



## Zoning By-law Amendment Planning Justification Report

To: City of Orillia  
Attention: Alison Chapple, Senior Planner  
Development Services and Engineering Department  
From: Vanessa Simpson, RPP, MCIP, M.Pl.  
Date: January 16, 2026; April 23, 2026 (revised)  
Delivered: Delivered by Hand and by Email  
Subject Property: 116 & 120 Bond Street, City of Orillia

## 1.0 INTRODUCTION

MORGAN Planning & Development Inc. (MP&D) has been retained by Sullnet Holdings Inc., to act on their behalf on matters pertaining to a Zoning By-law Amendment (ZBA) application for the property known municipally as 116 and 120 Bond Street. The collective purpose of this application is to permit the development of 34 stacked townhouse units.

Stage 1 Pre-consultation was initiated in May of 2023. Following the initial Stage 1 Pre-consultation, an additional pre-consultation was held in May of 2024. Staff determined that Stage 2 Pre-consultation would be required, and formal minutes were issued.

The purpose of this Planning Justification Report is to provide an overview of the development proposal; to summarize the purpose of each application; to list the reports submitted in support of the applications, and to explain how the applications conform to the applicable planning policies.

### 1.1 116 Bond Street History

In January 2025, a Stage 2 Pre-Consultation Zoning By-law Amendment (ZBA) application was submitted for the lands municipally known as 116 Bond Street, proposing a stacked townhouse residential development. The proposal contemplated the redevelopment of the subject property with the following key components:

The development was proposed as a standard condominium consisting of two blocks of stacked townhouse buildings. One block was designed to contain 10 residential units, while the second block would contain 8 residential units, resulting in a total of 18 dwelling units.

Vehicular access to the site was proposed via a 7.2-metre-wide driveway located along the east portion of the property, with an overall driveway length of approximately 65 metres. In accordance with applicable fire access regulations, a turnaround was not required. Internally, the site design included a total of 23 parking spaces, comprised of 2 barrier-free spaces and 5 visitor parking spaces.

Waste management was addressed through the provision of Molok-style (deep well) waste containers located at the rear of the site, accommodating garbage, organics, and recycling streams.

The stacked townhouse buildings were designed with slab-on-grade construction, resulting in three-storey built form. Ground-floor dwelling units were proposed to have exclusive access to private backyard amenity areas, while upper-level units were designed to include private patios or rooftop amenity spaces.

The site plan incorporated two common outdoor amenity areas. The first amenity area, totaling approximately 88 square metres, included a gazebo structure and community mailbox facilities. The second amenity area provided approximately 74 square metres of communal outdoor space. A 2.0-metre-wide landscaped buffer was proposed along all property lines, with the exception of the north property boundary.

To facilitate the proposed development concept, a Zoning By-law Amendment was required to permit three-storey stacked townhouse development and to address site-specific zoning deficiencies associated with the existing zoning permissions.

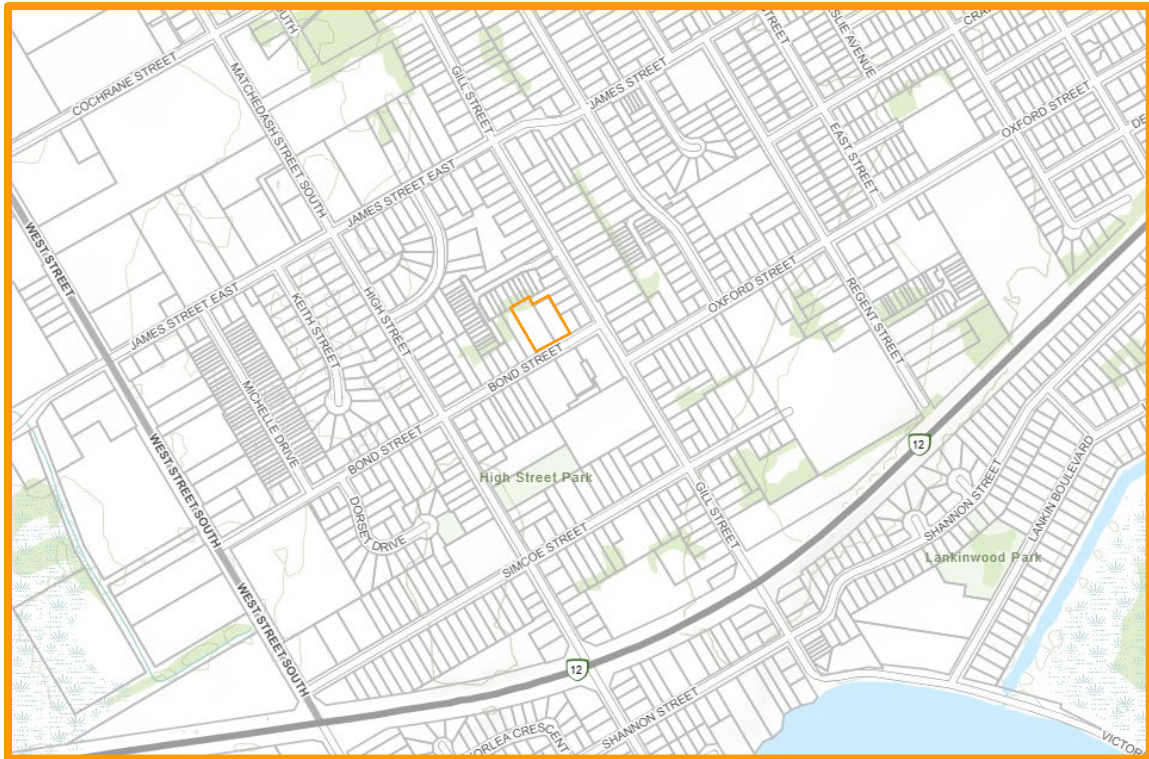
Throughout 2025, MP&D, in collaboration with the applicant and the broader consultant team, worked closely with City staff to respond to and address comments arising from the City's technical review of the application materials. The application was subsequently brought forward to City Council in November 2025, at which time By-law No. 2025-0988 was enacted by the Council of the City of Orillia on November 17, 2025, formally approving the requested zoning amendments.

