

Appendix 4: Summary of Draft Directions Opportunities and Risks

Parking Regulations Study - Draft Directions

Table 1: Summary of Proposed Changes of Parking Regulations in the Zoning By-law

Draft Direction	Opportunities	Risks
Establish Four Parking Precincts <ul style="list-style-type: none"> Implement four parking precincts as recommended in the PMPIS, where Precinct 1 would have the lower parking requirements and Precinct 4 would have the highest parking requirements 	<ul style="list-style-type: none"> Recognize variances among different areas in the City, considering transit service, public parking availability, growth potential, mix and intensity of uses, and active transportation networks Implement a key action from the Council-approved PMPIS Modernizes approach to parking management Support Mississauga's city-building objectives related to housing affordability, transit investments, mainstreets and small businesses, growth management, and climate change Support growth in intensification areas and MTSAs Precincts can be revised as needed following the proposed framework and criteria 	<ul style="list-style-type: none"> May trigger site specific zoning by-law amendment or minor variance applications with requests to be within specific precincts (e.g., for sites located adjacent to another precinct) Precincts may need to be revised as more transit investments are committed (e.g., with new MTSAs)
Reduce and Consolidate High-Density Residential Rates <ul style="list-style-type: none"> Reduce parking minimums and apply precinct approach as per Table 3 Eliminate unit type distinction Maintain distinctive rates for Stacked/Back-to-Back Townhouses and for Apartments Merge condo & rental types for Stacked/Back-to-Back Reduce visitor parking requirement to reflect recent utilization data and approved applications 	<ul style="list-style-type: none"> Update requirements to reflect demand, trends and transit investments Facilitate affordable housing Support different housings types in the City – e.g., family sized units Support growth in intensification areas and MTSAs Provide flexibility - development proposals change over time Reflect estimated differences in parking demand between Stacked/Back-to-Back Townhouses and Apartments Facilitate potential changes in design and ownership throughout development proposal (i.e., condo vs rental) Facilitate zoning review process 	<ul style="list-style-type: none"> May not capture precise differences on parking demand by unit type May put pressure on municipal parking management and enforcement, although pressure may be significantly reduced with upcoming transit and active transportation investments

Draft Direction	Opportunities	Risks
Maintain Purpose-Built Rental Requirement <ul style="list-style-type: none"> Maintain distinctive requirement (reduced from Condominium Apartment) for purpose-built rental apartment in Precincts 2 to 4 	<ul style="list-style-type: none"> Reduce requests for parking requirements reductions Facilitate affordable housing supply Encourage development and re-investment in purpose built rental Support growth in infill sites and intensification areas Promotes optimal use of existing and future infrastructure (through infill and intensification) 	<ul style="list-style-type: none"> May not capture precise differences on parking demand in all areas May put pressure on municipal parking management and enforcement City may need to expedite update of on-street permit parking system
Simplify Second Unit Requirements <ul style="list-style-type: none"> Requirement of 1 space for first second unit to be provided within the 2-spaces already required for the principal dwelling (i.e., 1 space for principal dwelling; 1 space for the first second unit) Additional second unit will be required to provide an additional parking space 	<ul style="list-style-type: none"> Parking for second units to be provided on site Flexibility for homeowner and tenant: market demand and preferences will determine parking accommodation Reduce costs to provide second units and rent fee Increase potential for more second units Large proportion of dwellings is able to accommodate the 2-space requirement – no impact from those Reduce CoA applications seeking parking exemptions 	<ul style="list-style-type: none"> No guarantee for permanent/ long term arrangements May lead to demand for on-street parking in the longer term May create enforcement pressures City may need to expedite update of permit parking system and lower boulevard parking
Minimal Requirement for Transitional Housing <ul style="list-style-type: none"> Incorporate a new category for Assisted/Alternative Housing with a low parking requirement (e.g., transitional housing) 	<ul style="list-style-type: none"> Support creation of supported and transitional housing Reflect the estimated parking demand for this type of development, where most of the occupants do not have a car Minimal parking spaces be provided to accommodate employee parking 	<ul style="list-style-type: none"> Potential pressure on on-street parking in areas with less availability of municipal parking
Reduce Parking Requirements for Affordable Housing <ul style="list-style-type: none"> 30 - 50% reduction from conventional rate for affordable housing projects City to determine Affordable Housing definition and criteria City to implement as part of other Affordable Housing work– (e.g., Official Plan Review and/or Inclusionary Zoning) 	<ul style="list-style-type: none"> Incentive for the provision of affordable housing Provide flexibility to negotiate affordable housing components City can determine and define what types of projects qualify as affordable housing City can determine if included in Zoning By-law as a regulation or as a Guideline as part of Inclusionary Zoning 	<ul style="list-style-type: none"> Implementation could be challenging (e.g., Affordable Housing definition) Implementation might be delayed until City updates Official Plan and implements Inclusionary Zoning

