



STAFF REPORT
Planning

Title: General Parking-related Amendments
Report Number: IPPW2025-064
Author: Janine Fletcher
Council Date: November 17, 2025
File: Z-25-09
Attachments: Map 1 – New Schedule ‘A1’ – Parking Overlay
Appendix ‘A’ – Proposed Zoning By-Law Amendment
Appendix ‘B’ – Public, Internal and Agency Comments
Appendix ‘C’ – Minutes of Informal Public Meeting
Ward No.: All Wards (City-wide)

Recommendations:

1. That Council approve report IPPW2025-064.
2. That Council approve Zoning By-Law Amendment Z-25-09, General Parking-related Amendments to Zoning By-Law 2018-050, as set out in Appendix ‘A’ to IPPW2025-064.

A. Executive Summary

The City of Waterloo is eligible for \$23.4 million in funding through the Housing Accelerator Fund (“HAF”) and has committed to nine initiatives aimed at increasing housing supply. HAF Initiative #8 is focused on updates to the parking framework and approval process for parking reductions. Through this initiative staff are proposing general amendments to the Zoning By-Law specific to parking-related regulations to help facilitate additional dwelling units to achieve the objectives outlined in HAF Initiative #8. Additional housekeeping amendments are proposed to update the Zoning By-Law to align with recent changes to the Planning Act and to reflect best practices.

B. Financial Implications

Staff are not aware of any municipal financial implications with respect to the proposed amendments. Should the proposed amendments be appealed, costs related to an Ontario Land Tribunal (“OLT”) hearing may be incurred.

C. Technology Implications

Not applicable.

D. Link to Strategic Plan

(Strategic Priorities: Reconciliation, Equity, Accessibility, Diversity and Inclusion; Environmental Sustainability and Climate Action; Complete Community; Infrastructure and Transportation Systems; Innovation and Future-Ready)

(Guiding Principles: Equity and Inclusion; Sustainability; Integrity; Workplace Wellbeing; Community-centred; Operational Excellence)

The proposed amendments align with the 'Complete Community' and 'Environmental Sustainability and Climate Action' Strategic Priorities within the City's strategic plan by promoting more sustainable modes of transportation and facilitating additional dwelling units through reduced vehicular parking rates.

E. Previous Reports on this Topic

IPPW2025-005 'Parking Reductions for Affordable Housing'



General Parking-related Amendments IPPW2025-064

SECTION 1 – INTRODUCTION

Zoning By-Law 2018-050 was approved by Council on September 10, 2018 and is the primary tool for regulating land uses and development in the City of Waterloo. The Zoning By-Law establishes minimum and maximum parking requirements, minimum parking space dimensions, bicycle parking requirements, and loading space requirements amongst other regulations.

The City of Waterloo has entered into an agreement with the Government of Canada to receive approximately \$23 million in funding from the Housing Accelerator Fund (“HAF”). The HAF Agreement requires the City to implement nine initiatives aimed at increasing the supply of housing and/or streamlining planning processes. HAF Initiative #8 is focused on parking requirements and reductions, with the objective of promoting the efficient use of land and housing affordability.

The first key action item with HAF Initiative #8 is creating a streamlined process and monitoring framework for reviewing parking reduction requests specific to affordable units. In February 2025, Council approved the ‘Parking Reductions for Affordable Housing Guidelines’ (“PRAH Guidelines”) which are guidelines for reviewing and evaluating parking exemption requests for developments with affordable housing units.

The other key action item under HAF Initiative #8 is to update parking regulations and requirements within the City’s Zoning By-Law to enable more housing units. The amendments proposed through this report are aimed at achieving this goal. Additional housekeeping amendments related to parking are also being proposed because of provincial changes to the Planning Act as well as ongoing improvements and clarifications to the Zoning By-Law.

SECTION 2 – POLICY BACKGROUND

Housing Accelerator Fund (“HAF”)

In February 2024, the City of Waterloo entered into an agreement to receive funding from the HAF. The agreement requires the City to complete several initiatives with the objective of facilitating the development of additional dwelling units within the City. HAF Initiative #8 revolves around the parking framework in the City including approval processes for parking reductions and the overarching parking requirements within the Zoning By-Law. The PRAH Guidelines, approved by Council in February 2024, were one of the key actions within HAF Initiative #8 to facilitate additional affordable housing

units through reduced parking rates on a development specific basis. The remaining key action item for HAF Initiative #8 is a Zoning By-Law Amendment to reduce parking rates which is the catalyst for the amendments being proposed through this report.

Provincial Planning Statement

The Provincial Planning Statement, 2024 (the “PPS”) establishes the vision and policy framework for matters of provincial interest related to land use planning and development in Ontario. The policies support the development of complete communities with a compact built form and mix of land uses. The proposed amendments will facilitate a more compact built form by encouraging more efficient use of land and transit-supportive development through reduced parking requirements where appropriate.

Provincial Legislation

On June 6, 2024, Bill 185, Cutting Red Tape to Build More Homes Act (2024) came into effect which introduced various changes to the Planning Act, amongst other legislation. A few of the key changes included that municipalities are no longer able to require minimum parking rates within Protected Major Transit Station Areas (“PMTSAs”) and exempting publicly-assisted universities and colleges from the Planning Act. The proposed Zoning By-Law Amendments herein include updates to align with Bill 185.

City of Waterloo Official Plan

The City of Waterloo is currently undertaking a review of its Official Plan, Phase 1 of which was adopted through OPA 58 in December 2024 and is currently awaiting Ministerial Approval. The existing Official Plan contemplates planning for appropriate amounts of vehicular and bicycle parking while being efficient and minimizing large areas of surface parking in many areas. The Official Plan encourages periodic reviews of parking and adjusting standards where appropriate to address development needs while encouraging alternative modes of travel such as walking, cycling, and public transit. Through OPA 58, additional policy direction was introduced for cash-in-lieu of parking regarding affordable housing as part of the previous action item under HAF Initiative #8. The proposed amendments herein are the result of a review of the existing parking standards within the Zoning By-Law and are intended to provide a balance between appropriate parking requirements and efficient use of land, consistent with the policy objectives of the Official Plan.

City of Waterloo Affordable Housing Strategy (“AHS”)

The AHS is a 10-year plan (2023-2033) intended to improve housing conditions for the City’s residents by addressing four key challenges which have contributed to declining housing affordability. The four key challenges identified in the Affordable Housing Strategy are:

1. Need to increase the Market Housing Supply;
2. Need to increase the Non-Market Housing Supply;
3. Loss of existing Affordable Housing; and,
4. Inadequate Housing Diversity.

The current parking-related general amendments will help to facilitate additional dwelling units and reduced development costs by reducing parking requirements in the Zoning By-Law.

City of Waterloo Parking Standards Study (May 2023)

In May 2023, Stantec Consulting Ltd. completed a Parking Standards Study to evaluate current parking standards within the City's Zoning By-Law. The study compared the City's existing parking requirements to other peer municipalities, best practices, and other resources for parking generation data. There were several recommendations for future updates to the Zoning By-Law amongst other policies and practices. The study identified that the cost of constructing and maintaining a surface parking space is estimated at \$16,000, while the costs for spaces within structured parking can be anywhere from \$50,000 to \$200,000 per space depending on the specific site context and conditions. Parking can add significant costs to a development proposal and can be a limiting factor in the number and types of units proposed within a development, which must be balanced with parking demands which are to be accommodated without reliance on municipal lands or highways. Recommendations for the City's consideration included simplifying the Parking Overlay Area Map in Schedule A1 of the Zoning By-Law, updates to the parking rate structures, reductions in some minimum parking rates, formalizing cash-in-lieu fees, and considering shared parking. Some of the recommendations are being incorporated into the Zoning By-Law through this report.

SECTION 3 – PROPOSED AMENDMENTS

Zoning By-Law 2018-050 (the "Zoning By-Law") is the primary tool for regulating land uses and development within the City of Waterloo. In support of the objectives associated with HAF Initiative #8, staff are proposing several amendments to the Zoning By-Law centred around parking-related regulations. Additional amendments are also proposed that will align the Zoning By-Law with recent changes to the Planning Act and best practices. Staff are proposing to:

- Reduce parking rates for residential and non-residential uses in many zones as well as some use-specific rates
- Update the parking overlay area map in Schedule A1 to simplify the number of overlay areas within the City
- Remove parking minimums within Protected Major Transit Station Areas ("PMTSAs") as required by the Planning Act through Bill 185
- Revise parking space dimension requirements where the parking space abuts a wall, column or other obstruction in specific circumstances
- Revise bicycle parking requirements to reflect changes to vehicular parking rates
- Permit stacked bicycle parking as-of-right and add associated regulations
- Require a percentage of bicycle parking to have an oversized width
- Update loading regulations to offset changes to vehicular parking rates and better address demand for loading spaces
- Clarify how accessible parking space requirements are to be calculated
- Add notes regarding the Planning Act exemption for public-assisted universities and colleges that was introduced through Bill 185

Housekeeping amendments in response to Bill 185 are proposed throughout the Zoning By-Law to clarify where parking minimums do not apply.

A detailed list of the proposed amendments to the Zoning By-Law can be found in Appendix 'A' to this report.

Amendments to Zone Specific Parking Rates

The primary objective of the proposed amendments is to enable more housing units through more efficient use of land in alignment with the goals of HAF Initiative #8. Staff are proposing various updates to the parking rates in most zones, to reduce the overall amount of required parking spaces. By reducing the required parking within a development, a developer should be able to accommodate additional housing units on a site and experience reduced costs associated with building and maintaining parking facilities.

The proposed amendments are primarily focused on residential parking rates to align with the HAF objectives; however, amendments are also proposed for some of the non-residential rates to incorporate a few of the recommendations from the Stantec Parking Study. Significant changes are proposed to the parking overlay map in Schedule A1, as outlined below, which require corresponding updates throughout the Zoning By-Law to reflect the new overlay categories.

Additionally, the amendments to the Zoning By-Law include the removal of vehicular parking minimums within Protected Major Transit Station Areas ("PMTSAs") in alignment with recent changes to the Planning Act. This includes removing parking rates in zones where the zone only applies to lands within PMTSAs (Uptown, Northdale, and Station Area zones) as well as adding notes that there are no minimum parking requirements within Area A on Schedule 'A1' pursuant to the Planning Act and the City's Official Plan.

To develop the proposed parking rates, staff reviewed recent planning approvals within the city as well as the Stantec Parking Study to better align the parking rates with actual demands for parking throughout the city. The changes should help reduce the number of planning applications that request reduced parking rates.

The proposed minimum parking rates generally require no more than 1.0 parking spaces per unit for residential uses inclusive of visitor spaces, whereas previously, the highest parking rates were 1.4 per unit for townhouses and 1.25 spaces per unit for apartment buildings in most applicable zones. The overall reduction in parking rates for each specific property will depend on the applicable zone, the previous overlay category and the new overlay category. However, most properties zoned for multi-unit residential would see a reduction of approximately 10% to 30% from the existing parking rates, outside of parking overlay Area A. Within parking overlay Area A there are no longer minimum parking requirements which is a 100% reduction in the required parking compared to the rates that were previously in-effect.

Staff are not proposing amendments to the parking rates in the lowest density residential zones (R1 to R5) at this time as those zones and corresponding parking rates were updated in December 2024 through the 4 units and 4 storeys amendment process.

Amendments to Schedule A1 – Parking Overlay

The Zoning By-Law currently contains a map in Schedule 'A1' which identifies six (6) different 'overlay areas', Areas A to F, where parking rate adjustments are provided. Through the Parking Standards Study in 2023, Stantec recommended that the number of overlay categories be reduced given the minor variations between the parking rates and for ease of implementation.

Staff are proposing to update the map to include only two (2) overlay categories: Area A which will generally include all lands within the PMTSAs identified in the City's Official Plan, and Area B which will generally include designated nodes and corridors as identified in the City's Official Plan. Staff note there are a few 'remnant' areas which are technically not within the PMTSA boundaries but have been incorporated into Area A for clarity in implementation. Additionally, there are a few 'remnant' properties in Area B which are not designated nodes or corridors but were previously within an overlay area and as such have been carried over to avoid increasing parking rates for such properties or creating legal non-conforming sites.

