

Bill No. 405
2014

By-law No. C.P.-1455(____)- _____

A by-law to amend By-law No. C.P.-1455-541 entitled "A by-law to designate a site plan control area and to delegate Council's power under Section 41 of the *Planning Act, R.S.O. 1990, c.P.13*".

WHEREAS Section 41 of the Planning Act, R.S.O. 1990, c.P.13 provides in part that, where in an official plan an area is shown or described as a proposed site plan control area, the council of the local municipality in which the proposed area is situated may, by by-law, either a committee of the council or to an appointed officer of the municipality any of the council's power or authority under that section;

AND WHEREAS Clause 5(2) (b) of the Building Code Act authorizes the council of a municipality to pass by-laws requiring applications for building construction permits to be accompanied by such plans, specifications, documents and other information as is prescribed;

AND WHEREAS in the Official Plan for the City of London Planning Area the whole of the City of London is shown or described as a proposed site plan control area and the Council of The Corporation of the City of London considers it appropriate to designate the whole of the City of London as a site plan control area, to delegate its powers or authority under Section 41 of the Planning Act, R.S.O. 1990, c.P.13, to certain appointed officials of the Corporation, and to require applications for building construction permits to be accompanied by plans and drawings referred to in Subsection 41(4) and by one or more agreements with the Corporation that deal with or ensure the provision and maintenance of any of the facilities, works or matters to be provided in conjunction with all buildings and structures to be erected and any of the facilities, works or matters mentioned in Subsection 41(7) of that Act.

AND WHEREAS Municipal Council of The Corporation of the City of London passed By-law C.P.-1455-541 being a by-law to designate a Site Plan Control Area and to delegate Council's power under Section 41 of the Planning Act, R.S.O. 1990 c.P.13;

AND WHEREAS it is deemed expedient to amend the said By-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London hereby enact as follows:

1. Bylaw No. C.P.-1455-541 is hereby amended by deleting Figure 1.1 of Schedule 1 and by replacing it with a new Figure 1.1 as attached as Schedule "A".
2. By-law No. C.P.-1455-541 is hereby amended by deleting Figure 2.1 of Schedule 1 and replacing it with a new Figure 2.1 as attached as Schedule "B".
3. By-law No. C.P.-1455-541 is hereby amended by deleting clauses 3.2, 3.3, 3.4 and 3.5 of Schedule 1 and replacing them with the following new clauses 3.2, 3.3, 3.4 and 3.5 as follows:

"3.2. Design of Works to Be Assumed

Where facilities and works external to the site are provided in conjunction with the development of the site, the plans are to be prepared by a consulting engineer and must be submitted to the Managing Director, Development & Compliance Services & Chief Building Official for approval prior to construction of said works and facilities. Detailed cost estimates are also required of the total cost, including the City's share of such costs. The facilities and work shall be constructed and accepted by the City prior to the occupancy of any building on the site taking place, unless otherwise approved by the City Engineer.

3.3. "As-Constructed" Drawings

"As-constructed" drawings of any facilities and works to be assumed by the City will be required prior to the full release of security. This requirement applies to works on any easement which the City must maintain. Drawings shall be completed to the specifications of the City Engineer.

3.4. **Certificate of Works to be Assumed**

Facilities and works to be assumed by the City within a public highway, walkway or easement shall be inspected and certified by the owner's consulting engineer. The form of certification is to be substantially the same as the one listed as development agreement standard clause No. 4.

3.5. **Works Eligible for a Claim**

Some external facilities and works may be eligible for either an Urban Growth Capital Works Claim, and/or the City Services Fund, and/or a Capital Works Budget Claim and/or Industrial Oversizing Claim. Eligibility for these claims must be approved by the City prior to construction and subsequent to entering into a development agreement.”

4. By-law No. C.P.-1455-541 is hereby amended by adding clause 3.6 of Schedule 1 as follows:

“3.6. **Security**

Security is required to ensure the completion of external works. Security may be reduced as stages of construction are completed.”

5. By-law No. C.P.-1455-541 is hereby amended by deleting clause 4.1 of Schedule 1 and replacing it with a new clause 4.1 Site Plan as follows:

“4.1. **Site Plan**

(a) The site plan shall show the land to be dedicated prior issuance of the development agreement. The land shall be free and clear of any encumbrances.

(b) The site plan shall show the ultimate road widening, and all buildings, parking access, etc. will be set back beyond the ultimate road widening in accordance with the zoning by-law.

(c) The City of London’s Official Plan establishes a basis for the widths of road allowances. Based on this, the City’s zoning by-law Z-1 sets out the actual ultimate road allowance widths. The zoning by-law also establishes that setbacks for parking, buildings, etc. are to be from the ultimate road allowance. In addition to this, the intersections of some streets will require sight triangles and in some cases increased widenings to accommodate Bus Rapid Transit Systems (BRT) in the future, in accordance with the zoning by-law.

(d) In some cases, road widenings are required for existing sites where substantial additions or changes are being proposed. Where no road works are proposed in front of the subject property, the dedication is required, however, the property owner may be given permission to continue to use the lands subject to items such as: entry into a modified boulevard parking agreement with the City, provision of insurance to indemnify and save the City harmless.

(See Official Plan Policies 18.2.4, 18.2.5, and Council Policy 25(62).)”

6. By-law No. C.P.-1455-541 is hereby amended by deleting Table 4.1 of Schedule 1 in its entirety.

7. By-law No. C.P.-1455-541 is hereby amended by amending Section 5.1(a) deleting the word “and” before the word “pedestrian” and by adding a coma after the word “vehicular”, both in the second line and further by adding the phrase “, and bicycle” after the word pedestrian in the second line.

8. By-law No. C.P.-1455-541 is hereby amended by amending clause 5.1(b) of Schedule 1 by adding the following phrase after the last word in the sentence and before the period as follows:

“, and with the City of London Access Management Guidelines”

9. By-law No. C.P.-1455-541 is hereby amended by deleting the title for 5.3 of

Schedule 1 and by replacing the title as follows:

“Number of Accesses.”

10. By-law No. C.P.-1455-541 is hereby amended by amending clause 5.3(b) of Schedule 1 by adding the following sentences after the first sentence as follows:

“Relocation of transit stops are subject to the approval of the London Transit Commission and the City. Any such works if approved will be at the sole expense of the developer.”

11. By-law No. C.P.-1455-541 is hereby amended by adding clause to Section 5.3 of Schedule 1 by adding clause 5.3(c) as follows:

“(c) In some cases, property owners will be required to construct a joint access in accordance with the Access Management Guidelines.”

12. By-law No. C.P.-1455-541 is hereby amended by deleting clause 5.5(c), 5.5(d) and 5.5(e) of Schedule 1 and by replacing them with a new 5.5(c), 5.5(d) and 5.5(e) as follows:

“(c) Where more than one private entrance serves the same lands from the same street, the entrances shall be separated to the satisfaction of the City Engineer.

(d) Where an entrance/exit is divided by an island, a minimum island width of 1.8 m (6 feet) and a point 1.2 m (4 feet) outside of the curb line, may be permitted between adjacent one-way drives serving as a combined entrance/exit facility. Such driveways must be clearly signed as entrance and exit. The detailed design shall accommodate turning radii for large vehicles.

All entrance/exits shall provide a minimum clear throat from the ultimate road allowance onto private property as set out in the Access Management Guidelines.

(e) Spacing of drives serving the same site or adjacent sites should be consistent with the access management guidelines. In some cases, a Traffic Impact Study may be required to confirm access locations and designs in accordance with Access Management Guidelines.”

13. By-law No. C.P.-1455-541 is hereby amended by deleting clause 5.7 of Schedule 1 and by replacing it with a new clause 5.7 as follows:

“5.7. **Width**

The scale, size and intensity of a project may affect the size and extent of a driveway serving a complex. (See Access Management Guidelines)

The minimum width of a drive serving a residential complex is 6.7m and may be increased to accommodate turning movements.

The radius of each side of the drive shall be at least 9 meters.

