



R.G. Richards & Associates

August 5th, 2014

Mr. Steven Farquharson
Development Planner
City of Barrie
70 Collier Street
Barrie, Ontario
L4M 4T5

Dear Mr. Farquharson

**Re: Park Place, 100 Mapleview East
North American (Park Place) Corporation
City of Barrie Industrial Lands Review (D14-1574)**

We act for North American (Park Place) Corporation, the owners of the above noted lands and have had a chance to review the presentation that was made to the General Committee on May 26th, 2014 and other material completed in support of this review. Some concerns have been noted during this review that requires attention at your earliest convenience.

This land is governed by an OMB approved site specific zoning by-law and has experienced an evolving development history that includes several minor variances, consents and site plan revisions, and amendments to the OMB approved policy. We request greater clarity on how the OMB approved by-law will be applied to the new zones, either as site specific or superseding the proposed zone changes entirely. Will approved minor variances continue to be recognized?

If it is not the City's intention to continue to recognize the OMB approved by-law, we have noted some issues with the proposed zone changes that have been outlined in the image attached to this letter. Primarily, the lands to the east of the commercial centre have not been rezoned under the intended zone consolidations noted in the City's initial release of information. Specifically we note the lands identified as #5 and #6 in the attached image have not been zoned under the intended consolidation, which has resulted in a number of issues and removal of currently permitted uses.

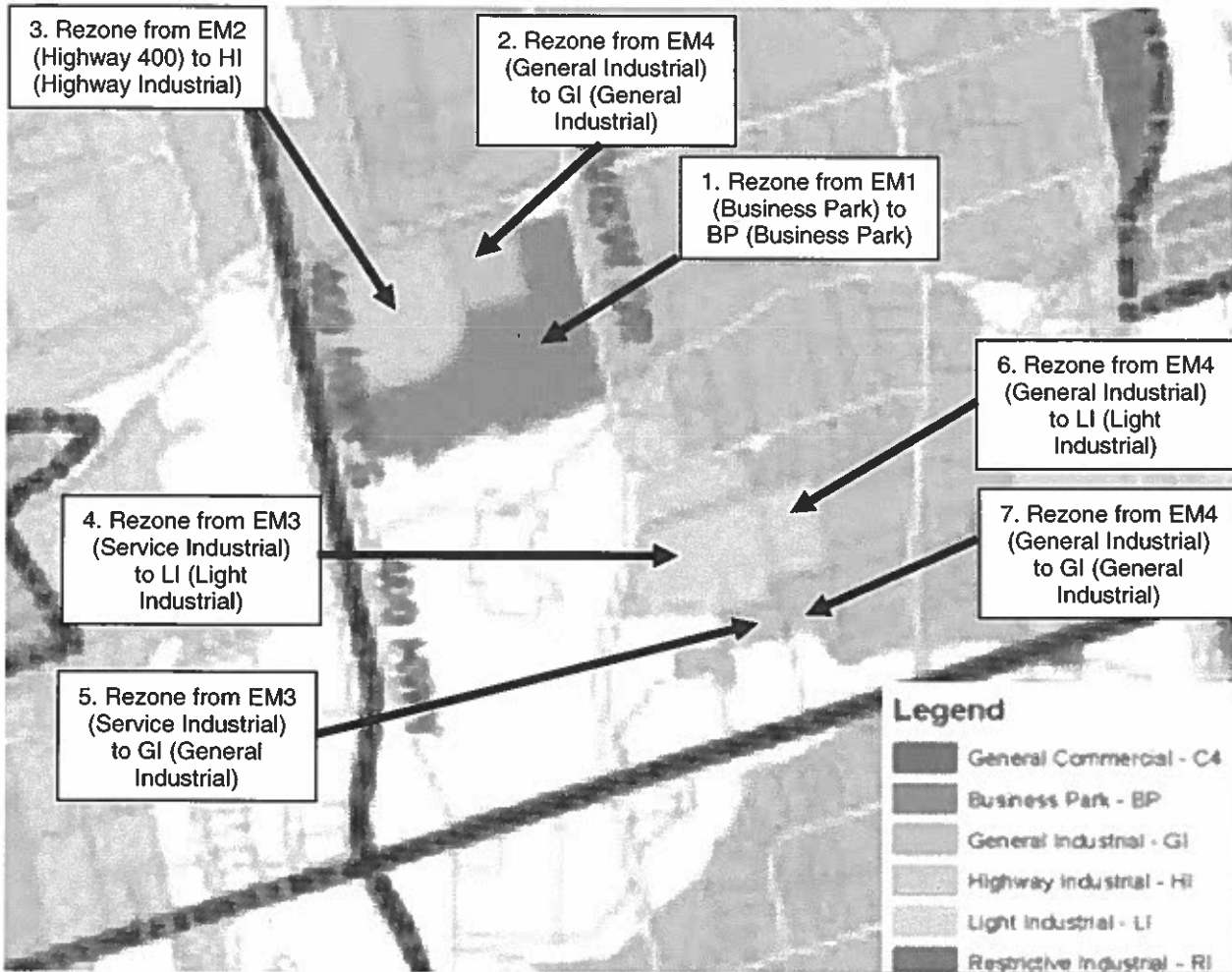
We would appreciate your earliest review of this material and possibly a meeting to discuss required action.

