

Council of
Landscape Architectural
Registration Boards

L.A.R.E. Reference Manual

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Zoning and Construction Standards for the L.A.R.E.

100 SETBACK REQUIREMENTS

100.1 Property Line Setbacks

100.1.1 Paved vehicular circulation ways such as parking, drives (except entrances) and loading spaces shall be set back as follows:

1. At least 15' [4.5m] from any street right-of-way (property line along a street).
2. At least 10' [3m] from all other property lines.

100.1.2 Buildings shall be set back as follows:

1. All buildings shall be set back at least 25' [7.5m] from any street right-of-way (property line along a street).
2. All buildings shall be set back at least 15' [4.5m] from all other property lines.

100.2 Stream, Lake and Wetland Setbacks

100.2.1 All development requiring site disturbance shall be set back at least 50' [15m] from any designated stream edge or other water body. Activities that require direct water access are permitted (e.g., boat docks, boat ramps, etc.).

100.2.2 All development requiring site disturbance shall be set back at least 100' [30m] from the edge of any designated wetland area.

100.3 Floodplain Restrictions

Enclosed structures and their appurtenances are not permitted within a floodplain.

100.4 General Policy: Buffer Zone Required

100.4.1 There shall be a 25' [7.5m] buffer zone provided on each side of the property line between any parcel on which there is proposed commercial or industrial use, and an adjacent parcel zoned residential. (Institutional uses are exempt.)

100.4.2 Such buffer area shall not be utilized for structures, roads and parking areas or for any active recreation purpose such as tennis courts, swimming pools, playgrounds or uses of a similar nature.

200 PEDESTRIAN SECURITY/SAFETY

200.1 Active Recreation Setback

There shall be a 30' [9m] clear zone, free of obstructions, around organized active recreational uses such as football, soccer, baseball, volleyball, basketball or uses of a similar nature. Pedestrian and vehicular circulation should not be located within the 30' [9m] clear zone unless it is providing direct access to the recreation use.

200.2 Guardrails and Barriers

200.2.1 A guardrail system is a system of components located near the open sides of elevated walking surfaces for the purpose of minimizing the possibility of an accidental fall from the walking surface to the lower level.

200.2.2 Guardrails are required on retaining walls where differences in grade level on either side of the wall are in excess of 2.5' [0.75m] and are located closer than 3' [1m] to a walk, path, parking lot or driveway on the high side.

Guardrails shall be a minimum of 42" [1.1m] in height measured vertically from the leading edge of a stair tread or adjacent walking surface.

Open guardrails shall have balusters or other construction such that a sphere with a diameter of 4" [100mm] cannot pass through any opening.

200.3 Sports Facility Orientation

The following are recommended orientations for sports facility placements:

Baseball/Softball - East-northeast from home plate to center [centre] field.

Football/Soccer - Long axis north-south

Tennis/Basketball/Volleyball – Long axis north-south

300 VEHICULAR REQUIREMENTS

300.1 General Requirements

All required access streets, aisles, travelways, and parking lots, shall be constructed and maintained with a paved surface.

The maximum length for a cul-de-sac shall be 800' [240m]. (From the centerline [centreline] of the road to which the cul-de-sac connects to the radius point of the cul-de-sac bulb.)

300.2 Vehicular Circulation

The design of parking shall not necessitate backing from a space into a street, primary circulation route or entrance.

A drive solely used for parking lot ingress/egress is not considered a primary circulation route.

Drop-off, turnaround, service drive and drive through ingress/egress are considered to be primary circulation routes.

300.3 Intersections

300.3.1 Street intersections must be directly aligned or the curb or edge of travel lane for adjacent streets must be offset a minimum of 150' [45m] (see figure 1).

300.3.2 Driveway entrances must be directly aligned with a street or driveway centerline [centreline] or the drive must be offset a minimum of 75' [23m] from another street or driveway (see figure 1).

