | 6.1 | 6.1 | 5.5 |
| **Minimum Vertical Clearance (m)** | 2.4 | | | 2.4 |

Current minimum dimensions for accessible parking spaces and barrier-free access aisles across Perth County are shown in Table 6. Significant inconsistencies exist between municipalities, and neither Perth East nor Perth South currently regulate these dimensions.

*Table 6: Accessible Parking Size Requirements across Perth County*

| | North Perth | Perth East | Perth South | West Perth |
|---|---|---|---|---|
| **Minimum Width (m)** | 2.7 or 3.4 | | | 4.25 |
| **Minimum Length (m)** | 5.5 | | | 5.5 |
| **Minimum Vertical Clearance (m)** | | | | 2.4 |
| **Barrier-Free Access Aisle Width (m)** | 1.5 | | | 2.0 |

Current accessible parking space minimum requirements are found in Table 7. There is vague consistency across the four local Zoning By-laws surrounding accessible parking space requirements and it is currently unclear in the Zoning By-law if accessible spaces are required over and above the required number of spaces or if they are included within the required number of spaces.

*Table 7: Number of Accessible Parking Spaces Required across Perth County*

| Number of Provided Parking Spaces | North Perth: Number of Required Spaces | Perth East: Number of Required Spaces | Perth South: Number of Required Spaces | West Perth: Number of Required Spaces |
|---|---|---|---|---|
| **25 or less** | 1 | | | 1 |
| **26 – 50** | 2 | | | 2 |
| **51 – 75** | 3 | | | |
| **51 – 100** | | | | 3 |
| **76 – 100** | 4 | | | |
| **101 – 150** | | | | 4 |
| **151 – 200** | | | | 6 |

| Number of Provided Parking Spaces | North Perth: Number of Required Spaces | Perth East: Number of Required Spaces | Perth South: Number of Required Spaces | West Perth: Number of Required Spaces |
|---|---|---|---|---|
| **101 – 200** | 1 + 3% of total spaces | | | |
| **201 +** | | | | 6 + 2% of total spaces |
| **201 – 1000** | 2 + 2% of total spaces | | | |
| **1000 +** | 11 + 1% of total spaces | | | |

Table 8 summarizes current visitor parking requirements across Perth County. It can be observed that only North Perth includes required visitor parking based on the total number of dwelling units.

*Table 8: Visitor Parking Requirements across Perth County*

| Number of Units | North Perth: Number of Required Visitor Parking Spaces | Perth East: Number of Required Visitor Parking Spaces | Perth South: Number of Required Visitor Parking Spaces | West Perth: Number of Required Visitor Parking Spaces |
|---|---|---|---|---|
| **3 – 8** | 1 | | | |
| **9 – 16** | 2 | | | |
| **17 – 24** | 3 | | | |
| **25 – 32** | 4 | | | |
| **32 – 40** | 5 | | | |
| **100** | 13 | | | |
| **200** | 25 | | | |

Current minimum measurements for loading spaces across Perth County are found in

Table 9. It can be observed that these requirements are identical except for West Perth, which has two different minimum length values. It is recommended that these measurements be updated into conformity.

*Table 9: Loading Stall Size Requirements across Perth County*

| | North Perth | Perth East | Perth South | West Perth |
|---|---|---|---|---|
| **Minimum Width (m)** | 3.5 | 3.5 | 3.5 | 3.5 |
| **Minimum Length (m)** | 9.0 | 9.0 | 9.0 | 9.0 or 18.0 |
| **Minimum Vertical Clearance (m)** | 4.25 | 4.25 | 4.25 | 4.25 |

Table 10 summarizes the minimum number of loading spaces required that shall be in accordance with the following provisions.

*Table 10: Number of Required Loading Spaces across Perth County*

| Retail Floor space ($m^2$) | North Perth: Minimum Number of Loading Spaces | Perth East: Minimum Number of Loading Spaces | Perth South: Minimum Number of Loading Spaces | West Perth: Minimum Number of Loading Spaces |
|---|---|---|---|---|
| **Less than 185$m^2$** | 0 | 0 | 0 | 0 |
| **185$m^2$ – 3,700$m^2$** | 1 | 1 | 1 | 1 |
| **3,700$m^2$ – 9,300$m^2$** | 2 | 2 | 2 | 2 |
| **9,300$m^2$ +** | Each additional 9,300$m^2$ of gross floor area requires 1 space | Each additional 9,300$m^2$ of gross floor area requires 1 space | Each additional 9,300$m^2$ of gross floor area requires 1 space | Each additional 9,300$m^2$ of gross floor area requires 1 space |

The minimum number of queuing spaces required by Perth County Zoning By-laws can be found in Table 11.

*Table 11: Queuing Space Requirements across Perth County*

| | North Perth | Perth East | Perth South | West Perth |
|---|---|---|---|---|
| **Automated teller situated on the exterior of a building or free-standing** | 3 spaces | | | |
| **Motor vehicle washing establishment** | 5 spaces | | | |
| **Eating establishment** | 10 spaces | | | |

## 3.3 Preliminary Recommendations

Upon initial review of the Parking and Loading requirements that exist within the four Zoning By-laws, the following issues and opportunities for improvement have been identified. These issues, and others that may be identified over the course of the Zoning By-law Review process, will need to be addressed in preparing the new Zoning Bylaw.

- Parking requirements should be generalized where feasible to improve clarity and consistency. Specific uses (e.g., *Bowling Establishment*), could be incorporated into broader categories such as recreational facilities, while community uses such as libraries and museums could be grouped under a generalized community or cultural classification. Consolidating parking standards under broader use categories reduces unnecessary complexity and supports flexibility and long-term future-proofing of the Zoning By-laws.
- Outdated and inappropriate terminology should be removed from accessible parking provisions. References to “Handicapped Parking” or “Parking for the Physically Disabled” should be replaced with the term “Accessible Parking” to reflect current legislative standards and inclusive language.

- All Zoning By-laws should include provisions that regulate the size of accessible parking spaces, and the number of accessible parking spaces required as part of the total parking supply.
- All Zoning By-laws should include provisions that regulate the number of visitor parking spaces required.
- All Zoning By-laws should include provisions that regulate the number of queuing spaces required and should specify how many queuing spaces are required before and after the order board.
- Consistent with the requirements of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA), updated Zoning By-laws should distinguish between Type A and Type B accessible parking spaces and establish requirements for both types within the overall accessible parking provision.
- New Zoning By-laws should adopt consistent wording and standardized definitions to reduce ambiguity and enhance clarity and comprehensiveness across all parking and loading provisions.
- Inconsistencies in parking and loading stall numbers and dimensions across the four Zoning By-laws creates interpretation challenges for Chief Building Officials and planning staff when working across municipal boundaries. Parking and Loading requirements should be made consistent across all four Zoning By-laws.

# 4 Official Plan Conformity

In accordance with Section 34(1) of the Planning Act, municipal decisions, by-laws and public works must conform to the policies of the Official Plan. Collectively, the provisions and regulations of the local Zoning By-laws are regulatory tools that implement the policies of the County Official Plan. The Official Plan states that each local municipality will prepare a Comprehensive Zoning By-law that will be in conformity with the principles, policies, and land use designation contained in the County Official Plan.

## 4.1 Parking

Parking provisions are key implementation tools that support the broader land use and transportation policies of the County Official Plan. These provisions must ensure that development is adequately serviced with safe and functional parking facilities, while also supporting efficient land use patterns, accessibility, and active transportation.

- Adequate road access and off-street parking areas shall be provided, the number of parking spaces required shall be established in the implementing Zoning By law;
- A site plan agreement under the authority of Section 41 of the Planning Act, may be required for multiple unit residential development, subject to size and scale of the proposed development. site plans will address matters such as setbacks, building envelope, building design, parking, lighting, landscaping, screening, snow storage, garbage storage, access, grading, drainage and stormwater management;
- New large-scale retail developments which require large parking areas shall generally be directed to the ‘Corridor Commercial’ designation;
- The implementing Zoning By-law shall include off-street parking requirements;

- development shall consider existing residential uses and shall utilize the location of parking as a means to transition new development to existing residential uses;
- Adequate off-street parking shall be provided for automobiles and bicycles, in accordance with Municipality of North Perth Site Plan Control design standards, which requires 1 bicycle parking space for every 15 required parking spaces.

### 4.2 Loading

Loading provisions in the Official Plan are addressed through land use and transportation policies, particularly in Serviced Urban Areas and Settlement Areas. Expectations for loading are generally focused on ensuring that adequate facilities are provided to support the following:

- Shortage of land to accommodate widening of existing rights-of-ways, building expansions, parking and/or loading facilities; and
- Adequate off-street parking areas and loading and unloading facilities shall be provided in accordance with the implementing Zoning By-law.

## 5 Comparator Information

This section presents the findings of the comparator research undertaken as part of the Comprehensive Zoning By-law project. The research reviewed and compared the current Zoning By-laws in Perth County with six other municipal Zoning By-laws from across Ontario. The six other Zoning By-laws were chosen based on the municipalities similarities to Perth County in land use and population size, as well as how recent a review of their Zoning By-law was undertaken. The purpose of this review was to identify similarities and differences in structure, terminology, land use permissions, and development standards, as well as to highlight emerging trends and best practises in Zoning. By examining how other municipalities address parking and loading matters, staff can determine how Perth County's existing regulations align with a broader provincial context. The insights gained through this comparison further inform recommendations for a modern, clear, and effective Comprehensive Zoning By-law that reflects current planning priorities and community needs. Table 12 summarizes the comparators used for this research and the following section summarizes the similarities and differences between the local Zoning By-laws and the comparator municipalities. Raw comparator tables can be found in Appendix A of this report for review.

