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5 Parking, Access and Loading

5.1 GENERAL PROVISIONS

5.1(1) PARKING TO BE PROVIDED ON SITE

All required *parking* spaces shall be provided on the same *site* as the *building* or *structure*.

5.1(2) ACCESS TO PUBLIC STREETS

Z-5.16

- (a) There shall be adequate provision for access to a public *street* for each motor vehicle *parking* space.
- (b) Unless otherwise permitted, each motor vehicle *parking* space shall be readily accessible and maintained at all times for the *parking* and manoeuvring of a motor vehicle without the necessity of moving another motor vehicle.

5.2 STANDARDS

5.2(1) PARKING LOCATION AND DRIVEWAYS

- (a) In all *low density residential zones* required *parking* shall not be permitted within the required *front yard setback*, *rear yard setback*, and *flanking side yard setback* on a *corner lot*. Z-5.16 Z-5.59
- (b) In all other zones *parking* shall not be permitted within 6 metres of a *property line* abutting a public *street*, except in the Central Business District where *parking* is permitted in all required *setback* areas subject to fire accessibility requirements. Z-5.59
- (c) Driveway widths for *single detached dwellings* (MAX) Z-5.16
- (i) On *lots* with *frontage* of less than 18 metres: 4 metres Z-5.16
- (ii) On lots with *frontage* of 18 metres or greater: 4 metres or equal to the *side yard setback* on the driveway side up to 6 metres, except: Z-5.16
- (A) where there is an attached *garage* 6 metres provided no portion is located in front of *habitable space* Z-5.16
- (d) Driveway widths for *semi-detached dwellings* (MAX) Z-5.16
- (i) Individual driveways for each *dwelling unit*: 4 metres Z-5.16
- (ii) Shared driveways: 8 metres
- (iii) Where each *dwelling unit* has a double attached *garage*, and where: Z-5.16
- (A) the *garage* width is less than 55% of the *dwelling unit* width; and Z-5.59
- (B) the *garage* projects no greater than 2 metres beyond the front wall of *habitable space*: 5 metres individual or 10 metres shared Z-5.16
- (e) Driveway widths for *townhouse dwellings* (MAX) Z-5.16
- (i) Individual driveways for each *dwelling unit*: 4 metres
- (ii) Shared driveways: 8 metres
- (f) Widening of driveways shall not be permitted within the first 3 metres of the *front property line* after which the driveway may be widened by a maximum of 2 metres. Z-5.16
- (g) No portion of a driveway shall be located in front of *habitable space* unless there is an attached *garage* which does not face the *street*. Z-5.16
- (h) A driveway connecting a public *street* to a private *garage*, whether as an *accessory building* or attached to the main residential *building*, shall be a minimum length of 6 metres measured to the *property line* abutting the *street*. Z-5.59
- (i) Vehicles may only be parked within the *front yard* and *side yard* when the vehicle is located on a driveway and shall not be parked on *landscaped area*.
- (j) A walkway that abuts a driveway shall have a different surface treatment and colour than the driveway. Z-5.59

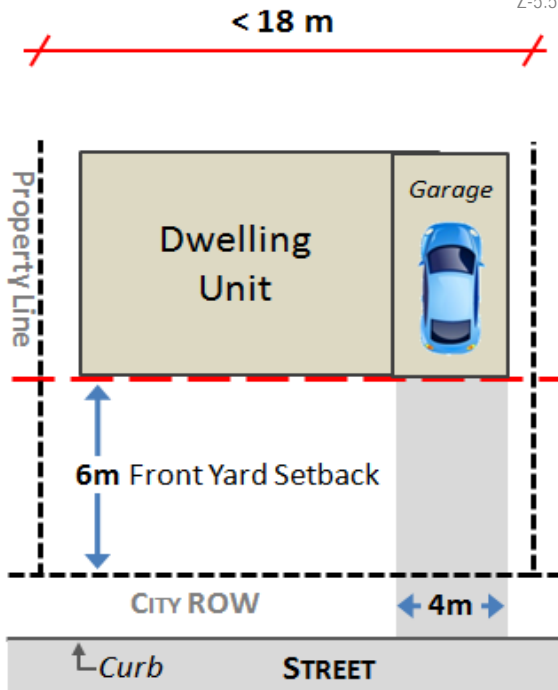
5.2(1) PARKING LOCATION AND DRIVEWAYS (continued)

(k) *Parking and driveways for single detached dwellings shall be in accordance with the following examples:*