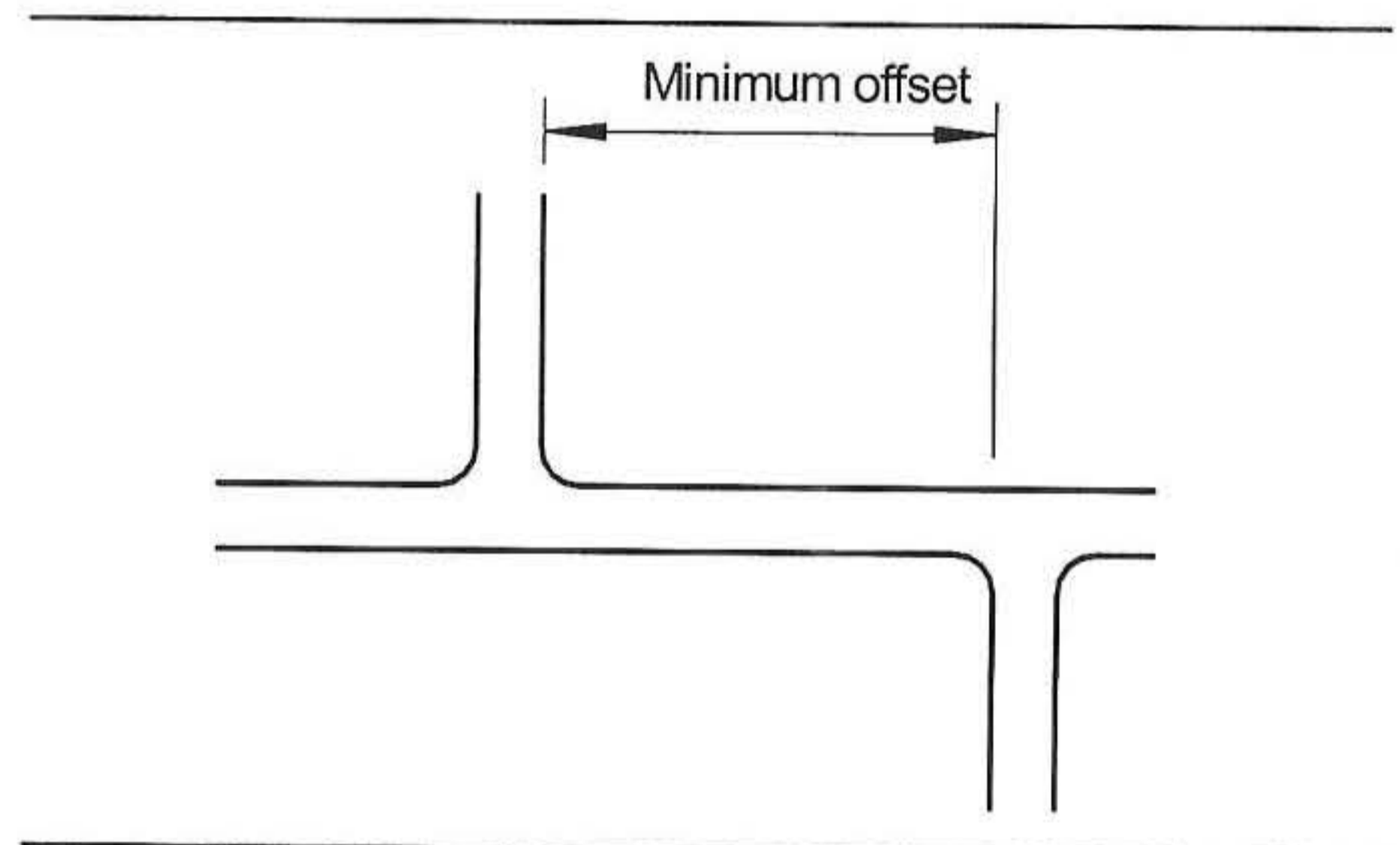


Figure 1

300.3.3 All off-street parking and road intersections are to be provided with safe and convenient access. A minimum sight triangle shall be provided at such intersections to provide a totally unobstructed view for 45' [11.5m] from the intersection of the edge of pavement when measured from a height of 2' [0.6m] to 5' [1.5m] (see figure 2). Tree trunks are considered an obstruction.