Overlay Area A will not be subject to vehicular parking minimums and various associated amendments have been proposed throughout the Zoning By-Law to implement those changes accordingly. Staff have proposed Area B boundaries to align with nodes and corridors because those are the areas intended to accommodate higher density development and are typically served by alternative modes of transportation such as bike lanes and public transit routes. Most nodes and corridors were previously included within the existing overlay areas; however, the various overlay categories have been consolidated into one (1) category for simplicity.

Based on the new overlay mapping approximately 14.2% of the City's 'developable lands' are within Area B which will be subject to reduced parking rates and approximately 18.8% of the 'developable lands' will be within Area A which has no minimum parking rates. The parking rate adjustments within Area B will generally represent 10% to 30% reductions compared to the regular parking rate depending on the principal zone.

Planning staff note that through OPA 58, which was adopted by Council in December 2024, several new areas as well as new classifications were added to the nodes and corridors framework. Given that OPA 58 is still awaiting Ministerial Approval and therefore not in force and effect as of the time of writing the amendments, the new nodes and corridors areas have not been incorporated into Area B on Schedule 'A1'. Those areas can be incorporated through future general amendments once OPA 58 comes into effect.

Amendments to Table 6A: Parking – Specific Uses

Table 6A outlines parking rates that are tailored to specific uses based on demand for parking. Staff are proposing to amend the parking rates for certain uses where the rates have been identified as ‘high’, such as a take-out restaurant. Amendments are also proposed to eliminate regulations that are no longer relevant, specifically in PMTSAs where municipalities can no longer enforce minimum parking requirements pursuant to Bill 185. A footnote has been added to the table stating that lands within Area A have no minimum vehicle parking requirements, pursuant to the Planning Act and the City’s Official Plan.

Additional amendments include the consolidation of several uses which have the same parking rates, specifically various home occupation uses, as well as removal of parking rates where they are otherwise duplicated in the By-Law. These amendments are proposed to simplify the table and provide clarity on the applicable rates.

Amendments to Bicycle Parking Regulations

Stacked Bicycle Parking

Several recent Zoning By-Law Amendment applications have included requests to permit stacked bicycle parking as it is not currently permitted within the By-Law. Staff are proposing to include permissions within the Zoning By-Law for stacked bicycle parking to allow it as-of-right. The proposed amendments include the addition of a definition for stacked bicycle parking, regulations for minimum size requirements and limitations on where stacked spaces can be provided. Stacked bicycle parking can offer a more efficient use of space to provide bicycle parking within a building, and the spaces will be required to have a mechanical device for moving the bicycle up and down from the space.

Oversized Bicycle Parking

Staff are proposing to add a requirement for 10% of Type A bicycle parking spaces to be ‘oversized’ with a width of 1.0 metres, instead of the standard 0.6 metres. The oversized spaces are intended to accommodate larger bicycles such as cargo bikes, ‘fat’ bikes, larger e-bikes, and bikes with attachments where additional width may be required.

Bicycle Parking Rates

Section 6.6 of the Zoning By-Law currently contains minimum bicycle parking requirements for both residential and non-residential uses. Staff are proposing updates to various bicycle parking rates to reflect other changes to the By-Law. The By-Law currently calculates bicycle parking for non-residential uses based on the number of required vehicular spaces, however staff are proposing a rate based on floor area in cases where there are no minimum vehicular parking requirements. Additional amendments have been proposed to increase the amount of bicycle parking required in some areas to offset the reduction in vehicular parking rates. The categories of parking areas have also been updated to reflect the new parking overlay framework.

Amendments to Parking Space Dimensions

The Zoning By-Law currently contains minimum parking space dimensions in Table 6B which includes separate parking space dimensions with additional width requirements for spaces abutting columns or walls. The intent of the regulation is to require additional width for sufficient clearance (i.e., car door to open and close without an obstruction). However, through the implementation of these regulations it has been identified that the additional width may not be required in certain circumstances. Staff are proposing to update Table 6B to only require additional width where a wall, column, or other obstruction is 1m or more in length from the front or rear of the space – in other words, wider parking spaces will not be required where vehicle doors are unobstructed. The terminology has been updated to include ‘physical obstructions’ as there are circumstances where fences, retaining walls, railings, utilities etc. may also be obstructions when abutting a parking space. The proposed amendments will allow for additional flexibility when developers are designing structured parking while still maintaining the intent of the regulations to provide sufficient clearance for getting in and out of vehicles.

Amendments to Accessible Parking requirements

The Zoning By-Law currently requires a certain number of accessible parking spaces calculated based on the number of ‘required’ vehicular parking spaces. Given the recent changes to the Planning Act to remove minimum parking requirements in PMTSAs, staff are proposing to calculate the number of required accessible spaces based on the number of parking spaces ‘provided’ on the lot. This approach is consistent with the accessible parking regulations within the Accessibility for Ontarians with Disabilities Act, 2005 (“AODA”) and ensures we have the ability to continue to require accessible parking where vehicular parking is provided regardless of whether it is required or not. For clarity, the amendments do not propose to change the numerical rates for accessible parking.

Amendment to Loading Rates

Staff are proposing amendments to the loading regulations within Section 6.9.4.4 of the Zoning By-Law in response to the elimination of the parking minimums within PMTSAs pursuant to the Planning Act. Staff are proposing to update the loading rates to ensure that new developments will function without reliance on municipal streets for move in/out operations, refuse collection, short term deliveries and resident pick-up/drop-off. Specifically, staff are proposing to add specific loading rates for Area A of the parking overlay as those properties no longer have minimum vehicular parking requirements. Furthermore, the Zoning By-Law previously included exemptions from loading regulations for properties within the Uptown zones which are being modified to only exempt the core areas in the U1 zone.

Additionally, staff are proposing to change the method of calculating the required loading spaces from the existing rate based on number of bedrooms to a rate based on number of units instead. Calculating loading spaces based on number of units will better reflect the demand for loading spaces.

Amendments related to Universities and Colleges

In addition to the removal of parking minimums within PMTSAs, Bill 185 introduced changes to the Planning Act that exempt ‘undertakings’ of publicly-assisted universities and colleges for the ‘objects of the institution’. The proposed amendments include various updates to reflect this exemption, specifically changes to the UC – University/College Zone and minor updates to the parking overlay map for some university-owned lands.

SECTION 4 – ENGAGEMENT

Planning staff have engaged internally with other City departments; with partner agencies; and with the public throughout the process of developing the proposed amendments. A record of Public, Internal and Agency Feedback is in Appendix ‘B’ to report IPPW2025-064.

- An Informal Public Meeting was held on June 23, 2025, in Council Chambers.
- A Formal Public Meeting will be held on November 17, 2025, in Council Chambers.

The preliminary topics for the amendments were circulated to internal departments and external agencies in June 2025 in conjunction with the Informal Public Meeting to gather preliminary feedback for consideration while the full detailed list of amendments was being developed. Discussions were held with Region of Waterloo staff as well as the City’s Transportation Services staff which helped inform the proposed amendments.

The full list of draft amendments including the proposed Schedule ‘A1’ overlay map were circulated on October 14, 2025 to ensure agencies/departments had a chance to review and comment before the Formal Public Meeting.

Engagement has also been conducted online using Engage Waterloo. The application and preliminary information were posted on the Engage page in June 2025 prior to the Informal Public Meeting. The full list of amendments was posted to the Engage page on October 17, 2025 for the public to view ahead of the Formal Public Meeting. As of October 24, 2025, the Parking-Related Zoning By-Law Amendments Engage page has had 89 unique visitors and staff have not received any responses through the Q&A or feedback forum.

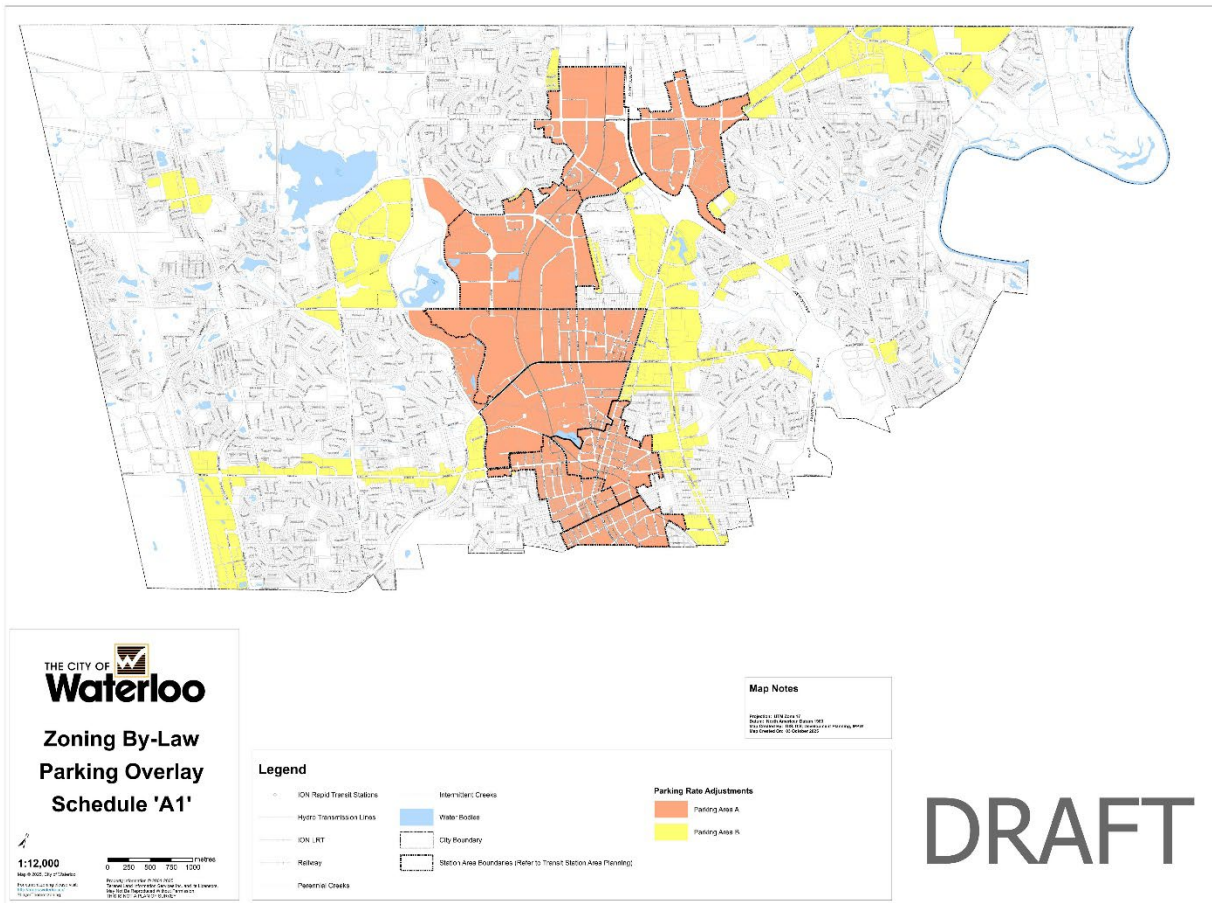
SECTION 5 – CONCLUSIONS

The proposed amendments to Zoning By-Law 2018-050 support the objectives of HAF Initiative #8 by reducing the required parking rates for most residential and mixed-use developments within the city. The amendments will help facilitate additional housing units and streamline development approval processes by clarifying requirements throughout the Zoning By-Law. The amendments are consistent with the Planning Act changes through Bill 185 and support the City’s Affordable Housing Strategy.

SECTION 6 – RECOMMENDATIONS

1. That Council approve report IPPW2025-064.
2. That Council approve City-initiated Zoning By-Law Amendment Z-25-09, “Parking-related Amendments”, as set out in Appendix ‘A’ of IPPW2025-064.

Map 1 – New Schedule 'A1' Parking Overlay



APPENDIX 'A' – IPPW2025-064

Proposed Zoning By-Law Amendment

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Introduction

The proposed amendments to City of Waterloo Zoning By-Law 2018-050 include amendments to parking rates, loading regulations, and bicycle parking regulations, as well as housekeeping amendments to reflect changes to planning legislation and best practices. The amendments also propose to replace Schedule 'A1' – Parking Overlay with an updated map that consolidates the number of parking area categories.

