

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 830, 864, 894 and 912 Lockhart Road
Date	May 28, 2025
Ward	10
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV015-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by the Jones Consulting Group Ltd., on behalf of Hansen Group Inc., to rezone part of lands known municipally as 830, 864, 894 and 912 Lockhart Road from Agricultural General (AG), Environmental Protection (EP) and Rural Residential (RR) in Town of Innisfil Zoning By-law 054-04, to Neighbourhood Residential (R5), Neighbourhood Residential Multiple (RM3), Neighbourhood Residential Multiple with Special Provisions (RM3)(SP-XX), Neighbourhood Mixed Use with Special Provisions (NMU)(SP-XX), Environmental Protection (EP) and Open Space (OS) in accordance with the City of Barrie Comprehensive Zoning By-law 2009-141, as amended, be approved as attached as Appendix A to Staff Report DEV015-25.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands within the Neighbourhood Residential Multiple (RM3)(SP-XXX) zone:
 - a) Permit a minimum parking ratio of 1.2 parking spaces per dwelling unit, whereas a minimum parking ratio 1.5 parking spaces per dwelling unit is required.
 - b) That the front yard lot lines related to the following blocks identified on the associated Draft Plan of Subdivision attached as Schedule 'B' to the subject Zoning By-law Amendment be identified as follows:
 - i) Block 74: Terry Fox Drive
 - ii) Block 75: Street 'C'

iii) Block 76: Terry Fox Drive and Prince William Way

- c) That notwithstanding any future severance, partition or division of the lands shown on Schedule “A”, the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or division had occurred.
3. That the following Special Provisions be referenced in the implementing Zoning By-law for the subject lands within the Neighbourhood Mixed Use (NMU)(SP-XXX) zone:
- a) That the front yard setback areas are not required to be fully paved and seamlessly connected with the abutting sidewalk, whereas front yard setbacks areas are required to be fully paved and seamlessly connected with the abutting sidewalk.
4. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV015-25.
5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands municipally known as 830, 864, 894 and 912 Lockhart Road to facilitate the future development of a residential subdivision. The draft Zoning By-law Amendment is attached to Staff Report DEV015-25 as Appendix A. The application was submitted by the Jones Consulting Group Ltd., on behalf of Hansen Group Inc. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes. The associated Draft Plan of Subdivision is attached as Appendix B. The Planning Analysis with respect to the submitted amendments to the Zoning By-law is attached as Appendix C. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346).

The concurrent Draft Plan of Subdivision application proposes a total of 1,187 residential units, inclusive of 52 single detached homes, 185 Townhouses, and 950 apartment dwelling units with associated areas for Stormwater Management, Environmental Protection, and Open Space (Parks). The detailed design of the subdivision would take place during the engineering review of the draft plan of subdivision should the subject Zoning By-law Amendment be approved.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024) and the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Public Meeting on March 19, 2025, and are of the opinion that the requested special provisions are considered desirable for the appropriate development or use of the land.

Financial Implications:

The proposed development will be subject to development charges, education levies as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the subdivision would be the applicant’s responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and as identified within associated agreements amongst the land owners of the former Salem and Hewitt’s Secondary Plan areas.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 - General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing Agricultural General (AG), Environmental Protection (EP) and Rural Residential (RR) in the former Town of Innisfil Zoning By-law 054-04 over the subject properties.

This alternative is not recommended as the proposed development conforms to all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands. Further, the proposed development forms part of the lands that were annexed from the Town of Innisfil on January 1, 2010, with the intent to allow the City of Barrie to expand in a compact and sustainable manner.

Alternative #2 - General Committee could propose an alternative zoning on the subject properties to accommodate increased densities or a greater mix of uses.

This alternative is not recommended as this property and surrounding lands have been comprehensively planned through past approvals including the former Hewitt’s Secondary Plan.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will provide additional dwelling units and add the potential for more affordable and attainable housing options.
Community Safety		

Thriving Community	X	The proposed development would provide for an efficient expansion of the City's urban area, extending existing services and infrastructure, and will contribute to a mix of new housing types and will support the local transit network.
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

