




TO: GENERAL COMMITTEE

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

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

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

GENERAL MANAGER APPROVAL: R. W. MCARTHUR, P. ENG., GENERAL MANAGER OF INFRASTRUCTURE, DEVELOPMENT & CULTURE 

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to redesignate Residential, Environmental Protection and Open Space land on Schedule A: Land Use for the property municipally identified as 700 & 725 Mapleview Drive East be approved as described and illustrated in detail in Appendix A-1 and A-2 to Staff Report PLN048-12 (D09-OPA002).
2. That the Official Plan Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to amend section 4.2.2.1 (f) of the Residential Section of the Official Plan to remove the 25% limitation on commercial uses on the ground floor of high density apartment buildings, be approved as follows:
 - 4.2.2.1 (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.
3. That the Official Plan Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to amend section 6.4: Parkland Dedication Requirements of the Official Plan to identify a site specific requirement of 5% Parkland Dedication for the property municipally identified as 700 & 725 Mapleview Drive East, be denied.
4. That the Official Plan Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to permit a high density residential symbol in the Innis-Shore Secondary Plan on the property municipally identified as 700 & 725 Mapleview Drive East be approved as described and illustrated in detail in Appendix A-1 and A-3 to Staff Report PLN048-12 (D09-OPA002).
5. That the Official Plan Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to include text in the Innis-Shore Secondary Plan to permit high density residential uses, be approved as modified by staff and described in detail in Appendix A-1 to Staff Report PLN048-12 (D09-OPA002).

6. That the Zoning By-law Amendment application submitted by Jones Consulting Inc. on behalf of Baywood Homes to permit zoning for Residential Apartment with Special Provisions (RA1-2 SP, RA1-3 SP, RA2-1 SP), Environmental Protection (EP) and Open Space (OS) on the property municipally identified as 700 & 725 Mapleview Drive East be approved as described and illustrated in detail in Appendix B-1 and Appendix B-2 to Staff Report PLN048-12 (D14-1484).
7. That the proposed Zoning By-law Amendment, if approved, states that the property municipally identified as 700 & 725 Mapleview Drive East requires a minimum density of 50 residential units per hectare and permits a maximum density of 120 residential units per hectare.
8. That in accordance to Section 17(27) and 34(17) no further public notification be required by the City as the matter is before the OMB.

PURPOSE & BACKGROUND

Purpose

9. The purpose of this report is to recommend that lands east of the Barrie South Go Station, fronting onto the north side of Mapleview Drive East, be redesignated and rezoned to permit a variety of medium and high density housing forms, together with Environmental Protection and Open Space areas, in keeping with the policy direction for "Major Transit Node" in the City's Official Plan.

Overview

10. This is a resubmission of a medium/high density proposal for townhouses, low rise apartments and apartment buildings, just east of the Barrie South GO Station on Mapleview Drive East. The recommendation of Staff Report PLN048-12 is based on the revised submission received by Planning Services in April 2012.
11. The property is designated as a Major Transit Node on Schedule I: Intensification in the City's Official Plan. Intensification density for the Major Transit Node is identified at 50 – 120 units per hectare. The applicant has proposed a density of approximately 111 – 115 units per hectare for the 16.3 hectares of residential land. The development proposes between 1823 – 1876 units in a condominium project with private roads, privately maintained municipal services, and a private amenity area.
12. The Official Plan Amendment application proposes to redefine the boundaries of the Residential, Open Space and Environmental Protection areas in the City's Official Plan, and introduce a High Density Residential designation into the Innis-Shore Secondary Plan. All relevant policies of the Innis-Shore Secondary Plan are proposed to be amended to permit residential intensification in accordance with Intensification policies in the Official Plan.
13. The applicant also proposes to rezone the subject property to Residential Apartment with Special Provisions (RA1-2 SP, RA1-3 SP, and RA2-1 SP), Environmental Protection (EP) and Open Space (OS). The special zoning standards for the range of housing types in the Residential Apartment zone are described in detail in Appendix B-1, and include the following:
 - (a) Permissions for townhouses, walk-up/low rise apartment buildings (3-6 storeys) and high rise apartment buildings (7-10 stories).
 - (b) Reductions in setbacks and lot area for townhouses and walk-up/low rise apartment buildings.
 - (c) Increased density permissions for townhouses and walk-up/low rise apartment buildings.

- (d) Reduction in amenity area and landscaped open space requirements.
 - (e) Reduction in parking requirements.
 - (f) New and modified definitions for lane-based townhouses, walk-up apartments and low rise apartment buildings.
14. A Draft Plan of Subdivision (D12-393) has been submitted with the subject Official Plan and Zoning By-law amendment applications. The issuance of Draft Plan conditions is a delegated function of the Planning Services Department. Staff will facilitate the Plan of Subdivision process as necessary to implement the direction of Council regarding the proposed Official Plan and Zoning By-law Amendments. Future applications for a Plan of Condominium and Site Plan Approval will also be required to implement the concept plan.

Ontario Municipal Board (OMB)

15. Under the Planning Act, the City has a defined number of days to make a decision on an application. For the subject application, in accordance with the Act, the City had 180 days from considering the application complete on June 7, 2010 until November 27, 2010 to make a decision on the proposal. In the weeks following the Public Meeting on September 13, 2010, it was determined through discussion with City staff, agencies and the applicant that a revised application would need to be submitted to the City for review.
16. Although the City did not receive an informal revised submission until August 2011, and the formal revised submission was received in April 2012, the appeal process under the Planning Act could still be enacted by the applicant because the City had not made a decision regarding the original submission. Subsequently, the applicant did appeal their original submission to the OMB in October 2011.
17. At the time of writing this report, two Pre-Hearings (May 1, 2012 and Oct. 10, 2012) have taken place to discuss the status of the project with the OMB and to set a potential Hearing date for these applications. A Hearing date has been set for 10 days starting April 15, 2013. A third Pre-Hearing will be scheduled in the near future (January 2013) to provide the OMB with the position of the City.
18. The recommendation of staff presented in Staff Report PLN048-12 is based on the revised submission received by Planning Services in April 2012. The decision by Council on this development proposal will define the City's position during the upcoming Hearing in April, 2013.

