

Schedule “A” – Summary of Proposed Amendments to the City’s Zoning By-law

Section	Existing Provision / Definition	Proposed Amendment	Explanation
Section 5 – General Provisions			
5.40 – Waste Storage Areas	<p>5.40 WASTE STORAGE AREAS</p> <p>A minimum of one (1) Waste Storage Area shall be required on a Lot used for commercial, industrial or Institutional Uses, and Residential Uses where five (5) or more Parking Spaces are Required, and:</p> <p>a) shall be used to contain all garbage, recycling, compost and waste or refuse of any kind;</p> <p>b) shall be regularly emptied on the prescribed days when municipal or privately contracted waste collection services are available;</p> <p>c) shall be screened from view of the street and neighbouring Lots though the use of Landscaped Screening Strip(s) or opaque enclosure(s);</p> <p>d) shall not be located in a Front Yard; and</p> <p>e) shall be at least 0.5 m from any Lot Line.</p>	<p>5.40 WASTE STORAGE AREAS</p> <p>A minimum of one (1) Waste Storage Area shall be required on a Lot used for commercial, industrial or Institutional Uses, and Residential Uses where five (5) or more Parking Spaces are Required, and:</p> <p>a) shall be used to contain all garbage, recycling, compost and waste or refuse of any kind;</p> <p>b) shall be regularly emptied on the prescribed days when municipal or privately contracted waste collection services are available;</p> <p>c) shall be screened from view of the street and neighbouring Lots though the use of Landscaped Screening Strip(s) or opaque enclosure(s);</p> <p>d) <u>i) subject to Subsection 5.40 d) ii), shall not be located in a Front Yard; and</u> <u>ii) where the Lot contains a School, a Waste Storage Area may be located in any Yard; and</u></p> <p>e) shall be at least 0.5 m from any Lot Line.</p>	<p>Amendment at the request of SCDSB to allow Waste Storage Areas to be located in any Yard on School properties.</p> <p>SCDSB planning staff noted that waste storage receptacles at their schools can be placed at one end of the kiss and ride or other loading and unloading facility in order to ensure separation from high traffic student areas. These facilities are often located within the front yard.</p>
Section 6 – Parking and Loading Standards			

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<p>6.2.3 – Parking Requirements for Non-Residential Uses</p>	<p>School, Elementary - 1 Parking Space per classroom, plus 1 Parking Space per 30.0 m² of Office space</p> <p>School, Secondary - 1 Parking Space per classroom, plus 1 Parking Space per 30.0 m² of Office space, plus 1 Parking Space per 20 students (based on enrolment capacity)</p>	<p>School, Elementary - two spaces per classroom.</p> <p>School, Secondary –</p> <p>Parking is required in accordance with the On the Ground Capacity of a School (OTG) as defined by the Ontario Ministry of Education, or successor Ministry, as follows:</p> <table border="1" data-bbox="1357 500 1948 784"> <thead> <tr> <th>OTG</th> <th># Parking Spaces</th> <th># Barrier-Free Parking Spaces</th> </tr> </thead> <tbody> <tr> <td>0-400</td> <td>80</td> <td>4</td> </tr> <tr> <td>401-700</td> <td>100</td> <td>5</td> </tr> <tr> <td>701-1000</td> <td>150</td> <td>6</td> </tr> <tr> <td>1001-1500</td> <td>200</td> <td>7</td> </tr> <tr> <td>1501-2000</td> <td>250</td> <td>8</td> </tr> <tr> <td>2001-2500</td> <td>300</td> <td>9</td> </tr> </tbody> </table>	OTG	# Parking Spaces	# Barrier-Free Parking Spaces	0-400	80	4	401-700	100	5	701-1000	150	6	1001-1500	200	7	1501-2000	250	8	2001-2500	300	9	<p>Amendment at the request of SCDSB.</p> <p>SCDSB planning staff requested that the current parking calculation for elementary and secondary schools be replaced with the above in order to simplify and clarify the requirements and to bring the parking standards for Elementary and Secondary Schools in line with SCDSB’s current best practices.</p>
OTG	# Parking Spaces	# Barrier-Free Parking Spaces																						
0-400	80	4																						
401-700	100	5																						
701-1000	150	6																						
1001-1500	200	7																						
1501-2000	250	8																						
2001-2500	300	9																						