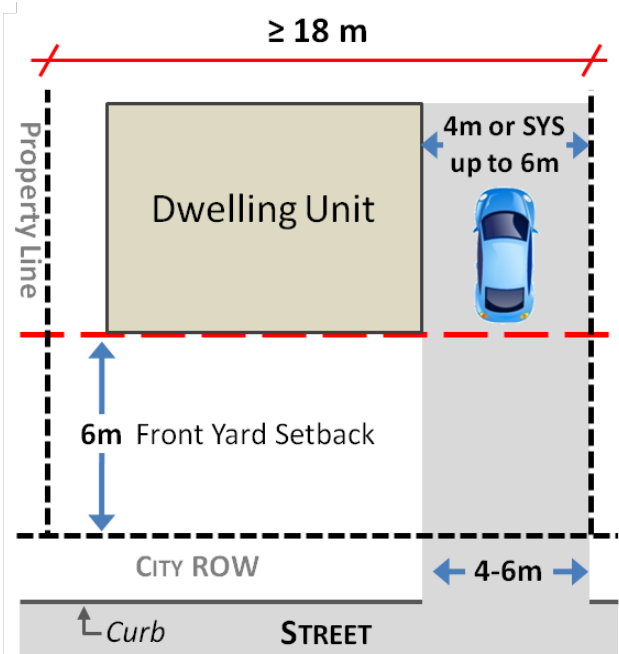
Z-5.16

Example A1 – where an attached *garage* is provided

Z-5.59

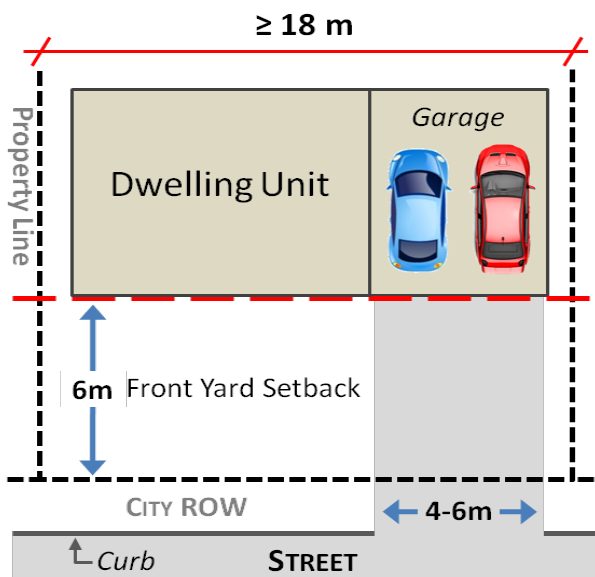


Example A2 – where no *garage* is provided

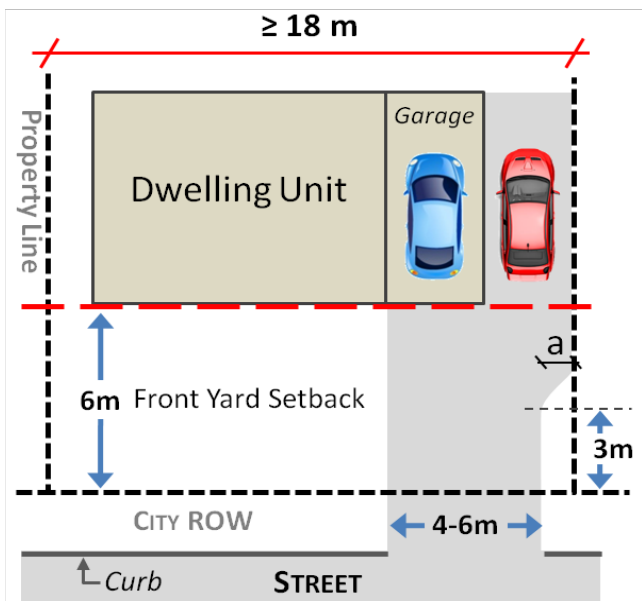


SYS Side Yard Setback

Example A3 – where an attached *garage* is provided



Example A4 – widening of a driveway



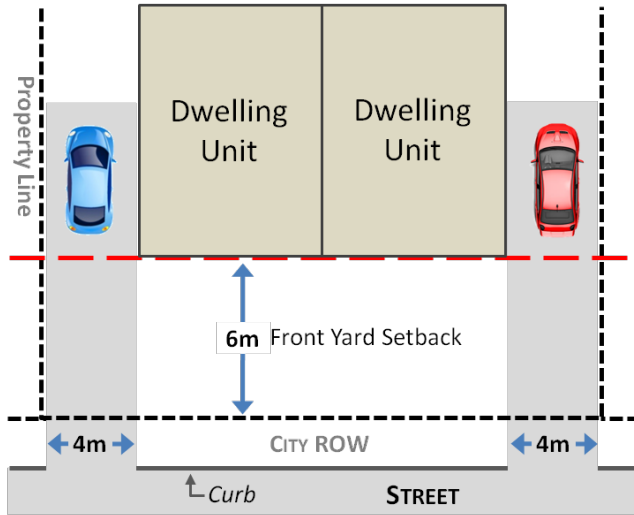
a = 2 metres or less

5.2(1) PARKING LOCATION AND DRIVEWAYS (continued)

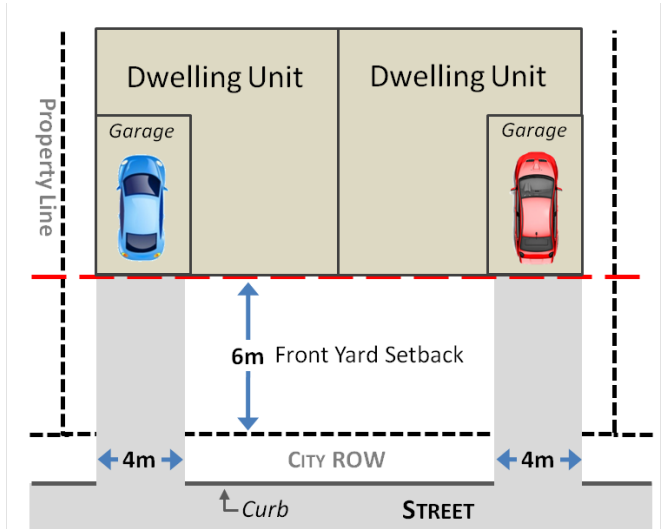
- (l) *Parking and driveways for semi-detached dwellings shall be in accordance with the following examples:*

Z-5.16

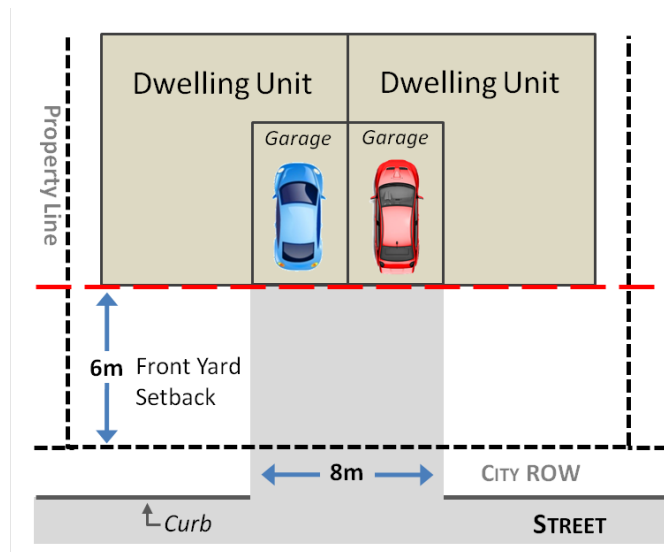
Example B1 – where no attached *garage* is provided



Example B2 – where an attached *garage* is provided (individual driveways)

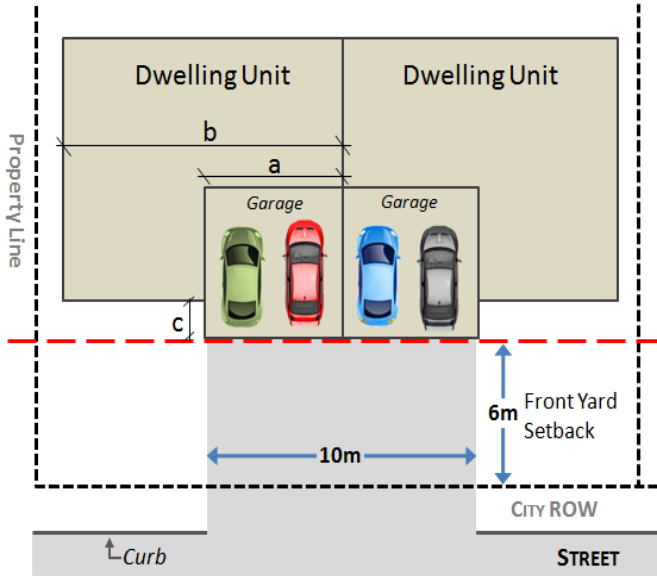


Example B3 – where an attached *garage* is provided (shared driveway)