Location

19. The property known municipally as 700 & 725 Mapleview Drive East is located in the Innis-Shore Secondary Planning Area, approximately 500 metres east of the intersection of Yonge Street and Mapleview Drive East. The subject lands are approximately 40.16 hectares in size and form part of the Hewitts Creek watershed.

Surrounding Land Use

19. The subject lands are generally surrounded by the following land uses:

North

Environmental Protection (Hewitts Creek),
single detached residential

East

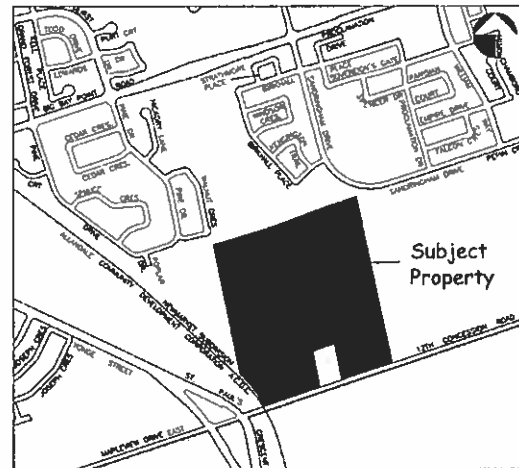
Environmental Protection (Hewitts Creek),
single detached residential

South

Existing church and vacant lands, former
Township of Innisfil, now part of City of
Barrie as of Jan. 1, 2010.

West

City owned road easement, property
potentially identified as Environmental
Protection, railway tracks and the Barrie
South GO Station



D12-393/D14-1491
D09-OPA002

October 24, 2012

Background

20. The initial submission for this project was received by the City of Barrie in May 2010 and considered complete for circulation on June 7, 2010. A Public Meeting was held on September 13, 2010 for the original proposal that contained Options for Homes as a component of the development. Numerous comments were received from Council and the public expressing concern over the proposed development concept. The issues raised included:
- (a) The proposed height of the main apartment buildings, specifically 75m (24 stories).
 - (b) The proposed condominium tenure of the development and the potential population that could be attracted to this type of housing.
 - (c) The significant increase in traffic caused by the influx of population at a single access/intersection, as well as contributing to the existing issues with traffic flow on Mapleview Drive East.
 - (d) The loss of natural habitat and degradation of the watercourse due to development.
 - (e) The impacts on local school populations.
21. In August 2011, the applicant requested a consultation with staff to discuss the potential resubmission of the proposal. The resubmission was intended to take some of the concerns raised by Council, staff and the public into consideration, as well as remove Options for Homes as a component of the development. The applicant was advised that Planning Services would entertain a revised submission, but a full public process would be required due to the delay in the progression of the project, the revisions proposed, and the concerns expressed with the original development proposal.

22. The revised submission, including required supporting documentation, was considered complete for circulation on April 21, 2012. The applicant has provided the following reports in support of this application:
- (a) Planning Justification Report
 - (b) Environmental Impact Study
 - (c) Urban Design Booklet and Concept Plan with additional submissions
 - (d) Functional Servicing, Preliminary Stormwater Management Report and Traffic Impact Study with additional submissions
 - (e) Noise and Vibration Feasibility Assessment
 - (f) Tree Inventory/Tree Preservation Plan and Edge Management Plan
23. The applicant has provided updated information and additional data throughout the review process as required and requested by staff, including a detailed submission in late July 2012. Through discussion, comment and technical meetings, the additional submissions have included enhanced details related to servicing, traffic, site grading, and technical design such as accommodation for parking, driveway location, road widths and fire routes.
24. A comparison between the initial proposal (June 2010) and the revised applications submitted in April 2012, is as follows:

COMPARISON CHART	ORIGINAL APPLICATION	AMENDED APPLICATION
Site Area	40.27ha	40.16ha
Developable Lands	23.08ha	20.66ha
Environmental Protection Lands	17.19ha	19.50ha
Estimated Residential Units	2168 units	1823 – 1876 units
Unit Types		
Townhouses (Street/Cluster)	886 units	440 units
Lane-Based Townhouse, Walk-Up or Low Rise Apartments	0	87 – 140 units
Walk-Up Apartments	0	96 units
3-6 Storey Apartments	238 units	600 units
7-10 Storey Apartments	0	600 units
8-24 Storey Apartments	1044 units	0

25. As discussed with the applicant in August 2011, the revised applications were accepted by Planning Services subject to a full public process. A second Public Meeting was held on May 28, 2012 to provide an opportunity for Council and the public to comment on the revised proposal for this site. As demonstrated in the chart above, the range of housing types has been modified, and the height was reduced for the apartment buildings from 24 stories to a maximum of 10 stories.
26. The comments received from Council and the public, both written and through verbal presentation at the Public Meeting on May 28, 2012, did not significantly change with the revised submission by the applicant. The most predominant concerns remain the overall density of the project, the built form proposed, the significant increase in traffic, the loss of naturalized land, and the impact on school populations.

Prince Edward Place

27. The northeast corner of the property was previously incorporated into the subdivision design (D12-322) for properties fronting on Prince Edward Place. The lots are zoned Residential Second Density with Special Provisions (R2 SP-249) and also include an Open Space block (OS). The principle of development has been established for these lands and does not require further analysis by staff. The existing zoning permissions for this area are not being altered by this application and the single detached development at the northeast portion of the property is substantially separated from the intensification proposal by Environmental Protection lands.