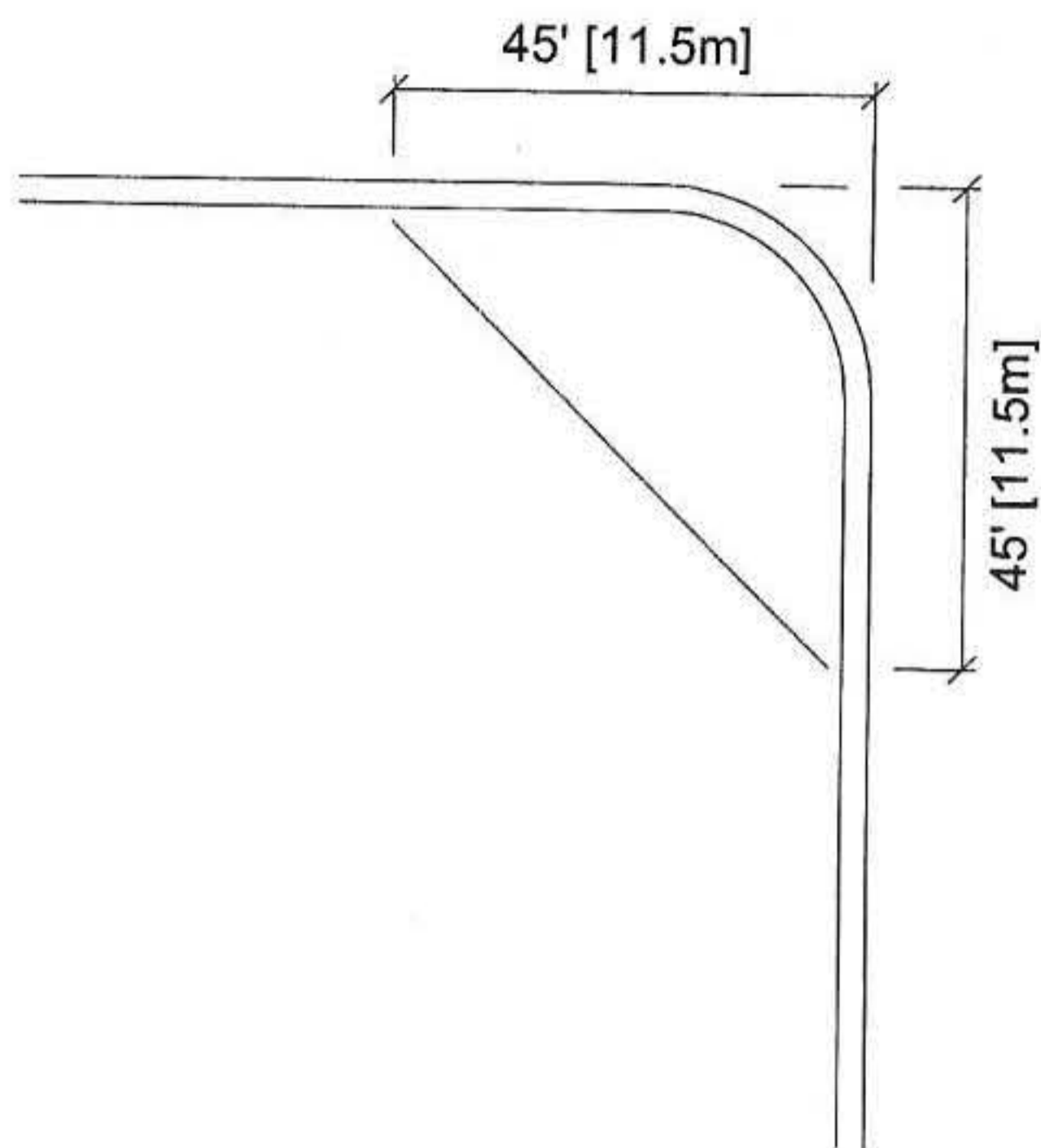


Figure 2

300.4 Travelways

- 300.4.1 Two-way travelways shall be a minimum of 22' [6.7m] and a maximum of 26' [8m] wide.
- 300.4.2 A one-way travelway shall be a minimum of 11' [3.3m] in width provided it is clearly marked with signs and pavement markings.
- 300.4.3 The minimum inside turning radius for automobiles shall be 18' [5.5m] (see figure 3).
- 300.4.4 The minimum inside turning radius for large vehicles (such as trucks, buses and emergency vehicles) shall be 30' [9.1m] (see figure 3).