Only the sections of the Zoning By-Law being amended are included. Text that is green and underlined represent an addition or modification of a regulation. Text that is red and in a strikethrough represents a deletion. The planning rationale for the proposed changes are outlined in Report IPPW2025-064.

Legend: Underline (green) = addition/modification to regulation
~~Strikethrough~~ = deletion of regulation

Amendments to Section 2 – Definitions:

BICYCLE PARKING (STACKED): means a horizontal BICYCLE PARKING space that is positioned above or below another BICYCLE PARKING space and equipped with a mechanical device providing floor level access to each BICYCLE PARKING space.

Amendments to Section 6 – Parking, Driveways, Loading:

6.1.3 PARKING - USE SPECIFIC PARKING RATES

Notwithstanding anything to the contrary, the parking regulations in Table 6A shall apply to the associated uses:

TABLE 6A: PARKING - SPECIFIC USES	
Use	PARKING SPACE Requirement (minimum)
ASSISTED LIVING FACILITY	0.30 PARKING SPACES per BEDROOM
AUDITORIUM	5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
AUTOMOBILE SERVICE CENTRE	3.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
BANQUET HALL	5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
CHILD CARE CENTRE	Where the total BUILDING FLOOR AREA on a LOT is less than 1,000 square metres, 4 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA, ~~except in zones U1, U2, C1A, C2A, C2B, C4A, E2A and E2B where the parking regulations in the zone category shall apply~~
Funeral Home	3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA, but not less than 20 PARKING SPACES

TABLE 6A: PARKING - SPECIFIC USES		
GROUP HOME	1 PARKING SPACE per employee in addition to the parking required for the residential BUILDING	
Hospital (Public and Private)	0.30 PARKING SPACES per hospital bedroom	
HOTEL	1 PARKING SPACE per guest room, plus 5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA for commercial, conference and or convention space	
HOME OCCUPATIONS	Operator + Zero (0) Employees	Operator + One (1) Employee
• CLASS A ARTIST STUDIO • <u>HOME OFFICE</u>	0 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
• ~~Personal Grooming of Individuals Business (within HOME PERSONAL SERVICE)~~	~~1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.~~	~~3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.~~
• HOME CHILD CARE • <u>HOME PERSONAL SERVICE</u> • <u>HOME COMMERCIAL WELLNESS</u> • <u>LOW RISK FOOD KITCHEN</u> • <u>TEACHER</u>	1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
• ~~HOME COMMERCIAL WELLNESS~~	~~1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.~~	~~3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.~~
• HOME HEALTH PRACTITIONER	3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	~~Where the employee is an administrative assistance, 4~~ PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.

TABLE 6A: PARKING - SPECIFIC USES

- HOME OFFICE - HOME PERSONAL SERVICE (excluding Personal Grooming of Individuals Business) - LOW RISK FOOD KITCHEN - TEACHER	0 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	Where the employee is not an administrative assistant, 6 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT. 3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
LODGING HOUSE	0.5 PARKING SPACES per LODGING ROOM Occupant. If the LODGING HOUSE is owner occupied, an additional 1 PARKING SPACE shall be required for the owner. Refer to Section 3.L.2	
LONG TERM CARE FACILITY	0.30 PARKING SPACES per BEDROOM	
PRIVATE SCHOOL	2 PARKING SPACES per TEACHING AREA	
PUBLIC SCHOOL	2 PARKING SPACES per TEACHING AREA	
RESTAURANT	Where the total BUILDING FLOOR AREA on a LOT is less than 1,000 square metres, 1 PARKING SPACE per 4 seats in the RESTAURANT, except in zones U1, U2, C1A, C2A, C2B, C4A, E2A and E2B where the parking regulations in the zone category shall apply	
RESTAURANT (TAKE-OUT)	Where the total BUILDING FLOOR AREA on a LOT is less than 1,000 square metres, 11 15-PARKING SPACES per 100 square metres of BUILDING FLOOR AREA devoted to the TAKE-OUT RESTAURANT, except in zones U1, U2, C1A, C2A, C2B, C4A, E2A and E2B where the parking regulations in the zone category shall apply	

TABLE 6A: PARKING - SPECIFIC USES

SPIRITUAL USE	8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
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NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

6.1.5.1 Each PARKING SPACE shall comply with the PARKING SPACE angles and the PARKING SPACE dimensions identified in Table 6B, except as specified in section 6.1.5.2:

TABLE 6B: PARKING SPACE DIMENSIONS		
PARKING SPACE angle to the Driveway, Drive Aisle, or STREET	PARKING SPACE Dimension (minimum)	
Parallel Parking	Width	2.8 metres
	Length	6.5 metres
45° and TANDEM PARKING	Width	2.8 metres
	Length	6.0 metres
90°	Width	2.8 metres
	Length	5.5 metres
~~90° when one side abuts a wall or column~~	~~Width~~	~~3.0 metres~~
	~~Length~~	~~5.5 metres~~
~~90° when both sides abut a wall or column~~	~~Width~~	~~3.2 metres~~
	~~Length~~	~~5.5 metres~~

6.1.5.2 a) Notwithstanding Table 6B, where a wall, column, or physical obstruction abuts a PARKING SPACE and the wall, column or physical obstruction (or combination thereof) is 1.0 metre or more in length measured along the side of the PARKING SPACE from the front or rear of the PARKING SPACE, the minimum width of the PARKING SPACE shall be increased by 0.20 metres for each side which is obstructed by a wall, column, or physical obstruction;

~~Notwithstanding anything to the contrary, the minimum PARKING SPACE width dimensions of 3.0 metres and 3.2 metres in Table 6B where one or both sides of the PARKING SPACE abut a wall or column~~

6.1.5.2 b) Notwithstanding anything to the contrary, the additional width required in 6.1.5.2.a) shall not apply to a PRIVATE GARAGE or carport of a:

- DETACHED BUILDING
- FREEHOLD SEMI-DETACHED BUILDING
- TOWNHOUSE BUILDING
- FREEHOLD TOWNHOUSE BUILDING

6.4.1 ACCESSIBLE PARKING SPACES shall be provided ~~on LOTS where parking is required pursuant to this BY-LAW,~~ in accordance with Table 6D. ACCESSIBLE PARKING SPACES comprise part of the ~~required~~ provided PARKING SPACES in Table 6D.

TABLE 6D: ACCESSIBLE PARKING SPACES		
~~Minimum PARKING SPACES required by Zoning Category~~ <u>Number of PARKING SPACES provided</u>	Type A ACCESSIBLE PARKING SPACES (minimum)	Type B ACCESSIBLE PARKING SPACES (minimum)
1-25	1	0
26 - 50	1	1
51 - 75	1	2
76 - 100	2	2
101 - 133	2	3
134-166	3	3
167-250	3	4
251-300	4	4
301-350	4	5
351-400	5	5
401-450	5	6
451-500	6	6
501 - 550	6	7
551 - 600	7	7
601 - 650	7	8
651 - 700	8	8
701 - 750	8	9
751 - 800	9	9
801 - 850	9	10
851 - 900	10	10
900 - 950	10	11
951 - 1000	11	11
1001+	11 plus 1% of the total number of PARKING SPACES	

6.6.1 BICYCLE PARKING spaces shall comply with the dimensions in Table 6F:

TABLE 6F: BICYCLE PARKING SPACE DIMENSIONS		
	Dimension	
Horizontal BICYCLE PARKING Space	Width (minimum)	0.6 metres
	Length – Single Side Rack (minimum)	2.0 metres
	Length – Double Side Rack (minimum)	3.0 metres
	Vertical Clearance (minimum)	2.0 metres
	Access Aisle Width (minimum)	1.75 metres
Vertical Mounted BICYCLE PARKING Space	Width (minimum)	0.6 metres
	Length (minimum)	1.25 metres
	Vertical Clearance (minimum)	2.0 metres
	Access Aisle Width (minimum)	1.75 metres
<u>BICYCLE PARKING (STACKED) Space</u>	<u>Width (minimum)</u>	<u>0.6 metres</u>
	<u>Length (minimum)</u>	<u>2.0 metres</u>
	<u>Vertical Clearance (minimum, combined)</u>	<u>3.8 metres</u>
	<u>Access aisle width (minimum)</u>	<u>2.5 metres</u>

6.6.2 c) For non-residential USES, the following minimum BICYCLE PARKING requirements shall apply:

i.) Within Areas ~~A and B~~ on Schedule A1:

- A.) BICYCLE PARKING spaces shall be provided at a minimum rate of ~~forty percent (40%) of the required motor vehicle PARKING SPACES~~ 0.8 BICYCLE PARKING SPACES per 100 square metres of non-residential BUILDING FLOOR AREA excluding STRUCTURED PARKING. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c.).i.).B.).
- B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.

ii.) Within Areas ~~C and D~~ B on Schedule A1:

- A.) BICYCLE PARKING spaces shall be provided at a minimum rate of ~~forty~~ fifty percent (~~40~~ 50%) of the required motor vehicle PARKING SPACES. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c.).ii.).B.).
- B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.

iii.) ~~Within Areas E and F on Schedule A1:~~

- ~~A.) BICYCLE PARKING spaces shall be provided at a minimum rate of twenty-five percent (25%) of the required motor vehicle PARKING SPACES. This requirement may be~~

satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c).iii.).B.);

~~B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.~~

iv.) For all areas other than Areas A and B, ~~C, D, E and F~~ on Schedule A1:

A.) BICYCLE PARKING spaces shall be provided at a minimum rate of ~~ten~~ twenty percent (~~10~~ 20%) of the required motor vehicle PARKING SPACES. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c).iv.).B.).

B.) where non-residential BUILDING FLOOR AREA exceeds 4,650 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.

6.6.5 BICYCLE PARKING (STACKED) shall only be permitted as TYPE A BICYCLE PARKING.

6.6.6 Notwithstanding anything to the contrary, a minimum of 10% of the required TYPE A BICYCLE PARKING SPACES shall be oversized BICYCLE PARKING SPACES having a minimum width of 1.0 metre.

6.9.4.4 For residential USES, LOADING SPACES shall be provided in accordance with Table 6L:

Table 6L: LOADING SPACES – Residential USES			
<u>LOCATION</u>	<u>BEDROOMS UNITS</u>	<u>LOADING SPACE TYPE</u>	<u>LOADING SPACES REQUIRED (minimum)</u>
<u>Area A (Schedule A1)</u>	<u>0 – 4</u>		<u>(none required)</u>
<u>Area A (Schedule A1)</u>	<u>5 – 300</u> ~~0 – 75~~	<u>Type A</u>	<u>1</u> ~~(none required)~~
	~~76 – 900~~	~~Type A~~	~~1~~
<u>Area A (Schedule A1)</u>	<u>301</u> ~~901~~ or more	Type A	2
<u>All Other Areas</u>	<u>0 - 25</u> ~~0 – 75~~		(none required)
<u>All Other Areas</u>	<u>26 - 300</u> ~~76 – 900~~	Type A	1
<u>All Other Areas</u>	<u>301 or more</u> ~~901 or more~~	Type A	2

Amendments to Section 7 – Residential Zoning Categories

RESIDENTIAL SIX (R6)

7.6.6 The following regulations in Table 7K shall apply to every LOT, BUILDING and STRUCTURE in the Residential Six (R6) zone:

Table 7K: Regulations – RESIDENTIAL SIX ZONE (R6)			
		DETACHED	DETACHED “S”
LOT AREA (minimum)	INTERIOR LOT	330 square metres	292 square metres
	CORNER LOT	405 square metres	360 square metres
LOT FRONTAGE (minimum)	INTERIOR LOT	11 metres	9.75 metres
	CORNER LOT	13.5 metres	12 metres
Average LOT DEPTH (minimum) (see 7.6.7)		30 metres	
FRONT YARD setback (minimum)		6 metres	
FLANKAGE YARD setback (minimum)		3 metres	
SIDE YARD setback (minimum)		1.2 metres	
REAR YARD setback (minimum)		7.5 metres	
BUILDING HEIGHT (maximum)		13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances	
LANDSCAPED OPEN SPACE (minimum)		30%	
IMPERVIOUS COVERAGE (maximum)		N/A	
PARKING SPACES (minimum)		One (1) DWELLING UNIT: One (1) PARKING SPACE	One (1) DWELLING UNIT: One (1) PARKING SPACE
		Two (2) DWELLING UNITS: Two (2) PARKING SPACES	Two (2) DWELLING UNITS: Two (2) PARKING SPACES
		Three (3) DWELLING UNITS: Two (2) PARKING SPACES	Three (3) DWELLING UNITS: Two (2) PARKING SPACES
		Four (4) DWELLING UNITS: Three (3) PARKING SPACES	Four (4) DWELLING UNITS: Three (3) PARKING SPACES
PRIVATE GARAGE Width (minimum)		5.7 metres	4.28 metres
PRIVATE GARAGE Depth (minimum)		6.25 metres	
PRIVATE GARAGE Area (minimum)		35.50 square metres	26.75 square metres
Driveway Width (minimum)		5.48 metres	5.07 metres
Number of main BUILDINGS per LOT (maximum)		1	
Number of COACH HOUSES per LOT (maximum)		1	
Number of DWELLING UNITS per LOT (maximum)		4	
Table 7K: Regulations – RESIDENTIAL SIX ZONE (R6) – CONTINUED			
		TOWNHOUSE	FREEHOLD TOWNHOUSE
LOT AREA (minimum)	INTERIOR LOT: Internal Unit	(none)	225 square metres
	INTERIOR LOT: End Unit	(none)	262 square metres
	CORNER LOT:	(none)	322 square metres

Table 7K: Regulations – RESIDENTIAL SIX ZONE (R6) – CONTINUED			
LOT FRONTAGE (minimum)	INTERIOR LOT: Internal Unit	(none)	7.5 metres
	INTERIOR LOT: End Unit	(none)	8.75 metres
	CORNER LOT	(none)	10.75 metres
Average LOT DEPTH (minimum) (see 7.6.7)	(none)		30 metres
FRONT YARD setback (minimum)	6 metres		
FLANKAGE YARD setback (minimum)	3 metres		6 metres
SIDE YARD setback (minimum)	1.2 metres		
REAR YARD setback (minimum)	7.5 metres		
Setback between Main BUILDINGS (minimum)	2.4 metres		(none)
BUILDING HEIGHT (maximum)	13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances		
Density (maximum)	150 BEDROOMS per hectare		(none)
LANDSCAPED OPEN SPACE (minimum)	30%		
IMPERVIOUS COVERAGE (maximum)	N/A		
PARKING SPACES (minimum)	0.90 ~~1.4~~ per DWELLING UNIT		1 per DWELLING UNIT
VISITOR PARKING SPACES (minimum)	0.10 per DWELLING UNIT		N/A
PRIVATE GARAGE Width (minimum)	3.55 metres		4.28 metres
PRIVATE GARAGE Depth (minimum)	6.25 metres		
PRIVATE GARAGE Area (minimum)	22 square metres		26.75 square metres
Driveway Width (minimum)	(none)		5.07 metres
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted		1
Number of COACH HOUSES per LOT (maximum)	1		1
Number of DWELLING UNITS per LOT (maximum)	N/A		4

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL SEVEN (R7)

7.7.2 The following regulations in Table 7L shall apply to every LOT, BUILDING and STRUCTURE in the Residential Seven (R7) zone:

Table 7L: Regulations – RESIDENTIAL SEVEN ZONE (R7)			
		TOWNHOUSE	FREEHOLD TOWNHOUSE
LOT AREA (minimum)	INTERIOR LOT	(none)	185 square metres
	CORNER LOT	(none)	400 square metres
LOT FRONTAGE (minimum)	INTERIOR LOT	(none)	5.5 metres
	CORNER LOT	(none)	11.5 metres
Average LOT DEPTH (minimum) (see 7.7.3)		30 metres	
STREET LINE setback (minimum)		6 metres	
INTERIOR LOT LINE setback (minimum)		7.5 metres	(none)
SIDE YARD setback (minimum)		1.2 metres	1.8 metres
REAR YARD setback (minimum)		(none)	7.5 metres
Setback between Main BUILDINGS (minimum)		2.4 metres	(none)
BUILDING HEIGHT (maximum)		13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances.	
Density (maximum)		150 BEDROOMS per hectare	(none)
LOT COVERAGE, all BUILDINGS (maximum)		50%	40%
PARKING SPACES (minimum)		0.90 ~~1.4~~ per DWELLING UNIT	1 per DWELLING UNIT
VISITOR PARKING SPACES (minimum)		0.10 per DWELLING UNIT	N/A
Number of main BUILDINGS per LOT (maximum)		More than one (1) permitted	1
Number of COACH HOUSES per LOT (maximum)		1	1
Number of DWELLING UNITS per LOT (maximum)		N/A	4

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL EIGHT (R8)

7.8.2 The following regulations in Table 7M shall apply to every LOT, BUILDING and STRUCTURE in the Residential Eight (R8) zone:

Table 7M: Regulations – RESIDENTIAL EIGHT ZONE (R8)					
		TOWNHOUSE	STACKED TOWNHOUSE	FREEHOLD TOWNHOUSE	TRIPLEX
LOT AREA (minimum)		(none)	(none)	165 sq.m.	540 sq.m.
LOT FRONTAGE (minimum)	INTERIOR LOT	(none)	(none)	5.5 metres	15 metres
	CORNER LOT	(none)	(none)	11.5 metres	18 metres
STREET LINE setback (minimum)		6 metres			

Table 7M: Regulations – RESIDENTIAL EIGHT ZONE (R8)

INTERIOR LOT LINE setback (minimum)	7.5 metres	(none)	(none)	(none)
SIDE YARD setback (minimum)	(none)	1.8 metres	1.8 metres	1.8 metres
REAR YARD setback (minimum)	7.5 metres			
BUILDING HEIGHT (maximum)	13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances			
Density (maximum)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	(none)	(none)
LOT COVERAGE (maximum)	45%	45%	45%	45%
LANDSCAPED OPEN SPACE (minimum)	30%			
PARKING SPACES (minimum)	<u>0.90</u> ~~1~~ per DWELLING UNIT	<u>0.90</u> ~~1~~ per DWELLING UNIT	1 per DWELLING UNIT	2 PARKING SPACES
VISITOR PARKING SPACES (minimum)	<u>0.10</u> ~~0.33~~ per DWELLING UNIT	0.10 per DWELLING UNIT	None	None
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted	1	1
Number of COACH HOUSES per LOT (maximum)	1	1	1	1
Number of DWELLING UNITS per LOT (maximum)	N/A	N/A	4	4

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL NINE (R9)

7.9.3 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Residential Nine (R9) zone:

Minimum Parking Rate		Area A on Schedule A1	Area E Area B on Schedule A1	Area F on Schedule A1	All Other	
APARTMENT BUILDING	Use	(see note)	~~1.00~~ 0.80	~~1.10~~	~~1.15~~ 0.90	PDU*
	Visitor		0.10	~~0.10~~	0.10	PDU*
			~~1.10~~ 0.90	~~1.20~~	~~1.25~~ 1.00	PDU*
Non-Residential Uses			2.40	~~2.70~~	~~3.00~~ 2.70	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

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NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

Residential Mixed Use (RMU)

7.10.7 The following minimum PARKING SPACE regulations shall apply to:

- Primary Uses in section 7.10.1.1, except as specified in Table 6A
- Complementary Uses in section 7.10.1.2, except SPIRITUAL USES as specified in Table 6A
- Ancillary Uses in section 7.10.1.5, except as specified in Table 6A

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
RMU-20	Use	0.65	0.80 0.75	0.90	1.00	1.00	1.10	0.90 1.15	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.90 0.85	1.00	1.10	1.10	1.20	1.00 1.25	PDU*
RMU-30	Use	0.65	0.70 0.75	0.90	1.00	1.00	1.10	0.80 1.15	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.80 0.85	1.00	1.10	1.10	1.20	0.90 1.25	PDU*
RMU-40	Use	0.65	0.70 0.75	0.90	1.00	1.00	1.10	0.80 1.15	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.80 0.85	1.00	1.10	1.10	1.20	0.90 1.25	PDU*
RMU-60	Use	0.60	0.60 0.65	0.70	0.80	0.80	0.90	0.70 0.90	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.70	0.70 0.75	0.80	0.90	0.90	1.00	0.80 1.00	PDU*
RMU-81	Use	0.60	0.60 0.65	0.70	0.80	0.80	0.90	0.70 0.90	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.70	0.70 0.75	0.80	0.90	0.90	1.00	0.80 1.00	PDU*
Non-Residential Uses	Use	1.50	1.80	2.10	2.40	2.40	2.70	2.50 3.00	/100 m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL NORTHDALÉ SIX (RN-6)

7.11.4 The following regulations in Table 7Q shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Six (RN-6) zone:

Table 7Q: Regulations – RESIDENTIAL NORTHDALÉ SIX ZONE (RN-6)			
		Primary Uses specified in 7.11.1.1 and Complementary Uses specified in 7.11.1.3	Primary Uses specified in 7.11.1.2
LOT AREA (minimum)		1,000 square metres	(none)
LOT FRONTAGE (minimum)		20 metres	5.5 metres
STREET LINE setback (minimum)	Active Frontage	1 metre	1 metre
	Convertible Frontage	1 metre	1 metre
	Neighbourhood Frontage	3 metres	3 metres
STREET LINE setback (maximum)	Active Frontage	3 metres	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres	3 metres
	Convertible Frontage	3 metres	3 metres
	Neighbourhood Frontage	3 metres	3 metres
REAR YARD setback (minimum)		7.5 metres	7.5 metres
Height of FIRST STOREY (minimum)	Active Frontage	4.0 metres	4.0 metres
	Convertible Frontage	4.0 metres	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres	4.0 metres
BUILDING HEIGHT (maximum)	Active Frontage	21.5 metres	21.5 metres
	Convertible Frontage	21.5 metres	21.5 metres

Table 7Q: Regulations – RESIDENTIAL NORTHDALÉ SIX ZONE (RN-6)			
	Neighbourhood Frontage	21.5 metres	21.5 metres
Density (maximum)		250 BEDROOMS per hectare	250 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE	1 per DWELLING UNIT
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE	1 per DWELLING UNIT
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE	1 per DWELLING UNIT
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%	30%
Residential PARKING SPACES (minimum)		~~0.20 per BEDROOM~~ (see Note)	~~1 per DWELLING UNIT~~ (see Note)
VISITOR PARKING SPACES (minimum)		~~0.05 per BEDROOM~~ (see Note)	~~(none)~~ (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.11.13)		~~3.0 per 100 square metres of BUILDING FLOOR AREA~~ (see Note)	~~3.0 per 100 square metres of BUILDING FLOOR AREA~~ (see Note)
BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	~~0.50~~ 0.25 per BEDROOM	1 per DWELLING UNIT, applicable to BUILDINGS constructed after the effective date of this BY-LAW
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1	1
Ancillary Uses specified in sections 7.11.1.5 and 7.11.1.6		Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive	

Table 7Q: Regulations – RESIDENTIAL NORTHDALÉ SIX ZONE (RN-6)		
	The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFE or BAKE SHOP shall not exceed 465 square metres	
	Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING	Ancillary Uses shall be located on the FIRST STOREY of a STACKED TOWNHOUSE BUILDING
	Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE	
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL NORTHDALÉ EIGHT (RN-8)

7.12.3 The following regulations in Table 7R shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Eight (RN-8) zone:

Table 7R: Regulations – RESIDENTIAL NORTHDALÉ EIGHT ZONE (RN-8)		
LOT AREA (minimum)		1,000 square metres
LOT FRONTAGE (minimum)		20 metres
STREET LINE setback (minimum)	Active Frontage	1 metre
	Convertible Frontage	1 metre
	Neighbourhood Frontage	3 metres
STREET LINE setback (maximum)	Active Frontage	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres
	Convertible Frontage	3 metres
	Neighbourhood Frontage	3 metres
REAR YARD setback (minimum)		7.5 metres
Height of FIRST STOREY	Active Frontage	4.0 metres