*Table 12: Comparator Zoning By-laws Information Summary*

| Municipality | Document Type | Notes |
|---|---|---|
| **Prince Edward County** | Comprehensive Zoning By-law 140-2025 | Newly adopted county-wide by-law with updated zones, general provisions, schedules, and detailed definitions. |
| **Centre Wellington** | Consolidated ZBL 2009 045 (Dec 2025) | Older by-law with urban and rural zones implemented through schedules, maps, and definitions. |
| **Woolwich** | Zoning By-law 26-2024 online | Newly adopted, Township-wide by-law, with updated urban and rural zones. |

| Municipality | Document Type | Notes |
|---|---|---|
| **City of Brantford** | Zoning By-law text (current consolidated) | Newly adopted by-law from an urban setting to compare urban and suburban zoning provisions. |
| **Rural Kawartha Lakes** | Rural Zoning By-law 2024-113 | Newly adopted, rural-oriented consolidated by-law. |
| **Woodstock** | Zoning By-law No. 8626-10 (Consolidated Sept 2025) | More urban by-law with similar geographical context. |

## 5.1 Parking Space Requirements by Use

Perth County's Zoning By-laws are generally consistent with minimum parking requirements found across the county. However, several parking standards are associated with highly specific land uses, which can limit flexibility and create unnecessary complexity. A more effective approach would be to consolidate similar uses into broader land-use categories that can accommodate a wider range of activities. For example, libraries and museums could be incorporated into a broader community/institutional use category, allowing parking requirements to apply consistently to comparable uses that may not be explicitly identified in the Zoning By-laws.

A review of comparator municipalities indicates that parking requirements are commonly organized into broad categories such as residential, agricultural, commercial, community/institutional, industrial, and other uses. Adopting a similar framework in Perth County's updated Zoning By-laws would enhance the organization, clarity, and overall usability of the parking regulations while reducing the need for numerous use-specific standards. Furthermore, the City of Woodstock's Zoning By-law distinguishes standard parking requirements those applicable within the downtown area. Establishing a similar structure in Perth County could help support downtown revitalization objectives by reducing parking requirements in core areas where development patterns, walkability, and access to alternative transportation options are available. Parking Space Size and Access Width Comparison

A review of parking space size and aisle dimensions across the four Perth County municipalities indicates that local standards are generally consistent with, and in some cases more permissive than, those of comparator municipalities. This approach reflects local context, as the predominantly agricultural character of Perth County results in higher reliance on larger vehicles such as pickup trucks, which require more generous parking dimensions.

### 5.1.1 Access Aisle Size

Perth County Zoning By-laws currently do not regulate minimum aisle widths for access to standard perpendicular parking spaces. In contrast, many comparator municipalities have established minimum aisle width requirements to support consistent design and safe vehicle manoeuvring. This reflects a broader trend toward standardization and improved functionality in parking layout design.

### 5.1.2 Accessible Parking Space Size Comparison

The Accessibility for Ontarians with Disabilities Act (AODA) distinguishes between two types of accessible parking spaces: Type A and Type B. Type A spaces are wider and designed to accommodate accessible vans and larger mobility devices, while Type B spaces are standard-width accessible spaces located close to building entrances for individuals using smaller mobility aids or no mobility aids. North Perth's accessible parking space dimensions are generally consistent with those of comparator municipalities. However, the remaining lower-tier municipalities in Perth County are not aligned with current standards. Incorporating updated accessible parking provisions into new Zoning By-laws is essential to ensure conformity with AODA requirements and to support a safe, inclusive, and accessible built environment.

#### 5.1.2.1 Barrier-Free Access Aisle Size

Barrier-free access aisles provide safe and accessible circulation space between parking spaces for persons with disabilities. North Perth and West Perth include minimum access aisle requirements in their Zoning By-laws, consistent with many comparator municipalities. Overall, Perth County standards are generally aligned with, or more permissive than, comparator requirements.

#### 5.1.2.2 Accessible Parking Spaces Required

Perth County's current Zoning By-laws require less accessible parking spaces than comparator municipalities. This signifies that Perth County's Zoning By-laws are outdated and do not accurately reflect modern needs. Each municipality in Perth County along with the comparators divide the required parking spaces up by different parking space numbers, however there is a sense of conformity with the required spaces with under 25 parking spaces, 100 – 200, 201 – 1000, and over 1000 spaces.

## 5.2 Visitor Parking Comparison

Demand for visitor parking has increased alongside the growth of higher-density residential development. Among Perth County's lower-tier municipalities, only North Perth currently requires visitor parking based on the number of dwelling units. In comparison, many comparator municipalities establish visitor parking requirements by unit count and dwelling type. Adopting a similar approach in Perth County could improve the adequacy and responsiveness of visitor parking provisions across different housing forms.

## 5.3 Electric Vehicle (EV) Parking

EVs have become an increasingly popular mode of transportation and it is of value to consider this when updating the Zoning By-laws. As the current Perth County Zoning By-laws are outdated, EV parking is not included since this was not an option at the time of publication. Four (4) out of six (6) comparators include provisions on EV parking spaces regarding the size of the space and location of equipment for charging vehicles. Since the creation of the comparator Zoning By-laws, the Province has released legislation that restricts the ability for Zoning By-laws to require the provision of EV parking spaces. At this time, Perth County is looking to ensure EV parking spaces and related EV parking infrastructure are permitted as-of-right within the Zoning By-law, when proposed on a site-by-site basis. When EV parking is proposed, it is recommended that it be included in the total number of required parking spaces and permissions are granted for EV supply equipment to be located within all required yards and have unlimited maximum projection permitted into required yards under zone regulations.

## 5.4 Loading Stall Space Comparison

Perth County currently requires loading spaces based on gross floor area. In contrast, many comparator municipalities establish loading space requirements based on land use type (e.g. residential, commercial, or industrial), although some continue to apply floor area-based standards similar to Perth County. Given the age of the existing Zoning By-laws, aligning loading space requirements with contemporary practices used by comparator municipalities may improve clarity and better reflect current development patterns.

Perth County's minimum loading space dimensions are generally smaller than those in more recently updated comparator Zoning By-laws. Increasing the minimum size requirements would help ensure adequate space for modern delivery vehicles and support safer and more efficient loading operations.

## 5.5 Formatting Comparison

With the four Perth County Zoning By-laws being outdated and non-reflective of current trends and practices, the formatting of parking and loading sections prove to also be outdated. Most comparator municipalities zoning by-laws use a table for the minimum off-street parking requirements by use, which is organized in groups of residential uses, commercial uses, industrial uses, agricultural uses, community uses, and even environmental protection and open space uses. Formatting the new Zoning By-laws to reflect this style could contribute to a higher degree of readability and improve understanding and interpretation. Tables can also be included to organize and present other requirements such as aisle widths, visitor parking rates for residential uses, barrier-free parking space rates, minimum bicycle parking spaces, and loading spaces.

## 5.6 Graphics

Graphics are helpful tools in assisting with interpretation of parking and loading requirements. As current Perth County Zoning By-laws do not incorporate any graphics for parking or loading, it has been determined that many comparator municipalities do include graphics. For reference in drafting the Zoning By-laws, useful graphics have been compiled for comparison, review, and consideration to include.

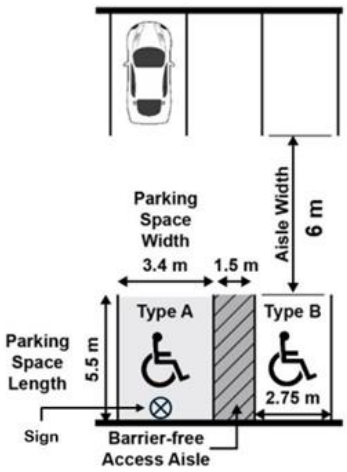



*Figure 1: Barrier-free parking spaces graphic from Municipality of Prince Edward County Zoning By-law*

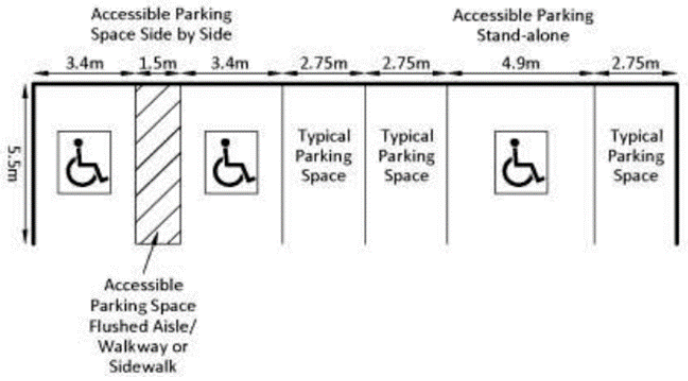



*Figure 2: Accessible parking space illustration from Township of Woolwich Zoning By-law*

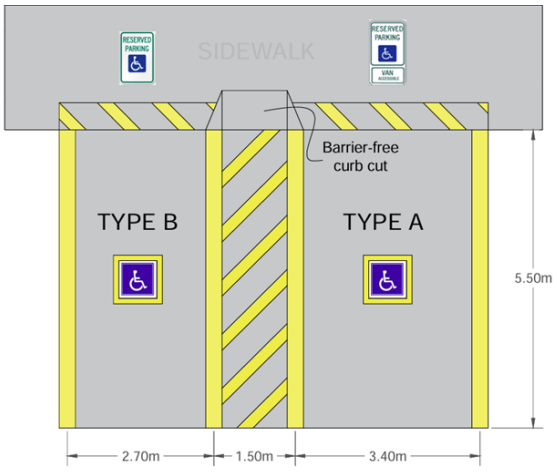



*Figure 3: Accessible parking standards graphic from City of Woodstock Zoning By-law*

