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**TO:** GENERAL COMMITTEE

**SUBJECT:** OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT APPLICATIONS (MASON HOMES LIMITED) – 410 YONGE STREET AND 343 LITTLE AVENUE

**WARD:** 8

**PREPARED BY AND KEY CONTACT:** C. KITSEMETRY, RPP  
PLANNER, EXT. #4430

**SUBMITTED BY:** A. BOURRIE, RPP  
DIRECTOR OF PLANNING AND BUILDING SERVICES AND ACTING  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH  
MANAGEMENT

**GENERAL MANAGER APPROVAL:** A. BOURRIE, RPP  
ACTING GENERAL MANAGER OF INFRASTRUCTURE AND  
GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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**RECOMMENDED MOTION**

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions on behalf of Mason Homes Limited to change the designation of the lands known municipally as 410 Yonge Street and 343 Little Avenue (Ward 8) from General Commercial to Residential be approved.
2. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Mason Homes Limited to rezone the lands known municipally as 410 Yonge Street and 343 Little Avenue (Ward 8) from General Commercial (C4) to Residential Multiple Second Density with Special Provisions (RM2) (SP-XXX), Open Space (OS) and a Hold (H-XXX) provision, be approved.
3. That land will be dedicated to the City of Barrie in accordance with Official Plan Section 6.4 Parkland Dedication Requirements. The location, size, and configuration of the public open space/park block is required to be finalized to the satisfaction of City staff prior to the lifting of the Hold (H-XXX) provision to ensure accurate representation of the block as Open Space (OS) in site specific Zoning By-law RM2 (SP-XXX)(H-XXX).
4. That the By-law to remove the Hold (H-XXX) provision, and identify an Open Space (OS) block on the Zoning Map Schedule, be brought forward to Council for approval once the location, size, and configuration of the public open space/park block has been finalized to the satisfaction of City staff.
5. That the following Special Provisions for (RM2)(SP-XXX)(H-XXX) be referenced in the site specific Zoning By-law for the subject lands:
  - a) Notwithstanding the standard definition of frontage, Yonge Street will be considered the frontage for the purpose of implementing zoning for the blocks of land known municipally as 410 Yonge Street and 343 Little Avenue;

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- b) Notwithstanding the provisions set out in Section 4.6.1 Table 4.6 of By-law 2009-141, a minimum of 1 parking space per unit shall be permitted whereas 1.5 spaces per unit are required;
  - c) Notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a density of 50 – 120 units per hectare shall be permitted whereas the standard townhouse built form permits 40 – 53 units per hectare;
  - d) Notwithstanding the provisions set out in Section 5.2.5.2 b) of By-law 2009-141, 12 square metres of unconsolidated amenity space shall be permitted whereas consolidated amenity space is the required standard;
  - e) Notwithstanding the provisions set out in Section 5.3.1 Table 5.2 of By-law 2009-141, back-to-back townhouse units are a permitted use;
  - f) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 4 metres shall be permitted whereas 7 metres is required;
  - g) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 1.5 metres shall be permitted whereas 7 metres is required;
  - h) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum exterior side yard setback of 1.5 metres adjacent a street shall be permitted whereas 3 metres is required;
  - i) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a setback of 1.5 metres abutting an Open Space block shall be permitted;
  - j) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum Landscape Open Space of 25% shall be permitted whereas 35% is required;
  - k) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Lot Coverage shall not be applied whereas 35% is permitted;
  - l) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) shall not be applied whereas 60% is permitted;
  - m) Notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum building height of 17 metres shall be permitted whereas a maximum of 10 metres is permitted; and
  - n) Notwithstanding the provisions set out in Section 5.3.3.2 d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be permitted whereas 7 metres is required.
6. That the written and oral submission 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, as further detailed in Staff Report PLN005-2019; and
7. 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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## PURPOSE & BACKGROUND

### Report Overview

8. The purpose of this Staff Report is to recommended approval of the application, as amended, to permit the redesignation of the lands from General Commercial to Residential (Appendix "A" Draft Official Plan Amendment – Part B) and rezoning (Appendix "B" Draft Zoning By-law Amendment) of 410 Yonge Street and 343 Little Avenue from General Commercial (C4) to Residential Multiple Second Density with Special Provisions (RM2)(SP-XXX)(H-XXX) and Open Space (OS).
9. Staff have identified that a public open space/park block is required in this area to meet needs of the existing and future residents that would be underserved by locally accessible parkland. The Residential designation in the Official Plan permits open space as a compatible land use in that designation. The location, size and configuration will be more specifically referenced in the zoning of the block as Open Space (OS) in the Zoning Map Schedule of Comprehensive Zoning By-law 2009-141.
10. Through detailed review of the applications as submitted, consideration of public input, and consultation with staff, the proposal for development of this property has been modified by the applicant, including the requested special provisions applicable to the rezoning. The revised concept plan (Appendix "C" Revised Concept Plan) illustrates 109 townhouse units and a public open space/park block, however it should be clearly noted that the final unit count, confirmation of site design, and the location of the public open space/park block have not been formally established. Staff have recommended that a Holding provision be placed on the zoning for the subject lands until such time as location, size, and configuration of the public open space/park block has been confirmed.
11. The subject lands form part of the Yonge Street-Little Avenue Intensification Node, and as such Planning staff support the change in the principle of land use from General Commercial to Residential, including the requested special provisions to the Residential Multiple Second Density (RM2) zone, as good planning and have recommended the approval of this project based on the contribution of this development to the mix of land uses in this intensification node. The addition of higher density residential development and a public open space/park block will complement the existing commercial uses on the other three corners of the intersection and enhance the pedestrian experience in this intensification node.