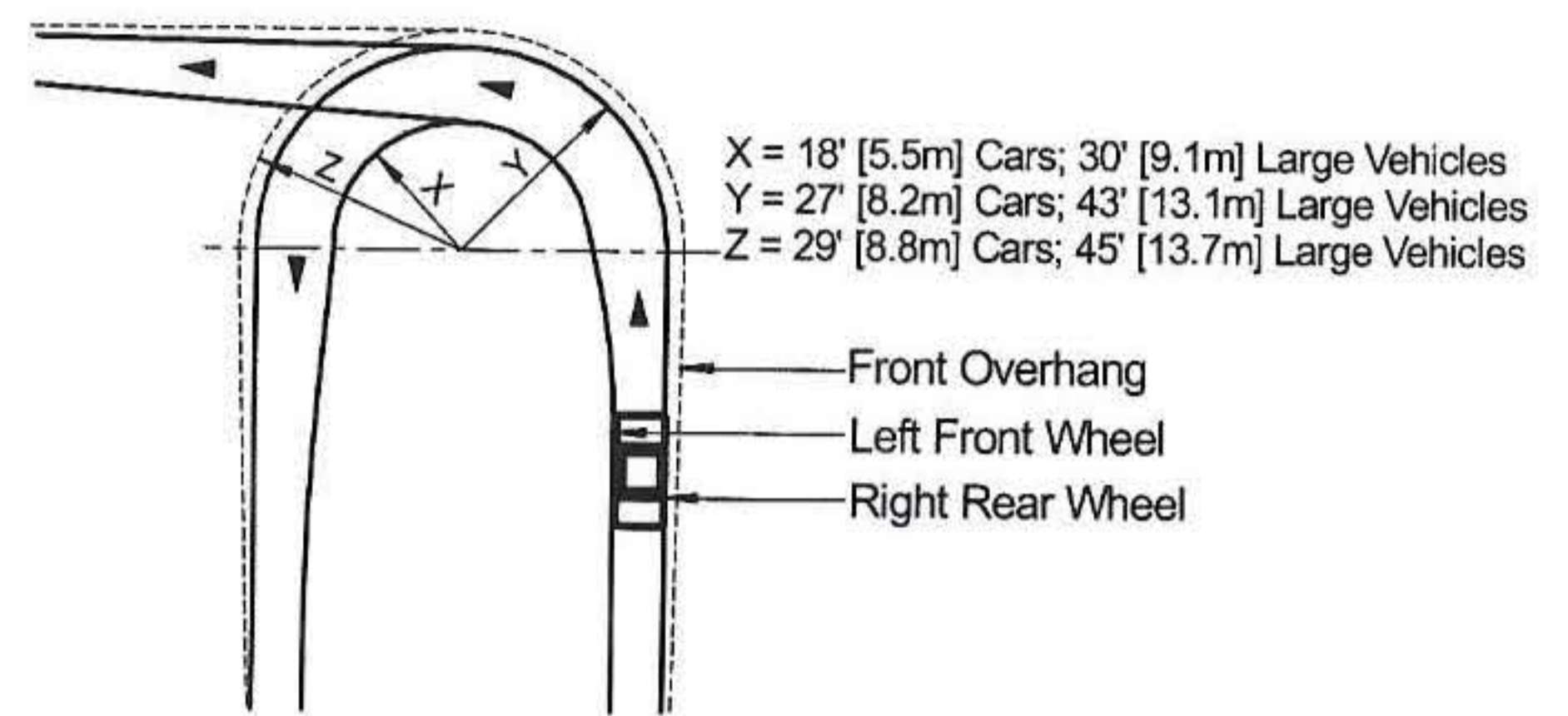


Figure 3

300.5 Parking and Loading Requirements

- 300.5.1 The dimension for a standard parking space shall be 9' x 20' [2.7m x 6m].
- 300.5.2 Parallel parking spaces shall have a minimum length of 22' [6.7m] and a minimum width of 9' [2.7m].
- 300.5.3 Open off-street parking areas with more than forty (40) spaces shall have a maximum of 10 contiguous spaces without an island. The minimum width of a parking island shall be 9' [2.7m].
- 300.5.4 Parking areas must be graded at a slope not to exceed 5%.

300.5.5 No dead end parking areas shall be permitted (see figure 4).



Figure 4

300.5.6 The dimension of a standard bus loading/unloading space shall be 12' x 45' [3.6m x 14m].

300.6 Off-street Stacking Spaces

300.6.1 For all uses with a drive-up window (restaurants, banks, etc.) and for all uses involving customers waiting in line while in their vehicles (car washes, fast food restaurants, etc.), in addition to the parking space requirements of this chapter, off-street stacking spaces for at least six (6) vehicles, including the vehicle at the window, shall be provided for one window or unit, and thereafter two (2) additional off-street stacking spaces shall be provided for each additional window or unit. (ie, two windows would require 8 total stacking spaces, 4 per window).

For all uses with an unattended drop box (mail, book, video, package, etc.), in addition to the parking space requirements of this chapter, off street stacking spaces for drop boxes shall allow space for two (2) vehicles at the box.

300.6.2 Off-street stacking spaces shall be located to allow for traffic movement around stopped vehicles. The width of a drive through travel lane shall not be less than 11' [3.3m]. A stacking space shall have a minimum length of 18' [5.5m].