Table 7R: Regulations – RESIDENTIAL NORTHDAL EIGHT ZONE (RN-8)		
(minimum)	Convertible Frontage	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres
BUILDING HEIGHT (minimum)		10.5 metres
BUILDING HEIGHT (maximum)	Active Frontage	27.5 metres
	Convertible Frontage	27.5 metres
	Neighbourhood Frontage	27.5 metres
PODIUM Height (minimum)		10.5 metres
PODIUM Height (maximum)		20 metres
BUILDING STEPBACK above PODIUM (minimum)		3 metres
Density (maximum)		450 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%
Residential PARKING SPACES (minimum)		~~0.20 per BEDROOM~~ (see Note)
VISITOR PARKING SPACES (minimum)		~~0.05 per BEDROOM~~ (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.12.12)		~~3.0 per 100 square metres of BUILDING FLOOR AREA~~ (see Note)
BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	~~0.50~~ ~~0.25~~ per BEDROOM
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1

Table 7R: Regulations – RESIDENTIAL NORTHDAL EIGHT ZONE (RN-8)

Ancillary Uses specified in sections 7.12.1.4 and 7.12.1.5	Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive
	The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFÉ, BAKE SHOP or RESTAURANT (including TAKE-OUT RESTAURANT) shall not exceed 465 square metres
Ancillary Uses specified in sections 7.12.1.4 and 7.12.1.5	Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING
	Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.12.12 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary in Table 7R, for the following uses:~~

- ~~• PERSONAL SERVICE SHOP~~
- ~~• OFFICE~~
- ~~• CAFÉ~~
- ~~• COMMERCIAL RECREATION~~
- ~~• COMMERCIAL WELLNESS~~

~~the minimum parking rate shall be two (2) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

RESIDENTIAL NORTHDAL E TWELVE (RN-12)

7.13.3 The following regulations in Table 7S shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Twelve (RN-12) zone:

Table 7S: Regulations – RESIDENTIAL NORTHDAL E TWELVE ZONE (RN-12)

LOT AREA (minimum)		1,000 square metres
LOT FRONTAGE (minimum)		20 metres
STREET LINE setback (minimum)	Active Frontage	1 metre
	Convertible Frontage	1 metre
	Neighbourhood Frontage	3 metres

Table 7S: Regulations – RESIDENTIAL NORTHDALÉ TWELVE ZONE (RN-12)

STREET LINE setback (maximum)	Active Frontage	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres
	Convertible Frontage	3 metres
	Neighbourhood Frontage	3 metres
REAR YARD setback (minimum)		7.5 metres
Height of FIRST STOREY (minimum)	Active Frontage	4.0 metres
	Convertible Frontage	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres
BUILDING HEIGHT (minimum)		10.5 metres
BUILDING HEIGHT (maximum)	Active Frontage	41.5 metres
	Convertible Frontage	41.5 metres
	Neighbourhood Frontage	41.5 metres
PODIUM Height (minimum)		10.5 metres
PODIUM Height (maximum)		20 metres
BUILDING STEPBACK above PODIUM (minimum)		3 metres
TOWER Footprint above the Eighth (8 th) STOREY (maximum)		800 square metres
TOWER Separation measured from exterior face of the BUILDING, including balconies (minimum)		a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE

Table 7S: Regulations – RESIDENTIAL NORTHDALÉ TWELVE ZONE (RN-12)

Horizontal TOWER Dimension (maximum)		35 metres
Density (minimum)		250 BEDROOMS per hectare
Density (maximum)		600 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%
Residential PARKING SPACES (minimum)		~~0.20 per BEDROOM~~ (see Note)
VISITOR PARKING SPACES (minimum)		~~0.05 per BEDROOM~~ (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.13.13)		~~3.0 per 100 square metres of BUILDING FLOOR AREA~~ (see Note)
BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	~~0.50~~ 0.25 per BEDROOM
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1
Ancillary Uses specified in sections 7.13.1.4 and 7.13.1.5		Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive
		The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFÉ, BAKE SHOP or RESTAURANT (including TAKE-OUT RESTAURANT) shall not exceed 465 square metres
		Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING

Table 7S: Regulations – RESIDENTIAL NORTHDALÉ TWELVE ZONE (RN-12)

	Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.13.13 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary in Table 7S, for the following uses:~~

- ~~• PERSONAL SERVICE SHOP~~
- ~~• OFFICE~~
- ~~• CAFÉ~~
- ~~• COMMERCIAL RECREATION~~
- ~~• COMMERCIAL WELLNESS~~

~~the minimum parking rate shall be two (2) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

RESIDENTIAL NORTHDALÉ TWENTY FIVE (RN-25)

7.14.3 The following regulations in Table 7T shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Twenty Five (RN-25) zone:

Table 7T: Regulations – RESIDENTIAL NORTHDALÉ TWENTY FIVE ZONE (RN-25)

LOT AREA (minimum)		1,000 square metres
LOT FRONTAGE (minimum)		20 metres
STREET LINE setback (minimum)	Active Frontage	1 metre
	Convertible Frontage	1 metre
	Neighbourhood Frontage	3 metres
STREET LINE setback (maximum)	Active Frontage	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres
	Convertible Frontage	3 metres
	Neighbourhood Frontage	3 metres

Table 7T: Regulations – RESIDENTIAL NORTHDALÉ TWENTY FIVE ZONE (RN-25)		
REAR YARD setback (minimum)		7.5 metres
Height of FIRST STOREY (minimum)	Active Frontage	4.0 metres
	Convertible Frontage	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres
BUILDING HEIGHT (minimum)		10.5 metres
BUILDING HEIGHT (maximum)	Active Frontage	82.5 metres
	Convertible Frontage	82.5 metres
	Neighbourhood Frontage	82.5 metres
PODIUM Height (minimum)		10.5 metres
PODIUM Height (maximum)		20 metres
BUILDING STEPBACK above PODIUM (minimum)		3 metres
TOWER Footprint above the Eighth (8 th) STOREY (maximum)		800 square metres
TOWER Separation measured from exterior face of the BUILDING, including balconies (minimum)		a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE
Horizontal TOWER Dimension (maximum)		35 metres
Density (minimum)		250 BEDROOMS per hectare
Density (maximum)		750 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%
Residential PARKING SPACES (minimum)		~~0.20 per BEDROOM~~ (see Note)
VISITOR PARKING SPACES (minimum)		~~0.05 per BEDROOM~~ (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.14.13)		~~3.0 per 100 square metres of BUILDING FLOOR AREA~~ (see Note)

BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	0.50 ~~0.25~~ per BEDROOM
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1
Ancillary Uses specified in sections 7.14.1.4 and 7.14.1.5		Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive
		The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFÉ, BAKE SHOP or RESTAURANT (including TAKE-OUT RESTAURANT) shall not exceed 465 square metres
		Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING
		Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE
Number of main BUILDINGS per LOT (maximum)		More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.14.13 (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary in Table 7T, for the following uses:~~

- ~~PERSONAL SERVICE SHOP~~
- ~~OFFICE~~
- ~~CAFÉ~~
- ~~COMMERCIAL RECREATION~~
- ~~COMMERCIAL WELLNESS~~

~~the minimum parking rate shall be two (2) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

RESIDENTIAL CONSERVATION ONE (RC1)

Section 7.15.8

- e.) (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary, the following minimum PARKING SPACE regulations shall apply to the lands identified with the letter "D" on Image A to this zone, except as specified in Table 6A:~~

Minimum Parking Rate

Residential	Use	0.60	PDU*
Residential	Visitor	0.10	PDU*
		0.70	PDU*
Non-Residential	Use	1.50	/100m ² *

* PDU = Per Dwelling Unit

/100m² = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.15.9

c.) (deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, the following regulations shall apply:

i. Non-Residential Parking (minimum): 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.

ii. Residential Parking (minimum): 1 PARKING SPACE per DWELLING UNIT.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL BEAVER CREEK THREE (RBC3)

7.18.2 The following regulations in Table 1 shall apply to every LOT, BUILDING and STRUCTURE in the Residential Beaver Creek Three (RBC3) Zone:

Table 1: Regulations – RESIDENTIAL BEAVER CREEK THREE (RBC3)					
		TOWNHOUSE	STACKED TOWNHOUSE	FREEHOLD TOWNHOUSE	TRIPLEX
LOT AREA (min)	Interior Lot	(none)	(none)	165 square metres	450 square metres
	Corner Lot			285 square metres	540 square metres
LOT FRONTAGE (min)	Interior Lot	(none)	(none)	5.5 metres	15 metres
	Corner Lot			9.5 metres	18 metres
FRONT YARD setback (min)		6.0 metres			
FLANKAGE YARD setback (min)		3.0 metres			
SIDE YARD setback (min)		7.5 metres from an	1.8 metres	1.8 metres	1.8 metres
REAR YARD setback (min)			7.5 metres		

Table 1: Regulations – RESIDENTIAL BEAVER CREEK THREE (RBC3)				
	INTERIOR LOT LINE			
BUILDING HEIGHT (max)	10 metres and 3 STOREYS	10 metres and 3 STOREYS	10 metres and 3 STOREYS	10 metres and 3 STOREYS
Density (max)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	(none)	(none)
LOT COVERAGE (maximum)	55%	55%	55% (see 7.18.3)	55%
LANDSCAPED OPEN SPACE (minimum)	30%			
PARKING SPACES (minimum)	1 per DWELLING UNIT		1 per DWELLING UNIT	<u>2 PARKING SPACES</u>
VISITOR PARKING SPACES (min)	<u>0.10</u> ~~0.33~~ per DWELLING UNIT	0.10 per DWELLING UNIT	None	~~4~~ <u>(None)</u>
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted	1	1

Amendments to Section 8 – Commercial Zoning Categories

UPTOWN COMMERCIAL CORE (U1)

- 8.1.17 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Uptown Commercial Core (U1) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	
Residential	Use	0.60	0.65	PDU*
Residential	Visitor	0.10	0.10	PDU*
		0.70	0.75	PDU*
Non-Residential	Use	1.50	1.80	/100m2*
* PDU = Per Dwelling Unit				
/100m2 = Per 100 square metres of BUILDING FLOOR AREA				

NOTE: BICYCLE PARKING requirements are contained in section 6.6.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act.

8.1.24 Notwithstanding anything to the contrary, section 6.9 (Loading) shall not apply within the area shown on Image 1 of the U1 zone.

UPTOWN MIXED-USE (U2)

8.2.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Uptown Mixed-Use (U2) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	
Residential	Use	0.60	0.65	PDU*
Residential	Visitor	0.10	0.10	PDU*
		0.70	0.75	PDU*
Non-Residential	Use	1.50	1.80	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8.2.20 Notwithstanding anything to the contrary, section 6.9 (Loading) shall ~~not~~ apply.

