



**BY-LAW NUMBER 2015-137**

**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 Ontario Municipal Board issued an Order on October 9, 2015 that By-law 2009-141 be amended to rezone Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, from Open Space (OS), Environmental Protection (EP), Residential Detached Dwelling Second Density Special (R2 SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R1 and R2), Residential Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5), to Residential Detached Dwelling Second Density (R2), Residential Detached Dwelling Second Density Special (R2 SP-249), Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490), Residential Apartment Second Density Special (RA2-1 SP-491), Institutional (I), Open Space (OS) and Environmental Protection (EP).

**NOW THEREFORE** the following is enacted:

1. **THAT** the zoning map is amended to change the zoning of Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, from Open Space (OS), Environmental Protection (EP), Residential Detached Dwelling Second Density Special (R2 SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R1 and R2), Residential Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5), to Residential Detached Dwelling Second Density (R2), Residential Detached Dwelling Second Density Special (R2 SP-249), Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490), Residential Apartment Second Density Special (RA2-1 SP-491), Institutional (I), Open Space (OS) and Environmental Protection (EP) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding anything to the contrary in By-law 2009-141, or the special provisions permitted for Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490), Residential Apartment Second Density Special (RA2-1 SP-491), Residential zoned lands within 500 metres of the intersection of Mapleview Drive East and Yonge Street shall be permitted an overall maximum density of 120.7 per hectare to a maximum of 818 units, all other Residential zoned lands are permitted to develop at an overall maximum density of 53-59 units per hectare to a maximum of 423 units as detailed in Site Specific Official Plan Amendment No. 2.
3. **THAT** notwithstanding anything to the contrary in By-law 2009-141, a private road shall be deemed to be a street for the purpose of determining performance standards as defined in this By-law or By-law 2009-141.
4. **THAT** notwithstanding the provisions set out in Section 4.6.2, parking spaces shall be provided on the same lot as the building or use for which they are located with visitor parking provided on the street, within a parking structure and/or defined parking areas.
5. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1 space per dwelling unit in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
6. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.25 spaces per dwelling unit (1 for dwelling unit and

0.25 for visitors) in the Residential Multiple Dwelling Second Density (RM2 SP-489) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.

7. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.25 spaces per dwelling unit (1 for dwelling unit and 0.25 for visitors) for the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane-Based) Townhouse Development and Block/Cluster/Stacked Townhouse Development in the Residential Multiple Dwelling Second Density (RM2 SP-490) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
8. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.35 spaces per dwelling unit (1.25 for dwelling unit and 0.10 for visitors) for walk-up apartments and low rise apartments in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
9. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.35 spaces per dwelling unit (1.25 for dwelling unit and 0.10 for visitors) in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
10. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Street Townhouse Development shall be the only permitted uses in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone.
11. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane-Based) Townhouse Development and Block/Cluster/Stacked Townhouse Development shall be the only permitted uses in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) Zone.
12. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, Block/Cluster/Stacked Townhouse Development, Walk-up Apartment Dwellings and Low Rise Apartment Dwellings shall be the only permitted uses in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone.
13. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Walk-up Apartment Dwellings, Low Rise Apartment Dwellings, Apartment Dwellings, a Parking Structure and Commercial shall be the only permitted uses in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone.
14. **THAT** notwithstanding the provisions set out in Section 5.2.6 of By-law 2009-141 a minimum area of 750 square metres of consolidated ground floor commercial uses shall be required in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone. A maximum ground floor commercial coverage shall not be applied.
15. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, the following definitions shall apply to the Residential Multiple Dwelling Second Density Special RM2 (SP-488), RM2 (SP-489), RM2 (SP-490) Zones and the Residential Apartment Second Density Special RA2-1 (SP-491) Zone:

**Dwelling, Low Rise Apartment**

shall mean a residential building, 4-6 storeys in height, containing 5 or more dwelling units, each of which shall have access from an internal corridor system.

**Dwelling, Walk-Up Apartment**

shall mean a multiple dwelling up to 4 storeys in height with or without a common enclosed corridor system.

**Dwelling Unit Access**

shall mean the primary front access to a residential dwelling unit from either a public street, a private street, and/or a public open space or outdoor amenity space area.

**Outdoor Amenity Space Area**

shall mean a common consolidated area that may or may not be located on the lot for which the amenity space is required, and is not subject to setback standards of this By-law or By-law 2009-141.

**Parking Structure**

shall mean a multi-storey structure where two or more floors are devoted to vehicle parking and where the structure is subordinate and incidental to the principle use of the building, structure or lot. A portion of the structure can also be used for the parking of vehicles for gain or profit which are not subordinate or incidental to the principle use of the building, structure or lot.

**Townhouse Development, Block/Cluster (Back-to-Back)**

shall mean a residential building containing a minimum of 4 and a maximum of 16 units, having attached units separated by a common rear and side wall above grade, and whereby each unit faces away from each other. Each unit will have an independent entrance from the outside accessed through the front elevation or exterior side elevation of the dwelling unit, and a garage accessed through the front elevation of the dwelling unit.

**Townhouse Development, Block/Cluster (Lane Based)**

shall mean a minimum of 3 residential dwelling units which are attached at the main wall above and below grade and which may be accessible from the rear of the lot via a rear lane.

**Townhouse Development, Stacked**

shall mean either block/cluster townhouse development or street townhouse development in which 1 unit is located above another unit, no more than 4 storeys in height with no common enclosed corridor system. Attached units can also be separated by a common rear side wall whereby each unit faces away from each other.

16. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, the following revised definition shall apply to the development concept for Residential Multiple Dwelling Second Density Special RM2 (SP-488), RM2 (SP-489), RM2 (SP-490) Zones and the Residential Apartment Second Density Special RA2-1 (SP-491) Zone:

**Lot Coverage**

shall mean that percentage of the total lot area covered by buildings, including accessory buildings above finished grade level, with the exception of porches.

17. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 60 units per net hectare of Street Townhouse Development is permitted in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.
18. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 110 units per net hectare of Block/Cluster (Back-to-Back), Block/Cluster (Lane-Based) Townhouse Development, and Block/Cluster/Stacked Townhouse Development is permitted in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.

19. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 200 units per net hectare is permitted in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.
20. **THAT** notwithstanding anything to the contrary in By-law 2009-141, a maximum density of 275 units per net hectare is permitted in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.
21. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 5 square metres per unit shall be required in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) Zone.
22. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 5 square metres per unit shall be required of the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, Block/Cluster/Stacked Townhouse Development and Walk-up Apartment Dwellings; and 1 square metre per unit shall be required of the Low Rise Apartment Dwellings in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone.
23. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 5 square metres per unit shall be required of the Walk-up Apartment Dwellings in the Residential Apartment Second Density Special RA2-1 (SP-491) Zone.
24. **THAT** notwithstanding the provisions set out in By-law 2009-141, a minimum driveway length of 6m per unit is required in the Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), and (RM2 SP-490) Zones.
25. **THAT** notwithstanding the provisions set out in Section 5.3.3.2 of By-law 2009-141, Section 5.3.3.2(d), concerning landscape open space requirements for secondary means of access, does not apply to the Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490) Zones and the Residential Apartment Second Density Special (RA2-1 SP-491) Zone.
26. **THAT** notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.3.2 and Section 5.3.4.2, of By-law 2009-141, the following standards shall be permitted/required in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone:

Street Townhouse Development

Lot Area (min)	150 m <sup>2</sup>
Lot Frontage (min)	6m
Front Yard (min)	4m to building face and 6 metres to front of an attached garage
Interior Side Yard (min)	1.2m
Exterior Side Yard (min)	3m
Rear Yard (min)	6m
Landscaped open space (min % of lot area)	25%
Lot Coverage (max % of lot area)	55%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	12m

27. **THAT** notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.3.2 and Section 5.3.4, of By-law 2009-141, the following standards shall be permitted/required for the units in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) zone:

Block/Cluster (Back-To-Back) Townhouse Development

Lot Area (min)	90m <sup>2</sup>
Lot Frontage (min)	6m
Front Yard (min)	4m to building face and 6 metres to front of an attached garage (18m to building faces where a private road exists, and 12m in all other circumstances)
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	70%
Gross floor area (max % of lot area)	180%
Height of Main Building (max)	12m

Block/Cluster (Lane Based) Townhouse Development

Lot Area (min)	90m <sup>2</sup>
Lot Frontage (min)	4.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	12m

Block/Cluster/Stacked Townhouse Development

Lot Area (min)	140m <sup>2</sup>
Lot Frontage (min)	6.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	80%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	15m to a maximum of 4 storeys

Note: For the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, and Block/Cluster/Stacked Townhouse Development adjacent to the private road, setbacks are measured from the right-of-way of the private road. Where lots are adjacent to the park, the setbacks are measured from the established park property line.

28. **THAT** notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.3 and Section 5.3.4, of By-law 2009-141, the following standards shall be permitted/required in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) zone:

Block/Cluster (Back-To-Back) Townhouse Development

Lot Area (min)	90m <sup>2</sup>
Lot Frontage (min)	6m
Front Yard (min)	4m to building face and 6 metres to front of an attached garage (18m to building faces where a private road exists, and 12m in all other circumstances)
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	70%
Gross floor area (max % of lot area)	180%
Height of Main Building (max)	12m

Block/Cluster (Lane Based) Townhouse Development

Lot Area (min)	90m <sup>2</sup>
Lot Frontage (min)	4.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Interior Side Yard Shared Walls (min)	0m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	12m

Block/Cluster/Stacked Townhouse Development

Lot Area (min)	140m <sup>2</sup>
Lot Frontage (min)	6.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	80%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	15m to a maximum of 4 storeys

Note: For the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, and Block/Cluster/Stacked Townhouse Development adjacent to the private road, setbacks are measured from the right-of-way of the private road. Where lots are adjacent to the park, the setbacks are measured from the established park property line.