300.7 Drop-off/Pick-up Areas

300.7.1 If a drop-off/pick-up area is provided, it shall be designed to allow for the safe movement of vehicles and pedestrians. It shall also be designed to allow for traffic movement around stopped vehicles.

300.7.2 Drop-off/pick-up areas shall have a minimum length of 22' [6.7m] per vehicle and a minimum width of 9' [2.7m].

300.8 Service Areas

Service areas shall incorporate a minimum 20' [6m] turnaround to accommodate small service vehicles (such as panel vans) (see figure 5).

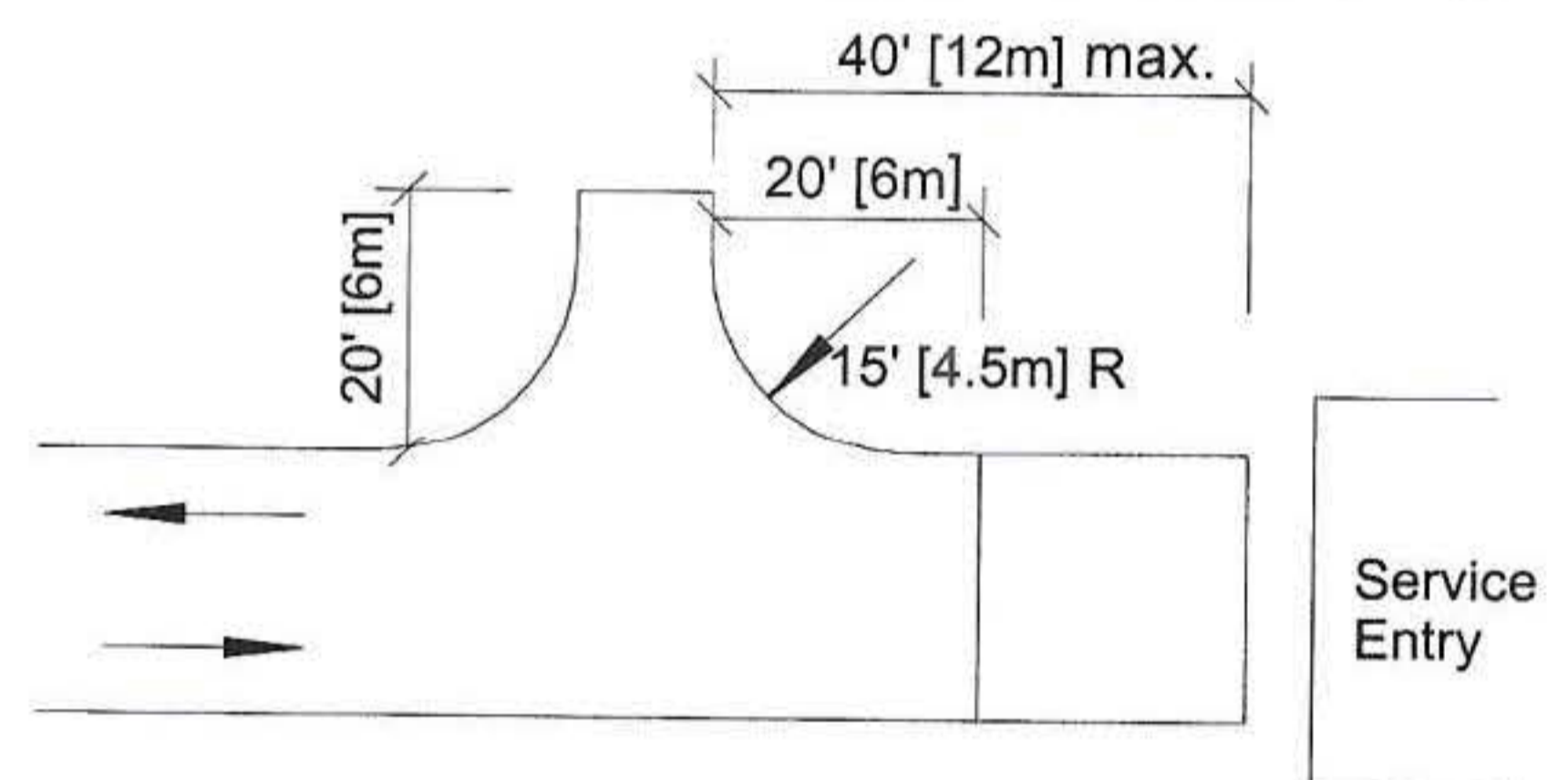


Figure 5

400 ACCESSIBLE PARKING

400.1 Requirements

400.1.1 If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces shall be provided in each such parking area in conformance with the table below.