The zoning for 116 Bond Street is now R4-26 and include the following site-specific provisions: *to permit eighteen (18) Stacked Townhouse Dwelling Units together with twenty-three (23) parking spaces and one site-specific exception for a deficient landscape buffer width along the easterly property line.*

## 2.0 LOCATION AND DESCRIPTION OF LAND

The subject properties are located in the southeast portion of the City of Orillia, west of the Bond Street and Gill Street Intersection. **Figure 1** identifies the location of the subject properties. **Figure 2** provides the most recent 2024 aerial imagery of the subject properties.

**Figure 1** Location of Subject Property – 120 Bond Street



Source: Simcoe Maps

**Figure 2** 2024 Aerial of Subject Property



Source: Simcoe Maps

The property at 116 Bond Street is currently developed with a single detached dwelling with two accessory sheds located at the rear of the property. The existing condition of the property is predominately flat with trees located along the property lines to the west, north and east. The subject property has a total lot area of 2,223 square metres, or 0.22 hectares, and a total lot frontage of 30.39 metres along Bond Street.

The property at 120 Bond Street is currently developed with a single detached dwelling and a detached accessory structure (garage). The existing condition of the property is predominately flat with trees located along the property lines to the west, north and east. The subject property has a total lot area of 1,486.4 square metres, or 0.22 hectares, and a total lot frontage of 24.38 metres along Bond Street.

Together the properties have a lot area of 3,708.7 square metres and a combined frontage of 54.72 metres. It should be noted that while the parcels are currently separate, the applicant is in the process of having the parcels merged to be one. This Planning Justification Report has been prepared with this in mind, assuming the parcels are one, and will be referenced as the “subject property”.

## 2.1 Surrounding Uses

The surrounding land uses are categorized as follows:

North: The property is bound to the north by residential lands typified with townhouse developments, and single family dwellings further north.

East: The property is bound to the east by single family residential dwellings.

South: The property is bound to the south by Bond Street, three-storey apartment buildings located further south of Bond Street, and the Brian Orser Arena further south.

West: The property is bound to the west by a single family dwelling, with a mixture of both single family dwellings and some townhouse dwellings located further west.

## 3.0 OFFICIAL PLAN AND ZONING BY-LAW

### 3.1 City of Orillia Official Plan (2010)

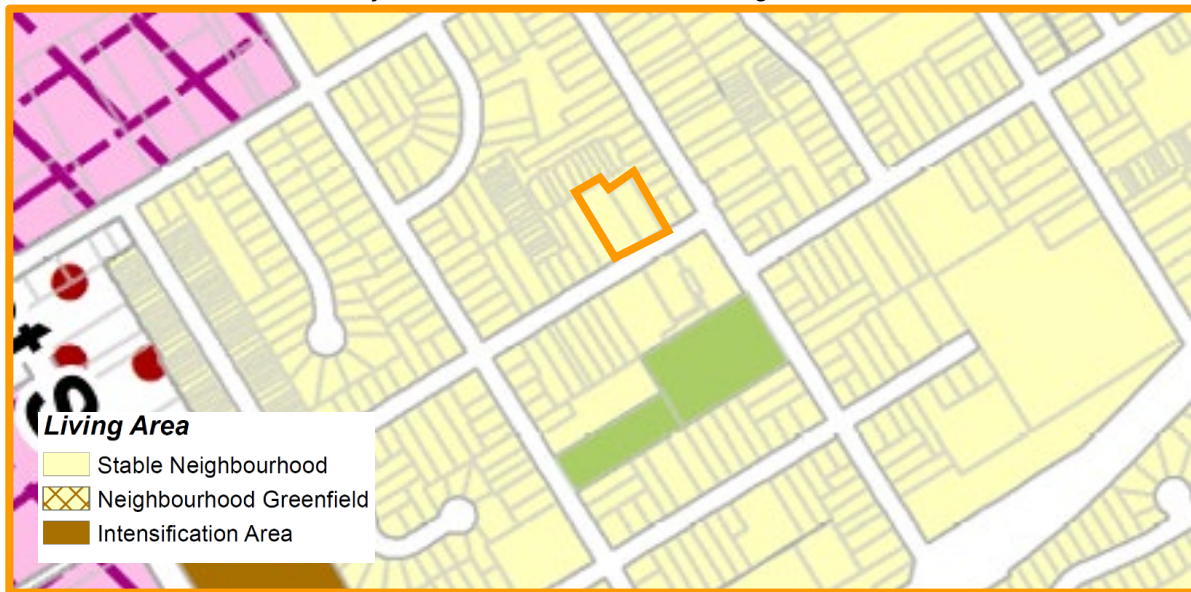
The entirety of the subject property is located within the *‘Living Area – Stable Neighbourhood’* designation as per Schedule A – Land Use within the City of Orillia Official Plan, refer to **Figure 3**.

The intent of the Official Plan is to ensure that areas designated Stable Neighbourhood are protected from incompatible forms of development and, at the same time, are permitted to evolve

and be enhanced over time. The Plan requires that all new development in the ‘Stable Neighbourhood’ be compatible with the neighbourhood and that the ‘Design Policies for Living Area’ be adhered to.