Walk Up Apartment Dwellings

Lot Area (min)	450 m <sup>2</sup>
Lot Frontage (min)	21m
Front Yard (min)	3m
Interior Side Yard (min)	0m
Exterior Side Yard (min)	1.2m

Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	300%
Height of Main Building (max)	15m to a maximum of 4 storeys

#### Low Rise Apartment Dwelling

Lot Area (min)	720 m2
Lot Frontage	21m
Front Yard (min)	3m
Interior Side Yard (min)	1.8m
Exterior Side Yard (min)	3m
Rear Yard (min)	7m
Landscaped open space (min % of lot area)	20%
Lot Coverage (max % of lot area)	65%
Gross floor area (max % of lot area)	235%
Height of Main Building (max)	23m to a maximum of 6 storeys

29. **THAT** notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.2, Section 5.3.3 and Section 5.3.5, of By-law 2009-141, the following standards shall be permitted/required in the Residential Apartment Second Density Special RA2-1 (SP-491) Zone:

#### Walk Up Apartment Dwelling

Lot Area (min)	450 m2
Lot Frontage (min)	21m
Front Yard (min)	3m
Interior Side Yard (min)	0m
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	300%
Height of Main Building (max)	15m to a maximum of 4 storeys

#### Low Rise Apartment Dwelling

Lot Area (min)	720 m2
Lot Frontage (min)	21m
Front Yard (min)	3m
Interior Side Yard (min)	1.8m
Exterior Side Yard (min)	3m
Rear Yard (min)	7m
Landscaped open space (min % of lot area)	20%
Lot Coverage (max % of lot area)	65%
Gross floor area (max % of lot area)	235%
Height of Main Building (max)	23m to a maximum of 6 storeys

#### Apartment Dwelling

Lot Area (min)	1300 m2
Lot Frontage (min)	30m
Front Yard (min)	7m
Interior Side Yard (min)	5m
Exterior Side Yard (min)	5m
Rear Yard (min)	7m
Landscaped open space (min % of lot area)	35%
Lot Coverage (max % of lot area)	65%
Gross floor area (max % of lot area)	310%
Height of Main Building (max)	30m to a maximum of 8 storeys

30. THAT notwithstanding the corresponding standards for Accessory Buildings and Structures set out in Section 5.3.5, 4.6.5 and/or any other section(s) pertaining to enclosed parking garages above or below grade, of By-law 2009-141, a Parking Structure shall be permitted in the Residential Apartment Second Density Special RA2-1 (SP-491) Zone at a maximum height of 16 metres, shall have a minimum setback of 6 metres from the property line adjacent to Mapleview Drive East, may have a minimum setback of 0 metres from the property line adjacent to the railway line, may have a minimum setback of 3 metres from the property line to the north, and may have a minimum setback of 5 metres from the property line to the east.
31. **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.
32. **THAT** this By-law shall come into force and effect on October 9, 2015 as per Ontario Municipal Board Order regarding Case No. PL111099.

**THE CORPORATION OF THE CITY OF BARRIE**

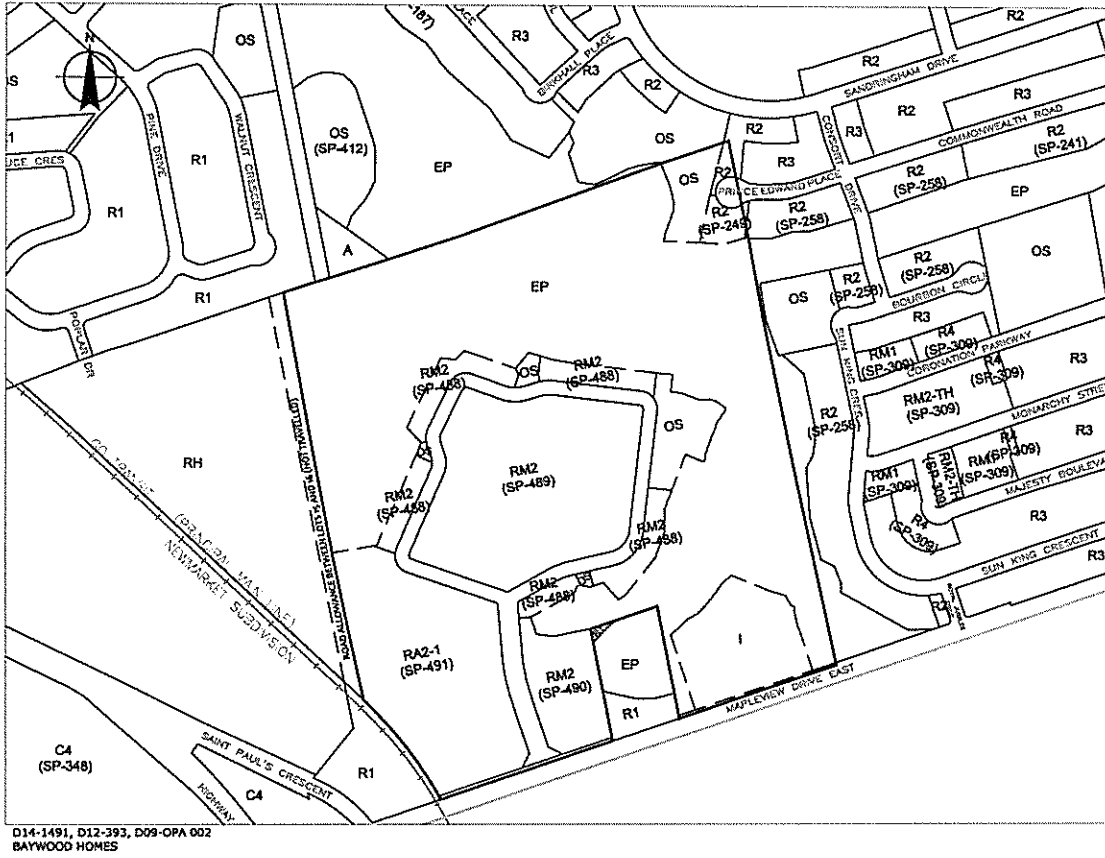
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**MAYOR – J.R. LEHMAN**

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**CITY CLERK – DAWN A. MCALPINE**





Schedule "A" to the attached Bylaw 2015-

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MAYOR - J. R. LEHMAN

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CITY CLERK - DAWN A. MCALPINE

**Ontario Municipal Board**  
 Commission des affaires municipales  
 de l'Ontario



**ISSUE DATE:** October 9, 2015

**CASE NO.:**

PL111099

**PROCEEDING COMMENCED UNDER** subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant: 2131059 Ontario Limited (Baywood Homes)  
 Subject: Request to amend the Official Plan - Refusal of request by City of Barrie  
 Existing Designation: Low Density Residential  
 Proposed Designated: Medium Density Residential, High Density Residential and Neighbourhood Commercial  
 Purpose: To permit the development of the property with a variety of housing forms  
 Property Address/Description: Lot 16, Conc. 12  
 Municipality: City of Barrie  
 Approval Authority File No.: OPA #2  
 OMB Case No.: PL111099  
 OMB File No.: PL111099  
 OMB Case Name: 2131059 Ontario Limited v. Barrie (City)

**PROCEEDING COMMENCED UNDER** subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant: 2131059 Ontario Limited (Baywood Homes)  
 Subject: Application to amend Zoning By-law No. 85-95 and 2009-141 - Refusal or neglect of City of Barrie to make a decision  
 Existing Zoning: OS, EP, R2 (SP-238, SP-244, SP-248, SP-249), RM2-TH, and C5  
 Proposed Zoning: OS, EP, RM2-TH SP, RA1 SP, and RA2 SP  
 Purpose: To permit the development of the property with a variety of housing forms  
 Property Address/Description: Lot 16, Conc. 12  
 Municipality: City of Barrie  
 Municipality File No.: D14-1491  
 OMB Case No.: PL111099  
 OMB File No.: PL111101

**PROCEEDING COMMENCED UNDER** subsection 51(34) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	2131059 Ontario Limited (Baywood Homes)
Subject:	Proposed Plan of Subdivision - Failure of City of Barrie to make a decision
Purpose:	To permit a proposed plan of subdivision
Property Address/Description:	Lot 16, Conc. 12
Municipality:	City of Barrie
Municipality File No.:	D13-393
OMB Case No.:	PL111099
OMB File No.:	PL111100

BEFORE:

C. CONTI	)	Friday, the 9th
MEMBER	)	
	)	day of October, 2015

**THIS MATTER** having come on for public hearing and after the hearing, the Board in its Decision issued November 22, 2013 approved the Amendment to the Official Plan, Zoning By-law Amendment, the Plan of Subdivision and the proposed conditions of draft plan approval in principle and withheld the final order approving the planning instruments until the final version of the Zoning By-law Amendment is received and until after the appeal related to the cost sharing matter has been heard and determined;

**AND THE BOARD** having been advised that the cost sharing matter has been resolved and have received the final version of the Zoning Amendment;

**THE BOARD ORDERS** that the Official Plan Amendment, as attached as Schedule 'A', the Zoning By-law Amendment, as attached as Schedule 'B', the Plan of Subdivision, as attached as Schedule 'C', and the Draft Conditions, attached as Schedule 'D' are approved and that the final approval of the plan of subdivision is to be given by the City of Barrie pursuant to Section 51(56.1) of the *Planning Act*.