Draft Direction	Opportunities	Risks
	implementation and Official Plan Review	
Reduce and Consolidate Retail/ Commercial Requirements <ul style="list-style-type: none"> • Reduce parking minimums by Precincts for key non-residential land uses as per Tables 4 and 5 • Land use consolidations: Retail, Service Establishment, Small Restaurants (under 220 m²) / Take-out / Convenience Restaurants, Financial Institution to have same parking requirement as per Table 4 	<ul style="list-style-type: none"> • Update requirements to support new businesses and to reflect demand, trends, mix and intensity of uses, and transit investments • Implement a standard parking rate for commercial/retail type of uses that commonly locate in proximity or within multi-tenant buildings • Facilitate land use changes within existing multi-tenant buildings/ small retail plazas and mainstreets • Provide flexibility for new developments as proposals (e.g., tenant mix) change over time 	<ul style="list-style-type: none"> • May not differentiate specific parking demand by each land use (difficult to determine in mixed-use buildings/retail plazas) • Potential pressure on on-street parking in areas with less availability of municipal parking • City may need to expedite update of permit parking system and boulevard parking
Harmonize non-residential rates <ul style="list-style-type: none"> • Update parking requirements for other non-residential uses following the pattern of the key land uses, as appropriate (e.g., apply proposed retail store requirement to animal care establishment). See Table 5 	<ul style="list-style-type: none"> • Support new businesses to locate in vacant sites • Support small restaurants (under 220 m² GFA) • Reduce significantly volume of CofA applications for parking variances due to changes of tenants 	
Provide Parking Exemptions for Small Businesses Located on Ground Floors <ul style="list-style-type: none"> • Exempt small businesses (under 220 m²) located partly or entirely on the ground floor from off-street parking requirements 	<ul style="list-style-type: none"> • Reduce set-up costs for small/micro businesses along mainstreets or ground floors of mixed-use buildings • Support small businesses recovery from the COVID-19 pandemic • Support revitalization of retail areas, including Business Improvement Areas and small neighbourhood retail plazas • Facilitate land use changes within existing multi-tenant buildings/retail plazas • Improve City's competitiveness as exemptions are being implemented in peer municipalities • Reduce CoA applications seeking exemptions 	<ul style="list-style-type: none"> • Potential pressure on on-street parking in areas with less availability of municipal parking • May create parking enforcement pressures • Potential decrease on Payment-in-Lieu collection to be used in creating municipal parking infrastructure