Permitted residential uses in the ‘Stable Neighbourhood’ include single detached, semi-detached, and duplex dwellings, as well as multiple-unit buildings and townhouses. Therefore, the proposed built form conforms to the Official Plan.

**Figure 3** Official Plan – Land Use Schedule ‘A’ Excerpt  
Subject lands are outlined in orange below.



Source: City of Orillia, Official Plan

### 3.2 City of Orillia Zoning By-law 2014-14

The subject properties have split zoning. 116 Bond Street is zoned *Residential Four with site-specific exception (R4-26)* while 120 Bond Street is zoned *Residential Two (R2)* within the City of Orillia Zoning By-law (Map No. 21).

The Zoning By-law Amendment seeks to rezone both properties to the same site specific *‘Residential Four – Special Exception’ (R4-XX)* Zone to permit stacked townhouses and establish site-specific zone provisions. Further details related to this amendment are provided in Section 6.2 of this report.

### 4.0 OVERVIEW OF DEVELOPMENT PROPOSAL

It is proposed that the property be developed as a standard condominium consisting of four blocks of stacked townhouse buildings. One block will contain 10 units, while the other three blocks will

each contain 8 units, for a total of 34 residential units. Refer to **Figure 4** and **Appendix A** for the Site Plan.

The proposed design includes an entrance driveway running through the middle of the property, providing access to the entire development. The vehicular access driveway, 7.2 metres in width, with a total length of 65 metres, which does not require a turnaround for the fire route under applicable regulations.

Parking is provided on either side of the drive aisle. A total of 43 parking spaces will be provided, including 2 barrier-free spaces and 9 visitor spaces. Molok-style (deep well) garbage bins are proposed at the rear of the site, providing designated locations for garbage, organics, and recycling.

The stacked townhouse blocks will feature slab-on-grade construction, resulting in three-storey buildings. Ground-floor units will have exclusive access to outdoor backyard areas, while upper units will enjoy private patios or rooftop amenity spaces.

The site design incorporates three common amenity areas. The first area, providing 88 square metres, includes a gazebo structure and community mailboxes. The second area offers 74 square metres of outdoor space for communal use. And the third provided 77 square metres of outdoor space for communal use. A 2-metre landscaped strip will surround the entire property, except along the north property line, adjacent the driveway and molok bins.

To realize this development concept, a Zoning By-law Amendment (ZBA) is required to rezone the subject property to permit three-storey stacked townhomes and address site-specific zoning deficiencies.

Given that the proposed development includes more than 10 units, a Site Plan Control application will also be required, which will be submitted at a later date.

This development plan reflects a thoughtful approach to maximizing the site's potential while meeting zoning and design standards to create a cohesive, functional, and visually appealing residential community.



## 5.0 SUPPORTING TECHNICAL STUDIES

The following is a summary of the plans and technical studies which have been submitted concurrently with this Planning Justification Report in support of the enclosed applications:

### 5.1 Architectural Drawing Package prepared by API Group of Companies

A Site Plan and Building Elevations have been prepared for the subject lands. The Site Plan illustrates the proposed site configuration including the block siting, amenity areas and driveway and parking. The Building Elevations articulate the proposed façade of the townhouse blocks, contemplating both the City of Orillia Zoning By-law and Ontario Building Code, as required.

The Site Plan and Building Elevations have been submitted under separate cover for review.

### 5.2 Functional Servicing and Stormwater Management Review, prepared by Tatham Engineering

This Review notes that the previously prepared and submitted materials for 116 Bond Street development included consideration for the future development of the 120 Bond Street property. These materials included the following:

- Functional Servicing Report, dated September 11, 2025;
- Stormwater Management Report, dated September 11, 2025;
- Operations & Maintenance Manual, dated September 11, 2025;
- Parking Justification Study, dated January 22, 2025; and
- Transportation Impact Brief, dated January 22, 2025 supplemented with letter correspondence dated July 4, 2025;

These reports were all prepared on the basis 120 Bond Street would be developed with 16 residential units in two stacked townhome buildings with 20 parking spaces accessed from the 166 Bond Street property. Tatham has reviewed the previously submitted materials against the latest rendition of the proposed Site Plan for 120 Bond Street and concluded that the development is generally consistent with the preliminary concept assessed in support of 116 Bond Street development. The previous reports and studies in conjunction with the updated engineering design drawings therefore sufficiently meet the development needs in terms of water and sewer servicing, stormwater management, parking requirements and transportation impacts.

The full copy of this Review and associated Reports have been submitted in support of the applications.

### **5.3 Geotechnical Investigation prepared by GEMTEC**

GEMTEC was retained to complete the required geotechnical site investigations on the subject lands. The purpose of the geotechnical investigation was to identify the general subsurface conditions of the site and provide appropriate recommendations on the geotechnical design for the proposed development. The Report provide recommendations on the site preparation and grading, foundation design, pavement structure, drainage considerations, temporary excavations, installation of underground services, and potential impacts to groundwater. For details, refer to the Report under separate title.

### **5.4 Arbor and Landscape Package prepared by Landmark Environmental Group Ltd.**

The Landmark Environmental Group Ltd. (LEGroup) was retained to complete the required Arboriculture services for the subject lands. The purpose of the Report is to establish the characterization of the existing tree cover on the parcel and determine extents of tree removal and preservation. The intent is to preserve trees to the extent possible given the proposed land development and the methods for protecting the same. Those trees that cannot be preserved due to poor or declining health, structural deficiencies or to facilitate the proposed development on the site, are indicated to be removed.

The Report concludes with a number of recommendations which have been briefly noted here. Many offsite trees are to be retained and protected. Many onsite trees will be removed due to conflict with the proposed development, while many also being of poor to fair health condition. Appropriate tree preservation fencing and signage are required to be installed and posted. These details can be seen in the Report and Drawing package.

