



**233, 249, 261 COLDWATER ROAD WEST, ORILLIA**  
**Applications for Zoning By-law Amendment**  
**and Site Plan Control**

**PLANNING JUSTIFICATION REPORT**

Part of Lot 7, Concession 4, City of Orillia

Roll No. 435203030419000

IPS NO. 21-1042

December 2022



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# **INNOVATIVE PLANNING SOLUTIONS**

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## **PLANNING JUSTIFICATION REPORT**

233, 249, 261 Coldwater Road West

Part of Lot 7, Concession 4

**CITY OF ORILLIA**

APPLICATIONS FOR

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**ZONING BY-LAW AMENDMENT**

**SITE PLAN CONTROL**

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PREPARED BY

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December 2022

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## 1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by Auroville Ltd. to complete a Planning Justification Report relative to applications for Zoning By-law Amendment (ZBA) and Site Plan Control for lands located at 233, 249 and 261 Coldwater Road West in the City of Orillia. The lands are legally known as Part of Lot 7, Concession 4, and feature a combined area of 15,426m<sup>2</sup> (1.54 hectares), with 118 metres (388 feet) of frontage along Coldwater Road West. **Figure 1** provides an aerial view of the subject lands.

The intent of these applications is to obtain approval for the construction an eight (8) storey condominium building by way of Zoning By-law Amendment to the City of Orillia Zoning By-law 2014-04 and Site Plan Approval.

The Report will review the following policy documents to demonstrate consistency with the proposal:

- Provincial Policy Statement (2020)
- Places to Grow – Growth Plan for the Greater Golden Horseshoe (2020)
- City of Orillia Official Plan (Consolidation 2021)
- City of Orillia Zoning By-law 2014-44
- Lake Simcoe Protection Plan



Subject Lands

Figure 1  
**AERIAL VIEW**

Source: County of Simcoe Interactive Maps

Drawn By: JT

File: 21-1042



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## 2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are located on the south side of Coldwater Road West, a main artery running east-west providing convenient access to both Highway 11 (west) and the City's Downtown core (east). The lands are currently unbuilt and vacant, with intermittent tree coverage and open areas. Historically, the property has possessed two single detached dwellings in the northwest corner which were demolished sometime between 2002-2008 according to available satellite imagery. The property is generally flat with even grade in the northern half, though it does slope gently in a southern direction at the southern half of the site.

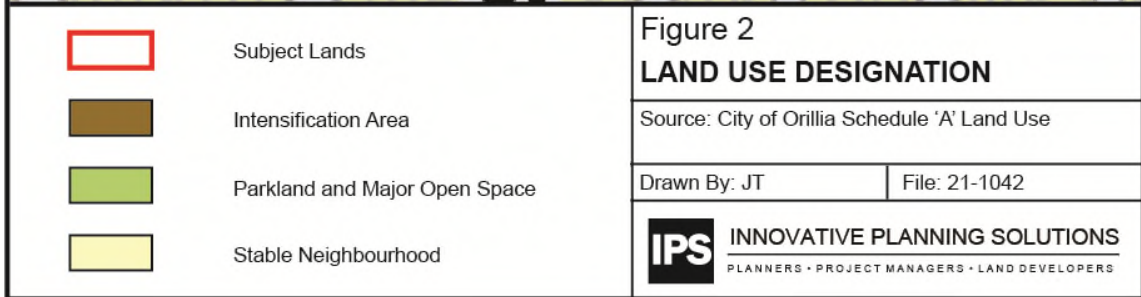
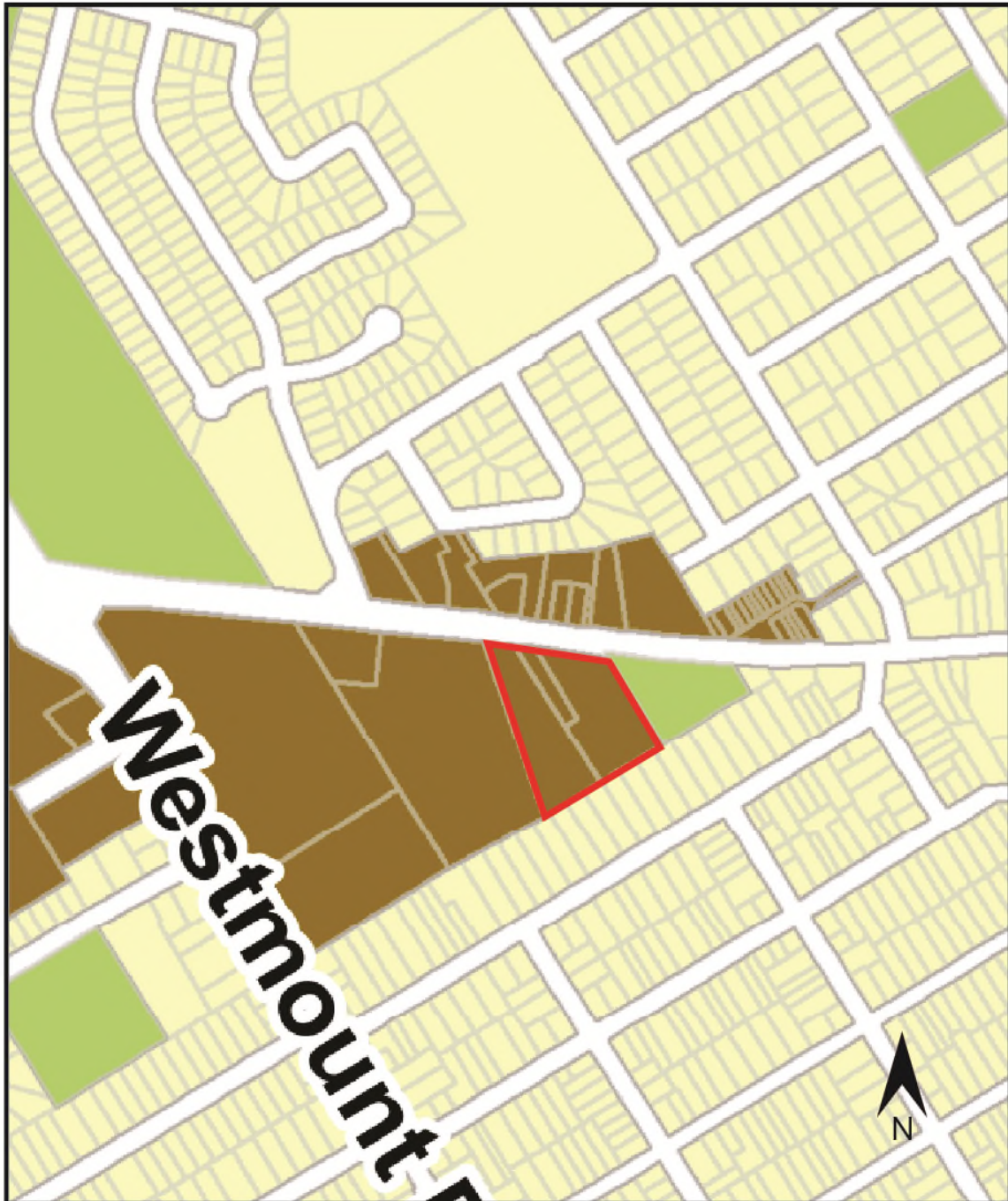
The lands are designated 'Living Area - Intensification Area' within Schedule 'A' of the City of Orillia Official Plan, bordering 'Stable Neighbourhood', 'Parkland and Major Open Space' as shown in **Figure 2**. The lands are further zoned 'Residential Five Intensification Hold Two (R5i(H2))' in the City of Orillia Zoning By-law (**Figure 3**). They are located within the Lake Simcoe Region Conservation Authority (LSRCA) Watershed, Wellhead Protection Area C1 (10 Years) as shown in **Figure 4**, and are subject to the policies of the Lake Simcoe Protection Plan (LSPP). No portions of the lands are within LSRCA regulatory limits according to LSRCA mapping, however.

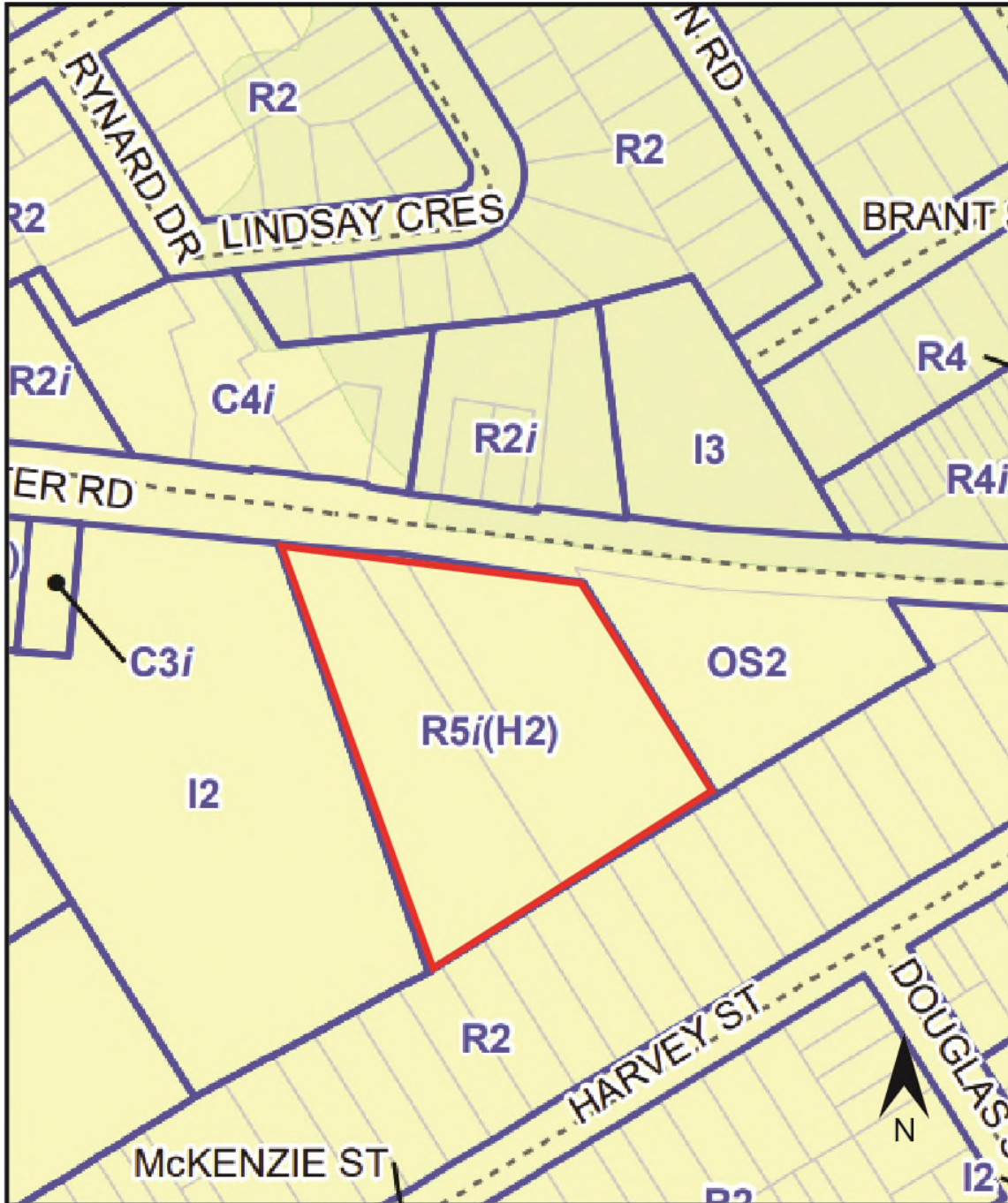
The property contains an existing entrance from Coldwater Road West. Coldwater Road West is a designated 'Arterial Road' (Schedule 'D') (**Figure 5**) which features two lanes of travel, a centre turning lane, bike lane and sidewalk. As indicated in the City of Orillia Official Plan Schedule 'E', the lands border a 'Bicycle Route (Existing and Proposed)' (**Figure 6**) and are located along the West Ridge via Old Barrie Road and West Ridge via Coldwater Road bus transit lines (**Figure 7**).

The site is near several schools (Samuel-De-Champlain Elementary, Orillia Secondary School), parks (Victoria Park, Franklin Carmichael Park) and groceries stores (Zehrs, Food Basics). A number of pharmacies, banks, and restaurants are also in proximity. The site is close to the commercial areas around the Highway 11 and Coldwater Road interchange, as well as downtown.

Surrounding land uses are detailed below and further demonstrated in **Figure 8**:

- North:** Across Coldwater Road West, directly to the north exist detached dwellings, some of which operate as businesses, other commercial businesses, and the Atrium Retirement Residence. Further north is the Orillia Secondary School and Catholic Samuel-De-Champlain Elementary School (<1km).
- South:** Immediately to the south are low density single detached properties within a residential subdivision featuring large lots. Properties backing onto the subject site in particular feature deep rear yards with extensive tree cover which screen these properties from the site.
- East:** To the east is a designated open space property, which consists of the Church of the Guardian Angels Cemetery. Further to the east are low density residential dwellings and the downtown core of Orillia.
- West:** Immediately to the west is the First Baptist church. Further west are various commercial amenities including a grocery store, bank, gas station, pharmacy, and a hotel. Highway 11 is further to the west as well as a cluster of commercial amenities offering retail, food and recreational options.





Subject Lands



Wellhead Protection Zone

Figure 3  
**ZONING**

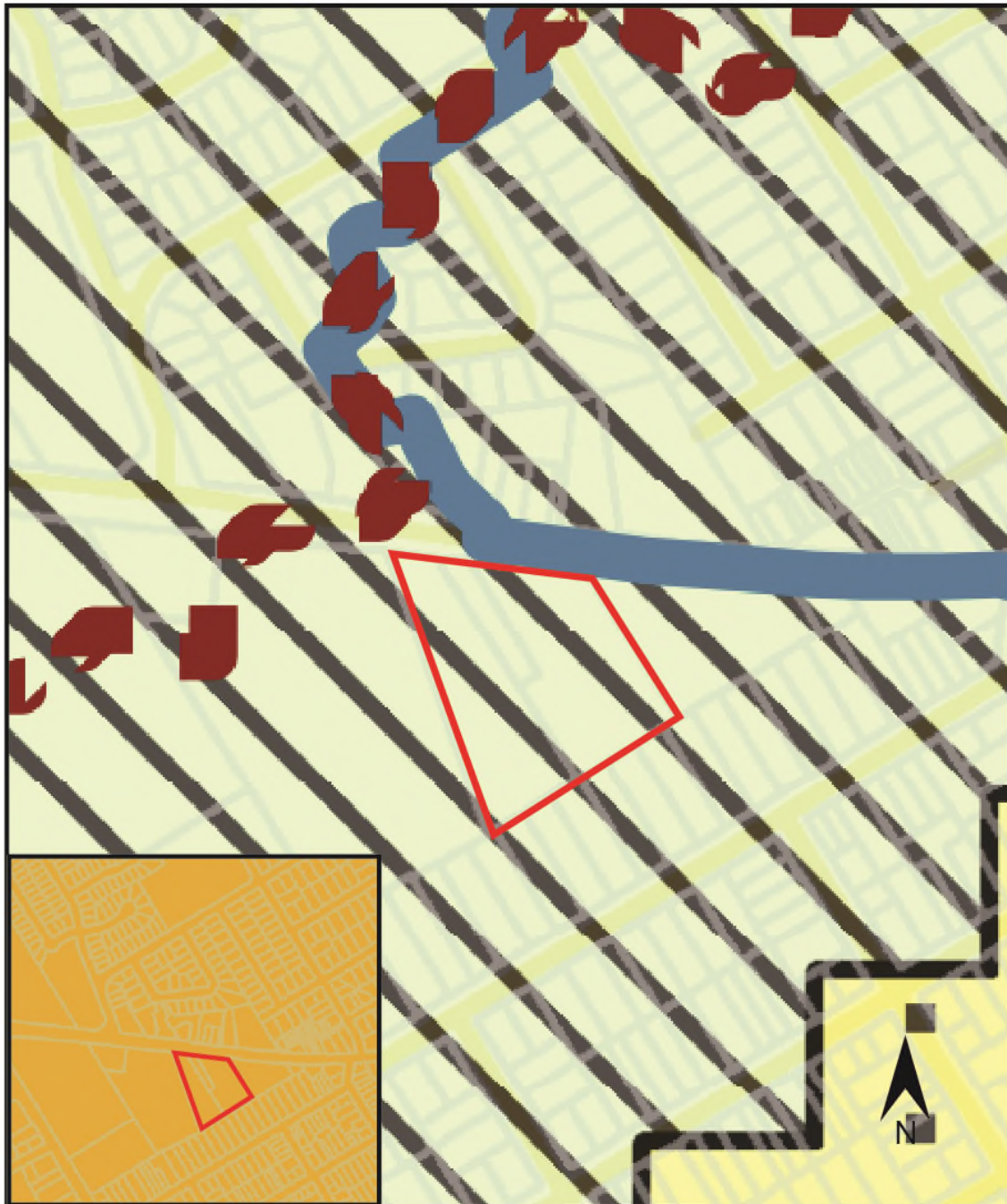
Source: City of Orillia Zoning By-law 2014-44

Drawn By: JT

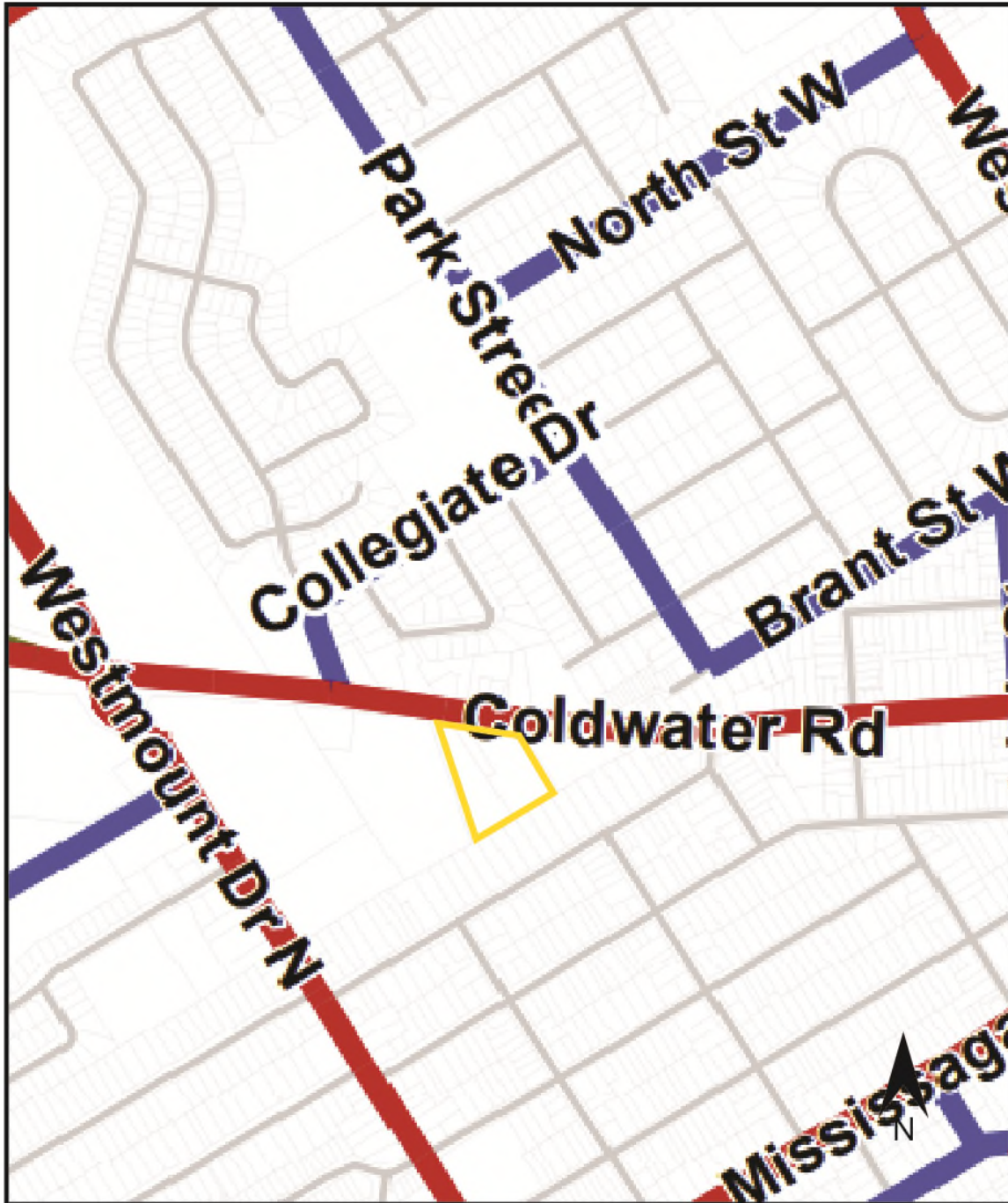
File: 21-1042



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	Subject Lands	<b>Figure 4</b> <b>SOURCE WATER PROTECTION</b>	
	Wellhead Protection Zone	Source: City of Orillia Official Plan Schedule 'F' Source Water Protection	
	Wellhead Protection Area C1 (10 Years)	Drawn By: JT	File: 21-1042
	Lake Simcoe Watershed Boundary	<b>INNOVATIVE PLANNING SOLUTIONS</b> <small>PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS</small>	