MIXED-USE COMMUNITY COMMERCIAL (C1)

8.3.9 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Mixed-Use Community Commercial (C1) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	~~0.65~~ (See Note)	0.75	~~0.90~~	~~1.00~~	~~1.00~~	~~1.10~~	<u>0.90</u> ~~1.15~~	PDU*
Residential	Visitor	~~0.10~~ 0.75	0.10	~~0.10~~ 0.85	~~0.10~~ 1.00	~~0.10~~ 1.10	~~0.10~~ 1.20	0.10 <u>1.00</u> 1.25	PDU* PDU*
Non-Residential	Use	~~2.00~~	2.40	~~2.80~~	~~3.20~~	~~3.20~~	~~3.60~~	<u>3.50</u> ~~4.00~~	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

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NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

MIXED-USE NEIGHBOURHOOD COMMERCIAL (C2)

8.4.11 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Mixed-Use Neighbourhood Commercial (C2) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A	Area B	Area D	Area E	Area F	All Other	
Residential	Use	(See	0.80 0.90	1.00	1.00	1.10	0.90 1.15	PDU*
Residential	Visitor	Note)	0.10	0.10	0.10	0.10	0.10	PDU*
			0.90 1.00	1.10	1.10	1.20	1.00 1.25	PDU*
Non-Residential	Use		2.80	3.20	3.20	3.60	3.50 4.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

CONVENIENCE COMMERCIAL (C3)

8.5.10 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Convenience Commercial (C3) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A	Area C	Area B	Area D	Area E	Area F	All Other	
Residential	Use	(See	0.80		1.00	1.00	1.10	0.90 1.15	PDU*
		Note)	0.90						
Residential	Visitor		0.10		0.10	0.10	0.10	0.10	PDU*
			0.90		1.10	1.10	1.20	1.00 1.25	PDU*
			1.00						
Non-Residential	Use		2.80		3.20	3.20	3.60	3.50 4.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

MIXED-USE OFFICE (C4)

8.6.9 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Mixed-Use Office (C4) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	~~0.65~~ (See Note)	0.75	~~0.90~~	~~1.00~~	~~1.00~~	~~1.10~~	~~0.90~~ ~~1.15~~	PDU*
Residential	Visitor	~~0.10~~ ~~0.75~~	0.10 ~~0.85~~	~~0.10~~ ~~1.00~~	~~0.10~~ ~~1.10~~	~~0.10~~ ~~1.10~~	~~0.10~~ ~~1.20~~	0.10 ~~1.00~~ ~~1.25~~	PDU* PDU*
Non-Residential	Use	~~1.50~~	1.80	~~2.00~~	~~2.50~~	~~2.50~~	~~2.75~~	3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

CORRIDOR COMMERCIAL (C5)

8.7.9 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Corridor Commercial (C5) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A	Area C-B	Area D	Area E	Area F	All Other	
Non-Residential	Use	(see Note)	3.00	~~3.25~~	~~3.25~~	~~3.75~~	~~3.25~~ ~~4.00~~	/100m2*

* /100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

CONESTOGA COMMERCIAL CENTRE (C7)

8.9.2 The following regulations in Table 8R shall apply to every LOT, BUILDING and STRUCTURE in the Conestoga Commercial Centre (C7) zone:

Table 8R: Regulations – CONESTOGA COMMERCIAL CENTRE (C7)	
STREET LINE setback (minimum)	5.0 metres
SIDE YARD setback (minimum)	5.0 metres
REAR YARD setback (minimum)	7.5 metres
LOW RISE RESIDENTIAL LOT LINE setback (minimum)	7.5 metres or half the height of the BUILDING, whichever is greater
BUILDING FLOOR AREA (maximum)	62,000 square metres
Density (minimum)	150 BEDROOMS per hectare
Density (maximum)	750 BEDROOMS per hectare
BUILDING HEIGHT (maximum)	C-7-81 = 81 metres and 25 STOREYS C7-60 = 60 metres and 18 STOREYS
PODIUM Height (maximum)	21 metres
TOWER Separation (minimum)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)
Horizontal TOWER Dimension (maximum)	40 metres
TOWER Footprint (maximum)	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	3 metres
PARKING SPACES (minimum) ~~(see sections 8.9.7 and 8.9.8)~~	~~a.) Non-Residential: 4.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA~~ ~~b.) Residential: 0.65 PARKING SPACES per DWELLING UNIT~~ ~~c.) Visitor (Residential): 0.10 PARKING SPACES per DWELLING UNIT~~ (see Note)
Complementary Uses (maximum)	Complementary uses specified in section 8.9.1.3 shall not collectively exceed 30% of the BUILDING FLOOR AREA on the LOT
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT

Table 8R: Regulations – CONESTOGA COMMERCIAL CENTRE (C7)

Number of BUILDINGS on a LOT (maximum)	More than one (1) main BUILDING permitted
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NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8.9.7 (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary, a minimum 5.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for the following USES:~~

- ~~• AUDITORIUM (including Cinema / Movie Theatre)~~
- ~~• BANQUET HALL~~

8.9.8 (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary, a minimum 3.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for:~~

- ~~• BUSINESS INCUBATOR~~
- ~~• DATA CENTRE~~
- ~~• GOVERNMENT USES~~
- ~~• INSTITUTION~~
- ~~• MAJOR OFFICE~~
- ~~• MEDICAL CLINIC~~
- ~~• OFFICE~~
- ~~• TECH OFFICE~~
- ~~• TRAINING FACILITY~~

STATION AREA MIXED-USE COMMUNITY COMMERCIAL ZONE (C1A)

8S.1.10 The following regulations in Table 8S-B shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Community Commercial (C1A) zone constructed after the effective date of this BY-LAW:

Table 8S-B: Regulation – STATION AREA MIXED-USE COMMUNITY COMMERCIAL (C1A)					
	C1A-20	C1A-30	C1A-40	C1A-60	C1A-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
FLOOR AREA RATIO (maximum)	0.80	0.80	0.80	0.80	0.80
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres

Table 8S-B: Regulation – STATION AREA MIXED-USE COMMUNITY COMMERCIAL (C1A)					
BUILDING HEIGHT (minimum)	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	N/A	3 metres	3 metres	3 metres	3 metres
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				
LANDSCAPED OPEN SPACE (minimum)	15%				
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT				
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELLING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>				

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NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8S.1.13 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Community Commercial (C1A) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

8S.1.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.1.8 shall be permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

8S.1.15 ~~The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Community Commercial (C1A) zone:~~

Maximum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									
Non-Residential	All	4.00	4.00	4.00	4.00	4.00	4.00	4.00	/100m2*
STRUCTURED PARKING									

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

STATION AREA MIXED USE NEIGHBOURHOOD COMMERCIAL A (C2A)

8S.2.12 The following regulations in Table 8S-D shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Neighbourhood Commercial A (C2A) zone constructed after the effective date of this BY-LAW:

Table 8S-D: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL A ZONE (C2A)					
	C2A-20	C2A-30	C2A-40	C2A-60	C2A-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres
BUILDING HEIGHT (minimum)	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	N/A	3 metres	3 metres	3 metres	3 metres
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				

Table 8S-D: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL A ZONE (C2A)	
LANDSCAPED OPEN SPACE (minimum)	15%
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELLING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8S.2.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial A (C2A) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area-A on Schedule-A1	Area-B on Schedule-A1	Area-C on Schedule-A1	Area-D on Schedule-A1	Area-E on Schedule-A1	Area-F on Schedule-A1	All-Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

*-PDU = Per Dwelling Unit

/100m2 = Per 100-square metres of BUILDING-FLOOR AREA

8S.2.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.2.10 shall be permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

8S.2.16 ~~The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial A (C2A) zone:~~

Maximum Parking Rate		Area-A on Schedule-A1	Area-B on Schedule-A1	Area-C on Schedule-A1	Area-D on Schedule-A1	Area-E on Schedule-A1	Area-F on Schedule-A1	All-Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*

SURFACE PARKING

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Non-Residential All 4.00 4.00 4.00 4.00 4.00 4.00 4.00 /100m2*
 STRUCTURED
 PARKING

*-PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

STATION AREA MIXED USE NEIGHBOURHOOD COMMERCIAL B (C2B)

8S.3.12 The following regulations in Table 8S-F shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Neighbourhood Commercial B (C2B) zone constructed after the effective date of this BY-LAW:

Table 8S-F: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL B ZONE (C2B)					
	C2B-20	C2B-30	C2B-40	C2B-60	C2B-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres
BUILDING HEIGHT (minimum)	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE	N/A	3 metres	3 metres	3 metres	3 metres

Table 8S-F: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL B ZONE (C2B)					
(minimum)					
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				
LANDSCAPED OPEN SPACE (minimum)	15%				
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT				
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>				

8S.3.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial B (C2B) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area-A on Schedule A1	Area-B on Schedule A1	Area-C on Schedule A1	Area-D on Schedule A1	Area-E on Schedule A1	Area-F on Schedule A1	All-Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

8S.3.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.3.10 shall be permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

8S.3.16 ~~The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial B (C2B) zone:~~

Maximum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									
Non-Residential	All	4.00	4.00	4.00	4.00	4.00	4.00	4.00	/100m2*
STRUCTURED PARKING									

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

STATION AREA MIXED-USE OFFICE (C4A)

8S.4.12 The following regulations in Table 8S-H shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Office (C4A) zone constructed after the effective date of this BY-LAW:

Table 8S-H: Regulations – STATION AREA MIXED-USE OFFICE – A (C4A)					
	C4A-20	C4A-30	C4A-40	C4A-60	C4A-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres
BUILDING HEIGHT (minimum)	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres

Table 8S-H: Regulations – STATION AREA MIXED-USE OFFICE – A (C4A)					
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	N/A	3 metres	3 metres	3 metres	3 metres
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				
LANDSCAPED OPEN SPACE (minimum)	15%				
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT				
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELLING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>				

8S.4.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Office (C4A) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area-A on Schedule-A1	Area-B on Schedule-A1	Area-C on Schedule-A1	Area-D on Schedule-A1	Area-E on Schedule-A1	Area-F on Schedule-A1	All Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

*PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

8S.4.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.4.9 shall be~~

~~permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

~~8S.4.16 The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Office (C4A) zone:~~

Maximum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									
Non-Residential	All	4.00	4.00	4.00	4.00	4.00	4.00	4.00	/100m2*
STRUCTURED PARKING									

*PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

Amendments to Section 9 – Employment Zones

BUSINESS EMPLOYMENT ONE (E1)

9.1.8 The following parking regulations in Table 9C shall apply to every LOT, BUILDING and STRUCTURE in the Business Employment One (E1) zone, except as specified in Table 6A:

Table 9C: Parking Regulations – BUSINESS EMPLOYMENT ONE ZONE (E1)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	A. For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA greater than 5,000 square metres, <u>0.50</u> ~~0.75~~ PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. B. <u>Notwithstanding A. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u> <u>ADVANCED TECH</u>

Table 9C: Parking Regulations – BUSINESS EMPLOYMENT ONE ZONE (E1)	
	• <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>
INDUSTRIAL MALL	<u>A. a.) Area A</u> on Schedule A1: ~~1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA~~ (See Note) <u>B. b.) Area B</u> on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA <u>c.) Area C</u> on Schedule A1: ~~2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA~~ <u>C. d.) All Other</u> lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA <u>D. Notwithstanding B. and C. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

9.1.9 Notwithstanding anything to the contrary, a minimum of ~~four (4)~~ three (3) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for:

- BAKE SHOP
- CAFE

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

BUSINESS EMPLOYMENT (E2)

9.2.8 The following parking regulations in Table 9F shall apply to every LOT, BUILDING and STRUCTURE in the Business Employment Two (E2) zone, except as specified in Table 6A:

Table 9F: Parking Regulations – BUSINESS EMPLOYMENT TWO ZONE (E2)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	A. For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA greater than 5,000 square metres, ~~0.75~~ <u>0.50</u> PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. B. <u>Notwithstanding A. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

Table 9F: Parking Regulations – BUSINESS EMPLOYMENT TWO ZONE (E2)	
INDUSTRIAL MALL	<u>A. a.) Area A</u> on Schedule A1: ~~1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA~~ (See Note) <u>B. b.) Area B</u> on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA ~~c.) Area C~~ on Schedule A1: ~~2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA~~ <u>C. d.) All Other</u> lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA <u>B. Notwithstanding B. and C. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

9.2.9 Notwithstanding anything to the contrary, a minimum of three (3) ~~four (4)~~ PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for:

- BAKE SHOP
- CAFE

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

FLEXIBLE INDUSTRIAL (E3)

9.3.4 The following parking regulations in Table 9I shall apply to every LOT, BUILDING and STRUCTURE in the Flexible Industrial (E3) zone, except as specified in Table 6A:

Table 9I: Parking Regulations – FLEXIBLE INDUSTRIAL ZONE (E3)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	A. For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA greater than 5,000 square metres, <u>0.50</u> ~~0.75~~ PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. B. <u>Notwithstanding A. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>
INDUSTRIAL MALL	<u>A. a.)</u> ~~Area A~~ on Schedule A1: ~~1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA (See Note)~~ <u>B. b.)</u> ~~Area B~~ on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA <u>c.)</u> ~~Area C~~ on Schedule A1: ~~2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA~~ <u>C. d.)</u> ~~All Other~~ lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA

Table 9I: Parking Regulations – FLEXIBLE INDUSTRIAL ZONE (E3)	
	<u>D. Notwithstanding B. and C. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

UNIVERSITY COLLEGE (UC)

9.4.3 The following regulations in Table 9J shall apply to every LOT, BUILDING and STRUCTURE in the University College (UC) zone on a Main Campus:

Table 9J: Regulations – UNIVERSITY COLLEGE (UC) – MAIN CAMPUS	
STREET LINE setback (minimum)	5.0 metres
INTERIOR LOT LINE setback (minimum)	Zero metres (0m) where an INTERIOR LOT LINE abuts a LOT zoned University College (UC)
	5.0 metres where an INTERIOR LOT LINE abuts a LOT not zoned University College (UC)
LANDSCAPED OPEN SPACE (minimum)	15%
PARKING SPACES (minimum)	UNIVERSITY / COLLEGE: ~~0.75 PARKING SPACES for every faculty, staff, and employee plus (+) 0.15 VISITOR PARKING SPACES for every faculty, staff, and employee~~ (deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution)
	GOVERNMENT USE: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Complementary Uses specified in section 9.4.1.2: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Ancillary Uses specified in section 9.4.1.3: zero (0) PARKING SPACES shall be required
Complementary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 collectively shall not exceed 15% of the total BUILDING FLOOR AREA on the associated Main Campus
Ancillary Uses (maximum)	Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 15% of the total BUILDING FLOOR AREA on the associated Main Campus
Complementary Uses & Ancillary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 and Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 15% of the total BUILDING FLOOR AREA on the associated Main Campus
Number of BUILDINGS on a LOT (maximum)	More than one (1) main BUILDING permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

NOTE: This table and any other provision of this By-Law does not apply to any Post Secondary institution who is engaged with an undertaking for the objects of the institution as set out in section 62.0.2 of the Planning Act.

