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**TO:** GENERAL COMMITTEE

**SUBJECT:** ZONING BY-LAW AMENDMENT TO PERMIT A MEDIUM AND HIGH DENSITY RESIDENTIAL DEVELOPMENT AT 700 & 725 MAPLEVIEW DRIVE EAST – BAYWOOD HOMES (WARD 10)

**PREPARED BY AND KEY CONTACT:** C.TERRY, SENIOR DEVELOPMENT PLANNER, EXT. #4430

**SUBMITTED BY:** S. NAYLOR, MES, M.C.I.P., R.P.P., DIRECTOR OF PLANNING SERVICES 

**GENERAL MANAGER APPROVAL:** R. FORWARD, MBA, M.Sc., P. ENG. GENERAL MANAGER OF INFRASTRUCTURE, DEVELOPMENT & CULTURE 

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** C. LADD, CHIEF ADMINISTRATIVE OFFICER 

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**RECOMMENDED MOTION**

1. That the Official Plan Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to include text in the Innis-Shore Secondary Plan to permit high density residential uses, be approved as modified by staff and described in detail in Appendix "A-1" to Staff Report PLN004-13 (D09-OPA002).
2. That the proposed Zoning By-law Amendment states that the property municipally identified as 700 & 725 Mapleview Drive East requires a minimum density of 50 residential units per hectare and permits a maximum density of 120 residential units per hectare.
3. That the Zoning By-law Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to permit zoning for Residential Apartment with Special Provisions (RA1-2 SP, RA1-3 SP, RA2-1 SP), Environmental Protection (EP) and Open Space (OS) on the property municipally identified as 700 & 725 Mapleview Drive East be approved as described and illustrated in detail in Appendix "B-1" and Appendix "B-2" to Staff Report PLN004-13 with the exception of the proposed seniors housing, identified as Block 14 on Appendix "D" to Staff Report PLN004-13 (D14-1484).
4. That the Zoning By-law Amendment zone the lands identified as Block 14 on Appendix "D" to Staff Report PLN004-13 as Institutional (I) for the proposed seniors housing.
5. That in addition to the preparation of a Master Transportation Plan for the development of the property municipally identified as 700 & 725 Mapleview Drive East, the applicant is required to provide a Traffic Impact Study as part of a complete application for Site Plan Control at each phase of the development.

**PURPOSE & BACKGROUND**

Purpose

6. The purpose of this report is to respond to Council Direction 12-G-355 requesting paragraphs 5 through 7 of Staff Report PLN048-12 dated December 10, 2012, be referred back to staff. Staff Report PLN004-13 should be considered an addendum to Staff Report PLN048-12. A detailed

explanation of the project and justification for staff's recommendations is provided in Staff Report PLN048-12. Recommendations 1 through 4 of Staff Report PLN048-12 were approved by Council.

7. The items referred back to staff for further consideration include the following:
  - (a) Zoning the lands described as being developed for seniors to the Institutional zone category;
  - (b) Requiring a traffic study at each phase of the development;
  - (c) Consideration of a requirement for two separate access/egress points into/out of the subject site; and
  - (d) The location of the portion of the lands within the intensification node and the number of units that would be permitted if the units per hectare calculation was used based on portions inside versus outside the intensification node.

Each of the above items will be discussed in the Analysis section of this report.

#### Overview

8. Staff Report PLN048-12 provides a detailed description and analysis of the Official Plan Amendment application to redefine the boundaries of the Residential, Open Space and Environmental Protection areas in the City's Official Plan for the subject property, introduce a High Density Residential designation into the Innis-Shore Secondary Plan and provide zoning standards for the redevelopment of the lands municipally identified as 700 & 725 Mapleview Drive East. The Official Plan Amendment and High Density Symbol in the Innis-Shore Secondary Plan have been approved by Council. The supporting text in the Innis-shore Secondary Plan and rezoning for the project were referred back to staff.
9. Staff's recommendation remains that lands east of the Barrie South Go Station, fronting onto the north side of Mapleview Drive East, be rezoned to permit a variety of medium and high density housing forms, together with Environmental Protection and Open Space areas, in keeping with the policy direction for "Major Transit Node" in the City's Official Plan. Recommendations 5 through 7 of Staff Report PLN048-12 are included in the recommendations of Staff Report PLN004-13, as well as two new recommendations for Council consideration.
10. The first new recommendation is to rezone the proposed seniors housing as Institutional (I) and the second is to provide direction from Council to support staffs requirement for a Traffic Study at each stage of the development as part of a complete application for Site Plan Control. Both items were included for consideration in the referral back to staff through Council Direction 12-G-355.