Circulation Comments

28. The revised applications were circulated to internal departments and external agencies for comment. Key elements of the comments received by staff are as follows:
- (a) The Engineering Department has provided a full review of the proposal and potential issues that could arise further into the development process. The construction and maintenance of the supporting infrastructure for the development, including roads, water, wastewater, and stormwater management, are recognized as being the sole responsibility of the condominium corporation(s). Many of the practical and technical considerations about the design have been discussed with Engineering staff, and through the implementation of the conditions for Draft Plan of Subdivision Approval and the Site Plan Control process, including the required Agreement(s), the specific details will be addressed.
 - (b) Transportation (Engineering) reviewed the Traffic Impact Study and requested additional information, including an analysis of the traffic numbers and access location with respect to the potential annexed land development, as well as a review of the rail grade separation impact on the proposed access to the site. Additional information was submitted by the applicant and the implementation of the conditions for Draft Plan of Subdivision Approval and the Site Plan Control process will ensure that all roads and traffic matters will be addressed to the City's satisfaction.
 - (c) Parks Planning (Engineering) indicated that additional information was required for their review, including an Edge Management Plan. The Edge Management Plan has been submitted and is currently being evaluated. The receipt of a satisfactory submission and implementation of the Plan will be a condition of Draft Plan Approval. General concern with the reduced amenity area requirement and the reduced landscape open space for the individual residential units was also noted. In addition, a public park was originally identified within the condominium development. Through discussion with staff, it was determined that the park would be isolated from the general public, and should become a private amenity area associated with the condominium development. Cash-in-lieu of parkland dedication will be required as part of this development process.
 - (d) Lake Simcoe Region Conservation Authority (LSRCA) has had discussions with the applicant and the City to reevaluate the developable limit for this property, and to determine compensation for the net loss of vegetation as a result of this development. A full review of the proposal and supporting studies has been completed. The draft conditions of Draft Plan Approval include requirements for detailed stormwater management design including phosphorus loading, implementation of low impact development techniques, edge management for the Environmental Protection lands, a Geotechnical Study to evaluate soil stability, and a Compensation Plan in accordance with the Terms of Reference negotiated with the applicant and the City.

- (e) Metrolinx (GO Transit) has reviewed the proposal and the associated Noise and Vibration Assessment for the site. Comments regarding required mitigation measures and standard warning clauses will be included in the Draft Plan of Subdivision Conditions.
- (f) Emergency Services have reviewed the proposal and have stated that the single split access from Mapleview Drive East is satisfactory, provided appropriate turn around facilities are included within the development and the access is divided with a median.
- (g) The School Boards and Utilities have not stated any concerns, and have provided standard comments and warning clauses to be included in the Draft Plan of Subdivision Conditions.
- (h) The property is subject to the cost sharing agreement for the construction of the Hewitts Creek sanitary sewer system and infrastructure. The Draft Plan of Subdivision conditions will include the requirement for the owner/applicant to provide written acknowledgement from the Trustee(s) that they are in good standing with respect to cost sharing obligations. The Trustee(s) for the subject infrastructure have legal representation and are a Party at the Ontario Municipal Board proceedings.

ANALYSIS

Provincial Policy Statement (PPS)

- 29. The PPS identifies that settlement areas should be the focus of new development and offer a range of housing types including opportunity for intensification subject to the evaluation of community, infrastructure, and natural features. The subject lands are located in the existing settlement area of the City of Barrie in an area designated for intensification in the City's Official Plan. Staff are satisfied that this project conforms to the policies of the PPS and intensification guidelines.

Places to Grow (PTG)

- 30. The PTG Plan objectives have been examined and incorporated into the City of Barrie Official Plan as approved by the Ministry of Municipal Affairs and Housing. More specifically, the City has identified areas for intensification projects throughout the City. Schedule I: Intensification of the Official Plan includes the Urban Growth Centre designated by PTG, Intensification Nodes and Corridors and Major Transit Nodes with proposed densities supported by the PTG Plan.
- 31. The applications currently under review represent a range of medium and high density residential units in a designated Major Transit Node at a proposed density of 111 – 115 residential units per hectare. A Major Transit Node is required to have a density of 50 – 120 residential units per hectare. The development proposal conforms to the intensification policies of PTG.

Official Plan

- 32. The subject lands are designated as Residential, Environmental Protection and Open Space on Schedule A: Land Use in the City's Official Plan. A change in land use is not being requested by this application however revised boundaries for these designations are required to represent the proposed development concept and the new developable limits as determined through evaluation by the Lake Simcoe Region Conservation Authority (LSRCA).
- 33. Schedule I: Intensification of the City of Barrie Official Plan identifies the subject property within a Major Transit Node in accordance with the policies of the Growth Plan. At approximately 111 –

115 units per hectare, the proposed development meets the density of 50 – 120 units per hectare required for this intensification area. The Major Transit Node is intended to provide the greatest amount of density outside of the designated Urban Growth Centre to ensure the population is available to support and promote the transit facilities established at this location.

34. Schedule F: Watercourses and Schedule H: Natural Resources identify portions of the site as a natural resource due to the Hewitts Creek Watershed. The developable area of the property has been defined through the application review process to the satisfaction of the LSRCA. The remainder of the site, approximately 19.5 hectares of the 40.16 hectare property, is proposed to be designated Environmental Protection to protect the watercourse and supporting natural resource. The original proposal provided an Environmental Protection area of approximately 17.19 hectares based on the previous development plan for the site. A reevaluation of the lands, identified that an additional 2.3 hectares of the watershed area should be protected.
35. In accordance with the general residential policies of the Official Plan, the applicant has proposed a range of housing types. The concept provides a transition within the built-form of development from townhouses to walk-up and low rise apartment buildings to the high rise (6-10 storeys) buildings along Mapleview Drive East and the property boundary near the rail line. Through the transition of built form, the development is integrated into the community and the residential lands are buffered from existing development by Environmental Protection lands. The proposal is not anticipated to negatively impact the single detached character of the residential neighbourhoods to the north and east.

Innis-Shore Secondary Plan

36. The subject site is located within the Innis-Shore Secondary Planning Area and is designated Residential, Residential Medium Density, Environmental Protection, Open Space and Neighbourhood Commercial. At the time of completion of the Secondary Plan (1996), intensification was not an identified concept in the City Official Plan. As a result, the Secondary Plan does not contemplate the establishment of a Major Transit Node at the intersection of Yonge Street and Mapleview Drive East, and does not permit high density development within the Planning Area.
37. The policies of the Official Plan, in conformity with the directions of the PTG Plan, require that development at higher densities than permitted in the Innis-Shore Secondary Plan should be considered in this location. As stated in Section 4.2.2.7 d) of the Official Plan, the PPS and PTG take precedence over the policies of the Secondary Planning Area if there is a conflict. The proposal is in conformity with the PPS, PTG and Official Plan policies.
38. The proposed Official Plan Amendment to the Innis-Shore Secondary Plan includes a high density symbol on the subject lands, and adds general high density development guidelines in the Innis-Shore Plan to permit intensification in accordance with the Intensification policies of the Official Plan and Schedule I: Intensification.