Yours very truly,

A handwritten signature in cursive script, appearing to read "Nick Michael".

Nick Michael M.PL.
Associate

c.c Steve Bishop, North American



Barrie Welding Group of Companies

39 Anne Street South, Barrie ON L4N 2C7

705-726-1444

February 19, 2015

Steven Farquharson
Development Planner
Planning Services Department
70 Collier Street
Barrie ON L4M 4T5

Dear Mr. Farquharson,

Re: Proposed Industrial Zoning By-Law Amendment

Further to my letter dated January 29th, the meeting with you and Stephen Naylor on February 11th, 2014 the Public Meeting May 26th, the revised detailed mapping provided June 20th and subsequent revised mapping provided by the City in September of 2014 (attached), we have the following comments.

We are opposed to rezoning EM4 heavy industrial lands along Anne Street South to either commercial or light industrial and we will take action if such rezoning occurs, particularly to the Barrie Welding properties. Barrie Welding & Machine has operated out of its Anne Street locations since the 1950s and we are a heavy industrial manufacturer. Over a decade ago, a piece of our property along Anne Street was rezoned to commercial without our knowledge and the rezoning has since caused us undue hardships. Currently, there are more properties zoned EM4 on Anne Street South between Dunlop and Tiffin Street than there are any other zones. Any proposed rezoning is not protecting or buffering the "traditional" industrial lands, any rezoning would be eliminating them.


Mayes Martin, Triple M, Barrie Welding, Western Mechanical, Transolutions, Moore Packaging, CSR, Tollos, Greengo and many other heavy industrial users use Anne Street South as their thoroughfare to Highway 400. A rezoning to commercial or light industrial will significantly impact the transportation routes and cause serious economic consequences.

The Barrie Welding group of companies have been working in the City, with the City and for the City of Barrie for almost 70 years. We have had significant input with the past industrial zoning By-laws. We feel that any proposed changes in zoning from Industrial