#### **ANALYSIS**

##### Institutional Zone

11. Council requested staff to consider the implementation of an Institutional Zone on a block of the subject site identified in the applicant's concept as mid-rise apartments for seniors. This block, identified as Block 14 on Appendix "D", has a direct access/egress to Mapleview Drive East and is isolated from the larger development plan due to the Hewitts Creek watercourse.
12. The proposed zone for these units is Residential Apartment with Special Provisions (RA1-3 SP) to permit a range of built-form including Townhouse Clusters, Walk-up Apartments and Low Rise Apartments (3-6 storeys). The Residential Apartment Zone also considers Institutional type uses such senior citizens housing, nursing homes and homes for the aged. Although the proposed

zoning permits seniors housing, a residential zone cannot restrict development to cater to a particular population.

13. Council has requested staff to consider recommending an Institutional zone for Block 14 to ensure the lands are developed for a form of seniors housing. Staff do not object to this request and have included the rezoning of this block to Institutional as part of the recommendations for Staff Report PLN004-13.
14. Staff do not have a detailed design concept for the seniors housing proposed for the site, and therefore cannot determine if the density provisions of a residential use would apply in the recommended Institutional zone. The land area and proposed unit count have been removed from the density calculation which is the subject of discussion in paragraphs 22 to 27 of this report.

#### Traffic Study

15. Staff have been requested to consider requiring a traffic study at each phase of the development.
16. The applicant has submitted a Traffic Impact Study dated April 6, 2012 by CC Tatham & Associates to support the development of the revised Mapleview Drive East subdivision proposal. After review and comments from staff, the study was revised and updated information provided. In summary, the study included the following:
  - (a) An analysis of the intersection of Yonge Street and Mapleview Drive for the 2017, 2022, 2027 and 2032 horizon periods and concluded that the intersection will offer acceptable operating levels of service through to the horizon year of 2032.
  - (b) An analysis of Access A, which is the connecting roadway to Mapleview Drive East from the proposed development in the horizon years as noted above. The study concluded that the intersection will require traffic control signals upon full build out of the site. Access A will require exclusive left and right turn lanes on exit. The study assumed a conservative 8% annual growth rate which is high and viewed acceptable as the area is planned for additional development in the annexation lands.
  - (c) Collector Road 13, as identified within the Multi Modal Active Transportation Plan, is proposed to meet at Mapleview Drive East with Access A. The traffic study is recommending eastbound and westbound left turn lanes on Mapleview Drive to improve the traffic operations.
  - (d) An analysis of the distance separation of the access/egress to this site from the railway and the potential over/underpass to be constructed in the future found the distance separation to be acceptable.
17. Staff are satisfied with the recommendations of the transportation studies submitted to date and the consideration given to the annexed lands as part of this analysis. As noted in Staff Report PLN048-12, staff will require a detailed Transportation Study as a condition of Draft Plan Approval. In addition, staff will require a Traffic Impact Study to be submitted and approved prior to each phase of the development to ensure the projected traffic volumes and traffic operations reflect the conclusions of the Master Transportation Study. A recommendation to this effect is included in Staff Report PLN004-13.

#### Site Access/Egress

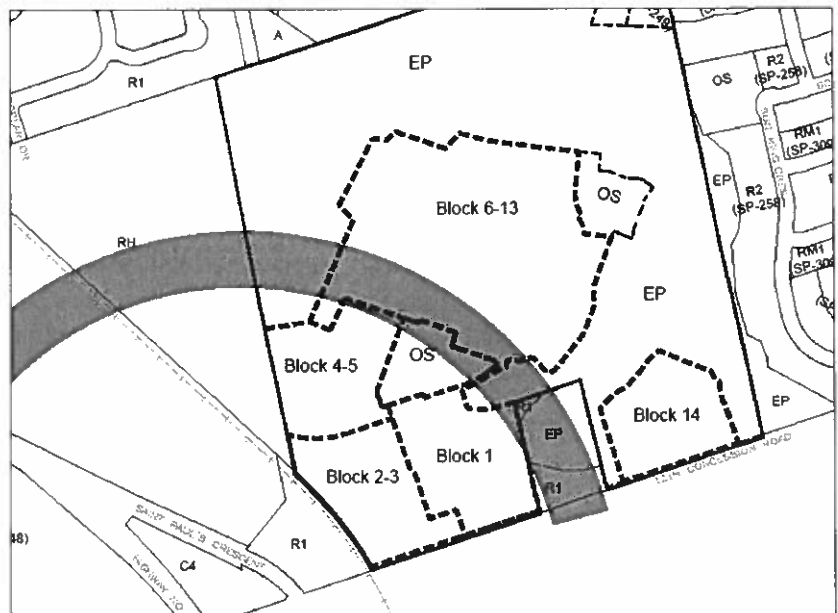
18. Council requested that staff consider the requirement for two separate access/egress points into/out for the subject site.