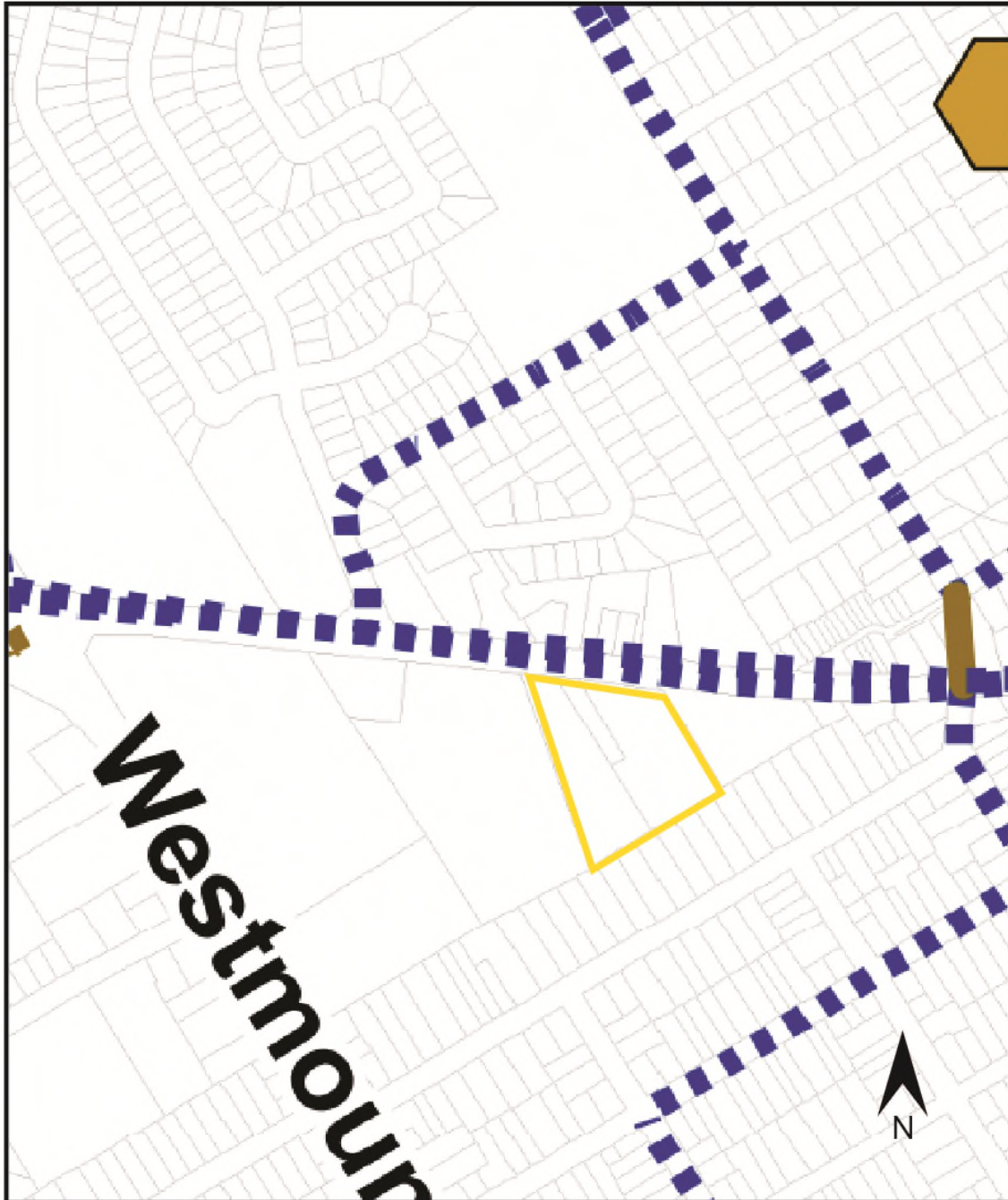
- Subject Lands
- Arterial Road
- Collector Road
- Local Road




**Figure 5**  
**TRANSPORTATION NETWORK**

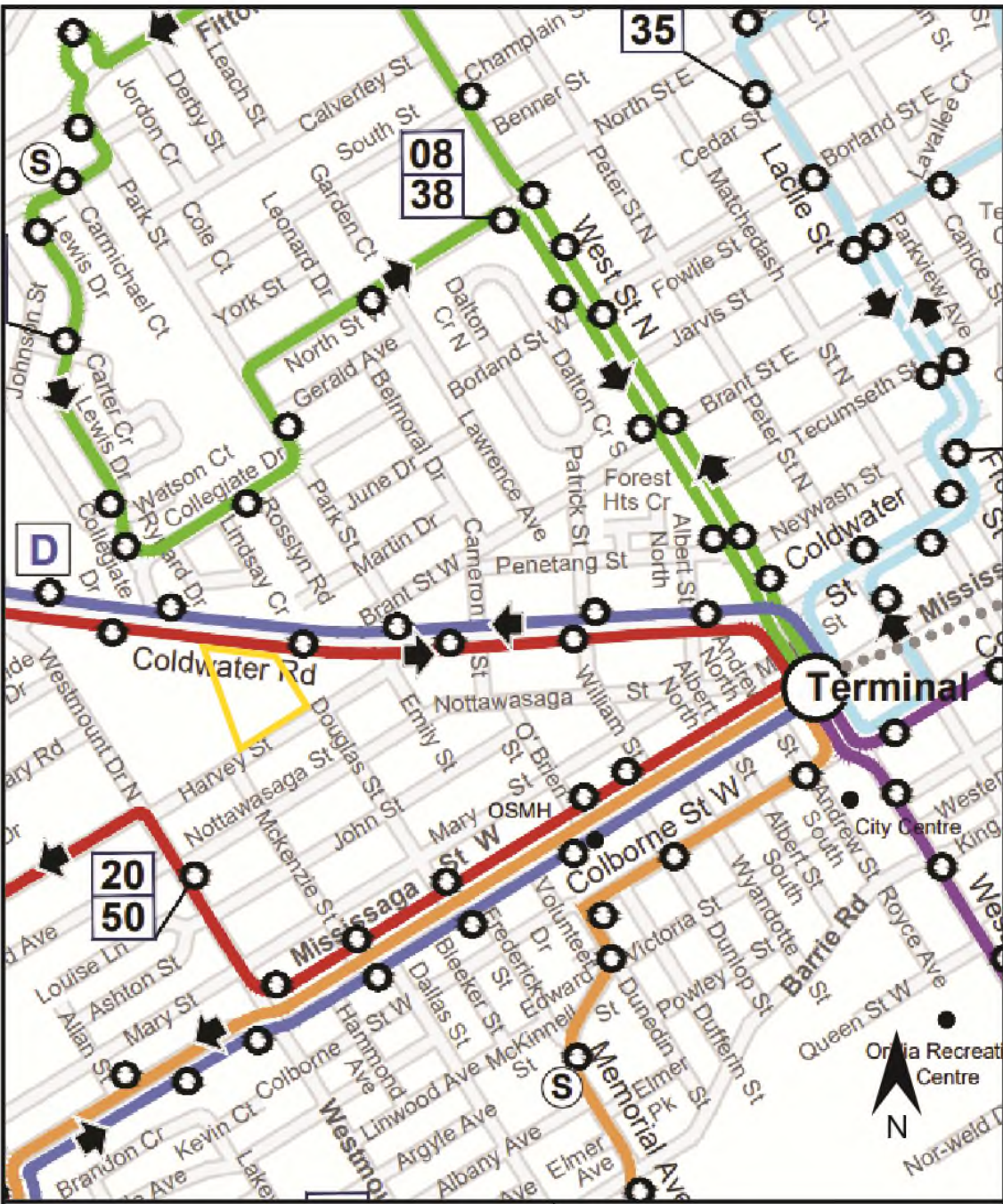
Source: City of Orillia Official Plan  
Schedule 'D' Transportation Network

Drawn By: JT | File: 21-1042





 Subject Lands	<b>Figure 6</b> <b>PARKS AND TRAILS NETWORK</b>	
 Bicycle Route (Existing and Proposed)	Source: City of Orillia Official Plan Schedule 'E' Parks and Trails System Network	
	Drawn By: JT	File: 21-1042
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- Subject Lands
- North Route
- South Route
- Lacie Route
- Georgian Route
- West Ridge via Coldwater Road
- West Ridge via Old Barrie Road

**Figure 7**  
**PUBLIC TRANSIT**

Source: City of Orillia Public Transit  
 2022 Route Map

Drawn By: JT | File: 21-1042

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Subject Lands

**Figure 8**  
**SURROUNDING CONTEXT**

Source: County of Simcoe Interactive Maps

Drawn By: JT

File: 21-1042



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## 3.0 DESCRIPTION OF DEVELOPMENT

### 3.1 PROPOSED SITE PLAN

The applicant proposes the construction of an eight (8) storey residential condominium building, with a total Gross Floor Area (GFA) of 22,008 m<sup>2</sup> and 3,390 m<sup>2</sup> of ground floor coverage. A total of 225 residential units are accommodated. Please refer to the Site Plan and Elevations enclosed in **Appendix 1**, both of which were prepared by nArchitecture Inc.

Vehicular access to the lands is proposed by driveway connection from Coldwater Road West. The driving aisle will link the municipal road to a large outdoor surface parking area with 160 spaces located to the rear/west side of the building. This parking is screened from the road by the building, a low height wall and tree and shrub plantings, as well as the site's natural tendency to slope down in the rear. An additional 105 stilt parking spaces across three levels under the building will be provided, for a total of 265 parking spaces on site. This stilt parking area also features three storage rooms. Nine of the outdoor surface spaces are identified as barrier-free, consisting of four Type A and five Type B spaces. The garage entrance will be located along the eastern side of the building, leading to three levels of stilt parking provision. The configuration of parking has been designed in a manner that will provide optimal circulation as well as landscape buffer space between parking aisles and lot lines. Snow storage areas are provided throughout. Bicycle parking accommodation is provided in locations at the front and east sides of the building, totalling 34 spaces, to facilitate active transportation, to and from the lands. Pedestrian circulation is provided via a walkway that connects the municipal sidewalk along Coldwater Road West through to the surface parking area and to the main ground floor entrance.

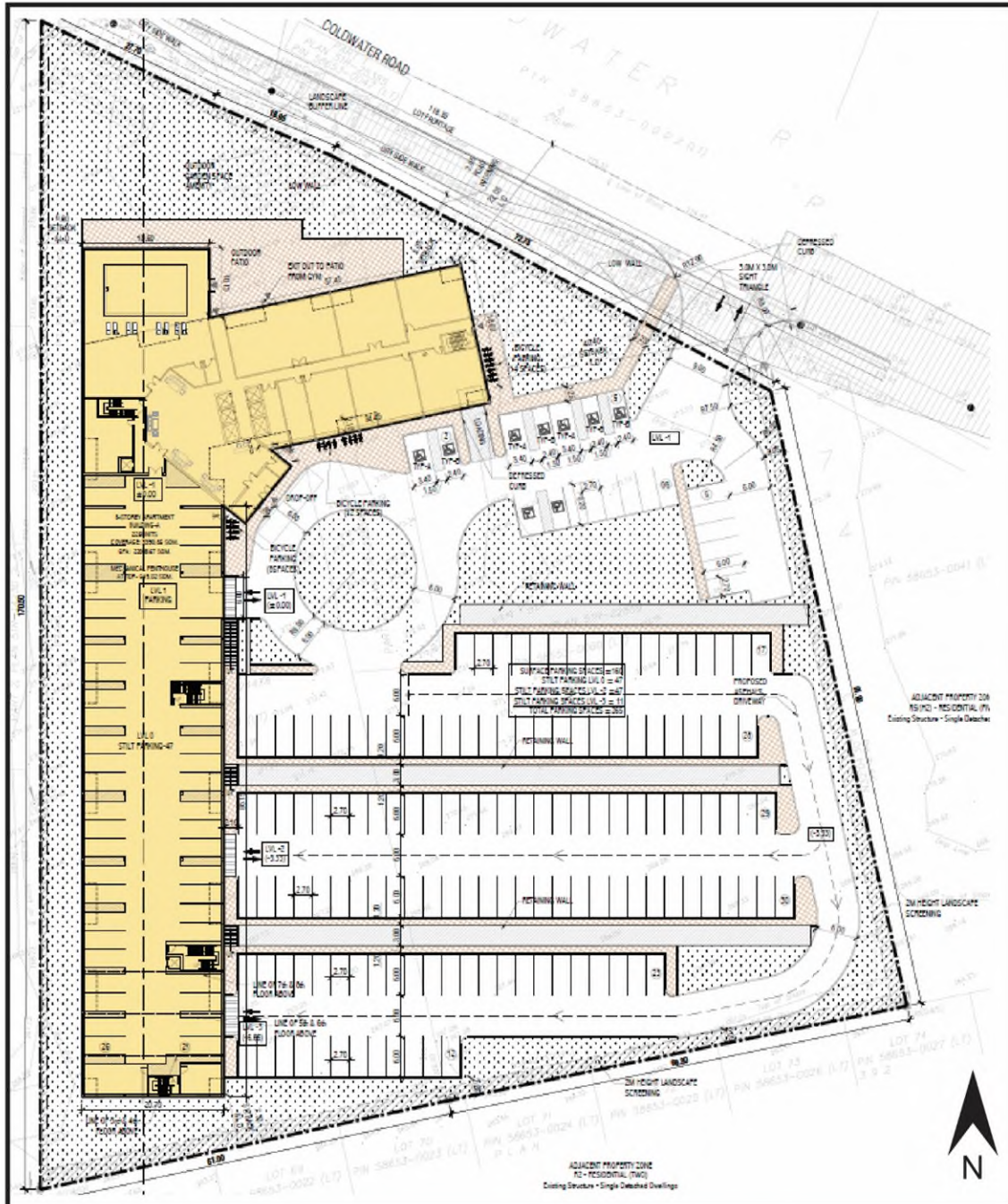
The ground floor entrance includes a vestibule, connecting to the reception area (with office) and lobby at the base of the ground floor. The remainder of the ground floor consists of various common amenities to service the development including a pool, gym, party room, games room, media room and garbage room. A large outdoor garden area is provided to the front of the building, connecting to the large outdoor patio providing an active interface between the building and road. Six (6) elevators and five (5) staircases provide access to the upper levels and are positioned in locations easily accessible for residents throughout the complex.

Floors 2-8 consist of residential units, with one-bedroom one-bathroom, two-bedroom two bathroom and three-bedroom two-bathroom configurations, ranging between 52m<sup>2</sup> (561 square feet) and 109m<sup>2</sup> (1,178 square feet) of living space. Each unit is provided a private balcony. Each residential floor is also provided a locker room and an electrical room. The roof features a mechanical penthouse (649 m<sup>2</sup>) and three large green roof rooftop amenity areas for resident enjoyment.

The proposal will provide a well-designed building façade that will be compatible with, and complement, the streetscape and immediate area. The façade includes variation in materials including brick, stone and siding similar in appearance to built form along Coldwater Road. The ground floor vestibule has a roof over the ground floor entrance, providing protection from the elements. A ground floor setback from floors 2-8 creates a sheltered space at the ground floor level to the exterior of the building, providing weather protection to the perimeter of the building connecting to the main entrance. Staggered building height setbacks are provided at the rear (south) of the building beginning on the third floor, creating a tiered appearance and ensuring compatibility of scale with the existing residential subdivision to the south. This assists in meeting angular plane provisions for shadowing, further discussed in Section 6.3. These concepts are further demonstrated in the Site Plan Drawing shown in **Figure 9** and Elevations accompanying this submission, in Appendix 1 / **Figure 10**.

The proposal will provide a total landscaped area of 35.7% across the site. A low height wall is provided along the northern property line, separating Coldwater Road West from the residential and amenity land uses to the south. Plantings and vegetation provided throughout the site will facilitate a well-designed exterior space. Due to slope of the property southward, retaining walls are provided between the surface parking aisles.

The lands will maintain municipal service provision by the City of Orillia, including municipal water and sewer. The development will be provided private waste collection and snow clearing. Electric, natural gas, and telecommunications infrastructure is available to the site from Coldwater Road West.



**LEGEND**

- |   |                              |   |                  |
|---|------------------------------|---|------------------|
|  | NEW BUILDING                 |  | HANDICAP PARKING |
|  | ASPHALT                      |  | MAIN ENTRANCE    |
|  | LANDSCAPE                    |  | OVERHEAD DOOR    |
|  | CONC. PAVEMENT, 150MM RAISED |  | BARRIER CURB     |
|  | LANDSCAPE BUFFER             |   |                  |

**Figure 9  
SITE PLAN DRAWING**

Source: nArchitecture

Drawn By: TK

File: 21-1042

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Figure 10  
**ELEVATION DRAWINGS**  
 Source: nArchitecture  
 Drawn By: TK | File: 21-1042  
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### 3.2 ZONING BY-LAW AMENDMENT APPLICATION AND REVIEW

The subject lands are currently zoned R5i(H2) under the City of Orillia Zoning By-law 2014-44, which permits apartment buildings. To facilitate the development as proposed, a site-specific Zoning By-law Amendment is required to implement three (3) special provisions to the current zone. The application seeks to rezone the property from 'Residential Five Intensification Hold Two' (R5i(H2)) to 'Residential Five Intensification with Special Provisions' (R5i) (SP-XXX). Please refer to **Appendix 2** for copies of the draft Zoning By-law Amendment Text and Schedule.

**Table 1** below demonstrates the zoning provisions achieved within the proposal, with deficiencies highlighted in yellow.

**Table 1:** Residential Five Intensification (R5i) Zoning Matrix for the City of Orillia Zoning By-law 2014-44. Special provision areas are highlighted in yellow.

<b>RESIDENTIAL FIVE INTENSIFICATION (R5i) ZONING MATRIX</b>		
<b>PROVISIONS</b>	<b>REQUIRED</b>	<b>PROVIDED</b>
<b>LOT AREA (MIN.)</b>	1,000.0 m <sup>2</sup>	15,426 m <sup>2</sup>
<b>LOT FRONTAGE (MIN.)</b>	30.0 m	118.35 m
<b>LOT COVERAGE (MAXIMUM)</b>	60%	22.49%
<b>FRONT YARD (MINIMUM)</b>	2.5 m	5.05 m
<b>INTERIOR SIDE YARD (MINIMUM)</b>	6.0 m	40.40 m (east), 6.0 (west)
<b>REAR YARD (MINIMUM)</b>	7.5 m	7.5 m
<b>BUILDING HEIGHT (MINIMUM)</b>	6.0 m	28.35 m
<b>BUILDING HEIGHT (MAXIMUM)</b>	12.5 m	28.35 m
<b>LANDSCAPED OPEN SPACE (MINIMUM)</b>	40%	35.7%
<b>LANDSCAPED BUFFER AREAS: MULTIPLE RESIDENTIAL LOTS CONTAINING 5 OR MORE PARKING SPACES</b>	2.0m (abutting residential or open space zone)	2.0m
	1.0m (abutting any other zone or use)	1.0m
<b>SNOW STORAGE AREAS</b>	113.0 m <sup>2</sup> (2% of parking areas, loading spaces, private streets and driveways)	>113.0 m <sup>2</sup>

<b>PARKING REQUIREMENTS (Table 6.1)</b>	338 spaces (1.5 spaces per dwelling, including 9 barrier-free (4 Type 'A' and 5 Type 'B'))	265 spaces (1.18 spaces per unit, including 9 barrier-free (4 Type 'A', 5 Type 'B' barrier-free)).
<b>BICYCLE PARKING</b>	34 spaces (1 space / 10 parking spaces)	34 spaces

Statements of rationale for the requested provisions are provided below.

**Increased building height:**

The development proposes a building height of approximately 29m whereas 12.5m is the maximum height permitted in the respective zone.

The lands are ideally positioned within the City near major commercial amenities, close to the Highway 11 interchange, multiple public transit routes, active transportation routes, and sited near community services, parks, and schools. All of these factors serve to make this an excellent location for an 8-storey building.