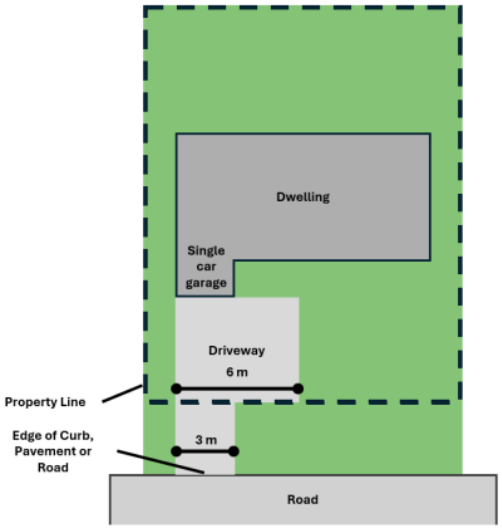



*Figure 4: Driveway obstruction graphic from Municipality of Prince Edward County Zoning By-law*

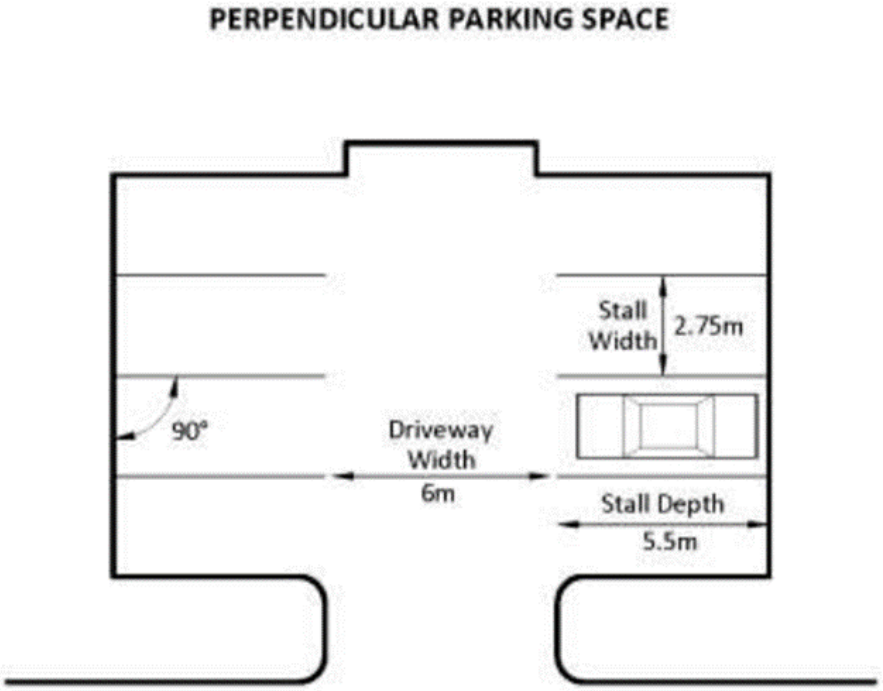



*Figure 5: Perpendicular parking space graphic from Township of Woolwich Zoning By-law*

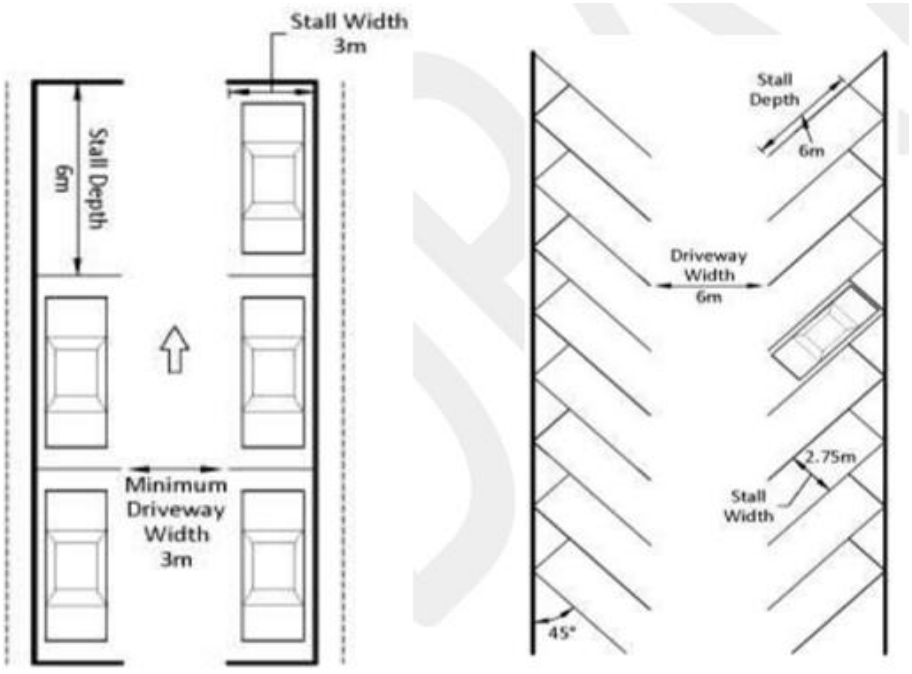



*Figure 6: Parallel and Angular parking space graphic from Township of Woolwich Zoning By-law*

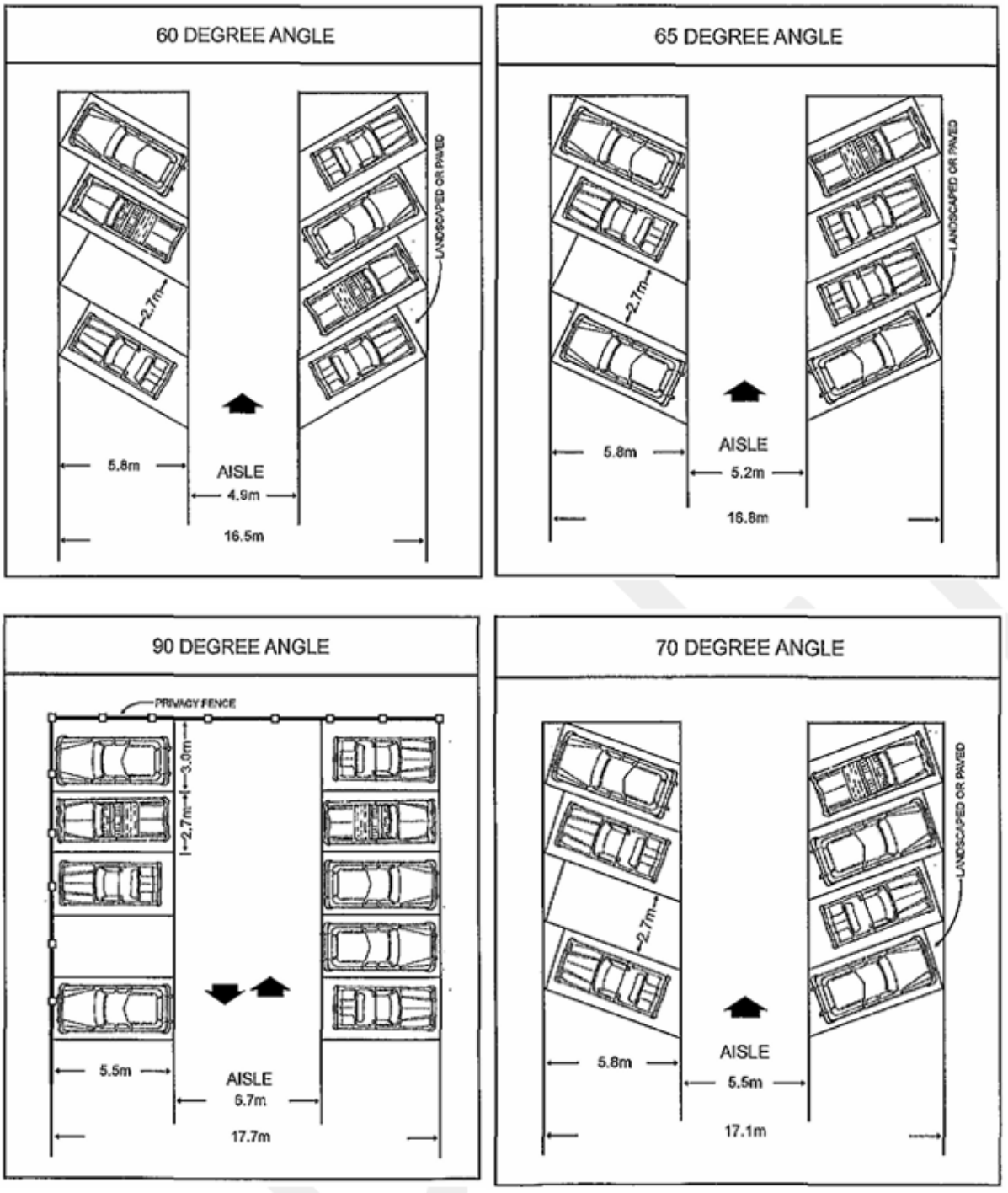



*Figure 7: Parking space and parking aisle requirement plan graphic from City of Woodstock Zoning By-law*

# 6 Interest Group Discussions

From June 1 to June 4, 2026, Perth County staff met with representatives from various interest groups, including municipal and county service representatives, agricultural groups, community groups, and builders/businesses, to gather preliminary feedback on potential improvements to the new Zoning By-laws. The workshop began with a brief presentation outlining the Ontario planning policy framework, the purpose and application of Zoning By-laws, and a summary of the Zoning By-law Review project to date. Participants then engaged in guided discussion where questions relating to the themes of Residential, Open Space and Recreation, Commercial/Industrial, Agricultural, and General were presented.

