




**TO:** GENERAL COMMITTEE

**SUBJECT:** PROPOSED INTENSIFICATION NODE AND CORRIDOR ZONES

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EXT. #4434

**SUBMITTED BY:** S. NAYLOR, MES, M.C.I.P., R.P.P.  
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**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** C. LADD, CHIEF ADMINISTRATIVE OFFICER 

**DATE:** DECEMBER 9, 2013

**RECOMMENDED MOTION**

1. That a public meeting be scheduled to consider a Zoning By-law Amendment to facilitate the creation of a new 'Mixed Use' zoning category, the creation of two new zones for the intensification nodes and corridors, and an amendment to the parking standards applicable to residential uses within the intensification areas.

**PURPOSE & BACKGROUND**

Report Overview

2. The purpose of this Staff Report is to review draft zoning standards for two proposed new mixed use mid-rise zones intended for the Intensification Areas, as identified on Schedule I of the City of Barrie Official Plan (see Appendix 'A'). This Staff Report recommends the scheduling of a public meeting to consider the creation of the aforementioned two zones. The Report also recommends an amendment to reduce parking space requirements for residential uses located within the intensification areas, including the Urban Growth Centre.

Background

3. In 2009, the City of Barrie Intensification Study was completed by Planning Services and adopted by Council. The study assessed the City's capacity for meeting growth targets as set by the Province's Growth Plan for the Greater Golden Horseshoe. The Growth Plan states that by 2015 and each year thereafter, a minimum 40% of all residential development must be accommodated within the built-up area of the city through intensification. The intent of the Intensification Study was to provide a vision and establish priorities for achieving these growth targets, while also recommending new Official Plan policies and performance standards for the Zoning By-law that would facilitate the type of development envisioned for the intensification areas.
4. The underlying basis for the Intensification Study stems from policies found within the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. Generally, these documents intend intensification areas to be developed as higher density urban environments with a mix of residential and commercial uses and a pedestrian friendly design, resulting in a

- vibrant complete community that offers residents living, working, and recreation opportunities all within walking distance of each other.
5. The Intensification Study designates nodes and corridors throughout the City that have been identified for their capacity to support redevelopment and achieve higher densities. These areas include the Urban Growth Centre (UGC) comprised of downtown Barrie and the Allandale neighbourhood, and the Primary and Secondary Corridors consisting of arterial roads such as Bayfield Street, Dunlop Street, Essa Road, Duckworth Street and Yonge Street located throughout Barrie (see Appendix 'A').
  6. One of the recommendations of the Intensification Study was the creation of a new zone to implement performance standards designed specifically to achieve the urban built form envisioned for the intensification areas. This new zone would consist of performance standards addressing setbacks, step-backs, building heights, and other such criterion specifically configured to support higher density mixed-use urban developments.
  7. The Intensification Study also recommended the retention of an urban design consultant to articulate new performance standards for future development located within intensification areas. In June 2013, Council received these performance standards in the form of the Intensification Area Urban Design Guidelines. The design guidelines makes recommendations for a mid-rise style of built-form, described as capable of supporting medium and high densities and generally consisting of a building height ranging from 3 to 8 storeys. The guidelines provide recommendations for achieving a balance between these medium and higher density uses and existing adjacent development, providing that careful and sensitive design for the new development must be incorporated.
  8. The purpose of this Staff Report is to begin the process of incorporating new development standards into the Zoning By-law to facilitate mixed use buildings throughout the intensification nodes and corridors. This represents the next steps in implementing the recommendations of the Intensification Study, and in achieving the intensification goals of Council's 2010-2014 Strategic Plan. This Staff Report reviews the policy basis and rationale for the development of these new zones, describes draft development standards, and outlines a process for the public consultation and final implementation of the new zones.

#### Policy Framework for Intensification

9. *Provincial Policy Statement*

The Provincial Policy Statement (PPS) establishes a broad framework for directing growth to achieve efficient development and land use patterns, including through the use of intensification. Section 1.1 states that "sufficient land shall be made available through intensification and redevelopment and, if necessary designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs..." More specifically, the PPS provides direction to make amendments to the Zoning By-law that supports intensification, stating that "Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form..."