### Location

12. The subject properties, legally described as Block 57, Plan M403 and Block 301, Plan M313, and municipally known as 410 Yonge Street and 343 Little Avenue are located at the southwest corner of the intersection of Yonge Street and Little Avenue. The property is largely bounded by municipal roads including Harwood Drive, Yonge Street, Little Avenue, Firman Drive and a municipal walkway linking Firman Drive with Harwood Drive. The property is approximately 2.27 hectares in size with a significant slope. The grade change of the property is approximately 20 metres, sloping down (west) from the highest point on Yonge Street to Firman Drive.

13. The existing land uses surrounding the subject property are as follows:

**North**

Little Avenue, intersection of Yonge Street and Little Avenue, single storey commercial plaza, single detached residential

**East**

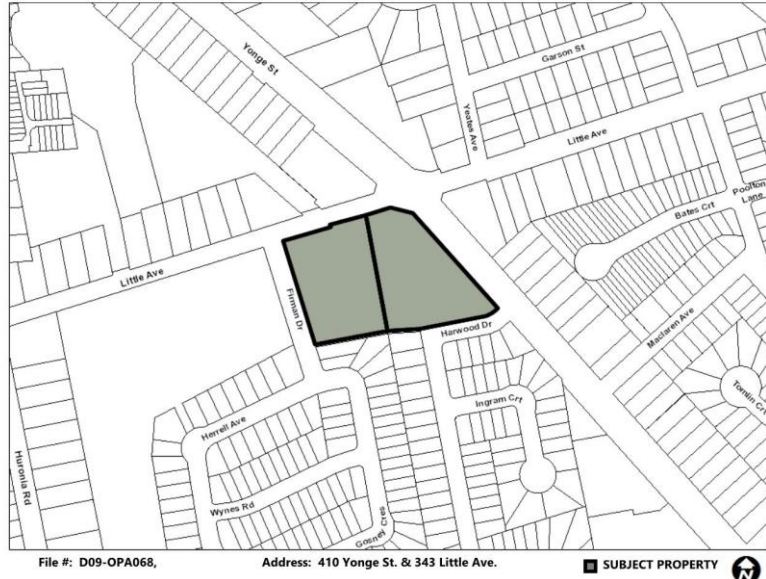
Yonge Street, single storey commercial plaza, single detached residential

**South**

Harwood Drive, public walkway, single detached residential

**West**

Firman Drive, Willoughby Park/Natural Area



Existing Policy

14. The properties are designated as General Commercial in the City's Official Plan, and zoned as General Commercial (C4) in Comprehensive Zoning By-law 2009-141. The lands are in the Painswick North Planning Area and identified as an Intensification Node on Schedule I Intensification Areas of the City's Official Plan.

Supporting Information

15. In support of the application, the following studies and supplementary information was submitted:

- a) Planning Justification Report (Innovative Planning Solutions, July 2018)

The Planning Justification Report described the surrounding area and general details for the proposed development of this property. The detail includes the identification of the site as forming part of an Intensification Node on Schedule I Intensification Areas in the City's Official Plan, and the planning justification for the development of the property for residential uses rather than the commercial uses that are currently permitted. The Planning Report also supports the residential land use and its contribution to the mixed use environment intended for an intensification node.

The analysis included basic justification for consideration of the application in accordance with the applicable Provincial and City documents, including the Provincial Policy Statement, Places to Grow, the City's Official Plan and Intensification initiatives. In the opinion of the Planning Consultant, this project met the goals and directives of these documents.

- b) Preliminary staff analysis indicated that additional information was needed to support the principle of the change in land use from commercial to residential without a mix of land

uses, as well as the reasoning for not including a public open space/park block as requested in pre-submission discussions and in the pre-consultation process. The following supplementary information was submitted by the consultant team at the request of staff:

- i) Scoped Commercial Needs Study (Innovative Planning Solutions, November 2018)

The intent of the supplementary study was to provide a history of marketing the property for commercial uses and a general market needs analysis for commercial development, including the opportunity for mixed-use commercial, at this location. The study, dated November 2018, was submitted by Innovative Planning Solutions on behalf of Mason Homes. The Planning Consultant determined that the change in the principle of land use from commercial to residential can be supported based on the existing supply of retail commercial uses in and around this area, the inability to successfully market the property for commercial uses over the past 30+ years, as well as the site specific grading challenges presented by the topography of the site.

- ii) Scoped Park / Amenity Area Brief (Innovative Planning Solutions, November 2018)

Comment from staff during the preliminary review of the proposed development was that this area of the City is underserved by parkland for residents. This comment was further supported by the application to change the principle of land use from commercial to residential thereby adding more residents in a higher density development with an unconsolidated amenity space. The study, dated November 2018, was submitted by Innovative Planning Solutions on behalf of Mason Homes to justify their position that this development does not require a land dedication and should be cash-in-lieu of parkland under the *Planning Act*.

- iii) Correspondence – Planning Justification Update (Innovative Planning Solutions, March 18, 2019)

In light of the changes to the concept through collaboration between the City and the applicant, a follow-up correspondence was required to confirm that the planning analysis originally submitted as part of the application still meets the purpose and intent of the recommendation drafted for approval by General Committee. Justification was also required to support the modified special provisions in the zoning by-law needed to reflect the revised concept while also providing flexibility in the site design, including but not limited to the integration and final location for the public open space/park block to be dedicated to the City.

- c) Urban Design Brief (Innovative Planning Solutions, July 2018)

The Urban Design Brief was a comprehensive design submission that included street view, proposed built form, elevations and interior design elements for the townhouse units to support the proposed concept. In the opinion of the Planning Consultant, the development met the goals and directives of good design. It is anticipated that this brief will be updated at the Site Plan Control stage to reflect the revised development concept, any modifications to built form, and the integration of the public open space/park block into the design.