Parking emerged as a key concern during discussions related to the Residential and General themes. When considering what possible non-residential uses are not compatible with residential uses and should be prohibited from neighbourhoods, parking was consistently raised as a major possible concern. Participants urged that it might be difficult to locate appropriate land for off-street parking within residential areas and raised concerns with existing access to parking, that participants felt would be exacerbated through increases in residential density. Concerns were also raised that business related activity could increase traffic volumes and on-street parking demand, negatively impacting surrounding residents. Additionally, participants in Perth South recommended incorporating graphics into the updated Zoning By-law to improve clarity in the interpretation of parking and loading requirements.

# 7 Key Zoning Issues and Trends

The following section discusses key zoning issues and trends and opportunities for improvements to the current Zoning By-law that have been identified, based on background review and initial consultation with local and County staff. These issues, and others that may be identified over the course of the Zoning By-law Review process, will be considered in preparing the new Zoning Bylaw, however, may not necessarily result in changes to the Zoning By-laws.

- In 2016, the Municipality of North Perth undertook a Downtown Care Area Parking Study for Listowel to align existing standards and practices with community need. A number of recommendations were identified as a result of the study, however, some recommendations, such as the accessible parking space standards and the parking space standards for boarding and lodging, are now outdated due to the age of the study. The following recommendations from the Downtown Core Area Parking Study should still be considered through the Zoning By-law Review:
    - Utilize the comparator findings of Table E.1 within the Parking Study to update parking standards within the Zoning By-law;
    - Consider provisions for bike parking facilities to encourage passive transportation. Provisions should require bike parking facilities for higher-density residential development and mixed-use areas to provide suitable bicycle parking where cyclists stop, with racks that maximize convenience for short-term shops (i.e. store or bank

entrances) and storage facilities that maximize security for long-term stops (i.e. homes, schools or places of work); and,
    - Review gross floor area as it relates to parking requirements for office uses and industrial establishments.
- Parking and loading standards should consider reflecting contemporary transportation needs and development practices. Consideration should be given to including bicycle parking and horse and buggy parking, as well as requiring above-ground parking lots to accommodate standard car door opening radii within the required lot line setback but permitting underground parking spaces with reduced or zero setbacks from lot lines, where appropriate.
- Visitor parking to be included as a calculation per dwelling unit (e.g., 0.25 spaces for every dwelling unit), instead of requiring it based on a specific numerical range of units that may not account for a development with more units than what the visitor parking accounts for. Visitor parking should also only be required for multi-residential developments where street parking would not be suitable for the number of visitors. Multi-residential development
- Update queuing or stacking space requirements to reflect modern practices and include more uses.

# 8 Recommendations

Using the information gained from comparator research, while considering provincial policy changes, the following section summarizes the draft parking and loading requirements, permitted uses, and provisions proposed for staff and community partner feedback.

The restructuring and consolidation of the parking provisions within the four Zoning By-laws should be considered as part of the Comprehensive Zoning By-law Review. It is recommended that the Parking and Loading Sections within the Zoning By-laws be consolidated within the General Provisions Section and the Zoning By-laws utilize consistent formatting and subsection headings to consolidate all related Parking and Loading provisions into one location within the Zoning By-laws. It is recommended that the parking minimum size requirements and parking spaces for permitted uses be updated to ensure consistency between the four Zoning By-laws and be reflective of modern practices.

Likewise, accessible parking spaces are currently not included in Perth East or Perth South's Zoning By-laws. It is important to include consistent accessible parking standards across all municipalities to ensure conformity with AODA requirements and to support equitable access for all users. To align with current AODA terminology, the draft Zoning By-laws should use the terms 'accessible parking space' and 'access aisle' rather than 'barrier-free parking' and 'barrier-free aisle.' It is recommended that the draft Zoning By-laws have separate Type A and Type B parking space size standards in accordance with the AODA standards. It is also recommended that an access aisle is regulated across Perth County to ensure adequate and equitable access.

During comparison with similarly-sized municipal Zoning By-laws, Perth County needs to update visitor parking standards. Many comparator municipalities use a calculation for parking amongst different residential dwelling types. It is recommended that the draft Zoning By-laws include visitor parking as a calculation to allow for more accurate visitor parking spaces.

As cycling continues to grow as a mode of transportation and recreation, the inclusion of bicycle parking was identified as a preliminary consideration for the updated Zoning By-laws. Currently, none of the local Zoning By-laws regulate bicycle parking and only 2 of the local Municipalities (North Perth and Perth East) regulate bicycle parking through their Site Plan  However, a review of comparator municipalities indicates that the majority do not currently regulate bicycle parking through their Zoning By-laws. To better understand the local context, Perth County's Tourism and Economic Development Department was consulted regarding cycling activity and infrastructure across the County. Through this consultation, it was noted that while Perth County has undertaken a Cycling Tourism Strategy, key barriers to increased cycling participation relate primarily to infrastructure gaps. Based on this input, it was determined that the introduction of bicycle parking requirements alone would not meaningfully contribute to increasing cycling at this time. Accordingly, the regulation of bicycle parking within the Zoning By-laws is not recommended at this stage, but may be reconsidered in the future as cycling infrastructure and demand evolve.

Electric Vehicle (EV) parking also continues to grow as a common mode of transportation. While guiding documents referenced throughout the Comprehensive Review recommend inclusion of standards and regulations within the Zoning By-law to support the continued use of EV's, the Planning Act does not permit EV parking to be a requirement within Zoning By-laws. While not appropriate to provide parking requirements for EV's within the Zoning By-laws, the Zoning By-laws can still support the growing use of EV's by ensuring parking spaces and infrastructure is permitted in urban areas. It is recommended that related EV infrastructure be included in the General Provisions Section of the Zoning By-laws, specifically within the permissions granted to projections into required yards.

Horse and buggy parking standards was initially identified as a potential recommendation given that Perth County includes rural communities where this mode of transportation is present. However, after reviewing the  comparator municipalities, it was determined that horse and buggy parking is not typically regulated through zoning parking standards. Instead, these spaces are generally provided on a site-specific basis or horse and buggy shelters are permitted as-of-right as accessory structures. As a result of comparator findings, a parking standard is not recommended at this time. The inclusion of horse and buggy shelters as accessory structures will be considered as part of the General Provisions Background Paper.

Similarly, compact vehicle parking was considered for inclusion. Comparator research showed that most municipalities do not regulate compact vehicle spaces. Given that Perth County is predominantly agricultural, compact vehicle parking requirements are not necessary at this time.

Following a review of parking related graphics in comparator Zoning By-laws, it is recommended that the accessible parking space graphic from the Municipality of Prince Edward County Zoning By-law, along with the perpendicular, parallel, and angular parking space graphics from the Township of Woolwich Zoning By-law, be incorporated into the new Zoning By-laws. These graphics will provide clear visual references for parking space dimensions and required aisle widths, improving the interpretation and application within the Parking and Loading section of the Zoning By-laws, ensuring they are located alongside the corresponding provisions for ease of reference and improved usability.

Draft parking and loading requirements have been included below based on current Zoning By-laws and comparator municipality findings.

## 8.1 Parking Requirements

### 8.1.1 General Provisions

i. Where the calculation of required spaces results in a fraction, the requirement shall be rounded up to the next whole number.
ii. Where a building contains more than one independent and distinct use, the total requirement for parking will be the sum of the requirements applied to each separate use, unless otherwise expressly stated.
iii. Where Electric Vehicle (EV) parking spaces are proposed, such spaces may be included within the total required parking count.

### 8.1.2 Location of Parking

The location of a parking space shall be subject to the following regulations:

i. The required parking space shall be located on the same lot as the use, building, or structure for which it is required.
ii. Parking areas shall not be located within a municipal right-of-way.
iii. Parking areas and parking lots shall be located a minimum of 1.0 m from any lot line.

### 8.1.3 Number of Off-Street Parking Spaces

Where a building or structure is erected or used in any zone, the required number of off-street parking spaces shall be provided in accordance with Table 13.

*Table 13: Off-Street Parking Requirements.*

| Type of Use | Minimum Number of Parking Spaces | Strategic Growth Area Discount (20%) |
|---|---|---|
| **Residential Use** | | |
| **Additional Residential Unit (ARU)** | 1 per ARU | N/A |
| **Apartment Building** | 1.5 per dwelling unit | N/A |
| **Bed and Breakfast Establishment** | 1 per room, plus parking required for the principal dwelling | N/A |
| **Converted Dwelling** | 1 per dwelling unit | N/A |
| **Duplex** | 1 per dwelling unit | N/A |
| **Fourplex** | 1 per dwelling unit | N/A |
| **Townhouse Dwelling** | 2 per dwelling unit | N/A |
| **Triplex** | 1 per dwelling unit | N/A |
| **Single-Detached Dwelling** | 2 per dwelling unit | N/A |
| **Semi-Detached Dwelling** | 2 per dwelling unit | N/A |
| **Agricultural Use** | | |
| **Farm Equipment/Implement** | 1 per $30m^2$ | N/A |
| **Commercial Use** | | |