The development proposal seeks to introduce a building designed with a height of 8 storeys, providing a density of units and built form consistent with the intent of intensification areas within the City. As outlined in the City of Orillia Official Plan, development in the "Intensification Area" designation shall be 2-8 storeys in height per Section 3.3.6.4 (c), subject to angular plane provisions. In this case, an angular plane is required given the adjacent 'Stable Neighbourhood' lands to the south; 45 degrees at 7.5 m above the property line (ii). This is also iterated in the City of Orillia Zoning By-law Section 15.7.1. Staggered building heights provided on the southern portion of the residential building will create a gradual stepped increase in height, adjacent to low density residential land uses to the south. This will reduce visual impact to the surrounding area and reduce emphasis on the overall height.

In constructing the 8-storey building as proposed, the development will be in alignment with the policies of the City of Orillia Official Plan for the 'Intensification Area' designation by introducing a

building at a higher density, efficiently utilizing available land within the subject property while maintaining compatibility with the surrounding area with the application of appropriate yard setbacks and building step backs. This is further discussed in Section 6.2 of this Report.

The development also meets the minimum front yard setback requirement, and Coldwater Road provides spatial separation between the building and development across the street, ensuring no height related impacts. All abutting sides of the building are provided appropriate areas of transition to neighbouring land uses. To the east, the parking area provides additional buffering between the building and the cemetery site, with minimum east side yard of 40 metres. To the west, the church parking lot provides further buffering to the building, which meets the minimum interior side yard setback of 6m.

The nature of the land uses directly abutting to the north, east, and west, and the building setbacks provided to them, ensure that the proposed building height of 29m will not cause concerns related to shadowing or privacy, and will achieve compatible scale and land use. This is achieved while maintaining the intent of the Official Plan regarding intensification areas and providing a significant supply of housing in an efficient built form. A Shadow Study has been prepared by nArchitecture, and the document is submitted under separate cover. The study covered March 21<sup>st</sup>, June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup> and demonstrates that there are negligible shadowing impacts on adjacent properties.

Based on the above considerations, the proposed building height is reasonable and appropriate for the area.

#### **Reduced landscaped open space area:**

The required landscaped open space for the respective zone is 40%, whereas the proposal provides 35% of landscape open space coverage across the site.

Despite the minor deficiency, the proposal is anticipated to maintain the objectives of providing landscaped space within a development. The proposal meets the Landscaped Buffer Area and Landscaped Screening Strip requirements outlined in Table 5.2 of the City of Orillia Zoning By-law. The development will effectively screen and provide a buffer between adjacent land uses, as

per the intent of the requirements. The 35% landscaped open space coverage provides sufficient space to accommodate a variety of deciduous trees, coniferous trees and shrubs/perennials to border the site, frame the building and define the parking areas. For details, please refer to the Landscape Plan prepared by MSLA, submitted under separate cover.

Sufficient landscaped space is provided throughout the site in optimal locations to accommodate snow storage, screen surface parking and allow for rainwater infiltration. Further, the proposal includes the provision of a substantial amount of green roof area. This will contribute outdoor amenity space within the complex to supplement that which is provided on the ground and will meet the general intent and purpose of the landscaped area provision. The inclusion of a green roof has been well received by the City Staff in the pre-consultation process and this inclusion is further discussed in Section 6.2 of this Report.

In addition to the 35% landscaped open space provided, the development provides a substantial amount of both outdoor and indoor amenity space. Outdoor amenity spaces include green rooftop amenity, ground level outdoor garden space, and ground level outdoor patio. Additionally, the building features a pool area, gym, party rooms, games room and media room. All of these spaces more than make up for the small reduction in landscaped open space requested.

For these reasons, the proposed reduction in landscaped open space as defined by the Zoning By-law is well justified and appropriate.

### **Reduced parking ratio:**

The proposal provides a total of 265 parking spaces (1.18 per unit) whereas 338 are required (1.5 per unit) based on the 225 residential units proposed. A Parking Justification Study has been prepared by nEngineering and is submitted under separate cover. nEngineering investigated the parking demand using a proxy site with similar conditions within 4 km of the proposed development. The results indicated that the proposed number of parking spaces as the per site plan will satisfy the parking demand anticipated.

The parking as provided is anticipated to adequately serve both residents and visitors of the development. The design of the proposal as provided best utilizes the available land with priority

given to good urban design and site functionality. The parking provided spans most of the space to the rear and east, sited away from the road and screened with the building, a low height wall, and areas of landscaping. The proposal further meets design policies in accommodating stilt parking within the ground floor interior of the building, which is encouraged for higher density forms of development. There will be 9 barrier free spaces provided, meeting the requirement of the Zoning By-law.

The subject lands maintain good connectivity with surrounding transportation options alternate to private vehicle use, including active and public transportation options. The lands are situated along an existing and proposed bicycle route and are adjacent to two Orillia bus transit lines, further described in Section 2.0. The proposal will further connect the municipal sidewalk along Coldwater Road West with internal pedestrian walkways throughout the site and provides for bicycle parking in three convenient areas.

The proposed reduced parking ratio of 1.18 spaces per unit is reflective of an intensification area, where other modes of transportation are available, and their use is encouraged. A reduced need for parking can be supported by the 'Intensification Area' designation, in which objectives seek to encourage development that is supportive of transit and active transportation (Section 3.3.7.1). In terms of walkability, the lands are conveniently located near a variety of neighbourhood services within a 1km radius, including schools, pharmacies, grocery stores, restaurants, and banks.

A reduction in the required spaces is reflective of the central location of the site, its design to reduce reliance on the car, and the alternative modes of transportation available including walking, cycling and public transit. To this end, the development provides bicycle parking facilities for 34 bicycles, supporting alternative modes of travel.

Given the above, the deficiency in parking provided is justifiable based on contextual land factors and applicable local policy.

## 4.0 PRE-CONSULTATION AND SUBMISSION MATERIALS

A pre-consultation meeting was held with the City of Orillia on May 4, 2021, in which planning comments were received and a list of required studies were provided by the Development Services and Engineering Department. Below is a summary of completed documents which were identified by Planning Staff as being required for submission of Zoning Bylaw Amendment and Site Plan Approval applications, in addition to a Planning Justification Report:

### Zoning By-law Amendment Application:

- Site Plan and Elevations
- Archaeological Assessment
- Parking Needs Study
- Functional Servicing Report
- Traffic Impact Study
- Hydrogeological Study
- Shadow Study

### Site Plan Approval Application:

- Lighting Plan and Photometric Analysis
- Landscape Plan and Details
- Construction Mitigation Plan
- Entrance Analysis
- Site Grading Plan
- Site Servicing Plan
- Erosion and Sediment Control Plan
- Drainage Area Plan
- Geotechnical Report
- Stormwater Management Report
- Waste Survey Report

## 5.0 LAND USE COMPATIBILITY BRIEF

The proposal consists of an eight-storey residential building of a high density-built form. Pre-consultation comments received indicated that the proposed development must be compatible with the adjacent neighbourhood, in a manner that enhances the established community without having adverse impact on surrounding properties. As provided in the City of Orillia Official Plan,

compatibility of the development does not directly imply similarity to existing buildings in the vicinity, but in enhancing the area in a complementary manner.

The subject lands are in a mixed-use area, and within a block of lands zoned 'Intensification Area' in Schedule 'A' of the City of Orillia Official Plan. With respect to land use, the development will demonstrate consistency of objectives for low to high density residential land use as outlined in the City of Orillia Official Plan. The proposal will be in conformity with applicable land use objectives and compatible with properties to the north, south, east, and west.

Lands to the south are designated 'Stable Neighbourhood' (zoned 'Residential 2'), and lands to the east are 'Parkland and Major Open Space' ('zoned Open Space 2'). The residential land use proposed will keep with the mixed land use nature of the area and aligns with the intent of the intensification area designation. The lands will be compatible in terms of use with the residential land uses to the north and south, while being complementary to the institutional establishment to the west. The proposed residential development will respect the cemetery land use to the east, as the residential building has been sited to the opposite side of the lands. In mitigating impacts of traffic from Coldwater Road West, a low height wall has been proposed to separate land uses of public and private open spaces along the northern property line.

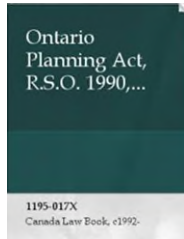
It is anticipated that the development will enhance the surrounding community while providing a high quality and well-designed built form to the area which is consistent with intensification objectives. The structure of the residential building will accommodate angular plane provisions, resulting in a compatible building envelope that is staggered in floor step backs as demonstrated in the Site Plan, floorplans and elevations in Appendix 1.

Due to the nature of a higher built form, more residential units can be accommodated which will connect residents with the neighbourhood amenities that are conveniently close by and accessible, contributing to a complete community within the area. The materials and design of the building will be of high quality and visually compatible with the surroundings, further shown in the elevations provided in Appendix 1. Consistency with design policies contained in the City of Orillia Official Plan is further described in Section 6.3.

## 6.0 PLANNING POLICY AND ANALYSIS

This Section will outline the applicable planning policies relevant to the proposal. Each subsection will review applicable planning documents for relevant policies and provide associated justification for the application's alignment.

### 6.1 PLANNING ACT



The Planning Act (“The Act”) is provincial legislation that establishes the ground rules for how land uses are controlled, and by whom. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial framework focused on provincial interests and fairness. The policies, as set out in Section 2 of The Act, inform the Provincial Policy Statement (PPS), Growth Plan, and other matters of provincial interest, ensuring consistency with the PPS. Provincial interest regarding planning activities set in this Section include:

- Protection of natural areas and features;
- Protection of agricultural resources;
- Efficient use of energy, water, transportation, sewage systems;
- Minimization of waste;
- Development of safe, healthy and accessible communities that provide access to educational, social, cultural and recreational facilities;
- Adequate provision of a full range of housing;
- Promotion of development that is transit supportive, well designed and sustainable; and
- Mitigation of greenhouse gas emissions and adaptation to climate change.

The proposed development supports the preservation of the natural environment and agricultural resources by directing a large supply of residential units to the built-up area of an urban settlement area through intensification. Efficient use of land, energy, servicing infrastructure and transportation is achieved through the compact built form provided with the multi-unit building. Development of a healthy and safe community is achieved by maximizing common areas for recreation, socialization, and passive surveillance. The development would be ideally sited near amenities for everyday living including grocery stores, parks and schools, and is fully accessible for people with disabilities. Provincial and municipal growth and intensification targets would be supported with the provision of 225 new residential units providing a range of sizes and price points. Environmental sustainability and climate change mitigation is enhanced with the provision

of transit supportive densities, pedestrian and cycling infrastructure, green roof, and energy efficient design.

For the reasons outlined above, the proposed development adheres to the Provincial interests as set out in the Planning Act.

## 6.2 PROVINCIAL POLICY STATEMENT (2020)



The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS directs land use patterns to be based on the provision of sufficient land for a full range of uses in areas which have the existing or planned infrastructure to accommodate them. The PPS has been reviewed relative to the proposed applications and associated development concept with emphasis placed on the following sections:

- Section 1.1: Managing and Directing Land Use
- Section 1.4: Housing
- Section 1.5: Open Space
- Section 1.6: Infrastructure and Public Service Facilities
- Section 1.7: Long-Term Economic Prosperity
- Section 1.8: Energy Conservation, Air Quality and Climate Change

Section 1.1.1 focuses on sustaining healthy, liveable communities by promoting efficient, cost-effective development and land use patterns, providing a range of housing options and affordable housing, transit supportive development, intensification, and infrastructure planning. This Section also looks to minimize land consumption and servicing costs. Further, development is encouraged to prepare for the impacts of climate change.

- Due to the nature of development on an otherwise vacant lot in an established mixed-use area, the proposal will promote efficient development and make the best use of the land. The proposal will introduce multi-unit housing in the form of an eight-storey residential building, introducing condominium dwellings to the area. In providing one to three-bedroom residential units, this will create more affordable 'missing middle' housing that is currently in short supply. The proposal further constitutes transit supportive

development, in being well connected to a multi-modal transportation network. The provision of a green roof will assist in climate change adaptation.

It is provided in Section 1.1.2 that land is to be made available to meet projected needs for up to 25 years, by way of intensification and redevelopment within settlement areas.

- The residential proposal will contribute to a variety of land uses in the area and provide additional residential units by way of intensification in a settlement area, meeting this policy.

As per Section 1.1.3, settlement areas must be the focus of growth and development. Further provided in Section 1.1.3.2, development shall efficiently use land, resources and infrastructure, prepare for the impacts of a changing climate, and support active transportation and transit.

- The subject lands are within the built boundary of a settlement area, established as a Primary Settlement Area in the Growth Plan. The proposal will be consistent with this policy in achieving an efficient use of land and resources, as well as optimizing the use of existing infrastructure, public service facilities and active transportation methods. This is due to the compact nature of the development, and its location within a well connected and mixed-use area.

Provided in Section 1.1.1.3, planning authorities are to identify and promote opportunities for development that is transit supportive, provides a range of housing options and housing supply through intensification, with consideration of the availability of infrastructure and public service facilities. Section 1.1.3.4 further states that development standards are to be promoted that facilitate intensification and redevelopment, while avoiding risks to public health and safety.

- As per Section 1.1.3.3 and Section 1.1.3.4, the development will be in accordance with the City of Orillia and municipal development initiatives by promoting transit supportive and municipally serviced development through intensification that will provide additional housing options and choices to the area and City as a whole.

Section 1.4 provides policy on Housing. Section 1.4.1 details the requirement to provide an appropriate range and mix of housing to the regional market areas. Part (a) provides that residential growth must be accommodated through residential intensification and redevelopment where able for a minimum of 15 years. Further provided in (b) is the provision of maintaining land

servicing capacity to provide a minimum three-year supply of residential units to facilitate residential intensification and redevelopment.

- Consistent with Section 1.4.1, the proposed residential development will add to the range and mix of housing options in the City of Orillia. The condominium building will assist in achieving residential intensification, minimum three-year unit supply, and in maintaining servicing capacity.

As per Section 1.4.3, planning authorities are to provide a range and mix of housing options, including establishing and implementing minimum targets for affordable to low- and moderate-income households (a), and in permitting and facilitating housing options to meet the diverse requirements of residents through all types of residential intensification (b).

- The applications will contribute to a range of housing options, in providing higher density units that are generally more affordable in comparison to ground-oriented units such as townhomes or single detached dwellings. The unit range accommodates a variety of incomes and household sizes, and the proposed development is also representative of residential intensification.

Provided in parts (c) through (e), planning authorities shall direct housing densities to locations where infrastructure and public facilities are available and support active transportation and transit supportive development. Part (f) states that authorities shall establish development standards for residential intensification and redevelopment, minimizing costs and facilitating compact form.

- New residential units will be serviced by existing infrastructure and transit, consistent with (c). The proposal also provides for a higher density residential structure, best utilizing land, resources and existing infrastructure.

The importance of healthy, active communities is promoted by Section 1.5.1. It is identified that they are supported by meeting the needs of pedestrians, fostering social interaction, and providing a range of open spaces for recreation.

- The development provides a range of common areas to foster social interaction and recreation, including a gym, party room, pool, outdoor patio, and large outdoor garden space. Various other open spaces for landscaping are provided, as is the incorporation of a green roof. The site is well connected with pedestrian pathways which are highly visible, safe, and separate from vehicular travel.

Section 1.6 provides policies for Infrastructure and Public Service Facilities. Section 1.6.6.1 promotes development that optimizes existing municipal sewage and water services. Section 1.6.6.2 details that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

- As per Section 1.6.6.1 and 1.6.6.2, the proposal will focus development in an area that will optimize the use of existing municipal services. For servicing details please refer to the Functional Servicing Report prepared by nEngineering, submitted under separate cover.

Section 1.6.6.7 states that stormwater management practices should be integrated with sewage and water service planning, minimize or prevent increases in contaminant loads and changes in water balance to prepare for climate change and mitigate risk to human health, safety, property and the environment. Development should also maximize the extent and function of vegetative and pervious surfaces.

- The provision of a green roof within the development proposal as shown in the Site Plan in Appendix 1, will meet Section 1.6.6.7, specifically in relation to the provision of green structure for climate change adaptation efforts and stormwater management practices. Additionally, post-development, the site will maintain 35% landscaped open space coverage which is significant for an urban site and will allow for infiltration, contributing to water balance.

Section 1.6.7 promotes the efficient use of existing infrastructure and land use patterns, density and mix of uses which minimize the length and frequency of vehicle trips with the use of transit and active transportation.

- The subject lands will encourage the use of existing transportation infrastructure and connections. The residential development will be provided with convenient access to amenities through active and public transportation, reducing vehicle trips.

Methods to promote long-term economic prosperity are provided in Section 1.7.1. They include encouraging residential uses which respond to market needs and provide a necessary range and supply of housing; optimizing the use of land, resources, infrastructure and public services; and encouraging a sense of place through well-designed built form.

- The proposed development is responsive to the market, providing a large and diverse supply of residential units in one to three-bedroom configurations in what can be described as 'missing middle' housing. Optimization of land, water, sewer and road infrastructure and the public transit system is achieved with the compact nature of the development. Good urban design is applied, facilitating a sense of place with the provision of common areas, building siting, architectural treatments and use of landscaping.

Section 1.8 states policies for Energy Conservation, Air Quality and Climate Change. Section 1.8.1 details that planning authorities shall *support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate* through promoting compact form (a), active transportation and transit (b) and energy efficiency and conservation through design and utilization of green infrastructure (f).

- In keeping with Section 1.8.1, the residential building will be compact in form and transit supportive, representing a high-density development. Active transportation connections are further enabled in the development and in connecting to routes along Coldwater Road West. The provision of a green roof will be consistent with this policy in promoting energy efficiency.

For these reasons, the proposed development is consistent with the goals and objectives of the Provincial Policy Statement.

### 6.3 PLACES TO GROW: GROWTH PLAN FOR THE GOLDEN HORSESHOE (2020)



The Growth Plan for the Greater Golden Horseshoe builds on the PPS and other Provincial Plans to inform growth and development to support economic prosperity, environmental protection, prosperous communities and guides subsequent land use policies. The City of Orillia is a Primary Settlement Area within the Plan (Schedule 8), Simcoe Sub-area (Schedule 8) and possesses a Delineated Built-Up Area (Schedules 2 and 4). The following applicable sections

of the Plan will be discussed in relation to the proposal:

- Section 1.2.1: Guiding Principles

- Section 2.2.1: Managing Growth
- Section 2.2.2: Delineated Built Up Areas
- Section 2.2.6: Housing
- Section 3.2.3: Moving people
- Section 3.2.6: Water and Wastewater Systems
- Section 3.2.7: Stormwater Management
- Section 6.3: Managing Growth
- Schedule 3: Population and Employment Forecasts

Guiding principles of the Growth Plan are identified in Section 1.2.1. They include supporting the achievement of complete communities; prioritizing intensification and higher densities; and supporting a range and mix of housing.

- The realization of a complete community would be supported with the provision of various common amenity spaces within a residential complex which is accessible and near all daily needs. The development also provides a large supply and range of residential units within a high density building that facilitates intensification.

Section 2.2.1.2 in the Growth Plan states the need for growth to be directed to settlement areas that have delineated built boundaries, existing infrastructure and can support complete communities in parts (a) through (c).

- The subject lands are located within the City of Orillia 'Built Boundary' in Schedule 'A' of the City of Orillia Plan and are located within a Primary Settlement Area. The proposal meets policy contained in Section 2.2.1.2, in directing growth to the subject lands that are connected to existing infrastructure including municipal services and transportation.

Section 2.2.1.4 further indicates that complete communities will be achieved through a mix of land uses with convenient access to services and amenities, provision of a mix of housing options and affordable housing for all household sizes, incomes and stages of life, providing access to transportation options, public service facilities and publicly accessible open spaces and recreational outlets (a)(b-d).

- In achieving complete communities, the proposal will contribute to the mixed-use area through residential development and in providing access to local amenities. The residential build will add to a range of housing options in the area for a greater variety of household incomes. Due to the nature of the location, the development will facilitate

convenient access to multiple transportation options, including active transportation routes. Indoor and outdoor amenity areas are provided, for the enjoyment of residents.

Additional guidance contained in Section 2.2.1.4 includes: providing a more compact built form and vibrant urban realm; mitigation and adaptation to climate change; contribution to environmental sustainability and integrating green infrastructure and low impact development.

- The built form is high density and will facilitate compact development, inclusive of the provision of green infrastructure. A vibrant urban realm will be fostered through the provision of various common use spaces.