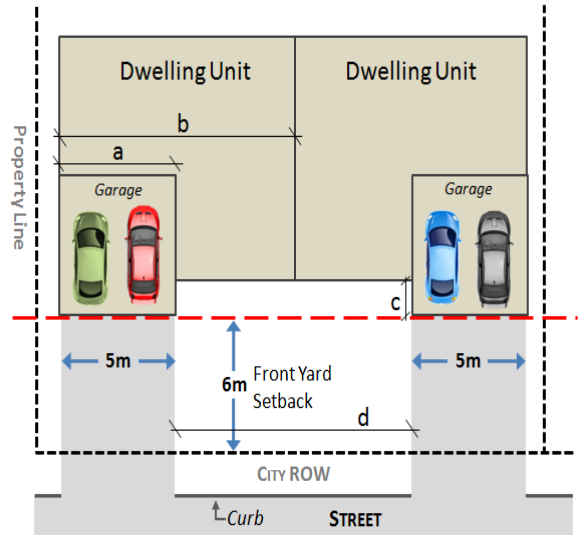
5.2(1) PARKING LOCATION AND DRIVEWAYS (continued)

Example B4 – where a double attached *garage* is provided (shared driveway) Z-5.59



- a Width of the garage a = MAX 55% of b
- b Width of the dwelling unit
- c Front projection of the garage c = 2 metres or less

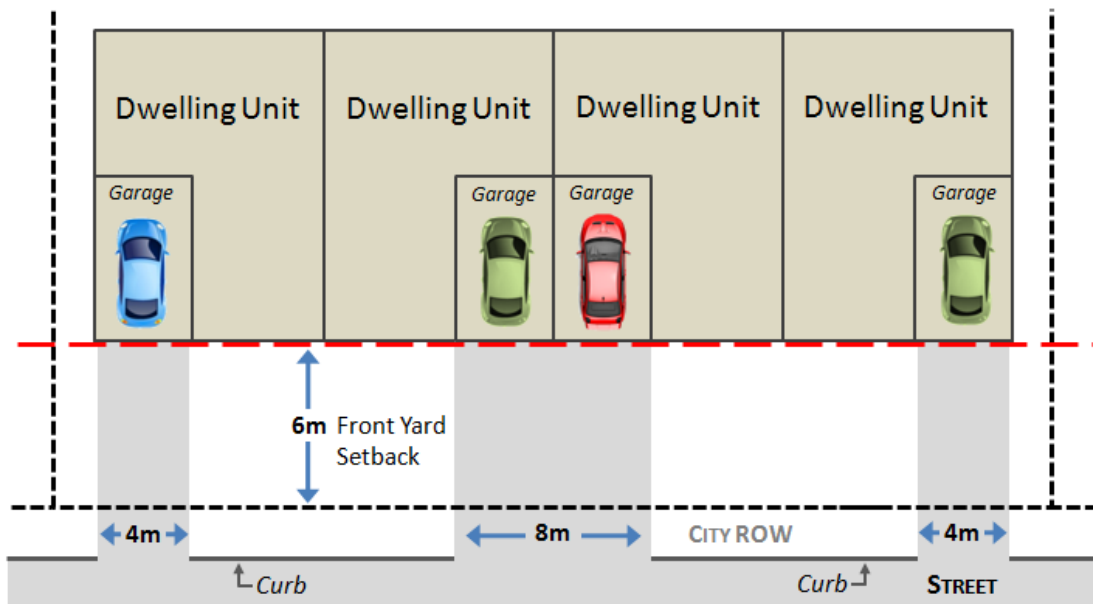
Example B5 – where a double attached *garage* is provided (individual driveways) Z-5.59



- a Width of the garage a = MAX 55% of b
- b Width of the dwelling unit c = 2 metres or less
- c Front projection of the garage d = MIN 1.8 metres of soft landscaped area

(m) *Parking and driveways for townhouse dwellings shall be in accordance with the following example:*

Example C1 – Townhouse driveways Z-5.16



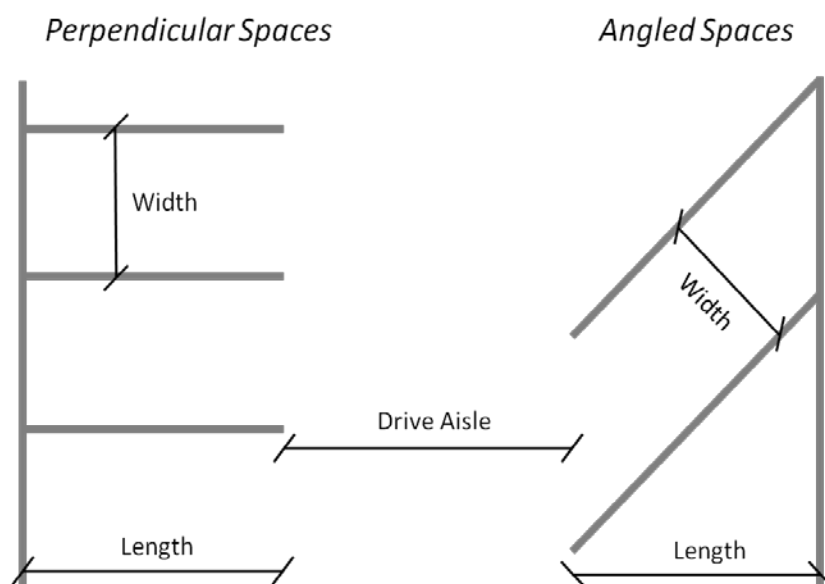
5.2(2) COMMERCIAL VEHICLES IN RESIDENTIAL ZONES

- (a) Only one *commercial vehicle per dwelling unit* may be parked overnight on any one *lot* in any *residential zone*, provided however, that the one *commercial vehicle* permitted is not more than 1.5 tons capacity and is operated by a resident of the *dwelling unit*.