Lastly, a proposed Landscape Plan and Plant List have been provided for the subject development. Cost Estimates will be provided at the second submission.

### **5.5 Stage 1 and Stage 2 Archaeological Assessment prepared by Irvin Heritage**

A Stage 1 and Stage 2 Archaeological Assessment has been completed on the subject lands. The Stage 2 Archaeological Assessment survey identified no archaeological resources within the Study Area. Given the results and conclusions, it has been recommended that the study area has been sufficiently assessed and is free of further archaeological concern.

In addition, Irvin Heritage has been in consultation with Rama First Nation and Curve Lake First Nation. No concerns have been raised.

## 6.0 PLANNING INSTRUMENTS

### 6.1 Zoning By-law Amendment Application

As noted above to realize this development concept, a Zoning By-law Amendment (ZBA) is required to rezone the subject property to permit three-storey stacked townhomes and address site-specific zoning deficiencies.

The application proposes to rezone the properties from '*Residential Four Exception 26 [R4-26]*' and '*Residential Two [R2]*' to a '*Residential Four Exception XX [R4-XX]*' zone.

The site-specific exception will incorporate the following provisions:

1. *Notwithstanding the Permitted Uses in Residential Zones in Table 7.1, three-storey stacked townhomes shall also be permitted.*
2. *Notwithstanding the Lot Area requirements of Section 5.12 of the Zoning Bylaw, a minimum lot area of 109 m<sup>2</sup> per unit shall be permitted.*
3. *Notwithstanding the Parking Provisions of Section 6.2.2.1 of the Zoning Bylaw, a ratio of 1.25 spaces per unit shall be permitted, of which 20% are for visitor parking spaces.*

In addition to the above noted provisions, the following table illustrates the zoning performance standards of the proposed R4-## Zone. Those provisions requiring site specific relief are highlighted:

Proposed R4 Zone Table		
Provisions	Required (R4i Zone)	Proposed (R4-XX Zone)
Permitted Use		<b>Stacked Townhouse Units</b>
Min. Lot Area (per unit)	120 m <sup>2</sup> / unit 34 units X 120m <sup>2</sup> = <b>4,080m<sup>2</sup></b>	116 – 2,222.3m <sup>2</sup> 120 – 1,486.4m <sup>2</sup> <b>Total – 3,708.7m<sup>2</sup> / 34 units = 109 m<sup>2</sup> / unit</b>
Min. Lot Frontage	20.0 m Standard Condo - Not individual lot frontages, rather the entire frontage of Bond Street	116 – 30.34m 120 – 24.38m <b>Total – 54.72m</b>
Lot Coverage (max.)	55 %	26.9%
Landscaped Open Space (min.)	30 %	41.9%
Front Yard Setback (min.)	6.0 m	6.0 m – Bond St

Proposed R4 Zone Table		
Provisions	Required (R4i Zone)	Proposed (R4-XX Zone)
Interior Side Yard (min.)	1.8 m 0 m between shared main wall or foundation of units that are attached	4.5m – south (116) 6.0 – north (120)
Exterior Side Yard (min.)	3.0 m	n/a
Rear Yard (min.)	7.5 m	7.5m
Building Height (max.)	11 m	Block A – 10.8m Block B-1 – 10.8m Block B-2 – 10.6m Block B-3 – 11.0m
<b>General Provisions Section 5</b>		
Angular Planes (5.3)	Notwithstanding the height provisions of this By-law, all development in excess of three storey's shall be subject to an angular plane.	Not applicable. The proposed dwellings are three-storeys.
Decks (5.6.2) - Lot Coverage Requirements	a) Decks more than 0.6m above finished grade attached to a principal structure shall be included in the calculation of lot coverage for the principle structure.	Included in lot coverage.
Fences and Privacy Screens (5.7)	a) A fence or privacy screen shall have a maximum height of 2.0 m.	2.0m fence
Landscaping Requirements (5.12)	The minimum requirements for Required Landscape Buffer areas and Landscape Screening Strips required are based on the abutting land use or zone.  Landscape Buffer Area, minimum width – abutting a residential zone or use; 2.0 m on rear, sides and front	Landscape Buffer Area – N – 2.0m N - 0.54m at garbage (permitted) E (front) – 3.0m S – 4.5m W (rear) – 2.0m  Landscaped Screening Strip – 2.0m fence