A handwritten signature in black ink, appearing to read "Janne Hage". The signature is written in a cursive, flowing style.

SECRETARY

If there is an attachment referred to in this document,  
please visit [www.elto.gov.on.ca](http://www.elto.gov.on.ca) to view the attachment in PDF format.

**Ontario Municipal Board**

A constituent tribunal of Environment and Land Tribunals Ontario  
Website: [www.elto.gov.on.ca](http://www.elto.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248

# **SCHEDULE A**

**AMENDMENT NO. 2**

**TO THE**

**CITY OF BARRIE**

**OFFICIAL PLAN**

**PART B - THE AMENDMENT****DETAILS OF THE AMENDMENT**

That the Official Plan be amended as follows:

1. Schedule A – Land Use is hereby amended by designating certain lands from Residential, Environmental Protection and Open Space on Part of the South Half of Lot 126, Concession 12, Former Innisfil to Residential, Environmental Protection and Open Space as illustrated on Attachment 1 to this Amendment.
2. Schedule C – Defined Policy Areas is hereby amended by identifying Defined Policy Area CC on Part of the South Half of Lot 126, Concession 12, Former Innisfil as illustrated on Attachment 2 to this Amendment.
3. Section 4.8 of the City of Barrie Official Plan is hereby amended by adding Section <sup>4.8.20</sup>~~4.8.XX~~ as follows:
 

4.8.20 CC  
~~4.8.XX~~ Defined Policy Area ~~XX~~ (OPA No. 2)

Lands shown on Schedule C located at Part of the South Half of Lot 16, Concession 12, Former Innisfil, identified as within 500 metres of the intersection of Mapleview Drive East and Yonge Street, shall be permitted a maximum density of 120.7 units per hectare to a maximum of 818 units. A minimum of 750 square metres of convenience commercial uses shall be provided on the ground floor of one of the apartment buildings in a location that is clearly visible and in the vicinity of the intersection of Street A with Mapleview Drive East. Furthermore, additional convenience commercial uses are permitted in addition to the minimum requirement of 750m<sup>2</sup> and can be located in the various apartment buildings located throughout the Defined Policy Area.
4. Section 4.2.2.1 of the City of Barrie Official Plan is hereby amended by deleting a portion of Section 4.2.2.1(f) shown in strikethrough as follows:
 

(f) Notwithstanding (d) above, within high density apartment buildings, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted ~~provided that the commercial uses do not occupy an area in excess of 25% of~~ on the ground floor area of the building.
5. Schedule 2 – Innis-Shore Secondary Plan Land Use Concept Plan is hereby amended by designating Part of the South Half of Lot 126, Concession 12, Former Innisfil lands as High Density Residential, Medium Density Residential, and Environmental Protection Area as illustrated on Attachment 3 to this Amendment.
6. Section 2.3.2.2 of the Innis-Shore Secondary Plan is hereby amended by the addition of Section 2.3.2.2 (e) as follows:
 

2.3.2.2 Housing

(e) To permit high density housing as permitted by the Official Plan on lands within 500 metres of the intersection of Mapleview Drive East and Yonge Street.
7. Add Section 2.4.2 (d) to the Innis-Shore Secondary Plan as follows:
 

2.4.2 Residential

- (d) Notwithstanding the policies of Section 2.4.1 (b), and Section 2.4.2 (a) and (b), high and medium density residential units will be permitted for those lands within Part of the South Half of Lot 16, Concession 12, Former Innisfil at a maximum density of 120.7 units per net hectare to a maximum of 818 units for those lands that are within 500 metres of the intersection of Maplevue Drive East and Yonge Street. The remainder of the lands designated as Residential for the subject parcel will be permitted to develop at a density of 53-59 units per net hectare to a maximum of 423 units.
8. Add Section 2.4.5 (d) to the Innis-Shore Secondary Plan as follows:
- (d) A residential block located at the southeast corner of Part of the South Half of Lot 16, Concession 12, Former Innisfil is zoned Institutional and is intended for seniors housing.
9. Section 2.5.1.1(i) of the Innis-Shore Secondary Plan is hereby amended by the revision to Section 2.5.1.1(i) as follows:
- 2.5.1.1 General Residential Policies
- (i) ...with the exception of that portion of Part of the South Half of Lot 16, Concession 12, Former Innisfil, located within 500 metres of the intersection of Maplevue Drive East and Yonge Street.
10. Section 2.5.1.2 of the Innis-Shore Secondary Plan is hereby amended by adding Section 2.5.1.2 (c) as follows:
- Section 2.5.1.2 Specific Residential Policies
- (c) Medium and High Density Residential – Site Specific
- For the purpose of the Maplevue Drive East development located in the southwest corner of the Innis-Shore Secondary Plan Area, legally described as Part of the South Half of Lot 16, Concession 12, Former Innisfil, medium density residential areas will be permitted at a range of 53 – 59 units per net hectare to a maximum of 423 units. High density residential areas, located within 500 metres of the intersection of Maplevue Drive East and Yonge Street, will be permitted at a maximum of 120.7 units per net hectare to a maximum of 818 units.
11. Section 2.5.1.4 of the Innis-Shore Secondary Plan is hereby amended by adding Section 2.5.1.4.1 as follows:
- Section 2.5.1.4.1 Residential (Medium and High Density) Policies – Site Specific
- (a) Notwithstanding the policies of Section 2.5.1.4, within areas designated "Residential" (Medium Density) as shown on Schedule 2 – Land Use Concept Plan, the following policies shall apply as it refers to Part of the South Half of Lot 16, Concession 12, Former Innisfil:
- (i) Permitted uses shall be limited to street, block, stacked and cluster (back-to-back and lane-based) townhouses, multiple family buildings, maisonette, and walk-up apartments.
- (ii) The maximum height of buildings shall be 12 metres.

- (iii) Street, block, stacked, and cluster (back-to-back and lane-based) townhouses shall not contained more than eight (8) dwelling units in a row.
  - (iv) All development shall be subject to Site Plan Control.
  - (v) It is intended that multiple residential sites will be developed to a high standard of residential amenity and visual aesthetics.
  - (vi) Adequate on-site parking shall be provided as noted in an implementing site specific Zoning By-law Amendment.
- (b) Notwithstanding the policies of 2.5.1.4, within areas designated "Residential" (High Density) as shown on Schedule 2 – Land Use Concept Plan the following policies shall apply as it refers to Part of the South Half of Lot 16, Concession 12, Former Innisfil:
- (i) Permitted uses shall include street and cluster (back-to-back and lane-based) townhouses, walk-up apartments, low rise apartments, and apartment buildings.
  - (ii) The minimum height of buildings shall be 5 metres and the maximum height of buildings shall be 35 metres.
  - (iii) All development shall be subject to Site Plan Control.
  - (iv) It is intended that multiple residential sites will be developed to a high standard of residential amenity and visual aesthetics.
  - (v) Convenience commercial uses shall be encouraged to locate on the subject lands within the apartment buildings. A minimum of 750 square metres of convenience commercial uses shall be provided on the ground floor of one of the apartment buildings in a location that is clearly visible and in the vicinity of the intersection of Street A with Maplevue Drive East.
  - (vi) Adequate on-site parking shall be provided as noted in an implementing site specific Zoning By-law Amendment.
  - (vii) High density blocks fronting onto Maplevue Drive East shall be designed to ensure a proper interface with the arterial road.

#### **IMPLEMENTATION**

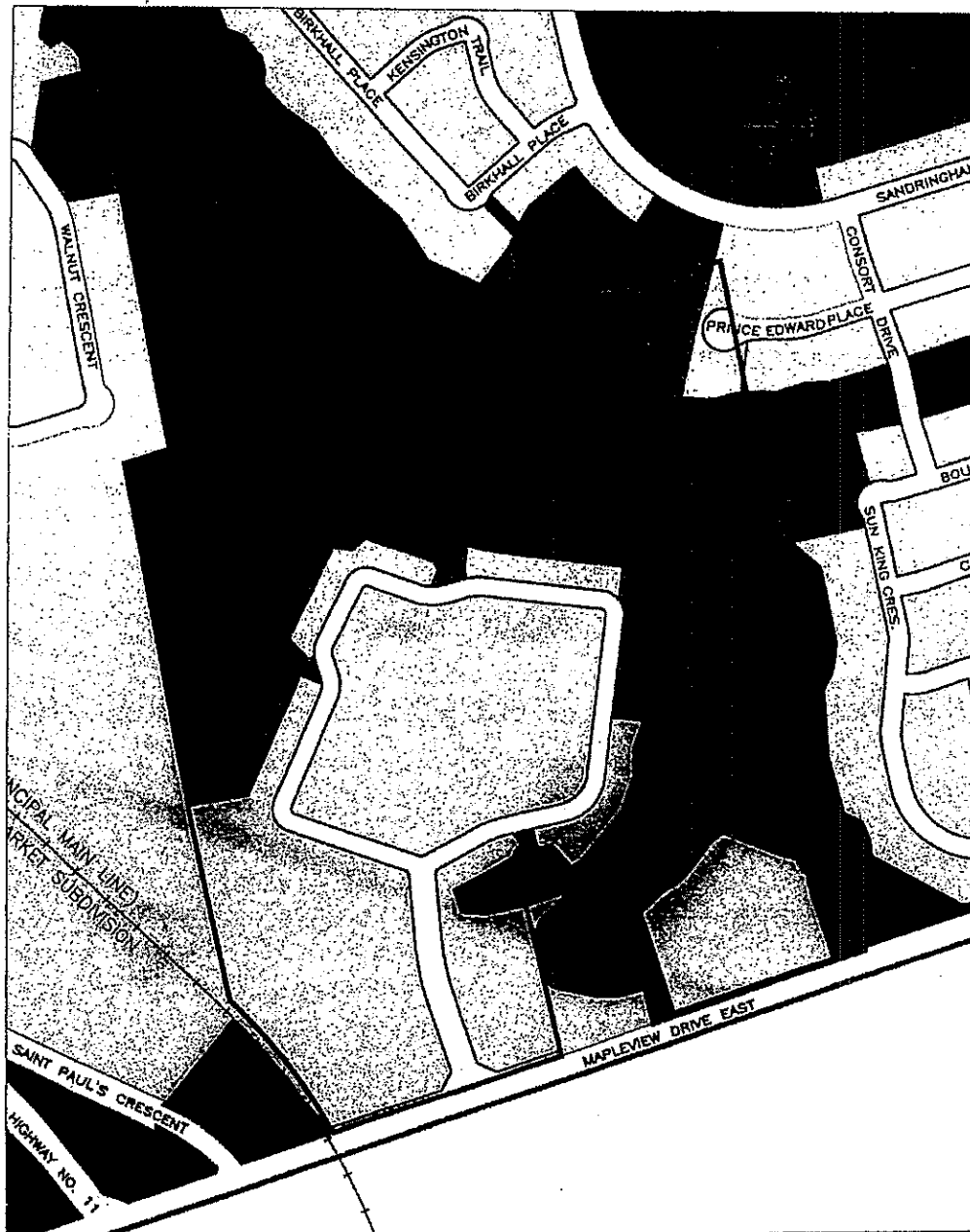
The implementation measures as outlined in Section 6.11.1 of the Official Plan apply to this Amendment, and Amendment to the Zoning By-law will also be required.

