

Proposed Zoning By-law Amendments

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 2: General Provisions			
1.	Subsection 2.1.33 - Lakeview Village Neighbourhood	Delete Articles 2.1.33.8, 2.1.33.9, 2.1.33.10, 2.1.33.11 and 2.1.33.12 as required parking in Lakeview Village is referenced.	Through Bill 185, all parking requirements were eliminated for Protected Major Station Transit Areas such as Lakeview Village. The regulations listed in the proposed revision are no longer necessary.
Part 3: Parking, Loading, Stacking Lane and Bicycle Parking Regulations			
2.	Article 3.1.1.1 – General Parking Regulations	Deleting the word “required” so all parking spaces are not obstructed, or a use is not located within a parking space.	Currently, parking space that is provided (not required) can be obstructed, or a use can be located on a provided parking space. All parking spaces are considered “provided” where parking is not a requirement. Thus, the amendment prevents any parking space from being obstructed.
3.	Article 3.1.1.1 – General Parking Regulations	Update the enacted date to calculate off-street parking requirements based on the lesser rate	The proposed amendment ensures that approved Minor Variance applications will benefit from eliminated parking requirements due to Bill 185.
4.	Article 3.1.1.2 – Location of Parking	Replace the word “required” with “provided” so all parking spaces are clearly marked and identified with permanent lines and markings.	The proposed amendment ensures that all provided and required parking spaces, included provided parking spaces, loading spaces, and EV parking spaces, are clearly identified whereas currently only required spaces need to be clearly marked.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
5.	Subsection 3.1.2 – Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses	Eliminate all required residential parking rates under Column C of Table 3.1.2.1 for Precinct 1, which has been expanded to include all Protected Major Station Transit Areas (PMTSAs).	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The amendment to Table 3.1.2.1 impacts both resident and visitor parking spaces.</p>
	Subsection 3.1.2 – Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses	<p>Delete the following note at the bottom of Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses:</p> <p>Notes: (1) See Sentence 3.1.2.1.2</p>	<p>Note (1) refers to a regulation where visitor parking spaces are not required for existing apartments in the Downtown Core built prior to May 29, 2009.</p>
6.	Subsection 3.1.2 – Table 3.1.2.1 – Required Number of Off-Street Parking Spaces for Residential Uses	Delete Sentence 3.1.2.1.2	<p>The elimination of parking rates for all PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>This regulation is no longer necessary as no visitor parking spaces is required in the Downtown Core in any development.</p>

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7.	Subsection 3.1.2 – Table 3.1.2.2 – Required Number of Off-Street Parking Spaces for Non-Residential Uses	Eliminate all required non-residential parking rates under Column C of Table 3.1.2.1 for Precinct 1, which has been expanded to include all Protected Major Station Transit Areas (PMTSAs).	The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.
	Subsection 3.1.2 – Table 3.1.2.2 – Required Number of Off-Street Parking Spaces for Non-Residential Uses	Reduce parking requirements for the following non-residential uses to be consistent with the rates in Precinct 1: Office Medical Office Truck Terminal	Reduction in the parking requirements for the three non-residential uses will be in alignment with the existing rates for Precinct 1. The proposed rates are consistent with a Parking Study conducted as part of the 2022 parking reform initiative. The new rates is also used for non-residential uses in the C4 Zone (see below).
8.	Article 3.1.2.3 - C4 Zone Parking Requirement	Amend the regulation to: a. Add the words “and located outside of Precinct 1” b. Replace the word “Precinct 1” with “Precinct 2”	The amendment ensures the regulation applies outside Precinct 1, and non-residential uses in a C4 Zone is subject to Precinct 2 parking rates and not Precinct 1 as all parking rates have been eliminated. Not amending this regulation would remove all parking requirements for non-residential uses in a C4 Zone outside of Precinct 1.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Miscellaneous			
9 to 66.	<p>Various Residential Zone sections of the By-law:</p> <p>R1 Exception Zones, R2 Exception Zones, R3 Exception Zones, RM4 Exception Zones, RM5 Exception Zones, RM6 Exception Zones, RM8 Exception Zones, RA1 Exception Zones, RA2 Exception Zones, RA3 Exception Zones, RA4 Exception Zones, RA5 Exception Zones</p>	<p>Deleting Sentences and Clauses in the Exception Tables where require parking for residential and non-residential uses have been modified.</p>	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>
67 to 85.	<p>Various Commercial and Office Zone sections of the By-law:</p> <p>C3 Exception Zones, C4 Exception Zones, O1 Exception Zones, O2 Exception Zones, O3 Exception Zones.</p>	<p>Deleting Sentences and Clauses in the Exception Tables where require parking for residential and non-residential uses have been modified.</p>	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>

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Part 7: Downtown Core Zones			
86.	Subsection 7.1.9 - Downtown Core Parking Exception Area	Delete the entire subsection.	<p>Subsection 7.1.9 contains a series of modified parking requirement and shared parking formula specific to sections of the Downtown Core (Office District and Square One). These regulations impacted required parking only and not provided parking areas.</p> <p>The elimination of parking rates for all land uses within the Downtown Core as a result of Bill 185 - Cutting Red Tape to Build More Homes Act, 2024 renders Section 7.1.9 as unnecessary. No parking is required on these lands, and shared parking can be arranged independent of any formula.</p>

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87.	Exception Table 7.2.4.1	Deleted Sentence 7.2.4.1.9 as the regulation references modifications to the base required parking rates.	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>
Miscellaneous			
88 to 93.	<p>Various Employment, Office, and Development Zone sections of the By-law:</p> <p>E1 Exception Zones, E2 Exception Zones, D Exception Zones.</p>	Deleting Sentences and Clauses in the Exception Tables where require parking for residential and non-residential uses have been modified.	<p>The elimination of parking rates for all land uses within a PMTSAs is a provincially legislated requirement under the Planning Act which was amended through Bill 185 - Cutting Red Tape to Build More Homes Act, 2024.</p> <p>The purpose of deleting references to parking requirements within Exception Tables ensures clarity to the reader that parking is no longer required for lands within PMTSAs.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 13: Zoning Maps			
95 to 155.	Zoning Map Number 1, 3-8, 10-28, 30-35E, 36W, 37E, 40W, 43W, 44E, 48W, 49E, 51W, 52E, 55-59 of Schedule "B"	Zoning Maps are amended to change from Parking Precincts 2 and 3 to Parking Precinct 1 within PMTSAs.	<p>The elimination of parking rates though Bill 185 is established within Parking Precinct 1.</p> <p>The purpose of updating this Zoning Map ensures that all the PMTSAs in the city falls within Precinct 1 and are subject to the same parking rates.</p>

NOTE: Additional minor and technical changes to the Zoning By-law may be required.