Section 2.2.2 directs the City of Orillia to accommodate a minimum of 50 percent of all new residential development within the delineated built-up area as detailed in part (a).

- In accordance with the above, the development will allocate 225 residential units to the subject lands, contributing to residential intensification targets for delineated built up areas. This can assist in accommodating growth projections of 49,000 people and 26,000 jobs within the City of Orillia by 2051 (Schedule 3).

Section 2.2.6 on Housing promotes diversity in housing choice and the achievement of intensification which is to be implemented at the local level in Official Plans and Zoning By-laws. This includes supporting housing choice to meet intensification targets, diversifying housing options and improving housing stock to meet projected population growth and community needs. This Section further provides that multi-unit residential developments should be considered to provide diversity in choices, and to maintain a minimum three-year supply of residential units, with reference to lands zoned for intensification.

- The proposal will introduce residential dwellings to the lands and contribute to housing targets for the City of Orillia, as provided in Section 2.2.6. This will assist the City in achieving forecasted growth, minimum intensification targets and a range and mix of housing, ultimately diversifying housing stock in the area. Higher density condominium dwellings are compatible with the area and will provide more affordable alternatives to the predominant single detached dwelling. The proposal can contribute to a three-year supply of residential units as needed, on lands appropriately zoned for intensification.

The Plan identifies in Section 3.2.3 that transit investments will be prioritized in areas which achieve higher residential densities that support the efficiency and viability of such service.

- These applications would facilitate residential intensification along an intensification corridor currently served by transit. The additional residents would provide increased ridership and tax base to bolster existing services and ensure long-term viability.

Per Section 3.2.6, municipalities should generate sufficient revenue to recover the full costs of providing municipal water and wastewater services. Opportunities for optimization and improved efficiency within existing systems will be prioritized, serving growth which contributes to the intensification targets.

- Existing water and sewer infrastructure along Coldwater Road would see increased efficiency of operation and be financially supported by the proposed residential intensification and additional tax base which comes with it.

Section 3.2.7 requires that large scale proposals by site plan be supported by a stormwater management plan that protects water quality and quantity; incorporates an integrated treatment approach to minimize flows; includes LID practices and green infrastructure; and minimizes sediment, erosion and impervious surfaces.

- A servicing and stormwater management report addressing the above has been prepared by nEngineering and is submitted under separate cover.

It is described in Section 6.3 Managing Growth, that municipalities will identify primary settlement areas, plan to support the achievement of complete communities, and ensure high quality urban form and transit supportive development in these areas.

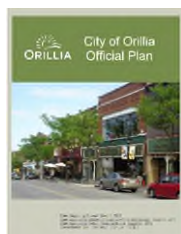
- The development is consistent with Section 6.3 in allocating growth to support the achievement of complete communities, and maintenance of high-quality urban form that is in an optimal location connected to transit. Further, Orillia is a Primary Settlement Area.

Schedule 3 of the Growth Plan identifies that the City of Orillia is projected to reach a population of 49,000 by the year 2051.

- These applications seek to facilitate the provision of 225 new residential units within the built boundary of Orillia on lands identified for residential intensification, helping to accommodate forecasted growth.

For these reasons, the proposed development complies with the goals and objectives of the Growth Plan for the Greater Golden Horseshoe.

#### **6.4 CITY OF ORILLIA OFFICIAL PLAN (Consolidation 2021)**



The City of Orillia Official Plan provides guidance for future growth and development in the City to the year 2031. The Official Plan directs the responsibilities of local government and provides a vision of what future change will look like within the City. The Official Plan strives to encourage the creation of a complete community, sense of belonging and adherence to the unique character of the City's strong cultural and heritage characteristics. The lands are currently designated 'Living Area - Intensification Area' in Schedule 'A' of the City of Orillia Official Plan.

The following applicable sections of the Plan will be discussed relative to the development proposal:

- Section 1.2: Vision
- Section 2.0: Principles
- Section 3.3: Living Area
- Section 4.5: Wellhead Protection Areas & Intake Protection Zones Overlay
- Section 4.7: Lake Simcoe Watershed
- Section 5.0: Heritage Policies
- Section 6.1: Transportation
- Section 6.2: Stormwater Management
- Section 6.3: Water and Sanitary Services
- Section 7.1.5: Site Plan Control

Orillia's vision is explained in Section 1.2, which promotes housing choices that meet the needs of all people throughout their life; beautiful neighbourhoods; green spaces and recreation facilities that facilitate active, healthy living; a strong economy; and urban design that is inspiring.

- In accordance with the above, the proposed development provides a significant supply and range of residential units of various sizes to accommodate a diverse population of different ages, incomes, lifestyles, and household sizes. The development provides a large consolidated garden area at ground level, green roof areas and common gym for

the enjoyment of residents. A high standard of architectural design is achieved through building massing, form, and material choice.

Principles of the plan are outlined in Section 2.1, and they include managing growth in a responsible and efficient manner; promoting a complete community; and ensuring environmental sustainability.

- Growth is proposed to be directed in a compact and efficient manner in the form of a high-density condominium building within an identified intensification area, supporting environmental sustainability. The development supports a complete community with the provision of various common facilities and spaces within the complex, and with the site's proximity to schools, employment, commercial and food establishments.

The City's policies for the Intensification Area Designation are provided in Section 3.3.6. Within Section 3.3.6.1, it is stated that this designation encourages development at a higher density that is transit supportive. Permitted uses within the designation include stand-alone multiple-unit buildings as described in Section 3.3.6.2.

- The development proposed is a high-density built form, consisting of eight storeys. Connectivity to transit is supported by being situated along multiple public transit lines. The proposal will facilitate a condominium development, consistent with Section 3.3.6.2.

Objectives of the Living Area designation are listed in Section 3.3.2. They include protecting and enhancing the character of existing residential areas; promoting higher density, transit supportive development in appropriate locations; and encouraging a range of housing in environmentally sustainable designs.

- The development remains compatible with its surrounding context through the application of substantial setbacks and step-backs while providing compact, efficient and sustainable growth within an intensification area, where it is promoted. A range of residential units are provided at a transit supportive density.

Regarding housing affordability, Section 3.3.3.2 explains that it can be achieved by promoting higher density housing forms which reduce per unit land and construction costs.

- A compact, efficient and cost-effective development is provided in the form of a condominium building, reducing per unit land and construction costs, providing housing at lower price points relative to ground-oriented housing.

Section 3.3.3.7 directs that apartment buildings within the Living Area designation be located at highly accessible locations near existing or planned transit, and community and commercial facilities.

- The site is situated with direct access to existing transit routes along Coldwater Road, and is in proximity to area parks, schools, and commercial destinations.

Per Section 3.3.6.1, the Intensification Area designation represents locations targeted for intensified development. The Plan promotes higher density, transit supportive proposals. As outlined in Section 3.3.6.2, permitted uses in the Intensification Area designation include stand-alone multiple-unit buildings.

- In line with the above, the development consists of a stand-alone multi-unit residential building at a density which is transit supportive.

Section 3.3.6.4 details development policies for the land use designation. Permitted uses are subject to Site Plan Control, and all new development must be compatible with the surrounding context.

- The applicant is proceeding with concurrent submissions for Zoning By-law Amendment and Site Plan Control. Compatibility is achieved through material choice, building form, setbacks and step backs.

With respect to height, all buildings in this designation are to be 2-8 storeys in height, subject to the following angular plane provisions:

- i) *Where a new development abutting a property line within the 'Stable Neighbourhood' or 'Downtown Shoulder' designations, an angular plane shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of a building; and,*
  - As the subject lands border a 'Stable Neighbourhood' designation to the south, an angular plane has been implemented accordingly with lower built forms. The proposal meets angular plane provisions given. The building meets height provisions within the land use designation of a proposed eight storeys.

- ii) *Where a site abuts any property line within the ‘Stable Neighbourhood or ‘Downtown Shoulder’ designation, a 45 degree angular plane shall be established at a point 7.5 metres directly above the abutting property line.*
- The building features a height of eight storeys and the angular plane requirements have been met in this proposal.

Provided in (f) of Section 3.3.6.4 is the requirement that parking lots shall not be located in the front yard.

- Residential and visitor parking will be appropriately allocated to the side yard, as indicated in (f). This will reduce visual and traffic impositions on Coldwater Road West. Surface parking areas are well screened from Coldwater Road by the building, a low height wall and areas of landscaping in the form of trees and shrubs.

Living Area design Objectives identified in Section 3.3.7.1 include enhancing liveability and appeal of the community through high quality design, layout and appearance. The fundamental basis of the Living Area urban design objectives is to create a built environment which provides *visual diversity, interest and beauty, sensitive integration of new development with existing development, and a transit supportive and pedestrian/cycling-oriented development pattern.*

- In accordance with Section 3.3.7.1, the proposal includes architectural style and materials such as brick, stone and siding that will create visual diversity and interest, demonstrated in the Elevations. Compatibility has been raised as a key factor for the development by City staff, and has been considered throughout the design process, resulting in the current design. Based on the Land Use Compatibility Brief provided in Section 5.0 and analysis of design policy in this Section, it is anticipated that the proposal will be compatible with the area and complement surrounding land uses through compact built form. The lands are well connected to both transit and active transportation networks, and they are further situated near neighbourhood amenities, reducing vehicle trips.

Section 3.3.7.4 provides the following applicable design policies for all buildings:

- a) *An appropriate range of housing types and tenures should be provided to make a variety of housing options available to the community.*
- The proposal includes multi-unit dwellings, providing variation from the predominant single detached form of dwelling offered in the area. The units are provided

1-3 bedrooms and range in size from 52m<sup>2</sup> (561 square feet) and 109m<sup>2</sup> (1,178 square feet) of living space.

b) *The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.*

- In constructing compact built form with the provision of a green roof, the proposal incorporates principles of sustainable development and energy and resource efficiency through the high-density build.

c) When considering building forms, development which results in extensive loss of sunlight to adjacent land uses shall be discouraged.

- A Shadow Study has been prepared by nArchitecture and accompanies this submission under separate cover. The study covered March 21<sup>st</sup>, June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup> and demonstrates that there are negligible shadowing impacts on adjacent properties.

e) *New commercial, institutional, industrial and apartment buildings shall be encouraged to incorporate a 'green-roof' into the design of a building.*

- A green roof has been proposed in the design of the building, which has been deemed favourable and supported by City staff throughout the pre-consultation process.

f) *New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue, adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.*

- Building siting on the subject lands has been done to avoid adverse impacts on adjacent properties. The residential building will not be directly adjacent to the cemetery or church building located to the east and west of the lands, while Coldwater Road provides separation from uses across the street. Step-backs in height at the rear provide transition and angular plane to the neighbourhood to the south, which features deep backyards with extensive vegetation.

*h) Development should be designed to support public transit and, for reasons of public safety and convenience, primary building entrances to principal buildings should be clearly visible, direct, with minimum changes in grade and located on a road or onto public open spaces.*

- The development is situated alongside multiple public transit stops. The main entrance to the building faces the parking area, is highly visible from the parking area and is connected to the internal walkway provided.

*i) To enhance the quality and safety of the public streetscapes, the development of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.*

- In accordance with (i), the surface parking is provided to the rear/side of the building, reducing any negative implications onto the public realm of adjacent municipal sidewalks and Coldwater Road West.

*j) For multiple-unit buildings, townhouses and apartment buildings, in order to reduce the impact of surface parking and to provide at-grade amenity areas, the provision of structured or underground parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking shall be encouraged to be located to the rear of principal buildings.*

- Consistent with part (j), the development proposal has included three levels of stilt parking within the building. Additional surface parking has been provided to the side/rear which is screened from Coldwater Road by the building, a low height wall and extensive landscaping. Further, the natural site grading further lends itself to screen parking in the rear as the property slopes toward the south.

Section 3.3.7.4.4 provides policies for apartment buildings and communal housing, described below:

*a) Apartment buildings and communal housing should be oriented to the front of the road, with a minimum setback.*

- Consistent with (a), the residential building has been situated 5.05m back from Coldwater Road West, oriented towards the road.

b) *Permanent parking, loading and service areas shall be located in side or rear yards and set back from the front façade of the building.*

- Permanent parking has been located in the rear/side yard.

c) *A visitor drop-off area should be located at the front of the building.*

- The visitor drop-off area is located at the front entrance, to the rear of the portion of the building facing Coldwater Road West.

d) *Rooftop mechanical equipment should be screened from view with materials that are complementary to the building or through architectural features.*

- In accordance with this policy, mechanical equipment has been screened from view in a mechanical penthouse featuring complementary building materials.

e) *Where an apartment building is part of a private complex and/or condominium project, parkettes or other outdoor amenity areas shall be provided. An outdoor amenity area shall generally be centrally located and shall be of sufficient size to support the creation of a gathering place for residents of the development. Outdoor amenity areas should be connected to a sidewalk to facilitate access.*

- Outdoor amenity areas have been provided, including a patio sited to the front of the building, and with the provision of a green roof. Please refer to the Landscape Plan submitted under separate cover. Further, the amenity areas are provided separate from any snow storage areas and connected to pedestrian walkways.

Section 3.3.7.5.1 states the following General Residential Siting Policies:

c) *The front façade wall should be sited close to the front lot line where possible, in keeping with permitted zoning. Entry doors should be visible from the road.*

- The front façade wall of the building fronts Coldwater Road West, close to the front lot line. Entry doors are located to provide accessibility from the parking lot and pickup/drop-off area.

e) *Site design shall minimize disruptions to traffic flow and to maximize safety and attractiveness of Arterial/Collector Roads, individual direct vehicular access shall be minimized, and in some cases prohibited.*

- The development provides a single driveway access to minimize disruption to Coldwater Road. The Traffic Study prepared by nEngineering demonstrates the level of service of nearby intersections will remain acceptable should the site develop. This report also included a site distance review for the proposed access driveway, confirming it will operate safely.

The subject lands are adjacent to a property designated 'Parkland and Major Open Space' to the east, in the form of a cemetery. As such, the lands are subject to policies under 3.3.7.5.2 Priority Lots. Part (a) states that building design on these lots should be of high architectural quality and create an attractive streetscape. Within these lots, the front, side and rear elevations are to be highly articulated, where side and rear elevations are to use materials that are consistent with front elevations.

- The design and elevation of the proposal maintain high quality architectural design and materials, in which compatibility is maintained to the adjacent property to the east. All sides of the building will be finished similarly to the front, as can be seen in the elevations submitted under separate cover.

Policies for lighting are provided in Section 3.3.7.7. Lighting is essential to ensure safe pedestrian movements and comfort. Exterior lighting must be LED or equivalent energy efficient technology; be dark skies friendly; be pedestrian scaled and emphasize the built form and landscaping.

- Please refer to the Photometrics Plan prepared by Jain Consultants, submitted under separate cover.

Section 3.3.7.8 Design Policies for Public and Private Parking Areas details that winter maintenance is to be considered for the design of surface parking lots (b).

- Consistent with this policy, snow storage areas have been provided throughout the site and they meet the 2% provision in the Zoning By-law, further shown in the Site Plan in Appendix 1.

Section 4.7 Lake Simcoe Watershed provides policy relevant to land located in this area. The subject lands are located within the Lake Simcoe Watershed Boundary as shown in Schedule 'F' of the City of Orillia Official Plan. Part (v) states that an application for a major development is to be accompanied with a Stormwater Management Plan that meets criteria i-vii.

- The criteria for (v) and (w) detailing stormwater runoff volume and pollutant loading reduction has been met, described in the enclosed Servicing and Stormwater Management Report prepared by nEngineering. Discussion of the Lake Simcoe Protection Plan is provided in Section 5.5 of this Report.

Section 4.5 details policies for the Wellhead Protection Areas & Intake Protection Zones Overlay. The subject lands are located within a Wellhead Protection Area (C1) (10 years) (Schedule 'F'). The proposal does not constitute a prohibited use, detailed in 3.5.2 Policies. According to (b), for a Site Plan Control process, the design of impervious surfaces should incorporate measures of low impact design and appropriate site grading.

- Water quality and quantity controls and related site grading plans are detailed in the Servicing and Stormwater Management Report prepared by nEngineering.

Heritage policies are detailed in Section 5.0 of the Official Plan. Per Section 5.3(a), all new development must have regard for cultural heritage resources. Per Section 5.4, an archaeological assessment may be required for development applications where substantial site alteration is proposed. Further, any resources found must be removed, documented and preserved before development is permitted.

- A Stage 1 and 2 Archaeological Assessment was completed by Amick, and the full report has been submitted under separate cover. No archaeological sites or resources were found during the Stage 2 survey of the study area. The report was submitted to the Ministry and deemed compliant.

Transportation objectives are provided in Section 6.1.2. They include promoting multi-modal access throughout the City and encouraging active lifestyles; providing safe routes for pedestrians and cyclists; and achieving development patterns which support public transit.

- The development provides transit supportive densities in a compact urban form with bicycle storage facilities and pedestrian infrastructure located throughout the site. Coldwater Road is serviced by transit and features bike lanes for multi-modal travel, and the development provides direct connectivity to those bike lanes and the municipal sidewalk.

Section 6.2.3 Stormwater management part (a) states that applications for Site Plan Control for development with impervious areas equal to or greater than 500m<sup>2</sup> shall be accompanied by a Stormwater Management Plan, meeting criteria provided in i-vi.

- In accordance with the above, a Stormwater Management Plan was prepared by nEngineering, submitted under separate cover.

Section 6.3.2 states that all new development is to be connected to municipal sewer and water systems with consideration of capacity, and the use of existing infrastructure shall be optimized.

- Consistent with this policy, the development will be connected to full municipal water and sewer services, optimizing the use of existing infrastructure along Coldwater Road West.

The Official Plan's site plan control policies are found in Section 7.1.5. During the Site Plan Control process, the City may require an architectural review of the exterior design, scale and building materials. The City also encourages the use of sustainable design techniques including provision of bike racks, trees and shrubs.

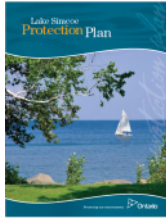
- A complete architectural package has been prepared for submission and review by the City, including site plan, floorplans and elevation drawings. Sustainable features have been incorporated, including the provision of bike racks and areas of enhanced landscaping throughout.

As part of submission for Site Plan Approval, the City may also require demonstration that the site and building design addresses massing, conceptual design; the location of vehicular access points and parking; the location of walkways; the provision of lighting and landscaping; the type and location of stormwater and wastewater facilities; and the size and location of snow storage areas.

- All of the above details have been demonstrated through this submission.

For the reasons outlined above, the development proposal complies with the goals and objectives of the City of Orillia Official Plan.

## 6.5 LAKE SIMCOE PROTECTION PLAN (LSPP)



The subject lands are identified to be within the Lake Simcoe Watershed Boundary (Schedule 'C' of the Official Plan) and therefore subject to the policies of the Lake Simcoe Protection Plan. The following Chapters have been reviewed as they relate to the proposal:

- Chapter 3: Aquatic Life
- Chapter 4: Water Quality
- Chapter 5: Water Quantity
- Chapter 6: Shorelines and Natural Heritage

Chapter 3 provides details and policy on Aquatic Life. The proposal will not have impact on aquatic life or the policies 3.1-SA through to 3.5-SA and 3.6-M as the site is located more than 1.6 kilometres from Lake Simcoe.

Chapter 4 includes policy related to Water Quality. The development does not propose settlement area expansion, establishment of a new settlement area or development outside of a settlement area affecting sewage treatment. Further, it does not relate to the development of sewage treatment plants and is therefore not subject to policies 4.1-DP through 4.4-DP. Stated in Policy 4.5-SA, municipalities must prepare and implement a comprehensive stormwater master plan for each settlement area in the Lake Simcoe watershed. In conformity with this policy Section, The City of Orillia Comprehensive Stormwater Management Master Plan was prepared and established in 2016. Consistent with policies 4.6-SA and 4.7-DP, the City of Orillia has detailed stormwater management policies congruent to the specifications within these sections.

Provided in policy 4.8-DP, *an application for a major development shall be accompanied by a stormwater management plan that demonstrates the following:*

- a. consistency with stormwater management master plans prepared under policy 4.5, when completed;*
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;*
- c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*

- d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
- e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.*

Comment: In accordance with this policy, a thorough Stormwater Management Report has been prepared by nEngineering to accompany this submission, demonstrating compliance. The report details water quality and quantity controls, water balance analysis, phosphorus loading analysis and erosion and sediment control practices to be implemented.

Policy 4.20-DP provides the following criteria for site plan agreements:

- a. keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;*
- b. removal of vegetation shall not occur more than 30 days prior to grading or construction;*
- c. put in place structures to control and convey runoff;*
- d. minimize sediment that is eroded offsite during construction;*
- e. seed exposed soils once construction is complete and seasonal conditions permit; and*
- f. ensure erosion and sediment controls are implemented effectively.*

Comment: Consistency with this policy has been detailed in the Erosion and Sediment Control and Construction Mitigation plans prepared by nEngineering.