Draft Direction	Opportunities	Risks
Provide Parking Exemptions for Heritage Buildings <ul style="list-style-type: none"> • Parking Exemptions for sites Designated heritage under Part IV of the <i>Ontario Heritage Act</i> • Limited to commercial uses with a commercial/retail/office parking rate (e.g., exclude banquet halls, entertainment, overnight accommodation, PRA, restaurant over 220 m² GFA) • Applies to existing GFA; additional GFA will require to provide parking at ZBL rates 	<ul style="list-style-type: none"> • Support conservation, revitalization and reuse of heritage buildings • Help promote heritage sites designation under the <i>Act</i> – reduced parking may be viewed as an incentive • Reflects parking challenges for heritage buildings (i.e., most built well before current Zoning By-law parking requirements) • Implement 2013 recommendation from Port Credit & Lakeview Parking Strategy, expanded to be applied city-wide 	<ul style="list-style-type: none"> • May add pressure on municipal parking • City will not be able to collect PIL from heritage buildings • May add barriers to innovative reuse (e.g., require parking for additional GFA)
Formalize Shared Residential Visitor and Non-residential Parking in Mixed-use Sites <ul style="list-style-type: none"> • Expand citywide shared parking arrangement in apartment and mixed-use buildings (i.e., expand visitors and non-residential arrangement already in DT Core) • Add small restaurants (e.g., under 220 m² GFA) to the shared arrangement • Exempted land uses in the current City Centre zones would apply 	<ul style="list-style-type: none"> • Expand policy citywide as it would follow current shared arrangement between residential visitor and non-residential uses already in the City Centre zones regulations • Encourage more mixed-use developments throughout all intensification areas and the creation of more walkable and complete communities • Take advantage of different peak parking demand times among land uses located within same site or building to reduce oversupply • Facilitate zoning review processes and reduce requests for parking requirements reductions • Optimize investments in transit and active transportation 	<ul style="list-style-type: none"> • May not differentiate specific parking demand by each land use (difficult to determine in mixed-use sites) • Potential pressure on on-street parking in areas with less availability of municipal parking
Incorporate Bicycle Parking and End of Trip Facilities Requirements <ul style="list-style-type: none"> • Adopt two precincts for bicycle parking rates • Incorporate on-site bicycle parking requirements in the Zoning Bylaw as per Table 6 	<ul style="list-style-type: none"> • Implement recommendations from the Transportation Demand Management Strategy and Cycling Master Plan • Support objective in the Transportation Master Plan for half of trips to, from, and within Mississauga be taken by sustainable modes (those other than driving a car) 	<ul style="list-style-type: none"> • May increase construction costs • May increase maintenance costs for condominiums and landlords

Draft Direction	Opportunities	Risks
	<ul style="list-style-type: none">• Encourage the use of active transportation and support expansion of cycling facilities• Increasing end of trip facilities can encourage more people to cycle as their method of transportation, which will encourage sustainable travel behaviors'• Provide secure bicycle parking for long-term users (e.g., residents, employees)• Market developments and employment to attract active transportation users	

Table 2: Summary of Proposed Policies Directions and Guidelines

Draft Direction	Opportunities	Risks
Incorporate Electric Vehicles Parking Requirements <ul style="list-style-type: none"> • Explore how to include requirements for Electric Vehicles (EV) (or zero emission vehicle) parking requirements in the Zoning By-law or within the Green Development Standards • Require that a % of parking spaces in new developments be designed to be EV-ready 	<ul style="list-style-type: none"> • City to evaluate the best mechanism to implement requirements for EV parking • Support the adoption and use of EVs in the City of Mississauga, particularly in high-density developments, office buildings and employment areas • Supports the Climate Change Action Plan and the goal to reduce the City's GHG emissions from transportation 	<ul style="list-style-type: none"> • If included in the Zoning By-law, it may be challenging to implement within the current regulations (e.g., requirement is not part of the Ontario Building Code (OBC) for high-density developments) • If included in the Green Development Standard may be subject to negotiations and difficulties to implement as requirement would go beyond OBC's requirements • May slightly increase construction costs to include EV-ready parking spaces in all new developments
Formalize Process to Permit Shared Off-site Parking for Civic Uses <ul style="list-style-type: none"> • Create an Off-Site Parking Implementation Guideline and standard agreement to facilitate off-site sharing of parking spaces for civic uses and community infrastructure (e.g., parks, libraries, schools, public transit) • The previously discussed Implementation Guideline would establish the criteria for when the City would consider shared parking between or among civic and community facilities. 	<ul style="list-style-type: none"> • Support Official Plan policies encouraging sharing of parking spaces for community infrastructure, where appropriate • Makes a more efficient use of land and reduces the need to create vast parking areas to service seasonal events (e.g., cultural/recreational events happening on evenings or weekends when schools are closed) • Provide guideline to staff to review site-specific proposals for off-site sharing • Provide City certainty of agreements for a determined time and a process/course of action if agreements are cancelled 	<ul style="list-style-type: none"> • May increase administrative and legal costs to the City to create, negotiate, monitor and administer the agreements • May create enforcement pressures if rules and conditions of the agreement are not clear to the general public • Added staffing pressures for monitoring and paperwork tracing • No guarantee that agreements will stand in the longer term • May lead to demand for street parking in the longer term
Create Process to Permit Certain Off-site Shared Parking Agreements <ul style="list-style-type: none"> • Add policy within the City's Official Plan that would allow off-site parking between appropriate land uses, subject to an agreement with the City • Create an Off-Site Parking Implementation Guideline to include criteria for evaluating 	<ul style="list-style-type: none"> • Support a process to negotiate and formalize agreements for off-site parking sharing • Support the location of uses in sites with limited parking provision as long as an off-site parking sharing agreement can be established • Provide guideline to staff to review site-specific proposals for off-site sharing 	<ul style="list-style-type: none"> • May increase administrative and legal costs to the City to create, negotiate, monitor and administer the agreements • May create enforcement pressures if rules and conditions of the agreement are not clear to the general public • Added staffing pressures for monitoring and paperwork tracing