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1000 and over	20 plus 1 for each 100 over 1000

400.1.2 Accessible parking spaces shall be 8'-0" x 20'-0" [2.4m x 6m] and shall have a 5' [1.5m] wide access aisle adjacent to the side of the parking space. (see figure 6).

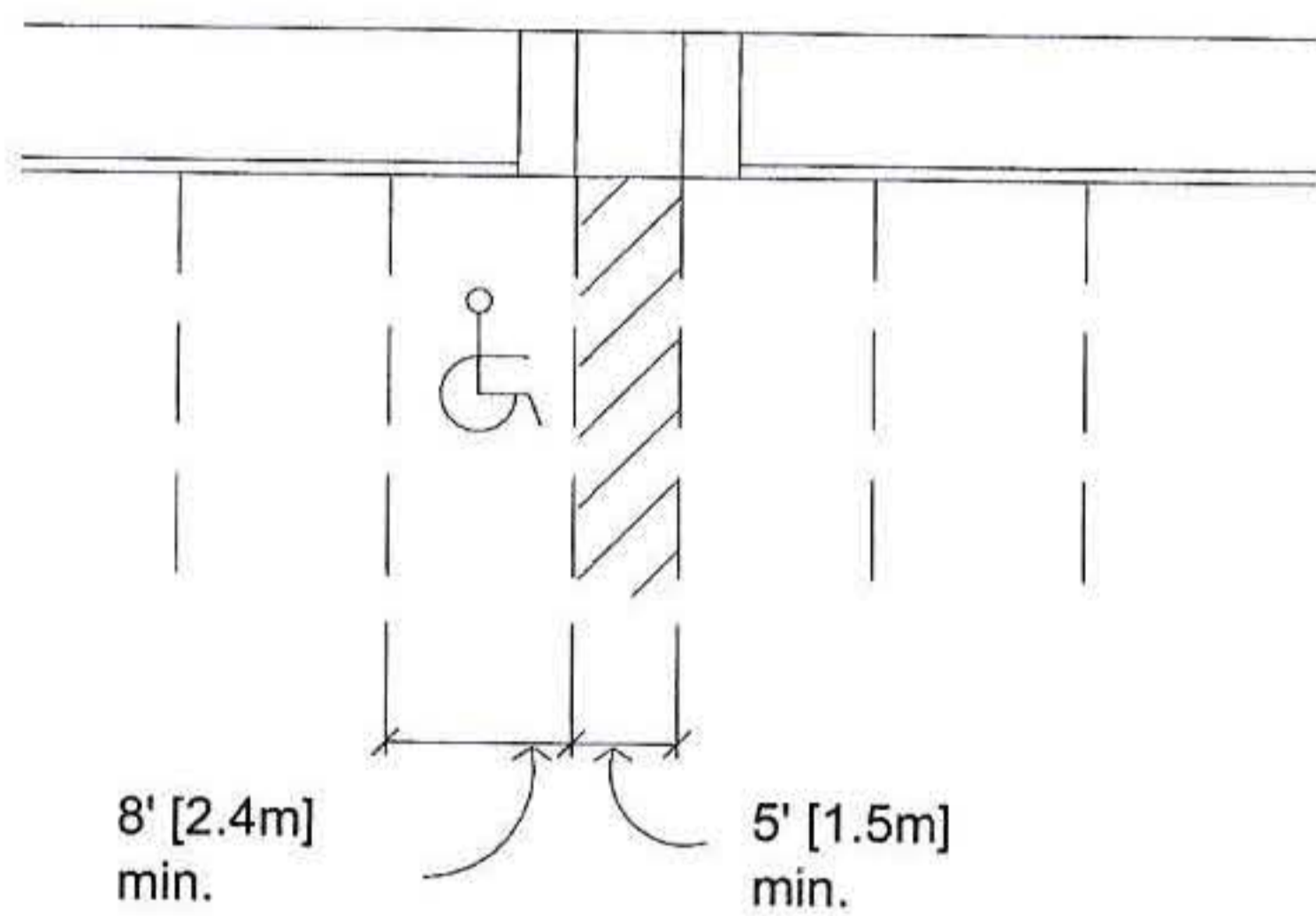


Figure 6

400.2 Location

Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

500 ACCESSIBLE ROUTE

500.1 Requirements

At least 50% of all public entrances must be accessible. At least one must be a ground floor entrance. Public entrances are any entrances that are not loading or service entrances.