Policy 5.3 – SA describes the required production and implementation of a water conservation and efficiency plan by the City of Orillia. The proposal is not anticipated to affect the objectives of the Water Conservation and Efficiency Plan implemented in 2014.

Policies 6.32 – DP – 6.35 – DP apply to settlement areas. The proposal will not adversely affect natural heritage features such as lakes, wetlands, riparian areas and valleylands.

For the reasons outlined above, the development remains in compliance with the Lake Simcoe Protection Plan.

## 7.0 CONCLUSION

The applicant proposes the construction of an eight (8) storey multi-unit Condominium Building on lands designated for growth within the City's built-up area. Applications for Zoning By-law Amendment and Site Plan Approval are required to facilitate the development. Special zoning provisions are requested relating to increased height, reduced landscaped open space and reduced parking, reflective of a compact urban environment and residential intensification as encouraged by the Official Plan.

The development proposal will contribute to the intent and objectives of the City of Orillia Official Plan, in alignment with the designation as an 'Intensification Area'. The proposal will introduce a high-density residential development to the area, providing convenient access to nearby amenities including schools, parks, major commercial destinations. The development assists in meeting population growth forecasts and intensification targets while providing range of unit sizes, bolstering Orillia's housing stock and providing an alternative to ground-oriented housing a compact and efficient built form. The development is transit supportive, while also supporting active transportation modes including walking and cycling.

The justification for these applications is based on conformity with the Planning Act, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Orillia Official Plan, City of Orillia Zoning By-law 2014-04, and the Lake Simcoe Protection Plan.

It is in our professional planning opinion that the proposed applications for Zoning By-law Amendment and Site Plan Approval represent good planning and are in the public interest.

Respectfully submitted,

### **Innovative Planning Solutions**



**Cameron Sellers, B.B.A**

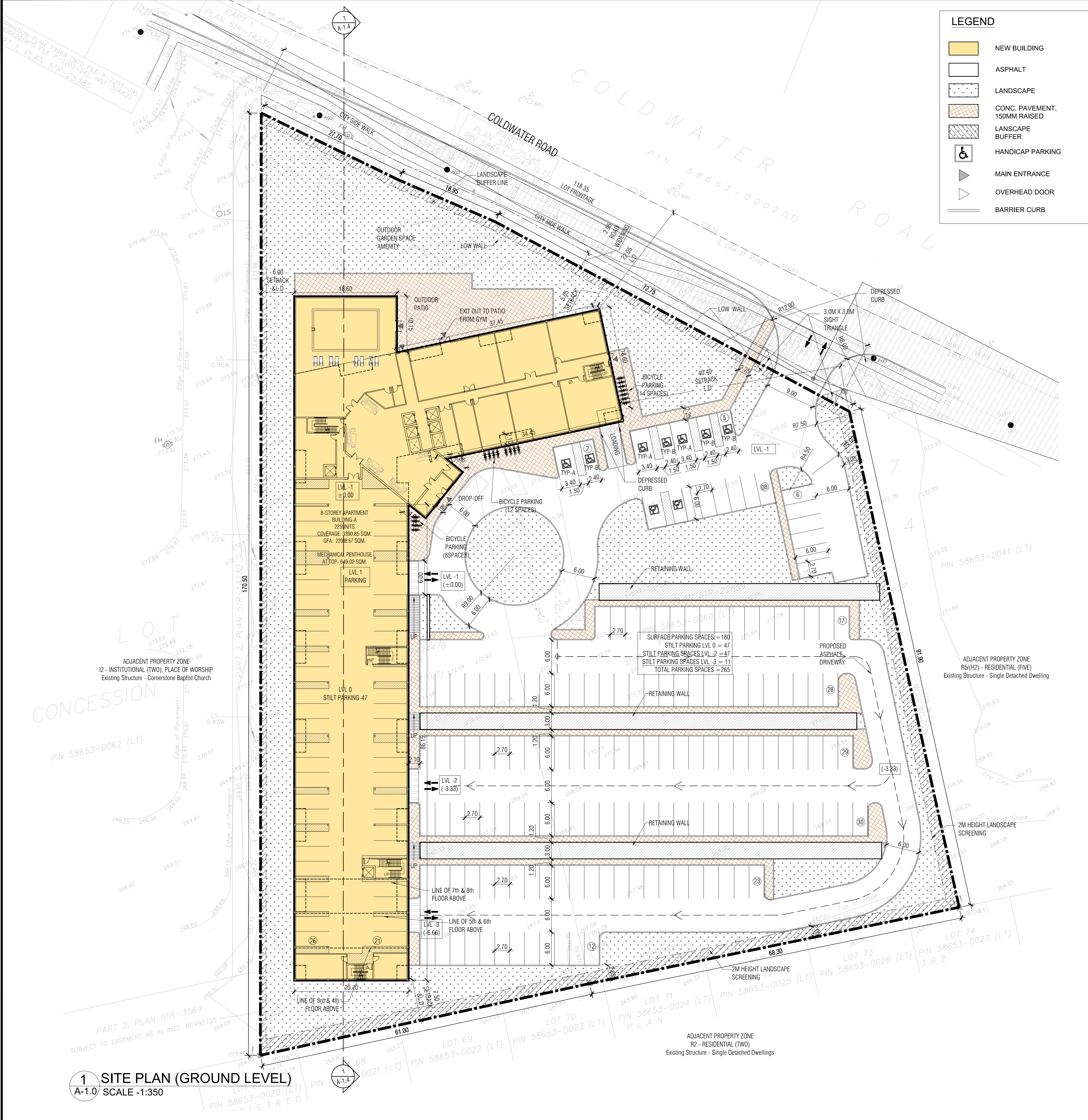
*Partner*



**Tyler Kawall, B.E.S.**

*Intermediate Planner*

**APPENDIX 1:**  
*SITE PLAN, FLOORPLANS AND ELEVATIONS*



**LEGEND**

- NEW BUILDING
- ASPHALT
- LANDSCAPE
- CONC. PAVEMENT, 150MM RAISED
- LANDSCAPE BUFFER
- ♿ HANDICAP PARKING
- ▶ MAIN ENTRANCE
- ◀ OVERHEAD DOOR
- ▬ BARRIER CURB



**2 KEY PLAN**  
A-1.0 SCALE -NTS

**PROJECT STATISTICS-**

ADDRESS: 233, 249, 261 COLDWATER ROAD, ORILLIA, ON.

ZONING : R5i (H2)

	REQUIRED	PROVIDED
LOT(SITE) AREA (m <sup>2</sup> )	1000 SQM.	15426.96 (3.81 ACRE)
ROAD WIDENING		350.78 SQM.
NET LOT AREA		15076.18 SQM. (3.72 ACRE)
LOT FRONTAGE MIN.	30.0 M.	118.35 M.
LOT DEPTH MIN.		93.80 M.
GROUND FLOOR AREA (m <sup>2</sup> )		3390.85 SQM.
GROSS FLOOR AREA (m <sup>2</sup> )	300.00 SQM.	22008.67 SQM.
BLDG. COVERAGE	60.0%	22.49%
BUILDING HT.	12.5 M. (MAX)	28.35 M.
PAVED AREA		1205.72 SQM
LANDSCAPE (MIN.)	40.0%	4142.87 SQM (35.7%)

**BUILDING SETBACKS**

	REQUIRED	PROVIDED
FRONT SETBACK (NORTH) (COLDWATER ROAD)	5.0 M.	5.05 M.
REAR SETBACK (SOUTH)	7.5 M.	7.50 M.
INT. SIDE SETBACK (WEST)	6.0 M.	6.0 M.
INT. SIDE SETBACK (EAST)	6.0 M.	40.40 M.

**PARKING CALCULATION**

	REQUIRED	PROVIDED
RESIDENTIAL UNITS - 225 UNITS 1.5 SPACES PER UNIT (2.7 M. X 6.0 M.)	338	265
ACCESSIBLE PARKING SPACE (TYPE A - 3.4 M X 6.0 M)	4	4
ACCESSIBLE PARKING SPACE (TYPE B - 2.4 M X 6.0 M)	5	5
TOTAL PARKING SPACES	338(INCL. 9 B/F)	265 (INCL. 9 B/F)
VISITOR PARKING (25% OF PARKING SPACES)	85	23
BICYCLE PARKING 1/10 PARKING SPACES	34	34

**LOADING PROVISIONS**

	REQUIRED	PROPOSED
LOADING SPACE (7.95 M X 3.4 M)	0	1

**MUNICIPAL ADDRESS AND LEGAL DESCRIPTION**  
233, 249, 261 COLDWATER ROAD, ORILLIA, ONTARIO  
PART OF LOT 7, CONCESSION 4 CITY OF ORILLIA COUNTY OF SIMCOE

**APPLICANT**  
n Architecture Inc  
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**OWNER:**

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ONTARIO ASSOCIATION OF ARCHITECTS  
NITIN MALHOTRA LICENCE 6211  
PROJECT NORTH

3rd OCTOBER 2022  
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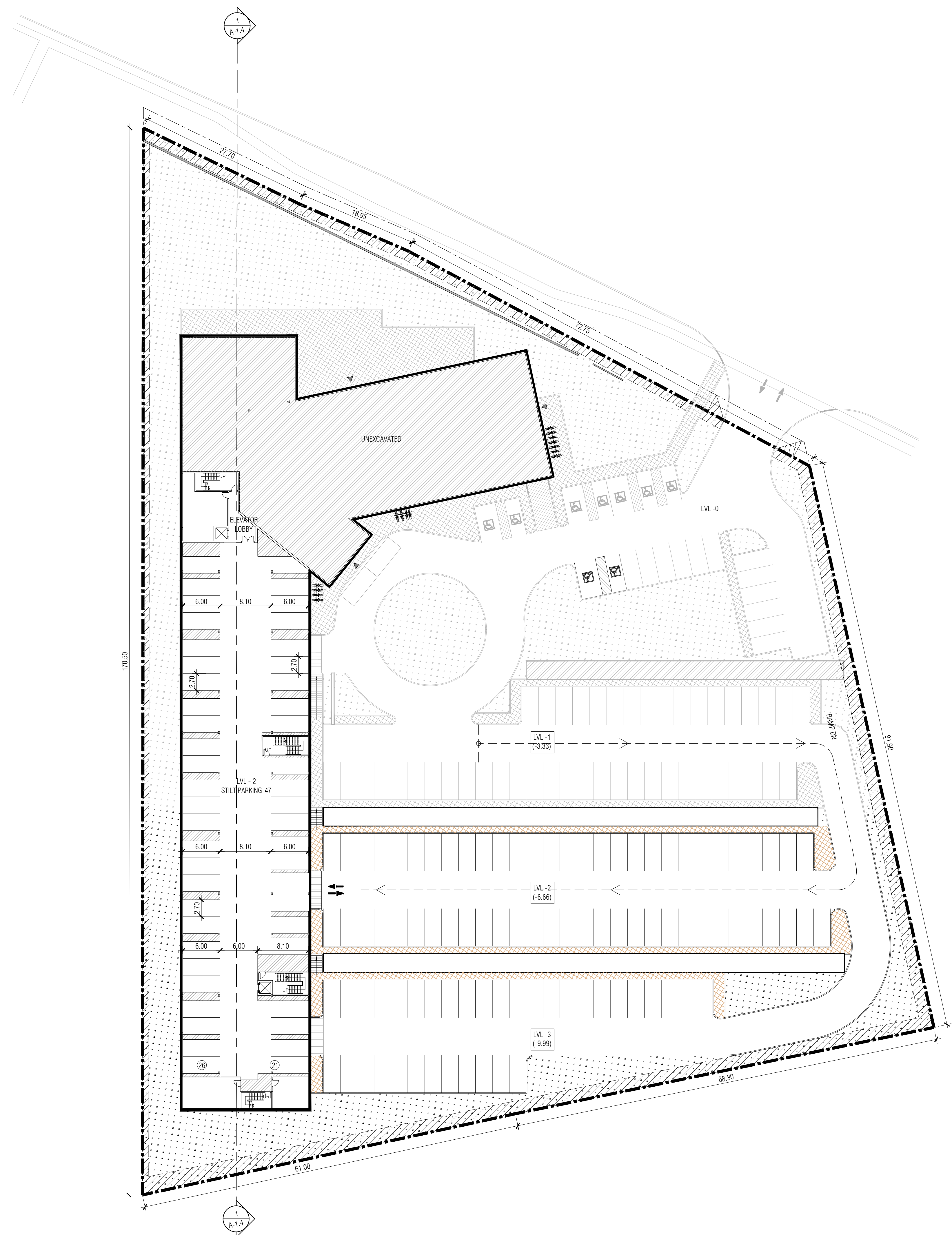
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**PROJECT:**  
**CONDOMINIUM**  
**233,249,261**  
**COLDWATER ROAD,**  
**WEST, ORILIA**

**DRAWING TITLE:**  
**SITE PLAN**  
**(GROUND LEVEL)**

DRAWN BY: NG	DATE: 15 FEBRUARY 2021
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.:	DRAWING NO.:
<b>21-23</b>	<b>A-1.0</b>

**1 SITE PLAN (GROUND LEVEL)**  
A-1.0 SCALE -1:350



1 SITE PLAN (LEVEL -2)  
A-1.0a SCALE -1:350

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ONTARIO ASSOCIATION OF ARCHITECTS  
 NITIN MALHOTRA  
 LICENCE 6211

N  
 PROJECT NORTH

3rd OCTOBER 2022  
 ISSUED FOR SPA 1

1.	2022-10-03	ISSUED FOR SPA 1	NG.
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**CONDOMINIUM  
 233,249,261  
 COLDWATER ROAD,  
 WEST, ORILIA**

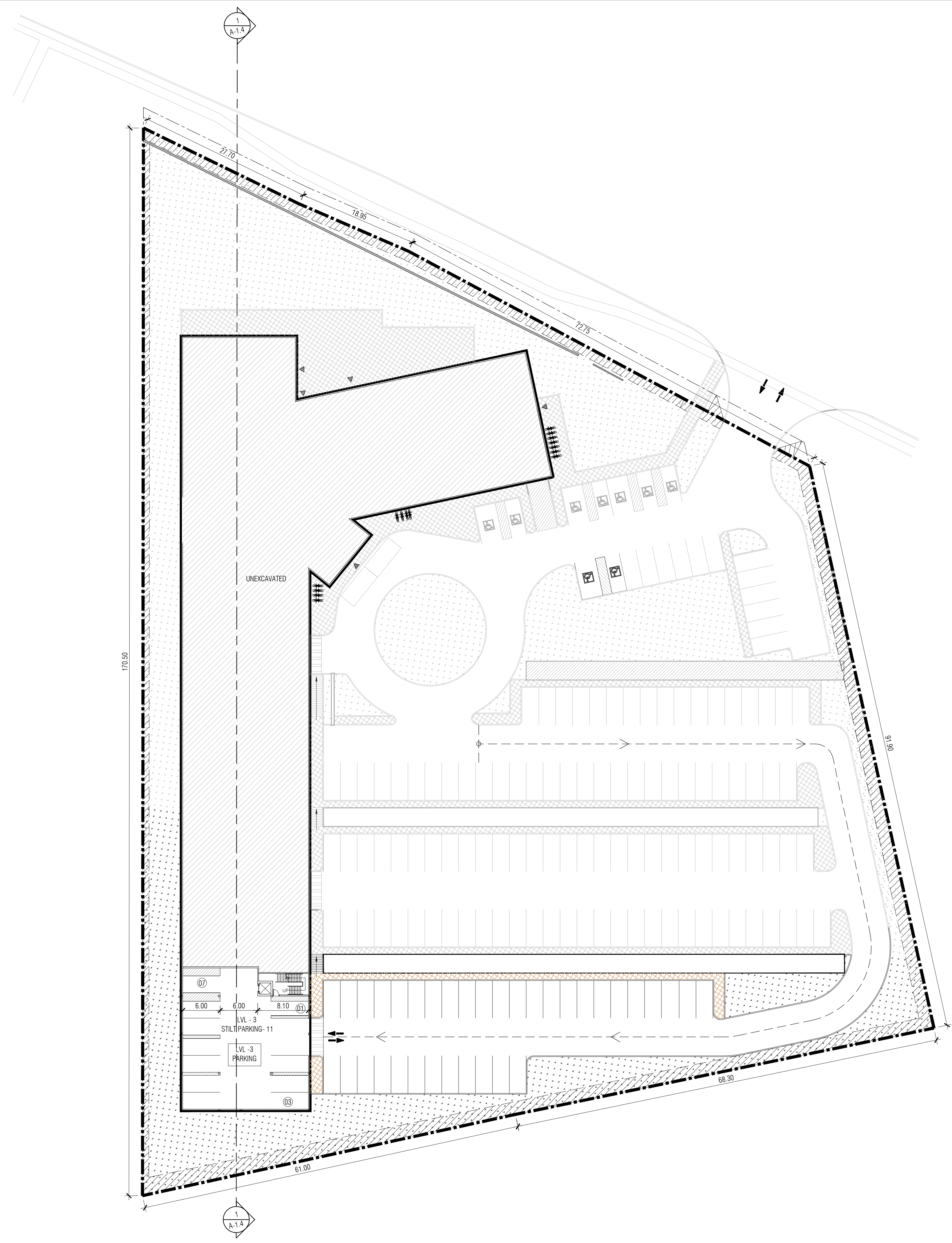
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DRAWN BY: NG DATE: 15 FEBRUARY 2021

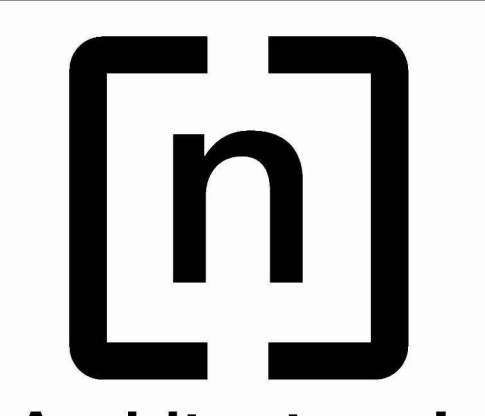
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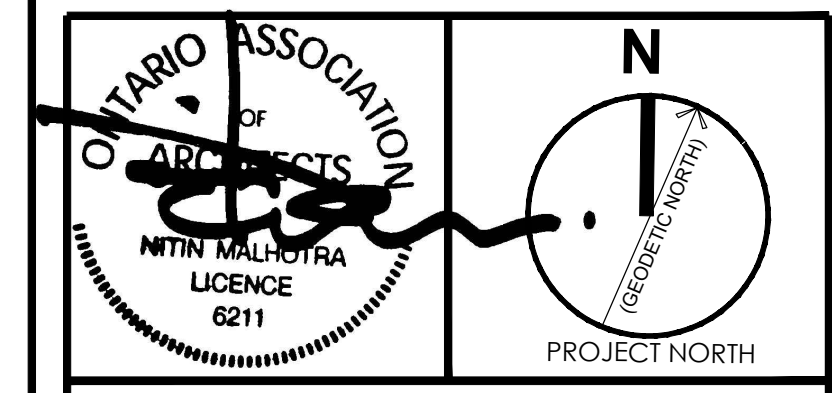
**21-23 A-1.0a**