- d) Functional Servicing and Preliminary Stormwater Management Report (Crozier Consulting Engineers, July 2018)

The Functional Servicing and Preliminary Stormwater Management Report reviewed the existing infrastructure to service the proposed change in land use and density at this location. The consulting team concluded that capacity in the water, sewer and wastewater infrastructure is available without needing improvements to the municipal system. A basic analysis of stormwater management for the site concluded that a best efforts approach be proposed to meet water balance and runoff volume control criteria due to site constraints. Further detail and examination of water balance, phosphorous loading and the potential for using Low Impact Development techniques for stormwater management will be completed as part of the Site Plan Control submission.

e) Geotechnical Investigation Report (Cambium Inc., October 14, 2014)

A Geotechnical report was prepared to examine the subsurface soil and support capabilities for the future development of the site for multi-storey residential uses, including but not limited to the integration of Low Impact Development Stormwater Management techniques. The report concludes that development can be supported, however it is anticipated that geotechnical expertise will be required as part of the detailed design and construction processes.

f) Traffic Impact Study (Crozier Consulting Engineers, July 2018)

The Traffic Impact Study concludes that the development of the site at the approximate density proposed will have a minimal impact on the boundary road network and subsequently no additional road improvements are required to service this development. The Study also examines and supports the distance separation for the access from Little Avenue and support for a single vehicular entrance to service this development.

g) Environmental Noise Assessment (YCA Engineering Limited, June 2018)

The noise assessment was completed to review and determine potential mitigation measures required to abate noise levels from traffic sources on both Yonge Street and Little Avenue. The assessment has demonstrated the need for protections including air conditioning units so windows can be kept closed, potential noise barriers at some private amenity locations and warning clauses on title to advise of the potential traffic noise. Any specific recommendations will need to be evaluated and confirmed with the final design of the site and implemented through the Site Plan Control process.

Public Consultation

16. A Neighborhood Meeting was held on November 28, 2018. Approximately 23 members of the public were in attendance, the owner representative, applicant consulting team, Planning staff and Ward 8 Councillor Harris. Comments provided by residents for this redevelopment proposal included:

- Concern over the proposed built-form and increased density in the neighbourhood;
- potential issues with grading, drainage and stormwater management;
- concern with traffic and provision of visitor parking;
- City road widening and line of sight from Harwood Drive;
- proposed building height and loss of view;
- location of snow storage and garbage enclosure;
- pedestrian connectivity and availability of parkland; and
- construction timelines.



17. A Public Meeting under the *Planning Act* was held on Dec. 10, 2018. No verbal comments were provided from the public at General Committee. One correspondence was circulated to Committee from a resident that included comments/questions related to: grading, building height and potential loss of view; location of the garbage enclosure; and availability of public parkland.
18. The comments/concerns expressed through the public consultation process are listed in the following Public Comments section of Staff Report PLN005-2019. Each comment is followed by a response from staff to demonstrate that the issues have been included in the review of this application to the greatest extent possible.

Public Comments

19. Proposed built-form and increase in density

As part of the staff analysis of this project, the change in the principal of land use from commercial to residential has been examined. An intensification node is intended to include a mix of land uses, including residential units at a density of 50 – 120 units per hectare. The density provisions proposed by this development are consistent with the policy direction for Intensification Nodes as well as the Intensification Urban Design Guidelines. It is anticipated that one of the details of the final design for this project will be consideration for the transition of development from the single detached residential uses to the south of the subject lands.

20. Potential issues with grading, drainage and stormwater management

The Functional Servicing and Preliminary Stormwater Management Report and the Geotechnical Investigation Report submitted in support of this application has identified that the technical requirements for redeveloping this property can be achieved without adverse effects on the surrounding environment. If approved, detailed engineering would be required to demonstrate that redevelopment can be supported for all technical standards to the satisfaction of the City.

21. Concern with traffic and provision of visitor parking

The Traffic Impact Study concludes that the development of the site at the approximate density proposed will have a minimal impact on the boundary road network. City staff have reviewed and are in agreement with the findings of the Study. Although not a By-law requirement, Staff are in agreement that adequate visitor parking must be included in this block of residential use. The location of parking, both resident and visitor, will be required as part of the final design submission for Site Plan Control.

22. City road widening and line of sight from Harwood Drive

As noted above, the Traffic Impact Study concludes that the development of the site at the approximate density proposed will have a minimal impact on the boundary road network. City staff have reviewed and are in agreement with the findings of the Study. In addition, the City Engineering Department in coordination with Roads, Parks and Fleet, have identified the required road widenings, protection and sight triangles to service the municipal road network. At final site design, staff and the applicant will be required to provide additional review and confirm that the new development will not cause any technical issue with line of sight or access to the municipal road network.

23. Proposed building height and loss of view

The applicant has requested an increase in height from 10 metres to 17 metres as a special provision to the RM2 zone. This request is supported by target height provisions for intensification nodes and corridors in the Intensification Urban Design Guidelines and is also consistent with the defined standard of 10.5 metres to 25.5 metres in height identified in the Mixed Use zoning intended for an Intensification Node. With respect to the comments from neighbouring residents, it should be noted that standard practice for urban design will require the final site plan for this project to include consideration for the transition of development from the single detached residential uses to the south of the subject lands. In addition, it is anticipated that the sloping topography for this site will limit the impacts of the increase in height on existing residents.

24. Location of snow storage and garbage enclosure

Standard practice for urban design will require the final site plan for this project to include details such as the location of snow storage and the requirements for the waste management option proposed for the development, to the satisfaction of the City. These detailed elements have not been finalized at this stage of the process but will be part of the Site Plan Control submission.

