

PART 11 – PARKING AND LOADING

11.1 General Parking Regulations

¹²11.1.1 The requirements of this Section shall apply to all parking, loading facilities and drive aisles required by this Bylaw. Notwithstanding the requirements of this Section, specific standards specified in any Land Use District may supplement or supercede the parking and loading requirements of this Section. Parking spaces must be provided collectively for each use on a lot in an amount that complies with the regulations in this Section.

11.1.2 Where parking and/or loading facilities are required by this Bylaw, the applicant shall provide the required parking and/or loading space prior to the occupancy or commencement of the use for which they are required.

11.1.3 All off-street parking areas shall be designed to provide:

- (a) Adequate access to and egress from the parking area for the vehicle it is intended to serve by means of a clearly defined driveway; and
- (b) Adequate access to and egress from each parking space by means of a clearly defined manoeuvring aisle designed to the satisfaction of the Development Authority.

³11.1.4 The Development Authority may consider a reduction to the parking requirements of this Section, by considering a parking assessment prepared by an accredited professional which assesses the parking demand characteristics of a proposed development. Such an assessment shall be provided at the owner/applicant's expense. Such a reduction to the parking requirements is not a variance.

11.1.5 Except in Commercial Land Use Districts, no direct access shall be permitted from a lane to a parking facility with more than three parking spaces unless special circumstances are determined by the Development Authority to warrant such access.

11.2 Minimum Parking Requirements

⁴11.2.1 The minimum required number of vehicle parking spaces for a use shall be as set out in Tables 11.1, 11.2, 11.3, 11.4 and 11.5.

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- 11.2.2 Where the calculation of the required number of parking spaces results in a fraction, the next higher number shall apply.
- 11.2.3 Where a proposed development does not directly correlate with the land uses listed in this Section, the Development Authority shall determine a specific number of required parking spaces, having regard to requirements for similar uses provided herein.
- 11.2.4 Visitor parking for multi-unit residential developments shall be made readily accessible and available for visitors to the development, to the satisfaction of the Development Authority.
- ¹11.2.5 Designated parking spaces for persons with physical disabilities shall be provided in accordance with appropriate provisions of any other Provincial or Federal requirement and shall be included as part of, and not in addition to, the applicable minimum parking requirements.
- 11.2.6 Designated parking spaces for persons with physical disabilities shall be located as close as possible to wheelchair ramps, walkways and entrances. Parking spaces shall not be located within a wheelchair ramp access area.
- 11.2.7 Small car parking spaces may be permitted, provided that:
- (a) Small car parking spaces shall comprise a maximum of 20% of required parking for development in all Land Use Districts except for the R1 – Large Lot Residential District, R2 – Medium Lot Residential District, R3 – Small Lot Residential District, R4 – Lane Lot Residential District, R5 – Semi-Detached and Duplex Residential District, RE – Residential Estate Lot District, and RC – Comprehensively Planned Residential District;
 - (b) All small car parking spaces shall be clearly designated with signs reading: “Small car parking only”; and
 - (c) All small car parking spaces shall be a minimum of 2.4m (7.9ft) by 5.0m (16.4ft).
- ²³11.2.8 The Development Authority may consider a reduction in the total amount of parking required for a development where a mix of uses creates staggered peak periods of parking demand. The Development Authority may consider the preliminary shared use parking framework in Appendix E to determine an overall site peak parking requirement. In no case shall shared parking include the parking required for residential uses, except in the Downtown Districts.