1 SITE PLAN (LEVEL -3)  
A-1.0b SCALE -1:350



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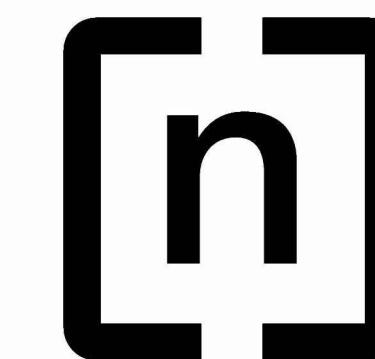
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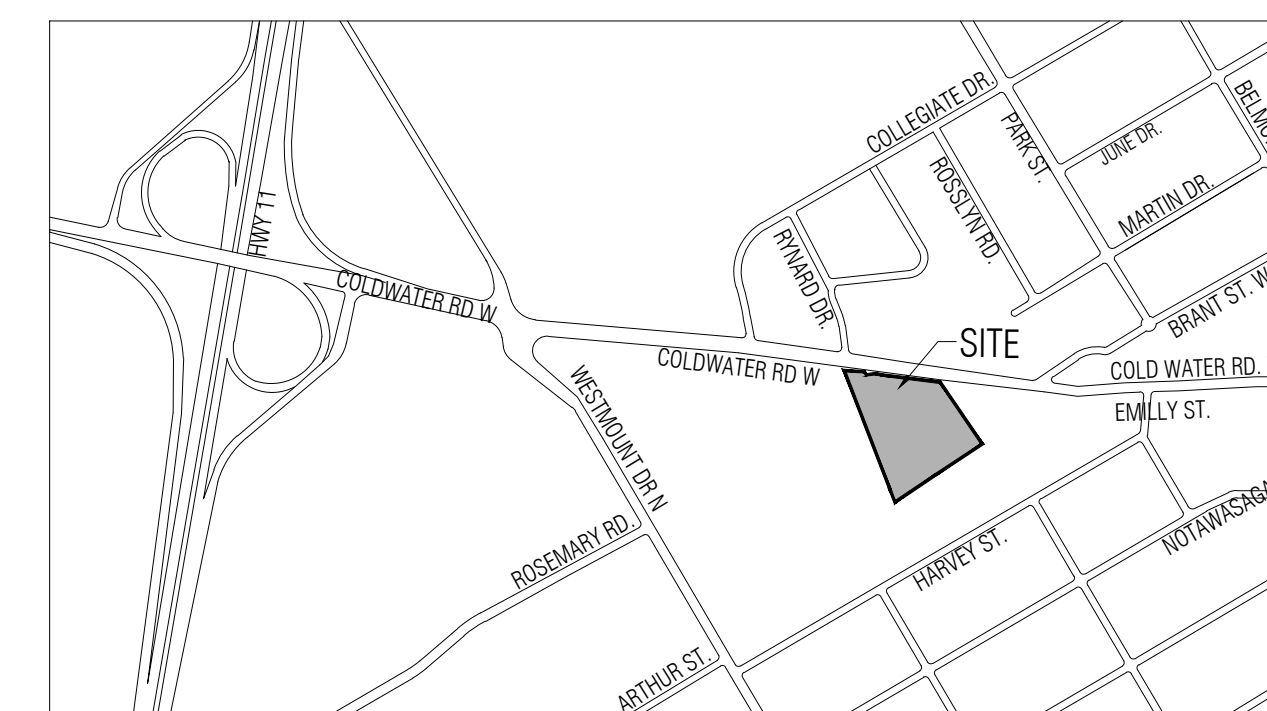
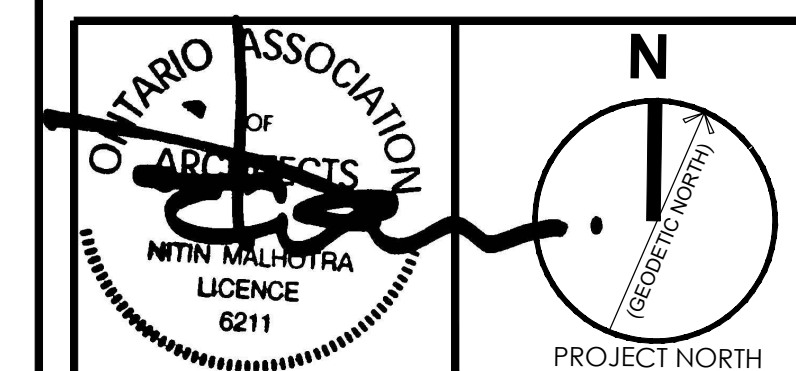
PROJECT:  
**CONDOMINIUM  
 233,249,261  
 COLDWATER ROAD,  
 WEST, ORILIA**

DRAWING TITLE:  
**SITE PLAN  
 (LEVEL -3)**

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PROJECT NO.:	DRAWING NO.:
<b>21-23</b>	<b>A-1.0b</b>



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**2 KEY PLAN**  
 A-1.0 SCALE -NTS

PROJECT STATISTICS—

ADDRESS: 233, 249, 261 COLDWATER ROAD, ORILLIA, ON.

ZONING : R5i (H2)

	REQUIRED	PROVIDED
LOT(SITE) AREA (m <sup>2</sup> )	1000 SQM.	15426.96 (3.81 ACRE)
ROAD WIDENING		350.78 SQM.
NET LOT AREA		15076.18 SQM. (3.72 ACRE)
LOT FRONTAGE MIN.	30.0 M.	118.35 M.
LOT DEPTH MIN.		93.80 M.
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GROSS FLOOR AREA (m <sup>2</sup> )	300.00 SQM.	22008.67 SQM.
BLDG. COVERAGE	60.0%	22.49%
BUILDING HT.	12.5 M. (MAX)	28.35 M.
PAVED AREA		1205.72 SQM
LANDSCAPE (MIN.)	40.0%	4142.87 SQM (35.7%)

BUILDING SETBACKS

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FRONT SETBACK (NORTH) (COLDWATER ROAD)	5.0 M.	5.05 M.
REAR SETBACK (SOUTH)	7.5 M.	7.50 M.
INT. SIDE SETBACK (WEST)	6.0 M.	6.0 M.
INT. SIDE SETBACK (EAST)	6.0 M.	40.40 M.

PARKING CALCULATION

	REQUIRED	PROVIDED
RESIDENTIAL UNITS – 225 UNITS (2.7 M. X 6.0 M.)	338	265
ACCESSIBLE PARKING SPACE (TYPE A – 3.4 M X 6.0 M)	4	4
ACCESSIBLE PARKING SPACE (TYPE B – 2.4 M X 6.0 M)	5	5
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BICYCLE PARKING 1/10 PARKING SPACES	34	34

LEGEND

- NEW BUILDING
- ASPHALT
- LANDSCAPE
- CONC. PAVEMENT, 150MM RAISED
- LANDSCAPE BUFFER
- HANDICAP PARKING
- MAIN ENTRANCE
- OVERHEAD DOOR
- BARRIER CURB

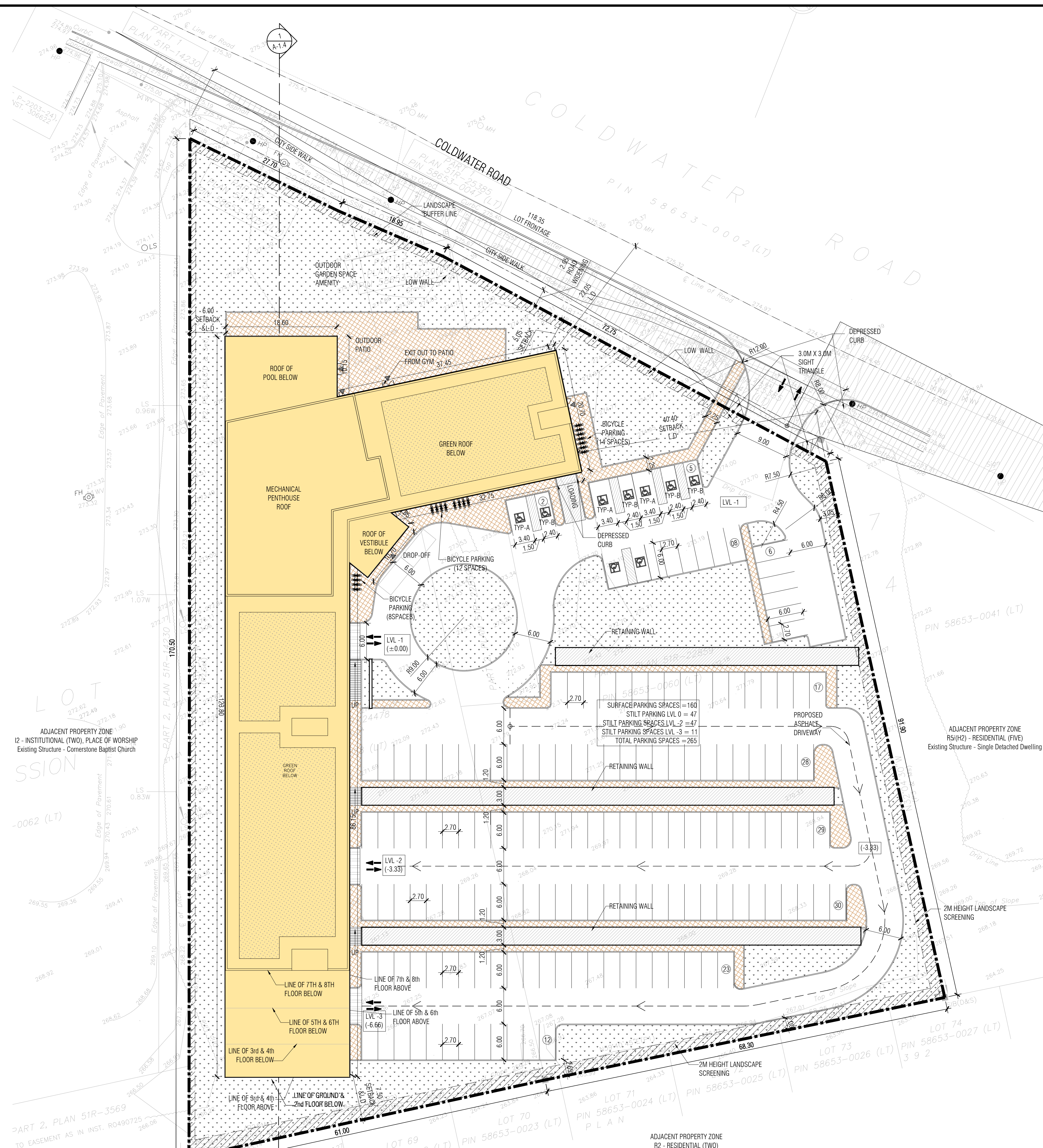
MUNICIPAL ADDRESS AND LEGAL DESCRIPTION  
 233, 249, 261 COLDWATER ROAD,  
 ORILLIA, ONTARIO  
 PART OF LOT 7, CONCESSION 4  
 CITY OF ORILLIA  
 COUNTY OF SIMCOE

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**1 SITE PLAN (ROOF LEVEL)**  
 A-1.1 SCALE -1:350



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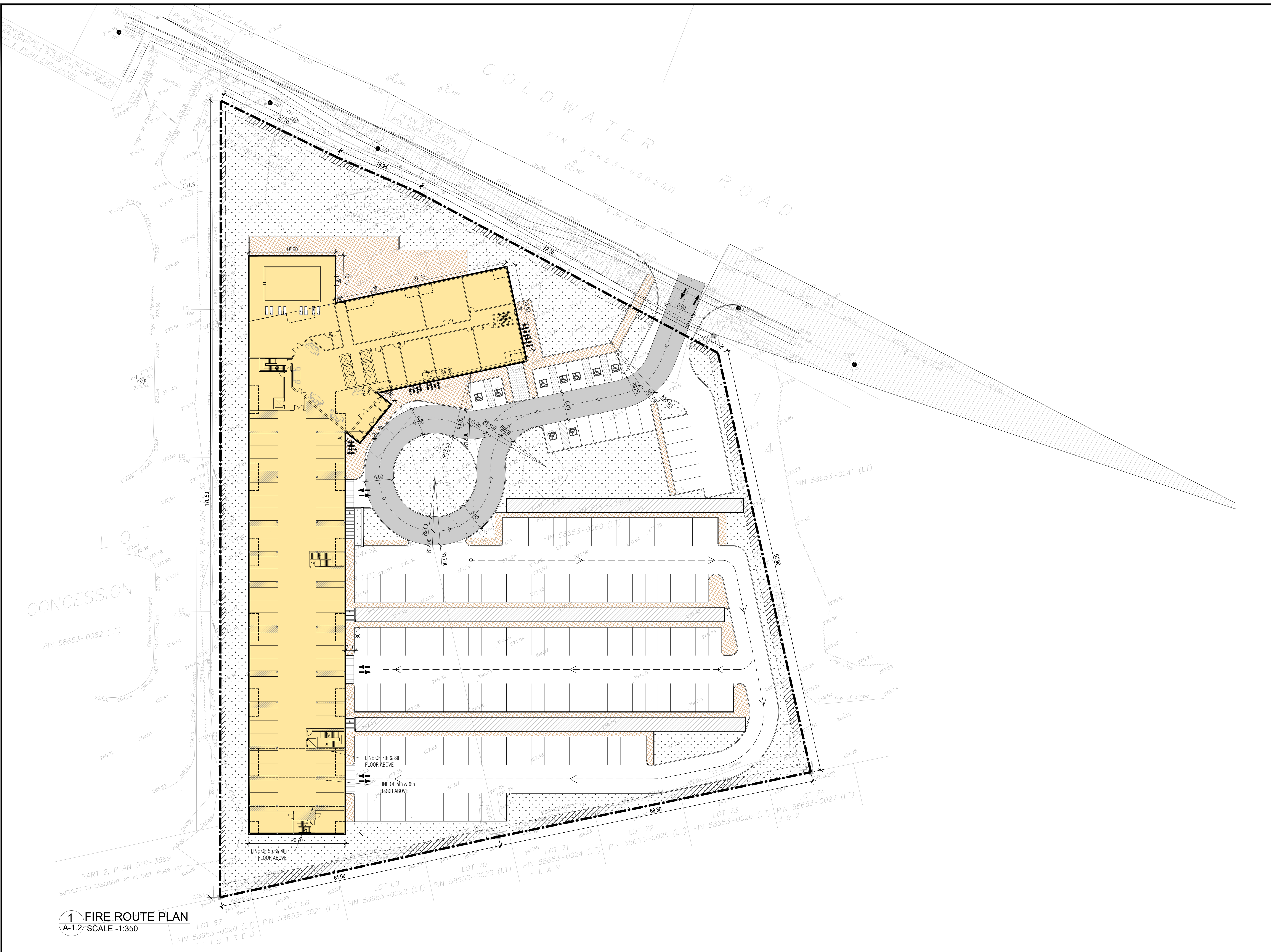
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PROJECT:  
**CONDOMINIUM**  
**233,249,261**  
**COLDWATER ROAD,**  
**WEST, ORILLIA**

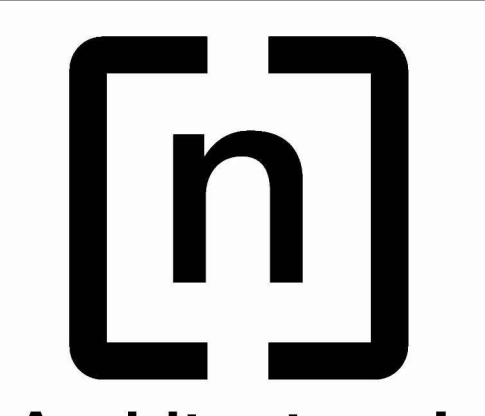
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**SITE PLAN**  
**(ROOF LEVEL)**

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 CHECKED BY: NM SCALE: AS NOTED

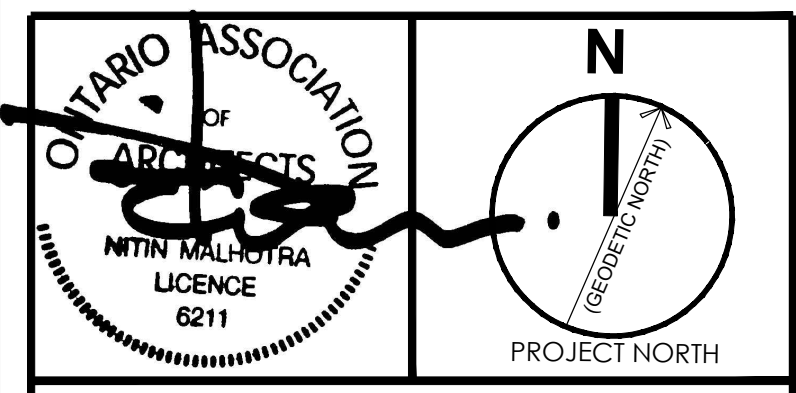
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**21-23** **A-1.1**



**1 FIRE ROUTE PLAN**  
A-1.2 SCALE -1:350



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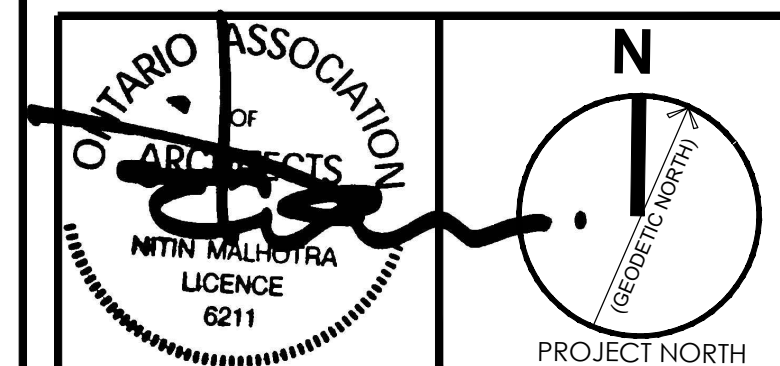
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 PLAN**

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PROJECT NO.:	DRAWING NO.:
<b>21-23</b>	<b>A-1.2</b>



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PROJECT:  
**CONDOMINIUM  
233,249,261  
COLDWATER ROAD,  
WEST, ORILIA**

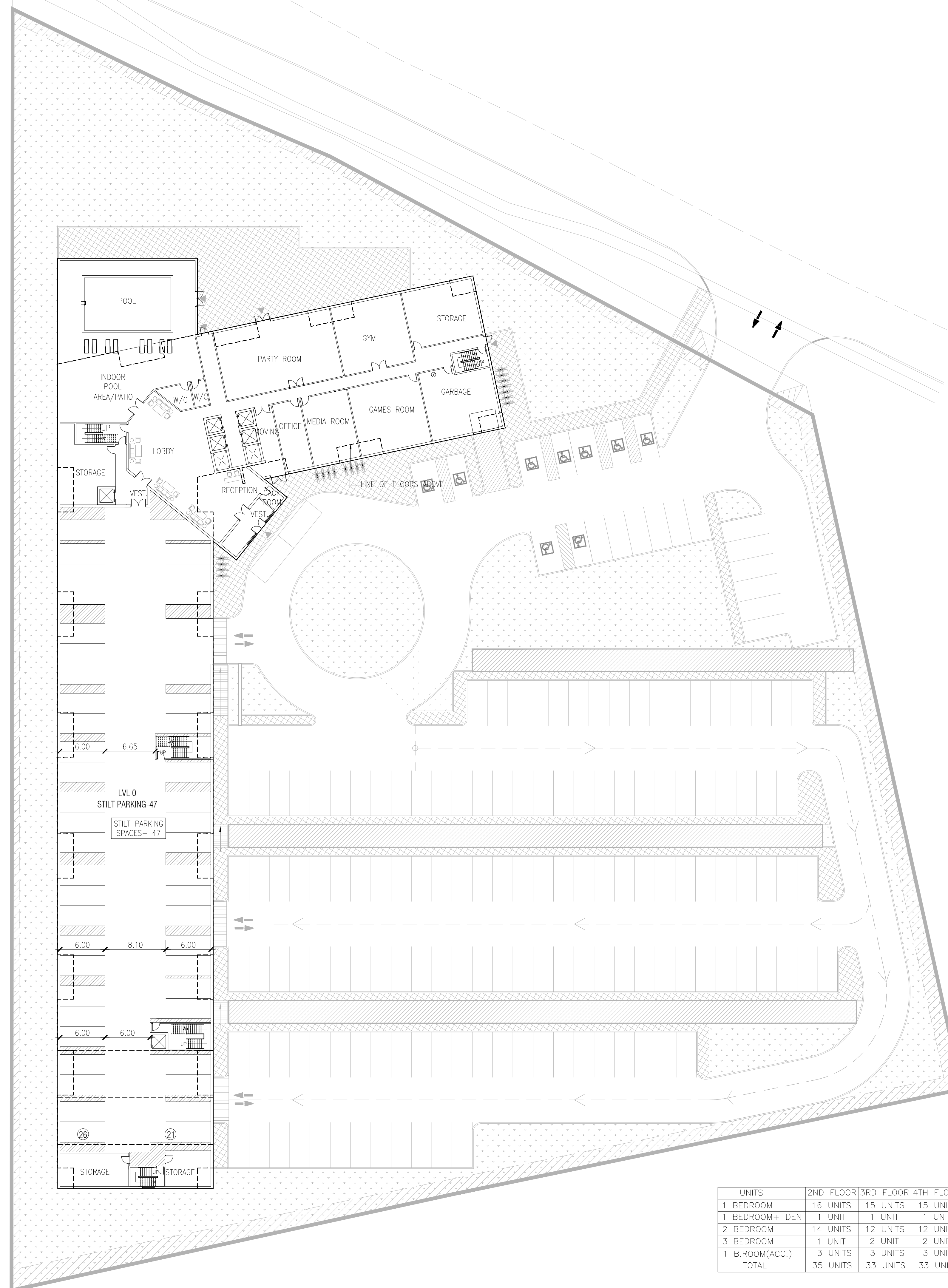
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**BUILDING-A  
GROUND FLOOR PLAN**