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requests for off-site sharing of parking spaces with land use of different peaking (e.g., between Places of Religious Assembly & employment uses)	<ul style="list-style-type: none"> • Provide City certainty of agreements for a determined time and a process/course of action if agreements are cancelled 	<ul style="list-style-type: none"> • No guarantee that agreements will stand in the longer term • May lead to demand for street parking in the longer term
Continue Minimum Parking Requirements Policy <ul style="list-style-type: none"> • No changes are proposed to the overall City's policy to mandate minimum parking requirements in the Zoning By-law 	<ul style="list-style-type: none"> • The minimum parking requirements are still deemed a useful tool to manage parking demand • Minimum requirements can be revised from time to time as conditions change and to reflect new trends in mobility • Provide certainty to residents, businesses and the City regarding parking supply 	<ul style="list-style-type: none"> • Parking requirements can be difficult to determine for every single land use – some uses may be overestimated while others may be underestimated • Parking demand changes overtime, often faster than comprehensive Zoning By-law reviews • May conduct to the provision of excessive parking provision and negating the City's ability to reach other planning goals
Consider Parking Maximums in Future Updates <ul style="list-style-type: none"> • No off-street parking maximums are to be included in the Zoning By-law as part of this update • To be explored at a future date if/when the City needs to implement parking maximums 	<ul style="list-style-type: none"> • Offer flexibility to market decide on additional parking provisions • Encourage non-residential uses and allow for employment uses to grow • Most uses do not need a maximum, as applicants are predominantly seeking lowest possible rates • City can re-assess the need for maximum parking requirements at a later date 	<ul style="list-style-type: none"> • Parking maximums is often seen as a best practice, and not including it could be subject to criticism • Excessive parking provided within intensification areas and MTSAs if maximums are not implemented in the short term • Negative effects on the built environment and stormwater management
Conduct Public Parking Demand Analysis <ul style="list-style-type: none"> • Conduct a detailed parking demand analysis for Precincts 1 and 2 to determine future parking demand based on the currently proposed parking requirements 	<ul style="list-style-type: none"> • City is already working on the expansion of public parking in key demand areas, subject to budget availability • Support off-street parking management in intensification areas serviced by rapid transit with additional public parking Analysis would determine if and where additional parking facilities should be located 	<ul style="list-style-type: none"> • Provision of public parking is very costly and will require budget commitments
Revise Shared on-Site Parking <ul style="list-style-type: none"> • In future Zoning By-Law updates, review the current list of land uses and utilization (percentage of peak parking) in Table 3.1.2.3 Mixed-Use Development Shared Parking Formula to add new land use 	<ul style="list-style-type: none"> • The shared on-site parking formula for mixed use developments have been used in the City for many years with a high degree of acceptance and success • Reduce oversupply of parking by permitting multiple land uses 	<ul style="list-style-type: none"> • Changes to the formula and addition of uses may be needed as parking demand evolves • Delaying the review of the shared on-site parking formula may generate additional minor variances applications to include additional uses

