

## Green Parking for Parks and Ravines - Interim Design Guidelines

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		<b>Source:</b>	Parks, Forestry and Recreation
		<b>Category:</b>	Parks, Forestry and Recreation
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### Policy Statement

Where parking is required in a park or ravine, consideration should be given to ensuring that the parking lot meets the objectives of the Council approved Wet Weather Flow Management Master Plan as well as keeping parks as green as possible. Each park or ravine setting is different in terms of its topography, soil conditions and relationship to its watershed. Parks and ravines also vary in the nature of their facilities and service levels (local, district or regional), and winter maintenance requirements.

Therefore, various techniques for greening parking lots should be considered, such as smaller parking spaces, alternative pavers in overflow or low traffic areas, bioretention areas to treat stormwater, shared parking, use of light-coloured materials and/or landscape in creating a tree canopy.

Additional capital and maintenance costs need to be balanced against lifecycle costs as well as those related to stormwater management.

### Interim Design Guidelines

- In order to minimize the amount of land used for parking lots situated in parks or ravines, parking station standards should be reviewed, including parking ratios, space dimensions and placement of parking stalls and access points.
- Where the parking lot is required for year-round recreational/park use, permeable pavers (composite only) alone, or in combination with asphalt surfaces on the driveway portion, should be used in order to minimize stormwater management problems, reduce surface pollutants and heat transfer.
- Where parking lots have high traffic volumes and it is not practical to use permeable surfaces in whole or in part, then other storm water management techniques such as the use of swales, French drains, vegetated islands and ponds as biofiltration areas to manage runoff should be used, in combination with asphalt surfaces.
- Where the parking lot is required for seasonal recreational uses, which are at peak in the summer (e.g. baseball, tennis) then permeable surfaces (composite or non-composite) should be used. These surfaces could be used alone or in combination with other 'green' parking techniques, but these surfaces are not ideal for winter use.
- A full cost-accounting model should be developed for the installation and

maintenance of 'green' parking lots over the life cycle of the lot in order to determine the optimum use of scarce resources.

- In cases where a new parking lot is proposed to be developed, or a temporary parking lot is being converted to a permanent lot, and the lot is situated in a City park or ravine, a report to the Economic Development and Parks Committee is required.
- Council's approval will be required prior to any work being undertaken for the development of a new permanent parking lot in a City park or ravine or for the conversion of a temporary lot to a permanent one.