DRAWN BY: MK DATE: 15 FEBRUARY 2021

CHECKED BY: NM SCALE: AS NOTED

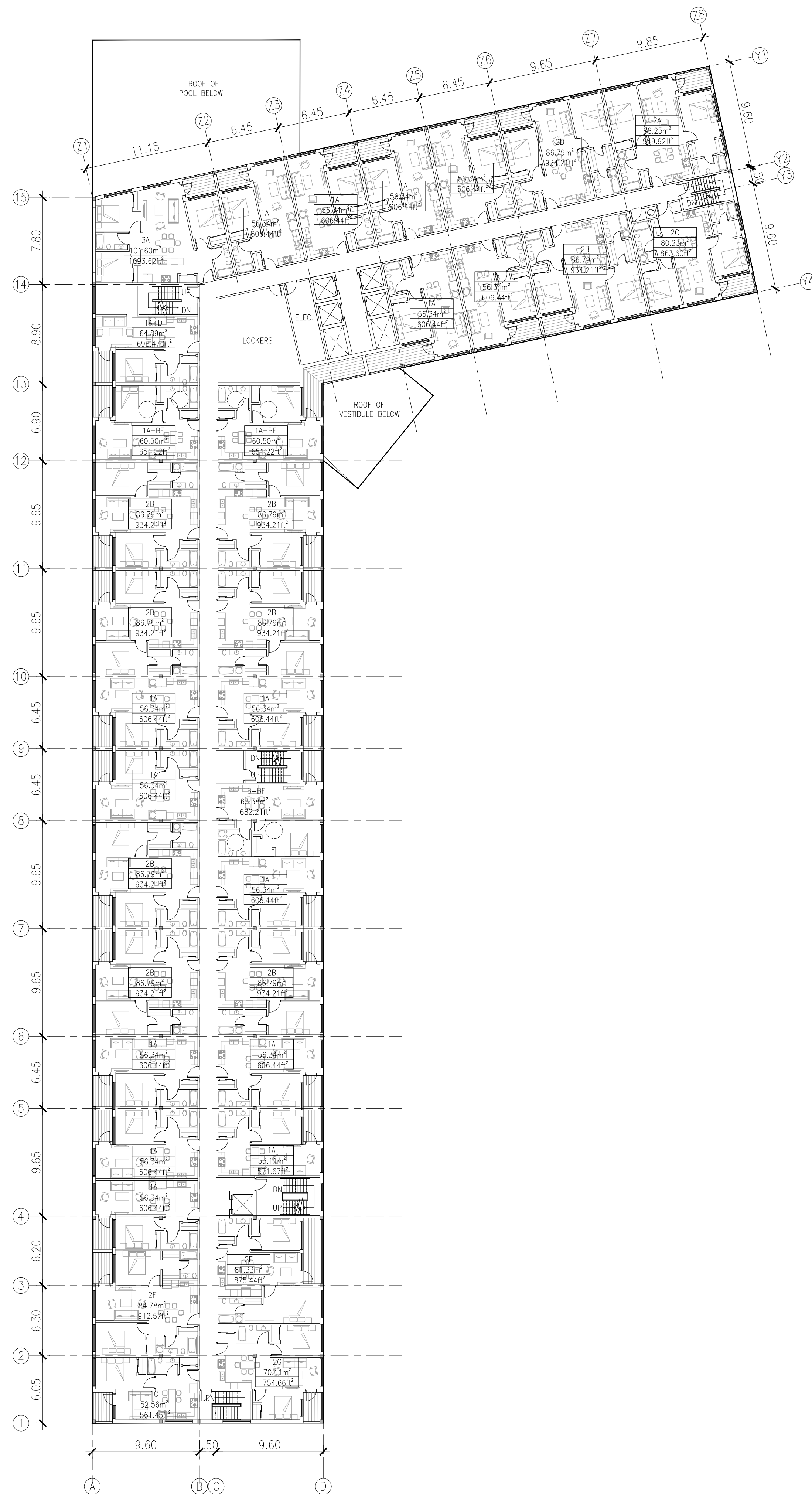
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**21-23 A-2.0**



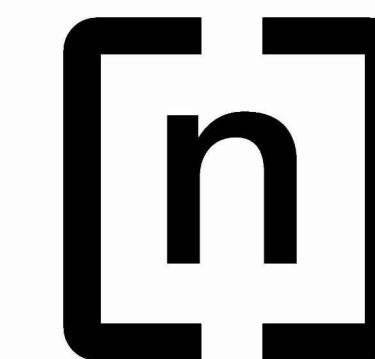
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1 BEDROOM	16 UNITS	15 UNITS	15 UNITS	15 UNITS	15 UNITS	13 UNITS	13 UNITS	102 UNITS
1 BEDROOM+ DEN	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	07 UNITS
2 BEDROOM	14 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	86 UNITS
3 BEDROOM	1 UNIT	2 UNIT	2 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	09 UNITS
1 B.ROOM(ACC.)	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	21 UNITS
TOTAL	35 UNITS	33 UNITS	33 UNITS	32 UNITS	32 UNITS	30 UNITS	30 UNITS	225 UNITS

**1 GROUND FLOOR PLAN**  
A-2.0 SCALE -1:300



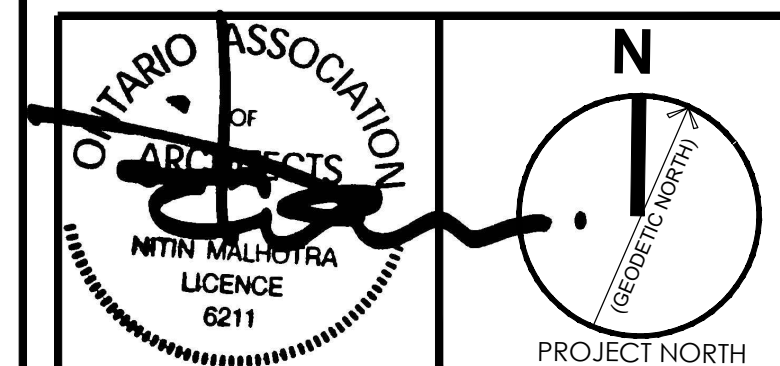
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A-2.1 SCALE -1:250

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1 BEDROOM	16 UNITS	15 UNITS	15 UNITS	15 UNITS	15 UNITS	13 UNITS	13 UNITS	102 UNITS
1 BEDROOM+ DEN	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	07 UNITS
2 BEDROOM	14 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	86 UNITS
3 BEDROOM	1 UNIT	2 UNIT	2 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	09 UNITS
1 B.ROOM(ACC.)	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	21 UNITS
<b>TOTAL</b>	<b>35 UNITS</b>	<b>33 UNITS</b>	<b>33 UNITS</b>	<b>32 UNITS</b>	<b>32 UNITS</b>	<b>30 UNITS</b>	<b>30 UNITS</b>	<b>225 UNITS</b>



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PROJECT:  
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COLDWATER ROAD,  
WEST, ORILIA**

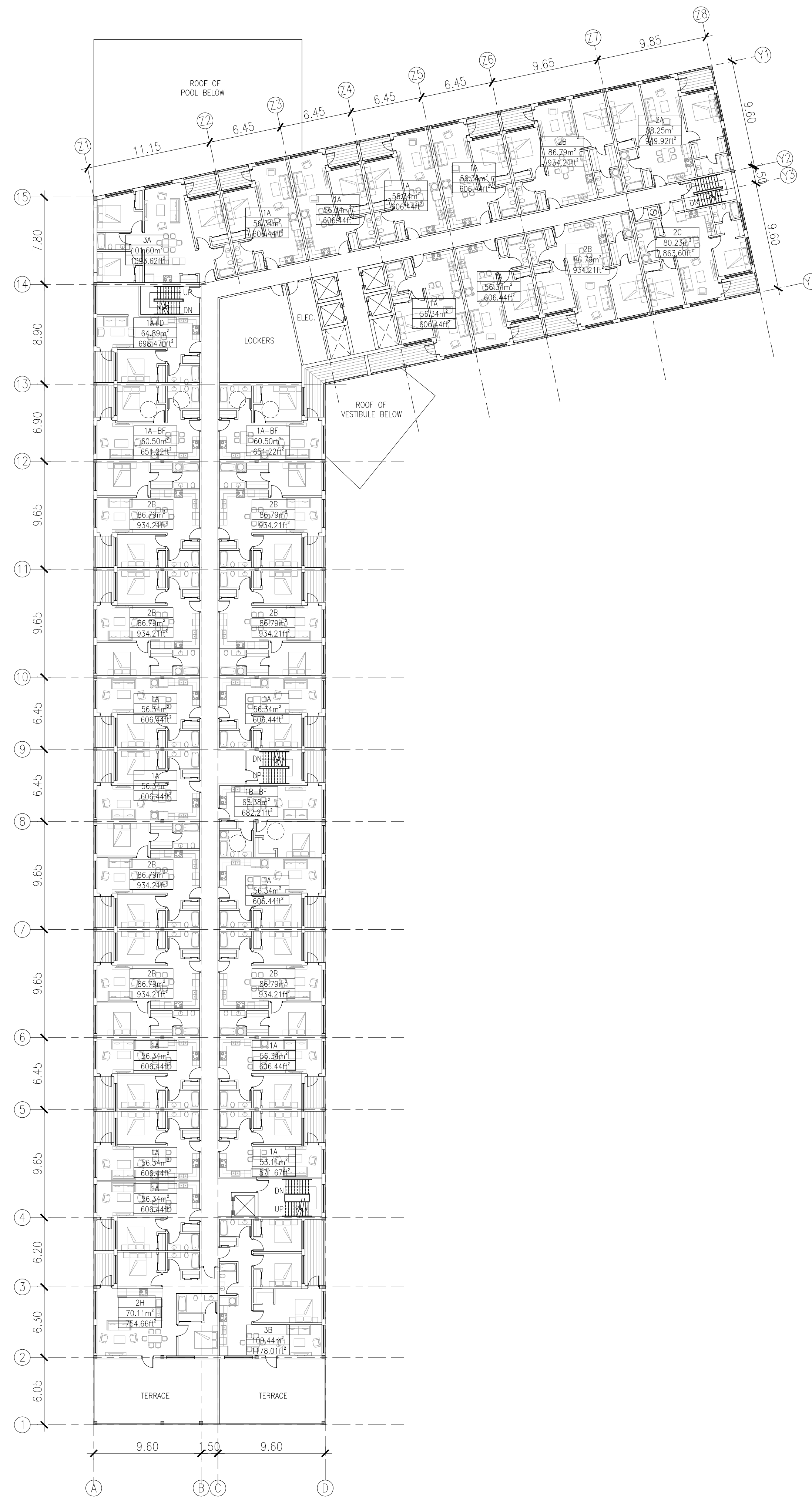
DRAWING TITLE:  
**BUILDING-A  
SECOND FLOOR PLAN**

DRAWN BY: MK DATE: 15 FEBRUARY 2021

CHECKED BY: NM SCALE: AS NOTED

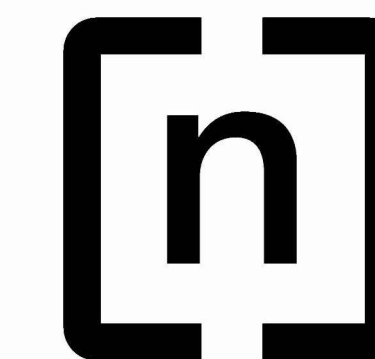
PROJECT NO.: DRAWING NO.:

**21-23 A-2.1**



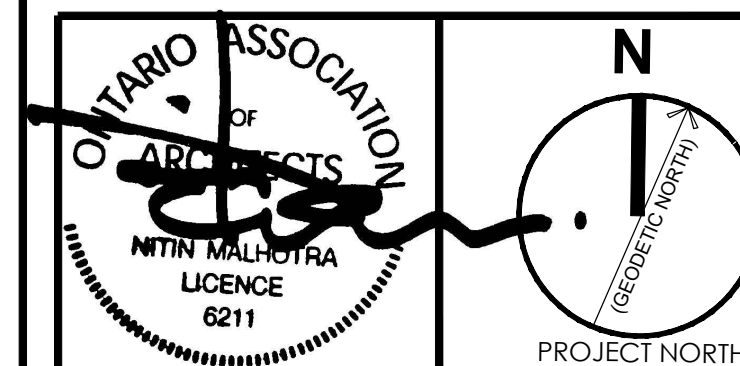
1 THIRD & FOURTH FLOOR PLAN  
A-2.2 SCALE -1:250

UNITS	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	6TH FLOOR	7TH FLOOR	8TH FLOOR	TOTAL
1 BEDROOM	16 UNITS	15 UNITS	15 UNITS	15 UNITS	15 UNITS	13 UNITS	13 UNITS	102 UNITS
1 BEDROOM+ DEN	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	07 UNITS
2 BEDROOM	14 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	86 UNITS
3 BEDROOM	1 UNIT	2 UNIT	2 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	09 UNITS
1 B.ROOM(ACC.)	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	21 UNITS
TOTAL	35 UNITS	33 UNITS	33 UNITS	32 UNITS	32 UNITS	30 UNITS	30 UNITS	225 UNITS



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PROJECT:  
**CONDOMINIUM  
233,249,261  
COLDWATER ROAD,  
WEST, ORILIA**

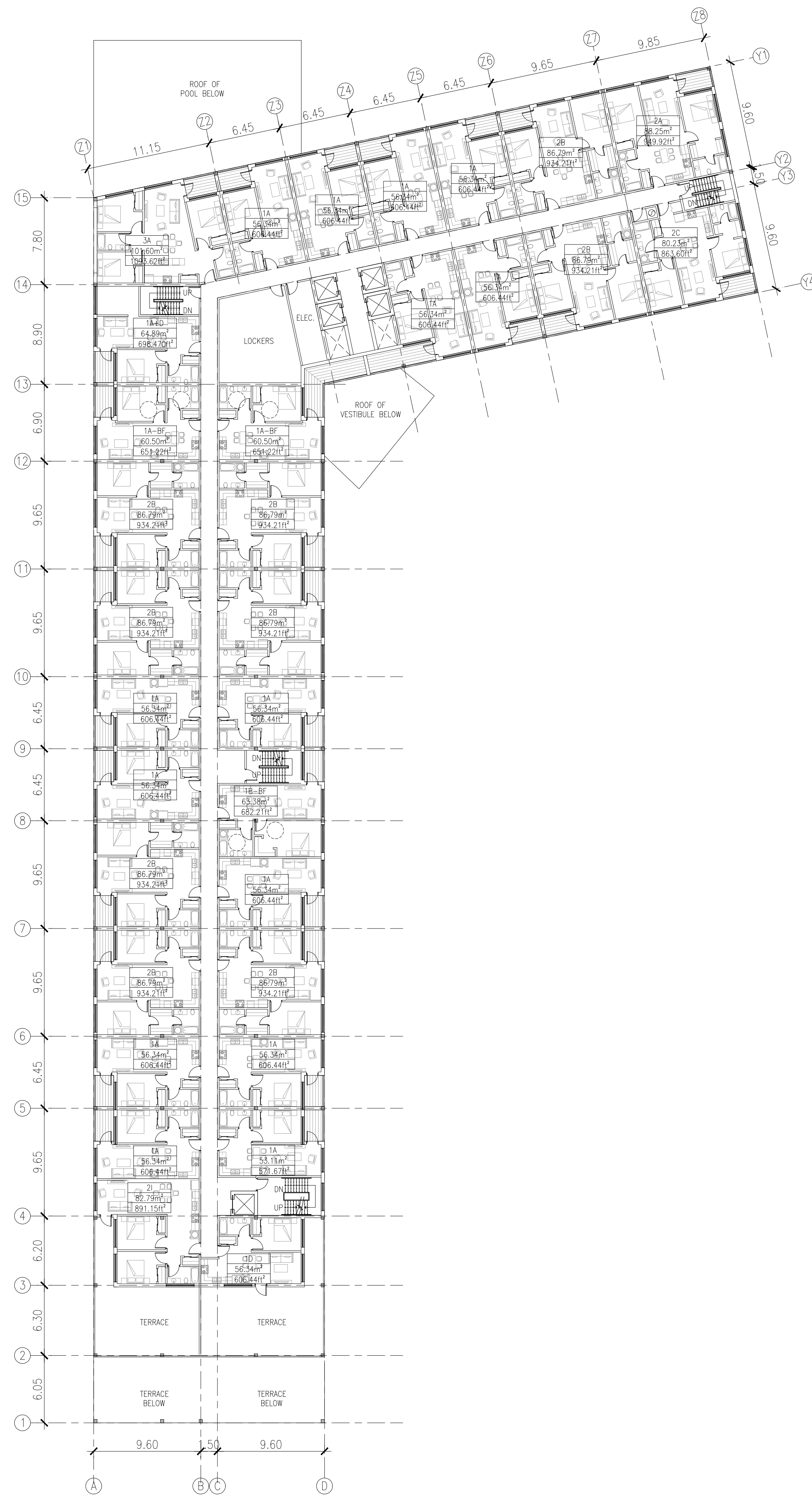
DRAWING TITLE:  
**BUILDING-A  
THIRD & FOURTH  
FLOOR PLAN**

DRAWN BY: MK DATE: 15 FEBRUARY 2021

CHECKED BY: NM SCALE: AS NOTED

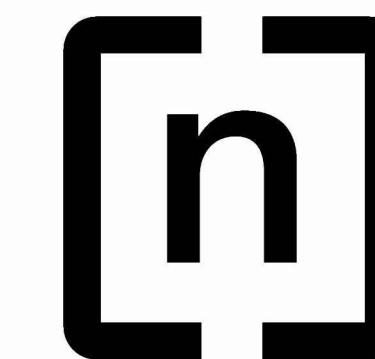
PROJECT NO.: DRAWING NO.:

**21-23 A-2.2**

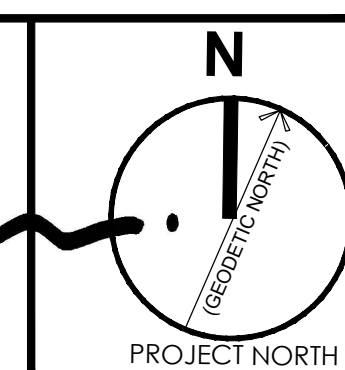
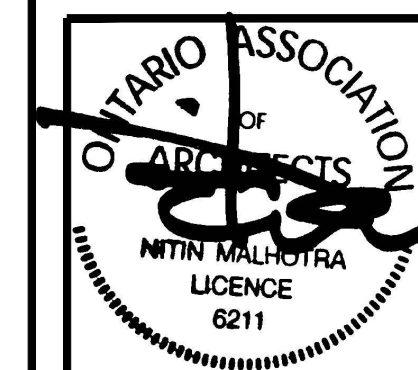


**1 FIFTH & SIXTH FLOOR PLAN**  
A-2.3 SCALE -1:250

UNITS	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	6TH FLOOR	7TH FLOOR	8TH FLOOR	TOTAL
1 BEDROOM	16 UNITS	15 UNITS	15 UNITS	15 UNITS	15 UNITS	13 UNITS	13 UNITS	102 UNITS
1 BEDROOM+ DEN	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	07 UNITS
2 BEDROOM	14 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	86 UNITS
3 BEDROOM	1 UNIT	2 UNIT	2 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	09 UNITS
1 B.ROOM(ACC.)	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	21 UNITS
<b>TOTAL</b>	<b>35 UNITS</b>	<b>33 UNITS</b>	<b>33 UNITS</b>	<b>32 UNITS</b>	<b>32 UNITS</b>	<b>30 UNITS</b>	<b>30 UNITS</b>	<b>225 UNITS</b>