<p>6.2.3.1 – Bicycle Parking</p>	<p>6.2.3.1 Bicycle Parking</p> <p>a) For Commercial and Institutional Uses, bicycle parking facilities shall be provided at a rate of one (1) Bicycle Parking Space for each 300.0 m² of Net Floor Area.</p> <p>b) For Industrial Uses, bicycle parking facilities shall be provided at a rate of one (1) Bicycle Parking Space for each 1000.0 m² of Net Floor Area.</p> <p>c) For new Parking Lots, bicycle parking facilities shall be provided at a rate of one (1) Bicycle Parking Space for each 10 Parking Spaces.</p> <p>d) Where the Alteration of an Existing Use requires additional parking, Bicycle Parking shall be added at a rate of 1 space for every 10 Parking Spaces, inclusive of Existing Parking Spaces.</p>	<p>6.2.3.1 Bicycle Parking</p> <p>a)</p> <p>i) For Commercial and Institutional Uses, bicycle parking facilities shall be provided at a rate of one (1) Bicycle Parking Space for each 300.0 m² of Net Floor Area.</p> <p>ii) Notwithstanding Subsection 6.2.3.1 a) i), where the Institutional Use is a School, scooter parking spaces may be provided in the place of Bicycle Parking Spaces provided the aggregate number of Bicycle Parking Spaces and scooter parking spaces meets the requirements of Subsection 6.2.3.1 a) i).</p> <p>b) For Industrial Uses, bicycle parking facilities shall be provided at a rate of one (1) Bicycle Parking Space for each 1000.0 m² of Net Floor Area.</p>	<p>Amendment at the request of SCDSB to allow a combination of bicycle parking spaces and scooter parking spaces on School properties..</p> <p>SCDSB planning staff have requested that bicycle parking be amended to also include parking for scooters; e.g. that for Institutional Uses, bicycle or scooter parking facilities shall be provided at the one space per 300.0m² Net Floor Area rate. The revision would not reduce the number of overall parking spaces for the purpose of active transportation but would permit some of the required bicycle parking to be converted to scooter parking spaces to allow for different transportation options. The board is seeing an increase in the use of scooters for active transportation by students and scooter parking spaces at SCDSB schools are highly utilized. Flexibility in the provision of active</p>																					

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		<ul style="list-style-type: none"> c) For new Parking Lots, bicycle parking facilities shall be provided at a rate of one (1) Bicycle Parking Space for each 10 Parking Spaces. d) Where the Alteration of an Existing Use requires additional parking, Bicycle Parking shall be added at a rate of 1 space for every 10 Parking Spaces, inclusive of Existing Parking Spaces. 	<p>transportation parking spaces would further promote different modes of active transportation.</p>
<p>6.2.3.2 – Electric Vehicle Parking</p>	<p>6.2.3.2 Electric Vehicle Parking</p> <ul style="list-style-type: none"> a) For commercial and Institutional Uses, Electric Vehicle Parking shall be provided at a rate of one (1) Electric Vehicle Parking Space for each 600.0 m2 of Net Floor Area. b) For industrial Uses, Electric Vehicle Parking facilities shall be provided at a rate of one (1) Electric Vehicle Parking Space for each 1000.0 m2 of Net Floor Area. c) For new commercial Parking Lots 5% of Parking Spaces shall be Electric Vehicle Parking Spaces. d) Electric Vehicle Parking shall not occupy the same space as Barrier-Free Parking. e) Notwithstanding Subsection 6.2.1, if an addition is made to a Building containing a commercial, Institutional or industrial Use requiring additional parking, Electric Vehicle Parking shall be provided based on the Net Floor Area of the entire Building. f) Electric Vehicle Parking Spaces shall be clearly signed and marked. g) Charging cables shall not obstruct sidewalks or pedestrian walkways. 	