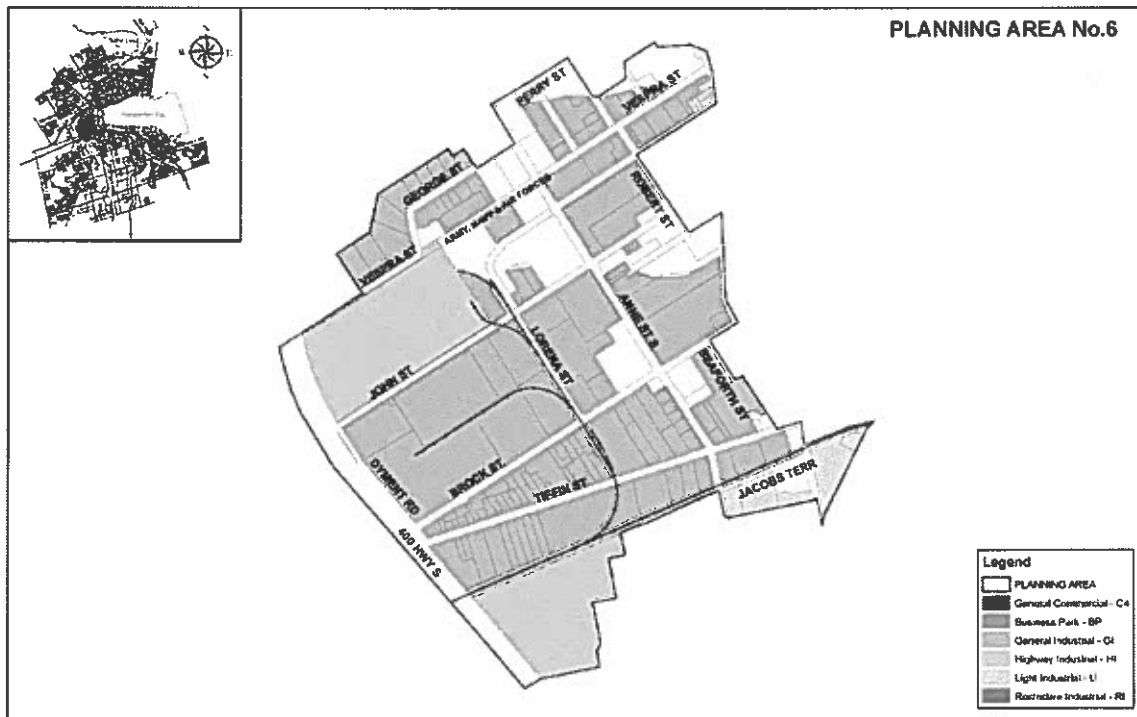
or Heavy Industrial uses in the Anne Street South corridor will be detrimental to industry and will be opposed.

We are satisfied with the proposed mapping that was provided to us in September of 2014 and we commend City staff for the work that they have done to date. It is refreshing to know that the City is working with us to keep industry thriving in Barrie as it is a major economic driver.

Regards,



Ron Sheardown
Barrie Welding Group



Aslam:

I have provided suggestions on the attached document in an attempt to respond to concerns expressed not only at the public meeting but by the Councillors who spoke to the issue on June 9th.

My understanding is that Council likely does not favour pre-zoning (jumping the turnstile is how Councillor Prowse referred to it!). Please advise if you will be recommending pre-zoning, or have you re-thought that approach?

I noted that there were Council concerns about: "planning by numbers", "detriment to existing community", "not the GTA", "always will be car dependence in Barrie", "intensification has an impact whereas greenfield development does not", "affects rights to enjoyment of property", "ground floor commercial in intensification corridors is a recipe for failure" etc. I've tried to respond to the concerns, as well as my own, in the suggestions provided. I think it is important to provide some context for the determination of whether intensified development is appropriate, hence my suggestion that the City require supporting studies/plans.

I also looked at Part A of the draft Official Plan Amendment and I wondered if you might wish to consider incorporating some text that indicates that mixed use development may not be appropriate for all lands along intensification corridors, that careful consideration will be given to the impact of intensification on existing stable residential neighbourhoods, that full build out of intensification corridors is not required in order to achieve the 40 percent intensification target.

I look forward to discussing this further with you.

Thanks,

cp

Celeste Phillips, MCIP RPP

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L4M 3A7

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On 14-09-10 12:10 PM, "Aslam Shaikh" <Aslam.Shaikh@barrie.ca> wrote:

Attached as requested.

Aslam Shaikh
Planner
Tel: 705-739-4220 ext. 4434

----- End of Forwarded Message

OFFICIAL PLAN AMENDMENT

4.9 MIXED USE

- (a) The Mixed Use policies will generally refer to lands located along the Intensification Nodes and Corridors, as identified on Schedule I – Intensification Areas. However, not all lands along intensifications corridors may be appropriate for mixed used development.
- (b) For lands identified as Mixed Use, the policies of Section 4.9 will take precedence over other Land Use Policies contained in Section 4.2 Residential and 4.3 Commercial.