For Industrial, Commercial and Institutional Uses, the driveways shall be at least 9 meters in width but not exceed 12m in width, and the radius on driveway shall be increased to provide for the size of vehicles potentially accessing these sites.”

14. By-law No. C.P.-1455-541 is hereby amended by amending clause 5.8(a) in Schedule 1 deleting the words: “General Manager of Environmental Services and” in the second and third line.

15. By-law No. C.P.-1455-541 is hereby amended by amending clause 5.8(c) by deleting the words “(see Figure 5.2 for sidewalks)” at the end of the sentence and by replacing them at the end of the sentence and before the period with the following phrase:

“(see City of London Engineering standards)”

16. By-law No. C.P.-1455-541 is hereby amended by amending clause 5.10(a) of Schedule 1 by deleting the words “General Manager of Environmental Services and” in the 6th and 7th line as well as in the 9th and 10th line as well as deleting the word “s Department” in the 7th line.

17. By-law No. C.P.-1455-541 is hereby amended by deleting both paragraphs in clause 5.11 of Schedule 1 and by replacing them with two new paragraphs as follows:

“The owner shall, in addition to obtaining a permit of approved works from the City for work within the road allowance ensure that all the utilities are contacted. Underground utility locations must, however, be verified in the field by the respective utilities. Non-standard locations for new utilities or services must be approved by the Utilities Co-ordinating Committee.

In some cases, a Traffic Management Plan will be required to be submitted to demonstrate items such as: how the flow of traffic will be maintained; safety issues; etc. for any work on the City Road Allowance.”

18. By-law No. C.P.-1455-541 is hereby amended by amending clause 5.12 of Schedule 1 by deleting the words “General Manager of Environmental Services and” in the 4th line as well as the 6th and 7th line.

19. By-law No. C.P.-1455-541 is hereby amended by deleting Figures 5.1, 5.2 and 5.3 of Schedule 1.

20. By-law No. C.P.-1455-541 is hereby amended by deleting clause 6.2(a), 6.2(b) and 6.2(c) in Schedule 1 and by adding new clauses 6.2(a), 6.2(b), and 6.2(c) as follows:

“(a) Number of Spaces

- (i) Refer to the applicable zoning by-law for the total number of required parking spaces.
- (ii) Visitor Parking: Multi-unit residential development including cluster detached dwellings developments with a total of three or more units shall provide a common area(s) for visitor designated and signed parking spaces. One (1) visitor parking space shall be provided for every ten (10) dwelling units. The number of visitor parking spaces may be included within the total number of parking spaces required by the applicable zoning by-law. Where feasible, visitor parking shall be centrally located to serve all units. These may be distributed in small clusters to better serve the complex. Driveways or parking spaces that are, or may be perceived for the exclusive use in association with a dwelling unit will not be considered as a visitor parking space.
- (iii) Barrier free parking is to be provided for buildings in accordance with the Ontario Building Code and in accordance with the zoning by-law, where identified.

(b) Location - Parking areas should be no closer than 3 metres (10 feet) to street line and 1.5 metres (5 feet) to a property line.

(c) Commercial parking areas may be located in the interior and/or rear yards, and are discouraged from being in the front or exterior yards depending upon:

- (i) predominant parking location on sites in the vicinity, location of adjacent commercial parking areas;
- (ii) existence of adjacent non-commercial land use; and
- (iii) convenience to proposed uses.
- (iv) prohibitions in the zoning by-law.
- (v) in cases where parking is permitted in the front yard or exterior

yard, adequate screening is required.”

21. By-law No. C.P.-1455-541 is hereby amended by amending clause 6.3(a) by deleting the words “to avoid interference to moving traffic created by parking manoeuvring” and by adding the words “and be designed not to have parking spaces on either side where possible”.

22. By-law No. C.P.-1455-541 is hereby amended by adding a new clause 6.2(e) of Schedule 1 as follows: “(e) Schools – car parking and bus loading areas are to be located on private property.” and re-lettering the existing clauses (e) to (l) inclusive to (f) to (m).

23. By-law No. C.P.-1455-541 is hereby amended by amending clause 6.2(e)(i) of Schedule 1 by deleting the word “waling” and replacing it with the word “walking”.

24. By-law No. C.P.-1455-541 is hereby amended by deleting Figure 6.1 of Schedule 1 and replacing it with a new Figure 6.1 as attached as Schedule “C”.

25. By-law No. C.P.-1455-541 is hereby being amended by amending Table 6.1 of Schedule 1 by adding “**” after the word “surface” in the 5th line and by adding the phrase as follows: “Including pervious paving where feasible.” below the table.

26. By-law No. C.P.-1455-541 is hereby being amended by amending section 6.4 of Schedule 1 to delete the words “General Manager of Environmental Services and City Engineer” in the 2nd and 3rd line and replacing them with the words “Manager, Development Services & Planning Liaison”.

27. By-law No. C.P.-1455-541 is hereby amended by amending clause 6.5 of Schedule 1 by deleting the phrase “(see Figure 6.2)” and by adding new sentences as follows:

“Parking spaces and driveway isles are to be consistent with surface parking driveway standards. The entrance drive to a parking structure should be designed in accordance with Figure 6.2.”

28. By-law No. C.P.-1455-541 is hereby amended by deleting Figure 6.2 of Schedule 1 and by replacing it with a new Figure 6.2 as attached as Schedule “D”.

29. By-law No. C.P.-1455-541 is hereby amended by deleting Figure 6.1 and replacing it as Figure 6.3 as attached as Schedule “E”.

30. By-law No. C.P.-1455-541 is hereby being amended by deleting clauses 6.6(d), (e), (f) and (g) of Schedule 1 and replacing them with new 6.6(d), (e), (f) and (g) as follows:

“(d) Access

All loading spaces or loading areas should have associated space on the property to provide truck **maneuvering**. Such areas should be shown on the plan and none of these vehicles will be permitted to reverse onto or from the street abutting the property, unless otherwise permitted in the zoning by-law.

Roads providing access to building fronts and fire routes are to be designed to support emergency vehicles, e.g. fire trucks.

“(e) Location

Access to loading facilities may be by separate access or by an internal driveway serving a parking area. Loading spaces are to be located in accordance with the zoning by-law.

“(f) Paving

All loading spaces, manoeuvring areas and driveways should be hard surfaced with suitable materials to the satisfaction of the City Engineer, i.e., concrete, asphalt, lockstone, etc.

(g) Joint Loading Facilities

In shopping centres or other similar integrated development, the use of joint loading facilities to serve all or several individual businesses will be encouraged.“

31. By-law No. C.P.-1455-541 is hereby being amended by amending clause 6.7(a) of Schedule 1 by deleting the words “figure 6.1” at the end of the sentence and by replacing it with the following phrase before the bracket: “Figure 6.3 Private Property Fire Routes”.

32. By-law No. C.P.-1455-541 is hereby being amended by amending clause 6.7(b) by deleting this clause and replacing it with a new clause 6.7(b) as follows:

“(b) When required in association with a development, fire routes shall be constructed, installed and maintained by the owner in accordance with Table 6.3 Design Standards for Fire Routes. The construction, installation and maintenance of fire routes shall include fire route signs in accordance with Table 6.4 Design and Installation Standards for Fire Route Signs.”

33. By-law No. C.P.-1455-541 is hereby being amended by amending Table 6.2 and 6.3 of Schedule 1 by renumbering them Table 6.3 and 6.4 respectively.

34. By-law No. C.P.-1455-541 is hereby being amended by amending Figure 6.2, 6.3 and 6.4 of Schedule 1 by deleting these figures and replacing them with Figure 6.4 as attached as Schedule “F”.

35. By-law No. C.P.-1455-541 is hereby being amended by amending Section 6.8(e) by adding the following phrase after the word “comfort” and before the comma as follows: “including shade trees where feasible”.

36. By-law No. C.P.-1455-541 is hereby being amended by amending the clause 6.8.1 of Schedule 1 by adding a new clause 6.8.1(e) as follows:

“(e) In order to provide full paratransit vehicle access, plans shall provide continuous driveways on private property for all buildings (no reversals).”