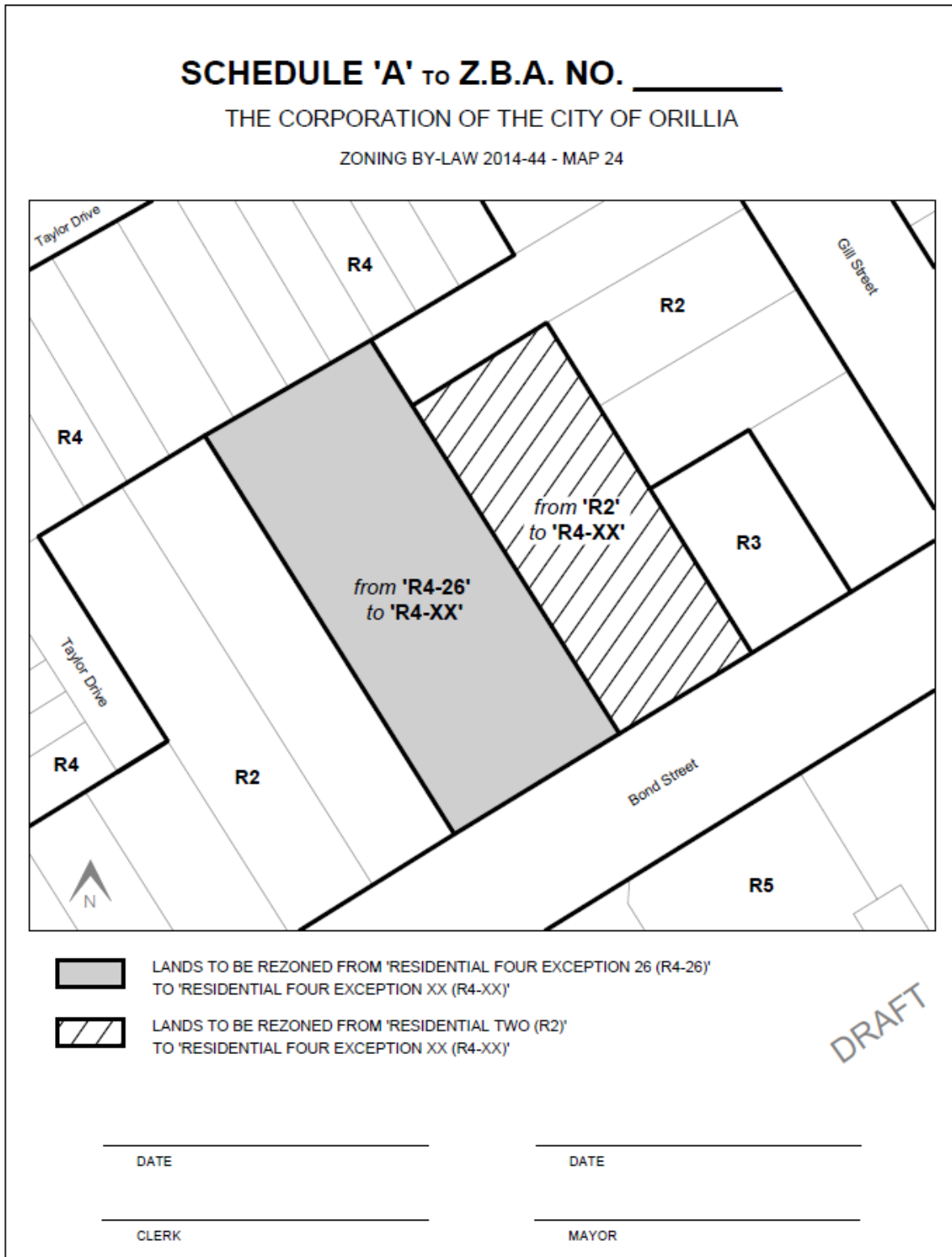
Proposed R4 Zone Table		
Provisions	Required (R4i Zone)	Proposed (R4-XX Zone)
	Landscaped Screening Strip, minimum required height – abutting a residential zone or use; 2.0 m	
Snow Storage Areas (5.37)	A minimum of 5% of parking areas, loading spaces, private streets and driveways shall be required as snow storage areas	>5% (9.4%) Snow Storage = 108.8m <sup>2</sup> Asphalt and curbs = 1156.5 m <sup>2</sup>
Waste Storage Areas (5.40)	Where a Waste Storage Area is proposed, the following provisions shall apply: <ul style="list-style-type: none"> <li>a) A Waste Storage Area shall be screened from view of the street and neighbouring Lots through the use of Landscaped Screen Strip(s) or opaque enclosure(s);</li> <li>b) A Waste Storage Area shall not be located in a Sight Triangle; and</li> <li>c) A Waste Storage Area shall be set back at least 0.5 m from any Lot Line.</li> </ul>	**Waste Storage Area is provided at 116 Bond Street** <ul style="list-style-type: none"> <li>a) Waste Storage Area provided (Molok type system) for garbage, recycling and compost.</li> <li>b) Noted.</li> <li>c) &gt;0.5m from property line.</li> </ul>
<b>Parking and Loading Standards Section 6</b>		
No. of Standard Parking Spaces (6.2.2.1)	<b>51 required</b> 1.5 per unit (34 x 1.5 = 51)	<b>43 spaces provided</b> <i>(1.25 spaces per unit)</i>
No. of Visitor Parking Spaces (6.2.2.1)	25% of total required parking (51 x 25% = 13) <b>13 required</b>	<b>9 spaces provided (...of which 20% are visitor)</b>
Bicycle Parking (6.2.2.2)	1 for every 10 vehicle parking spaces (51 /10 = 5.1)	1 for every 10 vehicle parking spaces (43 /10 = 4.3 required)

Proposed R4 Zone Table		
Provisions	Required (R4i Zone)	Proposed (R4-XX Zone)
	<b>5 spaces required</b>	8 provided
No. of Barrier Free Parking (6.2.7)	4% of required parking to include Type A and Type B Barrier-parking spaces (51 x 0.04 = 2.04)  <b>2 spaces required</b>	4% of required parking to include Type A and Type B Barrier-parking spaces (42.5 x 0.04 = 1.7)  2 spaces provided: 1 Type A and 1 Type B
Dimensions of Parking Spaces (6.2.13)	Standard (90 degree) - 2.7 x 6m  Barrier-free (Type A) – 3.4mx6.0m plus 1.5m hatched aisle strip  Barrier-free (Type B) - 2.4mx6.0m plus 1.5m hatched aisle strip	Standard (90 degree) - 2.7 x 6m  Barrier-free (Type A) – 3.4mx6.0m Barrier-free (Type B) - 2.4mx6.0m *1.5m hatched aisle strip shared
Aisles (6.2.14)	a) The minimum width of an aisle providing access to a Parking or Loading Space shall be 6.0m  b) An aisle servicing a Parking Area which terminates in a dead end shall extend a minimum of 1.0m beyond the final Parking Space	a) 6.0m provided b) Extends beyond >1.0m
Width of Access Driveway	Minimum 7.2m two-way	7.2m provided
Parking Area Location (6.3 and Table 6.7)	b) For all other residential uses where five (5) or more parking spaces are required, the parking area and driveway shall not cover more than 50% of the Front, Exterior side or rear yard	<50%
Amenity Area	Table 7.2 Sub 6 (i) Townhouse dwelling units shall have an outdoor living	Outdoor Living Area: Ground units: +/- 22.5m2 at grade, in rear yard