4.9.1 GOALS

- (a) Where appropriate, and where it has been demonstrated that there will be no impacts to existing residential neighbourhoods, to plan for new medium and high density development that supports an appropriate mix of residential, commercial, and institutional uses.
- (b) To protect existing stable residential neighbourhoods from new development that negatively affects the rights to enjoyment of property.
- (c) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.
- (d) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit.
- (e) To establish the Intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods.

4.9.2 POLICIES

4.9.2.1 PERMITTED USES

- (a) Mixed Use areas will permit a variety of residential, commercial, and institutional uses. Multiple uses within the same building will be strongly encouraged, including the residential use of upper storeys with active uses located at the ground floor level. Active uses may include, but are not limited to, retail shops, business or personal services, and restaurants.
- (b) Private uses, including residential, amenity rooms, or automobile parking should not be located at the ground floor level adjacent to any principal streets within the Intensification Nodes.
- (c) On a site specific basis and depending on location and impacts, the Zoning By-law may grant additional height permissions for Mixed Use buildings in the Intensification Corridors that incorporate active street level uses within the Intensification Corridors. Additional height permissions will not be granted in areas where there are significant variations in topography between proposed development and existing residential uses.

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- (d) A variety of medium and high density residential uses in a range of types, sizes, affordability, and tenure, are encouraged where appropriate, in the Mixed Use areas to increase the resident population, accommodate for the City's population growth, and to create a local market for commercial uses.
- (e) Where residential uses are located at the street level in the Intensification Corridors, increased ground floor ceiling height will be provided to allow for the future conversion to commercial uses.

4.9.2.2 Mixed Use areas will be zoned to discourage uses that negatively affect their planned function. To this end, the following uses will not be permitted in intensification corridors: automobile oriented uses such as automobile sales/leasing/repair establishment, car washes, gas stations, bus terminals, building supply centres, parking lots, veterinary clinics, drive-through facilities and any use that proposes an outdoor public address system.

4.9.2.3 GENERAL POLICIES

- (a) Improvements to the public realm will contribute towards the creation of a pedestrian oriented environment. When possible, the City will make use of opportunities to redefine the street and boulevard within the existing right-of-way. Larger setbacks may be required in certain areas to facilitate the creation of larger boulevards, wider sidewalks, or landscaping features including trees and planters. However, greater setbacks from existing rights of way will not result in the City granting permissions for reduced rear yard setbacks, where such setbacks are adjacent to existing residential uses.
- (b) Transit supportive design **will be promoted** through public realm improvements and private land development that achieves higher densities and supports a variety of land uses to create local destinations throughout the Mixed Use areas.
- (c) Parks and civic open spaces are encouraged throughout the Intensification Areas to provide opportunities for recreation and social gathering. As these locations will experience the most optimal conditions for tree growth, larger tree species are encouraged to enhance the overall tree canopy.
- (d) The gradual evolution of the Intensification Nodes and Corridors into Mixed Use areas will be recognized through short-term design that supports long term development opportunities.
- (e) The City will generally not support rezoning applications that result in a decrease of density or a reduction in the variety of uses on a property within the Mixed Use areas.
- (f) Not all lands within Intensification Corridors are suitable for rezoning for Mixed Use development. The City will not support rezoning applications where there will be a deleterious impact to existing stable residential neighbourhoods.
- (g) In determining the appropriateness of lands for Mixed Use zoning, the City will require the following studies:
 - i) Solar Shadowing Drawings

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- ii) Noise Study
- iii) Elevation drawings
- iv) Perspectives showing the relationship of new development with existing uses
- v) Market study (where ground floor commercial uses are proposed)