10. *Growth Plan for the Greater Golden Horseshoe*

The Growth Plan for the Greater Golden Horseshoe is explicit in its support of intensification, setting growth targets for municipalities and providing strong guidance on the built form envisioned for intensification areas. The Growth Plan states that intensification areas will be planned to:

- a) *cumulatively attract a significant portion of population and employment growth*

- b) provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods
- c) provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places
- d) support transit, walking and cycling for everyday activities
- e) generally achieve higher densities than the surrounding areas
- f) achieve an appropriate transition of built form to surrounding areas.

11. *City of Barrie Official Plan*

The Official Plan is supportive of intensification in a number of general locations, but recognises that intensification should be focused within the Urban Growth Centre and the Intensification Areas. The type of development envisioned through intensification is described as:

*"Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency."*

**ANALYSIS**

Deficiencies in Current Residential Zone Standards for Intensification

- 12. Under the existing standards of the Zoning By-law, medium and high density residential buildings are developed using the RM1, RM2, RA1 and RA2 zones. These zones permit medium and high density development and are primarily residential in nature. As such, they are designed for compatibility with neighbourhoods that predominantly consist of residential uses. They do not permit a wide range of uses, and are not conducive to the pedestrian-oriented urban character intended for the intensification areas, as envisioned by the City of Barrie's Intensification Study and the Province's Growth Plan for the Greater Golden Horseshoe.
- 13. The RM1, RM2, RA1 and RA2 zones permit a variety of multiple-unit residential dwellings including duplexes, triplexes, fourplexes, apartments, and street/stacked/cluster townhouses. They also permit a number of institutional uses that are generally considered compatible with and supportive of residential neighbourhoods, such as nursing homes, libraries, places of worship, and day care facilities.
- 14. A excerpt of key development standards for the single-detached dwelling and multiple-dwelling zones is provided below for comparison:

	Single-Detached				Multiple		Apartment	
	R1	R2	R3	R4	RM1	RM2	RA1	RA2
Lot Area (min.)	900m <sup>2</sup>	500m <sup>2</sup>	400m <sup>2</sup>	335m <sup>2</sup>	600m <sup>2</sup>	720m <sup>2</sup>	1100m <sup>2</sup>	1300m <sup>2</sup>
Lot Frontage (min.)	22m	15m	12m	10m	18m	21m	24m	30m
Front Yard (min.)	4.5m	4.5m	4.5m	4.5m	4.5m	7m	7m	7m

Side Yard (min.)	1.2m	1.2m	1.2m	1.2m	1.2m	1.8m	5m	5m
Rear Yard (min.)	7m	7m	7m	7m	7m	7m	7m	7m
Lot Coverage (max.)	45%	45%	45%	45%	45%	35%	35%	35%
GFA (min.)	-	-	-	-	-	60%	100%	200%
Height	10m	10m	10m	10m	10m	10m	10-30m	30-40m

15. The current development standards for the medium and high density residential zones result in buildings that are characteristic of dwellings located in a typical suburban neighbourhood rather than the intended type of urban environment anticipated for the intensification areas.
16. The RM1 zone permits multiple dwelling units but is designed to appear similar in character to single-detached dwellings, featuring identical front yard, side yard, and rear yard setbacks, maximum lot coverage, and maximum building height standards.
17. The RM2, RA1, and RA2 zones include larger setbacks along the front, side, and rear yards, and have comparatively smaller maximum lot coverage standards, resulting in a considerable amount of landscaping and parking lot spaces surrounding the base of the building.
18. In order to attain the type of urban built-form development envisioned for the intensification areas, site specific special provisions are required. For example, zero metre (0m) front and side yard setbacks with frontages set right to the property line are characteristic of buildings in urban areas. The Intensification Study envisions the creation of an urban pedestrian environment throughout the nodes and corridors similar in character to the built form of Barrie's downtown along Dunlop Street between High and Mulcaster Streets. Under the current multiple residential zoning standards, a site specific rezoning would be necessary to obtain special provisions permitting a reduction in the front and side yard setbacks, an increase in the maximum building height, and a number of other zoning standard changes needed to facilitate an urban built-form.
19. A critical component for producing complete communities throughout the intensification areas is the ability to locate a mix of uses within the same building, in particular ground floor commercial retail or service uses at the base of residential buildings. Mixed-use development is desirable as it allows residents to satisfy their general day-to-day living, working, shopping, and leisure needs all within the same neighbourhood.
20. The current standards for the multiple residential zones do not permit any commercial uses as-of-right. As such, a site-specific rezoning would be required to permit a commercial use on a property in an intensification area in order to facilitate the desired mixed-use environment.
21. Although the built form envisioned for the intensification areas can be achieved through special zoning provisions, this creates barriers in the planning process that may impede the City's ability to achieve the type of development desired. A lack of readily available development standards also creates the potential for producing inconsistent results, as applications to obtain special zoning provisions would be considered on a site-by-site basis.
22. The type of development envisioned for the intensification areas is a form of development presently not common in Barrie. A notable exception is the new Collier Centre development currently under construction at Collier and Mulcaster Streets. The proposed zones will be designed to fill in the deficiency within the current Zoning By-law, creating new development standards that facilitate the type of built-form desired for the intensification areas.