#### **INTERPRETATION**

The Interpretation provisions of Section 7 of the Official Plan apply to this Amendment.

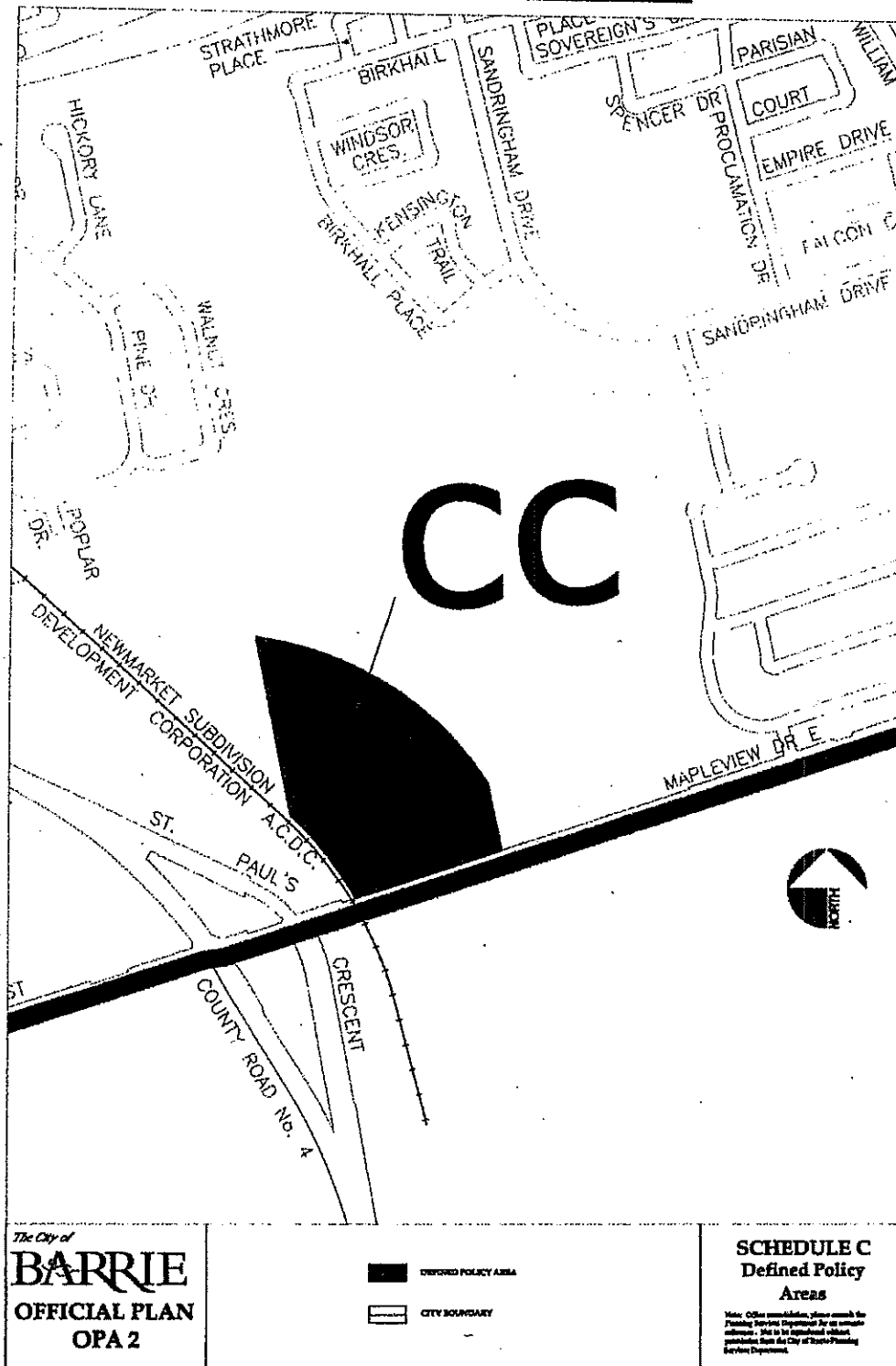


**ATTACHMENT 1  
OFFICIAL PLAN  
SCHEDULE A – LAND USE**



<p><i>The City of</i> <b>BARRIE</b> OFFICIAL PLAN OPA 2</p>	<ul style="list-style-type: none"> <li> Residential</li> <li> City Centre</li> <li> General Commercial</li> <li> Community Centre Commercial</li> <li> Regional Office Commercial</li> <li> Business Park</li> <li> General Industrial</li> </ul>	<ul style="list-style-type: none"> <li> Highway 88 Industrial</li> <li> Residential Industrial</li> <li> Neighbourhood</li> <li> Educational Neighbourhood</li> <li> Major Neighbourhood</li> <li> Open Space</li> <li> Environmental Protection Area</li> </ul>	<ul style="list-style-type: none"> <li> Water Treatment Centre</li> <li> Waste Management Facility</li> <li> Future Urban</li> <li> Waste Disposal/Assessment Area see Section 67.2.2.8 Waste Disposal</li> <li> City Boundary</li> </ul>	<p><b>SCHEDULE A</b> <b>Land Use</b></p> <p><small>Note: Other municipalities, please contact the Planning Services Department for an exact definition. Not to be interpreted without consultation from the City of Barrie Planning Services Department.</small></p>
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ATTACHMENT 2  
OFFICIAL PLAN  
SCHEDULE C – DEFINED POLICY AREA