4.9.2.3 DESIGN POLICIES

- (a) All lands located within the Intensification Nodes and Corridors will be subject to Site Plan Control, and will consider the recommendations of the Intensification Area Urban Design Guidelines.
- (b) The Mixed Use areas will achieve a pedestrian-oriented environment through a combination of appropriate development standards and design features in the Zoning By-law and Intensification Area Urban Design Guidelines.
- (c) Buildings will be sited to frame abutting streets and sidewalks in order to achieve a generally consistent setback and continuous built form. Façade step backs will reduce the visual and physical impacts of building height and will ensure human scaled development.
- (d) Larger setbacks may be granted for the purposes of creating outdoor patio space, publically accessible plazas, weather protection features such as canopies or building overhangs, for delineating entranceways, for the installation of public art, or other features which positively contribute towards the public realm. However, a reduction in rear yard setbacks to accommodate such features will not be permitted.
- (e) Primary building entrances will be directly accessible from public sidewalks adjacent to any principal street located along the Intensification Nodes and Corridors. Non-residential ground floor units will be designed with transparent glass windows facing the street. Blank facades exposed to any principal streets will be avoided.
- (f) Intensification should be only be permitted where new development is compatible with the scale and setting of adjacent properties, particularly existing stable residential neighbourhoods, incorporating a built form transition from higher density to lower density areas. This may be accomplished through a combination of urban design features, including increased setbacks, landscaping, buffering, fencing and stepping provisions. Notwithstanding these design features, proposed development that results in shadowing of existing private residential amenity areas will not be permitted.
- (g) Surface parking should be located at the rear of buildings, but set back x metres from existing residential neighbourhoods. Where this is not feasible due to insufficient lot depth, surface parking should be located at the side of the building. No parking spaces will be located at the front of buildings in the Mixed Use areas.

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- (h) Where underutilized blocks exceed 100 metres in depth and 250 metres in length, opportunities to subdivide these blocks into more manageable, walkable land parcels with walkways, drive-aisles, and where feasible, new roads should be considered.

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ZONING BY-LAW AMENDMENT

Mixed Use

That the Zoning By-law be amended by adding Section 5.4 Mixed Use, as follows:

5.4 MIXED USE

5.4.1 MIXED USE GENERAL PROVISIONS

5.4.1.1 No person shall hereafter use any lands, nor erect, alter, enlarge or use any buildings or structures in any Mixed Use Zone except in accordance with the provisions of Section 5.4 and Section 4.0 of this By-law.

5.4.2 MIXED USE PERMITTED USES

5.4.2.1 The permitted uses in any Mixed Use Zone are listed in Table 5.4.1.

Table 5.4.1		
Uses	Zones	
	Mixed Use Node (MU1)	Mixed Use Corridor (MU2)
Residential Uses		
<i>Walk-up Apartment</i>	X	X
<i>Apartment Dwelling</i>	X	X
<i>Dwelling Unit(s) in conjunction with permitted commercial uses</i>	X	X
<i>Block/Cluster/Stacked Townhouse</i>	X	X
<i>Group Home</i>	X	X
Accessory Uses		
<i>Home Occupation ⁽¹⁾</i>	X	X
Commercial Uses		
<i>Bake Shop</i>	X	X
<i>Bank</i>	X	X
<i>Building Supply Centre</i>	X	X
<i>Bus Terminal</i>	X	X
<i>Bus Transfer Station</i>	X	X
<i>Conference Centre</i>	X	X
<i>Custom Workshop</i>	X	X
<i>Entertainment Establishment</i>	X	X
<i>Fitness or Health Club</i>	X	X
<i>Fitness or Health Club, Local</i>	X	X
<i>Florist</i>	X	X
<i>Funeral Establishment</i>	X	X
<i>Hotel, Motel</i>	X	X
<i>Laundry or Dry Cleaning Depot</i>	X	X
<i>Local Convenience Retail</i>	X	X
<i>Nursery or Garden Supply Centre</i>	X	X
<i>Office, Business or Professional</i>	X	X
<i>Office, Medical</i>	X	X

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<i>Outdoor Display and Sales Area</i>	X	X
<i>Parking Lot</i>	X	X
<i>Personal Service Store</i>	X	X
<i>Photography Studio</i>	X	X
<i>Private Club</i>	X	X
<i>Recreational Establishment</i>	X	X
<i>Rental Store</i>	X	X
<i>Restaurant</i>	X	X
<i>Retail Store</i>	X	X
<i>Service Store</i>	X	X
<i>Shopping Centre</i>	X	X
<i>Theatre</i>	X	X
<i>Trade Centre</i>	X	X
<i>Veterinary Clinic</i>	X	X
Institutional		
<i>Arena</i>	X	X
<i>Art Gallery</i>	X	X
<i>Assembly Hall</i>	X	X
<i>City Hall</i>	X	X
<i>Commercial School</i>	X	X
<i>Community Centre</i>	X	X
<i>Court House</i>	X	X
<i>Crisis Care Facility ⁽²⁾</i>	X	X
<i>Day Nursery</i>	X	X
<i>Library</i>	X	X
<i>Museum</i>	X	X
<i>Nursing Home</i>	X	X
<i>Place of Worship</i>	X	X
<i>Religious Institution</i>	X	X
<i>Rest Home</i>	X	X
<i>Retirement Home</i>	X	X
<i>Senior Citizens Home</i>	X	X
<i>Training and Rehabilitation Centre</i>	X	X