19. Circulation of traffic in and around the property at 700 & 725 Maplevue Drive East is presented with a number of challenges, including a watercourse and supporting natural features. The proposed access has been located to cause the least amount of impact on Hewitts Creek, provide the appropriate separation distance from the railway tracks and to provide a future intersection with lands on the south side of Maplevue Drive East.
20. An earlier version of the development concept identified a connection through this plan into the proposed residential development to the west. However, further review of the proposed development of that property has identified that the lands should be treated as Environmental Protection. In addition, significant public concern was raised by the potential connection of the proposed development projects with Poplar Drive to the north. The road connection to the west has been removed from the subject plan at the request of staff.
21. Taking all factors into consideration, a single split access from Maplevue Drive East has been proposed and accepted by staff, including Emergency Services. An additional access/egress point to this site cannot be accommodated without potential impairment of the natural features characterizing the site.

Density

22. Council requested consideration for the location of the portion of the lands within the intensification node and the number of units that would be permitted if the maximum units per hectare calculations were used based on portions inside versus outside the intensification node. The following evaluation was crafted in coordination with the Ward Councillor to ensure the appropriate consideration was given to referred item 5. d) of Council Direction 12-G-355.
23. The intended purpose of this alternative is to reduce the density of the project to reflect a maximum density of 120 units per hectare only on that portion of the property that falls within the 500 metre circumference of the Major Transit Node. The balance of the developable lands outside of the 500 metres has been allotted the maximum density permitted in the existing Zoning standards for a medium density residential development, which is 53 units per hectare.

24. The adjacent sketch illustrates the relationship between the 500 metre "boundary" of the Major Transit Node and the proposed Draft Plan of Subdivision attached as Appendix "D" to Staff Report PLN004-13.



25. As demonstrated by the sketch, Blocks 1 through 5 would be included in the Major Transit Node if the 500 metre circumference is defined as a limit. It should be noted that Staff do not interpret the "boundary" of the Major Transit Node as a defined line for the purpose of evaluating a development concept

26. The following chart is an approximate change in units as a result of the alternative density calculations for the proposed development. The blocks are part of the proposed Draft Plan of Subdivision and are being used as a reference only. The Draft Plan is not being considered by Council at this time.

| Draft Plan of Subdivision | Approximate Density Proposed by Application | Approximate Units Proposed by Application | Alternative Density Proposed | Approximate Alternative Units |
|---------------------------|---|---|------------------------------|-------------------------------|
| Block 1                   | 73 units per ha                             | 118                                       | 120 units per ha             | 193                           |
| Blocks 2 & 3              | 236 units per ha                            | 634                                       |                              | 323                           |
| Blocks 4 & 5              | 171 units per ha                            | 400                                       |                              | 281                           |
|                           |   | <b>1152</b>                               |                              | <b>797</b>                    |
|                           |   |   |                              |                               |
| Blocks 6 – 13             | 62 – 68 units per ha                        | 471 – 524                                 | 53                           | 405                           |
|                           |   |   |                              |                               |
| <b>TOTAL</b>              | <b>114 – 117 units per ha</b>               | <b>1623 – 1676</b>                        | <b>92 units per ha</b>       | <b>1202</b>                   |

27. The resultant change in density for the project reduces the unit count to approximately 1202 units from the 1623-1676 units proposed by the applicant's concept plan as amended to remove Block 14 for seniors housing. It is important to note that the greatest loss of units would be within the defined Major Transit Node, thereby reducing the ability to fully accommodate the high density housing form anticipated for the Intensification area.

#### Major Transit Node

28. This Major Transit Node has been identified at the intersection of Yonge Street and Mapleview Drive East on Schedule I: Intensification in the City's Official Plan. In accordance with the Intensification objectives of Places to Grow incorporated into the City's Official Plan, a Major Transit Node is intended to extend roughly 500 metres from the intersection of the two arterial roads and provide opportunity for the highest residential densities outside the Urban Growth Centre.
29. The boundary of the Major Transit Node is depicted on Schedule I: Intensification in the City's Official Plan. As noted in Section 7.1: Interpretation, the Schedules in the Official Plan are intended as a general reference to guide policy and "the land use designations shown on the Schedules of this Plan represent relationships rather than strict and absolute conditions." In addition, so long as the overall intent of the policy is maintained, "boundary lines, unless coinciding with specific major features such as road, watercourse or railways, shall be construed as representing relationships between land uses, not exact geographic locations". Staff do not interpret the 500 metre circumference of the Major Transit Node as a defined line for the purpose of evaluating a development concept.