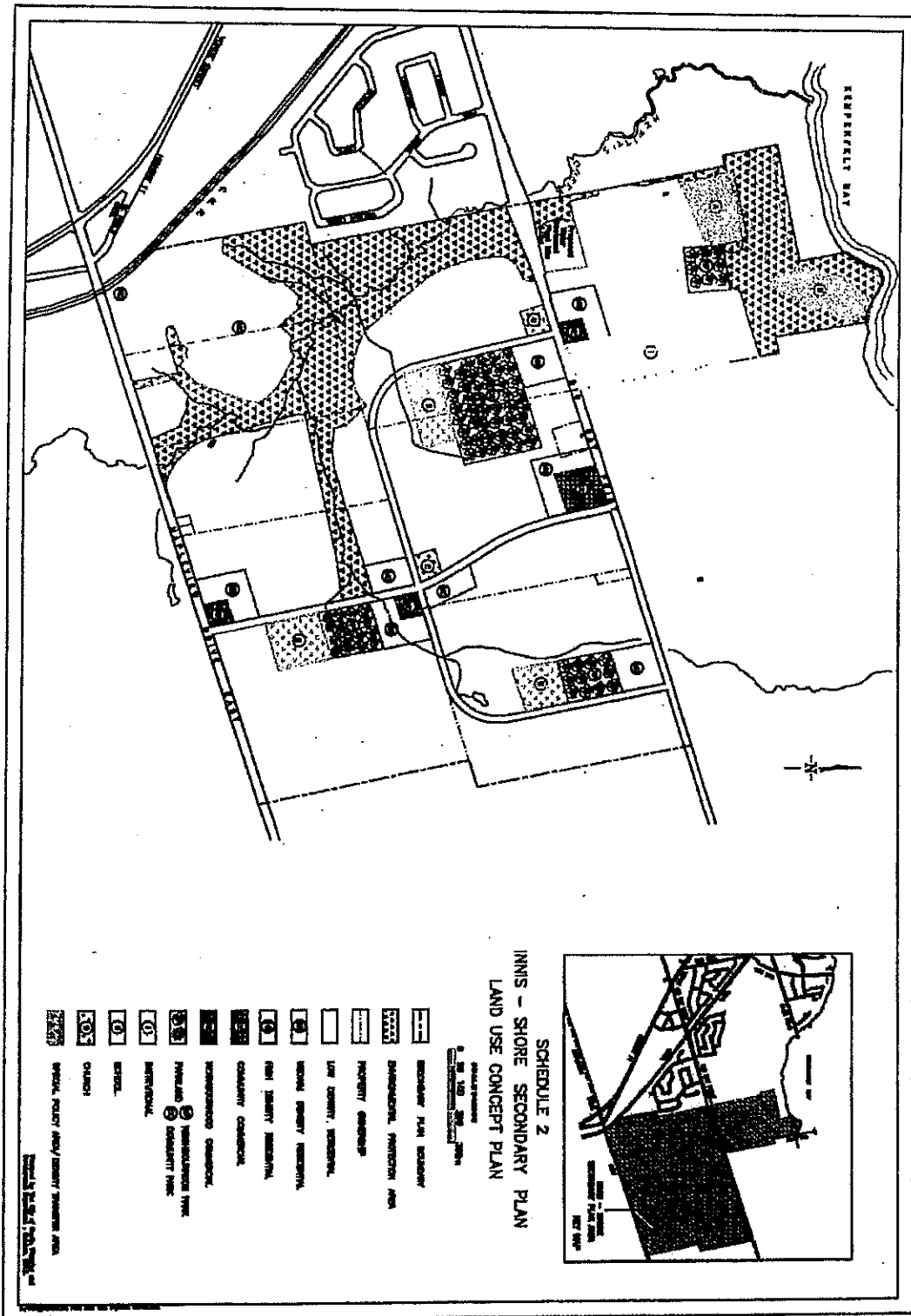


The City of  
**BARRIE**  
OFFICIAL PLAN  
OPA 2

 DEFINED POLICY AREA  
 CITY BOUNDARY

**SCHEDULE C**  
Defined Policy  
Areas  
Note: Other considerations, please consult the Planning Services Department for an complete reference. Not to be reproduced without permission from the City of North-Planning Services Department.

ATTACHMENT 3  
 INNIS-SHORE SECONDARY PLAN  
 SCHEDULE 2 - LAND USE CONCEPT



## SCHEDULE B

### BY-LAW NUMBER 2015-

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 Ontario Municipal Board issued an Order on October 9, 2015 that By-law 2009-141 be amended to rezone Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, from Open Space (OS), Environmental Protection (EP), Residential Detached Dwelling Second Density Special (R2 SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R1 and R2), Residential Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5), to Residential Detached Dwelling Second Density (R2), Residential Detached Dwelling Second Density Special (R2 SP-249), Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490), Residential Apartment Second Density Special (RA2-1 SP-491), Institutional (I), Open Space (OS) and Environmental Protection (EP).

**NOW THEREFORE** the following is enacted:

1. **THAT** the zoning map is amended to change the zoning of Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, from Open Space (OS), Environmental Protection (EP), Residential Detached Dwelling Second Density Special (R2 SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R1 and R2), Residential Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5), to Residential Detached Dwelling Second Density (R2), Residential Detached Dwelling Second Density Special (R2 SP-249), Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490), Residential Apartment Second Density Special (RA2-1 SP-491), Institutional (I), Open Space (OS) and Environmental Protection (EP) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding anything to the contrary in By-law 2009-141, or the special provisions permitted for Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490), Residential Apartment Second Density Special (RA2-1 SP-491), Residential zoned lands within 500 metres of the intersection of Mapleview Drive East and Yonge Street shall be permitted an overall maximum density of 120.7 per hectare to a maximum of 818 units, all other Residential zoned lands are permitted to develop at an overall maximum density of 53-59 units per hectare to a maximum of 423 units as detailed in Site Specific Official Plan Amendment No. 2.
3. **THAT** notwithstanding anything to the contrary in By-law 2009-141, a private road shall be deemed to be a street for the purpose of determining performance standards as defined in this By-law or By-law 2009-141.
4. **THAT** notwithstanding the provisions set out in Section 4.6.2, parking spaces shall be provided on the same lot as the building or use for which they are located with

visitor parking provided on the street, within a parking structure and/or defined parking areas.

5. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1 space per dwelling unit in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
6. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.25 spaces per dwelling unit (1 for dwelling unit and 0.25 for visitors) in the Residential Multiple Dwelling Second Density (RM2 SP-489) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
7. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.25 spaces per dwelling unit (1 for dwelling unit and 0.25 for visitors) for the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane-Based) Townhouse Development and Block/Cluster/Stacked Townhouse Development in the Residential Multiple Dwelling Second Density (RM2 SP-490) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
8. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, parking shall be provided at 1.35 spaces per dwelling unit (1.25 for dwelling unit and 0.10 for visitors) for walk-up apartments and low rise apartments in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
9. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141; parking shall be provided at 1.35 spaces per dwelling unit (1.25 for dwelling unit and 0.10 for visitors) in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone. All other permitted uses shall conform to the provisions under Section 4.6.1 of By-law 2009-141.
10. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Street Townhouse Development shall be the only permitted uses in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone.
11. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane-Based) Townhouse Development and Block/Cluster/Stacked Townhouse Development shall be the only permitted uses in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) Zone.
12. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, Block/Cluster/Stacked Townhouse Development, Walk-up Apartment Dwellings and Low Rise Apartment Dwellings shall be the only permitted uses in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone.

13. **THAT** notwithstanding the provisions set out in Section 5.2.1 of By-law 2009-141, Walk-up Apartment Dwellings, Low Rise Apartment Dwellings, Apartment Dwellings, a Parking Structure and Commercial shall be the only permitted uses in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone.
14. **THAT** notwithstanding the provisions set out in Section 5.2.6 of By-law 2009-141 a minimum area of 750 square metres of consolidated ground floor commercial uses shall be required in the Residential Apartment Second Density Special (RA2-1 SP-491) Zone. A maximum ground floor commercial coverage shall not be applied.
15. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, the following definitions shall apply to the Residential Multiple Dwelling Second Density Special RM2 (SP-488), RM2 (SP-489), RM2 (SP-490) Zones and the Residential Apartment Second Density Special RA2-1 (SP-491) Zone:

**Dwelling, Low Rise Apartment**

shall mean a residential building, 4-6 storeys in height, containing 5 or more dwelling units, each of which shall have access from an internal corridor system.

**Dwelling, Walk-Up Apartment**

shall mean a multiple dwelling up to 4 storeys in height with or without a common enclosed corridor system.

**Dwelling Unit Access**

shall mean the primary front access to a residential dwelling unit from either a public street, a private street, and/or a public open space or outdoor amenity space area.

**Outdoor Amenity Space Area**

shall mean a common consolidated area that may or may not be located on the lot for which the amenity space is required, and is not subject to setback standards of this By-law or By-law 2009-141.

**Parking Structure**

shall mean a multi-storey structure where two or more floors are devoted to vehicle parking and where the structure is subordinate and incidental to the principle use of the building, structure or lot. A portion of the structure can also be used for the parking of vehicles for gain or profit which are not subordinate or incidental to the principle use of the building, structure or lot.

**Townhouse Development, Block/Cluster (Back-to-Back)**

shall mean a residential building containing a minimum of 4 and a maximum of 16 units, having attached units separated by a common rear and side wall above grade, and whereby each unit faces away from each other: Each unit will have an independent entrance from the outside accessed through the front elevation or

exterior side elevation of the dwelling unit, and a garage accessed through the front elevation of the dwelling unit.

**Townhouse Development, Block/Cluster (Lane Based)**

shall mean a minimum of 3 residential dwelling units which are attached at the main wall above and below grade and which may be accessible from the rear of the lot via a rear lane.

**Townhouse Development, Stacked**

shall mean either block/cluster townhouse development or street townhouse development in which 1 unit is located above another unit, no more than 4 storeys in height with no common enclosed corridor system. Attached units can also be separated by a common rear side wall whereby each unit faces away from each other.

16. **THAT** notwithstanding the definitions set out in Section 3.0 of By-law 2009-141, the following revised definition shall apply to the development concept for Residential Multiple Dwelling Second Density Special RM2 (SP-488), RM2 (SP-489), RM2 (SP-490) Zones and the Residential Apartment Second Density Special RA2-1 (SP-491) Zone:

**Lot Coverage**

shall mean that percentage of the total lot area covered by buildings, including accessory buildings above finished grade level, with the exception of porches.

17. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 60 units per net hectare of Street Townhouse Development is permitted in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.
18. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 110 units per net hectare of Block/Cluster (Back-to-Back), Block/Cluster (Lane-Based) Townhouse Development, and Block/Cluster/Stacked Townhouse Development is permitted in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.
19. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 200 units per net hectare is permitted in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.
20. **THAT** notwithstanding anything to the contrary in By-law 2009-141, a maximum density of 275 units per net hectare is permitted in the Residential Apartment Second

Density Special (RA2-1 SP-491) Zone provided the maximum density and unit count permitted by Site Specific Official Plan Amendment 2, as described in Section 2 of this By-law, is not exceeded.

21. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 5 square metres per unit shall be required in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) Zone.
22. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 5 square metres per unit shall be required of the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, Block/Cluster/Stacked Townhouse Development and Walk-up Apartment Dwellings; and 1 square metre per unit shall be required of the Low Rise Apartment Dwellings in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) Zone.
23. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 5 square metres per unit shall be required of the Walk-up Apartment Dwellings in the Residential Apartment Second Density Special RA2-1 (SP-491) Zone.
24. **THAT** notwithstanding the provisions set out in By-law 2009-141, a minimum driveway length of 6m per unit is required in the Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), and (RM2 SP-490) Zones.
25. **THAT** notwithstanding the provisions set out in Section 5.3.3.2 of By-law 2009-141, Section 5.3.3.2(d), concerning landscape open space requirements for secondary means of access, does not apply to the Residential Multiple Dwelling Second Density Special (RM2 SP-488), (RM2 SP-489), (RM2 SP-490) Zones and the Residential Apartment Second Density Special (RA2-1 SP-491) Zone.
26. **THAT** notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.3.2 and Section 5.3.4.2, of By-law 2009-141, the following standards shall be permitted/required in the Residential Multiple Dwelling Second Density Special (RM2 SP-488) Zone:

Street Townhouse Development

Lot Area (min)	150 m2
Lot Frontage (min)	6m
Front Yard (min)	4m to building face and 6 metres to front of an attached garage
Interior Side Yard (min)	1.2m
Exterior Side Yard (min)	3m
Rear Yard (min)	6m
Landscaped open space (min % of lot area)	25%
Lot Coverage (max % of lot area)	55%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	12m



27. THAT notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.3.2 and Section 5.3.4, of By-law 2009-141, the following standards shall be permitted/required for the units in the Residential Multiple Dwelling Second Density Special (RM2 SP-489) zone:

Block/Cluster (Back-To-Back) Townhouse Development

Lot Area (min)	90m2
Lot Frontage (min)	6m
Front Yard (min)	4m to building face and 6 metres to front of an attached garage (18m to building faces where a private road exists, and 12m in all other circumstances)
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	70%
Gross floor area (max % of lot area)	180%
Height of Main Building (max)	12m

Block/Cluster (Lane Based) Townhouse Development

Lot Area (min)	90m2
Lot Frontage (min)	4.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	12m

Block/Cluster/Stacked Townhouse Development

Lot Area (min)	140m2
Lot Frontage (min)	6.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%

Lot Coverage (max % of lot area)	80%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	15m to a maximum of 4 storeys

Note: For the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, and Block/Cluster/Stacked Townhouse Development adjacent to the private road, setbacks are measured from the right-of-way of the private road. Where lots are adjacent to the park, the setbacks are measured from the established park property line.

28. THAT notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.3 and Section 5.3.4, of By-law 2009-141, the following standards shall be permitted/required in the Residential Multiple Dwelling Second Density Special (RM2 SP-490) zone:

Block/Cluster (Back-To-Back) Townhouse Development

Lot Area (min)	90m <sup>2</sup>
Lot Frontage (min)	6m
Front Yard (min)	4m to building face and 6 metres to front of an attached garage (18m to building faces where a private road exists, and 12m in all other circumstances)
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	70%
Gross floor area (max % of lot area)	180%
Height of Main Building (max)	12m

Block/Cluster (Lane Based) Townhouse Development

Lot Area (min)	90m <sup>2</sup>
Lot Frontage (min)	4.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Interior Side Yard Shared Walls (min)	0m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	12m

Block/Cluster/Stacked Townhouse Development

Lot Area (min)	140m <sup>2</sup>
Lot Frontage (min)	6.5m
Front Yard (min)	3m
Interior Side Yard (min)	1.2m (2.4m between buildings if no property line exists)
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	80%
Gross floor area (max % of lot area)	150%
Height of Main Building (max)	15m to a maximum of 4 storeys

Note: For the Block/Cluster (Back-to-Back) Townhouse Development, Block/Cluster (Lane Based) Townhouse Development, and Block/Cluster/Stacked Townhouse Development adjacent to the private road, setbacks are measured from the right-of-way of the private road. Where lots are adjacent to the park, the setbacks are measured from the established park property line.

Walk Up Apartment Dwellings

Lot Area (min)	450 m <sup>2</sup>
Lot Frontage (min)	21m
Front Yard (min)	3m
Interior Side Yard (min)	0m
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	300%
Height of Main Building (max)	15m to a maximum of 4 storeys

Low Rise Apartment Dwelling

Lot Area (min)	720 m <sup>2</sup>
Lot Frontage	21m
Front Yard (min)	3m
Interior Side Yard (min)	1.8m
Exterior Side Yard (min)	3m
Rear Yard (min)	7m
Landscaped open space (min % of lot area)	20%
Lot Coverage (max % of lot area)	65%
Gross floor area (max % of lot area)	235%
Height of Main Building (max)	23m to a maximum of 6 storeys

29. THAT notwithstanding the corresponding standards for Residential Zones set out in Section 5.3.1, Section 5.3.2, Section 5.3.3 and Section 5.3.5, of By-law 2009-141, the following standards shall be permitted/required in the Residential Apartment Second Density Special RA2-1 (SP-491) Zone:

Walk Up Apartment Dwelling

Lot Area (min)	450 m2
Lot Frontage (min)	21m
Front Yard (min)	3m
Interior Side Yard (min)	0m
Exterior Side Yard (min)	1.2m
Rear Yard (min)	0m
Landscaped open space (min % of lot area)	10%
Lot Coverage (max % of lot area)	85%
Gross floor area (max % of lot area)	300%
Height of Main Building (max)	15m to a maximum of 4 storeys

Low Rise Apartment Dwelling

Lot Area (min)	720 m2
Lot Frontage (min)	21m
Front Yard (min)	3m
Interior Side Yard (min)	1.8m
Exterior Side Yard (min)	3m
Rear Yard (min)	7m
Landscaped open space (min % of lot area)	20%
Lot Coverage (max % of lot area)	65%
Gross floor area (max % of lot area)	235%
Height of Main Building (max)	23m to a maximum of 6 storeys

Apartment Dwelling

Lot Area (min)	1300 m2
Lot Frontage (min)	30m
Front Yard (min)	7m
Interior Side Yard (min)	5m
Exterior Side Yard (min)	5m
Rear Yard (min)	7m
Landscaped open space (min % of lot area)	35%
Lot Coverage (max % of lot area)	65%
Gross floor area (max % of lot area)	310%
Height of Main Building (max)	30m to a maximum of 8 storeys

30. THAT notwithstanding the corresponding standards for Accessory Buildings and Structures set out in Section 5.3.5, 4.6.5 and/or any other section(s) pertaining to

enclosed parking garages above or below grade, of By-law 2009-141, a Parking Structure shall be permitted in the Residential Apartment Second Density Special RA2-1 (SP-491) Zone at a maximum height of 16 metres, shall have a minimum setback of 6 metres from the property line adjacent to Mapleview Drive East, may have a minimum setback of 0 metres from the property line adjacent to the railway line, may have a minimum setback of 3 metres from the property line to the north, and may have a minimum setback of 5 metres from the property line to the east.

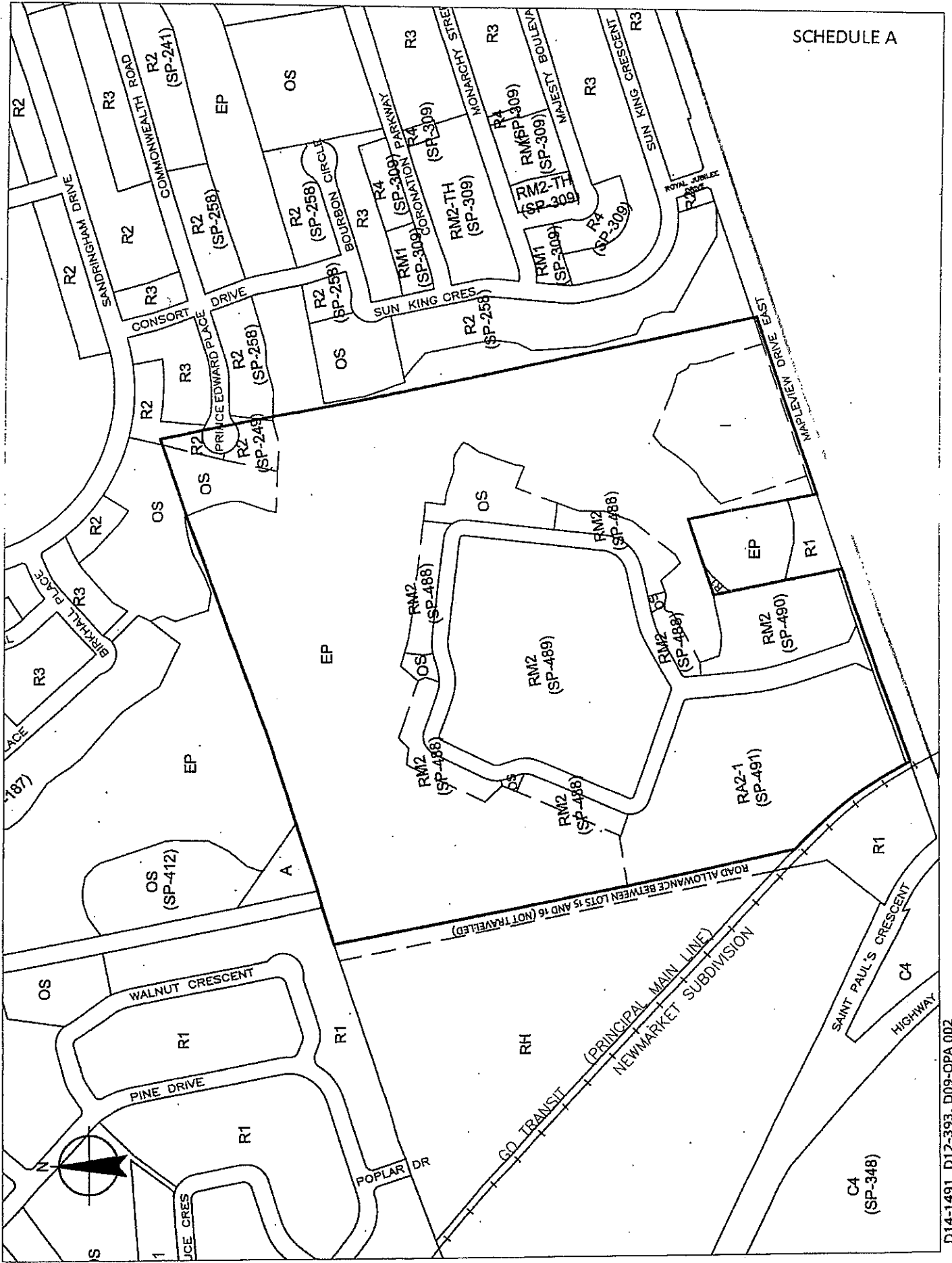
31. THAT the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.
32. THAT this By-law shall come into force and effect on \_\_\_\_\_ as per Ontario Municipal Board Order \_\_\_\_\_.