25. Pedestrian connectivity and availability of parkland

Staff agree with the resident comment that the surrounding community is underserved by parkland. The requirement for a public open space/park block was identified, and has been subsequently included in the conceptual site design. The ultimate size and location of the park block, as well as the detailed pedestrian connectivity throughout the site, have not been determined at this stage of the process but will be part of the Site Plan Control submission.

26. Construction timelines

As the project is only at the principle of development stage, an estimated timeframe for construction cannot be provided. However the owner/applicant has indicated that it is their intent to develop the site and proceed to the next stage of the process if the official plan and zoning by-law amendments are approved.

Department and Agency Comments

27. The subject application was circulated to staff in various departments and to external agencies for review and comment. In general, the comments received indicated no concern with the principle of development at this location. The City will require conveyances and technical design considerations to meet the Master Planning objectives for municipal infrastructure and the delivery of services, including:

- a) A road widening on Little Avenue, sight triangles and protection for a future road widening along Yonge Street;
- b) Land conveyance for a public open space/park block in accordance with the *Planning Act*;
- c) Provision of a transit layby lane on Yonge Street to service transit pick up locations; and
- d) A second access for Barrie Fire and Emergency Services.



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## ANALYSIS

### Policy Planning Framework

28. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

### Ontario Planning Act, R.S.O. 1990

29. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate.
30. The proposed development is consistent with this policy in that it is located within the settlement area of the City of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit, recreation facilities and schools; provides for an alternate housing type in this neighbourhood; provides a compact form of development that minimizes impacts to climate change; is designed with a pedestrian oriented built form with direct access to transit and active transportation connections; and will provide a public open space/park block to contribute to the mix of land uses available to the larger community.

### Provincial Policy Statement (2014) (PPS)

31. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land.
32. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy as the development is within the settlement area of the City of Barrie, is surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term; contributes to the range of medium to high density residential units in the form of block/cluster and back-to-back townhouses, adds residential and public open space lands to the existing commercial uses to provide a mix of development in the area; and includes compact, medium to high density development that utilizes serviced lands, thereby promoting cost efficiency and minimizing the consumption of land.
33. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed development is consistent with these policies in that it is located within the settlement area, will utilize existing and available infrastructure and facilities, has the density to be transit supportive with direct access to transit and the active transportation network, and provides a compact form of development with a public open space/park block that will contribute to minimizing the impacts to climate change.

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34. Policies 1.1.3.3, 1.1.3.4 and 1.1.3.5 identifies a requirement to identify appropriate locations and promote opportunities for intensification and redevelopment, and to established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the property is within a designated Intensification Node with a required density of 50 –120 units per hectare in accordance with the overall intensification targets for the City.
35. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing medium to high density housing in an area where sufficient infrastructure and public service facilities exist, and has direct access to commercial uses, transit and the active transportation network.
36. Policy 1.5.1 identifies that healthy, active communities should be promoted by meeting the needs of pedestrians, fostering social interaction and facilitate active transportation and community connectivity, and providing publicly accessible built and natural settings for recreation. This proposal is consistent with this policy as it is providing a public open space/park block to contribute to the mix of land uses available in this identified intensification area, intended to enhance the pedestrian experience, provide a sense of space in this node, and meet the needs of the existing and future residents that would be underserved by locally accessible parkland.
37. Policies 1.6.3, 1.6.6.1 and 1.6.6.2 identify the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by existing municipal sewage and water services.
38. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject land and is therefore consistent with this policy.
39. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it is a compact built form, and directly located on a transit route.
40. Policy section 3.1 Natural Hazards, requires that development to be directed outside of natural hazards. The proposal is consistent with this section as the property is not within a natural hazard area.
41. Based on the foregoing, the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

**Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan)**

42. The Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow.
43. In accordance with the Guiding Principles found in Section 1.2 of the Growth Plan, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout their lifetime. The

density of the proposed development results in the efficient use of land and existing municipal infrastructure, including the existing Yonge Street and Little Avenue transit routes. The proposal also introduces a range of housing options into a neighbourhood as well as a public open space/park block to contribute to the existing mix of commercial and lower density residential uses in this community.

44. Policies 2.2.1.2 (a), (c), (d) and (e) direct growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water and wastewater systems, is focused in a built-up area that is serviced by transit, is close to public service facilities, and is not within or adjacent to hazardous lands.
45. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses; the provision of a range and mix of housing options to accommodate the needs of all household sizes and incomes; provision of a range of transportation options and public service facilities; and integration of green infrastructure and low impact development as much as possible. This proposal has multiple transportation options including active and public transportation, direct access to public service facilities such as public open space, and the inclusion of a compact built form that would aid in the mitigation of climate change impacts by efficiently using land and municipal services.
46. Policy 2.2.2 of the Growth Plan requires that a minimum of 40% of all residential development occurring annually within the City will be within the existing built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, this minimum target will be increased to 50%. By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within the City will be required to be within the delineated built-up area. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the required minimum 40% target.
47. To support the achievement of complete communities, policy 2.2.6.3 provides that municipalities require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development conforms to this policy through the addition of a variety of townhouse unit types.
48. Based on the foregoing, the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2017).

#### **Official Plan (OP)**

49. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for managing growth so that the City's capacity to provide a healthy community environment is achieved.
50. The Official Plan Amendment Application under review is to change the principle of land use from General Commercial to Residential. As identified in the supporting and supplementary information submitted for this project, commercial uses were marketed on the subject lands for 30+ years without success. The reasoning for the inability to develop the site included the supply of commercial land in the area and the challenge with the site topography sloping away from the Yonge Street frontage. Staff are satisfied that the removal of commercial uses at this location will not have a significant impact on the retail market needs in this area, or the general availability of

retail market space. Further, the introduction of residential population should benefit the existing retail market.