| Type of Use | Minimum Number of Parking Spaces | Strategic Growth Area Discount (20%) |
|---|---|---|
| **Automobile Repair, Service, or Sales Establishment** | 1 per 30m$^2$, plus 1 per service bay, wash bay, and/or fuel pump | 1 per 36m$^2$, plus 1 per service bay, wash bay, and/or fuel pump |
| **Convenience Store** | 1 per 25m$^2$ | 1 per 30m$^2$ |
| **Financial Institution** | 1 per 20m$^2$ | 1 per 24m$^2$ |
| **Funeral Home** | 1 per 30m$^2$ | 1 per 36m$^2$ |
| **Garden Supply Centre** | 1 per 30m$^2$ of retail/office space, plus 1 per 100m$^2$ of sales, display, and storage area | 1 per 36m$^2$ of retail/office space, plus 1 per 120m$^2$ of sales, display, and storage area |
| **Hotel/Motel** | 2, plus 1 per guest room | 1, plus 1 per guest room |
| **Office Space** | 1 per 30m$^2$ | 1 per 36m$^2$ |
| **Personal Service Shop** | 1 per 30m$^2$ | 1 per 36m$^2$ |
| **Place of Assembly** | 1 per 5 persons of maximum designed capacity | 1 per 6 persons of maximum designed capacity |
| **Restaurant, Full Service** | 1 per 4 persons of maximum designed capacity | 1 per 5 persons of maximum designed capacity |
| **Restaurant, Take-Out** | 1 per 20m$^2$ | 1 per 24m$^2$ |
| **Retail Store** | 1 per 30m$^2$ | 1 per 36m$^2$ |
| **Shopping Centre** | 1 per 30m$^2$ | 1 per 36m$^2$ |
| **Other Commercial Uses** | 1 per 20m$^2$ | 1 per 24m$^2$ |
| **Institutional Use** | | |
| **Childcare Centre** | 1 per 30m$^2$ | 1 per 36m$^2$ |
| **Hospital** | The greater of:<br>1 per 2 patient beds, OR 1 per 100m$^2$ | N/A |
| **Continuum-of-care Facility / Residential Care Facility** | 1 per 3 beds | N/A |
| **Elementary School** | 1.5 per classroom | N/A |
| **Secondary School** | 5 per classroom | N/A |
| **Sports Field** | 5 per 100m$^2$ | N/A |
| **Other Community Uses** | 1 per 30m$^2$ | N/A |
| **Industrial Use** | | |
| **Industrial Establishment** | 5, plus 1 per 100m$^2$ | 5, plus 1 per 120m$^2$ |
| **Warehouse** | 1 per 100m$^2$ | 1 per 120m$^2$ |
| **Wholesale Establishment** | 1 per 55m$^2$ | 1 per 65m$^2$ |
| **Other Use** | | |
| **Other Permitted Uses as stated elsewhere in this Zoning By-law** | 1 per 30m$^2$ | 1 per 36m$^2$ |

### 8.1.4 Parking Space Size

i. A parking space shall be rectangular in shape having a minimum width of 2.8 m and a minimum length of 5.8 m.
ii. The minimum dimensions of a parallel parking space shall be a width of 3 m and a minimum length of 6 m.
iii. The minimum dimensions of a tandem parking space shall be a width of 2.8 m and a minimum length of 11.0 m.

### 8.1.5 Parking Space Access

i. Access driveways leading to a parking area or parking lot shall have a minimum width of:
    a. 3 m for one-way traffic for separate entrance and exit driveways; and
    b. 6 m for two-way traffic.

### 8.1.6 Driveway Location

i. In Residential Zones, the maximum width of all permitted driveways along the lot line shall be the lesser of:
    a. 6.0 m, or
    b. 50% of the width of the lot
ii. The minimum distance between a driveway and intersection of street lines measured along the street line intersected by such driveway shall be 9 m.

### 8.1.7 Shared Driveways and Aisles

i. A driveway or parking aisle may be shared by two abutting properties if the following criteria is satisfied:
    a. A permanent legal right-of-way is established over the mutual driveway or parking aisles guaranteeing access for each abutting property to a street; and
    b. A maintenance agreement for the mutual driveway or parking aisle is entered into between the affected property owners.

### 8.1.8 Accessible Parking

Accessible parking spaces for all non-residential and multiple residential uses including, [*list all proposed multi-residential uses upon finalization of residential uses*] shall be provided in new or redeveloped off-street parking facilities in compliance with the provisions of this subsection.

#### 8.1.8.1 Accessible Parking Space Size

Accessible parking spaces shall have the following:

i. Type A – A minimum width of 3.4 m and a minimum length of 5.8 m;
ii. Type B – A minimum width of 2.7 m and a minimum length of 5.8 m;

#### 8.1.8.2 Accessible Parking Space Access and Signage

iii. Access provided by an access aisle with a minimum width of 1.5 m which extends the full length of the parking space.
iv. Must have appropriate signage and be located closest to the accessible entrance.

8.1.8.3 Number of Accessible Parking Spaces

(1) The minimum number of accessible parking spaces shall be in accordance with Table 14 and Where an even number of accessible parking spaces are required, an equal number of Type A and Type B spaces must be provided. Where an odd number of total accessible parking spaces are required, the additional space may be a Type B space.

Table 15 and shall be based on the total number of required vehicle parking spaces provided across all off-street parking facilities located on a lot. The total number of required Vehicle Parking Spaces includes both off-street parking spaces and visitor parking spaces. The minimum number of required accessible spaces shall be provided in addition to the required number of off-street and visitor parking spaces.

*Table 14: Non-Residential Accessible Parking Space Rates*

| Total Number of Required Vehicle Parking Spaces | Minimum Number of Required Accessible Spaces | Type A | Type B |
|---|---|---|---|
| 1 – 12 | 1 | 1 | 0 |
| 13 – 100 | 4% of total required parking spaces | (1) | (1) |
| 101 – 200 | 3% of total required parking spaces + 1 space | (1) | (1) |
| 201 – 1,000 | 2% of total required parking spaces + 2 spaces | (1) | (1) |
| 1,001 or greater | 1% of total required parking spaces + 11 spaces | (1) | (1) |

(2) Where an even number of accessible parking spaces are required, an equal number of Type A and Type B spaces must be provided. Where an odd number of total accessible parking spaces are required, the additional space may be a Type B space.

*Table 15: Residential Accessible Parking Space Rates*

| Total Number of Required Vehicle Parking Spaces | Minimum Number of Required Accessible Spaces | Type A | Type B |
|---|---|---|---|
| 11 – 12 | 1 | 1 | 0 |
| 13 – 100 | 4% of total required parking spaces | (1) | (1) |
| 101 – 200 | 3% of total required parking spaces + 1 space | (1) | (1) |
| 201 – 1,000 | 2% of total required parking spaces + 2 spaces | (1) | (1) |
| 1,001 or greater | 1% of total required parking spaces + 11 spaces | (1) | (1) |

(1) Where an even number of accessible parking spaces are required, an equal number of Type A and Type B spaces must be provided. Where an odd number of total accessible parking spaces are required, the additional space may be a Type B space.

#### 8.1.8.4 Accessible Parking Exemption

Notwithstanding the requirements of subsection 8.1.8.3, off-street parking facilities are exempt from providing Accessible Parking Spaces where:

i. The off-street parking facility is exclusively used for the parking of one of the following: parking of buses, delivery vehicles, law enforcement vehicles, medical transportation vehicles; or is used as a parking lot for impounded vehicles; or
ii. The off-street parking facility is not located on a barrier-free path of travel and the lot where the off-street parking facility is located contains multiple off-street parking facilities and the minimum number of required accessible spaces is already provided within another off-street parking facility located on the lot.

### 8.1.9 Visitor Parking

Off-street visitor parking must be provided for the land uses at the rate specified in Table 16, and in accordance with Section 8.1.9 i. through iii..

*Table 16: Visitor Parking Rates for Permitted Residential Uses.*

| Land Use | Calculation of Spaces |
|---|---|
| **Apartment Building** | 0.1 per dwelling unit, to a maximum of 30 spaces |
| **Mixed Use Building with Residential uses** | 0.1 per dwelling unit, to a maximum of 30 spaces |
| **Stacked Townhouse** | 0.25 per dwelling unit, to a maximum of 30 spaces |

i. Visitor parking must be provided in addition to the number of required parking spaces.
ii. No visitor parking spaces are required for the first ten (10) dwelling units on a lot, and no more than 30 visitor parking spaces are required per lot.
iii. Visitor parking must be clearly signed and not assigned to individual units.

### 8.1.10 Parking Exemptions for Off-Site Parking

i. Notwithstanding the requirements of subsection 8.1.2, within the C1 zone, required vehicle parking is permitted to be provided on a lot separate from the lot containing a building or buildings to which such parking is associated, provided that:
    a. The required parking is supplied within 150 m of the lot containing the building; and,
    b. A Site Plan Agreement is registered on title of the lands used for the required parking which commits those parking spaces to the related use.
ii. Notwithstanding the requirements of subsection 8.1.2, within a Commercial zone, excluding C1, or an Institutional zone, required motor vehicle parking may be provided on a lot separate from the lot containing a building or buildings to which such parking is associated, provided that:
    a. The required parking is supplied within 50 m of the lot containing the building;
    b. A Site Plan Agreement is registered on title of the lands used for the required parking which commits those parking spaces to the related use; and,
    c. Not more than 50% of the required parking is provided off-site.

iii. Notwithstanding the above, Accessible Parking Spaces cannot be provided off-site.

## 8.2 Loading and Stacking Space Requirements

### 8.2.1 Loading Spaces Required

Off-street loading spaces shall be provided in accordance with the standards of this By-law where a building or structure is erected or used in any zone, the required loading spaces shall be in accordance with Table 17.

*Table 17: Loading Space Requirements.*

| Use | Minimum Number of Loading Spaces |
|---|---|
| **Residential Uses** | |
| 25+ Dwelling Units | 1 |
| **Commercial Uses** | |
| Less than 300 $m^2$ | 0 |
| 300 $m^2$ to 2,000 $m^2$ | 1 |
| Greater than 2,001 $m^2$ | 2, plus 1 additional space for each 2,000 $m^2$ of gross floor area or part thereof |
| **Industrial Uses** | |
| Less than 300 $m^2$ | 1 |
| 300 $m^2$ to 2,000 $m^2$ | 2 |
| Greater than 2,001 $m^2$ | 2, plus 1 additional space for each 2,000 $m^2$ of gross floor area or part thereof |

i. A loading space shall a minimum width of 3.5 m, minimum length of 12 m, and a minimum vertical clearance of 4.5 m.

ii. The required loading spaces shall be located on the lot occupied by the use for which the spaces are required and such spaces shall not form any part of any street, lane, parking space, or parking area.
    a. Despite Table 17 and subsection 8.2.1, off-street loading spaces are not required within the downtown area.

iii. The required loadings spaces shall be located in the:
    a. Interior side or rear yard; and
    b. Exterior side yard provided it is located, arranged, buffered, or screened

iv. Access to loading spaces shall be by means of a driveway at least 3.7 m for one-way traffic and 6 m for two-way traffic. Access to loading spaces shall be contained within the lot on which the loading spaces are located and leading to a street or lane located within or adjoining the zone in which the use is located.

v. When a building or structure accommodates more than one type of use, the loading space requirement for the whole building shall be the sum of the requirements for the separate parts of the building occupied by the separate uses.