5.2(3) PARKING SPACE AND DRIVE AISLE DIMENSIONS

- (a) Each vehicle *parking space* and drive aisle shall comply with the following minimum requirements:

Size of Parking Spaces and Aisles, in metres (MIN)			
	Parallel	Perpendicular (90 degrees)	Angled (45 degrees)
Parking Space Width	2.75	2.75	2.75
Parking Space Length	6.0	5.50	5.20
Aisle Width	6.0	6.0	4.0 (one-way only)
Height Clearance	2.20	2.20	2.20



5.2(4) BARRIER FREE PARKING SPACES

Z-5.82

- (a) The number of barrier free *parking* spaces for *development* where 2 or more spaces are required shall be in accordance with the following:

Number of Required Parking Spaces	Number of Required * Barrier Free Parking Spaces
2 - 15	1
16 - 45	2
46 - 100	3
101 - 200	4
201 - 300	5
301 - 400	6
401 - 500	7
501 - 900	8
901 - 1300	9
1301 - 1700	10
For each additional increment of 400 spaces or part thereof	1 additional space
* Does not apply to buildings that are not subject to the Barrier Free Design Building Code regulation of the Community Planning Act.	

Z-5.113

- (b) Barrier free *parking* spaces shall be:
- (i) Provided and considered as part of the number of required *parking* stalls;
 - (ii) Located closest to the entrance of the *building* for which they are intended;
 - (iii) Identified by a *sign* and, if the surface is paved, by pavement markings to the satisfaction of the Development Officer;
 - (iv) A minimum of 2.6 metres in width with an access aisle on one side that is a minimum of 2 metres in width. A single access aisle can serve two adjacent barrier free *parking* spaces.

Z-5.82

5.2(5) ACCESS TO PARKING LOTS AND PARKING SPACES

Z-5.59

- (a) Driveways shall have a minimum width of 6 metres and a maximum width of 9 metres for two-way operation except for that portion of the driveway located:
- (i) within 6 metres of the curb line of a public *street* classified as a local roadway; or
 - (ii) within 12 metres of the curb line of any other *street*;
- in which case the minimum width for that portion of the driveway shall be 8 metres.
- (b) Driveways shall have a minimum width of 4 metres and a maximum width of 7 metres for one-way operation except in the Central Business District where the minimum width shall be 3.6 metres.

5.2(5) ACCESS TO PARKING LOTS AND PARKING SPACES (continued)

- (c) Driveway widths may be increased to a maximum of 11 metres for two-way operation and a maximum of 9 metres for one-way operation where a substantial portion of the vehicular traffic consists of tractor trailers.
- (d) Where more than 4 *parking* spaces are required, provision shall be made for turning and manoeuvring of vehicles to allow egress from the *site* in a forward direction and shall be considered part of the *parking lot*.
- (e) Where residential *development* of less than 4 *dwelling units* has vehicle access to a collector or arterial street, a turn-around area abutting the driveway may be provided in the *front yard* with a maximum dimension of 3 metres by 4 metres to enable vehicle egress in a forward direction.
- (f) *Private roads* shall be designed in accordance with the General Specifications for Municipal Services (current edition).

5.2(6) ACCESS TO COMMERCIAL AND INDUSTRIAL ZONES

- (a) The number of two-way driveways shall be limited to 1 per *lot frontage* except when the *lot* has a *frontage* of over 75 metres where 2 driveway accesses are permitted if a minimum of 20 metres is provided between the centre line of each driveway. No more than 2 driveways shall be permitted per *lot*.
- (b) Two driveways may be located on a *lot* in place of 1 two-way driveway if the driveways are designed and signed for one-way use and if a minimum of 20 metres is provided between the centre lines of each driveway, measured at the *street line*.
- (c) On *corner lots* all driveways shall be located no closer than 11 metres from the intersection of the *property lines* abutting the *streets* with the exception that no driveway may be located within 30 metres of:
 - (i) an intersection of 2 or more *streets* if traffic at such intersection is controlled by traffic signals;
 - (ii) an at-grade intersection in the form of several legs or a roundabout, or with island channelization or other similar traffic control devices;
 - (iii) an interchange; or
 - (iv) a railway *grade* crossing.
- (d) If access is provided to *parcels* zoned District Commercial (DC) or Regional Commercial (RC), all driveways on a *corner lot* shall be located no closer than 60 metres from the intersection of the *property lines* abutting the *streets*.
- (e) No driveway shall meet the travelled portion of the fronting *street* at an angle of less than 70 degrees.
- (f) Driveways shall be located at least 3 metres from a *side property line*.

5.2(6) ACCESS TO COMMERCIAL AND INDUSTRIAL ZONES (continued)

- (g) Every driveway shall be maintained with an all-weather, dust-free surfacing sufficient to carry imposed loads.
- (h) Despite the provisions of this section, access to major collector and arterial *streets* shall be regulated by the provisions of Section 5.2(8) and Section 5.2(9) of this By-law.

5.2(7) ACCESS TO ALL OTHER ZONES

- (a) The number of driveways permitted on a *lot* shall be as follows:
 - (i) Where the *lot* has less than 36 metres of *frontage*: MAX 1 driveway
 - (ii) Where the *lot* has 36 metres of *frontage* or more: MAX 2 driveways Z-5.16
- (b) Where 2 driveways are permitted:
 - (i) driveways may connect within the required *front yard* only where the *lot* gains access from a collector or arterial street as defined in the City Transportation Network Road Classifications;
 - (ii) the minimum distance between driveways shall be 12 metres measured from the *curb cut* edge.
- (c) On *corner lots*:
 - (i) the maximum number of driveways shall be limited to 2 and in no instance shall driveways on the two *streets* be connected;
 - (ii) driveways shall be located at least 11 metres from the intersection of the *property lines* abutting the two *streets*.
- (d) Unless otherwise prescribed in this By-law, all driveways shall be surfaced in crushed rock, gravel, or pavement.
- (e) Despite the provisions of this section, access to major collector and arterial *streets* shall be regulated by the provisions of Section 5.2(8) and Section 5.2(9) of this By-law.