(1) – See 5.4.2.5

(2) – See 5.4.2.7

5.4.2.3 Residential Uses

- a) The minimum dwelling unit floor area for any such dwelling unit shall comply with the standards set out in Section 5.3 of this By-law for the Apartment Dwelling Second Density (RA2) Zone.
- b) An outdoor amenity area based on a minimum of 12m² per unit shall be provided for *Walk-up Apartments* and *Block/Cluster/Stacked Townhouses*. Outdoor amenity area may be inclusive of landscape open space, rooftop amenities (greenroofs, solariums, gardens, and patios), private balconies, or other outdoor amenity feature. Outdoor amenity area shall or shall not be in a consolidated form.
- c) The parking spaces used for residential uses (including visitor parking spaces) shall be designated for the exclusive use of the occupants/visitors of the residential dwelling units. Parking spaces designated for residential and visitor use shall be identified with a vertical sign indicating for residential/visitor use only.

5.4.2.4 Block/Cluster/Townhouses

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No more than 8 block/cluster/townhouse units shall be constructed in a row.

5.4.2.5 Home Occupation

- a) *Home Occupations* shall be permitted in all residential *uses* located in a Mixed Use *zone*, in accordance with the provisions of Section 5.2.10 of this Zoning By-law.
- b) Notwithstanding the provisions of Section 5.2.10.1, the floor area devoted to a *Home Occupation* located within a *Block/Cluster/Stacked Townhouse* in a Mixed Use *zone* shall not exceed 50% of the total floor area of the dwelling.

5.4.2.6 Drive-Thru Facilities

Drive-Thru Facilities shall not be permitted in conjunction with any use within a Mixed Use *zone*.

Add reference to outdoor speakers, p.a. systems not being permitted in intensification corridors.

5.4.2.7 Crisis Care Facility

Any crisis care facility shall be located a minimum distance of 300m from any other crisis care facility.

5.4.2.8 Highway 400 Commercial

Notwithstanding the Permitted Uses in Table 5.4.1, where a lot adjoins the right-of-way of Highway 400, the uses described in Section 6.2.5 of this Zoning By-law will apply.

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5.4.3 MIXED USE STANDARDS

5.4.3.1 The uses permitted in the Mixed Use Zone are subject to the development standards referenced in Table 5.4.2.

Table 5.4.2			
Uses		Zones	
		Mixed Use Node (MU1)	Mixed Use Corridor (MU2)
Lot Area (min.)		-	-
Lot Frontage (min.)		-	-
Front Yard Setback⁽¹⁾	Min.	1m for 75% of frontage	1m for 75% of frontage
	Max.	5m for 25% of frontage	5m for 25% of frontage
Side Yard Setback	Min.	-	-
	Min. Abutting Street or Laneway	-	3m
	Max.	-	6m
Rear Yard Setback (min)	Abutting Street or Laneway⁽²⁾	1.5m	1.5m
	Abutting Residential, OS, or EP Zone⁽³⁾	7m setback	10 m setback
Front Façade Step-back (min.)		45 degree angular plane at height above 80% equivalent of right-of-way using 3m minimum step-backs	45 degree angular plane at height above 80% equivalent of right-of-way using 3m minimum step-backs
Side Façade Step-back (min.)		If adjacent to an OS zone, 5.5m at height above 80% equivalent of right-of-way	If adjacent to an OS zone, 5.5m at height above 80% equivalent of right-of-way