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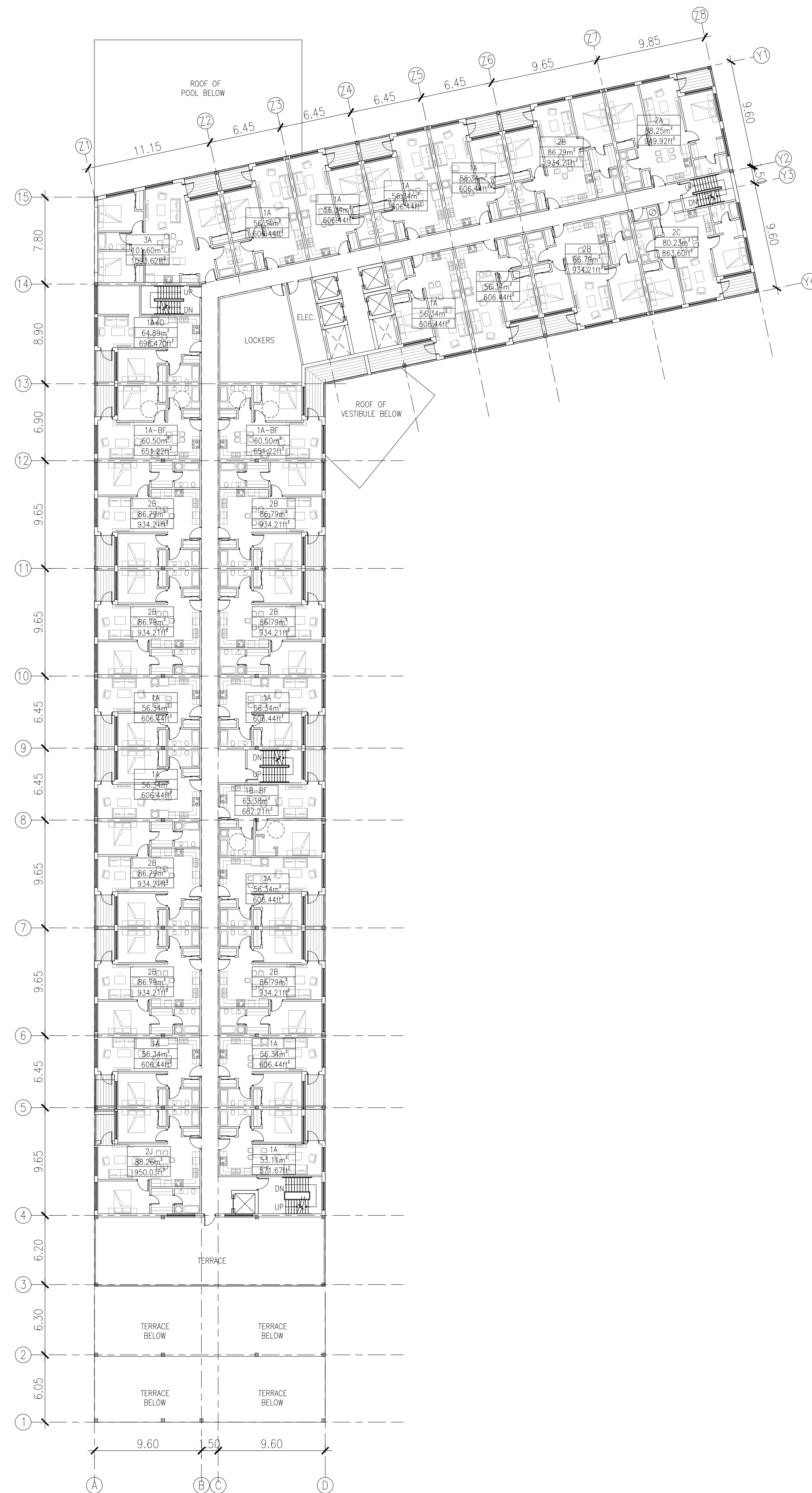
PROJECT:  
**CONDOMINIUM**  
**233,249,261**  
**COLDWATER ROAD,**  
**WEST, ORILIA**

DRAWING TITLE:  
**BUILDING-A**  
**FIFTH & SIXTH**  
**FLOOR PLAN**

DRAWN BY: MK DATE: 15 FEBRUARY 2021  
 CHECKED BY: NM SCALE: AS NOTED

PROJECT NO.: DRAWING NO.:

**21-23** **A-2.3**


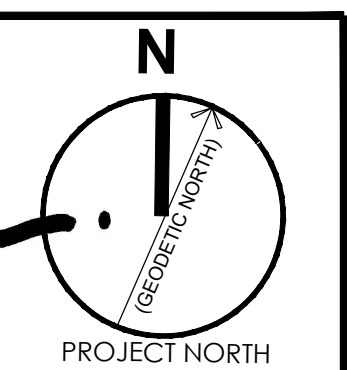


**1 SEVENTH & EIGHTH FLOOR PLAN**  
A-2.4 SCALE -1:250

UNITS	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	6TH FLOOR	7TH FLOOR	8TH FLOOR	TOTAL
1 BEDROOM	16 UNITS	15 UNITS	15 UNITS	15 UNITS	15 UNITS	13 UNITS	13 UNITS	102 UNITS
1 BEDROOM+ DEN	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	07 UNITS
2 BEDROOM	14 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	12 UNITS	86 UNITS
3 BEDROOM	1 UNIT	2 UNIT	2 UNIT	1 UNIT	1 UNIT	1 UNIT	1 UNIT	09 UNITS
1 B.ROOM(ACC.)	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	3 UNITS	21 UNITS
<b>TOTAL</b>	<b>35 UNITS</b>	<b>33 UNITS</b>	<b>33 UNITS</b>	<b>32 UNITS</b>	<b>32 UNITS</b>	<b>30 UNITS</b>	<b>30 UNITS</b>	<b>225 UNITS</b>



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 LICENCE 6211  
 PROJECT NORTH

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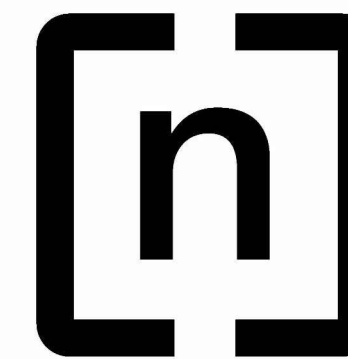
PROJECT:  
**CONDOMINIUM  
 233,249,261  
 COLDWATER ROAD,  
 WEST, ORILIA**

DRAWING TITLE:  
**BUILDING-A  
 SEVENTH & EIGHTH  
 FLOOR PLAN**

DRAWN BY: MK DATE: 15 FEBRUARY 2021  
 CHECKED BY: NM SCALE: AS NOTED

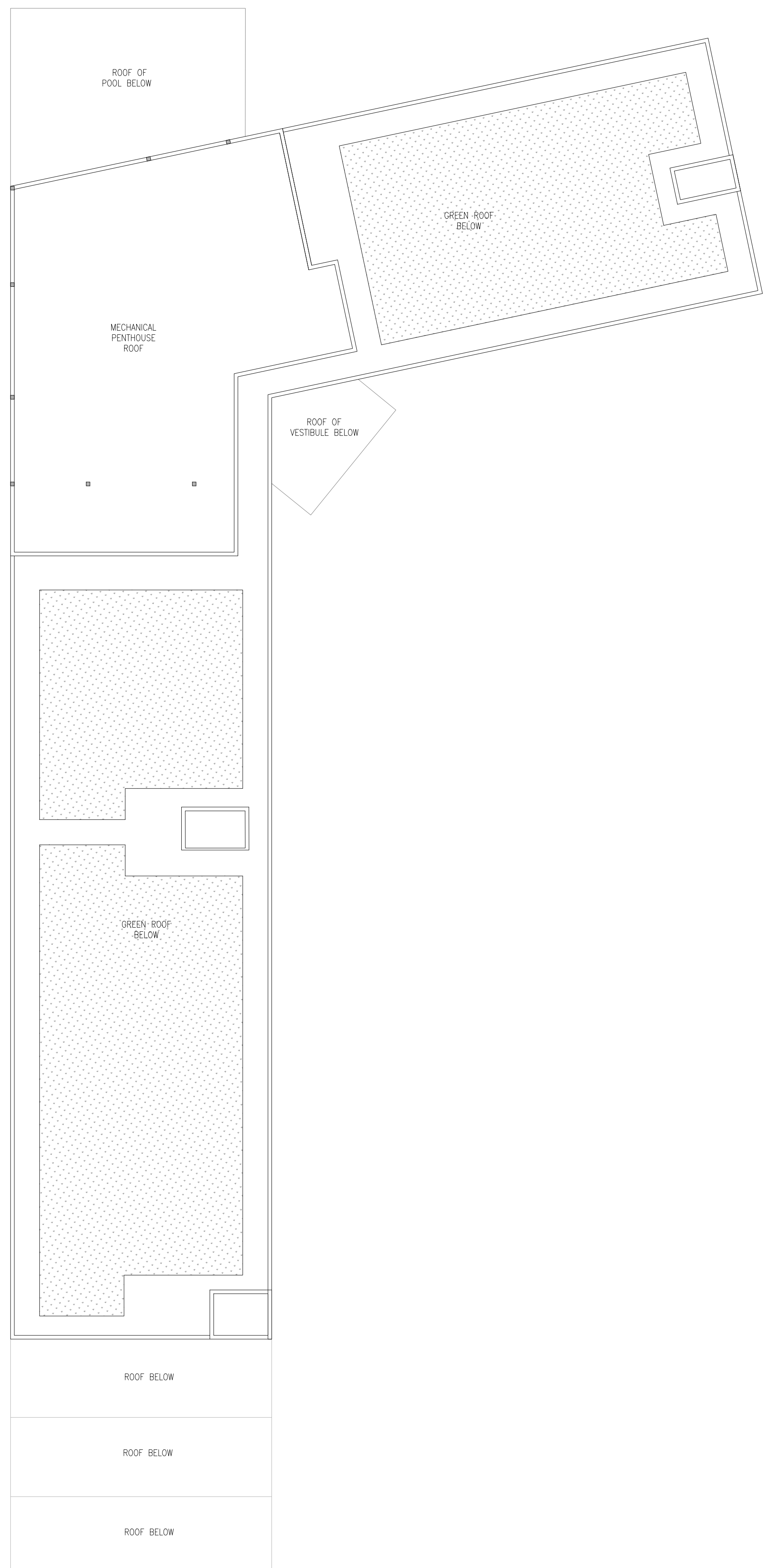
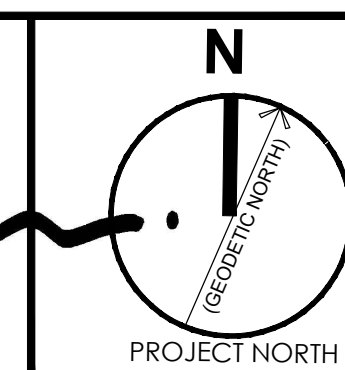
PROJECT NO.: DRAWING NO.:  
**21-23 A-2.4**





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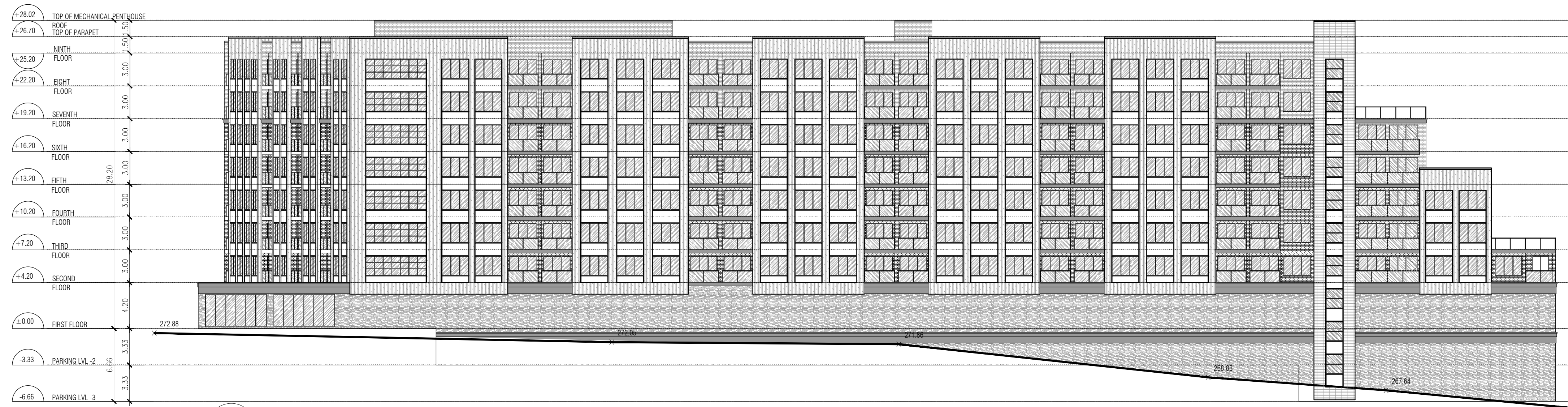
PROJECT:  
**CONDOMINIUM  
233,249,261  
COLDWATER ROAD,  
WEST, ORILIA**

DRAWING TITLE:  
**BUILDING-A  
ROOF PLAN**

DRAWN BY: MK	DATE: 15 FEBRUARY 2021
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.:	DRAWING NO.:

**21-23      A-2.6**

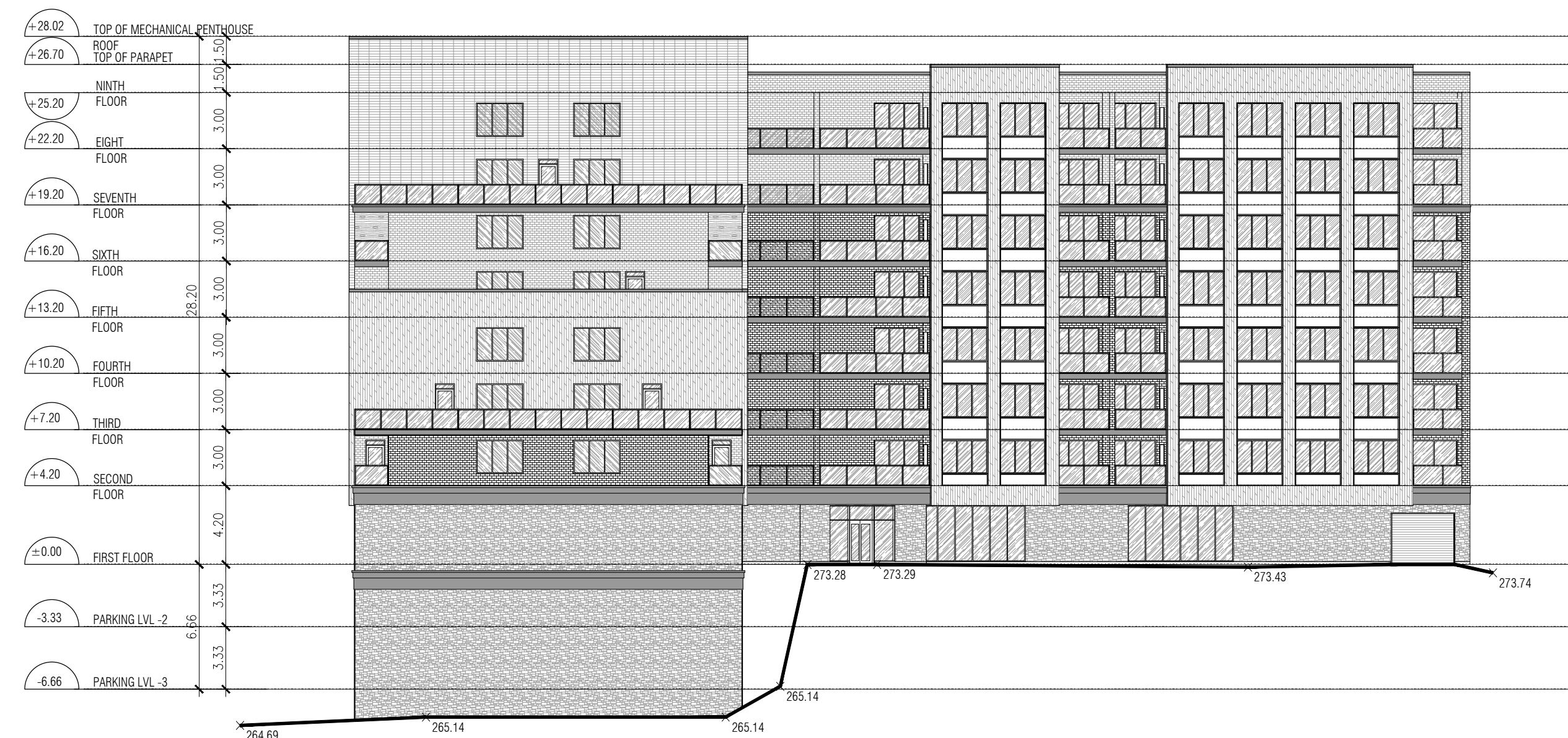
**1** ROOF PLAN  
A-2.6 SCALE -1:250



**1 WEST ELEVATION**  
A-3.0 SCALE -1:250



**2 NORTH ELEVATION**  
A-3.0 SCALE -1:250



**3 SOUTH ELEVATION**  
A-3.0 SCALE -1:250



**4 EAST ELEVATION**  
A-3.0 SCALE -1:250



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PROJECT:  
**CONDOMINIUM  
233,249,261  
COLDWATER ROAD,  
WEST, ORILIA**

DRAWING TITLE:  
**BUILDING  
ELEVATIONS**

DRAWN BY: MK	DATE: 15 FEBRUARY 2021
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.:	DRAWING NO.:

**21-23 A-3.0**

**APPENDIX 2:**  
*DRAFT ZONING BY-LAW AMENDMENT TEXT AND SCHEDULE*

**THE CORPORATION OF THE CITY OF ORILLIA  
ZONING BY-LAW NUMBER \_\_\_\_\_-2022**

“A By-law of the City of Orillia to amend Zoning By-Law No. 2014-44 by rezoning lands described as Part of Lot 7, Concession 4 municipally known as 233, 249 and 261 Coldwater Road West in the City of Orillia, from ‘Residential Five Intensification Hold Two’ (R5i(H2)) to ‘Residential Five Intensification with Special Provisions’ (R5i) (SP-XXX), as depicted on Schedule A attached hereto”

**WHEREAS** the Council of the Corporation of the City of Orillia may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

**AND WHEREAS** the Council of the Corporation of the City of Orillia has determined a need to rezone a parcel of land known municipally as 233, 249 and 261 Coldwater Road West;

**AND WHEREAS** the Council of the Corporation of the City of Orillia deems the said application to be in conformity with the Official Plan of the City of Orillia, as amended, and deems it advisable to amend By-law 2014-44.

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF ORILLIA HEREBY ENACTS AS FOLLOWS:**

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning lands described as Part of Lot 7, Concession 4 municipally known as 233, 249 and 261 Coldwater Road West, in the City of Orillia, from ‘Residential Five Intensification Hold Two’ (R5i(H2)) to the ‘Residential Five Intensification with Special Provisions’ (R5i) (SP-XXX), as depicted on Schedule A attached hereto and Schedule “A” attached hereto forms part of By-Law 2014-44 as amended. That the Special Provisions shall relate to the following:

Notwithstanding anything to the contrary found in this By-law, the following special provisions shall apply to the lands zoned (R5i)(SP-XXX)

- i) Maximum Building Height of 29.0m;
- ii) Minimum Landscaped Open Space of 35%; and,
- iii) Minimum Parking Ratio of 1.18 spaces per unit.

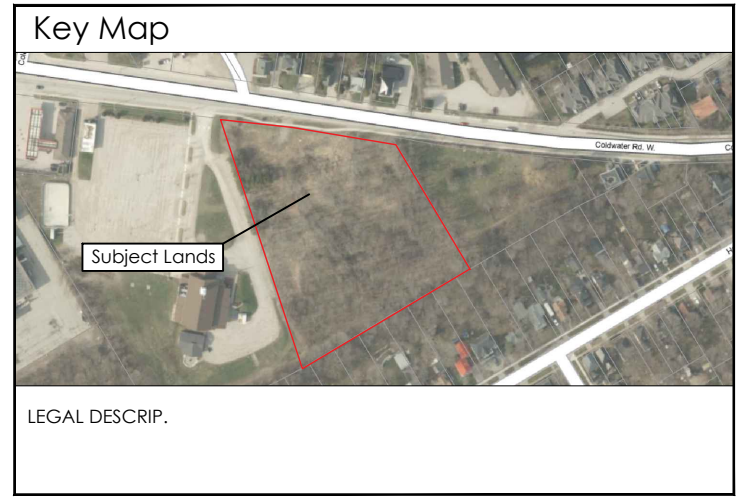
2. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

**BY-LAW** read a **FIRST, SECOND, and THIRD** time and finally **PASSED** this \_\_\_\_\_ day of \_\_\_\_\_ 2022.


**THE CORPORATION OF THE CITY OF ORILLIA**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



**LEGEND**

 Lands to be rezoned from the 'Residential Five Intensification Hold Two' (R5i(H2)) zone to the 'Residential Five Intensification with Special Provisions' (R5i) (SP-XXX)

Note: This drawing is for discussion purposes only.  
The information shown is approximate and subject to change.

N

Date: November 3, 2022	Drawn By: JV
File: 21-1042	Drawn By: TK

**ZONING BYLAW AMENDMENT SCHEDULE**  
**233, 249, 261 COLDWATER ROAD, ORILLIA, ON**

SCHEDULE OF REVISIONS			
No.	Date	Description	By

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