37. By-law No. C.P.-1455-541 is hereby being amended by amending the clause 6.9(a) and (b) of Schedule 1 by deleting these clauses and replacing them with new clauses as follows:

“(a) The site plans should show all works necessary to build the common internal drive to the property line including any temporary barriers to be removed when the common internal drive is constructed in the adjoining property. The common internal driveway provides traffic flow from one site to the next.

(b) Where transit facilities are required on private property, the site plan will show the integration of the transit facilities with the proposed development and abutting lands where they are integrated.”

38. By-law No. C.P.-1455-541 is hereby being amended by amending Table 7.1 by deleting “1.0 m (3 ft.)” in line (a) under Characteristic and replacing it with “1.5 m (5.0 ft.)” and by adding an asterisk after the word minimum.

39. By-law No. C.P.-1455-541 is hereby amended by adding a phrase below Table 7.1 as follows: “Increase walkways abutting parking spaces by at least 0.6 m (2 ft.)”

40. By-law No. C.P.-1455-541 is hereby being amended by amending the clauses 7.2(b) of Schedule 1 by deleting the words “General Manager of Environmental Services and City Engineering Department” and replace them with the words “City Engineer”.

41. By-law No. C.P.-1455-541 is hereby being amended by amending Table 7.1 of

Schedule 1 by adding a double asterisk after the word “stairs” in line (d) and adding the following sentence below the table: “**Stairs are not permitted in the road allowance.”

42. By-law No. C.P.-1455-541 is hereby being amended by amending the clause 9.5 (b) and (d) and 9.6 a) of Schedule 1 by deleting the words “soild”, “Inlands” and “fertizing” respectively and replacing them with the words “soil”, “Islands” and “fertilizing” respectively and re-lettering 9.5 (b) and (d) to 9.5 (a) and (b) respectively.

43. By-law No. C.P.-1455-541 is hereby being amended by amending the clause 9.5 (b) by adding the word “depth” after “of 0.9m”.

44. By-law No. C.P.-1455-541 is hereby being amended by amending Section 9 of Schedule 1 by adding clause 9.7 as follows:

“9.7 Landscape Improvements on the Road Allowance”

The municipality may require the improvements on the boulevard in front, beside or behind the property being developed. Such improvements may include without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

These items are required in addition to any other landscape elements on private property in order to create a stronger landscaped streetscape.

In some cases, the owner will be required to maintain these improvements, and will be required to carry insurance to indemnify and save the City harmless from any actions arising from these works. These items would be included in a licensing agreement in addition to the development agreement. In most cases, these works (boulevard trees) will be maintained by the City.

Landscaping at the intersection of two City Road allowances shall not block sight lines.”

45. By-law No. C.P.-1455-541 is hereby being amended by deleting Figure 9.1 of Schedule 1 and by replacing it with a new Figure 9.1 as attached as Schedule “G”.

46. By-law No. C.P.-1455-541 is hereby being amended by deleting Section 10 of Schedule 1 and by replacing it with a new Section 10 as attached as Schedule “H”.

47. This by-law comes into force and effect on October 1, 2014.

Passed in Open Council on September 2, 2014.

J. Baechler
Mayor

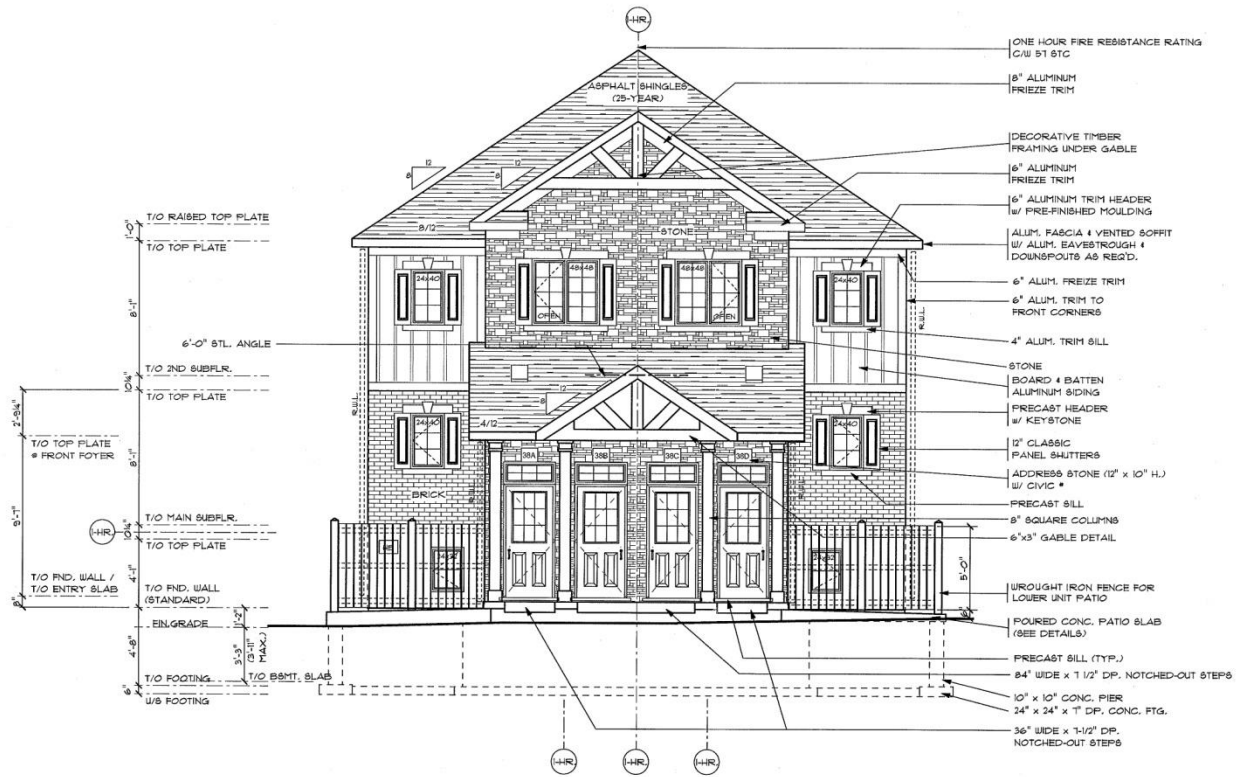
Catharine Saunders
City Clerk

First Reading – September 2, 2014
Second Reading – September 2, 2014
Third Reading – September 2, 2014