Proposed R4 Zone Table		
Provisions	Required (R4i Zone)	Proposed (R4-XX Zone)
	area of 12.0 m <sup>2</sup> (min) per unit.	Upper units: +/- 22.5m <sup>2</sup> rooftop balcony
	(ii) Common Amenity Areas are required for Townhouses that are part of a private complex	Common Amenity Areas: 88m <sup>2</sup> + 74.7m <sup>2</sup> +77.6m <sup>2</sup> = 239.3m <sup>2</sup> provided

Figure 5 and Appendix B is an excerpt of the proposed Zoning By-law Amendment Schedule that forms part of this submission.

Figure 5 Excerpt from Draft Zoning By-law Amendment Schedule



Prepared by: Morgan Planning and Development

## 7.0 PLANNING ANALYSIS

In formulating the planning rationale for the proposed development, the following documents have been reviewed in their entirety:

- The Planning Act
- Provincial Planning Statement (2024)
- City of Orillia Official Plan (2010)

The following subsections provide further detail of the most salient policies related to the proposed development.

### 7.1 The Planning Act, R.S.O. 1990, c. P.13 (Sept 3, 2019)

The following table provides an overview of the Provincial Interest as outlined in Section 2 of the *Planning Act*.

#### Section 2 of the Planning Act (Provincial Interest)

*The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

#### MP&D Comment:

- |   |  |
|---|--|
| <i>(a) the protection of ecological systems, including natural areas, features and functions;</i>   | There are no identified natural heritage features present on the property.   |
| <i>(b) the protection of the agricultural resources of the Province;</i>  | The subject lands are located in a Settlement Area, planned for development. Therefore, the proposed does not have any impact on agricultural resources.   |
| <i>(c) the conservation and management of natural resources and the mineral resource base;</i>  | There are no identified features on the property.  |
| <i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i>            | The subject lands have been previously developed.  |
| <i>(e) the supply, efficient use and conservation of energy and water;</i>  | The subject lands are located in a Settlement Area, therefore providing a development proposal that make efficient use of energy and water located within Orillia.   |
| <i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i> | The subject lands are located within a Settlement Area, where existing municipal water and wastewater services are located, the lands being serviced by both. In addition, the lands are located on a local road, connecting to the larger transportation network in the area. |

<i>(g) the minimization of waste;</i>	The proposed development provides an efficient built form design, which will minimize waste.
<i>(h) the orderly development of safe and healthy communities;</i>	The subject lands are located in a Settlement Area and will contribute to a safe and healthy, complete community through the provision of pedestrian connections (sidewalks), a building close to the street frontage (providing eyes on the street), and amenity areas both ground related and rooftop providing outdoor space for building residents.
<i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i>	The proposed building must conform with the Ontario Building Code (OBC) and the Accessibility for Ontarians with Disabilities Act (AODA).
<i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i>	Not applicable.
<i>(j) the adequate provision of a full range of housing, including affordable housing;</i>	The proposed building will contribute 34 residential units to the housing stock within Orillia, further increasing the range of unit types.
<i>(k) the adequate provision of employment opportunities;</i>	Not applicable.
<i>(l) the protection of financial and economic well-being of the Province and its municipalities;</i>	Not applicable.
<i>(m) the co-ordination of planning activities of public bodies;</i>	Not applicable.
<i>(n) the resolution of planning conflicts involving public and private interests;</i>	Not applicable.
<i>(o) the protection of public health and safety;</i>	The proposed development is proposing a residential use which is permitted within Settlement Areas and is not noxious. The proposed development does not intend to cause harm to public health or safety.
<i>(p) the appropriate location of growth and development;</i>	The subject lands are within a Primary Settlement Area, which is fully serviced and contains amenities to serve residential development.
<i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	The subject lands are approximately 140m from the nearest transit stop (South Route), which connects to the Orillia downtown bus terminal, where all transit routes can be accessed.
<i>(r) the promotion of built form that, (i) is well-designed,</i>	The proposed development will provide structures that are well designed and meet the requirements of the

- (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;* Ontario Building Code and the Accessibility for Ontarians with Disabilities Act.  
An outdoor at grade amenity area is provided for the residents of the development.
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate* Not applicable.

It is the opinion of the undersigned that the proposed development and associated Zoning By-law Amendment applications have regard for matters of provincial interest.

## 7.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides policy direction on matters related to land use planning and sets the policy foundation for regulating the development and use of all land in the province.

The most directly applicable policy areas affecting the proposed development have been highlighted below:

*Section 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

MP&D Comment: The proposed development contributes to the range and mix of housing options within Orillia, assisting the City in achieving residential demands for future growth.

*Section 2.2 Housing*

*Section 2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

*a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

*b) permitting and facilitating:*

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

*c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

*d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

MP&D Comment: The development will diversify the local housing market by providing higher density housing forms which is more affordable due to reduced land costs per unit. Although the subject property is not designated an 'Intensification Area' within the City's OP or Zoning By-law, the housing type and density will be supported by existing transit servicing levels; existing municipal services and infrastructure; and access to local and regional services.