### 8.2.2 Stacking Lane Requirements

The following Table 18 describes the minimum number of stacking spaces for different types of drive-through facilities.

*Table 18: Minimum Queuing Space Requirements.*

| Use | # of Spaces |
|---|---|
| Financial Institution or Automated Teller | 3 before each automated teller |
| Automobile Service Station or Gas Station | 3 before each service bay or pump |
| Automated or Manual Car Wash | 5 before each wash bay |
| Drive-through Restaurant | 6 before order board, 4 after order board |
| Other Drive through service facilities | 3 |

i. Each stacking space shall have a minimum width of 3.0 m, and a minimum length of 6.0 m.
ii. Stacking lanes shall not block parking aisles or pedestrian routes.
iii. No stacking lane shall be located in a required front yard.

## 8.3 Definitions

The following definition is to be added to the Definitions section of the Zoning By-law:

Designed Electric Vehicle Parking Spaces: means a parking space or spaces designed and/or constructed to be electric vehicle ready with the required underground duct work and/or electrical services allowing for the installation or future installation of electric vehicle supply charging equipment.

# Appendix A: Detailed Comparator Assessment Tables

## Parking Space Size Comparison

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Perpendicular Parking Space Size (m)** | | | | | | | | | | |
| **Minimum width** | 2.7 | 2.8 | 2.7 | 3 | 3 | 2.75 | 3 | 2.75 | 2.75 | 2.75 |
| **Minimum length** | 5.5 | 6.1 | 5.5 | 6.1 | 6 | 5.6 | 5.8 | 5.5 | 5.5 | 6 |
| **Minimum height** | 2.4 | | 2.4 | | | | | | | |
| **Perpendicular Parking Aisle Size (m)** | | | | | | | | | | |
| **Minimum width** | | | | | 6 | 6 | 7 | 6.7 | | 6 |
| **Accessible Parking Space Size (m)** | | | | | | | | | | |
| **Minimum width (vehicle)** | 2.7 | | 4.25 | | 2.7 | 2.75 | 2.7 | 2.7 | 4 | 3.4 |
| **Minimum width (van)** | 3.4 | | | | 3.4 | 3.4 | 3.65 | 3.4 | | |
| **Minimum length** | 5.5 | | 5.5 | | 5.5 | 5.6 | 5.7 | 5.5 | 5.5 | 5.5 |
| **Minimum height** | | | 2.4 | | | | 2.75 | | | |
| **Barrier-Free Access Aisle Size (m)** | | | | | | | | | | |
| **Minimum width** | 1.5 | | 2 | | 1.5 | 1.5 | 1.5 | 1.5 | | 1.5 |
| **Tandem Parking Space Size (m)** | | | | | | | | | | |
| **Width** | | | | | | 2.75 | | | | |
| **Length** | | | | | | 11 | | | | |
| **Parallel Parking Space Size (m)** | | | | | | | | | | |
| **Width** | | | | | 2.8 | 2.75 | 2.4 | 3 | | 3 |
| **Length** | | | | | 7 | 6.7 | 7 | 6 | | 6 |

## Parking Space Requirements Comparison

| Use | North Perth | Perth East | Perth South | West Perth | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Residential Uses** | | | | | | | | | | |
| **Additional Dwelling Unit** | 1 space per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit | | 1 space per dwelling unit | | 1 space in addition to the parking required for the non-residential uses | 1.5 spaces per dwelling unit | 1 space per dwelling unit | |
| **Apartment Building** | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.2 spaces per dwelling unit | 1.5 spaces per dwelling unit | | 1.5 spaces per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit plus 0.5 spaces per unit for the first 20 units and 0.25 spaces per unit each additional unit |
| **Bed and Breakfast Establishment** | 2 spaces per dwelling unit, plus 1 per room for rent | 1 space per dwelling unit, plus 1 space per guest room for rent | 2 spaces per dwelling unit, plus 1 space per guest room for rent | 2 spaces per dwelling unit, plus 1 space per guest room for rent | 2 spaces per dwelling unit plus 1 additional space for each room available for rent | | 1 space per guest room, in addition to the parking required for the principal dwelling | 1 space per dwelling unit, plus 1 space per guest room | 1 space per room used for the purpose of lodging for the travelling public, in addition to the required parking for the dwelling unit | |
| **Converted Dwelling** | 1.5 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit | 1 space per guest room or dwelling unit | | |
| **Duplex** | 2 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | | 1 space per dwelling unit | | 2 spaces per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit |
| **Fourplex** | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | | 1.5 spaces per dwelling unit | | | 1 space per dwelling unit | 1 space per dwelling unit |

| Use | North Perth | Perth East | Perth South | West Perth | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Group Home** | 2 spaces per dwelling unit | 1 space per 3 residents | 2 spaces per dwelling unit, plus 1 space per 4 group home residents | 2 spaces per dwelling unit, plus 1 space per 4 group home residents | 2 spaces plus 0.5 spaces per guest room | 2 spaces plus 1 space per 3 residents | 1 space per dwelling unit | 1 space per 3 guest rooms or beds | 1 space per staff member on-site from 11p.m. to 6a.m., in addition to required parking for the dwelling unit | |
| **Townhouse Dwelling** | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | 1 space per dwelling unit | | | 1 space per dwelling | 1 space per dwelling unit |
| **Triplex** | 1.5 spaces per dwelling unit | 1.5 spaces space per dwelling unit | 1.5 spaces per dwelling unit | 1.5 spaces per dwelling unit | | 1 space per dwelling unit | | | 1 space per dwelling unit | 1 space per dwelling unit |
| **Rooming/Boarding House** | 1 space, plus 1 space per room for rent | | 1 space per dwelling unit, plus 1 space per room | | 1 space per 3 rooms | 1 space per 3 lodgers | | 1 space per guest room or dwelling unit | | 1 space per dwelling unit plus 1 additional space per 2 guest rooms |
| **Single-Detached Dwelling** | 2 per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit |
| **Semi-Detached Dwelling** | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 2 spaces per dwelling unit | 1 space per dwelling unit | | 2 spaces per dwelling unit | 1 space per dwelling unit | 1 space per dwelling unit |
| **Agricultural Uses** | | | | | | | | | | |
| **Agri-tourism Use** | | | | | 1 space per 20m$^2$ of GFA | | 1 space per 40m$^2$ of GFA | | | |
| **Commercial Greenhouse** | 1 space per 55m$^2$ | | | | 1 space per 20m$^2$ of GFA | | 1 space per 20m$^2$ of GFA | | *Indoor* - 1 space per 20m$^2$ of gross leasable area *Outdoor* - 1 space per 50m$^2$ for outdoor sales and display area | |
| **Farm Equipment/Implement** | 1 space per 30m$^2$ | | | | | | 1 space per 40m$^2$ of gross floor area | | 1 space per 30m$^2$ of gross leasable area | |
| **Garden and Nursery Establishment** | 1 space per 55m$^2$ | | | | 1 space per 20m$^2$ of GFA | 1 space per 30m$^2$ of GFA of retail and office space plus 1 space per 100m$^2$ of warehouse and open storage | 1 space per 20m$^2$ of GFA | | *Indoor* - 1 space per 20m$^2$ of gross leasable area *Outdoor* - 1 space per 50m$^2$ for outdoor sales and display area | |
| **Commercial Uses** | | | | | | | | | | |
| **Bowling Establishment** | | 3 spaces per bowling lane | | 3 spaces per bowling lane | | | | 6 spaces per game table, sheet, lane or court | | |
| **Financial Institution** | 1 space per 20m$^2$ | | | | 1 space per 23m$^2$ of GFA | 1 space per 15m$^2$ of GFA | 1 space per 20m$^2$ of GFA | 1 space per 30m$^2$ of GFA | 1 space per 15m$^2$ of gross leasable area | 1 space per 20m$^2$ of ground floor area |
| **Funeral Home** | 4 spaces plus 1 space per 4 persons of designed capacity | | 4 spaces plus 1 space per 4 seats of maximum capacity | | | 1 space per 20m$^2$ of GFA or 20 spaces, whatever is greater | 1 space per 30m$^2$ of GFA | 1 space per 20m$^2$ of GFA, minimum 20 spaces | The greater of: 1 space per 7 person seating capacity or 30 spaces for the first 93m$^2$ plus 1 space per additional 20m$^2$ of gross leasable area | 20 spaces |

