A Comparison of the Proposed DC District and MU-1 Parking Requirements

Table 1: Proposed DC District Parking Requirement – Development Scenario

Proposed Direct Control District			
Use	**Gross Usable Floor Area or Number of Units**	**Rate**	**Requirement**
Dwelling Unit	250 units	0.3 resident stalls / unit including visitor parking	75
Visitor	250 units	0.00	0
Retail and Consumer Service	1000 m²	0.00	0
Total Parking Stalls Required			75

Table 2: MU-1 Parking Requirement – Development Scenario

MU-1 District				
Use	**Gross Usable Floor Area or Number of Units**	**Rate**	**Pre Reduction Requirement**	**Post Reduction for Transit Supportive Development (-25%)a**
Dwelling Unit	250 units	0.75 resident stalls / unit	188	141
Visitor	250 units	0.1 visitor stalls / unit	25	19
Retail and Consumer Service	1000 m²	2 stalls / 100 m² of GUFA	20	15
Total Parking Stalls Required			233	175
Total Parking Stalls Required Post Reduction for Bicycle Supportive Development (-25%)b				128

a. Reduction for Transit Supportive Development – 25% off required parking when development site is located within 600 metres radius of an existing or approved LRT platform or within 150 metres of frequent bus service.

b. For 250 units, 125 Class 1 Bicycle Parking is required (0.5 stalls / unit). If additional 188 Class 1 Bicycle Stalls are provided in addition to the 125 Class 1 Bicycle Parking required (total of 313 Class 1 Bicycle Parking Stalls provided), a maximum of 25% (47 stalls) of required parking for units provided can be reduced. This equates to approximately 1.25 bicycle parking per unit required to receive the full reduction.

As outlined in *Table 1 and Table 2* above, by using the MU-1 District's Transit Supportive and Bicycle Supportive reductions, a total of 128 parking stalls are required, including 94 residential parking stalls. This scenario results in a residential parking rate of 0.376 stalls per unit, which equates to a difference of 19 residential parking stalls from the proposed DC District.