

Parking and Loading

Summary of Changes

Topic	Current LUB	Proposed LUB
Downtown Parking Requirements	Parking is reduced to 20% of the standard requirement and is based on development type.	Parking is reduced to 20% of the standard requirement and is based on building type. Only applies to locations within the DGD and DCD.
Commercial and Industrial Parking Requirements	Based on minimum number of employees.	Based on the minimum Gross Floor Area of the building type.
Institutional Parking Requirements	Based on minimum number of employees or Gross Floor Area.	Based on the minimum Gross Floor Area of the building type. Education (Public or Private), High School, or Post-Secondary to require parking study.
Residential Parking Requirements	<ul style="list-style-type: none"> Based on dwelling type with Min. 1 or Min. 2 on-site parking stalls. Multi-unit and Apartment complexes to provide stalls based on the unit type (Bachelor, One Bedroom, Two Bedroom, or Three Bedroom). Additional dwelling units (Garage, Garden, or Secondary Suite) to provide 1 additional on-site parking stall. 	<ul style="list-style-type: none"> Based on dwelling type with Min. 1 or Min. 2 on-site parking stalls. Multi-unit and Apartment complexes to provide stalls based on the unit type (Bachelor, One Bedroom, Two Bedroom, or Three Bedroom). Additional dwelling units (Backyard Dwelling or Internal Secondary Suite) to provide 1 additional on-site parking stall.
Residential Parking Stall Size	<ul style="list-style-type: none"> Min. 3.1m in width by Min. 6.0m in depth for stall within single garage or carport Min. 2.9m in width by Min. 6.0m in depth for each stall within a double garage or carport. Min. 2.75m in width by Min. 5.8m in depth for parking pad not intended for garage or carport. 	<ul style="list-style-type: none"> Min. 3.0m in width by Min. 6.65m in depth for each stall within garage or carport. Min. 2.75m in width by Min. 5.8m in depth for parking pad not intended for garage or carport.
Bicycle Parking	Development should provide safe integration of bicycles within the site. Multi-unit Residential, Commercial, Downtown, and Institutional sites to provide bicycle amenities.	Sites to be designed to provide bicycle parking and amenities.

Please be aware, this table summarizes proposed changes between the current and proposed land use regulations. It is intended as a high-level overview and does not capture every amendment or technical detail.