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Table 11a: Minimum Parking Requirements for Residential Uses

¹ Land Use Class	² Minimum Number of Parking Spaces
Bed and breakfast	1 per guest room plus 2 for the principal dwelling
Multi-attached and apartment dwellings with more than four dwelling units	<p>1 per Bachelor dwelling unit</p> <p>1 per One Bedroom dwelling unit</p> <p>1.5 per two bedroom dwelling unit</p> <p>2 per three bedroom dwelling unit</p> <p>Plus 1 for every six dwelling units for visitors</p> <p>³Plus for bicycle parking in multi-unit developments that contain more than 7 dwelling units, a minimum of 10% of the required parking spaces or a minimum of 10 bicycle parking spaces shall be provided, whichever is greater</p>
Secondary suite	<p>⁴In addition to the parking requirements for the principal dwelling unit:</p> <p>(i) 1 stall per bachelor or one bedroom suite.</p> <p>(ii) 2 stalls per two bedroom suite.</p> <p>No tandem parking will be permitted.</p>
Single detached, semi-detached, and duplex dwellings	2 per dwelling unit
⁵ Multi-attached dwellings with to four dwelling units	
Assisted living facility	0.6 per dwelling unit for staff and visitor parking

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Assisted living facility (limited)	1 per dwelling unit for occupants and staff plus 1 per 6 dwelling units for visitors
¹ Boarding Facilities	² Minimum 4 Parking Stalls. No tandem parking will be permitted.

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Table 11b: Minimum Parking Requirements for Commercial Uses

Land Use Class	Minimum Number of Parking Spaces
¹ Business support service	2.2 per 100m ² (1,076ft ²) of GFA
Commercial school	² 3 per 100m ² (1,076ft ²) of GFA for students plus 2.8 per 100m ² (1,076ft ²) of GFA of administrative area, to a minimum of 5, for staff
Child Care facility	1 per 2 employees plus 10 for patrons
Eating and drinking establishment, eating and drinking establishment (limited) and eating and drinking establishment (outdoor)	³ 1 for every 4 seats for customers plus 1 per 100m ² (1,076ft ²) of GFA for staff, providing a minimum of 5 for staff
Entertainment facility (indoor and outdoor)	⁴ 10 per 100m ² (1,076 ft ²) of GFA for customers and staff
⁵ Health Services	1 space per 45m ² (484 ft ²) of GFA
Hotel, motel	1 per room for occupants, plus 1 per 10 rooms to a minimum of 5, for staff
Kennel	⁶ 2 per 100m ² (1,076ft ²) of GFA for customers (does not include kennelling area), plus 2 for staff
Personal service	⁷ 2.2 per 100m ² (1,076ft ²) of GFA for customers and staff plus 7.5 per 100m ² (1,076ft ²) of GFA of reception area (where applicable) for customers
Pet care service	⁸ Where GFA is less than 2,000 m ² (21,528ft ²), 2.2 per 100m ² (1,076ft ²) of GFA

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	¹ Where GFA is between 2,000m ² (21,528ft ²) and 20,000m ² (215,278ft ²), 3.2 per 100m ² (1,076ft ²) of GFA
	² Where GFA is greater than 20,000m ² (215,278ft ²), 4.3 per 100m ² (1,076ft ²) of GFA
Professional, financial and office service	³ 4 per 100m ² (1,076 ft ²) of GFA for customers plus 1 per 100m ² (1,076ft ²) of GFA for staff
Recreation facility, indoor	⁵ 61 for every 5 seats for uses with fixed seating or 1 per 10m ² (108ft ²) of GFA for uses without fixed seating Notwithstanding the above, the Development Authority may require additional or different parking requirements based on the individual characteristics or components of the recreation facility
Recreation facility, outdoor	At the discretion of the Development Authority
⁷ Retail store (convenience), (general), (liquor), and (cannabis)	⁸ Where GFA is less than 2,000 m ² (21,528ft ²), 2.2 per 100m ² (1,076ft ²) of GFA
⁹ Retail store (convenience), (general), (liquor), and (cannabis)	¹⁰ Where GFA is between 2,000m ² (21,528ft ²) and 20,000m ² (215,278ft ²), 3.2 per 100m ² (1,076ft ²) of GFA
Service station	
Service station (limited)	¹¹ Where GFA is greater than 20,000m ² (215,278ft ²), 4.3 per 100m ² (1,076ft ²) of GFA
	¹² (Deleted)