5.2(8) ACCESS TO MAJOR ARTERIAL STREETS

Z-5.59

- (a) Access to major arterial *streets* shall be permitted in accordance with the following criteria:
 - (i) Access shall not be permitted for residential *development* with 12 or fewer *dwelling units*;
 - (ii) Where a property has *frontage* on an arterial *street* not referenced in sub-section (b), a collector *street*, or a local *street*, full access shall be provided only to the subordinate *streets*; Z-5.82
 - (iii) Despite Section 5.28(a)(i), access may be permitted if an access management plan or study is prepared outlining how safe access can be achieved without negatively impacting the function of the *street* to the satisfaction of the Development Officer.
- (b) Access to Cliffe Street, Prospect Street (between Hanwell Road and Woodstock Road) and Hanwell Road (from Valcour Drive to the City Limits):
 - (i) Despite Section 5.2(8)(a)(i), access may be permitted at a minimum distance of 200 metres from an adjacent all-directional intersection or access point;
 - (ii) Despite Section 5.2(8)(a)(i), a single right-in, right-out access point may be permitted at a minimum distance of 100 metres from an adjacent all-directional intersection or access point.

5.2(9) ACCESS TO MAJOR COLLECTOR STREETS

Z-5.59

- (a) Access to major collector *streets* shall be permitted in accordance with the following criteria:
 - (i) Access shall not be permitted for residential *development* with 4 or fewer *dwelling units*;
 - (ii) Where a property has *frontage* on a collector *street* not referenced in sub-section (b) or (c), or a local *street*, full access shall be provided only to the subordinate *streets*; Z-5.82
 - (iii) Despite Section 5.2(9)(a)(i), access may be permitted if an access management plan or study is prepared outlining how safe access can be achieved without negatively impacting the function of the *street* to the satisfaction of the Development Officer.
- (b) Access to Alison Boulevard and Two Nations Crossing:
 - (i) Despite Section 5.2(9)(a)(i), access may be permitted at a minimum distance of 60 metres from an adjacent all-directional intersection or access point;
- (c) Access to Bishop Drive and Knowledge Park Drive:
 - (i) As the construction and development of Bishop Drive and Knowledge Park Drive are subject to Development Agreements, notwithstanding and despite Section 5.2(9)(a) and (b), access to Bishop Drive and Knowledge Park Drive is:
 - (A) Restricted and subject to the terms and conditions of the applicable Development Agreements;
 - (B) To be completed in consultation with and subject to the approval of the Director of Engineering & Operations; and
 - (C) To the satisfaction of the Development Officer.

5.2(10) DESIGN OF PARKING LOTS

- (a) All *parking lots* except for residential *development* comprising 3 *dwelling units* or less and *development* within the Heavy Industrial Zone (HI) shall be designed to the satisfaction of the Development Officer and shall comply with the following: Z-5.16
- (i) Be surfaced with hot-mix asphalt, portland cement, concrete, or asphalt stone chip seal coat;
 - (ii) Be graded or drained in such a manner as to ensure that surface water will not escape to neighbouring lands, and wherever the surface of the *parking lot* is more than 10 centimetres higher or lower than any adjoining land, a suitable retaining wall shall be installed along the edge of the *parking lot* or along the *property line*;
 - (iii) Be curbed with permanent continuous high curbing where *parking* and manoeuvring areas and driveways abut *landscaped areas*;
 - (iv) Provide a bumper guard of a minimum height of 50 centimetres at a minimum distance of 0.3 metres from any *interior, side or rear property line* and pedestrian walkway. Where there is a landscaped strip of less than 1.5 metres in depth, the bumper guard shall prevent any part of a motor vehicle from projecting over any *property line*;
 - (v) Ensure no *parking* space is located any closer than 1 metre to any wall of residential *development* of 3 *dwelling units* or greater; Z-5.197
 - (vi) All existing mature trees located within a required *landscaped area* shall be preserved where feasible;
 - (vii) *Parking lots* shall be *screened* and separated as follows:
 - (A) *Parking lots* for non-residential *uses* abutting a *residential zone*: by a minimum 3 metre wide landscaped strip, a 2 metre high opaque fence, and high-branching deciduous trees;
 - (B) *Parking lots* for residential *uses* abutting a *residential zone*: by a minimum 2 metre wide landscaped strip consisting of coniferous and deciduous trees, shrubs, hedges, opaque fence or combination thereof; Z-5.113
 - (C) *Parking lots* abutting land used for residential purposes: by a 2 metre high opaque fence;
 - (D) *Parking lots* adjacent to a public *street*: by a landscaped area consisting of trees, flowering shrubs and perennials, landscaped berms, decorative masonry walls or fences, or a combination thereof;
 - (E) Along the *rear property line* of *parking lots* in the Residential Town Plat Planning Area (Schedule 6): by a minimum 4 metre wide landscaped strip consisting of coniferous and deciduous trees, shrubs, hedges, 2 metre high opaque fence or a combination thereof;
 - (F) Along the *side property line* adjacent to a *parking lot* in the Residential Town Plat Planning Area (Schedule 6): by a 2 metre high opaque fence.

5.2(11) DESIGN OF LARGE PARKING LOTS

- (a) In addition to the requirements of Section 5.2(10), all *parking lots* with more than 60 *parking* spaces shall be designed to the satisfaction of the Development Officer in accordance with the following standards:
- (i) Entryway landscaping shall be provided where driveways intersect with public *streets*;
 - (ii) Landscaping shall consist of planting of native species in the form of trees, flowering shrubs and perennials that do not interfere with visibility at the intersection;
 - (iii) The first 6 metres of all yards abutting a public *street* or *private road* shall be landscaped consisting primarily of trees, flowering shrubs and perennials, landscaped berms, decorative masonry walls or fences, or a combination of these methods;
 - (iv) In City Centre Zones (CC, CCI and CCIL), the first 1.2 metres of all *yards* abutting a public or private street shall be landscaped consisting primarily of tree, flowering shrubs and perennials, landscaped berms, flower boxes, benches, decorative masonry walls or fences, or a combination of these methods;
 - (v) Landscaped islands comprising a minimum area of 12 square metres with at least one side being a minimum length of 2 metres and consisting of at least one tree and two flowering shrubs surrounded by a concrete curb shall be provided:
 - (A) on both sides adjacent to all main driveways;
 - (B) at the end of all rows of parking ;
 - (C) after every 20 parking stalls in a row and,
 - (D) between all parking blocks.
 - (vi) Main driveway aisles shall be continuous and connect to the main entrance of the development *site*;
 - (vii) The provision of *parking* spaces along main circulation driveways shall be avoided where feasible.
 - (viii) Blocks of *parking* spaces shall contain no more than 120 spaces.
 - (ix) *Parking* blocks shall be oriented to facilitate pedestrian movement down and not across rows.
 - (x) If required, shopping cart return stations shall be evenly distributed within and between separate *parking* blocks.
 - (xi) Bicycle *parking* shall be provided on the *site* in a secure location in proximity to the main entrance of each *building* in accordance with Section 5.2(13).