Natural Resource Compensation

39. The Environmental Protection line on the existing Official Plan and Zoning By-law Schedules does not reflect the existing boundary of the Hewitts Creek watercourse or the buffer area and supporting features. LSRCA worked with the applicant to establish an acceptable development limit for the subject lands which is represented by the Environmental Protection area incorporated into the revised submission and proposed amendment documents.
40. The identification of the watercourse as a significant natural feature provides the City and LSRCA the opportunity to require environmental protection and mitigation. However, development permissions do exist, and it is not feasible to develop the property without some impact on the

supporting vegetative features of the watercourse. In consultation with the applicant and the City, LSRCA has agreed to accept compensation for the loss of vegetation cover in this location.

41. LSRCA utilized the "Suzuki" equation to estimate a monetary value for the loss of vegetative cover on the lands identified as suitable for development. The "Suzuki" equation places an actual dollar amount on the value of ecosystem "goods and services", such as trees. The remainder of the property is not suitable for development and has been proposed for Environmental Protection.
42. A natural resource fund will be created from the compensation provided by the applicant for the loss of vegetation on this property due to development. The monies will be directed to natural system improvement projects within the City boundary as of December 31, 2009, primarily in the Hewitts Creek watershed. The Terms of Reference for the Compensation Plan have been established and agreed to by LSRCA, City Staff and the applicant. The completion of the Compensation Plan and the guidelines for the establishment and management of the fund will be a condition of Draft Plan Approval.

Parkland Dedication

43. As part of the Official Plan Amendment application submitted for this project, the applicant proposed a site specific amendment to Section 6.4: Parkland Dedication Requirements. Section 6.4 details that as a condition of development, the City may require the conveyance of land for park purposes, or alternatively cash-in-lieu could be provided in accordance with the provisions of the Planning Act.
44. The amendment proposed that the subject property would require 5% land dedication, which is the required dedication for development densities of less than 15 units per hectare. The City's Official Plan directs that densities of greater than 15 units per hectare require dedication of up to 1 hectare per 300 units. The parkland dedication for this development at 5% is approximately 1 hectare of land or cash-in-lieu; alternatively, at up to 1 hectare per 300 units, approximately 6 hectares of land or cash-in-lieu could be required.
45. Staff have recommended that the request to limit parkland dedication to 5% be denied as a site specific reference in the Official Plan. The standard requirement for parkland dedication will be included for this proposal and the specific cash-in-lieu amount will be negotiated if the Baywood proposal receives approval.

Ground Floor Commercial

46. Historically, neighbourhood commercial uses were identified as a component of the development in this area, in the City's Official Plan, the Innis-Shore Secondary Plan and the Zoning By-law. At present, there are no commercial uses within close proximity to the site to provide the day to day needs of the residents of this new neighbourhood. Staff encourages the incorporation of convenience commercial uses on the ground floor of the high rise apartment buildings to service the residents of the individual buildings, the condominium development and the general area.
47. In addition, the Official Plan Amendment application proposes the removal of the 25% maximum limit on the provision of ground floor commercial in high rise development under section 4.2.2.1 (f). Staff are in favour of this change to the Official Plan as it is more reflective of the mixed use provisions encouraged for intensification projects.

Condominium Tenure

48. As mentioned earlier in this report, although a formal application has not been submitted, the development will be progressing as a Condominium Plan. The road system, water, wastewater

and stormwater services will be connected to municipal services; however the responsibility for maintenance of all services to the residents in this development will be through one or more Condominium Corporations and not the City of Barrie. The concept proposed by the applicant is clearly designed to be a privately maintained development. The road right-of-ways for example, have the appropriate carriage width of 6.4 metres for a municipal road, but do not meet the standard right-of-way width of the minimum 20 metres required for municipal ownership.

49. Through the proposed zoning of the property, as detailed in the following sections and Appendix B-1, new site specific Residential Apartment Zones have been crafted. Each of the three residential apartment zones has defined standards for the different housing types proposed as part of a condominium development, where services and amenity areas are shared solely between residents of the development. The standards for the built-form vary from the current Zoning By-law, but do generally represent the characteristics of design in intensification areas promoted by the Intensification Study, such as reduced parking to encourage transit use, reduced setbacks to encourage pedestrian oriented neighbourhoods, and permissions for mixed use development.

GO Station

50. Intensification at this location is supported by Staff due to the Major Transit Node designation in the City's Official Plan. The promotion of transit use is a key element of an intensification project. Therefore the requirement for pedestrian linkage from this development to the Barrie South GO Station has been identified as a condition of Draft Plan of Subdivision.

Zoning

51. The applicant has proposed to rezone the subject property to Residential Apartment with Special Provisions (RA1-2 SP, RA1-3 SP, and RA2-1 SP), Environmental Protection (EP) and Open Space (OS) to reflect the proposed development.
52. The Comprehensive Zoning By-law does not currently have a zone that anticipates the variety of high and medium density housing forms demonstrated in the concept plan provided by the applicant (Appendix C). Townhouses and walk-up apartment buildings are not normally permitted in the Residential Apartment Zone, therefore standards for this type of built-form in an apartment zone do not exist in the current Zoning By-law. In addition, lane-based townhouses and low rise apartment buildings are not defined housing types in the City's Zoning By-law.
53. Zoning provisions that are significantly different from those currently included in the City's Zoning By-law are supported by staff given the need to reduce performance standards in order to achieve the density envisioned by the City's Intensification Study and Official Plan policies.
54. The full text of the proposed Zoning By-law for this development is attached as Appendix B-1 to this report, however a brief description of the proposed residential zones is as follows:
 - (a) Residential Apartment First Density RA1-2 (SP) includes permissions for street and cluster townhouses, lane-based townhouses, walk-up and low rise apartments. In addition to the permissions for the range of housing types, special provisions identify reductions to the townhouse standards for lot area, setbacks, landscaped open space, and amenity area, as well as increased density, lot coverage and gross floor area. Lane-based townhouses and low rise apartments do not have standards in the City's Zoning By-law.
 - (b) Residential Apartment First Density RA1-3 (SP) includes permissions for cluster townhouses, walk-up and low rise apartments. In addition to the permissions for the

range of housing types, special provisions identify reductions to the townhouse standards for lot area, setbacks, landscaped open space, as well as increased density. Low rise apartments do not have standards in the City's Zoning By-law.