#### Conclusions

30. In accordance with the general residential policies of the Official Plan, the applicant has proposed a range of housing types. The concept, attached as Appendix "C" to Staff Report PLN004-013, provides a transition from northeast to southwest within the built-form of development. The housing type ranges from townhouses to walk-up and low rise apartment buildings to the high rise (6-10 storeys) buildings at Mapleview Drive East and the property boundary near the rail line. Through the transition of built form, the development is integrated into the community and the residential lands are buffered from existing development by Environmental Protection lands. Staff are satisfied that this proposal will not significantly impact the single detached character of the residential neighbourhoods to the north and east.

31. The applicant has proposed to rezone the subject property to Residential Apartment with Special Provisions (RA1-2 SP, RA1-3 SP, and RA2-1 SP), Environmental Protection (EP) and Open Space (OS) to reflect the proposed development concept. As described in detail in Appendix "B-1", the RA1-2 SP and RA1-3 SP zones permit a range of medium and high density built-form with specialized design standards. The RA2-1 zone only permits high density apartment buildings, which are typically at a higher density than 120 units per hectare.
32. The range of housing types on this site will need to balance the high and medium density throughout the site to achieve the 50 – 120 units per hectare envisioned for a Major Transit Node. As noted in the previous discussion, the alternative density calculated as a consideration for Council will predominantly impact the ability to provide high density built form as part of a complete development.

### **ALTERNATIVES**

33. There is one alternative available for consideration by General Committee:

**Alternative #1** General Committee could approve the applications before Council with amendments to modify the proposed densities within the blocks of the development in accordance with Council's direction which results in a decrease in units to 1202 from 1623 – 1676, as discussed in paragraphs 22 to 27 of Staff Report PLN004-13.

Although this alternative is available, it is not recommended, as the reduction in density would result in an underutilization of a prominent site within the Major Transit Node. If this alternative is approved, minor adjustments to the density referenced for this site will be required in the proposed Amendment to the Innis-Shore Secondary Plan detailed in Appendix "A" and proposed Zoning By-law Amendment detailed and illustrated in Appendix "B-1" and "B-2" to Staff Report PLN004-13.

### **FINANCIAL**

34. The applications that are subject to this report are under appeal at the Ontario Municipal Board. The potential costs related to the OMB proceedings cannot be determined until the City's position on these applications has been decided. A further report identifying these potential costs will be prepared following Council direction on the proposed development.

Attachments: Appendix A Proposed Official Plan Amendment  
Appendix B-1 Proposed Zoning By-law Amendment  
Appendix B-2 Proposed Zoning By-law Schedule  
Appendix C Concept Plan (July 24, 2012)  
Appendix D Draft Plan of Subdivision

APPENDIX "A"

**Proposed Official Plan Amendment**

1. Schedule A – Land Use of the Official Plan is hereby amended by redesignating certain lands from Residential, Environmental Protection and Open Space to Residential, Environmental Protection and Open Space as illustrated on Appendix A-2 attached to Staff Report PLN048-12.
2. Section 4.2.2.1 of the City of Barrie Official Plan is hereby amended by the revisions to Section 4.2.2.1(f) as follows:
  - (f) Notwithstanding (d) above, within high density apartment building, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted on the ground floor area of the building.
3. Schedule 2 – Land Use Concept of the Innis-Shore Secondary Plan is hereby amended by designating lands as Environmental Protection Area and High Density Residential as illustrated on Appendix A-3 attached to Staff Report PLN048-12.
4. Section 2.3.2.2(d) of the Innis-Shore Secondary Plan is hereby amended by the addition of Section 2.3.2.2(e) as follows:

2.3.2.2 Housing

  - (e) To permit high density housing where deemed appropriate by the Intensification policies of the Official Plan and Schedule I: Intensification.
5. Section 2.4.1(b) of the Innis-Shore Secondary Plan is hereby amended by the revision to Section 2.4.1(b) as follows:

2.4.1 General

  - (b) The residential density for the Innis-Shore Secondary Plan Area will be approximately 49 persons per gross residential hectare (approximately 22 persons per gross residential acres), unless otherwise permitted by the Intensification policies of the Official Plan and Schedule I: Intensification.
6. Section 2.4.2(a) and (b) of the Innis-Shore Secondary Plan is hereby amended by the revision to Sections 2.4.2(a) and (b) as follows:

2.4.2 Residential

  - (a) The housing mix for the Innis-Shore Secondary Plan Area will consist of approximately 75 percent low density and 25 percent medium density residential units ranging from 12-15 units per net residential hectare for low density development and from 40 to 53 units per net residential hectare for medium density residential. In addition, high density residential units will be permitted where deemed appropriate by the Intensification policies of the Official Plan and Schedule I: Intensification at a density of 50-120 units per net residential hectare.
  - (b) The medium and high density components will be generally located in areas near the intersection of collector roads and arterial roads and in proximity to commercial, institutional and parkland facilities in accordance with the Intensification policies of the Official Plan and Schedule I: Intensification.