5.2(11) DESIGN OF LARGE PARKING LOTS (continued)

- (xii) Pedestrian walkways shall be provided as follows:
 - (A) A system of pedestrian walkways shall be provided on the *site* to provide access between the primary entrance or entrances to each *building* and:
 - (I) all other *buildings* on the *site*;
 - (II) public sidewalks, walkways, and trails;
 - (III) *parking lots* that serve the *building*; and
 - (IV) where appropriate, *buildings* on adjacent properties.
 - (B) On-*site* pedestrian walkways shall be located within a 4.5 metre wide corridor and have a *hard landscaped* surface width of at least 1.5 metres with a *soft landscaped area* of at least 1 metre on each side of the walkway;
 - (C) On-*site* pedestrian walkways that cross a *parking lot* or driveway shall be clearly marked through the use of paint or a change in paving materials, distinguished by their colour, texture, or height;
 - (D) A continuous pedestrian walkway with a minimum width of 1.5 metres shall be provided along the full length of all *building* façades featuring a customer entrance and/or customer *parking lot*.
- (xiii) Storm water management shall include surface run-off from paved *parking lots* directed to *soft landscaped areas* through curb inlets where feasible.

5.2(12) REQUIRED PARKING

- (a) The number of *parking* spaces required for any *development* shall be determined in accordance with this section. Where required *parking* calculations result in a fraction the number of required *parking* spaces shall be rounded to the next highest number.
- (b) **Required parking shall be calculated as follows:**
- (i) Required *parking* for non-residential *uses* shall be calculated based on *net floor area* (NFA).
 - (ii) Where using *net floor area* is impractical, the *gross floor area* may be used and the following deductions may apply:

(A) Industrial/warehouse <i>uses</i>	2% deduction
(B) <i>Office</i>	10% deduction
(C) All other non-residential <i>uses</i> , excluding <i>medical clinic, medical practice</i> , and any <i>use</i> in which the <i>parking</i> requirement is based on the number of seats	5% deduction
- (c) **Multiple Use of a Site**
- (i) Where there is more than one *use* on a *site*, the Development Officer shall calculate the *parking* required for each individual *use* and the total shall be deemed to be the required *parking* for the *site* subject to Section 5.2(12)(g).
- (d) **Change of Use**
- (i) When a *building* or part of a *building* outside the Central Business District (CBD) is converted from one *use* to another *use*, *parking* spaces in addition to those already existing on *site* shall be provided in the amount the required *parking* for the proposed *use* exceeds that required for the previous *use*.
- (e) **The number of parking spaces for any development shall be in accordance with the following requirements:**
- | | |
|-------------|------------------------------------|
| Table (i) | Residential Parking Requirements |
| Table (ii) | Commercial Parking Requirements |
| Table (iii) | Institutional Parking Requirements |
| Table (iv) | Industrial Parking Requirements |

For the purposes of this section the boundary of the Central Business District is shown on Schedule 1 and the boundaries of Area 1 and Area 2 are shown on Schedule 5.

Table (i) RESIDENTIAL PARKING REQUIREMENTS			
Development	CBD	Area 1 ^{Z-5.82}	Area 2
(A) <i>Apartment Building</i>	MIN 0.5 sp / unit MAX 1 sp / unit	Inside the Town Plat and lots fronting on the north side of Beaverbrook Street: ^{Z-5.197} <ul style="list-style-type: none"> ■ Per bachelor or 1-BR unit: 0.5 sp ■ Per 2 or more BR unit: 1 sp Outside the Town Plat: <ul style="list-style-type: none"> ■ Per bachelor or 1-BR unit: 0.75 sp ■ Per 2 or more BR unit: 1.25 sp 	<ul style="list-style-type: none"> ■ Per bachelor or 1-BR unit: 1 sp ■ Per 2-BR unit: 1.5 sp ■ Per 3 or more BR unit: 1.75 sp
(B) <i>Assisted Living</i>	0.25 / unit	0.5 sp / unit	
(C) <i>Basement Apartment</i>	None required	1 sp / unit	
(D) <i>Child Care Centre - Medium</i>	1 sp / employee AND 1 sp / 10 children		
(E) <i>Duplex Dwelling</i>	1 sp / unit		
(F) <i>Dwelling Unit</i>	See item (A) <i>Apartment Building</i>		
(G) <i>Group Home</i>	1 sp / 4 beds AND 1 sp / 2 employees on a maximum shift		
(H) <i>In-law or Garden Suite</i>	N/A - use not permitted	None Required	
(I) <i>Mini-home</i>	1 sp / unit		
(J) <i>Semi-Detached Dwelling</i>			
(K) <i>Single Detached Dwelling</i>			
(L) <i>Tourist Home</i>	1 sp / guestroom in addition to requirements for the main <i>dwelling</i>		
(M) <i>Townhouse:</i> With access fronting on a public <i>street</i>	1 sp / unit		
With access fronting on a <i>private road</i>	1 sp / unit	<ul style="list-style-type: none"> ■ With attached <i>garage</i>: 1 sp / unit ■ Without attached <i>garage</i>: 1.5 sp / unit 	<ul style="list-style-type: none"> ■ With attached <i>garage</i>: 1 sp / unit ■ Without attached <i>garage</i>: 1.6 sp / unit