<p>6.2.3.2 Electric Vehicle Parking</p> <ul style="list-style-type: none"> a) For commercial and Institutional Uses, with the exception of Schools, Electric Vehicle Parking shall be provided at a rate of one (1) Electric Vehicle Parking Space for each 600.0 m2 of Net Floor Area. b) For industrial Uses, Electric Vehicle Parking facilities shall be provided at a rate of one (1) Electric Vehicle Parking Space for each 1000.0 m2 of Net Floor Area. c) For new commercial Parking Lots 5% of Parking Spaces shall be Electric Vehicle Parking Spaces. d) Electric Vehicle Parking shall not occupy the same space as Barrier-Free Parking. e) Notwithstanding Subsection 6.2.1, if an addition is made to a Building containing a commercial, Institutional or industrial Use requiring additional parking, Electric Vehicle Parking shall be provided based on the Net Floor Area of the entire Building; except where the Institutional Use is a School. f) Electric Vehicle Parking Spaces shall be clearly signed and marked. 	<p>Amendment at the request of SCDSB to remove the requirement for Electric Vehicle Parking to apply retroactively to an entire School building if an addition is made to the building..</p> <p>SCDSB Planning Staff provided the following comments:</p> <p><i>“Policy a) requires that electric vehicle parking be provided at a rate of 1 electric vehicle parking space per each 600.0m2 of net floor area for Institutional uses. Policy 6.2.3.2.e) also requires that electric vehicle parking be provided based on the net floor area of the entire building should an addition be added to an Institutional use. SCDSB planning staff respectfully request that schools, as public service facilities, be exempt from Section 6.2.3.2.a) and e). Planning staff are concerned that the number of parking spaces this formula would generate will be infeasible for the board to provide, as funding for capital priorities is strictly regulated by the Ministry of Education. For example, Orillia Secondary School (OSS) has an approximate net floor area of 13,000.00m². Under policy 6.2.3.2.a), OSS as a new build would be required to provide about 22 electric vehicle parking spaces. Under policy</i></p>

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		<p>g) Charging cables shall not obstruct sidewalks or pedestrian walkways.</p>	<p>6.2.3.2.e), if the board were to propose even a small addition, over 22 electric vehicle parking spaces would need to be provided to account for the addition and the existing building. Ultimately, the provision as it reads currently would severely impact development costs for the SCDSB as well as increase the amount of impermeable surface on sites, negatively impacting green open space and/or field areas used by students.”</p>
<p>6.2.9 – Location of Required Parking Spaces and Loading Spaces</p>	<p>6.2.9 Location of Required Parking Spaces and Loading Spaces</p> <p>Required Parking Spaces and Loading Spaces shall be located on the same Lot as the Use that requires the parking. Notwithstanding the above, Required Parking Spaces for any Use within the Downtown Area Overlay Zone as shown on Schedule ‘C’ may be located on another Lot within 150.0 m of the Lot on which parking would be Required for a Use, provided that:</p> <p>a) the Parking Requirements for the Use(s) on the Lot where the off-site Parking Spaces are located are met; and</p> <p>b) the applicant/proponent executes an Off-site Parking Agreement with the City.</p>	<p>6.2.9 Location of Required Parking Spaces and Loading Spaces</p> <p>Required Parking Spaces and Loading Spaces shall be located on the same Lot as the Use that requires the parking. Notwithstanding the above, Required Parking Spaces for any Use within the Downtown Area Overlay Zone as shown on Schedule ‘C’, or for any Institutional Use located in any Zone, may be located on another Lot within 150.0 m of the Lot on which parking would be Required for a Use, provided that:</p> <p>a) the Parking Requirements for the Use(s) on the Lot where the off-site Parking Spaces are located are met; and</p> <p>b) the applicant/proponent executes an Off-site Parking Agreement with the City.</p>	<p>Amendment at the request of SCDSB to allow off-site parking for any Institutional Use to be located on another Lot within 150.0 m of the Lot where the parking would normally be required.</p> <p>SCDSB staff provided the following comments:</p> <p><i>“SCDSB planning staff respectfully request that this section be revised to permit public service facilities to provide parking on a separate lot, or to provide shared parking with compatible partners where the facilities are within walking distance. This will limit the requirements for an overabundance of parking spaces at school sites, which increases permeable surfaces and reduces open play and field areas.”</i></p>