23. Fostering mixed-use communities in mid-rise style buildings provides an alternate form of development attracting residents who prefer a more urban lifestyle in comparison to what is generally available across the city today. The emergence of new built-form styles in Barrie will expand on the variety of options available to residents, reducing a reliance on the more conventional style of development throughout the City.
24. The creation of new zoning standards specific to the intensification areas will remove obstacles in the planning process, and will provide clear direction on the type of development desired for the intensification areas. The development of medium and high density uses throughout the intensification areas will contribute towards achieving the growth targets as required by the Province through the Growth Plan for the Greater Golden Horseshoe. The zones will allow a variety of residential and commercial land uses, allowing residents a mix of living, working, shopping, and leisure opportunities within their neighbourhoods. The built-form will be designed to create a pedestrian oriented realm that is not dominated by the automobile, featuring setbacks and building envelopes that are characteristic of urban environments.

#### New Zoning Category and Intensification Area Zones

25. The zoning standards being proposed in this Staff Report are designed to facilitate a mid-rise style of built form capable of achieving considerable densities without requiring taller building heights of 10 or more storeys (proposed standards can be found in Appendix 'B'). The recommended standards describe heights as ranging from between 2 to 8 storeys, with buildings that would require zero metre (0m) front yard setbacks.
26. Although the proposed zones are likely to include a significant component of residential uses, the recommended development standards and permitted land uses do not share the traits of a traditional residential zone. In view of this, Staff recommend the creation of a new category within the Zoning By-law intended for "Mixed Use" development. This category will allow the Zoning By-law to more accurately delineate standards and permitted land uses unique to mixed use type development.
27. Within this new Zoning By-law category, Staff recommend the creation of two distinct zones intended for the intensification areas; one focused on the intensification nodes and the other on the intensification corridors (refer to map in Appendix 'A' for location of nodes and corridors throughout the City of Barrie).
28. The principal difference between these two proposed zones is the requirement for a commercial component at the ground floor level of the building. Staff recommend that ground floor commercial be made a requirement for buildings located within the intensification nodes. However, for intensification corridors Staff recommend that ground floor commercial be permitted and encouraged, but not be made a requirement. Additional differences between the two proposed zones are described in the standards provided in Appendix 'B'.
29. The intensification nodes and corridors both serve similar but distinct functions and as such the development standards for each of the two zones contain a number of salient differences. The intensification nodes are located at major intersections that in many cases already contain commercial uses, experience high traffic volumes, and are highly visible. This makes them ideal sites for high density mixed use development. Accordingly, a ground floor commercial component is recommended to be made a requirement of any new development within the intensification nodes. It is also recommended that buildings within the intensification nodes feature zero metre (0m) front and side yard setbacks, intended to result in compact, high density development designed to frame the intersections located at each of the intensification nodes.
30. The intensification corridors are located between nodes, either adjacent to residential neighbourhoods or commercial corridors. With the exception of Essa Road, residents in the

intensification corridors would be at most an average walk of 10 minutes away from an intensification node or from the downtown. For this reason, Staff recommend flexibility with respect to the maximum building heights and the requirement for ground floor commercial. New development in intensification corridors will be permitted an increase in maximum building height where ground floor commercial uses are incorporated into the design.