The site design promotes a compact urban form while still ensuring appropriate levels of health and safety by providing an appropriate amenity area, access to local and regional services, and high-quality built form.

<i>Section 2.3</i>	<i>Settlement Areas and Settlement Area Boundary Expansion</i>
<i>Section 2.3.1.1</i>	<i>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i>
MP&D Comment:	The subject property is located within the City of Orillia, which is identified as a Settlement Area.
<i>Section 2.3.1.2</i>	<i>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i> <ul style="list-style-type: none"> <li><i>a) efficiently use land and resources;</i></li> <li><i>b) optimize existing and planned infrastructure and public service facilities;</i></li> <li><i>c) support active transportation;</i></li> <li><i>d) are transit-supportive, as appropriate; and</i></li> <li><i>e) are freight-supportive.</i></li> </ul>
MP&D Comment:	The subject land currently contains two single detached dwellings. The proposed development provides intensification in a residential area where services and infrastructure exist.
<i>Section 2.3.1.3</i>	<i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i>
MP&D Comment:	The proposed development represents residential intensification through the development of under-utilized lands within an existing settlement area. A Functional Servicing Report concludes that the proposed development can be adequately serviced utilizing existing water and sewer laterals to the site.
<i>Section 2.3.1.4</i>	<i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>
MP&D Comment:	The proposed development represents residential intensification through the development of under-utilized lands within an existing settlement area.

*Section 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

MP&D Comment: The proposed development represents residential intensification through the development of under-utilized lands within an existing settlement area. The proposed development provides a density of 92 units per hectare.

*Section 3.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

MP&D Comment: A Functional Servicing Report submitted herein confirms that the proposed development is achievable with the existing municipal servicing available to the subject property.

*Section 3.6.8 Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

MP&D Comment: A Functional Servicing Report and Stormwater Management Report submitted herein confirms that the proposed development is achievable with the existing municipal servicing available to the subject property.

*Section 4.6 Cultural Heritage*

*Section 4.6.2 Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

MP&D Comment: Irvin Heritage was retained to conduct a Stage 1-2 Archaeological Assessment of the subject property. No archaeological resources were encountered. A Clearance Letter from the Ministry of Tourism, Culture and Sport is pending.

It is the opinion of the undersigned that the development, and the requisite Zoning By-law Amendment, are consistent with the policy direction provided by the Provincial Planning Statement.

### 7.3 City of Orillia Official Plan (2010)

As noted in Section 5.1 of this report, the subject property is designated ***‘Living Area – Stable Neighbourhood’*** by Schedule A of the City of Orillia Official Plan (OP). The intent of the Official Plan is to ensure that areas designated Stable Neighbourhood are protected from incompatible forms of development and, at the same time, are permitted to evolve and be enhanced over time. The Plan requires that all new development in the ‘Stable Neighbourhood’ be compatible with the neighbourhood and that the ‘Design Policies for Living Area’ be adhered to.

It is the objective of the living area designation to promote higher density, transit supportive and mixed-use development in appropriate locations.

The following summarizes the most salient policies related to the development:

*Section 3.3.3 General Living Area Policies*

*Section 3.3.3.1 Housing Demand*

*a) The City Recognizes that within the ‘Living Area’ designations, the number of residential dwelling units required to meet the long-term needs of the City’s population could vary over time. Accordingly, this Official Plan shall not prescribe the mix of housing types within the ‘Living Area’ designations, providing the other policies of this plan are attained.*

MP&D Comment: The development will add 34 dwelling units to the existing housing stock. The size of this property, its access to municipal transit, and its proximity

to services, amenities and recreational space establishes it as an ideal candidate for a medium density stacked townhouse development.

*Section 3.3.3.2 Affordable Housing*

- a) *The City will encourage the development of housing that is affordable for low and moderate income households. In order to provide opportunities for affordable housing units, Council may consider relief from municipal permit fees, taxes and/or development fees.*
- b) *It is a target that 25 percent of all new development across 'Central Core Intensification Area', 'Intensification Area' and 'Stable Neighbourhood' designations, meet that definition of affordable housing.*

*Affordable housing within the 'Stable Neighbourhood' designation may be achieved by encouraging the development of secondary dwelling units and allowing additional dwelling units within an existing dwelling.*

- c) *The City will work with other government agencies and the private sector to promote innovative housing forms and development techniques and incentives that will facilitate the provision of affordable housing.*
- d) *Affordable housing will be encouraged to be located in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.*

MP&D Comment: The enclosed application will facilitate the development of residential units contributing to the range of housing types, densities and levels of affordability by providing stacked townhouse dwellings in the 'Stable Neighborhood'. Typically, this housing type is more affordable than single detached dwellings.

*Section 3.3.3.3 Built Form / Density*

- a) *An array of housing and building types is encouraged throughout the 'Living Area' designations. It is the intent of this Plan that building form be the determining factor for the types of development permitted in each land use designation.*

*b) Density can also be used in defining the amount of development permitted on a lot. However, density as a planning tool used by itself, will not ensure that any specific built form will be produced. As such, density will be considered a product of the relationship between built form, height and lot coverage.*

MP&D Comment: The development will contribute to the array of housing and building types within the 'Living Area'. The adjacent neighbourhood is currently comprised of a wide range of dwelling types including single detached dwellings, townhouse dwellings and multiple 3-storey walk up apartment buildings.

*Section 3.3.3.4 Infill Housing*

*a) Infill development on properties that vary from the existing development pattern in terms of lot size, configuration and/or orientation in the 'Living Area' designations shall be designed with heights, massing and scale which is compatible with the surrounding context. Infill proposals may be subject to Site Plan Control.*

MP&D Comment: The proposed development provides a new type of dwelling in the area and therefore lot size, configuration and orientation has been considered.