7. Section 2.5.1.1(i) of the Innis-Shore Secondary Plan is hereby amended by the revision to Section 2.5.1.1(i) as follows:

2.5.1.1 General Residential Policies

- (i) The Innis-Shore Secondary Plan Area is intended to accommodate limited high density residential development in accordance with the Intensification policies of the Official Plan and Schedule I: Intensification.

8. Section 2.5.1.2 of the Innis-Shore Secondary Plan is hereby amended by the addition of Section 2.5.1.2(c) as follows:

Section 2.5.1.2 Specific Residential Policies

(c) High Density Residential

High density residential areas will be permitted at a minimum of 50 units per hectare and a maximum of 120 units per hectare in accordance with the Intensification policies of the Official Plan and Schedule I: Intensification.

9. Section 2.5.1 of the Innis-Shore Secondary Plan is hereby amended by the addition of Section 2.5.1.4.1 as follows:

Section 2.5.1 Residential Policies

Section 2.5.1.4.1 Residential (High Density) Policies

Within areas designated "Residential" (High Density) as shown on Schedule 2-Land Use Concept, the following policies shall apply as it refers to Part of South Half of Lot 16, Concession 12:

- a) Permitted uses shall include Street Townhouses, Townhouse Cluster (Back to Back), Lane-Based Townhouses, Walk-up Apartments, Low Rise Apartments, and Apartment dwellings.
- b) The minimum height of buildings shall be 5 metres and the maximum height of buildings shall be 35 metres.
- c) All forms of Townhouses shall not contain more than 30 dwelling units in a single building.
- d) All development shall be subject to Site Plan Control.
- e) It is intended that multiple residential sites will be developed to a high standard of residential amenity and visual aesthetics.
- f) Convenience commercial uses shall be encouraged to locate on the subject lands within the apartment dwellings.
- g) Adequate on-site parking shall be provided as noted in an implementing site specific Zoning By-law Amendment.
- h) High density blocks fronting onto Mapleview Drive shall be designed to ensure a proper interface with the arterial road.
- i) An appropriate amount of parkland and amenity space shall be provided to the satisfaction of the City of Barrie.



APPENDIX "B-1"

Proposed Zoning By-law Amendment

BY-LAW NUMBER 2012-xxx

A By-law of The Corporation of the City of Barrie to amend By-law 2009-141 a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS the Council of the Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, municipally known as 700 & 725 Mapleview Drive East from Open Space (OS), Environmental Protection (EP), One Detached Dwelling Second Density Special (RS SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R2), Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5), to Residential R2, R2 (SP-249), Residential Apartment Density RA1-2 (SP-XX), RA1-3 (SP-XX), RA2-1 (SP-XX), Open Space (OS) and Environmental Protection (EP).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion \_\_\_\_\_ as amended by \_\_\_\_\_;

NOW THEREFORE the Council of the Corporation of the City of Barrie enacts the following:

1. THAT the zoning map is amended to change the zoning of Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, municipally known as 700 & 725 Mapleview Drive East, from Open Space (OS), Environmental Protection (EP), One Detached Dwelling Second Density Special (RS SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R2), Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5) to Residential R2, R2 (SP-249), Residential Apartment Density RA1-2 (SP-XX), RA1-3 (SP-XX), RA2-1 (SP-XX), Open Space (OS) and Environmental Protection (EP) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. THAT for the lands within the RA1-2 (SP-XX) Zone the following provisions shall apply:
  - Permitted uses shall be limited to street townhouses, townhouse cluster (back-to-back) units, lane-based townhouses, walk-up apartments, low rise apartments;
  - Street Townhouses
    - Permitted residential uses shall be limited to street townhouses;
    - Minimum Lot Area shall be 150 square metres;
    - Minimum Lot Frontage shall be 6 metres;
    - Minimum Front Yard shall be 4 metres to the building face and 6 metres to the front of an attached garage;
    - Minimum driveway length shall be 6 metres;
    - Maximum Lot Coverage shall be 65% of lot area;
    - Minimum Interior Side Yard shall be 1.2 metres;
    - Minimum Side Yard Setback for a shared wall is 0 metres;

