



Zoning By-Law Review: Proposed Changes – FACT SHEET

Item	Changes	Rationale for Changes
General Provisions (Section 5.0)	<ul style="list-style-type: none"> Remove subsection 5.9 "Garden Suites". 	<p>With introduction of ARUs, garden suites are likely not relevant due to the high cost of constructing them when they are only temporary.</p>
Accessory Uses, Buildings, Structures (Section 5.1)	<ul style="list-style-type: none"> Amend Table 5.1.1.4 – "Regulations for Accessory Buildings and Structures" to increase the maximum height of accessory buildings and structures from 3.7 m (12.1 ft) to 6 m (19.6 ft) in Residential or Entrepreneurial Zones. Amend Table 5.1.1.4 – "Regulations for Accessory Buildings and Structures" to increase minimum rear yard and interior side yard setbacks for accessory buildings and structures 3.7 m (12.1 ft) in height or greater from 1.2 m (3.9 ft) to 3 m (9.8 ft) in Residential or Entrepreneurial Zones. 	<p>It is proposed to increase the permitted of accessory buildings in Town to permit 2 storey detached accessory buildings.</p> <p>With the increased height permitted, it is recommended to increase the yard setbacks to ensure adequate room is provided for maintenance of the structures and to mitigate privacy concerns from 2 storey accessory structures that may be used as Additional Residential Units.</p>



<p>Additional Residential Units (Section 5.1.4)</p>	<ul style="list-style-type: none">• Amend Table 5.1.4 – "Regulations for Additional Residential Units (ARUs)" to reduce the requirement for landscaped open space in the front yard of a lot used for ARU purposes from 50 % to 35%.• Amend Table 5.1.4 – "Regulations for Additional Residential Units (ARUs)" to remove the requirement for entrances to be from the front lot line to the ARU entrance.• Amend Table 5.1.4 – "Regulations for Additional Residential Units (ARUs)" to include that ARUs within a building or structure accessory to a residential use shall comply with Table 5.1.1.4 – Regulations for Accessory Buildings and Structures.	<p>This will provide additional opportunity to provide the required parking space for an ARU.</p> <p>This provision is not required as it is addressed through other provisions.</p> <p>This will provide clarity that an ARU in a detached accessory structure must comply with the same setbacks and provisions as an accessory building.</p>
<p>Cargo Containers (Section 5.2)</p>	<ul style="list-style-type: none">• Amend Section 5.2 "Cargo Containers" to permit cargo	<p>This will permit cargo containers to be used for storage in commercial zones as well.</p>



	containers in an Industrial or Commercial Zone only.	
Home Occupation (Section 5.13)	<ul style="list-style-type: none"> • Amend Section 5.13.1 “Where Permitted” to include that an eating establishment and food preparation is not permitted within a home occupation. • Amend Section 5.13.11 "Zone Requirements" which outlines that a home occupation shall not include the shipping or receiving of goods or materials by commercial motor vehicles greater than 42,000 kg, an increase from the previous 4,000 kg (gross vehicle weight). 	<p>In accordance with Public Health requirements, food may only be prepared in a commercial kitchen.</p> <p>This amendment will reflect that most courier deliveries now occur with full size delivery vehicles.</p>
Loading Provisions (5.14)	<ul style="list-style-type: none"> • Relocate Section 5.14 “Loading Provisions” to Section 5.24.6 	This section is often missed when preparing site plan submissions; relocating it within the parking requirements section of the Zoning By-Law will make it more visible.
Non-Conforming Uses, Sites and Buildings (Section 5.21)	<ul style="list-style-type: none"> • Amend Section 5.21.4 "Building Permit Issued" to allow additional time (from 6 months to 1 year) for approved uses and structures that have been issued a building permit but have not yet been 	Often if a building is destroyed by fire it takes longer than 6 months for a building permit to be issued for a replacement due to delays with property insurers. This will provide additional time to prepare and submit for building permit issuance.