Draft Direction	Opportunities	Risks
and update percentages, if needed	<p>to combine parking requirements when sharing a parking facility</p> <ul style="list-style-type: none"> • Recent trends indicate a wider range of land uses being co-located, which could trigger the need to review the existing regulations in the Zoning By-law • City will have the opportunity to make needed changes, when warranted 	
<p>Support Shared Mobility (Carshare)</p> <ul style="list-style-type: none"> • Continue to support carshare vehicles on private or public sites as a measure to enhance the Travel Demand Measures • Carshare services should not be required by a municipal by-law but instead be provided at the Applicant's desire 	<ul style="list-style-type: none"> • Support the City's Transportation Demand Management Strategy • Carsharing is market-dependent and agreements are based on business profitability; therefore, is it advised not to tie off-street parking requirement to carsharing agreements 	<ul style="list-style-type: none"> • No guarantee that carsharing agreements will stand in the longer term
<p>Support Bikeshare Program</p> <ul style="list-style-type: none"> • Continue to explore feasibility and demand analysis of a bikeshare program within Precinct 1 and Precinct 2 • No adjustments in parking requirements are suggested due to privately provided on-site bikeshare facility 	<ul style="list-style-type: none"> • Support the City's Micromobility Program • Bikeshare cost-benefits are being explored and it is premature to tie off-street parking requirement to bikesharing programs 	<ul style="list-style-type: none"> • Effects of adoption of bikeshare on parking demand still to be understood
<p>Implement Actions related Curbside Management, On-Street Parking, and Parking Technology</p> <ul style="list-style-type: none"> • Support use of on-street/permit system/municipal parking as part of a parking management strategy • Support the completion of a Curbside Management Study • Support the completion of On-Street Parking Permit System Review • The City could consider including policies within the Official Plan and design standards to allow a variety of parking related technologies, including Automated Parking 	<ul style="list-style-type: none"> • City is already working on implementing key actions from the Council-approved PMPIS including an update of the on-street parking permit system, lower-boulevard parking and curbside management policies • Optimize the use of the City's infrastructure (e.g., right-of-ways) while providing the availability of a vast number of municipal parking • Makes a more efficient use of land while reducing the need to create off-street municipal and private parking • Reduce the impacts of large paved parking areas on the City's stormwater management system 	<ul style="list-style-type: none"> • Potential pressure on on-street parking in areas with narrow right-of-ways • Expansion of on-street parking areas may create complaints in residential neighbourhoods due to over-spilling parking

Draft Direction	Opportunities	Risks
<p>Systems and Flexible or Adaptable Parking</p> <ul style="list-style-type: none"> • Develop Implementation Guideline to assist in the review of a variety of parking technologies 		
<p>Consider Transitional Parking Policies</p> <ul style="list-style-type: none"> • Include policies within the Official Plan and implementation guidelines with clear criteria and conditions in the Site Plan application process that support transitional parking policies, where deemed appropriate 	<ul style="list-style-type: none"> • Provide certainty within the Site Plan application process for the implementation of transitional parking • Provide flexibility to developers that have secured a large amount of land but do not have immediate plans to develop each parcel simultaneously • Could be permitted in high-density precincts, where demand for real estate and development is more dynamic. 	<ul style="list-style-type: none"> • May increase administrative process to process, monitor and administer transitional parking agreements

Table 3: Residential Parking Requirement Proposed Updates
(Parking Requirement: spaces per dwelling unit)