THE CORPORATION OF THE CITY OF BARRIE

\_\_\_\_\_  
Mayor – J.R. Lehman

\_\_\_\_\_  
City Clerk – Dawn A. McAlpine

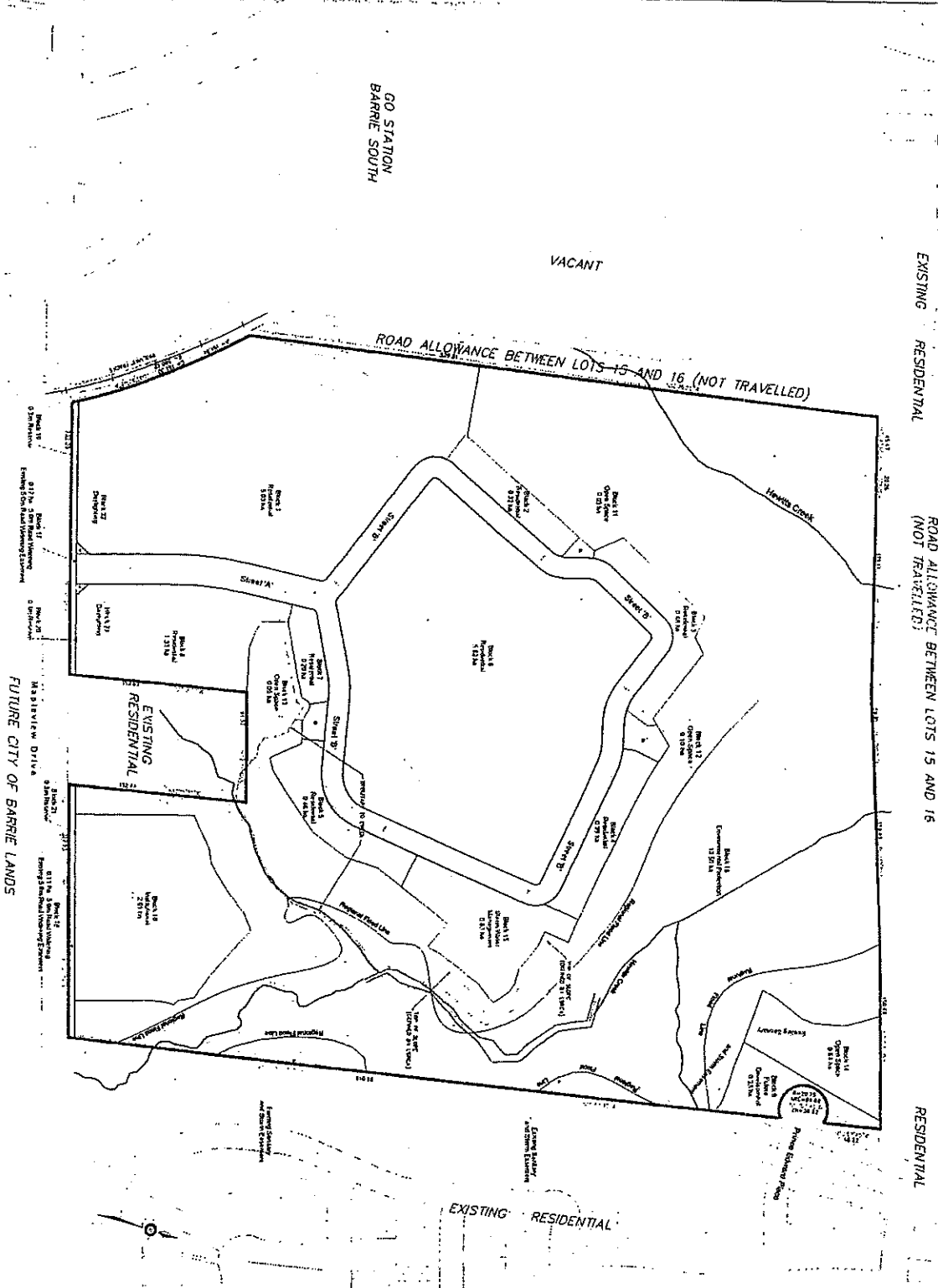
SCHEDULE A



D14-1491, D12-393, D09-OPA 002  
BAYWOOD HOMES

# SCHEDULE C

DRAFT PLAN OF SUBDIVISION  
CITY OF BARRIE



FUTURE CITY OF BARRIE LANDS

**JONES**  
CONSULTANTS INC.  
1000 SHEPPARD AVENUE EAST  
SUITE 1000  
SCARBOROUGH, ONTARIO M1S 1T7  
TEL: (416) 291-1111  
WWW.JONESCONSULTANTS.COM

**DATE:** Oct. 2, 2013  
**DRAWN BY:** DC  
**CHECKED BY:** BR-2018  
**DESIGNED BY:** BR-2018  
**PROJECT NO.:** BAY-0858-CP7.dwg

**BAYWOOD HOMES**

**DRAFT PLAN OF SUBDIVISION**

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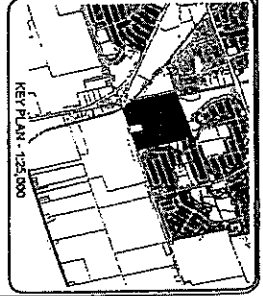
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PROJECT:	BAYWOOD HOMES
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DATE:	10/02/2013
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PROJECT:	BAYWOOD HOMES



PL111099 EXHIBIT NO.

## SCHEDULE D

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### DRAFT PLAN OF SUBDIVISION CONDITIONS

#### Baywood Homes – 700 & 725 Mapleview Drive East

Prior to final approval and registration of the Plan of Subdivision for the subject lands, the owner/developer must comply with the following conditions and/or agree to comply with that condition in the Subdivision Agreement. Confirmation of clearance for each condition must be received from the appropriate department or agency to the satisfaction of the City of Barrie as summarized in Condition 45.

1. The owner/developer shall prepare the Final Plan of Subdivision on the basis of the approved Draft Plan of Subdivision, prepared by Jones Consulting Group Ltd., Drawing Name BAY-09369-DP7, dated Oct. 2, 2013, which illustrates Blocks 1-8 for Residential, Block 9 for Future Development, Block 10 for Institutional, Block 16 for Environmental Protection, Blocks 11 & 14 for Open Space, Block 15 for Stormwater Management, and Blocks 17 to 23 for Road Widening, Reserves and Daylighting.

#### SPECIAL CONDITIONS

2. Prior to registration of the Plan, the City shall receive an acknowledgment from the Cost Sharing Trustees of Innis Shore Management Inc. and Hewitt's Creek Management Inc. that the owner/developer is in good standing with respect to their participation in the cost sharing contribution for the construction of the Hewitt's Creek Sanitary Trunk Sewer.
3. The owner/developer shall agree to provide cash-in-lieu for park or other public recreational purposes in accordance with the provisions of the Planning Act and in accordance with City policy at 1 hectare per 300 residential units. Payments for cash-in-lieu of parkland can be made as a condition of each application for Site Plan Approval and reflect the number of units in that particular phase of the development.
4. The owner/developer shall submit a detailed Compensation Strategy required to offset the impacts of development on the Hewitt's Creek subwatershed in conformity with the Compensation Strategy Terms of Reference dated March 30, 2012 which was agreed to by the owner/developer (Baywood Homes), the City and the Lake Simcoe Region Conservation Authority (LSRCA).
5. Prior to any grading or site alteration, the owner/developer shall submit an Edge Management Plan for those Blocks that are contiguous to the watercourse corridor and Environmental Protection lands. The owner/developer shall be required to obtain a tree removal permit for trees identified in the Edge Management Plan, and shall not remove any trees from the Environmental Protected Area without prior written approval from the City and LSRCA. Any trees which are removed, injured or damaged as a result of construction activities without written consent shall be replaced or compensation provided by the owner/developer.
6. The owner/developer shall acknowledge and agree that the City is completing a Transportation Master Plan that will require a larger road widening than the 5 metre road allowance currently required by the City of Barrie Official Plan (2009), shown as Blocks 17 & 18 on the Draft Plan. The owner/developer shall agree to cooperate and negotiate with the City to provide the appropriate road widening to the City when the Transportation Master Plan is approved.
7. The owner/developer shall acknowledge and agree that each of Blocks 1 to 8 for Residential development and Block 10 for Institutional development is subject to Site Plan Control.
8. The owner/developer shall update and submit the "Mapleview Urban Design Booklet" to reflect the settlement concept approved by the City of Barrie on May 13, 2013.