	<p>constructed and may no longer conform to the Zoning By-Law as a result of changes or amendments, to be constructed to be deemed legal non-conforming.</p>	
<p>Parking Provisions (5.24)</p>	<ul style="list-style-type: none"> • Amend Section 5.24.1.7.2 "Width of a Joint Access" to include that the width of joint access measured along the street line shall be between 6.7 (22 ft) and 9 m (29.5 ft), or as approved in an approved site plan. • Amend Section 5.24.1.7.1 to increase the "Maximum Driveway Width - Residential Zones" from 50% to 60% of the area of the front yard or lot frontage, or the area or width of the exterior side yard that may be occupied by a driveway or parking area. • Remove crushed stone, slag, gravel, crushed brick (or tile), and cinders – the portion of the driveway within the road 	<p>This will provide flexibility for reduced joint access into parking aisles where a site plan has been reviewed and approved by the Town.</p> <p>This will provide additional opportunity to create or widen existing driveways to provide more off-street parking for residential lots.</p> <p>This will provide additional clarity on acceptable driveway materials.</p>

	<p>allowance must be asphalt only, OR as approved via an encroachment permit from Section 5.24.1.8 “Parking Area Surface”.</p> <ul style="list-style-type: none"> • Remove garden suite from “Table 5.24.2.1 – Parking Standards” • Correct bed and breakfast establishment spelling in “Table 5.24.2.1 – Parking Standards” • Amend Table 5.24.2.1 – “Parking Standards” to reduce the number of vehicle parking spaces required for a residential unit in a portion of a non-residential building, multiple unit dwelling, or apartment dwelling from the current 1.5 per dwelling unit to 1.25 per dwelling unit plus accessible parking requirements as outlined in Section 5.24.2.2. 	<p>Garden suite is proposed to be removed.</p> <p>Typographical error</p> <p>This proposed amendment would reduce the number of parking spaces required for multiple unit dwellings and apartment dwellings. Most of the recent proposals for apartment buildings have required relief from the required parking, and requiring less parking spaces will reduce the cost of construction for new apartment and multiple unit residential development.</p>
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	<ul style="list-style-type: none"> • Amend Table 5.24.2.1 – “Parking Standards” to require 1 parking space per 25 m² (269 ft²) of gross floor area instead of the current 1 parking space per 20 m² (215.3 ft²) for commercial school, financial institution, laundromat, personal service establishment, retail store, service shop, and studio uses. • Amend Table 5.24.2.1 – “Parking Standards” to require 1 parking space per 30 m² (322 ft²) of gross floor area instead of the current 1 parking space per 20 m² (215.3 ft²) for business or professional office and government administrative office uses. • Amend Table 5.24.2.1 – “Parking Standards” to require 1 parking space per 200 m² (2,152 ft²) of gross floor area instead of the current 1 parking space per 185 m² 	<p>This will slightly reduce the amount of required parking for commercial uses. Feedback received indicated that required parking was too generous, the parking demand was less than the required number of spaces.</p> <p>Many of the current industrial proposals for warehouses do not have significant number of employees attending the site at once.</p> <p>This proposal will increase the required parking for elementary schools as the streets and parking demand adjacent to existing elementary schools is significant.</p>
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	<p>(1,991 ft²) for industrial warehouse uses.</p> <ul style="list-style-type: none"> • Amend Table 5.24.2.1 – “Parking Standards” to require 5 parking spaces plus 2 per classroom or 1 per 10 m² (107.6 ft²) of gross floor area in the gymnasium or auditorium, whichever is greater, instead of the current 5 parking spaces plus 1 per classroom or 1 per 10 m² (107.6 ft²) of gross floor area in the gymnasium or auditorium, whichever is greater, for elementary school uses. • Amend Table 5.24.2.1 – “Parking Standards” to include that adequate off-street parking spaces and loading spaces for school buses shall also be provided as determined through an approved site plan for elementary school uses. • Amend Table 5.24.2.1 – “Parking Standards” to require 	<p>Existing school sites do not have enough bus loading areas and off-street parking areas for arrival and dismissal times. This change will assist to provide additional bus drop off and loading spaces.</p> <p>This proposal will increase the required parking for elementary schools as the streets and parking demand adjacent to existing secondary schools is significant.</p>
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	<p>5 parking spaces per classroom or 1 per 10 m² (107.6 ft²) of gross floor area in the gymnasium or auditorium, whichever is greater instead of the current 4 parking spaces per classroom for secondary school uses.</p> <ul style="list-style-type: none"> Amend Section 5.24.4 “Queue Space Requirements” to include that queue spaces shall not be considered a parking space and shall not be located in a yard abutting a Residential Zone or Entrepreneurial Zone. 	<p>Provide clarity that a drive through space is not a parking space.</p>
<p>Prohibited Uses (Section 5.26)</p>	<ul style="list-style-type: none"> Amend Section 5.26 “Prohibited Uses” to include a facility for the manufacturing, refining or processing of hydrochloric acid, nitric acid, picric acid, sulphuric acid, or any sulphurous acid. 	<p>This will update the list of prohibited uses to ensure that a zoning amendment is required for a proposed noxious use.</p>
<p>Public Uses (Section 5.27)</p>	<ul style="list-style-type: none"> Amend Section 5.27.1 “Public Services” to include an internet service provider. 	<p>This will provide consistency between internet service providers and other utility companies.</p>