- (c) RA2-1 (SP) includes permissions for apartment dwellings and ground floor commercial development. The special provisions for this zone include an increase in height from 30m to 33m, a reduction in parking and an increase in gross floor area.
55. As described above, and in more detail in Appendix B-1, the RA1-2 SP and RA1-3 SP zones permit a range of medium and high density built-form with specialized design standards. To ensure a range of housing types is maintained, the Zoning By-law will also require that a minimum density of 50 residential units per hectare and maximum density of 120 residential units per hectare is permitted for this property as a whole. The RA2-1 zone only permits high density apartment buildings, which are typically at a higher density than 120 units per hectare. The range of housing types will need to balance the density of high and low rise apartments throughout the site. In addition, each of the blocks in the Draft Plan of Subdivision (Appendix D) will be evaluated by staff for adherence to the density targets through the Site Plan Control process.
56. The EP lands have been delineated by the LSRCA to reflect the developable area of the property as it relates to the Hewitts Creek watercourse and the supporting features and functions of that system. Through the application process, all lands zones EP will be dedicated to the City of Barrie. Two blocks of OS lands have also been identified within the development limit for this proposal. The OS blocks are the private amenity area and the stormwater management pond.

Draft Plan of Subdivision

57. Staff are in the process of compiling the Draft Plan of Subdivision conditions required to implement the Official Plan and Zoning By-law Amendments if Council accepts the recommendation of staff.
58. The Draft Plan, as demonstrated in Appendix D, is a series of blocks that include residential development, the main private road that links to the access at Mapleview Drive East, a private amenity area, and the stormwater management pond. The detail of the proposed development concept will be achieved through the implementation of Draft Plan of Subdivision Conditions and subject to the Site Plan Application process.
59. The Draft Plan conditions are proposed to include, but not be limited to:
- (a) A phasing plan with condominium structure details for long term maintenance of roads and services;
 - (b) Completion of a Compensation Plan for loss of vegetative cover in accordance with the Terms of Reference agreed to by the City, LSRCA and the applicant;
 - (c) Submission of detailed servicing design for water, waste water and linkages to the municipal system;
 - (d) Written acknowledgement from the Trustee(s) that they are in good standing with respect to cost sharing obligations among the owners in the Bayshore and Innis-Shore Planning Areas for the construction of the Hewitt's Creek sanitary sewer system and infrastructure.
 - (e) Submission of detailed stormwater management design including demonstration of phosphorous loading and low impact development techniques;

- (f) Submission of detailed transportation design for the development and the access to the municipal road system;
 - (g) Submission of an edge management plan and proposed mitigation measures to protect the EP area features and functions;
 - (h) Submission of a Geotechnical Report for soil stability and grading details; and
 - (i) A pedestrian link to the Barrie South GO Station.
60. The Draft Plan of Subdivision Conditions are required to be fulfilled to the satisfaction of the City and associated agencies prior to the registration of the final Plan of Subdivision for the property. This process includes a Development Agreement between the City and the applicant registered on title with the final Plan.

Site Plan

61. Each of the established phases of the project will be subject to Site Plan Control. Through the site plan process, the detailed design of the development will be evaluated and the integration of that phase of development into the site will be reviewed for conformity with the Plan of Subdivision and Development Agreement as registered and approved.
62. Site Plan considerations would include, but not be limited to:
- (a) Conformity with the Zoning By-law approved for the subject lands;
 - (b) Maintaining the development limit and protection of identified natural features during and after construction;
 - (c) Water and wastewater provision and linkages with municipal services in accordance with applicable standards;
 - (d) Stormwater management in accordance with applicable standards including Low Impact Development techniques;
 - (e) Emergency services and fire routes to be identified and maintained to ensure appropriate access by emergency services;
 - (f) Demonstration of accessibility, pedestrian linkages and active transportation alternatives;
 - (g) Snow storage capability;
 - (h) Opportunities for vegetative planting and green space;
 - (i) Opportunities for neighbourhood commercial type uses; and
 - (j) Urban Design.

Urban Design

63. Urban Design Guidelines for Intensification Areas are in the process of being completed for the City. Staff are currently using the draft guidelines when evaluating intensification projects, such as the subject proposal. The final guidelines are expected to be completed and available to the public in early 2013. An Urban Design Booklet has been provided by the applicant in support of

this application to provide a more detailed examination of the design elements that will be represented in this development. In addition to providing a copy to the Ward Councillor, a copy of the Booklet was placed in the Council Meeting Room for review.

ENVIRONMENTAL MATTERS

64. The following environmental matters have been considered in the development of the recommendation:
- (a) Establishment of an acceptable development limit within the Hewitts Creek watershed on the subject site.
 - (b) Compensation from the applicant for the loss of vegetative cover due to development.
 - (c) Promotion of low impact development techniques to effectively manage stormwater and promote infiltration.

ALTERNATIVES

65. There are two alternatives available for consideration by General Committee:

Alternative #1

General Committee could deny the applications for an Official Plan Amendment, an Amendment to the Innis-Shore Secondary Plan and the Zoning By-law Amendment to permit the proposed high and medium density residential uses on the subject property.

This alternative is not recommended, as the zoning designation would revert back to singles and townhouses which do not meet the intensification objectives of the property within the Major Transit Node as identified in the City's Official Plan. In addition, the existing Environmental Protection line does not represent the most recent determination of the developable limit for the subject lands.