Where feasible, accessible entrances shall be the entrances used by the majority of people visiting or working in the building.

500.2 Width

The minimum clear width of an accessible route shall be 3' [1m] except at doors.

500.3 Door Threshold

The maximum rise at a door threshold for an accessible entry shall be 1/2" [13mm].

600 CURB RAMPS

600.1 Location

Curb ramps shall be provided wherever an accessible route crosses a curb.

600.2 Slope

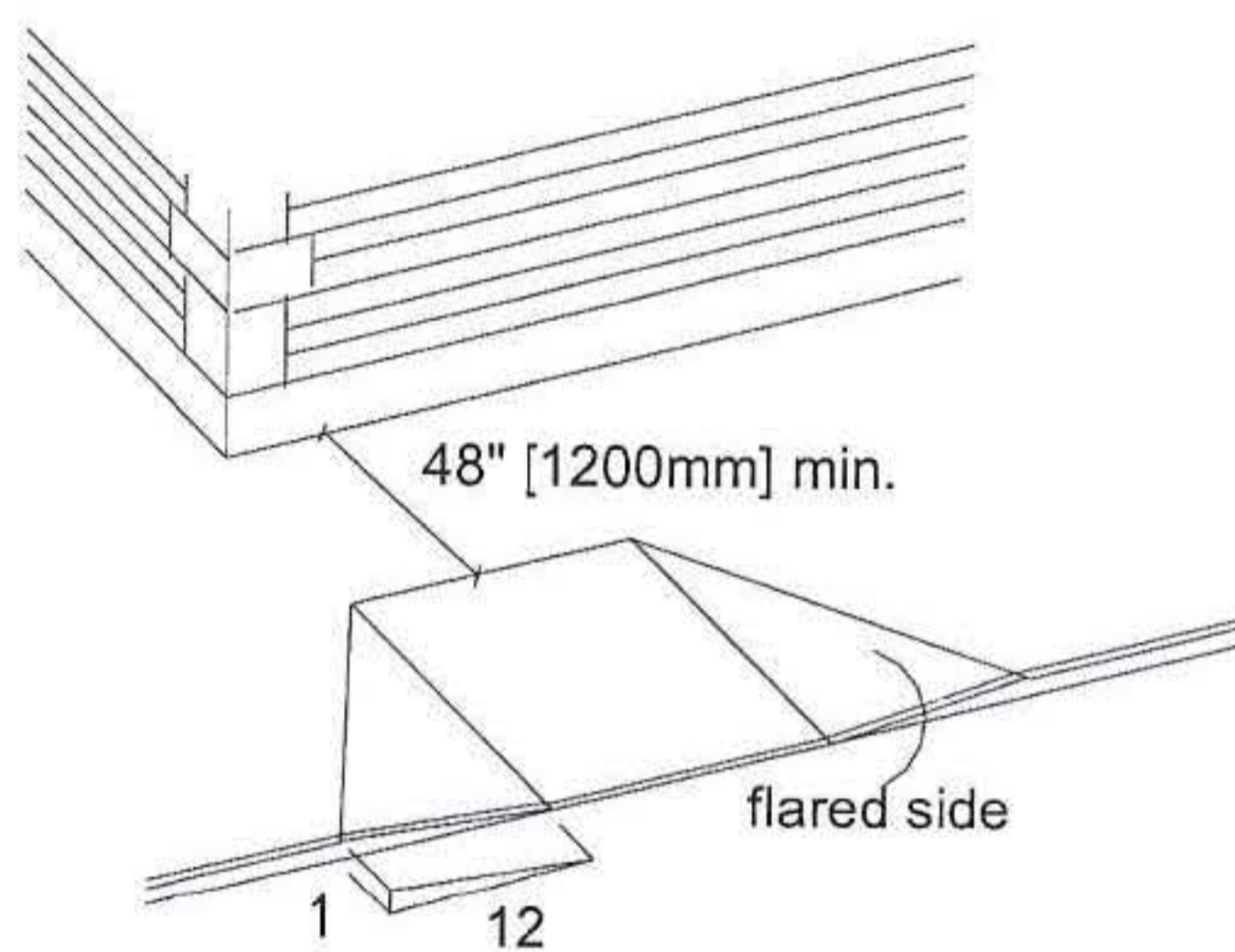
The maximum slope of a curb ramp shall be 1:12. Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slope of adjoining gutters or accessible route shall not exceed 5%.