- Minimum Exterior Side Yard shall be 3 metres;
- Minimum Rear Yard shall be 6 metres;
- Minimum landscaped open space shall be 25% of lot area;
- Minimum Dwelling unit floor area shall be 35 square metres/dwelling unit + 10 square metres/bedroom;
- Maximum Gross floor area shall be 150% of lot area;
- Maximum Height of main building shall be 12 metres;
- No more than 11 units shall be constructed in a row;
- A maximum of 60 units per hectare of street townhouses is permitted;
- Parking shall be provided at 2.0 (1 in garage + 1 in driveway) spaces per unit;
- Visitor parking shall be provided at 0.25 spaces per unit.

#### Townhouse Cluster (Back-to-Back)

- Minimum Lot Area shall be 90 square metres;
- Minimum Lot Frontage shall be 6 metres;
- Minimum Front Yard shall be 4 metres;
- Minimum Interior Side Yard shall be 1.2 metres;
- Minimum Side Yard Setback for a shared wall is 0 metres;
- Minimum Exterior Side Yard shall be 1.2 metres;
- Minimum Rear Yard shall be 1.2 metres;
- Maximum Lot Coverage shall be 70% of lot area;
- Minimum landscaped open space shall be 10% of lot area;
- Minimum Dwelling unit floor area shall be 120 square metres;
- Maximum Gross floor area shall be 180% of lot area;
- Maximum Height of main building shall be 12 metres;
- A maximum of 105 units per net hectare is permitted;
- Parking shall be provided at 2.0 (1 in garage + 1 in driveway) spaces per unit;
- Visitor parking shall be provided at 0.25 spaces per unit;
- A minimum outdoor amenity area of 5 square metres per unit shall be required.

#### Lane-Based Townhouse

- Minimum Lot Area shall be 90 square metres;
- Minimum Lot Frontage shall be 4.5 metres;
- Minimum Front Yard shall be 3 metres;
- Minimum Interior Side Yard shall be 1.2 metres;
- Minimum Side Yard Setback for a shared wall is 0 metres;
- Minimum Exterior Side Yard shall be 1.2 metres;
- Minimum Rear Yard shall be 0.3 metres;
- Maximum Lot Coverage shall be 85% of lot area;
- Minimum landscaped open space shall be 10% of lot area;
- Minimum Dwelling unit floor area shall be 135 square metres;
- Maximum Gross floor area shall be 150% of lot area;
- Maximum Height of main building shall be 12 metres;
- Parking shall be provided at 2 spaces per unit (1 in garage + 1 in driveway);
- Visitor parking shall be provided at 0.25 spaces per unit;
- A maximum of 95 units per net hectare is permitted;

- A minimum outdoor amenity area of 5 square metres per unit shall be required.

#### Walk-Up Apartments

- Minimum Lot Area shall be 140 square metres;
- Minimum Lot Frontage shall be 6.0 metres;
- Minimum Front Yard shall be 3 metres;
- Minimum Interior Side Yard shall be 0 metres;
- Minimum Exterior Side Yard shall be 1.2 metres;
- Minimum Rear Yard shall be 0.3 metres;
- Maximum Lot Coverage shall be 85% of lot area;
- Minimum landscaped open space shall be 10% of lot area;
- Minimum Dwelling unit floor area shall be 120 square metres;
- Maximum Gross floor area shall be 175% of lot area;
- Maximum Height of main building shall be 12 metres;
- Parking shall be provided at 1.5 spaces per unit;
- Visitor parking shall be provided at 0.10 spaces per unit;
- A maximum of 145 units per net hectare is permitted;
- A minimum outdoor amenity area of 5 square metres per unit shall be required.

#### Low Rise Apartments

- Minimum Lot Frontage shall be 24 metres;
- Minimum Lot Area shall be 1100 square metres;
- Minimum Front Yard shall be 7 metres;
- Minimum Interior Side Yard shall be 5 metres;
- Minimum Exterior Side Yard shall be 5 metres;
- Minimum Rear Yard shall be 7 metres;
- Maximum Lot Coverage shall be 65% of lot area;
- Minimum landscaped open space shall be 35% of lot area;
- Maximum Gross floor area shall be 235% of lot area;
- Maximum height of main building shall be 22 metres;
- Parking shall be provided at 1.25 spaces per unit;
- Visitor parking shall be provided at 0.10 spaces per unit;
- A maximum of 200 units per net hectare is permitted;
- A minimum outdoor amenity area of 1 square metres per unit shall be required.

#### All Dwelling Unit Types

For purposes of the RA1-2(SP-XX) zone, a private street or private lane shall be deemed to be a public street as defined in this By-law.