51. There are a number of policies in the Official Plan that support the development of these lands for residential and public open space/park block use. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure, the provision of a range and mix of housing types at appropriate locations, and promoting a balance of land uses to achieve a complete community structure.

#### Community Context

52. Sections 2.3 (d) and (g) identify that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. Intensification represent an opportunity to development complete communities, and is an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services. The proposed development is in a location targeted for intensification and proposes to meet the density objectives of an intensification node using a higher density multiple dwelling built form, utilizing existing infrastructure and services, supporting the use of public transit and contributing to the mix of land uses at this location by adding a public open space/park block.

#### General Policies

53. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and transit are available and will contribute to the development of a vibrant pedestrian friendly streetscape providing "eyes on the street" and an engaging public open space/park block.
54. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.
55. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form with a variety of unit sizes that would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an existing built-up area of the City and is generally consistent with the density targets of the Official Plan.

#### Affordable Housing

56. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or

- housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.

57. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered “affordable” as defined by the 30% household income calculation. However, the target price of \$350,000 to \$400,000 does meet the criteria of 10% below the average purchase price in the regional market area (\$445,582.00). It is the opinion of staff that the size and variety of townhouse units proposed, will contribute to a type of residential housing that is more affordable than traditional single detached housing in the City of Barrie.

#### Land Use Policies

58. The Goals for Residential Land Use outlined in Section 4.2.1, outline the need to promote a sense of neighbourhood, foster complete communities through a mix of land use, develop high-quality public open space, and plan for new medium and high density development in Intensification Areas. These goals are represented in the principle of development for the subject lands, including the development of higher density residential units and providing a public open space/park block to contribute to the mix of land uses available in this predominately commercial intersection. The urban design principles for this intensification area are intended to enhance the pedestrian experience, provide a sense of space in this node, and meet the needs of the existing and future residents that would be underserved by locally accessible parkland.
59. Section 4.2.2.1 (b) outlines the compatible uses in the Residential designation, which include open space. The recommendation from staff includes the requirement for this proposal to provide a public open space/park block in the Residential area to meet the needs of the existing and future residents that would be underserved by locally accessible parkland. The location, size and configuration would be more specifically referenced in the zoning of the block as Open Space (OS).
60. Section 4.2.2.3 (b) outlines the locational criteria for intensification stating that medium and high density residential development should be encouraged to locate in the Intensification Nodes and Corridors identified in Schedule I Intensification Areas of the Official Plan. The subject lands are located in an Intensification Node.
61. Sections 4.2.2.6 (a), (b) and (c) outline the basic Intensification policies. The proposed development would satisfy the intensification policies as the residential development is located in an Intensification Node; is proposing a compact built form; will utilize existing municipal infrastructure, is adjacent to and supports public transit; and, promotes energy efficiency through compact design.
62. Section 4.2.2.6 (g) states that the target density for an Intensification Node is 50 – 120 units per hectare. Notwithstanding Section 4.2.2.2, which states that medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26 – 53 units per hectare, while high density residential development shall consist of developments which are in excess of 54 units per hectare. The subject lands are intended to develop with a medium density built form within the density provisions of 50 – 120 units per hectare required for an Intensification Node. This range is specified in the site specific zoning provisions requested for this development.

#### Servicing and Transportation

63. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Sections 5.1.2.1 (j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.



64. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Sections 5.3.2.2 (a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that detailed technical investigation for the proposed development, including the implementation of innovative stormwater management measures, will adequately address these policies through the Site Plan Control process.
65. The required provisions outlined in Section 5.4 Transportation, specifically Section 5.4.2.1 have been applied to the subject lands, which are located at the intersection of two arterial roads, Yonge Street and Little Avenue, as identified on Schedule D Roads Plan. A road widening, road widening protection and sight triangles were identified for the development of these lands in accordance with Schedule E Road Widening Plan and the Multi Modal Active Transportation Master Plan, and will be required to be dedicated to the City as well as incorporated into the final development plans through the Site Plan Control process.
66. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Sections 5.4.1 (d), 5.4.2.3 (a), (c), and (f) detail how new development, specifically in intensification area, shall encourage and promote public transit. This development conforms to these policies through the provision of increased densities that supports the local transit service, provides pedestrian connections to municipal sidewalks, the active transportation network in accordance with Section 5.4.2.4 (b), transit stops and a lay-by lane, and inter-regional transit systems such as GO Transit.

#### Implementation

67. As part of the recommendation for approval of the Official Plan Amendment and Zoning By-law Amendment applications for the subject lands, staff have identified that land will be required to be dedicated to the City in accordance with Section 6.4 Parkland Dedication Requirements. The need for parkland dedication was established early in the process, and through collaboration with staff a public open space/park block will be included in this development to add a mix of land uses to this intensification node, will encourage and enhance the pedestrian experience, provide a sense of space, and meet the needs of the existing and future residents that would be underserved by locally accessible parkland
68. In accordance with the standard practice established by Memorandum dated May 29, 2017, bonusing shall not apply to developments within the Intensification Areas as identified on Schedule I Intensification Areas in the City's Official Plan if they comply with the mixed use zoning standards for height and density. This property is located at the intersection of Yonge Street and Little Avenue, an identified Intensification Node. The requested special provisions in the RM2 zone do comply with the height and density standards in the Mixed Use Node (MU1) therefore Section 6.8 Height and Density Bonusing does not apply to this project.
69. Based on the foregoing, the proposed development, if approved, is considered to be consistent with or does not conflict with the City's Official Plan. The conceptual site plan, attached to Staff Report PLN005-2019 as Appendix "C" does, in the opinion of staff, meet the general intent of the Official Plan policy for the identified Intensification Node at Yonge Street and Little Avenue.