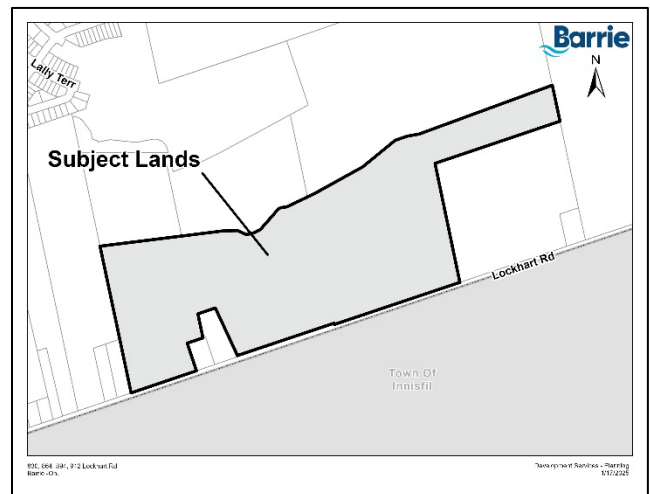
Site Description and Location

The subject properties are irregular in shape and are located on the north side of Lockhart Road. The lands are known municipally as 830, 864, 894 and 912 Lockhart Road and are legally described as Part of Part Lots 17, 18 & 19, Concession 11 (Innisfil); being Part 1 on 51R-39932; Part 1 on 51R-34222; Parts 1-4 on 51R-30892; Part 1 on 51R-19847; except Plan 51M-1176, City of Barrie. The total area of the subject lands is 54.3 hectares with approximately 700.0 metres of frontage along Lockhart Road. The northern portion of the subject lands has obtained draft plan of subdivision approval for a residential plan of subdivision referred to as Hewitt's Central (City file: D30-012-2024).

The surrounding land uses include the following:

North: Other lands in the same ownership that are proposed for development in what is known as the "Hewitt's Central" subdivision.

East: Vacant agricultural lands, natural heritage areas and single detached dwellings, with lands being proposed for future development.



South: Vacant agricultural lands and single detached dwellings are located further south in the Town of Innisfil.

West: Residential lots consisting of single detached dwellings and environmental protection lands. Further to the west are draft plan approved lands with proposed townhouse units and the Metrolinx rail corridor.

Existing Policy

The subject property is identified as being within the Designated Greenfield Area on Map 1 – Community Structure, is designated a combination of "Neighbourhood Area", "Natural Heritage System" and "Greenspace" on Map 2 - Land Use Designations, and includes lands identified as being Natural Core and a High Constraint Stream Corridor – Special Policy Area on Map 3 – Natural Heritage Protection Overlays in the City's Official Plan.

The lands are currently zoned Agricultural General (AG), Environmental Protection (EP) and Rural Residential (RR) in the former Town of Innisfil Zoning By-law (054-04), which continues to apply from the boundary adjustment in 2010.

Department and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available under [Ward 10 – 830, 864 and 912 Lockhart Road](#):

- a) Planning Justification Report (The Jones Consulting Group Ltd.)
- b) Archaeological Assessment – Stage 1 and Stage 2 (Amick Consultants Limited.)
- c) Geotechnical Report (GEI Consultants)
- d) Functional Servicing Report (The Jones Consulting Group Ltd.)
- e) Preliminary Stormwater Management Report (The Jones Consulting Group Ltd.)
- f) Hydrogeological Assessment (R.J. Burnside & Associates Ltd.)
- g) Water Supply Modelling Analysis (R.J. Burnside & Associates Ltd.)
- h) Environmental Noise Impact Study (R. Bouwmeester & Associates)
- i) Traffic Impact Assessment (JD Engineering)
- j) Phase One Environmental Site Assessment (GEI Consultants)
- k) Phase Two Environmental Site Assessment (Peto MacCallum Ltd.)
- l) Natural Heritage Evaluation (Azimuth Environmental)
- m) Floodplain Technical Memorandum (R.J. Burnside & Associates Ltd.)

The subject application was circulated to staff in various departments and external agencies for review and comment. The Parks Planning Branch of the Development Services Department identified concerns with the location/impact of the provided park space originally identified, however this has since been rectified. The following departments had no concerns or objections as it relates to the subject Zoning By-law Amendment application:

- a) Development Services - Addressing, Approvals, and Transportation Planning;
- b) Fire and Emergency Services;
- c) Business Performance and Environmental Sustainability – Risk Management Official, Environmental Sustainability and Environmental Compliance;
- d) Finance – Development Charges Department;
- e) Transit and Parking Strategy Department;
- f) Infrastructure Services Department (Water Operations Branch);
- g) Engineering Standards;
- h) Alectra Utilities, Bell Canada, Enbridge and Hydro One;
- i) Simcoe County District School Board;
- j) Simcoe Muskoka Catholic District School Board; and
- k) The Lake Simcoe Region Conservation Authority (LSRCA)

Any comments that were provided will be addressed through subsequent approvals associated with the draft plan of subdivision application.