600.3 Width

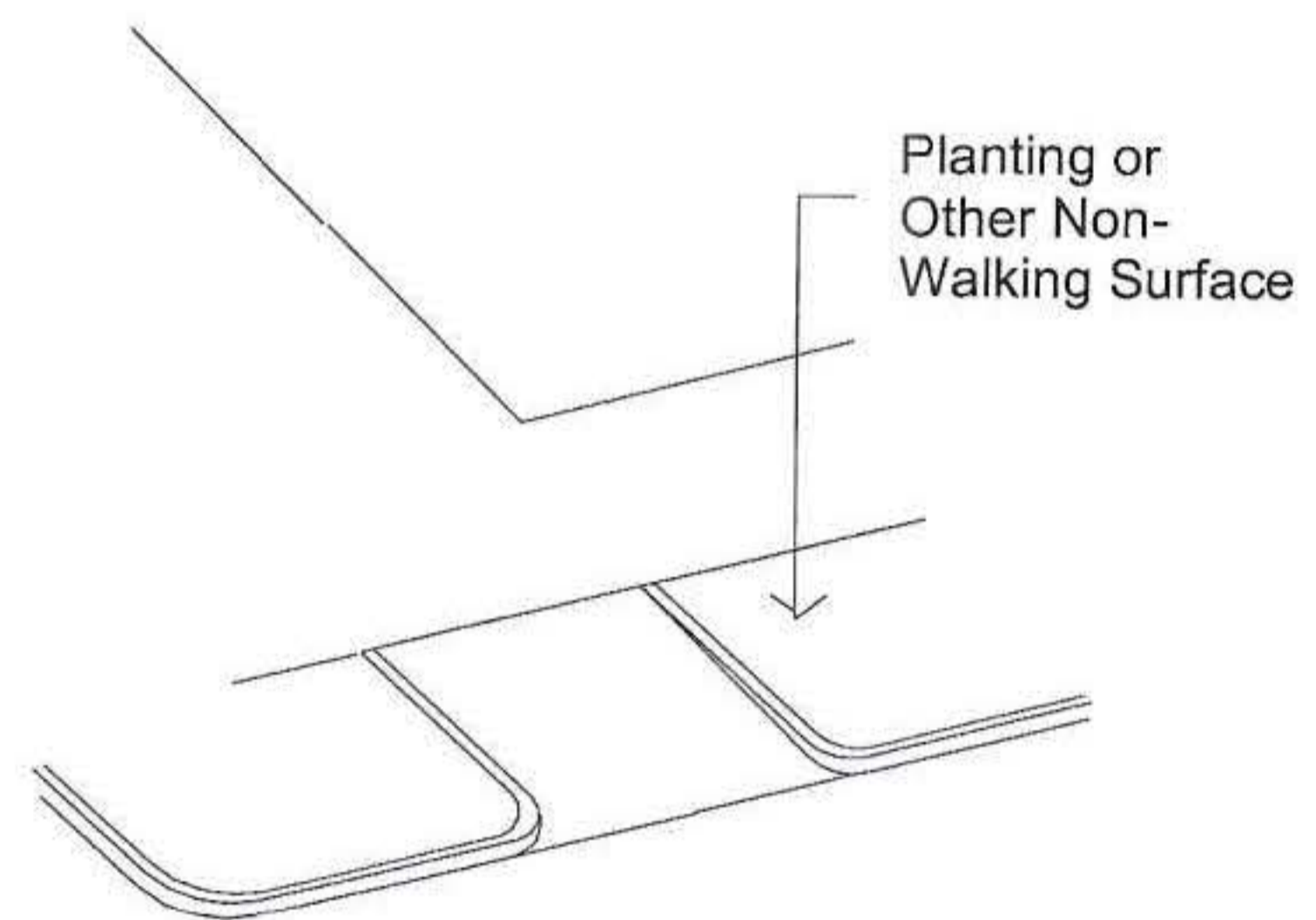
The minimum width of a curb ramp shall be 3' [1m], exclusive of flared sides.

600.4 Sides of Curb Ramps

If a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides; the maximum slope of the flare shall be 1:12 (see figure 7). Curb ramps with returned curbs shall be used where pedestrians would not normally walk across the ramp (see figure 7).



Flared Sides



Returned Curb

Figure 7

300.2 Solar Orientation Passive and Active Solar Systems – Southsoutheast to South-southwest