Alternative #2

General Committee could approve the Official Plan Amendment and Amendment to permit a high density designation in the Innis-Shore Secondary Plan, but refer the proposed Zoning By-law Amendment back to staff to investigate lowering the proposed density of the development through modifications to the proposed special provisions requested as part of the Zoning By-law Amendment.

Although this alternative is available it is not recommended as the reduction in density would result in an underutilization of a prominent site within the Major Transit Node.

FINANCIAL

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

67. The recommended motions would lead to the development of an agreement to create a fund administered by the LSRCA for natural system improvement projects within the City of Barrie. The maximum value of this fund is estimated to be approximately \$303,000 and, as described in paragraph 42, reflects the value of lost vegetation on the subject property due to development. It is anticipated that the LSRCA will receive the funds, and in consultation with City staff, authorize all expenditures for projects within the City.
68. The estimated tax assessment, development charges and building permit fees have not been calculated for the project at this time. The concept provided by the applicant identifies the potential for a range of housing types in a condominium development form that does not currently exist in the City for comparison. Staff do not feel that an accurate representation of potential tax increases and fees is possible under these circumstances.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

69. The recommendation(s) included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:
- Manage Growth and Protect the Environment
70. This project provides a range of medium and high density housing types that reflect the intensification objectives for a Major Transit Node as designated in the City's Official Plan. The developable area has been established in coordination with the Lake Simcoe Region Conservation Authority as an acceptable limit in regards to the Hewitt's Creek watershed with approximately 19.5 hectares of the 40.16 hectare site being identified as Environmental Protection.

Attachments: Appendix A-1 Proposed Official Plan Amendment
Appendix A-2 Proposed Official Plan Schedule A: Land Use
Appendix A-3 Proposed Innis-Shore Secondary Plan Schedule 2: Land Use Concept
Appendix B-1 Proposed Zoning By-law Amendment
Appendix B-2 Proposed Zoning By-law Schedule
Appendix C Concept Plan (July 24, 2012)
Appendix D Draft Plan of Subdivision

APPENDIX "A-1"
Proposed Official Plan Amendment

1. Schedule A – Land Use of the Official Plan is hereby amended by redesignating certain lands from Residential, Environmental Protection and Open Space to Residential, Environmental Protection and Open Space as illustrated on Appendix A-2 attached to Staff Report PLN048-12.
2. Section 4.2.2.1 of the City of Barrie Official Plan is hereby amended by the revisions to Section 4.2.2.1(f) as follows:
 - (f) Notwithstanding (d) above, within high density apartment building, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted on the ground floor area of the building.
3. Schedule 2 – Land Use Concept of the Innis-Shore Secondary Plan is hereby amended by designating lands as Environmental Protection Area and High Density Residential as illustrated on Appendix A-3 attached to Staff Report PLN048-12.
4. Section 2.3.2.2(d) of the Innis-Shore Secondary Plan is hereby amended by the addition of Section 2.3.2.2(e) as follows:
 - 2.3.2.2 Housing
 - (e) To permit high density housing where deemed appropriate by the Intensification policies of the Official Plan and Schedule I: Intensification.
5. Section 2.4.1(b) of the Innis-Shore Secondary Plan is hereby amended by the revision to Section 2.4.1(b) as follows:
 - 2.4.1 General
 - (b) The residential density for the Innis-Shore Secondary Plan Area will be approximately 49 persons per gross residential hectare (approximately 22 persons per gross residential acres), unless otherwise permitted by the Intensification policies of the Official Plan and Schedule I: Intensification.
6. Section 2.4.2(a) and (b) of the Innis-Shore Secondary Plan is hereby amended by the revision to Sections 2.4.2(a) and (b) as follows:
 - 2.4.2 Residential
 - (a) The housing mix for the Innis-Shore Secondary Plan Area will consist of approximately 75 percent low density and 25 percent medium density residential units ranging from 12-15 units per net residential hectare for low density development and from 40 to 53 units per net residential hectare for medium density residential. In addition, high density residential units will be permitted where deemed appropriate by the Intensification policies of the Official Plan and Schedule I: Intensification at a density of 50-120 units per net residential hectare.
 - (b) The medium and high density components will be generally located in areas near the intersection of collector roads and arterial roads and in proximity to commercial, institutional and parkland facilities in accordance with the Intensification policies of the Official Plan and Schedule I: Intensification.