Plan of Subdivision

Subject to Council approval of the proposed application, the property would be subject to Plan of Subdivision approvals, as per Section 51 of the *Planning Act*. The approval of Plans of Subdivision has been delegated to City staff in accordance with Council Motion 10-G-346. In this regard, review of the Draft Plan of Subdivision remains ongoing with staff currently reviewing details related to stormwater management and open space programming. Staff would be in a position to approve the associated Draft Plan of Subdivision once detailed review is completed should Council approve the rezoning.

Through the Plan of Subdivision process, detailed design matters will be reviewed and addressed including community and sustainable design elements of the lands, access routes, transit, servicing, stormwater management, landscaping, lighting, and zoning compliance. The detailed design component of the Plan of Subdivision process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent neighbourhoods, trails and streets.

Consultation and Engagement:

A Neighbourhood Meeting was not held for the proposed development as most lands located within 240 metres of the subject property have either received draft plan approval for plans of subdivision or are in the process of obtaining approvals/registrations. Further these lands form part of the former Hewitt's Secondary Plan Area whereby area landowners are aware of the plans for the subject lands.

A statutory Public Meeting was held on March 19, 2025 to present the subject application to the Affordability Committee and the public. No members of the public attended the Public Meeting.

Environmental and Climate Change Impact Matters:

Through the provided Natural Heritage Evaluation (NHE), natural heritage features have been appropriately identified on the subject property and will be dedicated to the City at no cost as a condition of the final subdivision approval, thereby ensuring features are protected and maintained for the long-term.

Any woodland communities which are proposed for removal have been identified and compensation will be provided in order to allow for replanting elsewhere in the City with all tree removals by the applicant requiring tree removal permits. The NHE confirmed that the proposed development is not expected to have negative impacts on the area's natural heritage features and all provided recommended mitigation, compensation, and best management practices will be implemented, as detailed.

Appendix:

Appendix A – Draft Zoning By-law Amendment
Appendix B – Draft Plan of Subdivision
Appendix C – Planning Analysis

Report Author:

Tyler Butler, Planner, Development Services

File #:

D30-026-2024

Pending # (if applicable):

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

A By-law of The Corporation of the City of Barrie to amend Town of Innisfil By-law 054-04 and City of Barrie By-law 2009-141, land use control by-laws to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures, formerly in the Town of Innisfil, now in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend Town of Innisfil By-law 054-04 to rezone lands described as: Part 1 on 51R-39932; Part 1 on 51R-34222; Parts 1-4 on 51R-30892; Part 1 on 51R-19847; except Plan 51M-1176, Formerly Town of Innisfil, now in the City or Barrie, known municipally as 830, 864, 894 and 912 Lockhart Road and as shown on Schedule “A” to this By-law from ‘Agricultural General’ (AG), ‘Environmental Protection’ (EP) and ‘Rural Residential’ (RR), to the ‘Neighbourhood Residential’ (R5), ‘Neighbourhood Residential Multiple’ (RM3), ‘Neighbourhood Residential Multiple with Special Provisions’ (RM3)(SP-XX), ‘Neighbourhood Mixed Use with Special Provisions’ (NMU)(SP-XX), ‘Environmental Protection’ (EP) and ‘Open Space’ (OS) in City of Barrie Comprehensive By-law 2009-141, as amended.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-G-XXX.

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 from ‘Agricultural General’ (AG), ‘Environmental Protection’ (EP) and ‘Rural Residential’ (RR) in the former Town of Innisfil Zoning By-law 054-04, to ‘Neighbourhood Residential’ (R5), ‘Neighbourhood Residential Multiple’ (RM3), ‘Neighbourhood Residential Multiple with Special Provisions’ (RM3)(SP-XX), ‘Neighbourhood Mixed Use with Special Provisions’ (NMU)(SP-XX), ‘Environmental Protection’ (EP) and ‘Open Space’ (OS) in City of Barrie Comprehensive Zoning By-law 2009-141, in accordance with Schedule “A” attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding Table 4.6 of By-law 2009-141, a minimum parking ratio of 1.2 parking spaces per dwelling unit shall be provided in the ‘Neighbourhood Residential Multiple’ (RM3)(SP-XXX) zone;
3. **THAT** notwithstanding the definition of ‘Lot Line, Front’ in Section 3.0 of By-law 2009-141, the front yard lot lines related to the following blocks identified on the associated Draft Plan of Subdivision attached as Schedule “B” to this By-law shall be identified as follows within the ‘Neighbourhood Residential Multiple with Special Provisions’ (RM3)(SP-XXX) zone:
 - i) Block 74: Terry Fox Drive
 - ii) Block 75: Street ‘C’
 - iii) Block 76: Terry Fox Drive and Prince William Way
4. **THAT** notwithstanding any future severance, partition or division of the lands shown on Schedule “A”, the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or division occurred within the ‘Neighbourhood Residential Multiple with Special Provisions’ (RM3)(SP-XXX) zone;
5. **THAT** notwithstanding Section 5.4.3.2 (a) of By-law 2009-141, that the front yard setback areas are not required to be fully paved and seamlessly connected with the abutting sidewalk within the ‘Neighbourhood Mixed Use with Special Provisions’ (NMU)(SP-XXX) zone;
6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule “A” to this Bylaw, shall apply to the said lands except as varied by this By-law.
7. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