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Rear Façade Step-back (min.)		45 degree angular plane above 7.5m using minimum 3m step-backs	45 degree angular plane above 7.5m using minimum 3m step-backs
Lot Coverage (max. % of lot area)		-	-
Gross Floor Area (max. % of lot area)		-	-
Street Level Floor Height (min.)		4.5m	4.5m
Building Height	Min.	10.5m	7.5m
	Max.	25.5m	16.5m ⁽⁴⁾
Minimum Coverage for Commercial uses (% of first storey GFA)		50%	- ⁽⁵⁾

(1) – See 5.4.3.2

(2) – See 5.4.3.3 (a)

(3) – See 5.4.3.3 (b)

(4) – See 5.4.3.4

(5) – See 5.4.3.5

5.4.3.2 Front Yard Setback

- a) Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk.
- b) If ground floor usage abutting lot frontage is residential, a minimum 3m front yard setback will apply.

5.4.3.3 Rear Yard Setback

- a) Where a rear setback abuts a street or laneway, the setback may be used for soft or hard landscaping, or for a walkway.
- b) Where a rear yard setback abuts a Residential, Open Space, or Environmental Protection zone, the setback may be used for soft landscaping.

5.4.3.4 Building Height My concern is that the increased height is to be granted if ground floor commercial or institutional uses are provided -- my expectation is that developers will propose commercial to get the extra height, with such commercial remaining vacant. Vacant retail units were a concern expressed by a number of Councillors. Perhaps a better approach is to consider the extra height on a site specific basis, rather than permitting it as of right.

5.4.3.5 Street Level Commercial Uses

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If street level use is a commercial or institutional use, the minimum coverage for the commercial or institutional use must be 50% of gross floor area for the street level floor area.

5.4.3.6 Yard Variations

Minimum front, side and rear yards shall be provided in accordance with the requirements of Table 5.4.3, subject to the provisions below.

Any part of any required yard, required by this By-law shall be open and unobstructed by any structure from grade level to the sky, with the following exceptions:

- a) accessory buildings subject to Section 5.4.3.7;
- b) sills, belt courses, cornices, eaves and gutters, chimney breasts or pilasters, which may project a distance of not more than 0.6m into a required yard;
- c) in the case of attached units, in which case no side yard shall be required on the interior side;
- d) fire escapes, which may project a distance of not more than 1.2m into a required side yard but in no case shall the side yard, except where none is required, be reduced to less than 0.6m;
- e) balconies on apartment dwellings, where located at a greater height than the bottom of the first floor ceiling joists, may project a distance of not more than 1.5m into a side yard, but in no case shall the side yard, except where none is required, be reduced to less than 1.8m to any side lot line.

5.4.3.7 Accessory Buildings and Structures

Accessory Buildings and Structures shall only be permitted in conjunction with *Residential Uses* identified in Table 5.4.1. No other *building or structure*, except a *parking structure underground* which is accessory to any residential use in any zone shall:

- a) exceed a height of 4m;
- b) occupy any part of a *front yard or side yard*;
- c) be *erected* closer than 0.6m from the *rear lot line*;
- d) be *erected* closer than 0.6m from the *side lot line*, except in the case of attached units, in which case no *side yard* shall be required on the interior side where the *accessory building or structure* is attached to the *main building*;
- e) the width of a *boat house* and *boat port* shall not exceed 30% of the width of the lot measured at the shoreline;
- f) collectively exceed 10% lot coverage for detached accessory structures or a maximum of 50m² whichever is lesser.

5.4.3.8 Additional Standards for Lands Abutting Highway 400

Notwithstanding the standards of Table 5.4.2, where a lot adjoins the right-of-way of Highway 400, the standards of Section 6.3.3 will apply.

5.4.3.9 Rooftop Mechanical/Electrical Structures

Maximum building height standards are not inclusive of rooftop mechanical/electrical structures, but will be subject to any 45 degree angular plane requirement. Mechanical/electrical structures will be screened within rooftop penthouses or through the use of parapets.