Land Use	Existing By-law 225-2007	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Condominium Detached Dwelling, Condominium Semi-Detached, Condominium Townhouse, Detached Dwelling on a CEC-Road, Semi-Detached on a CEC-Road, Townhouse on a CEC-Road	Resident: 2.0 Visitor: 0.25	2.0	2.0 0.25	2.0 0.25	2.0 0.25
Dwelling unit located above commercial, with max. height of 3 storeys	1.25	1.0	1.0	1.0	1.0
Condominium B2B & Stacked Townhouse (without exclusive use garage and driveway)*	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.5 Three-bedroom: 1.75 Four-bedroom: 2.0 Visitor: 0.25	All units: 1.0 Visitor***: 0.15	1.1 0.2	1.2 0.2	1.3 0.2
Rental B2B & Stacked Townhouse (without exclusive use garage and driveway)*	Studio: 1.1 One-bedroom: 1.1 Two-bedroom: 1.25 Three-bedroom: 1.41 Four-bedroom: 1.95 Visitor: 0.25				
Condominium Apartment*	Studio: 1.0 One-bedroom: 1.25 Two-bedroom: 1.40 Three-bedroom: 1.75 (CC1-CC4: 1.0/unit) Visitor: 0.2 (CC1-CC4: 0.15/unit)	All units: 0.8 Visitor***: 0.15	0.9 0.15	1.0 0.15	1.1 0.15
Rental Apartment*	Studio: 1.0 One-bedroom: 1.18 Two-bedroom: 1.36 Three-bedroom: 1.5 (CC1-CC4: 1.0/unit) Visitor: 0.2	All units: 0.8 Visitor***: 0.15	0.8 0.15	0.8 0.15	0.8 0.15
Assisted/Alternative Housing	n/a	0.1	0.1	0.1	0.1
Second unit	1.0**	A total of 2 spaces for the Principal and the first Second Unit (which may be provided in tandem), plus 1 additional space for each additional unit.			

Table 3 Notes

* Equivalent existing blended parking requirement for all unit sizes:

- Condominium apartment: 1.35 spaces/unit
- Rental apartment: 1.26 spaces/unit
- Condominium B2B & Stacked Townhouse (without exclusive use garage and driveway): 1.49 spaces/unit
- Rental B2B & Stacked Townhouse (without exclusive use garage and driveway): 1.36 spaces/unit

** Existing parking requirement for detached, semi-detached, street townhouse dwelling is 2.0 spaces per dwelling. Currently, the second unit parking requirement is calculated in addition to the principal dwelling requirement.

*** Visitor Parking Regulation:

For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following:
the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m²GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.

Table 4: Non-Residential Parking Requirement Proposed Updates
(Parking Requirement: spaces per 100 m² non-residential GFA)

Land Use	Existing Requirement By-law 225-2007	Precinct 1	Precinct 2	Precinct 3	Precinct 4
Retail Store, Service Establishment, Take-out Restaurant, Convenience Restaurant, Restaurant < 220 m ² , Financial Institution	Retail Store: 5.4 In C4 zone: 4.0 In CC2-CC4 zones: 4.3	3	3	4	5
	Service Establishment: 5.4 In C4 zone: 4.0 In CC2-CC4 zones: 4.3	No parking is required for GFA under 220 m ² sq.m.			
	Convenience Restaurant: 16.0 Take-out Restaurant: 6.0	The Precinct 1 parking requirement shall apply in a C4 Zone.			
	Financial Institution: 5.5	In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors subject to Note (1).			
Retail Centre < 2,000 m ²	4.3	3	3	3.5	4.3
Retail Centre > 2,000 m ²	5.4 In CC1: 4.57	3.8	3.8	4.5	5.4
Restaurant > 220 m ²	16.0 In C4: 9.0 In CC2-CC4; CCO: 9.0	6	6	9	9
Office	3.2	2	2.5	2.8	3
Medical Office	6.5	3.8	4	4.5	5.5
<p>Note (1): Visitor Parking Regulation: For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance of the following: the greater of the indicated visitor parking by precinct or parking required for all non-residential uses, located in the same building or on the same lot as the residential use except banquet hall/conference centre/convention centre, entertainment establishment, overnight accommodation, place of religious assembly, recreational establishment, and restaurant over 220 m² GFA non-residential. Parking for these listed non-residential uses shall not be included in the above-shared parking arrangement and shall be provided in accordance with applicable regulations in the Zoning By-law.</p>					