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Vehicle oriented service	1 per employee on shift plus a minimum of 5 for customers
Vehicle repair facility	¹ 1 per 2 employees plus 2 per 100m ² (1,076ft ²) of GFA
Vehicle repair facility (limited)	

Land Use Class	Minimum Number of Parking Spaces
Vehicle sales, leasing and rental facility, vehicle sales, leasing and rental Facility (limited)	² 2.2 per 100m ² (1,076ft ²) of GFA
Veterinary clinic	³ 2.2 per 100m ² (1,076ft ²) of GFA
Warehouse sales	⁴ Where GFA is less than 2,000m ² (21,528ft ²), 2.2 per 100m ² (1,076ft ²) of GFA
	⁵ Where GFA is between 2,000m ² (21,528ft ²) and 20,000m ² (215,278ft ²), 3.2 per 100m ² (1,076ft ²) of GFA
	⁶ Where GFA is greater than 20,000m ² (215,278ft ²), 4.3 per 100m ² (1,076ft ²) of GFA

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Table 11c: Minimum Parking Requirements for Industrial Uses

Land Use Class	Minimum Number of Parking Spaces
¹ Cannabis Production and Distribution Facility	1 for every 3 employees during the maximum working shift plus 0.6 per 100m ² (1,076ft ²) of GFA
General industrial use	² 0.6 per 100m ² (1,076ft ²) of GFA, with minimum not less than 10
Heavy industrial use	At the discretion of the Development Authority
Warehouse, distribution and storage	³ 1 for every 3 employees during the maximum working shift, plus 0.6 per 100m ² (1,076ft ²) of GFA

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Table 11d: Minimum Parking Requirements for Institutional Uses

Land Use Class	Minimum Number of Parking Spaces
Community service facility	¹ 2.2 per 100m ² (1,076ft ²) of GFA
Education (public or private) - elementary or junior High Schools	1 per employee plus 10 additional spaces
Education (public or private) - senior high school or post-secondary	1 per employee, plus 1 for every 8 students
Hospital	1 per 4 beds plus 1.5 for every employee on maximum working shift
Place of worship ² Funeral Home	³ 15 per 100m ² (1,076ft ²) of assembly area for occupants, plus 2.8 per 100m ² (1,076ft ²) of office area, to a minimum of 5, for staff

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¹11.3 General Parking Regulations for Downtown

11.3.1 Unless otherwise specified in the Land Use District, structured parking facilities shall generally be provided at locations internal to the site. If such parking facilities are located fronting a public roadway, then the following design considerations shall be utilized:

- (a) Ground floor shall include retail uses positioned adjacent to the public realm with multiple entrances;
- (b) Entrance to the parking facility shall be designed with special architectural treatment to maintain the integrity of retail frontage; and
- (c) The façade of the upper storeys of the parking facility shall be designed to reflect residential or commercial building character.

11.3.2 All surface parking lots shall be developed in accordance with the general standards Section 11 of the Land Use Bylaw. In addition the following regulations shall apply:

- (a) All surface parking lots shall be hard surfaced.

11.3.3 The Development Authority may consider granting additional Floor Area Ratio, if the applicant agrees to provide underground parking stalls to meet all parking requirements of the project. The applicant will be required to provide appropriate parking for the original and additional Floor Area Ratio in accordance with parking standards established within this Bylaw.

11.3.4 The Development Authority may consider a reduction in the total amount of parking required for a development where a mix of uses creates staggered peak periods of parking demand. The Development Authority may consider the preliminary shared use parking framework in Appendix E to determine an overall site peak parking requirement.

11.3.5 Notwithstanding 11.3.4 above, authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:

- (a) The development sites are within 100.0m (328.0ft) of each other;
- (b) The demand for parking spaces generated by each development or use is not likely to occur at the same time; and

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- (c) An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.