#### Comprehensive Zoning By-law 2009-141

70. At the time of submission of this application, By-law 2015-097, to add Section 5.4 Mixed Use to Zoning By-law 2009-141 was still under appeal. The Mixed Use zoning standards were intended to implement the policy basis for Intensification Nodes and Corridors identified on Schedule I



Intensification Areas in the City's Official Plan. It was therefore determined that the special provisions requested to the zoning standards of the Residential Multiple Second Density zone (RM2) should also be reviewed in accordance with the urban design characteristics for intensification areas as well as the Mixed Use Node (MU1) zone for this designated Intensification Node. Although now in effect, staff have not recommended the change in the zoning from RM2 to MU1 as a key element of the MU1 zone standards is the requirements for 50% ground floor commercial, which is not being incorporated into the development. All other applicable standards of the MU1 zone are addressed in the special provisions for the site specific zoning for this project.

71. As noted in the recommendation for this application, as well as identified in previous sections, the applicant has proposed a rezoning of the subject lands from General Commercial (C4) to Residential Multiple with Special Provisions (RM2)(SP-XXX)(H-XXX). Through the review process and collaboration with Planning staff, a public open space/park block will be incorporated into the site to achieve the complement the mix of land uses available in this intensification node. The public open space/park block will be zoned as Open Space (OS) with the removal of the Hold provision when the final location, size and configuration of the block has been established.

Revised Conceptual Site Plan (January 22, 2019)

72. The Memorandum to General Committee dated March 4, 2019, stated that staff required additional consultation with the owner/applicant to discuss alternative design options for the proposed development as well as the integration of public open space/park block to contribute to the mix of land uses in the intensification node. Based on the comments, correspondence and discussions with staff, the proposed concept plan and requested special provisions in the zoning by-law have been modified.
73. The proposed concept plan, attached as Appendix "C" to Staff Report PLN005-2019, illustrates 109 townhouse units and a public open space/park block. However, it should be clearly noted that the final unit count, confirmation of site design, and the location of the public open space/park block have not been formally established. In that regard, staff have recommended that a Holding (H) provision be placed on the site specific Zoning By-law until the public open space/park block has been located and sized to the satisfaction of the City and able to be recognized as Open Space (OS) on the Zoning Map Schedule.
74. It is anticipated that the following special provisions will provide appropriate and flexible standards to successfully guide the development of this property to represent the requested built form as well as the basic intent of the MU1 standards in the RM2 zone by including the following special provisions:

- a) THAT notwithstanding the standard definition of frontage, Yonge Street will be considered the frontage for the purpose of implementing zoning for the block of lands known municipally as 410 Yonge Street and 343 Little Avenue.

To ensure consistency during implementation of the zoning by-law through the Site Plan Control process.

- b) THAT notwithstanding the provisions set out in Section 4.6.1 Table 4.6 of By-law 2009-141, a minimum of 1 parking space per unit shall be permitted whereas 1.5 spaces per unit are required.

This is the standard intended for the Mixed Use Intensification Node (MU1). Although technically counting as 1 space per unit, the townhouse built-form provides the potential for each unit to have 2 parking spaces if the owner chooses to use their garage and individual driveway for parking personal vehicles. The conceptual site plan does provide

for visitor parking spaces and through the Site Plan Control process, visitor spaces will be required to service this development.

- c) THAT notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a density of 50 – 120 units per hectare shall be permitted whereas the standard townhouse built form permits 40 – 53 units per hectare.

This represents the intended density of an Intensification Node specified in Section 4.2.2.6 g) and as identified on Schedule I Intensification Areas in the Official Plan.

- d) THAT notwithstanding the provisions set out in Section 5.2.5.2 b) of By-law 2009-141, 12 square metres of unconsolidated amenity space shall be permitted whereas consolidated amenity space is the standard typically required.

This is the standard intended for the Mixed Use Intensification Node (MU1). Private amenity space will be required on a unit by unit basis by including individual balconies, rooftops and rear yards. In addition, this development will benefit from the required provision of a public open space/park block in direct proximity.

- e) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.2 of By-law 2009-141, back-to-back townhouse units are a permitted use.

Back-to-back townhouses are not a permitted use in Table 5.2 Permitted Uses, and are shown only for the Secondary Plan areas, being Section 14 of Zoning By-law 2009-141. Subject to detailed design, this type of built form is appropriate for a condominium townhouse development at this location.

- f) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 4 metres shall be permitted whereas 7 metres is required.

The reduced setbacks to create a street interface and pedestrian accessibility are highlighted in the Intensification Urban Design Guidelines. This provision along Yonge Street is consistent with the intent for the Mixed Use Intensification Node (MU1) due to the required 3.5 metre protection required for a potential future road widening along this frontage.

- g) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 1.5 metres shall be permitted whereas 7 metres is required.

The reduced setbacks to create a street interface and pedestrian accessibility are highlighted in the Intensification Urban Design Guidelines. This provision is intended for the units fronting on Firman Drive. The streetscape will not be as urbanized as intended along Yonge Street however a reduced standard to promote the fronting of units on Firman Drive is encouraged.

- h) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum exterior yard setback of 1.5 metres adjacent a street shall be permitted whereas 3 metres is required.

The reduced setbacks to create a street interface and pedestrian accessibility are highlighted in the Intensification Urban Design Guidelines. This provision is intended for

the units fronting on Little Avenue. This standard is consistent with the intent for the Mixed Use Intensification Node (MU1).

- i) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a setback of 1.5 metres abutting an Open Space block shall be permitted.

This is the standard intended for the Mixed Use Intensification Node (MU1). This provision has been requested to ensure flexibility in the design process when the final location for the public open space/park block has been established, as well as ensure adequate separation between the built form and the public open space/park block.

- j) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum Landscape Open Space of 25% shall be permitted where as 35% is required.