Table 5: Proposed Non-Residential Uses Consolidation/ Harmonization

Proposed Direction	Land Uses
Harmonize existing rate with the proposed Retail Store/Service Establishment	Animal Boarding (reduce in Precincts 1 and 2; retain existing rate in Precincts 3 and 4) Animal Care Establishment Animal Care Establishment in C4 Zone (apply Precinct 1) Art Gallery/Museum (reduce in Precincts 1 and 2; retain existing rate in Precincts 3 and 4) Convenience Retail/ Kiosk (plus stacking lane) Motor Vehicle Service Station Repair Establishment Repair Establishment in C4 Zone (apply Precinct 1) Veterinary Clinic (reduce in Precincts 1 and 2; retain existing rate in Precincts 3 and 4)
Harmonize existing rate with proposed Office	Motor Vehicle Wash Facility (for Office GFA plus stacking lane) Science and Technology Facility Truck Terminal (for office GFA, plus warehouse rate for remainder GFA)
Reduce requirement as per staff recommendation based on recent Minor Variances	Self Storage Facility: 0.2 spaces/100m ² GFA non-residential – across all precincts
Reduce requirement as per recent rezoning	Night Club (Precinct 1): 9.0
Maintain existing requirement, which would be applied across all Precincts	Remainder of land uses

Table 6: Proposed Bicycle Parking Requirements in the Zoning By-law
(Infrastructure Planning Division Study)

Type of Use	City Centre		Rest of the City	
	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)
Residential Uses				
Apartments (including condominium, rental, and townhouses without exclusive garages)	0.80 spaces/unit	0.10 spaces/unit (6 minimum spaces)	0.60 spaces/unit	0.05 spaces/unit (6 minimum spaces)
Long-Term Care	0.30/ 100m ² GFA	0.30/ 100m ² GFA	0.20/ 100m ² GFA	0.20/ 100m ² GFA
Retirement	0.40 spaces/unit	0.05 spaces/unit (6 minimum spaces)	0.3 spaces/unit	0.03 spaces/unit (6 minimum spaces)
Non-Residential Uses				
Retail (including retail centre, retail store, entertainment establishment, service establishment, convenience restaurant, restaurant, take-out restaurant)	0.15/ 100m ² GFA	0.30/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA

Type of Use	City Centre		Rest of the City	
	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)	Minimum Class A* (Long-Term)	Minimum Class B** (Short-Term)
Business Office (<i>including office</i>)	0.2/ 100m ² GFA	0.15/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA
Medical Office (<i>including medical office, medical office – restricted</i>)	0.15/ 100m ² GFA	0.2/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA
Employment (<i>including education and training facility, financial institution, manufacturing facility, science and technology facility, warehouse/ distribution facility, wholesaling facility</i>)	0.15/ 100m ² GFA	0.15/ 100m ² GFA	0.1/ 100m ² GFA	2 minimum
School, Elementary/Secondary (<i>including public/ private</i>)	0.1/ 100m ² GFA	0.4/ 100m ² GFA	0.1/ 100m ² GFA	0.4/ 100m ² GFA
School, Post-Secondary (<i>including college/ university</i>)	1.0/ 100m ² GFA	1.2/ 100m ² GFA	1.0/ 100m ² GFA	1.2/ 100m ² GFA
Institutional (<i>including active recreational use, arena, art gallery, community centre, hospital, library, museum, place of religious assembly, recreational establishment</i>)	0.3/ 100m ² GFA	0.3/ 100m ² GFA	0.1/ 100m ² GFA	0.1/ 100m ² GFA

* Bicycle Parking Space, Class A: means a bicycle parking space designed to provide long-term parking for employees or residents of the building.

** Bicycle Parking Space, Class B: means a bicycle parking space designed to provide short-term transient parking for persons who are not residents or employees of the building.

Waived Bicycle Parking

- Despite the bicycle parking space rates set out in Table 6, if the lot with residential use has less than 20 units, then zero bicycle parking spaces are required for the residential use.
- Despite the bicycle parking space rates set out in Table 6, if the lot with non-residential use has less than 1,000 m² of GFA, then zero bicycle parking spaces are required for the non-residential use.