

Parking

 The Regina Zoning Bylaw, 2019 is the City of Regina's primary tool for regulating land use and development throughout the city and implementing the policies of the Official Community Plan (OCP). This summary sheet provides an overview of parking regulations that are now in effect. 

Parking Definitions

"Parking space (stall)" means a space to park one motor vehicle or bicycle, exclusive of a driveway, ramp and column.

"Long-term bicycle parking (stall)" means bicycle parking that is secured from theft and vandalism, either by being within:

- (a) A locked, fenced area;
- (b) A locked room within a building; or
- (c) An individual locker that is no less than 200 centimetres by 80 centimetres by 130 centimetres.

"Short-term bicycle parking (stall)" means a parking stall designated for a bicycle where the bicycle can be temporarily secured.

What is Changing?

Motor Vehicle Parking

- Zoning Bylaw 2019-19 includes simplified and standardized parking requirements largely based on total area of the building rather than by land use.
- Additionally, one parking stall is required for each dwelling unit, regardless of the building type or zone.

Bicycle Parking

- Bicycle parking is required for uses in all zones.
- Stacked Buildings on a lot with 20 or more Dwelling Units are required to provide long-term bicycle parking.



Questions?

Visit Regina.ca/zoningbylaw or contact Service Regina at 306-777-7000.

City of Regina



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Parking Access

Residential

- In residential zones, access to the property from the fronting street is generally restricted where there is also a lane. The LA – Lane Access Overlay zone can be used to allow for front and lane access to lots on a block face when it is identified within a concept plan or secondary plan as being appropriate.
- A lot that is accessed from the fronting street will typically be required to have a minimum lot frontage of 8.5 metres.
- For a lot to have access to its required parking from the fronting street, more than 80 per cent of principal buildings on the same block are required to have vehicular access from the fronting street.

Mixed-Use

- For a development in the MLM – Mixed Large Market zone, no more than 50 per cent of the property line abutting an arterial street, expressway, or freeway is allowed to have motor vehicle parking between a building and the street.

Parking Exemptions

- Minimum motor vehicle parking requirements may be relaxed or adjusted to fit the context of proposed development subject to certain conditions.
- Every application for an exception to parking requirements must include a parking analysis undertaken by a qualified professional as determined by the Development Officer.
- The maximum size of the available parking relaxation is dependent on the location of the proposed development.
- The owner of the development receiving the exception shall pay to the City:
 - for each parking stall that is no longer required, an amount of:
 - \$2,500 in the DCD-WH – Dewdney Avenue Warehouse Direct Control District; or
 - \$7,000 in all other zones; or
 - by agreement of the City, an amount greater than or equal to the requirement in clause above:
 - in transit facilities; or
 - as a public amenity

How Does This Impact You?

Simplified parking requirements will make it easier for the uses in a building to change overtime, which facilitates the reuse of existing building. Parking reduction measures may encourage developments that can justify the need for lower than normal parking requirements.