<p>Setback to Centreline of Arterial Road</p>	<ul style="list-style-type: none"> Clarify that the setback from the centreline of an arterial road is to be calculated from the centreline of the road allowance, not the pavement. 	<p>This will provide additional clarity for consistent interpretation, and will ensure that the setback is calculated from the middle of the road allowance, in the event that road is re-constructed or asphalt width or location changes.</p>
<p>Section 7.3- R2-S</p>	<ul style="list-style-type: none"> Clarify that an ARU is a permitted use in the R2-S Zone 	<p>An ARU is to be broadly permitted within a single detached dwelling, semi-detached dwelling, or townhouse dwelling.</p>
<p>Section 4- add definition for Emergency Care Establishment</p>	<ul style="list-style-type: none"> Add a new definition for emergency care establishment: "EMERGENCY CARE ESTABLISHMENT", means an institutional use that provides temporary accommodation and assistance for periods generally not exceeding six weeks for the majority of residents. An Emergency Care Establishment does not include a Group Home. 	
<p>Section 5- Provisions for Emergency Care Establishment</p>	<ul style="list-style-type: none"> Provide that an Emergency Care Establishment may not be located on lands fronting or 	<p>Emergency Care Shelters provide an important service to members of the community. It is recommended that criteria be included to ensure that they are not</p>



	flanking onto Broadway within the CC or EC Zone	located on prominent pedestrian-oriented locations in the Central Area.
Section 14- Service Commercial Zone	<ul style="list-style-type: none"> Remove a place of worship as a permitted use 	Intent is to ensure that the remaining service commercial lands in the town are used for commercial purposes. A place of worship remains a permitted use in the EC, CC and institutional zones.
R1, R2, R3 site specific zones	<ul style="list-style-type: none"> Include an ARU as a permitted use 	Changes will reflect Provincial direction to broadly permit ARUs in single detached, semi-detached and townhouse dwellings.
R3 & RM Zones	<ul style="list-style-type: none"> Remove the minimum distance between multiple unit dwellings and apartments on the same lot 	This is more appropriately regulated by the Ontario Building Code which regulates the spatial separation of buildings for building and life safety. Recent proposals for multiple unit dwellings and apartment dwellings have requested relief of these sections.
Section 3.2- Holding Zones	<ul style="list-style-type: none"> Clarify that Holding Zones may be used to ensure confirmation of sufficient water and wastewater capacity is available to service a development prior to building permit issuance 	Holding Zones are currently used for this purpose, but the provisions are included in each site specific provision.



Section 15- NC Zone	<ul style="list-style-type: none">• Remove minimum gross floor area for dwelling unit	Minimum gross floor area is more appropriately determined by the provisions of the Ontario Building Code.
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