Proposed Development Standards for New Mixed Use Mid-rise Zones

31. A table of the proposed standards can be found in Appendix 'B' attached to this Staff Report. These are draft standards that are being proposed at this time solely for their consideration and further discussion. The standards included in Appendix 'B' are not intended to represent a complete description of the proposed zones, but instead should serve as a framework for further discussion about the appropriate zoning standards for facilitate the development of a mid-rise built form, with a mix of permitted uses.
32. A discussion of each of the key development standards is provided below:
- a) *Lot Area (Minimum)*

It is recommended that no minimum lot area be required for these zones. The intention behind this is to promote diversity in the built form options and increase the variety of viable land uses. Land developers would be able to construct on any lot area size permitted that they are able to meet all other development standards, particularly the maximum front and side yard setbacks and maximum building height.
  - b) *Lot Frontage (Minimum)*

No minimum lot frontage is recommended for the nodes, in order to permit built form variety. However, a minimum lot frontage of 30 metres is recommended for the corridors, in order to ensure longer stretches of continuous street wall (with the exception of side yard setbacks between buildings). A long and continuous streetwall is an effective mechanism for creating a pedestrian oriented built environment, when developed in conjunction with building setbacks set close to the property line.
  - c) *Front Yard Setbacks (Minimum & Maximum)*

Building up to the property line will encourage an urban built form that will facilitate a pedestrian oriented realm that is not overborne by parked vehicles. A maximum of 25% of the front yard frontage may be setback 5 metres away from the property line in order to create additional sidewalk or patio space, to delineate entranceways with weather protection features, or simply for architectural interest. Parking will not permitted within the front yard setback.
  - d) *Front Facade Step-backs*

The front facade of the building envelope should be stepped-back with a 45 degree incline at any point taller than the equivalent to 80% of the adjacent street right-of-way. Step-backs should be a minimum of 3 metres.

The use of a stepping provision for building height above the equivalent of 80% of the adjacent right-of-way ensures that views of the sky are maintained, allows greater penetration of sunlight onto the street, and also helps to reduce the visual and physical impact of building height, such as shadowing.

For comparison, our current standards for the Central Area C1-1 zones includes a stepping provision whereby the first 10 metres of building height can be located right at the property line (a 0 metre setback), and any portion of the building taller than 10 metres is required to be stepped back 5 metres from the property line, up to a maximum of 30 metres tall. The purpose of this provision is to ensure that new development maintains the look of the traditional three-storey building character along Dunlop Street. However, without the additional provisions requiring step-backs above any point taller than the equivalent to 80% of the adjacent right-of-way, sky views may not be maintained and pedestrians may be further impacted by shadowing.

Note the difference between setbacks and step-backs. Setbacks refer to the location of the exterior wall at the ground floor level in relation to the property lines. Step-backs refer to a step-like recession of the exterior wall at points of the wall above the ground floor level.

e) *Side Yard Setbacks (Minimum & Maximum)*

Zero metre (0m) setbacks at the side yards are recommended in order to facilitate a more urban environment in the intensification nodes. A minimum side yard setback of 1.8 metres (which matches the side yard setback of existing medium and high density residential zones) is recommended for buildings within the intensification corridors, with a maximum side yard setback of 3 metres (when additional space is required i.e. for snow storage). When adjacent to a street or laneway, a side yard setback of 3 metres is required for both the intensification nodes and corridors, in order to accommodate for a potential side street road widening.

f) *Side Facade Step-backs*

To help preserve views of the sky and to allow sunlight onto the street, side-yard step-backs up to 5 metres may be incorporated at any point taller than the equivalent to 80% of the adjacent street right-of-way (see paragraph '32.d' for an explanation of the use of this provision).

g) *Rear Yard Setbacks*

Where the rear yard of a building is adjacent to existing low-rise residential neighbourhoods, buildings should setback 7.5 metres along the rear frontage. Where adjacent to a street or laneway, buildings should be setback 1.5 metres. Streets or laneways may refer to either public or private vehicular right-of-ways.

h) *Rear Facade Step-backs*

The rear facade of the building envelope should be stepped-back with a 45 degree incline at any point taller than the applicable minimum building height (see paragraph '32.j' for minimum height provisions). Step-backs should be a minimum of 3 metres.

i) *Ground Floor Height (Minimum)*

The minimum floor-to-floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade. For buildings in intensification corridors, a 3 metre ground floor height may be used where ground floor use is residential. Buildings located in intensification nodes are required to incorporate a ground-floor commercial use.

j) *Building Height (Minimum & Maximum)*

The minimum height should be set at 10.5 metres for buildings in intensification nodes (6 metres + 4.5 metres for ground floor commercial use). Buildings in intensification corridors should have a minimum height of 7.5 metres (3 metres + 4.5 metres for ground floor commercial), or 6 metres if building is proposed to be only residential. This minimum height is applicable on all facades of the building, including front, side, and rear facades.