9.4.4 The following regulations in Table 9K shall apply to every LOT, BUILDING and STRUCTURE in the University College (UC) zone other than on a Main Campus:

Table 9K: Regulations – UNIVERSITY COLLEGE (UC) – BEYOND MAIN CAMPUS	
STREET LINE setback (minimum)	5.0 metres
SIDE YARD setback (minimum)	5.0 metres
REAR YARD setback (minimum)	7.5 metres
LOW RISE RESIDENTIAL LOT LINE setback (minimum)	7.5 metres or half the height of the BUILDING, whichever is greater
LANDSCAPED OPEN SPACE (minimum)	15%
PARKING SPACES (minimum)	UNIVERSITY / COLLEGE: ~~0.75 PARKING SPACES for every faculty, staff, and employee plus (+) 0.15 VISITOR PARKING SPACES for every faculty, staff, and employee~~ (deleted – <u>Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution</u>)
	GOVERNMENT USE: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Complementary Uses specified in section 9.4.1.2: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Ancillary Uses specified in section 9.4.1.3: zero (0) PARKING SPACES shall be required
Complementary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 collectively shall not exceed 25% of the total BUILDING FLOOR AREA on the LOT
Ancillary Uses (maximum)	Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 25% of the total BUILDING FLOOR AREA on the LOT
Complementary Uses & Ancillary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 and Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 25% of the total BUILDING FLOOR AREA on the LOT
Ancillary Uses	Ancillary Uses specified in section 9.4.1.3 shall be located on the FIRST STOREY of a BUILDING containing one or more of the permitted USES specified in section 9.4.1.1.
Number of BUILDINGS on a LOT (maximum)	More than one (1) main BUILDING permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

NOTE: This table and any other provision of this By-Law does not apply to any Post Secondary institution who is engaged with an undertaking for the objects of the institution as set out in section 62.0.2 of the Planning Act.

9.4.8 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, the parking requirement for Laurier may be satisfied on:~~

- ~~a.) Laurier's Main Campus; and~~
- ~~b.) Lands zoned University College (UC) within eight hundred metres (800m) of Laurier's Main Campus.~~

9.4.9 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, the parking requirement for UW may be satisfied on:~~

- ~~a.) UW's Main Campus; and~~
- ~~b.) Lands zoned University College (UC) within eight hundred metres (800m) of UW's Main Campus.~~

9.4.10 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, the parking requirement for Conestoga may be satisfied on:~~

- ~~a.) Conestoga's Main Campus; and~~
- ~~b.) Lands zoned University College (UC) within eight hundred metres (800m) of Conestoga's Main Campus.~~

9.4.11 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, and forming part of the total PARKING SPACES required in Table 9J and Table 9K, the minimum number of PARKING SPACES on any LOT zoned University College (UC) other than the Main Campus shall be:~~

~~one (1) PARKING SPACE per eight (8) BEDROOMS~~

~~plus (+)~~

~~one (1) PARKING SPACE per 100 square metres of non-residential BUILDING FLOOR AREA.~~

9.4.12 Notwithstanding anything to the contrary, the parking required in Table 9J and Table 9K for GOVERNMENT USES and Complementary Uses shall be satisfied on the same LOT as the GOVERNMENT USE or Complementary Use.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act.

NOTE: Section 62.0.2 of the Planning Act states that zoning regulations do not apply to the objects of a post-secondary institution, which includes parking regulations.

STATION AREA BUSINESS EMPLOYMENT TWO A (E2A)

9S.1.12 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations in Table 9S-C shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Business Employment Two A (E2A) zone, except as specified in Table 6A:~~

Table 9S-C: Parking Regulations – STATION AREA BUSINESS EMPLOYMENT TWO A ZONE (E2A)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
INDUSTRIAL MALL	a.) Area A on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA b.) Area B on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA c.) Area C on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA d.) All Other lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

STATION AREA BUSINESS EMPLOYMENT TWO B (E2B)

9S.2.12 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations in Table 9S-F shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Business Employment Two B (E2B) zone, except as specified in Table 6A:~~

Table 9S-F: Parking Regulations – STATION AREA BUSINESS EMPLOYMENT TWO B ZONE (E2B)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA. For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.

Table 9S-F: Parking Regulations – STATION AREA BUSINESS EMPLOYMENT TWO B ZONE (E2B)	
	For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
INDUSTRIAL MALL	a.) ~~Area A~~ on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA b.) ~~Area B~~ on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA c.) ~~Area C~~ on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA d.) ~~All Other~~ lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act.

Amendments to Section 10 – Institutional Zones

EDUCATIONAL INSTITUTION ZONE (EI)

10.1.6 The following parking regulations shall apply to every LOT, BUILDING and STRUCTURE in the Educational Institution (EI) zone, except as specified in Table 6A:

		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	~~0.65~~ (See Note)	0.75	~~0.90~~	~~1.00~~	~~1.00~~	~~1.10~~	<u>0.90</u> ~~1.15~~	PDU*
Residential	Visitor	~~0.10~~ ~~0.75~~	0.10 0.85	~~0.10~~ 1.00	~~0.10~~ 1.10	~~0.10~~ 1.10	~~0.10~~ 1.20	0.10 <u>1.00</u> ~~1.25~~	PDU* PDU*
Non-Residential	Use	~~1.50~~	1.80	~~2.00~~	~~2.50~~	~~2.50~~	~~2.75~~	<u>2.50</u> ~~3.00~~	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

INSTITUTIONAL (I)

10.2.6 The following parking regulations shall apply to every LOT, BUILDING and STRUCTURE in the Institutional (I) zone, except as specified in Table 6A:

		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Non-Residential	Use	~~1.50~~ (See Note)	1.80	~~2.00~~	~~2.50~~	~~2.50~~	~~2.75~~	~~2.50~~ ~~3.00~~	/100m2*

* /100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

SCHOOL (S)

10.3.2 The following regulations in Table 10E shall apply to every LOT, BUILDING and STRUCTURE in the School (S) zone:

Table 10E: Regulations – SCHOOL ZONE (S)		
STREET LINE setback (minimum)	6.0 metres	
SIDE YARD setback (minimum)	5.0 metres or half the height of the BUILDING, whichever is greater	
REAR YARD setback (minimum)	7.5 metres or half the height of the BUILDING, whichever is greater	
LOW RISE RESIDENTIAL LOT LINE setback (minimum)	7.5 metres	
BUILDING HEIGHT (maximum)	14 metres	
COVERAGE (maximum)	60%	
LANDSCAPED OPEN SPACE (minimum)	30%	
PARKING SPACES (minimum)	For Primary Uses specified in section 10.3.1.1	2 PARKING SPACES per TEACHING AREA

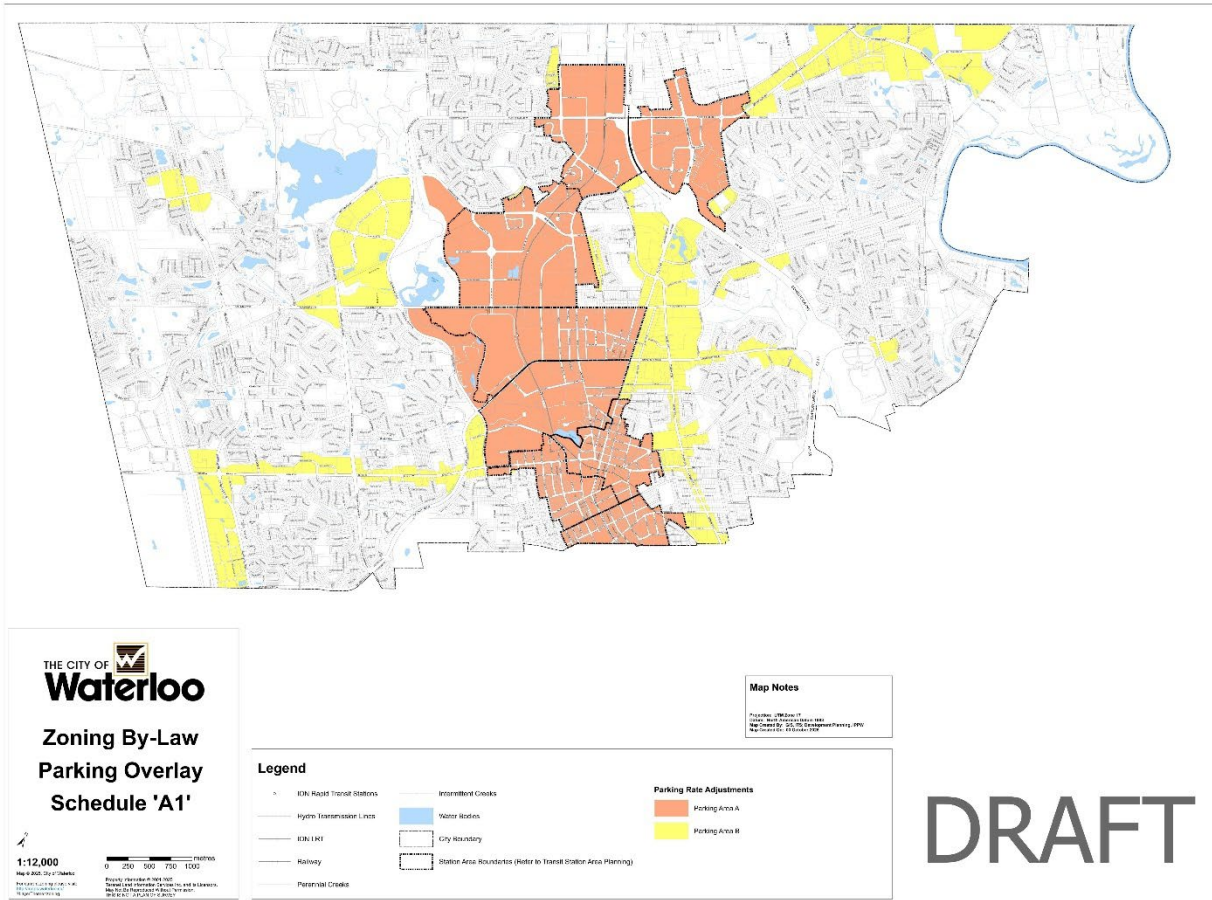
Table 10E: Regulations – SCHOOL ZONE (S)		
	For Ancillary Uses specified in section 10.3.1.2 that temporarily occupy BUILDING FLOOR AREA within a PRIVATE SCHOOL or PUBLIC SCHOOL	0 PARKING SPACES
	For Ancillary Uses specified in section 10.3.1.2 that permanently occupy BUILDING FLOOR AREA within a PRIVATE SCHOOL or PUBLIC SCHOOL	3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
Ancillary Uses (maximum)	Ancillary Uses specified in section 10.3.1.2 shall not collectively exceed 40% of the BUILDING FLOOR AREA	
Ancillary Uses	Ancillary Uses specified in section 10.3.1.2 shall be located in the same BUILDING as the associated Primary Use specified in section 10.3.1.1	

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

Amendments to Schedule 'A1' – Parking Overlay

Existing Schedule 'A1' shall be deleted and replaced with the new Schedule 'A1' Parking Overlay map shown below.