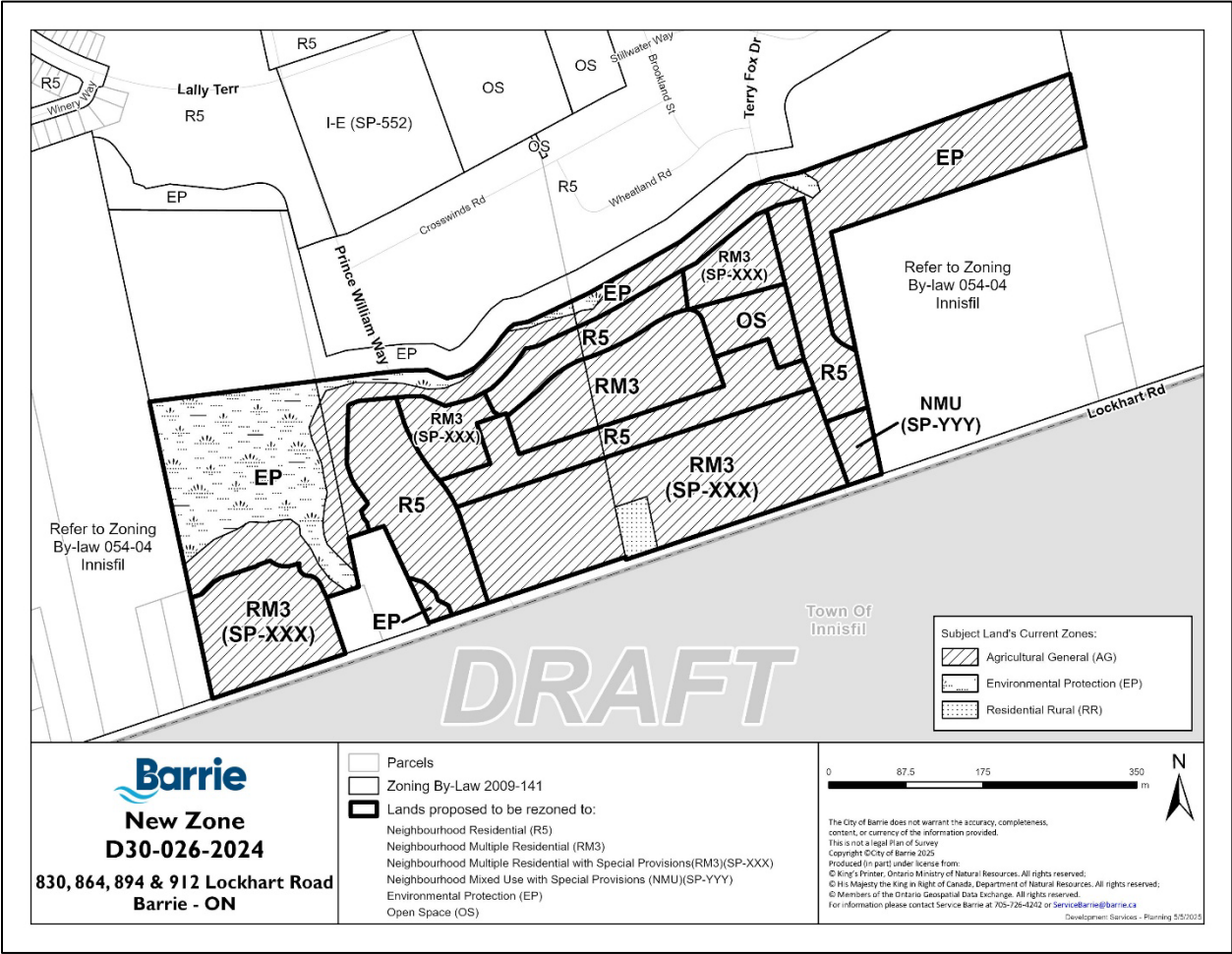
READ a first and second time this ____ day of ____, 2025.