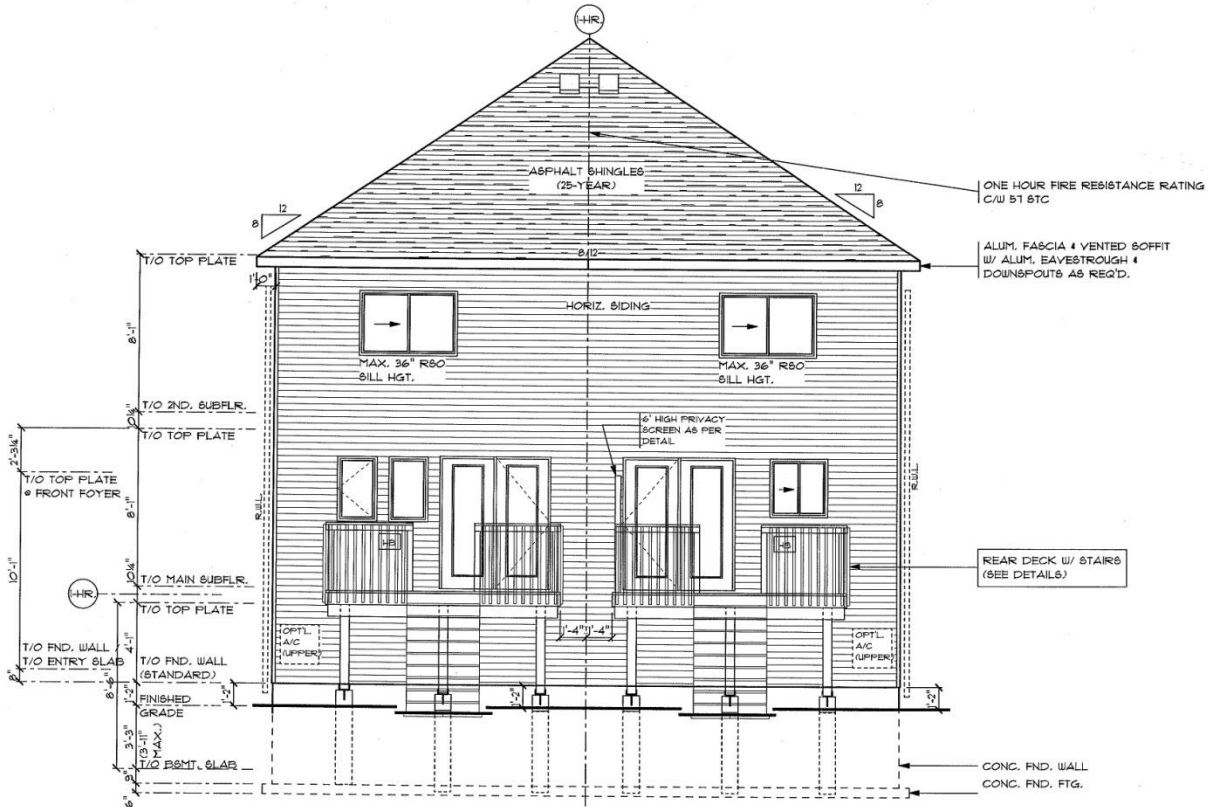
Schedule "A"

FIGURE 1.1

SAMPLE BUILDING ELEVATIONS



Front Elevation



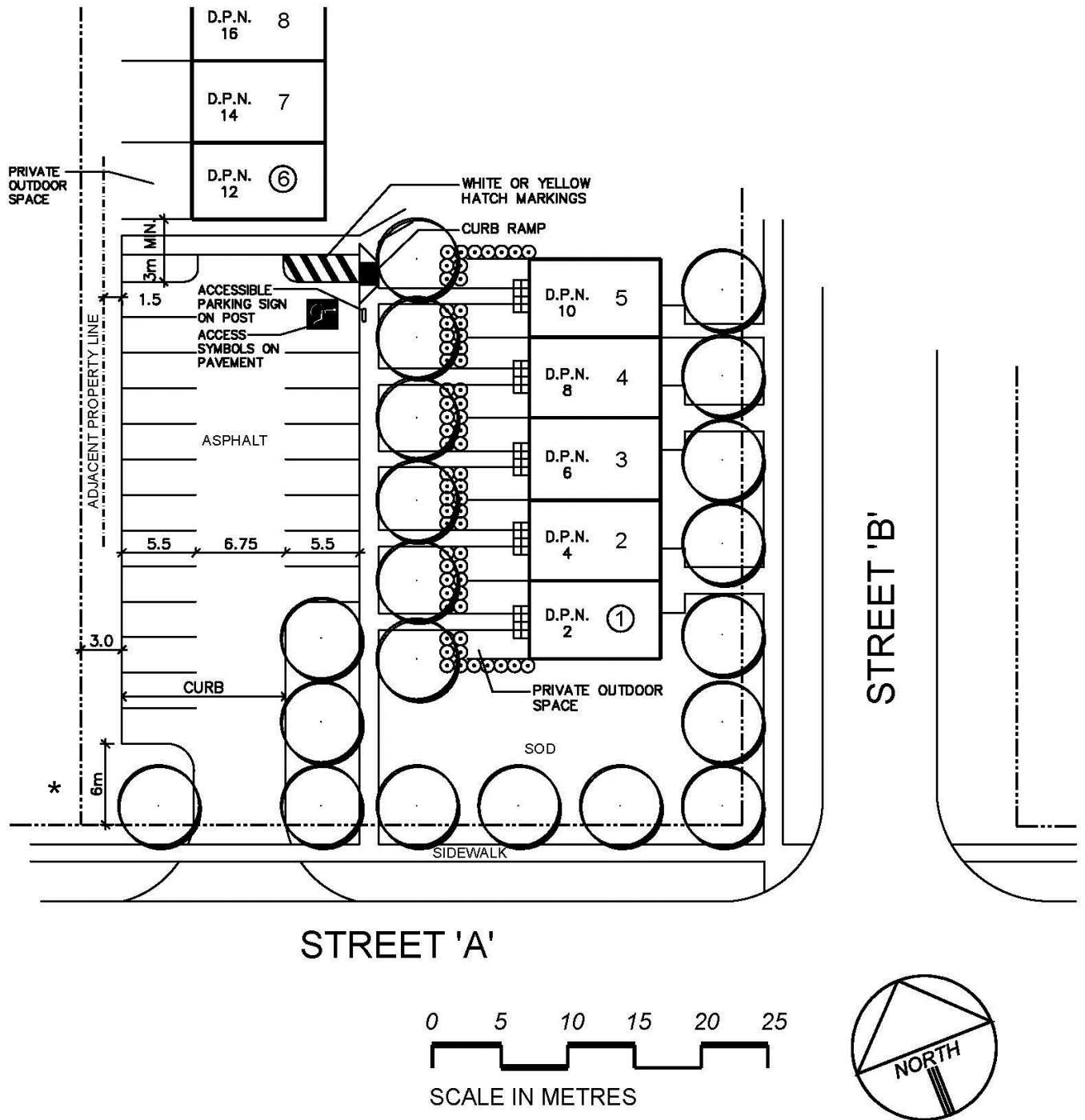
Back Elevation

Note: Provide elevations for all sides (See 1.8 – Building Elevations and Cross-Section Requirements)

Schedule "B"