| Use | North Perth | Perth East | Perth South | West Perth | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Commercial/Private Club** | | | 1 space per 18.5 $m^2$ of GFA | | 1 space per 30$m^2$ of GFA | 1 space per 4 persons of permitted capacity | 1 space per 30$m^2$ of GFA | 1 space per 10$m^2$ of GFA | The greater of: 1 spacer per 4 person capacity or 1 space per 10$m^2$ of gross leasable area | 1 space per 18.5$m^2$ of ground floor area |
| **Convenience Store** | | | | | 1 space per 28$m^2$ of GFA | 1 space per 30$m^2$ of gross leasable floor area | 1 space per 30$m^2$ of GFA | | 1 space per 20$m^2$ of gross leasable area | 1 space per 18.5$m^2$ of ground floor area |
| **Hotel/Motel** | 1.25 space per room for rent | 2 spaces plus 1 space per guest room | 1 spaces per 2 employees, plus 1 space per guest room | 2 spaces plus 1 space per guest room | 1 space per guest room, plus 1 space for every 10$m^2$ of GFA devoted to public use | 1 space per guest room, plus 1 space per 4 persons permitted capacity of any restaurant and place of assembly | 1 space per guest room | 1.2 per guest room | 1 space per guest room plus 1 space per 10$m^2$ of accessory services to the public | 1 space per rentable room plus 1 space per 10$m^2$ of ground floor area accessible to the public for associated restaurants/ meeting rooms and 1 space per 20$m^2$ of GFA associated with event centre/ banquet facility |
| **Medical Clinic** | 5 spaces per practitioner | 5 spaces per practitioner | 5 spaces per practitioner | 5 spaces per practitioner | 1 space per 30$m^2$ of GFA | 1 space per 25$m^2$ of GFA | 1 space per 30$m^2$ of GFA | 1 space per 15$m^2$ of GFA | 1 space per 16.7$m^2$ of gross leasable area | 6 spaces for the first practitioner plus 4 spaces for each additional practitioner |
| **Automobile Repair Establishment, Service Station, Sales and Service Establishment** | 4 spaces plus 1 space per repair bay | 4 spaces plus 1 space per repair bay | 4 spaces plus 1 space per repair bay/employee | 4 spaces plus 1 space per repair bay | 1 space per 100$m^2$ of GFA, plus 1 space per service bay - 2 parking spaces per 100$m^2$ of GFA with a minimum of 4 parking spaces | 1 space per 30$m^2$ of GFA, plus 4 spaces/service bay | 1 space per 20$m^2$ of GFA/4 spaces per service bay | | The greater of: 1 space per 25$m^2$ of gross leasable area or a minimum of 2 spaces/3 spaces per service nay | 4 spaces per service bay |
| **Office** | 1 space per 20$m^2$ | 1 space per 20$m^2$ of GFA | 1 space per 18.5 $m^2$ of GFA | 1 space per 20$m^2$ of GFA | 1 space per 33$m^2$ of GFA | 1 space per 30$m^2$ of ground floor area | 1 space per 30$m^2$ of GFA | 1 space per 30$m^2$ of GFA | 1 space per 30$m^2$ of gross leasable area | 1 space per 30$m^2$ of GFA |
| **Personal Service Shop** | 3 spaces per 30$m^2$ | | 1 space per 30$m^2$ of ground floor area plus 1 space per 60$m^2$ of remaining GFA | | 1 space per 20$m^2$ of GFA | 1 space per 30$m^2$ of ground floor area | 1 space per 30$m^2$ of ground floor area | 1 space per 30$m^2$ of GFA | 1 space per 30$m^2$ of gross leasable area | 1 space per 20$m^2$ of ground floor area |
| **Place of Assembly** | 1 space per 5 persons of designed capacity | 1 space per 5 seats or 3m of bench space of maximum seating capacity, or 1 space per 230$m^2$ of playing field area where no seating exists | | 1 space per 5 seats or 3m of bench space of maximum seating capacity, or 1 space per 230$m^2$ of playing field area where no seating exists | 5 spaces per 100$m^2$ of GFA | 1 space per 4 persons of permitted capacity | | | The greater of: 1 spacer per 4 person capacity or 1 space per 10$m^2$ of gross leasable area | |
| **Restaurant, Full Service** | 1 space per 20$m^2$ | 1 per 4 persons of maximum designed capacity | 1 per 4 persons of maximum designed capacity | 1 per 4 persons of maximum designed capacity | 1 space per 9$m^2$ of gross leasable area | 1 space per 4 persons of permitted capacity | 1 space per 9$m^2$ of GFA | 1 space per 10$m^2$ of GFA | 1 space per 9$m^2$ of gross leasable area plus 1 space per 18$m^2$ of patio area | 1 space per 4.5$m^2$ of floor area devoted to public use |
| **Restaurant, Take-out** | 1 per 4 persons of designed capacity | 2 per 4 persons of designed capacity | 1 per 18.5 m^2 (199.1 sq. ft.) of ground floor area | 6, plus 1 per 4 persons of maximum designed capacity | | 1 space per 10$m^2$ of ground floor area | 1 space per 20$m^2$ of GFA | 1 space per 10$m^2$ of GFA | | |

| Use | North Perth | Perth East | Perth South | West Perth | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Retail Store** | 1 space per 30m$^2$ | 1 space per 30m$^2$ of retail and/or customer service floor area | 1 space per 30m$^2$ of retail and/or customer service floor area | 1 space per 30m$^2$ of ground floor area, plus 1 per 60 m$^2$ of remaining GFA | 1 space per every 20m$^2$ of GFA | 1 space per 30m$^2$ of ground floor area | 1 space per 20m$^2$ of GFA | 1 space per 30m$^2$ of GFA | 1 space per 20m$^2$ of gross leasable area | 1 space per 20m$^2$ of GFA |
| **Shopping Centre (or Grocery Store)** | | 1 space per 30m$^2$ | 1 space per 10m$^2$ of retail floor area | 1 space per 15m$^2$ of retail floor area | 4 spaces per 100m$^2$ of GFA | 5.5 spaces per 100m$^2$ of ground floor area | | 1 space per 30m$^2$ of GFA | 1 space per 20m$^2$ of gross leasable area | 5 spaces per 100m$^2$ of GFA |
| **Community Uses** | | | | | | | | | | |
| **Day Nursery** | 1 space per 30m$^2$ | | | | 1 space per staff member plus 1 space for every 12 children enrolled in the school | | 1 space per 40m$^2$ of GFA | 1 space per 40m$^2$ of GFA | 2 spaces plus 1 space per 10 children capacity | 5 spaces |
| **Library** | | | | | 1 space for every 56m$^2$ of GFA | 1 space per 30m$^2$ of GFA | | | 1 space per 30m$^2$ of gross leasable area | |
| **Museum** | 2 spaces per 30m$^2$ | | | | 1 space for every 56m$^2$ of GFA | 1 space per 25m$^2$ of GFA | | | 1 space per 30m$^2$ of gross leasable area | 1 space per 23m$^2$ of ground floor area |
| **Place of Worship** | 1 per 5 persons of designed capacity | 1 per 4 persons of maximum designed capacity | 1 per 4 persons of maximum designed capacity | 1 per 4 persons of maximum designed capacity | The greater of: 1 space for every 6 fixed seats or 1 space for every 9m$^2$ of GFA | 1 space per 5 persons of permitted capacity | The greater of: 1 space per 5 fixed seats, 1 space per 3m of bench seating, or 1 space per 9m$^2$ of GFA devoted to public use | 1 space per 5 persons seating capacity or 1 space per 10m$^2$ of GFA used as a hall or auditorium whichever is greater | The greater of: 1 spacer per 4 person capacity or 1 space per 10m$^2$ of gross leasable area | The greater of: 1 space per 5 persons that can be accommodated on fixed seats or pews or 1 space per 5m$^2$ of sanctuary floor area |
| **Hospital** | | | | | The greater of: 1 space for every 2 patient beds, or 1 space per 100m$^2$ of GFA | 1.5 spaces per bed | The greater of: 1 space per 4 beds or 1 space per 100m$^2$ of GFA | | 3 spaces per 4 beds | 1 space per 4 beds plus 1 space per 4 employees |
| **Nursing Home** | 1 space per 3 beds | 1 space per 3 beds | 1 space per 4 beds, plus 1 space per 2 employees | 1 space per 3 beds | 1 space for every 4 patient beds | 1 space per 3 beds | 1 space per 4 beds | 1 space per 3 guest rooms or beds | 1 space per 2 beds | 1 space per 2 beds |
| **Elementary School** | The greater of: 1.5 spaces per classroom or 1 space per 10 m$^2$ of auditorium assembly area (e.g. gymnasium, auditorium) | The greater of: 1.5 spaces per classroom or 1 space per 10 m$^2$ of auditorium assembly area | The greater of: a) 1.5 spaces per classroom, or b) 1 space per 2.7m$^2$ of assembly area (e.g. gymnasium, auditorium) | The greater of: 1.5 spaces per classroom or 1 space per 10 m$^2$ of auditorium assembly area | 1.5 spaces per classroom | The greater of: 3 spaces plus 1 space per teaching station or 1 space per 4 persons of permitted capacity | 1.5 spaces for each teaching classroom | 5 spaces, plus 1 space per classroom | 2 spaces per classroom | 1 space per classroom |
| **Secondary School** | The greater of: 5 spaces per classroom or 1 space per 7.5 m$^2$ of auditorium assembly area (e.g. gymnasium, auditorium) | The greater of: 5 spaces per classroom or 1 space per 7.5 m$^2$ of auditorium assembly area | The greater of: (a) 5 spaces per classroom, or (b) 1 space per 2.7 m$^2$ of assembly (e.g. gymnasium, area auditorium) | The greater of: 5 spaces per classroom or 1 space per 7.5 m$^2$ of auditorium assembly area | 2 spaces per classroom | The greater of: 3 spaces per teaching station or 1 space per 4 persons of permitted capacity | 4 spaces for each teaching classroom | 4 spaces per classroom | 5 spaces per classroom | 4 spaces per classroom |
| **Sports Field** | The greater of: 1 space per 5 seats (or 3m of bench), or 1 space per | 1 space per 5 seats or 3m of bench space of maximum seating capacity, or | The greater of: a) 1 space per 5 seats or 3m of bench space of maximum seating | 1 space per 5 seats or 3m of bench space of maximum seating capacity, or | 5 spaces per 100m$^2$ of GFA or assembly space | | 1 space per 18m$^2$ of GFA | 1 space per 25m$^2$ of GFA | | |