The maximum height for buildings within the intensification nodes should be set at 25.5 metres (21 metres + 4.5 metres for ground floor commercial). Buildings within the intensification corridors will also be permitted a height of 25.5 metres when ground floor commercial is included. Residential only buildings located in intensification corridors without any ground floor commercial units should be permitted a maximum height of 15 metres.

k) *Minimum Coverage for Commercial Uses (% of building footprint)*

A minimum of 50% of the building footprint (being the floor area of the building's ground level floor) will be devoted to commercial uses. Upholding this standard is imperative to achieving the goals of a mixed use pedestrian oriented environment for the intensification areas. This requirement will not apply to the intensification corridors when a building is strictly residential use only.

Additional Proposed Standards for Residential Uses in Intensification Areas

33. Additional standards specific to residential buildings are discussed below:

a) *Parking*

A standard of 1 parking space per residential dwelling unit is recommended for both of the proposed zones, as well as the Urban Growth Centre area. This proposed standard would reduce the present minimum parking space requirement of 1.5 spaces per unit for residential dwellings of 3 or more units.

The Intensification Study makes recommendations for reduced parking space standards for residential buildings in the intensification areas. The intensification areas are intended to be pedestrian friendly, transit supportive areas thereby reducing the need for the automobile. Reductions in the parking space standards also increases the financial feasibility of mid-rise building development, reducing space required for parking lots or reducing the requirement for structured parking located on site.

The rationale for reducing the residential parking space requirements is equally applicable to the intensification nodes and corridors, as well as the Urban Growth Centre. For existing properties located within the Urban Growth Centre, a reduction in the residential parking space requirements will encourage the potential for the redevelopment of commercial buildings to include residential uses. This reduction in the residential parking standards would reduce the number of spaces needed to be located on properties with existing buildings that may have difficulty locating additional parking spaces on site.

Staff note that a reduction in the minimum parking space requirements within the Urban Growth Centre may result in an increase in demand and usage of existing parking facilities, may reduce opportunities for receiving cash-in-lieu of parking,



For all other non-residential uses, the parking standards described in Table 4.6 of Zoning By-law 2009-141 will apply.

b) *Outdoor Amenity Area & Landscape Open Space*

A review of the outdoor amenity area and landscape open space standards for residential buildings will be reviewed as part of the public and stakeholder consultation process.

Alternatives to traditional outdoor amenity areas or landscape open space areas will be considered. Rooftop amenities (such as gardens, patios, solariums, or other common areas) and private balconies will be permitted and encouraged where appropriate (private balconies will not be permitted to encroach beyond front yard setbacks). Alternative front and rear yard amenities or landscaping, such as benches, art sculptures, or other creative streetscaping, will be strongly encouraged and should be incorporated into site design where feasible.

Proposed Permitted Uses for New Mixed Use Zones

34. A recommended list of permitted uses for the proposed intensification area zones is provided in Appendix 'C'.
35. The list of uses includes a combination of medium and high density multiple residential uses, a wide and varied range of commercial uses, as well as a selection of institutional uses that are considered compatible with residential and commercial areas.
36. It is recommended that both the intensification node and corridor zones permit the same uses (with the exception of automotive service station uses, discussed below), as both of these zones are intended to function as mixed use areas. However, a key difference between these two zones, as described earlier in this report, is the requirement that new development located within the intensification nodes incorporate a ground-floor commercial use. New development located within the intensification corridors would not be required to provide ground floor commercial, although it would be strongly encouraged through incentives such as additional height and density.
37. With the exception of Yonge Street, each of the intensification nodes and corridors are primary arterial roads that connect to Highway 400, with many drivers passing through them on a daily basis. Because of this, the nodes and corridors may be convenient locations for the petroleum industry to locate an automotive service station. Automotive service stations are in sharp contrast to the type of uses and built form typically found in urban areas, as they are not a high density use and usually do not contribute to a pedestrian environment.
38. In light of this, Staff recommend that automotive service station uses not be permitted within the intensification nodes. However, Staff also recommend that automotive service stations be considered in the intensification corridors and permitted only through a site specific rezoning. The rezoning process would allow Council to have greater control over the built form of the automotive service station, ensuring an appropriate fit with the urban environment intended for the corridors.