APPENDIX 'B' – Public, Internal, and Agency Feedback

Waterloo Fire Rescue – Fire Prevention Division (June 5, 2025)

No comments.

Building Standards (June 13, 2025)

No comments.

City Transportation Services (October 24, 2025)

- If the City proposes to decrease the width of parking stalls adjacent to columns, structures, etc. There should be consideration to increase the width of drive aisles to accommodate vehicles maneuvering the parking stalls.
- Can we clarify accessible parking requirements in MTSA's? It is our understanding that if zero parking is proposed then no accessible parking spaces are required. Transportation Services has concerns that this will limit where people with accessibility parking needs will be able to live and/or visit.
- Why does section 6.6.2 of the Zoning By-Law not apply to the Northdale Residential Zones?

City Transportation Services (June 19, 2025)

As it relates to permitting stacked bicycle parking and updates to other bicycle parking requirements, Transportation Services offer the following comments:

- Will the City be creating standards for stacked parking? If so, will they be included in the CELM?
- Consideration of different types of bicycles, bicycle users and accessibility. Example: e-bikes cannot be easily stacked due to their weight. Example 2: people have different abilities which may limit being able to lift their bicycle. As such, we should allow a percentage of on-site parking to be stacked while also providing bicycle parking that is easier to use for all individuals.
- Consideration of the location of bicycle parking. Can we provide guidance on the location such as which floor they are on? Or guidance to provide commercial parking near a commercial entrance.
- Consideration of the amount of bicycle parking. If the City reduces the amount of required vehicular parking, it may be appropriate to increase the amount of required bicycle parking.

- Transportation Staff recognize a need for more Type A/indoor bicycle parking for residents. Consider implementing type B parking as a percentage of the required Type A parking.
- Specifically, in the Northdale Neighbourhood, the ZB update should consider a requirement to provide bicycle parking for commercial uses. It is our understanding that the existing Zoning By-Law has exceptions for Type B parking in the Northdale area.

As it relates to the reduction in residential and on-residential parking rates AND Updates to Schedule 'A1' Parking Overlay map to simplify the number of overlay areas, Transportation Services offer the following comments:

- Transportation Services have experienced an increase in the number of requests for on-street parking permits due to lack of available parking on-site. Be advised that we do not provide permits for these types of situations. We have received feedback that residents are frustrated and have no options for their vehicles. The location of these requests is from both higher density areas (ie. Uptown and Northdale) and less dense areas such as Vista Hills. As such, the exercise to reduce parking requirements must be strategic and still allow for on-site parking and loading needs to be met on private property with little reliance on the municipal right-of-way to support site needs.
- Transportation Services encourage a review of the size of vehicular parking spaces on-site. Vehicles are becoming larger (ie. Trucks) and we want to ensure that the standard parking size is large enough to accommodate all vehicle types without obstructing the drive aisle. (ie. Are the dimensions provided in Table 6B still appropriate?). We recognize that other municipalities may have smaller parking space requirements, however, more information should be reviewed regarding the actual function of these spaces. How is it working for other municipalities?
- Like the above bullet point, a review of drive aisle widths. Are these widths still appropriate? Do they function adequately?
- Transportation Services encourage a review of the requirements for loading, accessible parking and short-term drop-offs. Recommendations include:
 - Permitting parking in front of the building for Uber, FedEx or other short-term vehicles. We have experienced damage to boulevards in locations where on-street parking is not available (example: Ezra Avenue and Glen Forrest Boulevard) which is at the City's expense to repair. Providing parking on private property may help improve this issue.
 - Notwithstanding Bill 185, can this amendment review the requirements for loading and accessible parking that is not related to the proposed parking on-site? (Example: just because a site is permitted to have 0 parking does not mean they should have 0 loading on-site. Areas should be provided

on-site to allow for move-in, waste collection operations, etc. without reliance on the municipal right-of-way). Furthermore, there are concerns that sites are being proposed with 0 accessible parking. Accessible parking is a need for many members of our community.

Economic Development (July 4, 2025)

Recognizing that Application Z-25-09 is a general amendment to the Zoning By-Law, primarily focused on parking regulations related to residential uses, Economic Development offers the following comments for consideration regarding parking standards for industrial uses.

Economic Development has reviewed relevant sections of the Zoning By-Law, recent development applications, and the findings of the Parking Study prepared by Stantec, completed in 2023. Considering this review, we recommend that interim amendments to the parking requirements for industrial developments be considered to better reflect current industry needs and trends as follows:

Parking Area Overlay:

- 1) Economic Development is in agreement with the recommendation by Stantec to consolidate or reduce the number of parking areas within the City. This would help alleviate some of the complexities associated with understanding and interpreting parking regulations.

Reduction in Employment Area Parking Rates:

- 2) Economic Development recommends a reduction in the minimum required parking rates for industrial land uses. Currently, parking requirements for industrial properties within the City vary based on location and whether the site is a single-tenant facility or part of an industrial mall. In many areas, the minimum requirement ranges from 2.0 to 2.5 spaces per 100 square metres of gross floor area. However, based on our engagement with local industries, evolving industry trends—particularly the shift toward automation and reduced on-site staffing—comparative reviews of parking standards in other Ontario municipalities, and findings from the Stantec report, the existing minimum parking ratios appear to be excessive. A revised standard would better align with current and projected operational needs in the industrial sector.
- 3) Employment lands are limited across the City, with many located on larger parcels that include substantial areas of underutilized surface parking. Reducing the minimum parking requirements would enable greater intensification on these sites, allowing for expansion of existing buildings that are currently constrained by parking standards. This change would create more opportunities for local industries to grow and reinvest within the City, supporting long-term economic development and better utilizing valuable employment lands. Based on our

experience, industrial businesses are well attuned to their operational parking needs and employee demands. Once established, these businesses typically remain in place for extended periods, as the cost and complexity of relocating equipment and operations are significant.

- 4) Reducing parking requirements for industrial developments also supports Council's priority of advancing sustainable development. Lower parking rates help mitigate the environmental impacts associated with excessive parking infrastructure, including increased automobile dependence, inefficient land use, and stormwater runoff. This approach aligns with broader efforts to encourage alternative modes of transportation, such as public transit, electric vehicles, and active transportation.

Significant collaboration is underway with the Region to prioritize public transit as a critical infrastructure investment for employment areas, further supporting this shift toward more sustainable and efficient transportation networks.

Proposed Parking Rates for Consideration:

- 5) Economic Development requests that consideration be given to reducing the minimum required parking rates for industrial malls and single occupancy industrial buildings and that the existing rates be amended to the following rates:

Industrial Malls:

- 1.5 PARKING SPACES per 100 sq m of BUILDING FLOOR AREA.

Single Occupancy Buildings:

- For the first 1,000 square metres of BUILDING FLOOR AREA, 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
- For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
- For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.

Comparable Municipal Requirements:

- 6) In addition to the work included in Stantec's report, Economic Development staff have compiled some comparable municipal examples, some of which have undergone Zoning By-Law updates in recent years which reflect changing trends and demands for parking.

Jurisdiction	Use	Parking Rate	Bylaw
Kitchener	Industrial Employment	Minimum 1 space per 90 m ² of GFA, maximum 1 space per 70 m ² of GFA	Section 5, Table 5.5 of ZBL 2019-051

Jurisdiction	Use	Parking Rate	Bylaw
Brantford	Industrial Mall	1.0 space per 40.0 m ² for the first 1,200.0 m ² of GFA, plus 1.0 space per 100.0 m ² for the remainder of the GFA in excess of 1,200.0 m ² .	Section 5, Table 7 of ZBL 124-2024
	Manufacturing Use	1 space per 100 m ² of GFA	
Guelph	Multi-unit building, industrial use	1 space per 100 m ² between 50 m ² and 5,000 m ² of GFA; and, 1 space per 150 m ² in excess of 5,000 m ² of GFA	Part C, Table 5.3 of ZBL (2023)-20790
	Manufacturing	Ranges between 1 space per 100 m ² to 1.5 spaces per 100 m ² depending on the area	
Kingston	"All other uses"	No minimum parking requirement – has left it up to the developer to determine appropriate number of spaces required for development	Section 7, Table 7.1.1 of ZBL 2022-62
Hamilton	Manufacturing	Parking Rate Area 1: 1.6 spaces per 100 m ² of GFA which accommodates the Office component of the use, plus 0.5 spaces per 100 m ² of GFA which accommodates remainder of use (ie. manufacturing floor area). In all other areas of City: 3.33 for each 100 m ² of GFA which accommodates Office component of the use, plus 0.5 for each 100 m ² of GFA which accommodates the remainder of the use (ie. manufacturing floor area).	Section 5, of ZBL 05-200
London	Industrial Mall	1 space per 200 m ² of GFA	Section 4.19(10) of ZBL Z.-1-223046
	Manufacturing, Advanced Manufacturing	1 space per 500 m ² of GFA	
St. Catharines	Industrial, Heavy	1 space per 100 m ² of GLA	Section 3, Table 3.12.2 of ZBL 2013-283
	Industrial, Light		

Grand River Conservation Authority (October 17, 2025)

No comments.

Enova Power Corp. (June 10, 2025)

No comments.

Region of Waterloo (October 28, 2025)

The Region of Waterloo has endorsed the TransformWR Climate Action Plan for Waterloo Region strategy. The TransformWR strategy established a 30% GHG reduction target (based on 2010 levels) by 2030, and an 80% GHG reduction target to be achieved by 2050. Forty percent of the GHG emissions produced in Waterloo Region are related to fuel consumption from transportation.

The TransformWR strategy:

- Establishes a goal to use sustainable transportation modes such as transit, cycling, walking, carsharing and carpooling, and
- Establishes a strategy direction to seek ways to improve the efficiency of our transportation system and move the most people with the least amount of energy required.

The Region supports the proposed amendment to reduce the residential parking requirements to facilitate more housing; and update MTSA parking requirements to be consistent with the Bill 23 amendments to the Planning Act.

Region of Waterloo (June 17, 2025)

The Region of Waterloo has endorsed the TransformWR Climate Action Plan for Waterloo Region strategy. The TransformWR strategy established a 30% GHG reduction target (based on 2010 levels) by 2030, and an 80% GHG reduction target to be achieved by 2050. Forty percent of the GHG emissions produced in Waterloo Region are related to fuel consumption from transportation.

The TransformWR strategy:

- Establishes a goal to use sustainable transportation modes such as transit, cycling, walking, carsharing and carpooling, and
- Establishes a strategy direction to seek ways to improve the efficiency of our transportation system and move the most people with the least amount of energy required.

The Region supports in principle an amendment to reduce the residential parking requirements to facilitate more housing; and update MTSA parking requirements to be consistent with the Bill 23 amendments to the Planning Act.

The Region requests a copy of the draft amendment for review and comment prior to the general amendment being considered by City Council.

Region of Waterloo – Waterloo Region Housing (October 29, 2025)

The Region's Affordable Housing Development team is generally satisfied with the proposed City of Waterloo Zoning By-law Amendment.

Within the context of Waterloo Region Housing (WRH), and specifically, the consideration of WRH sites that have future revitalization potential for additional

affordable housing and supportive housing units, there is a property within Waterloo that we are recommending be considered to be added into Parking Area B in accordance with Schedule A1 of the proposed Zoning By-law Amendment. This property is municipally addressed as 31-45 Amos Ave, Waterloo (see attached image of property). As a site with great potential for future redevelopment for affordable housing and/or supportive housing, this property, in relation to the Amos/Erb corridor and other uses along Erb\meets the intent of Parking Area B.

APPENDIX 'C' – Minutes of Informal Public Meeting

Informal Public Meeting

Date: June 23, 2025

Title: Zoning By-Law Amendment Z-25-09 City of Waterloo

Prepared by: Janine Fletcher

Ward No.: City-wide

Janine Fletcher gave a presentation outlining the proposed zoning By-Law amendments.

As no one else was present to speak to the application, the Chair concluded the Informal Public Meeting and indicated that staff will review the issues and report back to Council at a later date.