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STANDARD CONDITIONS

9. The owner/developer shall confirm that all lots and blocks are in accordance with the City's Zoning By-law.
10. The owner/developer shall acknowledge and agree that the site standards, density and unit count identified for the development will be in accordance with the approved site specific Zoning By-law and Defined Policy Area policies in the Official Plan.
11. The owner/developer shall submit plans showing the proposed phasing and/or staging arrangements to the City for review and approval if this subdivision is to be developed by more than one registration.
12. The owner/developer shall ensure that the road allowances included in this draft plan are shown as public highways on the final plan and shall agree to dedicate those allowances to the City.
13. The owner/developer shall acknowledge and agree that the road allowances included in this draft plan will be named to the satisfaction of the City.
14. The owner/developer shall ensure that any dead ends and open side of road allowance created by this draft plan are terminated in 0.3m reserves and shall agree to convey those reserves to the City at no expense and free and clear of any encumbrances.
15. The owner/developer shall agree to be responsible for the provision of all works, roads, and services including the connections to existing municipal services, in accordance with all City of Barrie Development Standards and Policies.
16. The owner/developer shall acknowledge and agree that the proposed development must be serviced from the municipal water distribution system. The water distribution system for the subject land shall be of sufficient size to provide the maximum day usage plus maintain minimum fire flows.
17. The owner/developer shall agree to be responsible for removing any wells in accordance with Ministry of the Environment guidelines.
18. The owner/developer shall agree to be responsible for the provision of all appropriate storm and sanitary conveyance systems, including outlet work and/or other related facilities including the provision of servicing facilities external to the plan, where required.
19. The owner/developer shall agree to convey Environmental Protection Block 16 to the City at no expense and free and clear of encumbrance as Environmental Protection Area lands.
20. The owner/developer shall agree to convey any blocks and/or easements required for the provisions of utilities, municipal sanitary and water service, and stormwater management to the City and/or appropriate authority.
21. The owner/developer shall acknowledge and agree to be responsible for complying with and satisfying all applicable policies and requirements of approval from the City of Barrie, LSRCA, Metrolinx and any other applicable agency.
22. The owner/developer shall agree to enter into a Subdivision Agreement with the City to satisfy all requirements financial or otherwise, including but not limited to the provision of roads, grading, landscaping, naturalization and stream restoration, fencing, payment of development charges and engineering studies to support municipal services.

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23. The owner/developer is advised that draft approval does not in itself constitute a commitment by the City of Barrie or the Ministry of Environment to provide servicing access to the City's Wastewater Treatment Plant or Water Supply Plant. The subject plan may proceed to registration provided there is sufficient plant capacity and capability to serve the development. Plant capacity will be allocated for new development on a priority basis at the time of payment of Development Charges.
  24. Prior to any site alteration or grading, the following plans and reports must be prepared in accordance with existing Master Studies and submitted to the satisfaction of the City, LSRCA, Metrolinx and any other applicable agencies:
    - a) A detailed Stormwater Management Report;
    - b) An Erosion and Sedimentation Control Strategy;
    - c) A detailed Grading and Drainage Plan; and
    - d) A Landscaping Plan for Stormwater Management Block 15 and the required servicing easements located in the Environmental Protection Area.
  25. Prior to any site alteration or grading, proper erosion and sediment control measures must be in place in accordance with the approved Grading and Drainage Plan and Erosion and Sediment Control Plan.
  26. The owner/developer shall obtain a Site Alteration Permit, as described within By-law 2006-101 prior to any site alteration if applicable. All requirements, obligations, and control measures as described within By-law 2006-101 will be in place and undertaken to the satisfaction to the City and the LSRCA in accordance with City policy, and the approved Compensation Strategy. The owner/developer shall maintain said works for the duration of the subject development.
  27. The owner/developer shall prepare and submit a detailed Geotechnical Analysis demonstrating the means to ensure soil stability in a post-development situation to the satisfaction of the City and LSRCA.
  28. The owner/developer shall obtain a permit from LSRCA to fulfil the requirements of Ontario Regulation 179/06 under the Conservation Authorities Act.
  29. The owner/developer shall pay all development fees applicable to LSRCA in accordance with the approved fees policy under the Conservation Authorities Act.
  30. The owner/developer shall acknowledge and agree to maintain all existing vegetation until a maximum of 30 days prior to any grading or construction on-site in accordance with the Lake Simcoe Protection Plan and the provisions of the Compensation Strategy as approved for the subject site.
  31. The owner/developer is required to submit a Financial Impact Analysis to the satisfaction of the City that describes the capital and operating costs estimated to be borne by the City, and the timing thereof, as a consequence of the subject development.
  32. The owner/developer shall submit a noise and vibration study, completed and/or updated to the satisfaction of the City and Metrolinx, to address the potential impacts arising from the adjacent arterial road and railway corridor. The recommendations of that study, including all required mitigation measures, are to be implemented to the satisfaction of the City and Metrolinx prior to occupancy of each phase of the development if the project is to be phased.

33. The owner/developer shall agree in the Subdivision Agreement to include the following warning clause in all development agreements and Purchase and Sale or Lease Agreements within 300 metres of the rail corridor to the satisfaction of Metrolinx.

"Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansion of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from the use of such facilities and/or operations on, over or under the aforesaid right of way."

34. The owner/developer shall agree to prepare and distribute an Information Package, approved by the City, to the prospective purchasers and tenants that generally addresses the various land use components of the development, including but not limited to: the environmental protection lands; specifics of condominium tenure as applicable; and the location of major utilities, roads, transit and active transportation routes, lot sizes and types.
35. The owner/developer shall complete an archaeological assessment of the subject property and agree to complete all recommendations and requirements of such assessment, including the mitigation and/or salvage of any significant archaeological remains to the satisfaction of the Development Plans Review Unit of the Ministry of Culture and Communications, and the City if such significant archaeological remains are found within the lands to be dedicated to the City.
36. The owner/developer shall agree to satisfy the requirements of PowerStream with respect to the provision of electrical utilities.
37. The owner/developer shall agree in the Subdivision Agreement in wording satisfactory to Bell Canada:
- a) That prior to commencing any work within the Plan, the developer/owner/developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service. In the event that such infrastructure is not available, the developer/owner/developer may be required to pay for the connection to and/or extension of the existing telecommunication infrastructure.
  - b) That any easements for telecommunication services are to be granted to Bell Canada as required. In the event of any conflict with existing facilities, the developer/owner/developer shall be responsible for the relocation of such facilities or easements.
  - c) That one or more conduit or conduits of sufficient size are required from each unit to the rooms(s) in which telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.
38. The owner/developer shall agree in the Subdivision Agreement in wording satisfactory to Enbridge Consumers Gas:
- a) To coordinate the preparation of an overall utility distribution plan to the satisfaction of all affected authorities;

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- b) That streets are to be constructed in accordance with municipal standards;
- c) That streets be graded to final elevation prior to the installation of the gas lines, all to the satisfaction of Enbridge Consumers Gas; and
- d) That all of the natural gas distribution system will be installed within the proposed municipal road allowances therefore easements will not be required.
39. The owner/developer shall agree in the Subdivision Agreement, in wording acceptable to the Simcoe County District School Board to include the following clause in all Purchase and Sale or Lease Agreements:
- "That students from this development attending facilities operated by the Simcoe County District School Board may be transported and accommodated in temporary facilities outside of the neighbourhood school's area."
40. The owner/developer shall agree in the Subdivision Agreement, in wording acceptable to the Simcoe Muskoka Catholic District School Board to include the following clause in all Purchase and Sale or Lease Agreements:
- "That pupils from this development attending educational facilities operated by the Simcoe Muskoka Catholic District School Board may be transported to/accommodated in temporary facilities out of the neighbourhood school's area."
41. The owner/developer shall provide the registered Plan of Subdivision, and all other associated plans, referring to horizontal control surveys UTM (Zone 17) NAD83 to the City. These are to be supplied in both hard copy and in digital format in accordance with City standards.
42. The owner/developer shall agree in the Subdivision Agreement, in wording acceptable to the City, LSRCA, Metrolinx and any other applicable agencies, to carry out or cause to be carried out, the recommendations and measures contained within the plans and requirements set out in the Draft Plan of Subdivision Conditions.
43. The Subdivision Agreement shall require qualified professionals acceptable to the City, LSRCA, and any other applicable agencies, to certify in writing, that all works were constructed in accordance with the plans, reports and specifications, approved as part of this review process.
44. Prior to final approval, the City is to be advised in writing by each department or applicable agency how each of their conditions has been satisfied:
- a) Planning Services, Clerk's and/or Legal Services, conditions 1-4, 7-11, 13, 19, 23, 31, 32, 34, 42-46.
  - b) Engineering Department, conditions 1, 5, 6, 11, 12, 14-18, 20-22, 24-27, 32, 34, 41, 42 and 43.
  - c) Lake Simcoe Region Conservation Authority, conditions 4, 5, 18, 21, 24, 25, 27-30, 42 and 43.
  - d) Cost Sharing Trustees of Innis Shore Management Inc. and Hewitt's Creek Management Inc., condition 2.
  - e) Metrolinx, conditions 24, 32, 33 and 42.
  - f) Ministry of Citizenship and Culture, condition 35.
  - g) PowerStream, condition 36.
  - h) Bell Canada, condition 37.
  - i) Enbridge Consumers Gas, condition 38.
  - j) Simcoe County District School Board, condition 39.
  - k) Simcoe Muskoka Catholic District School Board, condition 40.

45. The Subdivision Agreement shall be registered on title at the owner/developer's expense.
46. The owner/developer shall agree to register the Final Plan of Subdivision within three (3) years of Draft Approval. If the Final Plan is not registered within that time, the City of Barrie may withdraw draft approval or grant an extension to Draft Approval which shall be based on written information provided by the owner/developer to substantiate the extension. Any draft plan extension application must be made a minimum 120 days prior to lapsing of the draft subdivision approval.