Next Steps for Implementation

Public Consultation Process

39. Given that this report is recommending the introduction of an entirely new zone category, in addition to the statutory public meeting, staff will be conducting a series of public consultation meetings in order to review the proposed new zone standards. The purpose of these public

consultation meetings will be to introduce the zoning standards, to engage members of the public, the development industry, and landowners, as well as to receive comments and feedback on the proposed new zones.

40. Open house meetings will be scheduled with the general public along with focus groups targeted to members of the development industry to determine the appropriateness and feasibility of the standards for successfully facilitating the vision for the intensification areas articulated through the Intensification Study and the Urban Design Guidelines.
41. Once the public consultation process has been completed, Staff will refine the standards based on feedback received, and will return to Council at a later date with a finalized Zoning By-law Amendment.

#### Recommendation for Pre-zoning the Intensification Nodes & Corridors

42. If the proposed new zoning categories and provisions are approved by Council, Staff will recommend Council consider rezoning lands within the intensification nodes and corridors to the newly created zones (a practice referred to as 'pre-zoning'). If the recommendation to pre-zone is approved by Council, a separate series of public meetings and landowner consultations would be required to consider the change of land uses throughout the intensification areas from their current land use zone to the new mixed use zones.
43. The purpose of pre-zoning is to create an incentive for land owners and developers to implement the City's vision and to build in the designated intensification nodes and corridors, facilitating the development process. Pre-zoning will also create an incentive to construct the type of built form sought after for the intensification areas as site specific variations to these standards would require initiating an application under the Planning Act and potential appeals.
44. Under the current process, a developer would be required to undergo a rezoning process to achieve the type of built form desired for the nodes and corridors. In this situation, the City would be relying on the landowners to decide to implement the new zoning standards, who may instead prefer to continue taking advantage of existing zoning. The use of the existing zoning provisions would not result in the type of development intended for the intensification areas.
45. Pre-zoning would create an incentive to build according to the as-of-right built form, as developers could achieve a reasonable and profitable development without the need to undergo the time, expense, and uncertainty typically involved with the rezoning process.

#### ENVIRONMENTAL MATTERS

46. Intensification throughout the nodes and corridors may result in increased usage of transportation modes that are alternative to the automobile including transit, cycling, or walking, thereby reducing the production of greenhouse gases.

#### ALTERNATIVES

47. The following alternative is available for consideration by General Committee:

##### Alternative #1

General Committee could decide not to schedule a public meeting to consider the creation of new Intensification Area Zones.

This alternative is not recommended as it would not initiate the process of creating new zoning standards intended to facilitate mixed use intensification throughout the nodes and corridors.

**FINANCIAL**

48. Intensification offers the opportunity for the City to make better use of and increase its return on its investment of capital works particularly existing municipal infrastructure. Intensification of jobs and people also has the benefit of potentially improving transit usage with associated revenue to the City's transit system.

**LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN**

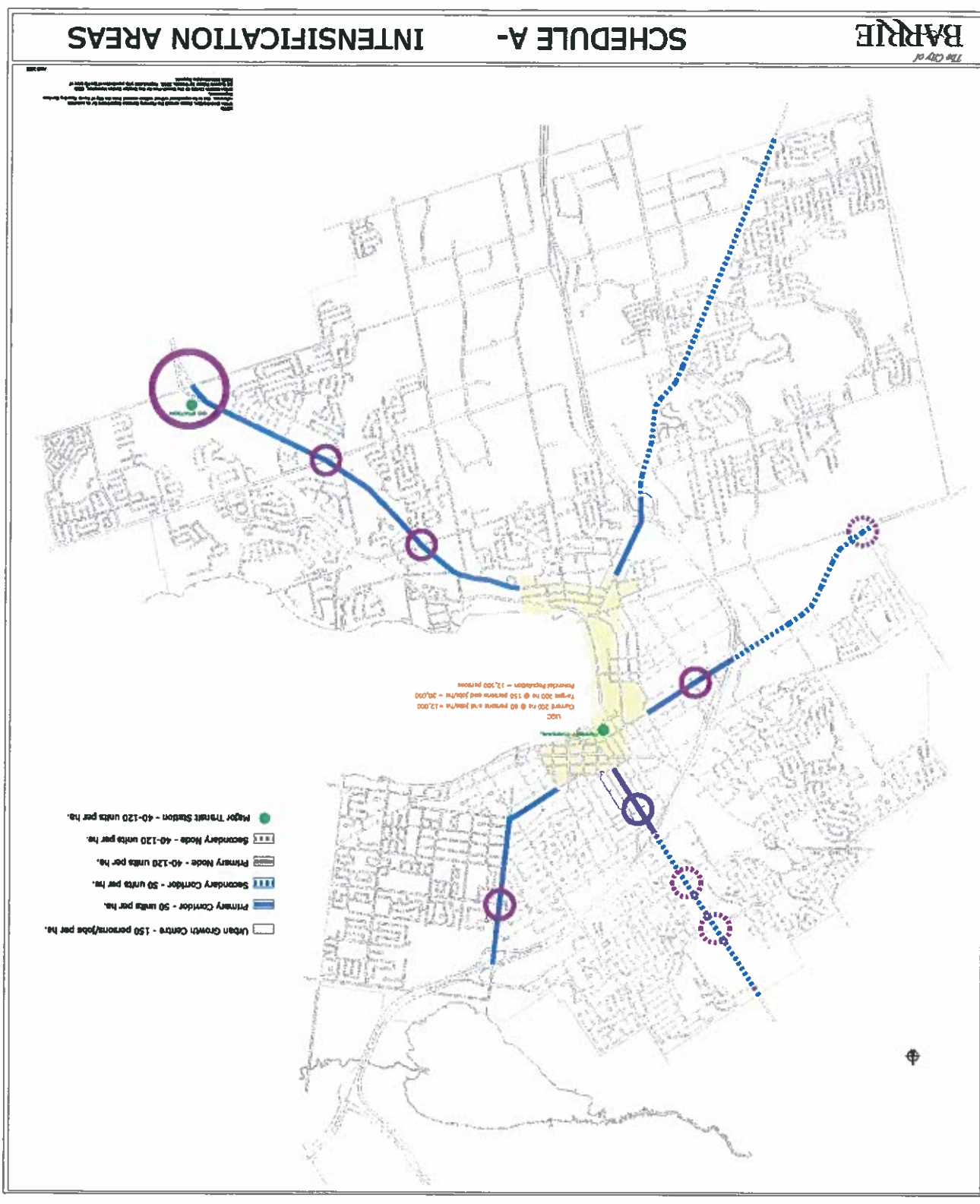
49. The recommendation included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:

Manage Growth & Protect the Environment

50. The recommendations in this report are intended to speak to Council's strategic priorities as referenced above by amending the Zoning By-law to address urban design, height, and parking standards throughout the intensification areas. This will assist the City to grow in a more sustainable and efficient manner while providing opportunities for varied forms of housing and affordability to our citizens. The proposed zones will facilitate intensification, accommodating for projected population growth within the existing built-up boundary area.



Appendix A: Map of the Urban Growth Centre, Intensification Nodes, and Intensification Corridors



**SCHEDULE A - INTENSIFICATION AREAS**



**Appendix B: Proposed Development Standards for Intensification Area Zones**

		MU-NODE	MU-CORRIDOR	NOTES
<b>Lot Area (min.)</b>		-	-	
<b>Lot Frontage (min.)</b>		-	30m	
<b>Front Yard Setback</b>	<b>Min.</b>	0m for 75% of frontage	0m for 75% of frontage	Allows facade to be broken up, adds architectural interest for entranceways, weather protection. Maximum setback area does not need to be continuously aligned. If ground floor usage facing front yard is residential, use 5m setback.
	<b>Max.</b>	5m for 25% of frontage	5m for 25% of frontage	
<b>Side Yard Setback</b>	<b>Min.</b>	-	1.8m	
	<b>Min. Abutting Street or Laneway</b>	-	3m	
	<b>Max.</b>	-	3m	
<b>Front Facade Step-back</b>		45 degree angular plane at height above equivalent 80% of ROW using minimum 3m step-backs	45 degree angular plane at height above equivalent 80% of ROW using minimum 3m step-backs	
<b>Side Facade Step-back</b>		5.5m at height above equivalent 80% ROW	5.5m at height above equivalent 80% ROW	When adjacent to an Open Space OS zone, a side facade step-back of 7.5m is required.
<b>Rear Yard Setback (min)</b>	<b>Abutting Street or Laneway</b>	1.5m	1.5m	45 degree incline are measured from rear property line inclusive of setbacks. 1.5m buffer may be landscaping or walkway. 7m setback may be converted to two-way 6m lane + 1.5m landscaping or walkway at future date where feasible.
	<b>Abutting Residential, OS, or EP Area</b>	7m setback, 45 degree incline above 7.5m building height	7m setback, 45 degree incline above 7.5m building height	
<b>Lot Coverage (max. % of lot area)</b>		-	-	
<b>Gross Floor Area (max. % of lot area)</b>		-	-	
<b>Ground Floor Height (min.)</b>		4.5m	3m*	*If ground floor commercial is provided, ground floor height will be 4.5 m
<b>Building Height</b>	<b>Min.</b>	10.5m	6m*	*If ground floor commercial is provided, minimum building height will be 7.5m.
	<b>Max.</b>	25.5m	15m*	*If ground floor commercial is provided, building height can be increased to 25.5m.