Notwithstanding the General Provisions to the contrary contained in Section 4, the following provisions shall apply: Dwelling Unit Access shall mean the primary front access to a residential dwelling unit from either a Public Street, a Private Street and/or a Public Open Space or Private Outdoor Amenity Space.

All other provisions of By-law 2009-141 continue to apply to lands zoned RA1-2 (SP-XX).

3. THAT for the lands within the RA1-3 (SP-XX) Zone the following provisions shall apply:

- Permitted uses shall be limited to townhouse cluster (back-to-back), walk-up apartments and low rise apartment dwellings;

**Townhouse Cluster (Back-to-Back)**

- Minimum Lot Area shall be 90 square metres;
- Minimum Lot Frontage shall be 6 metres;
- Minimum Front Yard shall be 4 metres;
- Minimum Interior Side Yard shall be 1.2 metres;
- Minimum Side Yard Setback for a shared wall is 0 metres;
- Minimum Exterior Side Yard shall be 1.2 metres;
- Minimum Rear Yard shall be 1.2 metres;
- Maximum Lot Coverage shall be 70% of lot area;
- Minimum landscaped open space shall be 10% of lot area;
- Minimum Dwelling unit floor area shall be 120 square metres;
- Maximum Gross floor area shall be 180% of lot area;
- Maximum Height of main building shall be 12 metres;
- A maximum of 105 units per net hectare is permitted;
- Parking shall be provided at 2.0 (1 in garage + 1 in driveway) spaces per unit;
- Visitor parking shall be provided at 0.25 spaces per unit;
- A minimum outdoor amenity area of 5 square metres per unit shall be required.

**Walk-Up Apartments**

- Minimum Lot Area shall be 140 square metres;
- Minimum Lot Frontage shall be 6.0 metres;
- Minimum Front Yard shall be 3 metres;
- Minimum Interior Side Yard shall be 0 metres;
- Minimum Exterior Side Yard shall be 1.2 metres;
- Minimum Rear Yard shall be 0.3 metres;
- Maximum Lot Coverage shall be 85% of lot area;
- Minimum landscaped open space shall be 10% of lot area;
- Minimum Dwelling unit floor area shall be 120 square metres;
- Maximum Gross floor area shall be 175% of lot area;
- Maximum Height of main building shall be 12 metres;
- Parking shall be provided at 1.5 spaces per unit;
- Visitor parking shall be provided at 0.10 spaces per unit;
- A maximum of 145 units per net hectare is permitted;
- A minimum outdoor amenity area of 5 square metres per unit shall be required.

**Low Rise Apartments**

- Minimum Lot Frontage shall be 24 metres;
- Minimum Lot Area shall be 1100 square metres;
- Minimum Front Yard shall be 7 metres;
- Minimum Interior Side Yard shall be 5 metres;

- Minimum Exterior Side Yard shall be 5 metres;
- Minimum Rear Yard shall be 7 metres;
- Maximum Lot Coverage shall be 65% of lot area;
- Minimum landscaped open space shall be 35% of lot area;
- Maximum Gross floor area shall be 235% of lot area;
- Maximum height of main building shall be 22 metres;
- Parking shall be provided at 1.25 spaces per unit;
- Visitor parking shall be provided at 0.10 spaces per unit;
- A maximum of 200 units per net hectare is permitted;
- A minimum outdoor amenity area of 1 square metres per unit shall be required.

**All Dwelling Unit Types**

For purposes of the RA1-3(SP-XX) zone, a private street or private lane shall be deemed to be a public street as defined in this By-law.

Notwithstanding the General Provisions to the contrary contained in Section 4, the following provisions shall apply: Dwelling Unit Access shall mean the primary front access to a residential dwelling unit from either a Public Street, a Private Street and/or a Public Open Space or Private Outdoor Amenity Space;

All other provisions of By-law 2009-141 continue to apply to lands zoned RA1-3 (SP-XX).

4. THAT for the lands within the RA2-1 (SP-XX) Zone the following provisions shall apply:

- Permitted uses shall be limited to apartment dwellings and ground floor commercial uses;
- Minimum Lot Frontage shall be 30 metres;
- Minimum Lot Area shall be 1300 square metres;
- Minimum Front Yard shall be 7 metres;
- Minimum Interior Side Yard shall be 5 metres;
- Minimum Exterior Side Yard shall be 5 metres;
- Minimum Rear Yard shall be 7 metres;
- Maximum Lot Coverage shall be 65% of lot area;
- Minimum landscaped open space shall be 35% of lot area;
- Maximum Gross floor area shall be 310% of lot area;
- Maximum height of main building shall be 33 metres;
- Parking shall be provided at 1.25 spaces per unit;
- Visitor parking shall be provided at 0.10 spaces per unit;
- A maximum of 275 units per net hectare is permitted.
- A minimum outdoor amenity area of 1.0 square metres per unit shall be required.