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

2.5.1.1 General Residential Policies

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

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

Section 2.5.1.2 Specific Residential Policies

(c) High Density Residential

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

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

Section 2.5.1 Residential Policies

Section 2.5.1.4.1 Residential (High Density) Policies

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

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

APPENDIX "A-2"
Proposed Official Plan Schedule A: Land Use

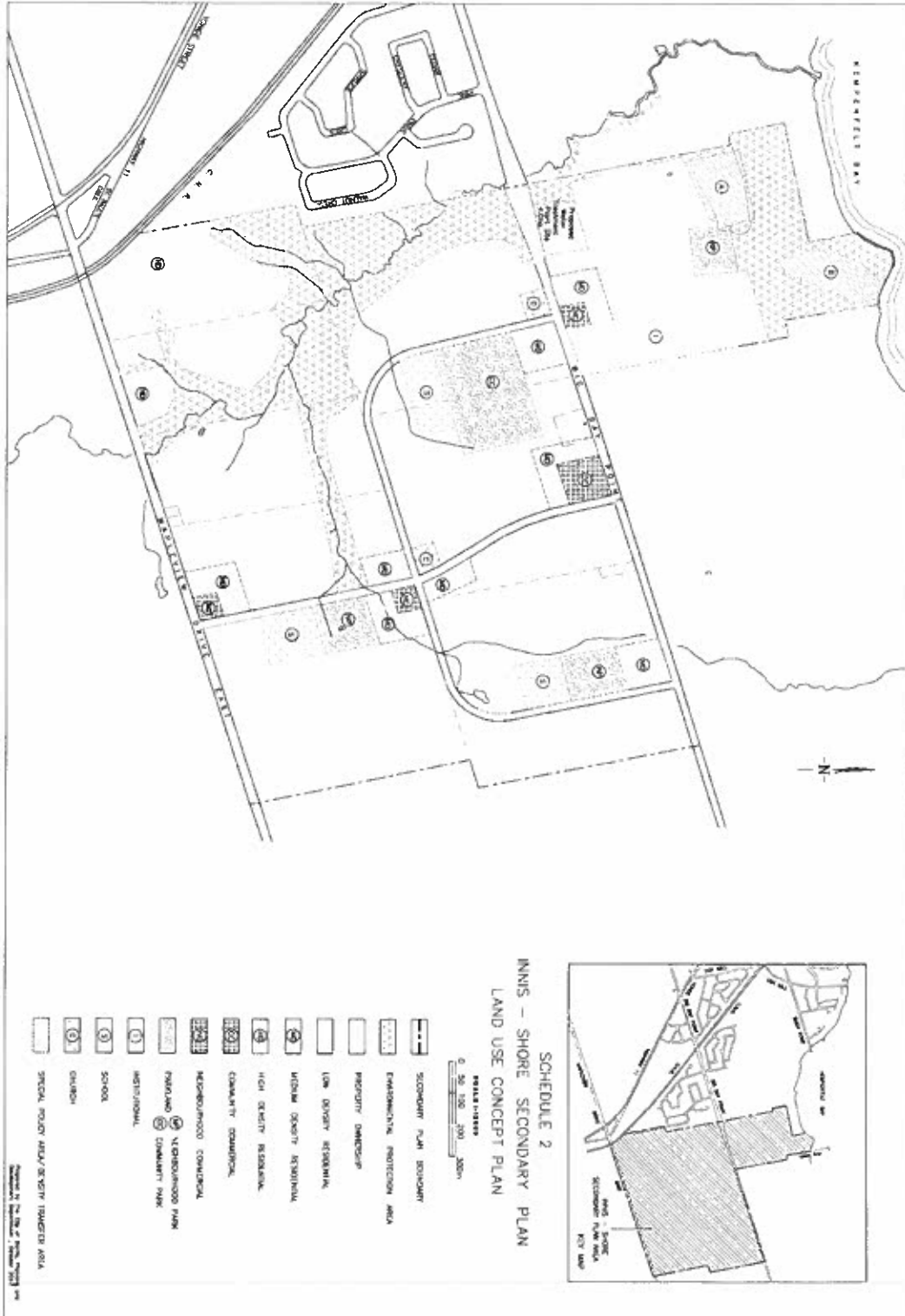


D09-OPA002,
D14-1491, D12-393

November 12, 2012

APPENDIX "A-3"

Proposed Innis-Shore Secondary Plan Schedule 2: Land Use Concept



APPENDIX "B-1"

Proposed Zoning By-law Amendment

BY-LAW NUMBER 2012-xxx

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

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

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

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

1. THAT the zoning map is amended to change the zoning of Part of South Half of Lot 16, Concession 12, formerly in the Township of Innisfil, now in the City of Barrie, County of Simcoe, municipally known as 700 & 725 Mapleview Drive East, from Open Space (OS), Environmental Protection (EP), One Detached Dwelling Second Density Special (RS SP-238, R2 SP-243, R2 SP-244, R2 SP-248, R2 SP-249, R2), Multiple Dwelling Second Density Townhouse Special (RM2-TH SP-239) and Convenience Commercial (C5) to Residential R2, R2 (SP-249), Residential Apartment Density RA1-2 (SP-XX), RA1-3 (SP-XX), RA2-1 (SP-XX), Open Space (OS) and Environmental Protection (EP) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. THAT for the lands within the RA1-2 (SP-XX) Zone the following provisions shall apply:
 - Permitted uses shall be limited to street townhouses, townhouse cluster (back-to-back) units, lane-based townhouses, walk-up apartments, low rise apartments;

Street Townhouses

 - Permitted residential uses shall be limited to street townhouses;
 - Minimum Lot Area shall be 150 square metres;
 - Minimum Lot Frontage shall be 6 metres;
 - Minimum Front Yard shall be 4 metres to the building face and 6 metres to the front of an attached garage;
 - Minimum driveway length shall be 6 metres;
 - Maximum Lot Coverage shall be 65% of lot area;
 - Minimum Interior Side Yard shall be 1.2 metres;
 - Minimum Side Yard Setback for a shared wall is 0 metres;

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

Townhouse Cluster (Back-to-Back)

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

Lane-Based Townhouse

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

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

Walk-Up Apartments

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

Low Rise Apartments

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

All Dwelling Unit Types

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

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

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

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

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

Townhouse Cluster (Back-to-Back)