<p>Section 6.3 – Parking Area Location on a Lot Table 6.7 – Parking Area Location</p>	<p>2) Commercial, Downtown Shoulder, Health Care, Institutional, and Industrial, including those within an Intensification Area (i)</p> <p>a) Parking Areas shall only be permitted in a Side or Rear Yard.</p> <p>b) Where a Parking Area is a Parking Lot, it may occupy any area of the Lot provided the provisions of the following subsection c) are complied with.</p>	<p>2) Commercial, Downtown Shoulder, Health Care, Institutional, and Industrial, including those within an Intensification Area (i)</p> <p>a) Parking Areas shall only be permitted in a Side or Rear Yard, except where the Institutional Use is a School. If the Institutional Use is a School, Parking Areas may be located in any Yard.</p> <p>b) Where a Parking Area is a Parking Lot, it may occupy any area of the Lot provided</p>	<p>Amendment at the request of SCDSB to allow Parking Areas to be located in any Yard where an Institutional Use is a School.</p> <p>SCDSB Planning Staff provided the following comments:</p> <p><i>“SCDSB planning staff note that current best practices in school design tend to include a bus loading and unloading area at the front of a school,</i></p>

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	<p>c) Save and except where a 2.0 m Landscaped Buffer Area is Required in accordance with Table 5.2, no part of any Parking Area, other than the ingress or egress points used for access from the Street, shall be located closer than 1.5 m to any other Lot Line.</p>	<p>the provisions of the following subsection c) are complied with.</p> <p>c) Save and except where a 2.0 m Landscaped Buffer Area is Required in accordance with Table 5.2, no part of any Parking Area, other than the ingress or egress points used for access from the Street, shall be located closer than 1.5 m to any other Lot Line.</p>	<p><i>which is generally within the Front Yard, that also includes parking spaces in order to maximize the efficiency of the site and manage the amount of impermeable surfaces. If parking areas are not permitted within the Front or Exterior Yard, parking will be need to be provided in Side and Rear Yards where open play and field areas are generally located. As such, SCDSB planning staff respectfully request that parking areas be permitted within the Front and Exterior Side Yard for schools, as public service facilities. This will help ensure that school sites are able to provide significant and useful open play and field spaces.”</i></p>
<p>11.4 – Zone Provisions for Institutional Zones Table 11.2 – Zone Provisions for Institutional and Health Care Zones</p>	<p>Zone Provisions for I1 Zone:</p> <p>Lot Area (Minimum) 3,700.0 m² Lot Frontage (Minimum) 45.0 m Lot Coverage (Maximum) 40% Required Yards Front (Minimum) 7.5 m (1) Front (Maximum) (1) Interior Side (Minimum) 7.5 m Exterior Side (Minimum) 7.5 m (1) Exterior Side (Maximum) (1) Rear Yard (Minimum) 7.5 m Building Height (Maximum) 15.0 m Building Height (Minimum) N/A Landscaped Open Space (Minimum) 15%</p>	<p>Zone Provisions for I1 Zone:</p> <p>Lot Area (Minimum) 3,700.0 m² (3) Lot Frontage (Minimum) 45.0 m (3) Lot Coverage (Maximum) 40% Required Yards Front (Minimum) 7.5 m (1)(3) Front (Maximum) (1) Interior Side (Minimum) 7.5 m (3) Exterior Side (Minimum) 7.5 m (1)(3) Exterior Side (Maximum) (1) Rear Yard (Minimum) 7.5 m (3) Building Height (Maximum) 15.0 m Building Height (Minimum) N/A Landscaped Open Space (Minimum) 15%</p> <p>(3) Where the Institutional Use is a School, the following Zone Provisions shall apply: Lot Area – N/A Lot Frontage – N/A Front Yard (Minimum) – 3.0 m Rear Yard (Minimum) – 3.0 m Interior Side Yard (Minimum) – 3.0 m Exterior Side Yard (Minimum) – 3.0 m</p>	<p>Amendment at request of SCDSB to reduce Required Yards for Schools and to remove minimum Lot Area and Lot Frontage Requirements for Schools. This is proposed to be accomplished by adding a new Footnote to Table 11.2.</p> <p>SCDSB Planning Staff commented that the recommended provisions would maximize the use of school sites and ensure that sites are optimized and used efficiently.</p>