5.4.4.0 Landscape Buffer Areas

Notwithstanding the provisions of Section 4.8.2.1, where any *lot* in a Mixed Use *zone* abuts a *lot* in a Residential *Zone*, with the exception of the RA1 and RA2 Apartment Dwelling zones, a continuous *landscaped buffer area* of a minimum width of 3m shall be provided along the abutting *lot* line of the *lot*, and a continuous closed board fence with a minimum height of 2m is to be constructed along the *lot* line. *Where required as a result of an Noise Study, an acoustic fence will be provided.*

5.4.4.1 Parking for Apartment Dwellings

Parking spaces including aisles required for an *apartment dwelling unit* in the Mixed Use zone shall have a maximum *lot coverage* of 35%.

General Provisions and General Standards

That the Zoning By-law be amended within Section 4.6 Parking Standards to add the following to Table 4.6:

Table 4.6	
Uses	Parking Standards
<i>Residential uses located within a Mixed Use zone</i>	1 space per <i>dwelling unit</i> need to add visitor parking standard

That Section 4.8.2.2 Landscape Buffer Areas: Industrial Zones Adjacent to Commercial, Institutional, Open Space and Environmental Protection Zones of the Zoning By-law be amended as follows:

4.8.2.2 Industrial Zones Adjacent to Commercial, Institutional, Open Space and Environmental Protection Zones

Where any *lot* in an *Industrial Zone* abuts a *lot* in a *Commercial, Institutional, Mixed Use, Open Space* or *Environmental Protection Zone*, a continuous *landscaped buffer area* of a minimum width of 3m shall be provided along the abutting *lot line* of the *lot*.

Residential Zone

That Section 5.3.5 Accessory Buildings and Structures of the Zoning By-law be amended as follows:

5.3.5 Accessory Buildings and Structures

No other *building or structure*, except a *parking structure underground* which is accessory to any residential use in any *zone*, with the exception of the *Mixed Use zones*, shall:

- a) exceed a height of 4m; (By-law 2010-195)
- b) occupy any part of a *front yard*, except for an in-ground swimming pool, a *carport*, a *deck* or a *porch*;
- c) be *erected* closer than the 3m from the exterior *side lot line* in the case of a *corner lot*; except for the *rear yard* in which case the minimum setbacks shall be 1m;
- d) be *erected* closer than 7m from the *front lot line*;
- e) be *erected* closer than 0.6m from the *rear lot line*;
- f) be *erected* closer than 0.6m from the *side lot line*, except in the case of attached units, in which case no *side yard* shall be required on the interior side where the *accessory building or structure* is attached to the *main building*;
- g) the width of a *boat house* and *boat port* shall not exceed 30% of the width of the lot measured at the shoreline;
- h) collectively exceed 10% lot coverage for detached accessory structures or a maximum of 50m² whichever is lesser. The 10% lot coverage permitted for accessory buildings and structures is in addition to the lot coverage as set out in Table 5.3. (By-law 2010-195)

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That Section 5.3.6.1 a) Parking Standards: Parking in Front Yards of the Zoning By-law be amended as follows:

5.3.6.1 Parking in Front Yards

- a) That the *driveway* and/or *parking space* that is located in the front yard of a property accessed by a public street cannot exceed the maximum percentage of the front yard as follows:

Zone	Front Yard Parking Coverage
R1, R2, R3	50%
R4	60%
RM1, RM1-SS	60%
RM2, RM2-TH ⁽¹⁾	60%
MU1, MU2	0%

That Section 5.3.6.2 a) Parking Standards: Parking for Apartment Dwellings of the Zoning By-law be amended as follows:

5.3.6.2 Parking for Apartment Dwellings

- a) *Parking spaces* including aisles required for an *apartment dwelling unit* in any zone, with the exception of the Mixed Use zones, shall have a maximum *lot coverage* of 35%.

That Section 5.3.7.2 Landscape Buffer Areas: Apartment Dwellings of the Zoning By-law be amended as follows:

5.3.7.2 Apartment Dwellings

A continuous *landscaped buffer area* shall be provided along the side and *rear lot lines* of any *lot* which is occupied by an *Apartment Dwelling*, with the exception of the Mixed Use zones. The *landscaped buffer area* shall be 3m in width along the side and *rear lot lines* in the *Mixed Use Zone*.