FIGURE 2.1

PARKING SEPARATION

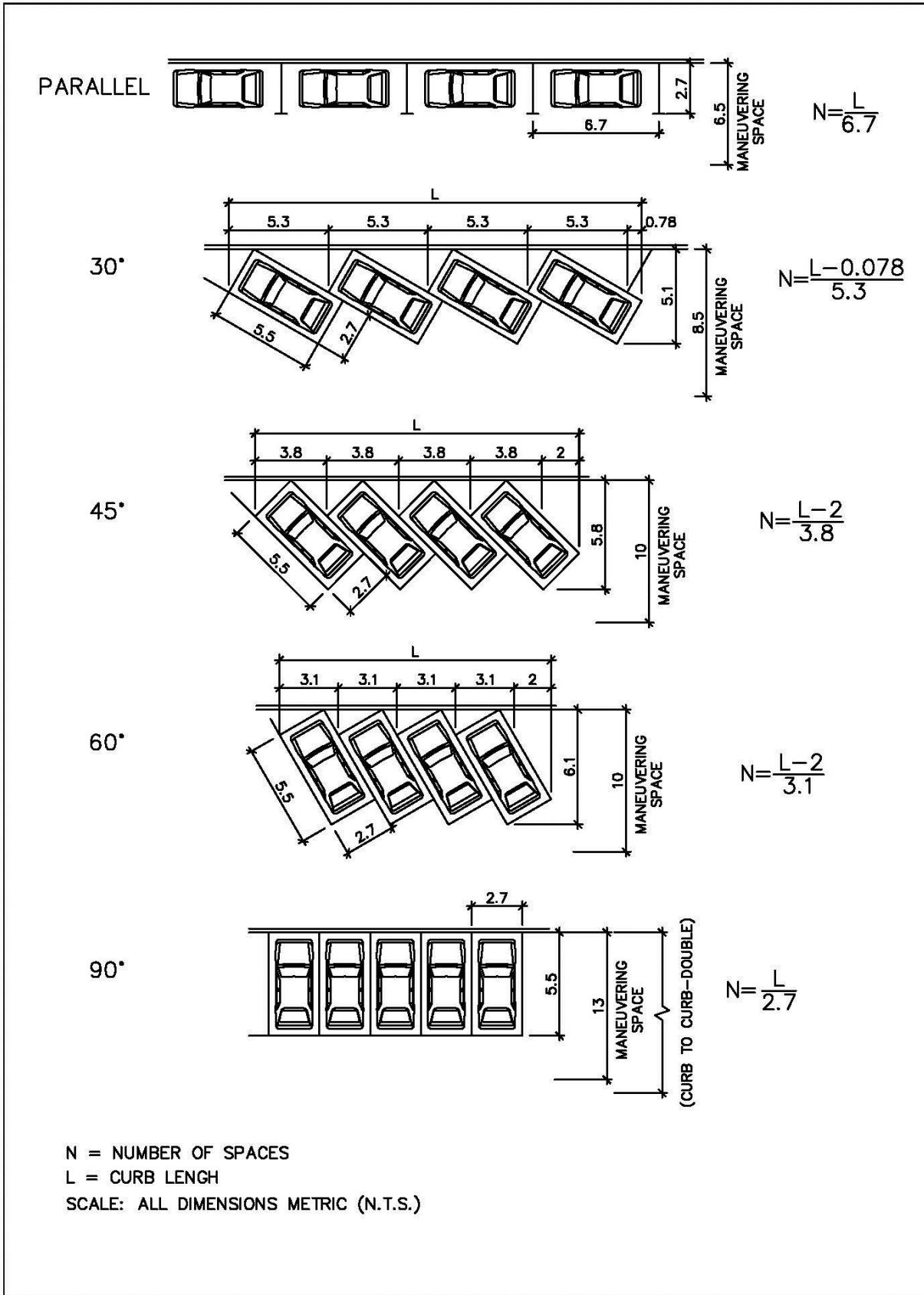


* Note: The clear throat distance varies depending upon the number of parking spaces.

Schedule "C"

FIGURE 6.1

PARKING STANDARDS – RESIDENTIAL & COMMERCIAL USES



Schedule "D"

FIGURE 6.2

PARKING STRUCTURES

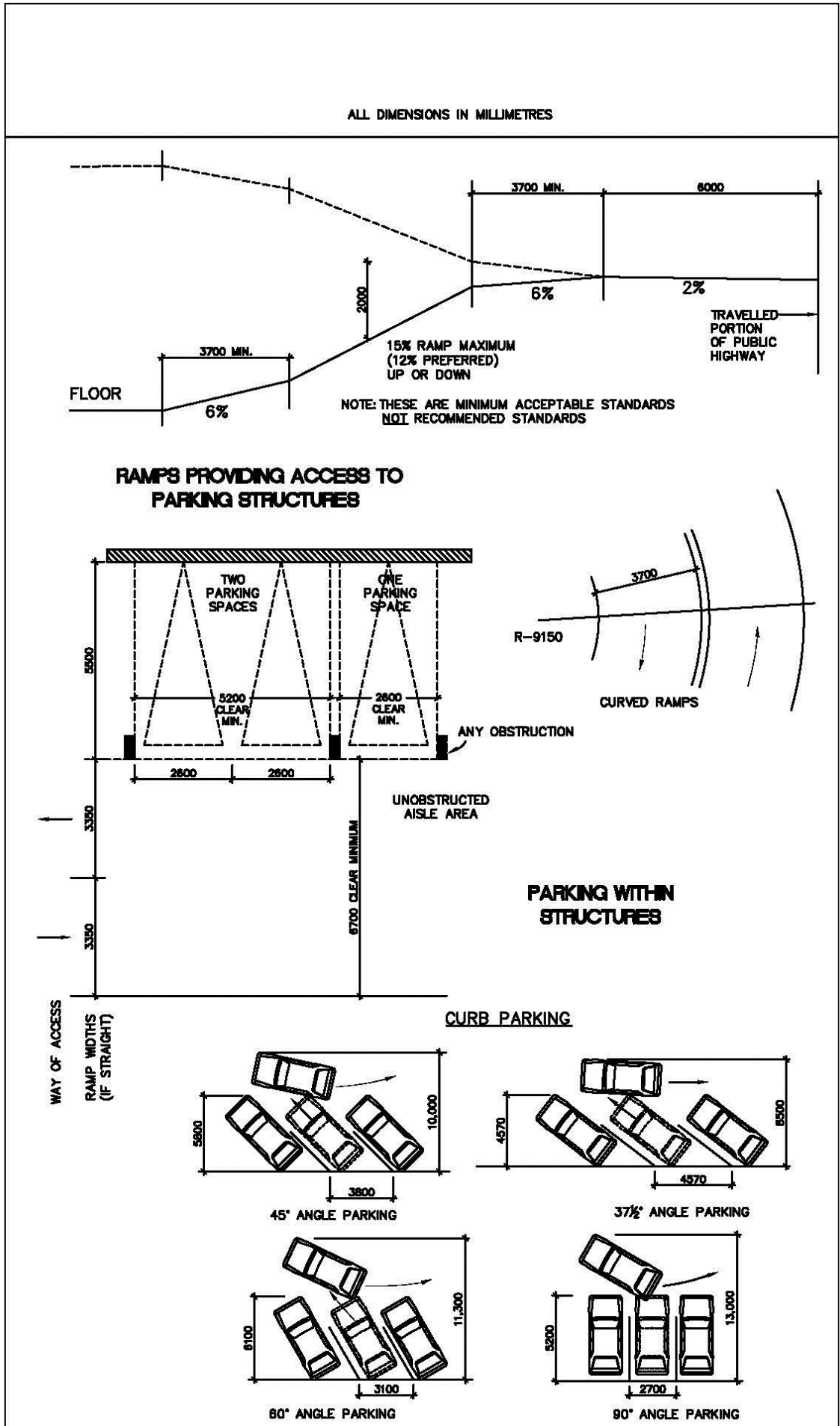
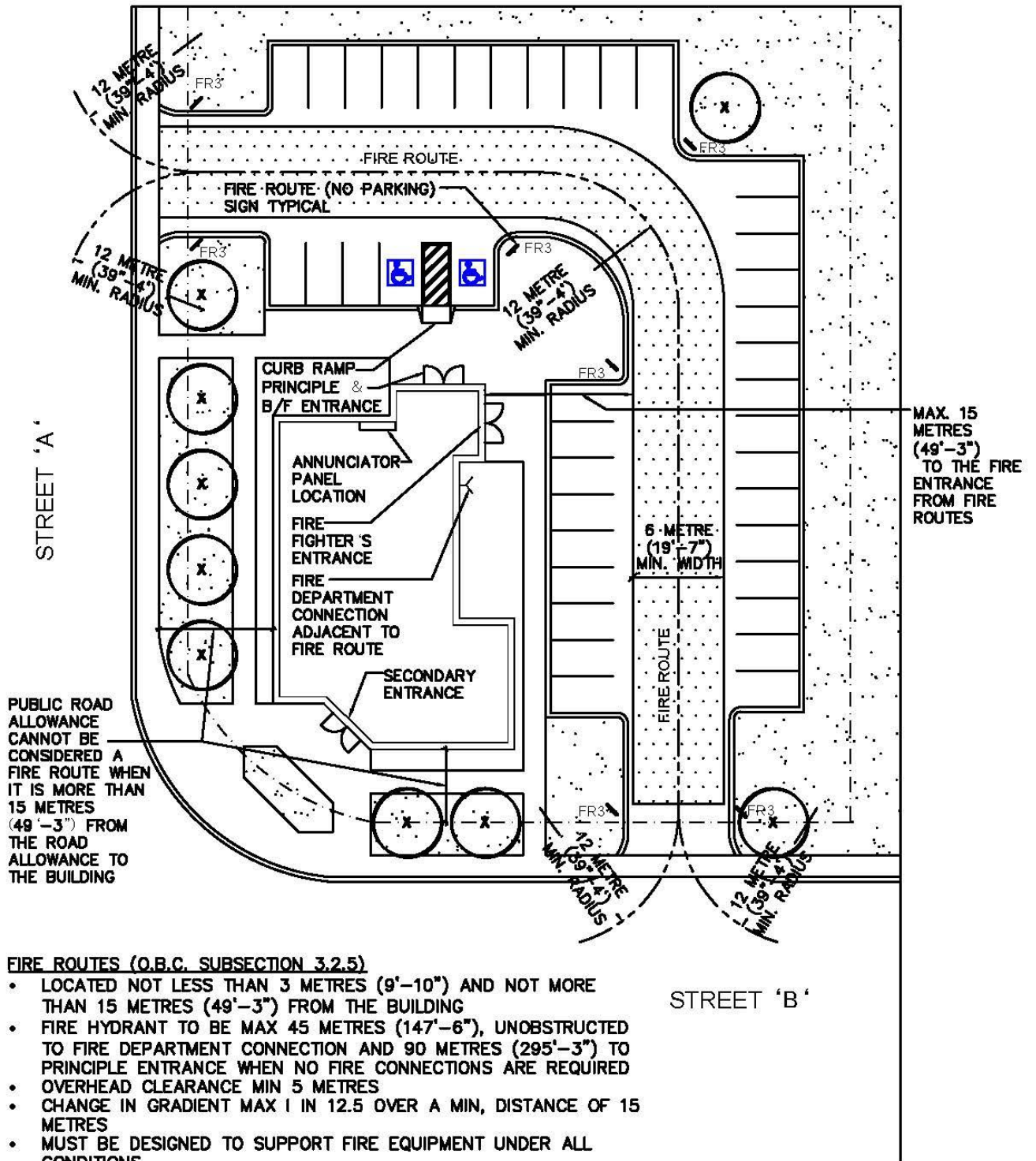