11.3.6 Developments within the Downtown Districts shall be subject to the parking requirements established in Table 11e.

¹11.3.7 (Deleted)

Table 11e: Minimum Parking Requirements for Downtown

Land Use Class	Minimum Number of Parking Spaces
Multi-attached and apartment dwellings with more than four dwelling units	Bachelor Unit – 0.75 spaces/dwelling unit One Bedroom Unit - 1 space/dwelling unit Two Bedroom Unit - 1.5 spaces/dwelling unit Three or More Bedrooms – 1.75 spaces/dwelling unit Plus 1 for every seven dwelling units for visitors
Professional, financial and office service	2 spaces / 100 m ² of GFA minimum
Eating and drinking establishment, eating and drinking establishment (limited) and eating and drinking establishment (outdoor)	1 for every 4 seats plus a minimum of 5 spaces for staff
Retail store (convenience), (general), and (liquor)	2 spaces / 100 m ² of GFA minimum
Other Non-residential	Minimum amount of off-street parking shall be as per the parking requirements specified in Tables 11.a-11.e less 20%.

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11.4 Bicycle Parking Requirements for Downtown

- 11.4.1 Sites shall be designed and maintained to provide bicycle parking and amenities to the satisfaction of the Development Authority.
- 11.4.2 The bicycle station should be located where it can be safely and conveniently located to ensure compatibility with the surrounding environment, to the satisfaction of the Development Authority.

11.5 Alternative Compliance for Minimum Parking Requirements

- 11.5.1 Upon written request from the applicant and the submission of an Alternative Compliance Parking Plan (parking impact study) prepared by a qualified professional, the Development Authority may consider an alternative parking requirement for non-residential, Community, education and recreation land uses, which may be substituted in whole or in part for the requirements of this Section.
- 11.5.2 In reviewing an Alternative Compliance Parking Plan, the Development Authority shall consider:
 - (a) The number of employees occupying the building or land use and the number of expected customers or clients;
 - (b) The availability of nearby on-street parking (if any), the availability of shared parking with abutting, adjacent or surrounding land uses (if any), and/or the provision of purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the City; and
 - (c) Any other factors that may be unique to the applicant's request.
- 11.5.3 The Development Authority shall only approve an Alternative Compliance Parking Plan if it:
 - (a) Does not detract from continuity, connectivity, and convenient proximity for pedestrians between or among existing or future land uses in the vicinity;
 - (b) Creates no physical impact on any facilities serving alternative modes of transportation;
 - (c) Creates no detrimental impact on natural areas or features; and
 - (d) Maintains the ratio of parking spaces for persons with physical disabilities.

11.6 Parking and Loading Requirements for Residential Land Uses

11.6.1 All parking and loading spaces required by this Bylaw for residential purposes, including all manoeuvring aisles and driveways shall be:

- (a) For single detached, semi-detached and duplex dwellings:
 - i. Located on the same site as the use requiring them;
 - ii. Hard surfaced prior to occupancy;
 - iii. Where vehicular access is via a public roadway or lane, provided to the rear or side of the principal building;
 - iv. Where there is no lane present, provided to the rear, side or front of the principal dwelling; and
 - v. ¹Where vehicular access is via the front only, one side yard shall be a minimum of 3.0m (10.5ft) in width to accommodate a driveway for vehicular access to the rear of the property, except where an attached garage is provided.
- (b) For multi-attached and apartment dwellings:
 - i. Paved prior to occupancy;
 - ii. Bordered and separated from adjacent areas with concrete curbing; and
 - iii. Not located within the required front yard setback area of a site.

11.6.2 In the event that seasonal conditions prevent the completion of paving in accordance with this Bylaw:

- (a) The parking and loading areas shall be compacted and maintained in a manner that allows reasonable access by emergency vehicles. In addition, the paving shall be completed within the construction season of the following year; and
- (b) The owner/applicant shall be required to provide a Security Deposit to guarantee the completion of the paving in accordance with this Bylaw.