| Use | North Perth | Perth East | Perth South | West Perth | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| | 230m² of playing field | 1 space per 230m² of playing field area where no seating exists | capacity, or b) 1 space per 230m² of gross field area where no seating exists | 1 space per 230m² of playing field area where no seating exists | | | | | | |
| **Industrial Uses** | | | | | | | | | | |
| **Industrial Establishment** | 1 space per 100m² | | 3 spaces for every employee on the largest shift, including office staff | 1.25 spaces per employee | 5 spaces minimum, and 1 space per 100m² of GFA or portion thereof for uses with more than 200m² of GFA | | | 1 space per 200m² of GFA, plus 30m² of office space | | 1 space per 50m² of GFA |
| **Manufacturing Establishment** | 1 space per 100m² | | | | 1 space per 40m2 of GFA | 1 space per 100m² of GFA | 1 space per 40m² of GFA | | | |
| **Warehouse** | 1 space per 100m² | | | | 1 space per 100m² of GFA | 2 spaces plus 1 space per 1,000m² of GFA | 1 space per 100m² of GFA | 1 space per 200m² of GFA, plus 30m² of office space | 1 space per 200m² of gross leasable area | 1 space per 500m² of GFA |
| **Wholesale Establishment** | 1 space per 55m² | 1 space per 55m² of retail floor space | | 1 space per 55m² of retail floor area | | 1 space per 80m² of GFA | | 1 space per 200m² of GFA, plus 30m² of office space | | |
| **Other Uses** | | | | | | | | | | |
| **Other Permitted Uses** | 1 space per 37m² | 1 space per 40m² of GFA | 1 space per 40m² of GFA | 1 per 37m² of GFA | | 1 space per 30m² of GFA | 1 space per 30m² of GFA | 1 space per 50m² of GFA | 1 space per 30m² of gross leasable area | 1 space per 45m² of GFA |

## Loading Space Size Comparison

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Minimum width (m)** | 3.5 | 3.5 | 3.5 | 3.5 | 3.7 | 3.5 | 4 | 3.5 | 3.6 | 3.5 |
| **Minimum length (m)** | 9 | 9 | 18 | 9 | 9 | 9 or 20 | 12 | 9 | 15 | 10.5 |
| **Minimum vertical clearance (m)** | 4.25 | 4.25 | 4.25 | 4.25 | 4.3 | 4.5 | 4.5 | 4.5 | 4.3 | 4.5 |

## Loading Space Requirements Comparison

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Centre Wellington |
|---|---|---|---|---|---|---|---|---|
| **Commercial Uses** | | | | | | | | |
| **Less than 300** | | | | | 0 | | | |
| **300 to 2,000** | | | | | 1 | | | |
| **2,001+** | | | | | 2 | | | |
| **Industrial Uses** | | | | | | | | |
| **300 to 7,450** | | | | | 2 | | | |
| **7,451+** | | | | | 3, plus 1 space for each additional 2,800 m², but no greater than 6 spaces | | | |
| **Residential Uses** | | | | | | | | |
| **0-30 Dwelling Units** | | | | | 1 | | | |
| **31-100 Dwelling Units** | | | | | 2 | | | |
| **101+ Dwelling Units** | | | | | 3 | | | |

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Centre Wellington |
|---|---|---|---|---|---|---|---|---|
| **Unspecified** | | | | | | | | |
| **Less than 185m²** | 0 | 0 | 0 | 0 | | | | |
| **185m² to 3700m²** | 1 | 1 | 1 | 1 | | | | |
| **3700m² to 9300m²** | 2 | 2 | 2 | 2 | | | | |
| **9300m² +** | Plus 1 for each additional 9,300 m² of GFA | Plus 1 for each additional 9,300 m² of GFA | Plus 1 for each additional 9,300 m² of GFA | Plus 1 for each additional 9,300 m² of GFA | | | | |
| **0 to 300** | | | | | | 0 | 0 | |
| **301 to 1,850** | | | | | | 1 | 1 | |
| **1,851 to 3,700** | | | | | | 2 | 2 | |
| **3,701 to 9,250** | | | | | | 3 | | |
| **9,251 to 14,800** | | | | | | 4 | | |
| **14,801 to 22,200** | | | | | | 5 | | |
| **22,201 to 29,600** | | | | | | 6 | | |
| **29,601 to 37,001** | | | | | | 7 | | |
| **Each 9,250 over 37,000** | | | | | | 1 additional | | |
| **464.5 to 929** | | | | | | | | 1 |
| **Each additional 929 or portion thereof** | | | | | | | | 1 additional space |

## Visitor Parking Space Requirements Comparison

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Number of Units** | | | | | | | | | | |
| **3 to 8** | 1 | | | | | | | | | |
| **9 to 16** | 2 | | | | | | | | | |
| **17 to 24** | 3 | | | | | | | | | |
| **25 to 32** | 4 | | | | | | | | | |
| **32 to 40** | 5 | | | | | | | | | |
| **100** | 13 | | | | | | | | | |
| **200** | 25 | | | | | | | | | |
| **Dwelling Type** | | | | | | | | | | |
| **Apartment** | | | | | 0.1 spaces/dwelling unit, to a maximum of 30 | | | 1 space/ 10 required parking spaces | 0.5 spaces per unit for the first 20 units and 0.25 spaces per unit for each additional unit. A minimum of 50% of the additional parking spaces shall be devoted exclusively to visitor parking | |
| **Dwelling units in a Mixed-use Building** | | | | | 0.25 spaces/dwelling unit, to a maximum of 30 | | | | | |

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Townhouse (stacked)** | | | | | 0.25 spaces/dwelling unit, to a maximum of 30 | | | | 0.5 spaces per unit for the first 20 units and 0.25 spaces per unit for each additional unit. A minimum of 50% of the additional parking spaces shall be devoted exclusively to visitor parking | 0.1/dwelling unit |
| **Residential Mobile Home Park** | | | | | 0.25 spaces/mobile home site, to a maximum of 30 | | | | | |
| **Note** | | | | | No visitor parking required for first 10 dwelling units | | | | | |

## Accessible Parking Space Requirements Comparison

| # of Required Spaces | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **4 to 25** | | | | | | | | | 1 | |
| **10 to 25** | | | | | | | | | | |
| **12 or less** | | | | | 1 | 1 | 1 | 1 | | 1 |
| **13-100** | | | | | 4% of total required parking spaces | 4% of total required parking spaces | 4% of total required parking spaces | 4% of total required parking spaces | | 4% of total required parking spaces |
| **25 or less** | 1 | | 1 | | | | | | | |
| **26-50** | 2 | | 2 | | | | | | 3 | |
| **51-75** | 3 | | | | | | | | 4 | |
| **51-100** | | | 3 | | | | | | | |
| **76-100** | 4 | | | | | | | | 6 | |
| **101-150** | | | 4 | | | | | | 8 | |
| **151-200** | | | 6 | | | | | | 10 | |
| **101-200** | 1 + 3% of total spaces | | | | 3% of total required parking spaces | 1 + 3% of total required parking | 3% of total required parking spaces | 3% of total required parking +1 | | 3% of total required parking spaces |
| **201** | | | 6 + 2% of total spaces | | | | 3% of total required parking spaces | | | |
| **201-1000** | 2 + 2% of total spaces | | | | 2% of total required parking spaces | 2 + 2% of total required parking | 2% of total required parking spaces | 2% of total required parking +2 | | 4% of total required parking spaces |
| **201-300** | | | | | | | | | 13 | |
| **301-400** | | | | | | | | | 15 | |
| **401-500** | | | | | | | | | 17 | |
| **501-1000** | | | | | | | | | 20 | |
| **1001+** | 11 + 1% of total spaces | | | | 1 + 1% of total required parking spaces | 11 + 1% of total required parking | 1 + 1% of total required parking spaces | 1% of total required parking +11 | 2% of total required parking spaces | 1% of total required parking |

## Queueing Space Size Requirements

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Minimum Width (m)** | | | | | | | 3 | 3 | 3 | 2.5 |
| **Minimum Length (m)** | | | | | | 6.5 | 5.5 | 5.7 | 6 | 6 |

## Queueing Space Requirements Comparison

| | North Perth | Perth East | West Perth | Perth South | Prince Edward County | Brantford | Rural Kawartha Lakes | Woodstock | Centre Wellington | Woolwich |
|---|---|---|---|---|---|---|---|---|---|---|
| **Automated teller situated on the exterior of a building or free-standing** | 3 spaces | | | | | 5 spaces | | 3 before each automative teller | 3 ingress spaces and 1 egress space | |
| **Automobile service station and public garage** | | | | | | | | 3 before each service bay, 1 at service bay exit if a through-bay | 3 ingress spaces and 1 egress space | |
| **Motor vehicle washing establishment** | 5 spaces | | | | 5 spaces | 12 spaces for automated, 3 spaces for a manual wash | | 5 before each wash bay, 2 after each wash bay | 3 ingress spaces and 1 egress space | 4 spaces per washing bay for automatic, 2 spaces each for the first two washing bays and 1 space for each additional bay |
| **Eating establishment** | 10 spaces | | | | | 13 spaces | 10 spaces | 7 before order board, 4 between order board and pick-up window, 2 after pick-up window | 10 ingress spaces and 2 egress spaces | 8 spaces for a restaurant, 12 spaces for a coffee shop |
| **Convenience store** | | | | | | | | 2 before service window | | |
| **All other drive through service facilities** | 3 spaces | | | | | 3 spaces | 3 spaces | | 3 ingress spaces and 1 egress space | |