This provision has been requested to ensure flexibility in the design process while still maintaining the requirements for some landscape open space on the site. The Mixed Use Intensification Node (MU1) standards do not require Landscaped Open Space.

- k) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Lot Coverage shall not be applied whereas 35% is permitted.

This is the standard intended for the Mixed Use Intensification Node (MU1). This provision has been requested to ensure flexibility in the design process.

- l) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) shall not be applied whereas 60% is required.

This is the standard intended for the Mixed Use Intensification Node (MU1). This provision has been requested to ensure flexibility in the design process.

- m) THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum building height of 17 metres shall be permitted whereas a maximum of 10 metres is permitted.

The standard height provision for the MU1 zone is from 10.5 metres to 25.5 metres. The requested height is within the range of the MU1 zone standards.

- n) THAT notwithstanding the provisions set out in Section 5.3.3.2 d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be permitted whereas 7 metres is required.

This variation has been requested to accommodate the more compact design for the subject site and ensure flexibility in the design process.

75. Although a number of special provisions have been requested, staff do not consider the variation to the standards to be significant in terms of the site specific project. As noted above, staff have not recommended the change in the zoning from RM2 to MU1 as a key element of the MU1 zone standards is the requirements for 50% ground floor commercial, which is not being incorporated into the development. Formal details of the site design will be required to incorporate the intended objectives of the Intensification Node as represented in the Intensification Urban Design Guidelines. The development concept will be evaluated to the satisfaction of the City during the Site Plan Control process.

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Site Plan Control

76. Subject to Council approval of the proposed Official Plan Amendment and Zoning By-law Amendment applications, the development of the project would be subject to Site Plan Control as per Section 41 of the Planning Act and in accordance with By-law 99-312. Site Plan Control addresses the detailed design and technical development of the site in accordance with current policy, standards and design guidelines. To ensure more than just the basic standards of development are applied to the final design of the project, a concept plan and urban design brief were required for review as part of the subject application.
77. Elements of detailed design that will be applied at the Site Plan stage include, but are not limited to:
- a) Integration of public open space/park block into the mix of land uses provided in this intensification node;
  - b) Streetscape and built form design in accordance with the principles of the Intensification Urban Design Guidelines;
  - c) Pedestrian accessibility, walkability and direct linkages to transit including provision of a transit layby lane;
  - d) Required resident parking and the adequate provision of visitor parking;
  - e) Service Infrastructure, stormwater management, water balance and phosphorous loading; and
  - f) Location and availability of waste storage/collection and snow storage.

ENVIRONMENTAL MATTERS

78. There were no environmental matters to be considered in the development of this recommendation.

ALTERNATIVES

79. The following alternatives are available for consideration by General Committee:

Alternative #1 General Committee could deny the proposed Official Plan and Zoning By-law Amendment applications for Residential Multiple use and maintain the existing General Commercial designation and (C4) zone for the subject lands.

This alternative is not recommended as the redesignation and rezoning of these lands will instigate the development of a large vacant parcel in an intensification node. The proposal is to add residential and public open space/park block into the mix of land uses in this area thereby promoting a complete neighbourhood with pedestrian connections and opportunities for successful commercial uses.

Alternative #2 General Committee could approve the Official Plan Amendment and Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended, as the collaboration with staff has resulted in the original application being amended to ensure the required SP's are generally consistent with the Intensification Urban Design Guidelines and the City's initiatives for designing intensification projects, including the streetscape orientation of buildings to create and encourage a pedestrian friendly, active transportation and transit user interface.

#### FINANCIAL

80. The proposed rezoning of the subject parcel, at a minimum, would permit the development of 109 townhouse units. The annual property tax revenue based on the average selling price of approximately \$400,000.00 for the proposed development is \$5,090.00 for each of the potential 109 units for a total of \$554,810.00. The current tax revenue from the consolidated properties is \$43,134.00. Therefore the estimated municipal property tax increase would be approximately \$511,676.00. (2018 rate)
81. Building permit application fees as an average are estimated to be in the order of \$2,480.00 per unit which would represent a total fee of approximately \$270,320.00 for the estimated 109 units proposed. (2019 rate, subject to an annual inflation adjustment on January 1<sup>st</sup> of each year).
82. Current development charges for a townhouse unit is \$35,219.00 for each dwelling unit, therefore the development charge revenue is estimated to be \$3,838,871.00 for the estimated 109 units. (2019 rate, calculated at time of building permit issuance, subject to an annual inflation adjustment on January 1<sup>st</sup> of each year).
83. The Education levy is currently \$1,759.00 per unit, which represents a total levy of \$191,731.00 for the estimated 109 units. (2019 rate)

#### LINKAGE TO COUNCIL STRATEGIC PRIORITIES 2018-2022

The recommendations included in this Staff Report support the following strategic priority of Council:

☒ Building strong neighbourhoods

84. In accordance with Council's goals, the proposal represents development on a vacant site in a designated intensification node with higher density residential uses and public open space. The introduction of the townhouse built form into the node will provide an alternative housing option, and promotes the integration of residents to support a diverse and complete community with a mix of land uses.