²11.6.3 Parking stalls provided inside a garage or carport shall have the following minimum dimensions:

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- (a) ¹3.1 m (10.2 ft) in width by 6.0 m (19.7 ft) in depth for a single garage or carport; or, 3.4m (11.2ft) in width by 6.3m (20.7ft) in depth for the exterior of a single garage or carport; and
- (b) ²2.9 m (9.5 ft) in width by 6.0 m (19.7 ft) in depth for each stall within a double garage or carport; or, 6.1m (20.0 ft) in width by 6.3m (20.7 ft) in depth for the exterior of a double garage or carport.

11.6.4 Hard surfaced parking pads intended to accommodate a garage in the future shall accommodate the minimum dimensions noted in Section 11.6.3 above.

³⁴11.6.5 For single detached, semi-detached dwellings, and secondary suite dwellings, parking stall dimensions for stalls not inside a garage or carport and not on a parking pad intended to accommodate a future garage shall be 2.75 m (9.0 ft) in width by 5.8 m (19 ft) in depth.

11.7 Parking for Multi-Unit Developments

11.7.1 Sites with more than one use shall provide parking and loading spaces equal to the sum of the requirements for the individual uses.

11.7.2 Notwithstanding Subsection 11.5.1 above, parking requirements for individual uses, shall be determined using the calculations in Section 11.2 Minimum Parking Requirements.

11.7.3 At the discretion of the Development Authority, two or more uses may share parking spaces. A maximum of 20% of the required parking for any of the uses may be combined or shared parking.

11.7.4 Notwithstanding Subsection 11.5.3 above, authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:

- (a) The development sites are within 100.0m (328.0ft) of each other;
- (b) The demand for parking spaces generated by each development or use is not likely to occur at the same time; and
- (c) An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.

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11.8 Parking and Loading for Non-Residential Uses

11.8.1 At the discretion of the Development Authority, some or all of the parking required pursuant to this Bylaw for a non-residential use may be provided on a site different than the site of the development for which it is required, provided that there is no more than 100.0m (328.0ft) between the off-site parking site and the development site.

11.8.2 Off-site parking spaces provided pursuant to Subsection 11.6.1 above shall be:

- (a) Located in a Land Use District that allows for parking Facilities;
- (b) Subject to a Restrictive Covenant registered on the Title to the off-site parking site, which specifies that the parking is to be provided for use of the related development site;
- (c) Used primarily for staff and overflow parking, where a portion of the parking is provided on the development site; and
- (d) Connected to the development site by a public walkway.

¹11.8.3 Except in the IL – Light Industrial District, IM – Medium Industrial District, IH – Heavy Industrial District and PR – Parks and Recreation District, parking and loading spaces required by this Bylaw for non-residential uses, including manoeuvring aisles and driveways shall be:

- (a) Paved prior to occupancy or commencement of the use; and
- (b) Bordered and separated from adjacent areas with concrete curbing.

11.8.4 Access to and egress from an unpaved area of an IL – Light Industrial District, IM – Medium Industrial District or IH – Heavy Industrial District site directly accessible from a public roadway shall have hard surfacing equal to the width of the access/egress and 15.0m (49.2ft) in depth within the site. In addition, the off-site portion of the access/egress shall be hard surfaced to the satisfaction of the City.

11.9 Parking Garages

11.9.1 Parking Garages

- (a) No dangerous or hazardous goods, or flammable or combustible liquids or gases may be permitted within a parking garage, except as contained within a permanently installed tank connected to the fuel system of a vehicle;

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- (b) Parking garages and interior stairwells shall be designed for easy observation from other, more public areas. Mechanical rooms, HVAC systems, elevators, stairwells, columns and other visual obstructions shall be located to maximize clear sightlines of the parking spaces and primary pedestrian circulation routes; and
- (c) Transparent panels shall be incorporated into all doors and walls that separate stairwells, corridors and entrances to elevator lobbies from the main parking areas, to allow for clear sight lines.