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Table (ii) COMMERCIAL PARKING REQUIREMENTS		
Development	CBD	Outside CBD
(A) <i>Animal Shelter</i>	N/A - use not permitted	3 sp / practitioner
(B) <i>Child Care Centre - Large</i>	0.75 sp / employee, 1 sp / 10 children	1 sp / employee, 1 sp / 10 children
(C) <i>Cinema</i>	None required	1 sp / 10 seats Z-5.16
(D) <i>Commercial Recreation Estab.</i>	None required	1 sp / 10 seats OR 5 sp / 100 m ² NFA
(E) <i>Convenience Store</i>	Refer to Table (ii) item (U)	4 sp / 100 m ² NFA
(F) <i>Counselling Service</i>	2 sp / practitioner	3 sp / practitioner
(G) <i>Drinking Establishment</i>	None required	1 sp / 5 seats
(H) <i>Entertainment Establishment</i>	None required	1 sp / 10 seats OR 5 sp / 100 m ² NFA
(I) <i>Financial Institution</i>	First 450 m ² NFA: none required, 1 sp / 100 m ² NFA thereafter	3.5 sp / 100 m ² NFA
(J) <i>Fitness Centre</i> (incl. tennis, squash or racquetball court)	None required	5 sp / 100 m ² NFA, 2 sp / court
(K) <i>Food Service - Take-out</i>	None required	3.5 sp / 100 m ² NFA
(L) <i>Garden Centre</i>	N/A - use not permitted	Retail display, sales and office: 4 sp / 100 m ² NFA, Warehouse: 1 sp / 100 m ² NFA
(M) <i>Hotel/Motel</i>	0.5 sp / sleeping unit or guestroom, Banquet or conference room: 5 sp / 100 m ² NFA	1 sp / sleeping unit or guestroom, Banquet or conference room: 5 sp / 100 m ² NFA, <i>Restaurant requirements</i>
(N) <i>Instructional Facility</i>	None required	4 sp / 100 m ² NFA
(O) <i>Medical Clinic</i>	3 sp / practitioner	5 sp / practitioner
(P) <i>Medical Practise</i>	3 sp / practitioner	5 sp / practitioner

Table (ii) COMMERCIAL PARKING REQUIREMENTS (continued) Z-5.59		
Development	CBD	Outside CBD
(Q) <i>Office</i>	First 450 m ² NFA: none required, 1 sp / 100 m ² NFA thereafter	2 sp / 100 m ² NFA
(R) <i>Personal Service - Appearance</i>	Refer to Table (ii) item (T) Z-5.82	2 sp / chair, MIN 3 spaces
(S) <i>Restaurant</i>	None required	1 sp / 5 seats
(T) <i>Retail Store</i> or other commercial uses not listed separately:		
(I) <i>Single use</i>	First 280 m ² NFA: none required, 2 sp / 100 m ² NFA thereafter	< 5,000 m ² NFA: 3.5 sp / 100 m ² NFA ≥ 5,000 m ² NFA: 4 sp / 100 m ² NFA
(II) 2 or more uses Except <i>cinema, drinking establishment, restaurant, food service - take-out, medical clinic or medical practise</i> which must provide <i>parking</i> requirements as required for individual uses in this table.	First 280 m ² NFA: none required, 2 sp / 100 m ² NFA thereafter	< 1000 m ² NFA: as per requirements for individual uses as listed in this Section or 2.75 sp / 100 m ² NFA Z-5.16 1000 to 24,999 m ² NFA: 3.5 sp / 100 m ² NFA ≥ 25,000 m ² NFA: 4.5 sp / 100 m ² NFA
(U) <i>Vehicle Rental</i>	1 sp / inventory vehicle, 1 sp / 100 m ² NFA	1 sp / inventory vehicle, 2 sp / 100 m ² NFA
(V) <i>Vehicle Sales</i>	N/A - use not permitted	3.5 sp / 100 m ² NFA for exclusive use of customers and employees and must be <i>signed</i> as such, 1 sp / inventory vehicle
(W) <i>Vehicle Service</i> (for <i>Vehicle Body & Paint</i> refer to Table (iv) item (E))	N/A - use not permitted	3 sp / service bay, 2 sp / 100 m ² of additional GFA
(X) <i>Veterinary Clinic</i>	N/A - use not permitted	3 sp / practitioner

Table (iii) INSTITUTIONAL PARKING REQUIREMENTS		
Development	CBD	Outside CBD
(A) Auditorium, <i>Public Exhibition Grounds, Recreation Facility - Indoor/Outdoor</i> , or other forms of spectator entertainment	None required	1 sp / 10 seats OR 5 sp / 100 m ² NFA whichever is greater
(B) <i>Community Centre, Cultural Establishment, Library</i>	None required	1 sp / 10 seats OR 5 sp / 100 m ² NFA whichever is greater
(C) <i>Conference and Event Facility</i>	5 sp / 100 m ² NFA	5 sp / 100 m ² NFA
(D) Elementary or Middle School	N/A	1 sp / employee, Auditorium: Table (iii) item (A)
(E) <i>Funeral Home</i>	10 sp AND 2 sp / 100 m ² NFA	10 sp AND 5 sp / 100 m ² NFA
(F) <i>Golf Course</i>	N/A	Course: 5 sp / hole, Driving Range: 1.5 sp / tee, Clubhouse: 1 sp / 3 seats
(G) <i>High School</i>	N/A	1 sp / employee, 1 sp / 33 students at MAX enrolment, Auditorium: Table (iii) item (A)
(H) <i>Hospital</i>	N/A	1 sp / 100 m ² NFA OR 1 sp / 4 beds, whichever is greater, AND 1 sp / 2 employees on MAX shift
(I) <i>Interpretive Centre, Museum</i>	None required	2 sp / 100 m ² NFA
(J) <i>Nursing Home</i>	1 sp / 100 m ² NFA OR 1 sp / 4 beds, whichever is greater, AND 1 sp / 2 employees on MAX shift	
(K) <i>Place of Worship</i>	None required	1 sp / 4 seats OR 1 sp / 4 persons at MAX capacity
(L) <i>Rehabilitation Centre</i>	1 sp / 100 m ² NFA OR 1 sp / 4 beds, whichever is greater, AND 1 sp / 2 employees on MAX shift	
(M) <i>Social Organization</i>	None required	1 sp / 10 seats OR 100 m ² NFA whichever is greater
(N) <i>University & College, Vocational/Technical School</i>	None required	2.5 sp / 100 m ² NFA, Auditorium: Table (iii) item (A), None required for UNB and STU campuses as shown on Schedule 5: Parking Districts <small>Z-5.197</small>
(O) All other institutional uses not listed separately in this table	First 280 m ² NFA: none required, 2 sp / 100 m ² NFA thereafter	3.5 sp / 100 m ² NFA