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Attachments:

Appendix "A" – DRAFT Official Plan Amendment – Part B

Appendix "B" – DRAFT Zoning By-law Amendment

Appendix "C" – Revised Concept Plan



APPENDIX "A"

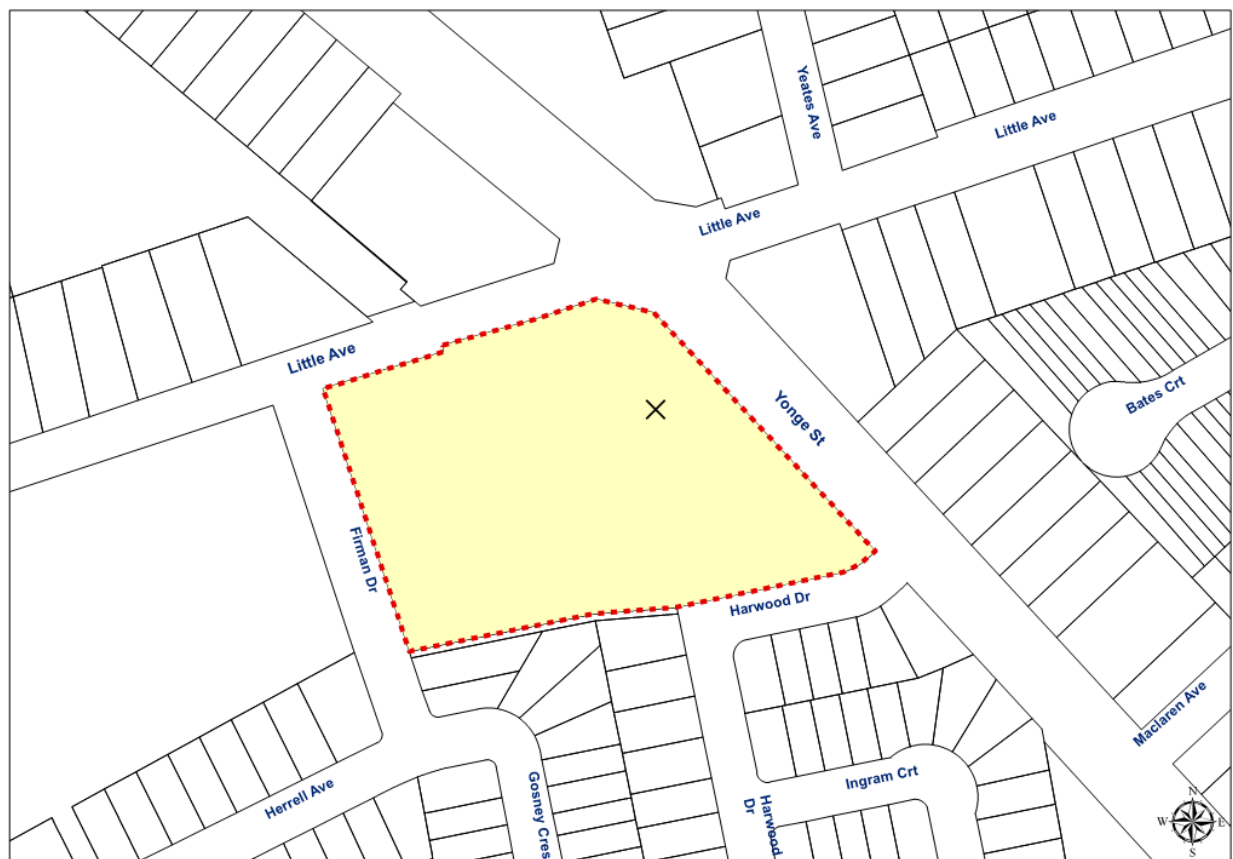
DRAFT Official Plan Amendment – Part B

**PART B – THE AMENDMENT**




**1.0 DETAILS OF THE AMENDMENT**

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

1. Schedule A to the Official Plan, as amended is hereby further amended by designating the lands identified as Block 57, Plan M403 and Block 301, Plan M313, municipally known as 410 Yonge Street and 343 Little Avenue, in the City of Barrie from "General Commercial" to "Residential", as shown on Schedule "A" attached hereto and forming Part of this Amendment.



**410 Yonge Street & 343 Little Avenue**

 Subject Property  Residential  Public Open Space/Park Block

1:2,000  
 0 40 80 160  
 Meters

APPENDIX "B"

DRAFT Zoning By-law Amendment

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 the lands known municipally as 410 Yonge Street and 343 Little Avenue from General Commercial (C4) to Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_)(H-\_\_\_\_).

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 the lands known municipally as 410 Yonge Street and 343 Little Avenue from General Commercial (C4) to Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_)(H-\_\_\_\_) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. THAT notwithstanding the standard definition of frontage, Yonge Street will be considered the frontage for the purpose of implementing zoning for the block of lands known municipally as 410 Yonge Street and 343 Little Avenue.
3. THAT notwithstanding the provisions set out in Section 4.6.1 Table 4.6 of By-law 2009-141, a minimum of 1 parking space per unit shall be required in the Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_) zone.
4. THAT notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a density of 50 – 120 units per hectare shall be permitted in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
5. THAT notwithstanding the provisions set out in Section 5.2.5.2 b) of By-law 2009-141, 12 square metres of unconsolidated amenity space shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
6. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.2 of By-law 2009-141, back-to-back townhouse units are permitted in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
7. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 4 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
8. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 1.5 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
9. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum exterior side yard setback adjacent a street of 1.5 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.

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10. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum setback of 1.5 metres abutting an Open Space (OS) block shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
  11. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum Landscape Open Space of 25% shall be required in the Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_) zone.
  12. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Lot Coverage shall not be applied in the Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_) zone.
  13. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) shall not be applied in the Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_) zone.
  14. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum building height of 17 metres shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-\_\_\_\_) zone.
  15. THAT notwithstanding the provisions set out in Section 5.3.3.2 (d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-\_\_\_\_) zone.
  16. THAT the By-law to remove the Holding (H) provision be brought forward when the location, size and configuration of the public open space/park block has been confirmed to the satisfaction of City staff and further identified in the By-law to remove the (H) as Open Space (OS) on the Zoning Map Schedule to the satisfaction of the City of Barrie.
  17. THAT the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.
  18. 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 \_\_\_\_\_, 2019.

### Revised Concept Plan

