

VILLAGE OF PEMBERTON
BYLAW NO. 994, 2025

A bylaw to amend Village of Pemberton Zoning Bylaw No. 832, 2018

The Council of the Village of Pemberton, in open meeting assembled, **ENACTS AS FOLLOWS:**

CITATION

1. This bylaw may be cited for all purposes as the “Village of Pemberton Zoning Bylaw Amendment (Parking Standards) Bylaw No. 994, 2025.”

PURPOSE

2. The purpose of this bylaw is to amend Village of Pemberton Zoning Bylaw No. 832, 2018 to amend the parking standards.

GENERAL

- 3 (1) Village of Pemberton Zoning Bylaw No. 832, 2018, is amended by striking out Section 8.3 and inserting the following in its place:

8.3		
Single Lot	Single Detached or Duplex	2 per unit
Single Lot	Accessory Dwelling Unit or Small-Scale Multi-Unit Housing	1 per unit
Single Lot	Co-housing	1 per unit
Multi-Family	Apartment, 1 bedroom unit	1 per unit
Multi-Family	Apartment: more than one bedroom	1.5 per unit
Multi-Family	Townhouse with shared or structured common parking	1.5 per unit
Multi-Family	Townhouse	2 per unit

(2) Section 8.7 is struck out and the following inserted in its place:

8.7 Off-Street Parking Reductions

Off-Street Parking Requirements may be reduced when the following criteria are met:

a. Affordable, Rental, and Special Needs Housing

- i. For a multi-family building subject to a Housing Agreement securing purpose-built market price rental for a minimum of 10 years, the minimum number of parking spaces may be reduced by 0.25 per unit for every unit so secured in the Housing Agreement.
- ii. For a multi-family building subject to a Housing Agreement securing non-market affordable housing, subsidized housing, or specialized needs housing for a minimum of 10 years, the minimum number of parking spaces may be reduced by 0.5 stalls per unit for every unit so secured in the Housing Agreement.

b. Shared Parking

- i. For mixed use buildings or residential buildings adjacent to commercial, civic, or other non-residential uses, a maximum of 20% of the required residential parking spaces may be shared parking and counted towards both the residential and non-residential use if:
 - (a) The maximum demand of such parking spaces by the individual uses occurs at different time periods of the day;
 - (b) The maximum demand of such parking spaces is confirmed by a parking study prepared by a qualified transportation professional to the satisfaction of the Village; and
 - (c) The owners of the residential building and the adjacent non-residential use have entered into an easement or other agreement satisfactory to the Village to assign and regulate the shared parking facilities.

c. Transportation Demand Management

- i. The minimum number of parking spaces for a multi-family residential apartment or townhouse building may be reduced by up to 20% of the required parking if supported by a Transportation Demand Management study that demonstrates the long-term availability of non-vehicular travel modes, prepared by a qualified transportation professional to the satisfaction of the Village.

READ A FIRST TIME this ___th day of _____, 202_.

READ A SECOND TIME this ___th day of _____, 202_..

READ A THIRD TIME this ___th day of _____, 202_.

ADOPTED this day of , 2024.

Mike Richman
Mayor

Gwendolyn Kennedy
Corporate Officer