<b>Minimum Coverage for Commercial uses (% of first storey GFA)</b>	50%	-*	*If ground floor commercial is provided, minimum coverage for commercial uses will be 50% of first floor GFA.
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**Parking Standards**

Table 4.6 will be amended to include 'Residential Uses within the MU-NODE or MU-CORRIDOR zones, as 1 space per dwelling unit. For any other land use (i.e. retail, office, etc.) refer to existing parking standards located in Section 4.6 of Zoning By-law 2009-141. All other standards of section 4.6 will apply.



**Appendix C: List of Permitted Uses in the Intensification Zones**

	MU-NODE	MU-CORRIDORS
<b>Residential Uses</b>		
Walk-up Apartment	X	X
Apartment Dwelling	X	X
Dwelling Unit(s) in conjunction with permitted commercial uses	X	X
Residential uses permitted in the Second Density RA2 Zone	X	X
Group Home	X	X
<b>Commercial Uses</b>		
Adult Entertainment Parlour		
Arcade or Game Establishment	X	X
Automotive Leasing Establishment		
Automotive Repair Establishment		
Automotive Sales Establishment		
Automotive Service Station		X
Bake Shop	X	X
Bank	X	X
Bingo Hall		
Building Supply Centre	X	X
Bus Terminal	X	X
Bus Transfer Station	X	X
Car Wash		
Conference Centre	X	X
Custom Workshop	X	X
Data Processing Centre		
Drive-Through Facility		
Entertainment Establishment	X	X
Fitness or Health Club	X	X
Fitness or Health Club, Local	X	X
Florist	X	X
Funeral Establishment	X	X
Golf Driving Range (indoor)		
Hotel, Motel	X	X
Kennel in wholly enclosed building		
Laundry or Dry Cleaning Depot	X	X
Local Convenience Retail	X	X
Marina		
Miniature Golf (outdoor)		
Nursery or Garden Supply Centre	X	X
Office, Business or Professional	X	X
Office, Medical	X	X
Outdoor Display and Sales Area	X	X
Parking Lot	X	X
Personal Service Store	X	X
Photography Studio	X	X
Private Club	X	X
Recreational Establishment	X	X
Rental Store	X	X

<i>Restaurant</i>	X	X
<i>Retail Store</i>	X	X
<i>Service Store</i>	X	X
<i>Shopping Centre</i>	X	X
<i>Theatre</i>	X	X
<i>Trade Centre</i>	X	X
<i>Veterinary Clinic</i>	X	X
<b>Institutional</b>		
<i>Arena</i>	X	X
<i>Art Gallery</i>	X	X
<i>Assembly Hall</i>	X	X
<i>City Hall</i>	X	X
<i>Commercial School</i>	X	X
<i>Community Centre</i>	X	X
<i>Court House</i>	X	X
<i>Crisis Care Facility</i>	X	X
<i>Day Nursery</i>	X	X
<i>Gaol</i>		
<i>Library</i>	X	X
<i>Museum</i>	X	X
<i>Nursing Home</i>	X	X
<i>Place of Worship</i>	X	X
<i>Religious Institution</i>	X	X
<i>Rest Home</i>	X	X
<i>Retirement Home</i>	X	X
<i>Senior Citizens Home</i>	X	X
<i>Training and Rehabilitation Centre</i>	X	X