Table (iv) INDUSTRIAL PARKING REQUIREMENTS	
Development	Outside CBD
(A) <i>Distribution Facility</i>	1 sp / 200 m ² NFA for the first 2000 m ² and 1 sp / 500 m ² NFA thereafter, OR
(B) <i>Manufacturing - Light/Heavy</i>	1 sp / 3 employees on MAX shift, whichever is greater
(C) <i>Self-Storage Facility</i>	2 sp / 100 m ² NFA for <i>office</i> portion of <i>use</i>
(D) <i>Transit Service</i>	1 sp / 200 m ² NFA for the first 2000 m ² and 1 sp / 500 m ² NFA thereafter; or 1 sp / 3 employees on MAX shift, whichever is greater AND 3.5 sp / 100m ² NFA for customer service area
(E) <i>Vehicle Body & Paint</i>	5 sp / service bay
(F) <i>Warehouse - Storage</i>	1 sp / 200 m ² NFA for the first 2000 m ² and 1 sp / 500 m ² NFA thereafter, OR 1 sp / 3 employees on MAX shift, whichever is greater
(G) All other industrial <i>uses</i> not listed separately in this table	2 sp / 100 m ² NFA OR 1 sp / 4 employees on MAX shift, whichever is greater

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5.2(12) REQUIRED PARKING (continued)

(f) **Additional parking requirements applicable to the Central Business District:**

- (i) For the purpose of this section, the Central Business District is defined as the area within and bounded by the centre line of Saint John Street, the centre line of Brunswick Street, the centre line of Smythe Street, and the Saint John River. (Schedule 1).
- (ii) In the Central Business District the number of *parking* spaces required for any *development* shall be in accordance with the Parking Requirement table referenced in Section 5.2(12)(e).
- (iii) No *parking* shall be required for the replacement of a *building* destroyed or demolished after January 1, 1987 as long as the *gross floor area* of the replacement *building* does not exceed that, which existed prior to the destruction or the demolition of the *building* standing on January 1, 1987.
- (iv) The *parking* requirements of this By-law shall not apply to 8 or fewer *dwelling units* when they are part of a *building* that contains a non-residential *use* located in the Central Business District, as defined in Section 5.2(12)(f)(i).
- (v) Despite the Parking Requirement table referenced in Section 5.2(12)(e), no additional parking will be required when a building or part of a building is converted from one use to another use, provided the building was in existence on July 1, 1994 and provided the subject building is not being enlarged.

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5.2(12) REQUIRED PARKING (continued)

- (vi) Within the blocks bounded by Northumberland Street, Queen Street, Regent Street and Brunswick Street, a maximum of four surface *parking* spaces may be provided for a *development* and shall be *screened* from a public *street* to the satisfaction of the Development Officer. Z-5.113
Z-5.82
- (vii) A developer, in lieu of providing required *parking* spaces, shall pay to the City a sum of money calculated at the rate of \$7,000.00 per *parking* space. Such payment shall be in the form of cash or secured in accordance with the terms of an agreement between the Developer and the City and must be made or secured prior to the issuance of a building permit. Z-5.143
- (viii) *Sites* where, for any reason, demolition or *buildings* have been removed after July 1, 1994, shall not be used for surface *parking* in the Central Business District.

(g) Parking reductions for development outside the Central Business District

Only one of the following *parking* reductions may be applied to a *site*:

- (i) The required *parking* for a *building* containing a residential *use* and a non-residential *use* may be reduced by 15% of the required *parking* for the non-residential *use*; OR
- (ii) The required *parking* for a residential *use* located within 76.2 metres of a transit stop measured to the nearest *property line* may be reduced by 10%; OR
- (iii) The required *parking* for a *building* containing *affordable housing dwelling units* may be reduced by 40% of the required *parking* for those *affordable housing dwelling units* subject to the following:
 - (A) an area of land shall be provided on the *site* equal to the area required for the *parking lot* containing the reduced amount of *parking stalls*;
 - (B) the area of land provided shall be *landscaped area* in addition to the minimum *landscaped area* requirement of the zone; and
 - (C) the area of land provided shall be located in a manner contiguous to the *parking lot* being provided or in a location suitable to provide the required *parking* in compliance with the requirements of Section 5.2(12).

(h) Granting required parking variances

The Development Officer may consider varying from the minimum or maximum number of required *parking*, loading or queuing stalls when an applicant submits a *parking* study that demonstrates that the number of required *parking*, loading or queuing stalls for a *development* should be less than the minimum requirement or greater than the maximum requirement of the By-law due to unique *site*, location or *use* characteristics and the conclusions of the study are found to be acceptable to the Development Officer.

5.2(13) REQUIRED BICYCLE PARKING

- (a) Bicycle *parking* is required for all non-residential *development* and residential *development* comprising 6 or more *dwelling units* with shared entrance facilities as follows:

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(i) Number of Required Bicycle Parking Spaces

- (A) Residential: A minimum of 0.3 bicycle *parking* spaces per *dwelling unit* shall be provided.
- (B) Non-residential: Bicycle *parking* spaces shall be provided at a rate of 7% of the number of vehicular *parking* spaces required outside the CBD with a minimum of 2 bicycle *parking* spaces provided. Z-5.59
- (C) No bicycle *parking* spaces are required for a change of *use* within existing *buildings* in the Central Business District as shown on Schedule 1.
- (D) Where a fraction of a bicycle space is required in accordance with this By-law, such fraction shall be considered 1 *parking* space for the purpose of calculating the total number of bicycle *parking* spaces.

(ii) Design and Location of Bicycle Parking Spaces

Bicycle *parking* may be provided as racks or storage lockers in accordance with the following requirements:

- (A) Bicycle racks or storage lockers shall be securely anchored to a hard ground surface or fixed structure and allow the bicycle frame to be locked.
- (B) Bicycle *parking* shall have a minimum depth of 3 metres and shall be clearly marked or delineated on the pavement or ground surface.
- (C) Bicycle *parking* racks and lockers shall be clear of snow in winter.
- (D) Required bicycle *parking* spaces shall be provided within 15 metres of a *building* entrance.
- (E) A minimum 2 metre wide unobstructed walkway shall be provided between required bicycle *parking* spaces and the exterior *building* wall.
- (F) Bicycle *parking* spaces shall be provided on the *lot* for which it is required and shall not be provided within a *dwelling unit*, on a *balcony* or within a commercial space.

5.2(14) LOADING SPACE

- (a) In addition to the *parking* requirements of this By-law, wherever a *building* or *structure* is erected, converted or altered to be used for manufacturing, storage or commercial purposes or for any purpose involving the *use* of vehicles for the receipt or distribution of materials or merchandise, the occupants shall provide and maintain on the *parcel*, exclusive of the required *parking*, loading spaces in accordance with the following standards:

Floor Area of Building	Number of Loading Spaces
Up to and including 1800 m ²	1
Up to and including 4500 m ²	2
For each additional 4500 m ²	1 additional space

- (b) Each loading space shall be a minimum of 8 metres in length and 3 metres in width, and have a vertical clearance of not less than 4 metres.