FIGURE 6.3

PRIVATE PROPERTY FIRE ROUTES



FIRE ROUTES (O.B.C. SUBSECTION 3.2.5)

- LOCATED NOT LESS THAN 3 METRES (9'-10") AND NOT MORE THAN 15 METRES (49'-3") FROM THE BUILDING
- FIRE HYDRANT TO BE MAX 45 METRES (147'-6"), UNOBSTRUCTED TO FIRE DEPARTMENT CONNECTION AND 90 METRES (295'-3") TO PRINCIPLE ENTRANCE WHEN NO FIRE CONNECTIONS ARE REQUIRED
- OVERHEAD CLEARANCE MIN 5 METRES
- CHANGE IN GRADIENT MAX 1 IN 12.5 OVER A MIN. DISTANCE OF 15 METRES
- MUST BE DESIGNED TO SUPPORT FIRE EQUIPMENT UNDER ALL CONDITIONS
- HAVE TURN AROUND FACILITY FOR DEAD END PORTIONS EXCEEDING 90 METRES (295'-3")
- HAVE ACCESS OPENINGS EVERY 15 METRES (49'-3") ON WALLS REQUIRED TO FACE A STREET UNLESS BUILDING IS SPRINKLERED

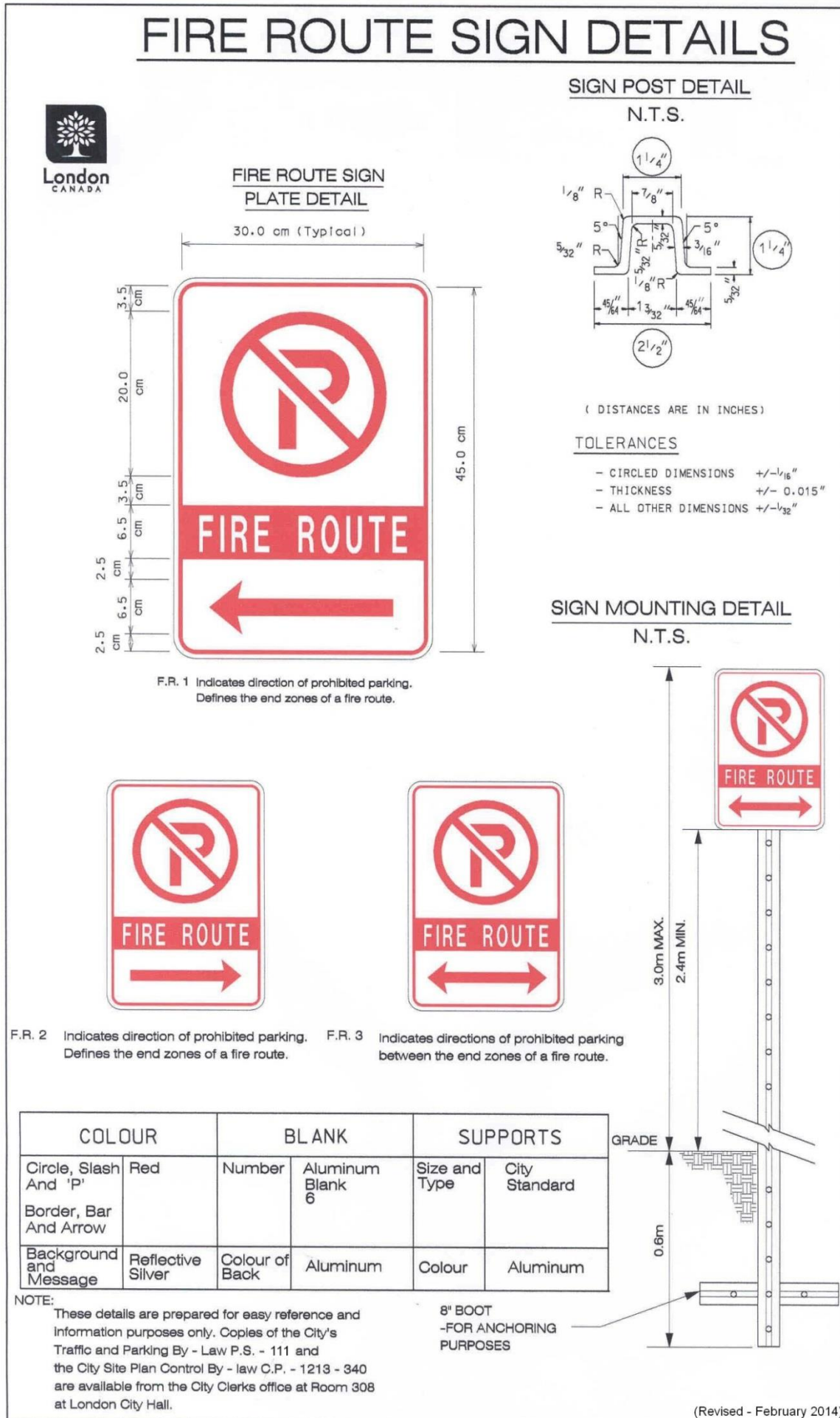
NUMBER OF STREETS (O.B.C. ARTICLE 3.2.2.10)

- FOR TWO STREETS ACCESS TO 50% OF BUILDING PERIMETER FROM FIRE ROUTE
- FOR THREE STREETS ACCESS TO 75% OF BUILDING PERIMETER FROM FIRE ROUTE
- LOCATED WITHIN 15 METRES (49'-3") OF THE BUILDING

Schedule "F"