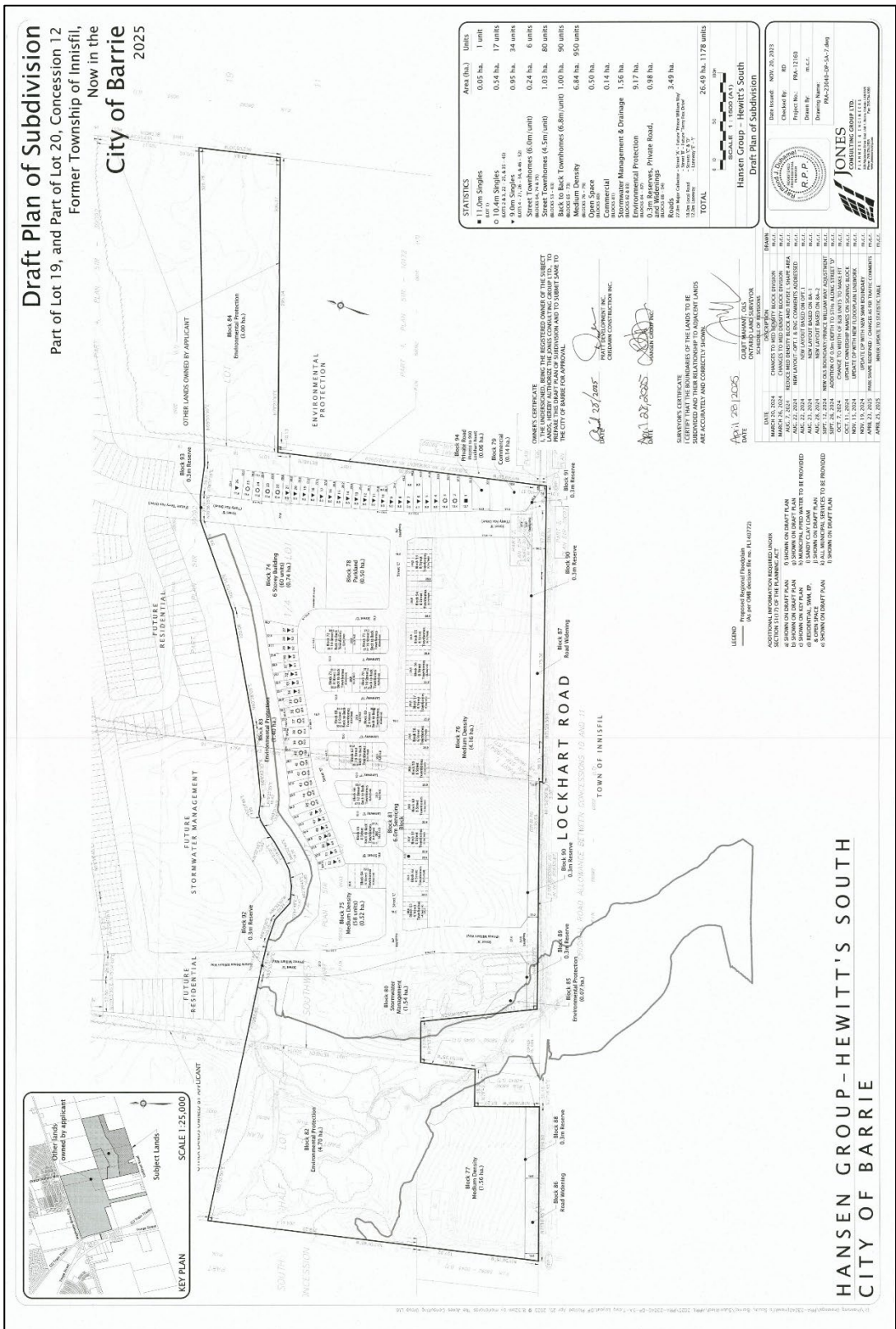
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE





Appendix B - Draft Plan of Subdivision

Draft Plan of Subdivision

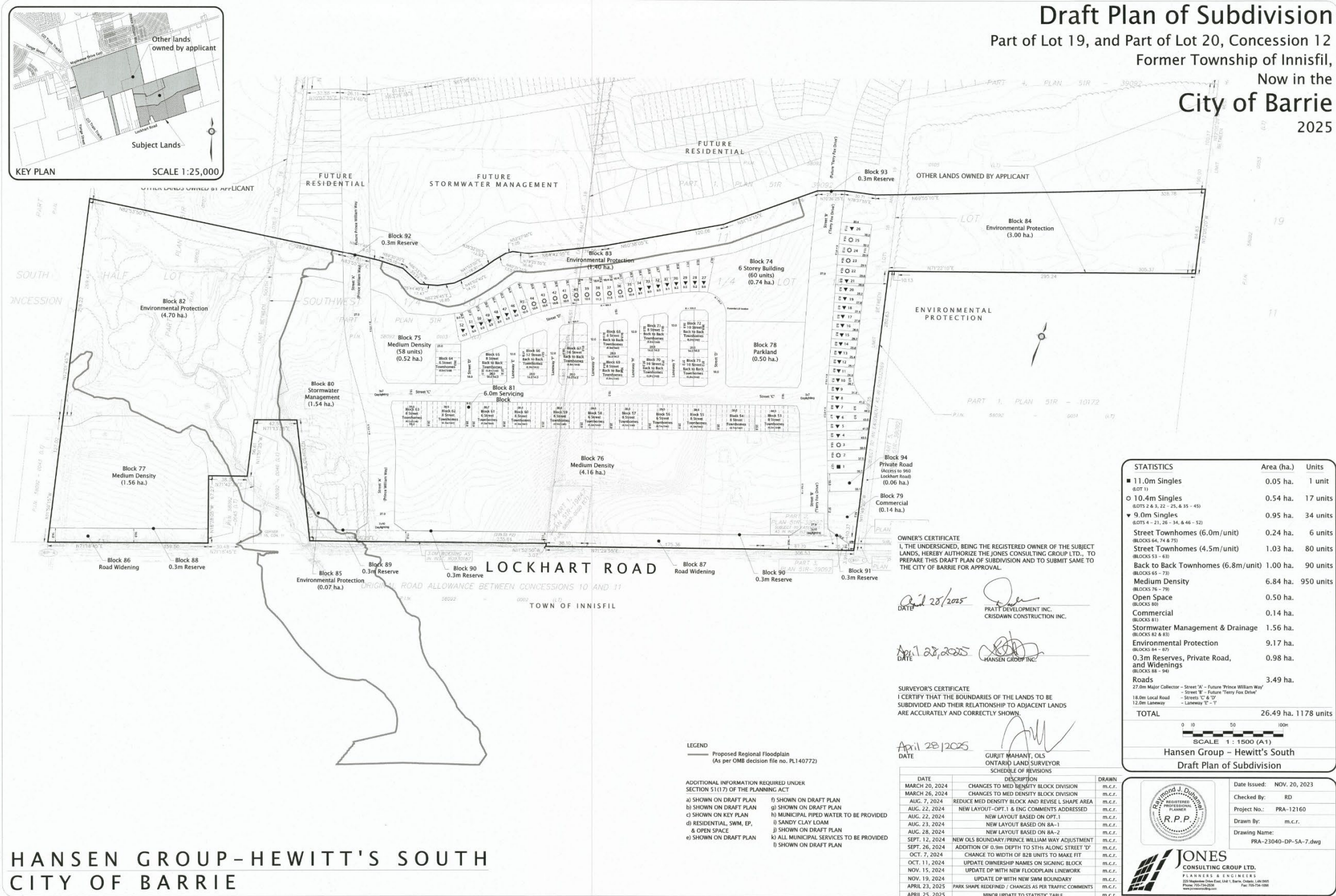
Part of Lot 19, and Part of Lot 20, Concession 12

Former Township of Innisfil,

Now in the

City of Barrie

2025



Appendix C - Planning Analysis

Provincial Planning Statement (2024)(PPS)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which direct growth to settlements and promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation. The subject lands are within a designated growth area and the settlement boundary of the City of Barrie, defined as a Large and Fast-Growing Municipality and plans to conform with minimum density targets as defined within Section 2.3 of the PPS. The proposed development aligns with the policies of a healthy, liveable, and compact community and would be serviced by municipal infrastructure and services, thereby representing efficient and cost-effective development.

Sections 3.9 and 4.1 of the PPS require that development provides for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible natural settings for recreation, parklands, public spaces, open space areas, trails and linkages. The proposed development makes use of the existing natural heritage features to incorporate such publicly accessible areas, while protecting diversity and connectivity of natural features, and the long-term ecological function and biodiversity of natural heritage systems. Additionally, Natural Heritage features are defined and protected through the rezoning, and restored or, where possible, improved as feasible. The resultant rezoning and draft plan of subdivision will protect for the long-term Natural Heritage linkages between and among natural heritage features and areas, surface water features and ground water resources.