**All Dwelling Unit Types**

For purposes of the RA2-1 (SP-XX) zone, a private street or private lane shall be deemed to be a public street as defined in this By-law.

All other provisions of By-law 2009-141 continue to apply to lands zoned RA2-1 (SP-XX).

5. THAT notwithstanding Section 3.0 Definitions of By-law 2009-141, the following definitions shall apply:

**Lane-Based Townhouses:** Shall mean an attached residential unit with attached garages accessible from the rear of the lot. All units front onto a planned open space and are accessible via a rear lane. Decked open spaces situated above the garage facing the lane are permitted.

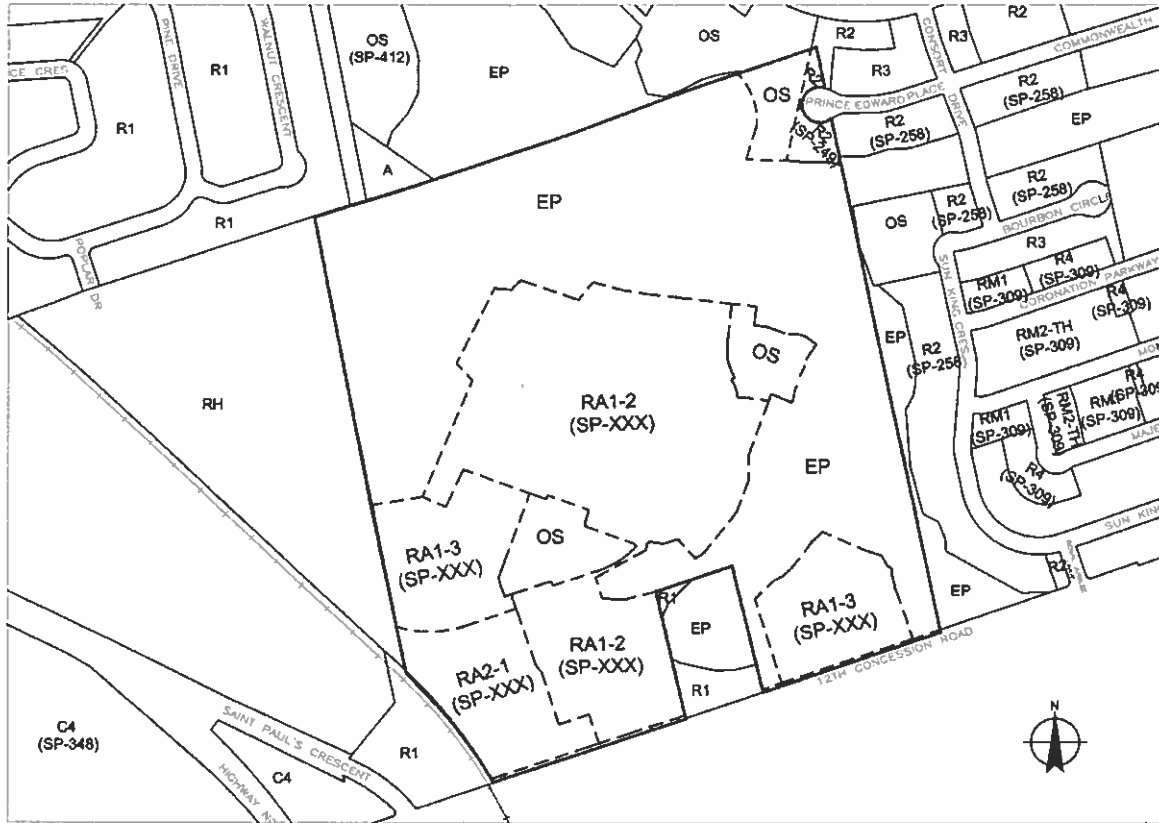
**Walk-Up Apartments:** Shall mean a multiple unit dwelling less than five storeys in height.

**Low Rise Apartments:** Shall mean a multiple unit dwelling at three to six storeys in height.

**Lot Coverage:** Shall mean that percentage of the total lot area covered by buildings, including accessory buildings but excluding porches above grade level and shall not include that portion of such land or lot area which is occupied by a building or portion thereof which is completely below finished grade level.

APPENDIX "B-2"

Proposed Zoning By-law Schedule



D09-OPA002,  
D14-1491, D12-393

November 12, 2012