11.10 Parking Lots and Service Areas

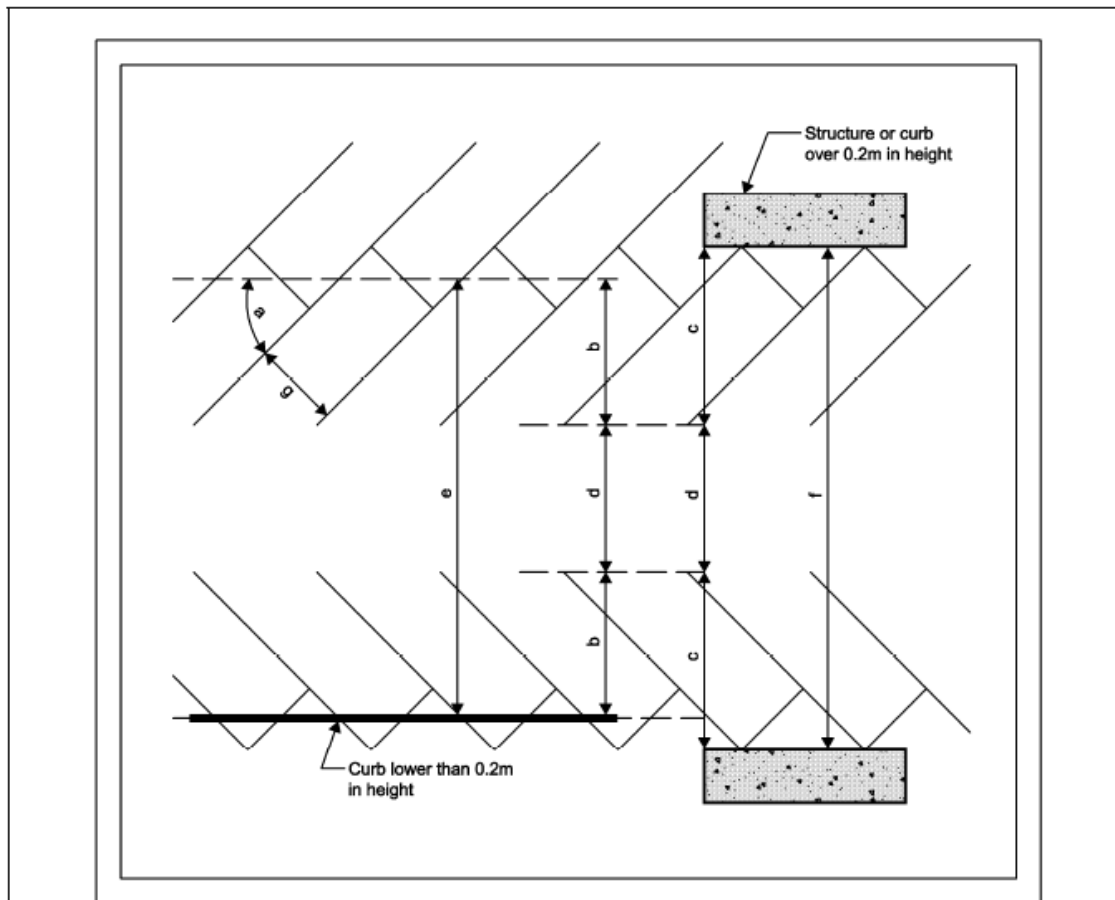
11.10.1 A parking lot shall be designed and located such that it:

- (a) Is accessible to and appropriate for the types of vehicles using it, including but not limited to cars, trucks, buses, bicycles and emergency vehicles ;
- (b) Does not interfere with, or potentially impact, pedestrian or traffic safety travelling on adjacent public roadways;
- (c) Provides appropriate separation between pedestrians and vehicles through the provision of sidewalks or walkways, bollards, special paving, lighting or other means to clearly delineate pedestrian areas;
- (d) Provides pedestrian drop-off areas where necessary, especially for land uses that serve children or the elderly;
- (e) Provides well-defined circulation routes that minimize potential points of conflict between vehicles and pedestrians or bicycles;
- (f) Utilizes landscaped traffic islands, to the maximum extent feasible, with raised curbs to define parking lot entrances, the ends of parking aisles, to delineate circulation routes and to aid in separating pedestrian areas. Parking lots containing more than 25 contiguous parking spaces shall incorporate landscaped traffic islands;
- (g) Large parking lots shall be divided by landscaped areas. Each section shall contain a maximum of 200 parking spaces;
- (h) Parking spaces shall be clear of obstruction, other than wheel stops;
- (i) Parking spaces shall have suitable barriers, such as wheel stops, to prevent vehicles from encroaching off-site and into landscaped areas and to provided separation from fences, walls and buildings; and