City of Barrie Official Plan (OP) (2024)

Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are identified as being within the Designated Greenfield Area on Map 1 – Community Structure and are designated ‘Neighbourhood Area’, ‘Natural Heritage System’ and ‘Greenspace’ on Map 2 – Land Use. General land use policies that guide development in Neighbourhood Areas are provided in Section 2.6.1.

The Neighbourhood Area is where the majority of residents are expected to live, while ensuring the protection and connections to the Natural Heritage Systems and Greenspaces. Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, created through plans of subdivision where appropriate, and shall allow for opportunities for a full range of housing forms, types, and options including affordable housing. The Hewitt’s South Subdivision includes a mix of housing types (singles, townhouses, and apartment units) and has committed to supporting opportunities for affordable additional residential unit options for prospective purchasers.

It is the intention of the Official Plan as detailed in Section 2.4.2.3 that Designated Greenfield Areas shall accommodate 50% of annual residential growth, where development follows a logical progression of lands contiguous with newly developed

areas. Designated Greenfield Areas are planned for complete communities, which efficiently use land, preserve the natural heritage system, allow for varied land uses, support transit service, and create neighbourhoods where resident's needs are readily available. Densities in the Designated Greenfield Areas shall achieve a minimum of 79 persons and jobs per hectare for this location. The proposed development representing up to 1,187 residential units contributes to the annual growth intentions of the Official Plan, while conforming with complete community goals and exceeding the minimum density targets with a forecasted 136 people and jobs per hectare.

The subject property includes a significant area of land which has been comprehensively planned and designated Greenspace and Natural Heritage System through the former Hewitt's Secondary Plan review and connects with features and designations on adjacent lands. These public parks and natural features are further highlighted within Sections 2.6.7, 2.7.4 and 5.4 of the Official Plan where the lands shall be used in the Greenspace area for passive and active recreation uses, and in the Natural Heritage System to maintain, protect, enhance, and restore the City's Natural Heritage System and its ecological functions. These designations contribute to the immediate community and protect in perpetuity resources which contribute to a complete community for residents.

Section 5.4.5.3.1 sets out additional requirements within the Special Environmental Area identified to the north of the proposed subdivision which was determined through the Hewitt's Secondary Plan. These constraint features have been reviewed through the supporting Natural Heritage Evaluation (NHE). The NHE demonstrated that the proposed development could proceed with no negative impacts on associated natural heritage features or their ecological functions. Recommendations were made and mitigation measures were proposed as part of the NHE which will be implemented as part of the future Draft Plan of Subdivision should the Zoning By-law amendment be approved.

Through the Official Plan, the City has also set environmental, social and economic resilience goals for all development within the City. Environmental considerations have been made through the provided Natural Heritage Evaluation. Affordable Housing also forms a pillar of this section, further described in Section 6.4.2 of the Official Plan. The City has established that a minimum of 15% of all new housing units each year shall be affordable housing. The application in response to this provision of the Official Plan has estimated that a minimum of 15% of the total number of units (178 units) will meet the definition of affordable, comprised mostly of apartment units, in addition to second suites/accessory dwelling units that will be offered as turn-key options in some of the eligible lots. While the City will not be able to control the affordable rental rates of such units, it is recognized that the creation of additional units, serves to address demand and reduces higher rental rates created by insufficient rental unit supply.

The development provides a low rise built form which is consistent within the Neighbourhood Area designation and expectations for Designated Greenfield Areas. Natural Heritage Areas and Greenspace are contributing to a complete neighbourhood and protection of natural resources for the long term benefit of all residents. The development builds upon an existing neighbourhood and through connected streets will support active transportation options for residents and the long term build out of public transit. Affordable Housing will be a consideration of the development working to ensure a greater mix of uses, housing tenure and options for residents are provided. The proposed development further conforms with Section 9.5.3 Plan of Subdivision requirements, which contemplates how such Draft Plans of Subdivision will be developed

and incorporated within the City. For these reasons and as described above, staff are of the opinion that the proposed development conforms with the Official Plan.