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

Walk-Up Apartments

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

Low Rise Apartments

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

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

All Dwelling Unit Types

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

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

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

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

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

All Dwelling Unit Types

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

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

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

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

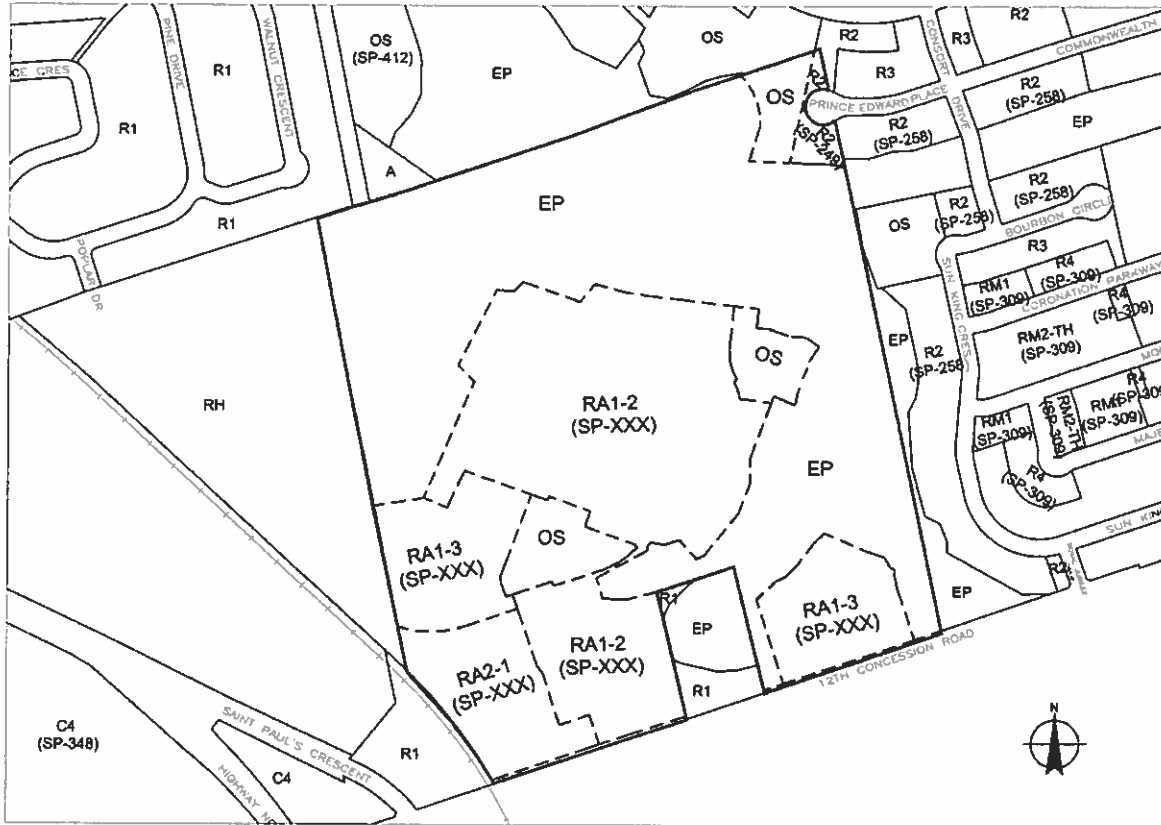
Walk-Up Apartments: Shall mean a multiple unit dwelling less than five storeys in height.

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

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

APPENDIX "B-2"

Proposed Zoning By-law Schedule

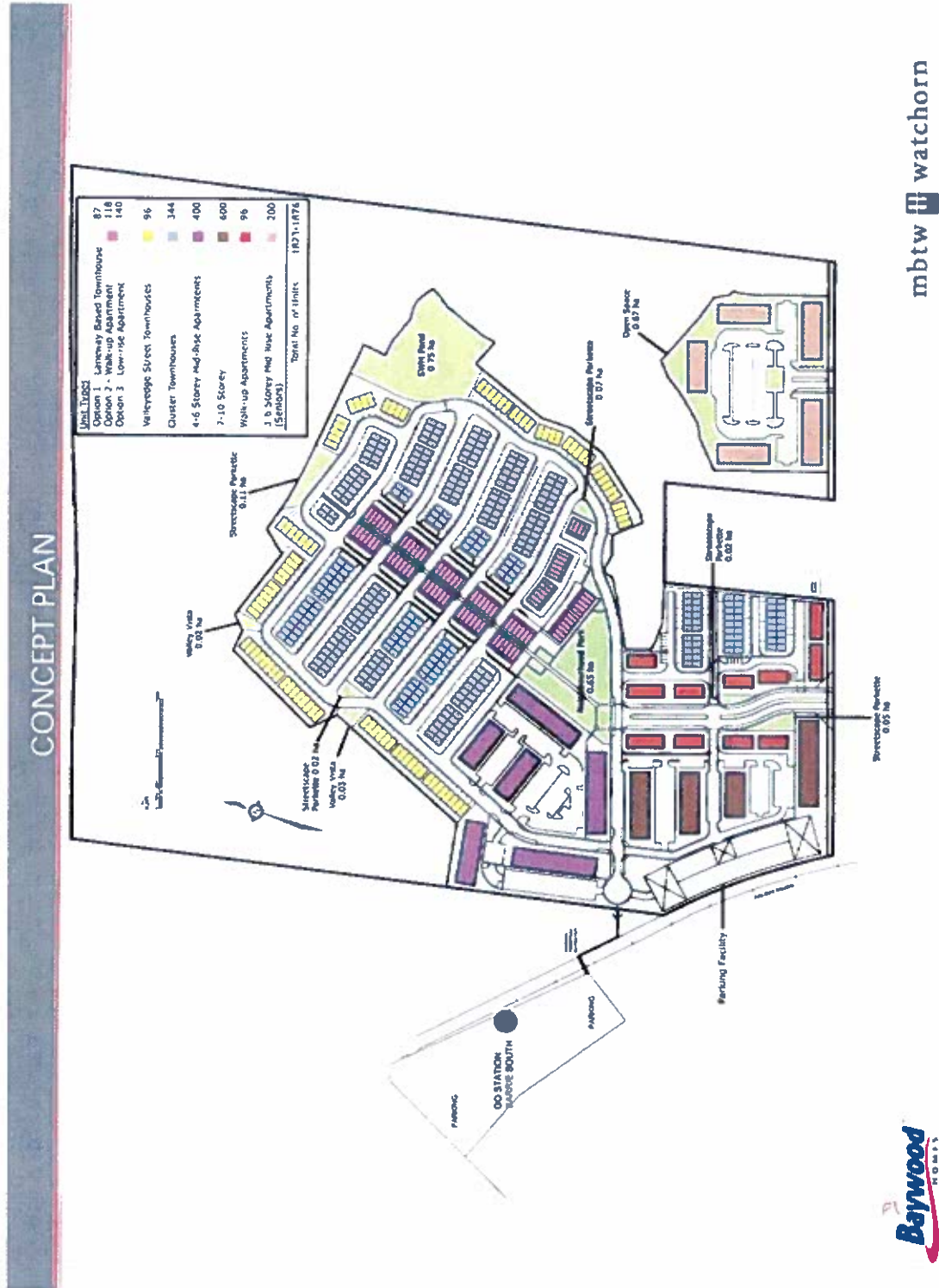


D09-OPA002,
D14-1491, D12-393

November 12, 2012

APPENDIX "C"

Concept Plan



mbtw watchhorn