- (j) Where wheel stops are provided, they may not exceed 100.0mm (4.0in) in height above the parking space surface and shall be placed perpendicular to the parking space depth, 0.6m (2.0ft) from the front of the parking space.

11.10.2 The size of parking spaces and drive aisles shall be in accordance with (Figure 11).

Figure 11: Parking Space and Drive Aisle Specifications



PARKING STALLS (stall width – $g = 2.75$ m or (9.0 ft.))

A	B	C	D		E	F
degrees	m (ft.)	m (ft.)	m (ft.)		m (ft.)	m (ft.)
Parking Angle in Degrees	Depth of Stall in Meters (curb overhang)	Depth of Stall in Meters (abutting structure or curb over 2 m (6.6 ft.) in height)	<u>Aisle Width</u>		Centre to Centre in Meters (curb overhang)	Centre to Centre Meters (abutting structure or curb over 0.2 m (0.7 ft.) in height)
			One Way	Two Way		
0	2.8 (9.2)	2.8 (9.2)	3.4 (11.2)	6.7 (22.0)	----	----
30	3.9 (12.8)	4.9 (16.1)	3.6 (11.8)	---	11.4 (37.4)	13.6 (44.6)
45	4.9 (16.1)	5.8 (19.0)	3.6 (11.8)	---	13.6 (44.6)	15.2 (49.9)
50	5.1 (16.7)	6.0 (19.7)	4.3 (14.1)	---	14.5 (47.6)	16.3 (53.5)
55	5.3 (17.4)	6.1 (20.0)	4.9 (16.1)	---	15.5 (50.9)	17.1 (56.1)
60	5.5 (18.0)	6.2 (20.3)	5.5 (18.0)	---	16.5 (54.1)	17.9 (58.7)
90	5.5 (18.0)	5.5 (18.0)	7.0 (23.0)	7.0 (23.0)	18.0 (59.1)	18.0 (59.1)

11.11 On-Site Loading Spaces

11.11.1 The minimum required number of loading spaces for a use shall be as set out in **(Table 11f)**.

11.11.2 Where the calculation of the required number of loading spaces results in a fraction, the next higher whole number shall apply.

11.11.3 A loading space shall be designed and located so that the vehicles using it can be parked and manoeuvred entirely within the bounds of the site.

11.11.4 Unless otherwise specified in a Land Use District, a loading space shall be a minimum width of 3.1m (10.0ft) and a minimum depth of 9.1m (29.9ft) with a minimum overhead clearance of 4.3m (14.1ft).

11.11.5 At the discretion of the Development Authority, who shall have regard for the types of vehicles that are likely to use a loading space, the minimum loading space dimensions may be adjusted.

11.11.6 A loading space shall not be located within a required minimum yard.

Table 11f: Minimum Required Number of Loading Spaces

Land Use Class	Minimum Number of Loading Spaces
Multi-unit dwellings with 20 or more dwelling units	1 per building
Vehicle sales, leasing or rental facility	¹ 1 per 9,300m ² (100,104ft ²) of site area
Eating and drinking establishment, funeral home, crematorium, health service, hotel, office, government service, retail store, entertainment facility (indoor), warehouse sales	² 1 per 9,300m ² (100,104ft ²) of GFA
General industrial use, warehouse, distribution and storage, vehicle and equipment storage, storage facility	³ 1 per 9,300m ² (100,104ft ²) of GFA

¹ C19-14

² C19-14

³ C19-14