FIGURE 6.4

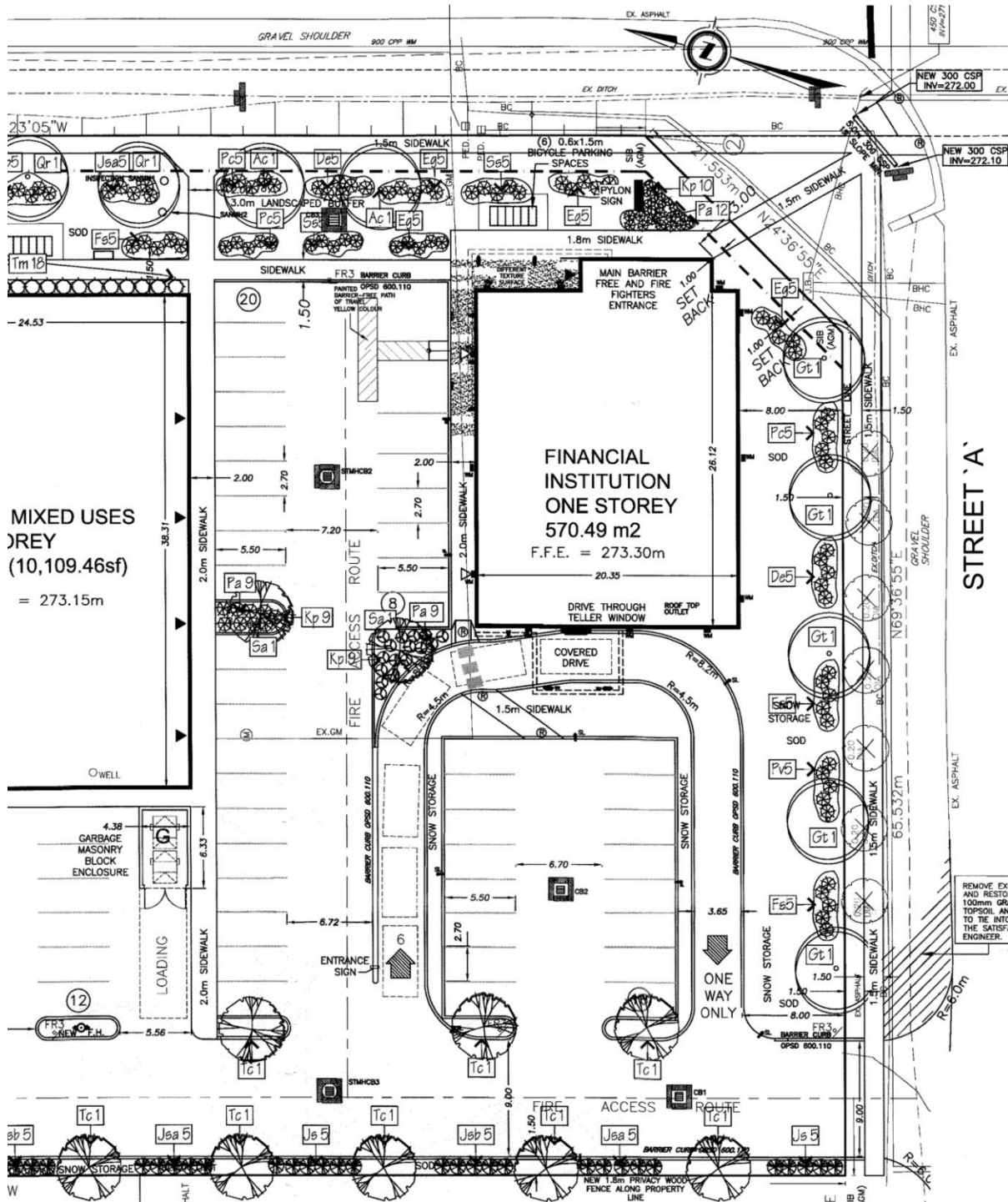
FIRE ROUTE SIGN DETAILS



Schedule "G"

FIGURE 9.1

SAMPLE LANDSCAPE PLAN (PARTIAL PLAN)



SAMPLE PLANT LIST
PLANT MATERIAL

KEY	COMMON NAME	BOTANICAL NAME	QTY	SIZE	COND
Am	MULTISTEM SERVICEBERRY	<i>Amelanchier canadensis</i> (multi-stem)	3	150cm	POT
Ar	RED MAPLE	<i>Acer rubrum</i> 'Sunset'	3	65mmcal	WB
Co	HACKBERRY TREE	<i>Celtis occidentalis</i>	1	65mmcal	WB
Gb	MAIDEN HAIR TREE	<i>Ginkgo biloba</i>	1	60mmcal	WB
Gt	SHADEMASTER LOCUST	<i>Gleditsia triacanthos</i> 'Shademaster'	3	50mmcal	WB
Jh	PRINCE OF WALES JUNIFER	<i>Juniperus horizontalis</i> 'Prince of Wales'	11	60cm	POT
Kf	KARL FOERSTER REED GRASS	<i>Calamagrostis acutiflora</i> 'Karl Foerster'	25	2yr/1gal	POT
Pe	LITTLE BUNNY FOUNTAIN GRASS	<i>Pennisetum alopecuroides</i> 'Little Bunny'	15	2yr/1gal	POT
Pm	DWARF MUGO PINE	<i>Pinus mugo</i> 'Pumilo'	14	50cm	POT
Sb	ANTHONY WATERER SPIREA	<i>Spiraea bumalda</i> 'Anthony Waterer'	26	60cm	POT

Note: Provide information as outlined in Section 9

Schedule "H"

10. FACILITIES AND ENCLOSURES FOR THE STORAGE OF GARBAGE AND RECYCLING

10.1. Objective

To ensure that adequate facilities are provided for:

- (a) the storage of garbage and recycling between collections thereby avoiding health, safety and litter problems; and
- (b) the efficient and safe collection of garbage and recycling by collection vehicles.

(See Official Plan Policy 11.1.1, and the Waste Management By-law WM-12)

10.2. Methods of Storage and Collection

(see Collection Practices Table 10.1)

(a) Residential Rowhousing:

Storage: An individual area within or immediately associated with each unit is required for garbage storage between collection days. Outside storage of garbage or recyclables is not a recommended or preferred method of storage.

Outside storage of garbage will only be permitted in situations where the developer demonstrates that individual storage facilities are not feasible. Outside storage of garbage will require an enclosure meeting the requirements of Table 10.2

Outside storage of recyclables is preferred if collection of recyclables is not practical from individual units from the boulevard of the abutting public street or private drive. Outside storage of recyclables will require an exterior storage enclosure meeting the requirements of Table 10.2. Outside storage of recyclables without an enclosure (i.e., exterior storage area) will only be permitted where the developer demonstrates that a recycling enclosure is not feasible.

Collection: If collection is by the City, it shall be at the boulevard of the abutting public street or private drive that is approved as a city collection vehicle access driveway. The collection vehicle access driveway shall be shown on the approved site services plan designed in accordance with Section 10.4 and Table 10.3. Units fronting to private driveways that are not accessible by City vehicles shall bring their garbage to communal collection points and their recyclables to exterior storage enclosures located at the boulevard of an abutting public street or private drive that is approved as a City collection vehicle access driveway.

b) Apartments:

(i) Buildings With 12 or Less Units:

Garbage

The garbage is centrally stored in specifically designed garbage rooms within the building, or exterior enclosures meeting the requirements of Table 10.2. Plastic garbage bags or metal or plastic cans (minimum 30L, maximum 125L) each not exceeding 20kg (44lbs.) may be used for garbage.

Recycling

The recycling can be stored within each unit, in a specifically designed storage room within the building, exterior storage area or exterior storage enclosure meeting the requirements of Table 10.2. If 360 litres carts are used, a minimum of two is required.

(ii) Buildings With More Than 12 Units:

Garbage

The garbage shall be centrally stored in specifically designed garbage rooms within the building. The garbage storage facilities shall consist of either 3.1, 4.6 or 6.1 cubic metre bulk bin containers located in the building and wheeled out to a collection point with access by garbage collection vehicles, meeting the requirements of Table 10.3, or the installation of a garbage compaction unit which is compatible with collection vehicles, meeting the requirements of Table 10.3. Exterior storage enclosures are permitted to store empty and full bulk bin containers.

Recycling

Recycling shall be stored in a specifically designed room within the building of sufficient size to accommodate one 360 litre cart for every seven residential units and allow for resident access and movement of the carts. For collection, carts shall be wheeled to a point within access, meeting the requirements of Table 10.3. Recycling carts must be compatible with City collection vehicles. Exterior storage enclosures are permitted to store empty and full recycling containers.