Comprehensive Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the subject lands from Agricultural General (AG), Environmental Protection (EP) and Rural Residential (RR) in the former Town of Innisfil Zoning By-law 054-04, to the Neighbourhood Residential (R5), Neighbourhood Residential Multiple (RM3), Neighbourhood Residential Multiple with Special Provisions (RM3)(SP-XX), Neighbourhood Mixed Use with Special Provisions (NMU)(SP-XX), Environmental Protection (EP) and Open Space (OS) in accordance with the City of Barrie Comprehensive Zoning By-law 2009-141, as amended. The table below identifies the Zoning By-law requirements and the Special Provisions requested as it relates to the proposed development:

Table 1: Special Provisions Requested

Zoning Standard	Required by Zoning By-law 2009-141 (RM3)	Proposed Zoning Standard (RM3)(SP-XXX)
Parking Ratio (Table 4.6)	1.5 parking spaces per dwelling unit	1.2 parking spaces per dwelling unit
Lot Line, Front (Section 3.0)	Shortest lot line abutting the street	Block 74: Terry Fox Drive Block 75: Street 'C' Block 76: Both municipal streets Terry Fox Drive and Prince William Way
Zoning Interpretation and Administration	Zone standards shall apply to the limits of the property on an individual lot basis	Despite any future division of the lands, the lands shall be considered one property for zoning interpretation and administration
Zoning Standard	Required by Zoning By-law 2009-141 (NMU)	Proposed Zoning Standard (NMU)(SP-XXX)
Seamlessly Paved Front Yard [5.4.3.2 (a)]	Front Yard shall be paved and seamlessly connected	Front Yard areas are not required to be fully paved

The following provides an analysis of the requested amendments to the Zoning By-law:

Minimum Parking Ratio - RM3 (SP-XXX) zone

The intent of requiring on-site parking is to ensure sufficient parking for the occupants and to ensure functionality of the site and overall neighbourhood. Parking is being proposed on-site at a rate of 1.2 spaces per dwelling unit, totalling 1,157 parking spaces, whereas a ratio of 1.5 parking spaces per dwelling unit would be required for a total of 1,413 parking spaces. This requested parking ratio is specific to the medium density blocks within the overall subdivision and would not apply to the other built form types proposed.

When considering parking ratios for new developments, it is important to consider the locational context of the site as it relates to proximity to commercial, employment, and community uses; having access to transit, and transit demand management measures that may be implemented. Consideration should also be given to unit type and household sizes as larger units or households typically generate a higher demand for parking. In staff's opinion, the proposed parking ratio provided is appropriate given the proposed built form type. A Transportation Impact Study with a Parking Brief was submitted to support a reduction in parking to the satisfaction of Transportation Planning staff. A reduced parking standard is considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use, and is understood to support overall affordability. The subject lands are suitably located for ease of public transit use with local transit service planned to service the overall subdivision in the future.

Lot Line, Front - RM3 (SP-XXX) zone

The application seeks a technical special provision related to the identification of the front lot line as it relates to the medium density blocks proposed. The application also requests a special provision related to the interpretation of zone standards as it relates to lot lines once the lands are divided for condominium purposes. In accordance with the definition of 'Lot Line, Front', the front lot line is determined to be the shortest lot line abutting a street. In this case, the applicant is proposing to identify the front yard lot lines of certain apartment blocks based on the proposed building orientation to the street. Blocks 74, 75, and 76 on the associated Draft Plan of Subdivision are seeking the following interpretation of front lot line:

- i) Block 74: Terry Fox Drive;
- ii) Block 75: Street 'C'; and
- iii) Block 76: Terry Fox Drive and Prince William Way

Zoning Interpretation and Administration – RM3 (SP-XXX) zone

The application seeks a special provision that states: *notwithstanding any future severance, partition or division of the lands, the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or division had occurred.*

This special provision will ensure that the blocks containing medium density residential uses will be treated as one block for zoning purposes, even if there are future severance, condominium or part lot control applications that partition the land for financing or other reasons. Staff consider this as a technical provision included in large medium and high density development sites with multiple unit types and as such, support the requested special provisions.

Paved Front Yard Area - NMU (SP-XXX) zone

The applicant is proposing that the front yard setback area be partially paved within Block 79, whereas the City's Comprehensive Zoning By-law requires that the front yard setback to be fully paved. This request would result in the provision of soft landscaped space between the municipal right-of-way and the proposed development so as to provide an

inviting pedestrian environment and soften the elevation of the any proposed mixed-use/commercial building at the pedestrian level.

Staff recognize that the intent of the fully paved front yard setback provision is to allow for a seamless transition between the sidewalk and the adjacent development. As it relates to the proposed development, the Neighbourhood Mixed Use block (Block 81) is limited in size to provide neighbourhood commercial services. Staff recognize that through detailed design the grade of the property to Lockhart Road may not allow for a fully paved front yard area, in addition to higher traffic volumes at the intersection of Street B and Lockhart Road. As such, a fully paved front yard is not ultimately desirable at this location. Staff will work with the applicant through the subsequent detailed design/site plan process to review the location of doors and the activation of the streetscape related to the Neighbourhood Mixed Use block. Staff are satisfied that the proposal to provide a combination of both soft and hard landscape areas is appropriate in this context.