(c) Commercial, Institutional, Industrial:

- (i) Commercial: For shopping centres, bulk bin containers are used. For individual stores and offices, depending on the volume of garbage or type of storage facilities cans, polyethylene bags or bulk bin containers may be used. For any integrated commercial uses exceeding 5000 sq. metres (50,000 sq. feet) of gross floor area, a central garbage storage should be provided. Consideration will be given to the use of a deep collection unit on site. The extent of screening for this is dependent upon its location and style.
- (ii) Institutional: Depending on the volume of garbage and type of storage facility, cans, polyethylene bags, and bulk bin containers may be used. Consideration will be given to the use of a deep collection unit on site. The extent of screening for this is dependent upon its location and style.
- (iii) Industrial: Depending on the volume of garbage or type of storage facility, cans, polyethylene bags or steel containers may be used. Consideration will be given to the use of a deep collection unit on site. The extent of screening for this is dependent upon its location and style.
- (iv) City collection at Commercial, Institutional and Industrial properties is limited to 12 bags of garbage per collection and 5 Blue Boxes of recycling and 2 bundles of cardboard. These properties must be on an established residential collection route and no trade waste is permitted.

(d) **Facilities for the Collection & Storage of Recyclable Materials**

- (i) Recycling in commercial, industrial or institutional buildings/complexes is required. The plans for the complex shall locate the collection areas on the site plan. Any such locations shall be screened. Materials are to be separated as required for municipal pickup and/or in accordance with provincial standards.

(e) **Facilities for Storage and Collection of Source Separated Organics**

- (i) May be provided for private waste collection.

10.3. **Location of Storage**

- (a) Commercial, industrial, institutional and apartment developments may be exempt from the requirement for exterior enclosures if steel bulk bin containers are used and strategically located in combination with the building configuration to utilize areas such as recessed service areas or extended building walls so that the storage containers are not within public or neighbourhood view.
- (b) If the development includes medical or dental offices or a drug store, the garbage storage facilities shall be located in a building or structure capable of being locked.
- (c) Table 10.2 describes the design features of both garbage and recycling collection points and storage enclosures if permitted.
- (d) All garbage and recycling containers must be located a minimum of 3 metres (10 feet) away from all buildings.

10.4. **Accessibility by Collection Vehicles**

- (a) Where volumes of garbage and recycling warrant, collection vehicles will go on site providing there is ingress and egress with circulation designed to avoid reversal of the vehicle.
- (b) Whether the garbage is collected privately or by the City, the collection vehicles are sufficiently similar to require the same spatial dimensions for convenient and safe access. Refer to Table 10.3 for the acceptable design parameters.
- (c) The vehicular accesses and internal driveways of the development shall be designed to carry the weight of the City's garbage collection vehicles. Construction standards are available from the Solid Waste Management Division.

TABLE 10.1 GARBAGE AND RECYCLING COLLECTION AND STORAGE PRACTICES

Use	Collection Responsibility	Storage Location ¹	Collection Location ²	Containers Sold/Leased From City ¹	Collection Frequency	
Residential						
(a)	rowhousing units with sufficient individual storage and front directly to a public street or private drive accessible to City collection vehicles	City Private or	within dwelling unit	boulevard of the abutting public street or private drive	No	Once every 6 business days
(b)	rowhousing units with sufficient individual storage and do not front directly to a public street or private drive accessible to City collection vehicles	City Private or	within dwelling unit	<u>Garbage</u> communal collection point <u>Recycling</u> approved exterior storage enclosure or storage area	Rollout carts for recycling sold	Once every 6 business days
(c)	rowhousing units with insufficient individual storage	City Private or	<u>Garbage</u> approved exterior storage enclosure <u>Recycling</u> approved exterior storage enclosure or storage area	<u>Garbage</u> approved exterior storage enclosure <u>Recycling</u> approved exterior storage enclosure or storage area	Bulk bins for garbage leased Rollout carts for recycling sold	Once per week
(d)	apartments with 12 units or less	City Private or	<u>Garbage</u> interior storage room or approved exterior enclosure <u>Recycling</u> interior storage room or approved exterior enclosure or storage area	private drive accessible to City collection vehicles	Bulk bins for garbage leased Rollout carts for recycling sold	Once per week
(e)	apartments with more than 12 units	City Private or	interior storage room; approved exterior storage enclosure may be used to store containers after they become full	private drive accessible to City collection vehicles	Bulk bins for garbage leased Rollout carts for recycling sold	Once/ Twice per week
Institutional		City Private or	interior or approved exterior enclosure	public street or private drive accessible to City collection vehicles	Bulk bins for garbage leased	Once/ Twice per week
Commercial						
(a)	shopping centres (malls, plazas)	Private	interior or approved exterior enclosure interior	Not applicable	Not applicable	Not applicable
(b)	other premises (not-for-profit, social clubs)	City Private or ³	interior or approved exterior enclosure	public street or private drive accessible to City collection	Not applicable	Once per week/ every six business days
Industrial		Private	interior or approved exterior enclosure	Not applicable	Not applicable	Not applicable

Notes 1) Communal collection points, exterior storage areas and exterior storage enclosure must meet the requirements of Table 10.2
 2) Private drives must meet the requirements of 10.3.

TABLE 10.2 - DESIGN FEATURES OF RESIDENTIAL GARBAGE AND RECYCLING COLLECTION POINTS AND ENCLOSURES

Design Features		Design Guidelines
1. Communal collection point ¹ – Garbage		
(a)	Location	immediately adjacent to an approved collection vehicle access route
(b)	Material	poured in place concrete or other structurally adequate and impervious material
(c)	Maximum number of units serviced by each collection point.	12
(d)	Fencing, landscaping or other enclosure	1.0 metre (3 feet) maximum
2. Common Exterior Storage Area – Recycling		
(a)	Location	immediately adjacent to an approved collection vehicle access route and oriented to facilitate pick-up minimum of 3 metres (10 feet from existing buildings)
(b)	Slab Material	poured-in-place concrete, asphalt or other structurally adequate and impervious material
(c)	Maximum number of units serviced by each collection point	roll-out recycling cart – 35
(d)	Signage	signage to identify area and recycling rules
3. Common Exterior Storage Enclosure ¹ – Recycling and garbage		
(a)	Location	immediately adjacent to an approved collection vehicle access route and oriented to facilitate pick-up
(b)	Slab Material	poured-in-place concrete
(c)	Maximum number of units serviced by each facility	storage enclosure for bagged garbage – 20 storage enclosure for bulk bin container – no limit storage enclosure for roll-out recycling cart – no limit
(d)	Enclosure Wall Height	2 metres (6 feet) minimum
(e)	Enclosure Wall Material	concrete, brick, masonry or other material of similar durability and capable of being maintained by washing wood enclosures are not permitted
(f)	Enclosure roof	storage enclosure for bagged garbage – not permitted storage enclosure for bulk bin container – not permitted storage enclosure for roll-out recycling cart – required
(g)	Minimum Gate Opening ²	bagged garbage - 1.2 metres (4 feet) single bulk bin compound – 3.6 metres (12 feet) double bulk bin compound – 7.2 metres (24 feet) roll-out recycling cart - 1.2 metres (4 feet)

¹A water supply line and hose bib connection adjacent to common pick-up points and common exterior storage enclosures is recommended for ease of maintenance.

²Gates are not required for exterior storage enclosures for bulk bins when the opening to the storage enclosure is not visually from public property (including public streets) or impact abutting properties or the development. The gates for bulk bin compounds must be open for collection on the morning of the scheduled collection.

TABLE 10.3 - DESIGN FEATURES OF COLLECTION VEHICLE ACCESS DRIVEWAYS

Design Features		Design Guidelines
(a)	Width	3.7 metres (12 feet) minimum
(b)	Surface Material	asphalt or other approved hard surface
(c)	Turning Radius	12 metre centreline (40 feet) minimum for bagged garbage collection and blue box recycling 12 metre centreline (40 feet) for bulk bin garbage collection three point or hammerhead type turning facilities that require reversing are not generally acceptable.
(d)	Location of housing units on private drives for individual collection	Housing units must have designated parking in front of each unit with no common parking lot.