The proposed development is three-storeys in height, which is permitted. The site plan has been designed to maintain required setbacks to adjacent properties to the rear and side yards. The setbacks provided allow for landscaped buffer strips to surround the property, which has also allowed for tree retention and new plantings are proposed as required.

*Section 3.3.3.6 Multiple Unit Building and Townhouses (Living Area)*

*a) ...n/a*

*b) ...n/a*

*c) All multiple-unit building or townhouse developments within the 'Living Area' shall be compatible with the character of the surrounding community.*

*d) All multiple-unit building or townhouse developments within the 'Living Area' shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.*

MP&D Comment: Refer to the Land Use Compatibility brief in **Section 8** of this Report. The proposed development will be subject to Site Plan Control.

*Section 3.3.4 Stable Neighbourhood Designation*

*Section 3.3.4.1 Intent*

*a) It is the intent of this Plan to ensure that the areas designated 'Stable Neighbourhood', as identified on Schedule 'A', are protected from incompatible forms of development and, at the same time, are permitted to evolve and be enhanced over time. All new development shall be compatible with its surrounding context and shall conform with the 'Design Policies for Living Area' and all other applicable policies of this Plan.*

MP&D Comment: The proposed development provides a built form and detailed site plan which provide intensification in a 'Stable Neighbourhood' in a built form which is compatible to the surrounding context. The general neighbourhood has seen recent approvals for redevelopment and similar projects will continue as the neighborhood redevelops and evolves over time.

Refer to the Land Use Compatibility brief in **Section 8** of this Report. The 'Design Policies for Living Area' are further review in this Report.

*Section 3.3.4.2 Permitted Uses*

*a) Permitted uses on land identified as 'Stable Neighbourhood' on Schedule 'A' include:*

*...multiple-unit buildings and townhouses*

MP&D Comment: The Official Plan permits the proposed use, multiple-unit building and townhouse.

*Section 3.3.4.4 Development Policies (Stable Neighbourhood)*

*a) All development within the 'Stable Neighbourhood' designation shall be subject to Site Plan Control, with the exception of single detached, semi-detached and duplex dwellings, including group homes. All development on lands that abut any shoreline shall be*

*subject to Site Plan Control, including single-detached, semi-detached and duplex dwellings.*

- b) All new development within the 'Stable Neighbourhood' designation shall have a maximum height of 3 storeys. The implementing Zoning By-law may provide more restrictive height limits based on the specific context of a neighbourhood or area within the City.*
- c) Multiple-unit buildings, townhouses, converted dwellings and communal housing may only be permitted within the 'Stable Neighbourhood' designation subject to achieving the following criteria to the satisfaction of the City:*
  - i) the development shall respect the existing character of the surrounding neighbourhood through compatible and complementary building siting, massing height and scale.;*
  - ii) the exterior design of the proposed building or buildings, including materials, colours, architectural detail, landscaping and streetscape elements shall be compatible with the proposal's immediate neighbours; and,*
  - iii) the development shall be subject to the Site Plan Control.*

MP&D Comment: As noted above, the proposed development will be subject to Site Plan Control.

The development incorporates three storey, stacked townhouse built form in conformity with Section 3.3.4.4 b). The proposed development is in keeping with the existing character of the surrounding neighbourhood. The height, siting and scale respect the adjacent low density residential area. Three-storey built form exists in the area, adjacent to the subject lands. Further, sufficient setbacks have been provided from the dwellings allowing for landscaping strips to surround the property.

The architectural design of the townhomes has been prepared in accordance with applicable OP design policies related to Townhouses (Section 3.3.7.4.3).

During the Site Plan process, adequate landscaping, fencing and building façade details will be established to ensure appropriate screening from the adjacent lots.

Section 3.3.7 *Design Policies for Living Area*

Section 3.3.7.1 *Objectives*

*The following design policies apply to all new development within the 'Living Area' designations. The City's objectives for design within 'Living Area' designations are:*

- a) To enhance the livability and physical appeal of the community through the quality, layout and attractiveness of its public and private spaces and buildings to enhance the well-being, health and prosperity of the citizens.*
- b) To provide development proponents with an understanding of the design intent of the City. The fundamental basis of these Urban Design policies is to create a built environment, which provides:
  - i) Visual diversity, interest and beauty;*
  - ii) A well-defined public realm, including an interconnected open space network that encourages walking and cycling;*
  - iii) Sensitive integration of new development with existing development;*
  - iv) A transit supportive and pedestrian/cycling-oriented development pattern;*
  - v) An attractive and distinctive, pedestrian-oriented community, with connections to the waterfront; and,*
  - vi) A road system which recognizes and preserves the historic character of the City's neighbourhoods.**
- c) In order to reduce energy consumption, reasonably compact forms of development shall be maintained in conjunction with efficient pedestrian, bicycle and vehicular transportation networks.*
- d) Neighbourhood services and facilities shall be provided close to residential development to help reduce automobile trips.*

MP&D Comment: The proposed development provides a site plan and development which will contribute to the growth and redevelopment of the neighbourhood. The development is a high-quality design which will be an attractive development, enhancing the neighbourhood area.

The site plan is sensitive to the adjacent uses, some being single storey single detached dwellings. Increased setbacks have been provided to create appropriate transition, allowing for retention of existing trees and the ability to plant new landscape strips as required.

The site design provides pedestrian connections through the inclusion of sidewalks. The architectural design, specifically of the unit that fronts Bond Street, has been designed to have an enhanced streetscape presence as the front door and porch are oriented towards the street.

The development provides a compact design, which uses land efficiently and is efficient to construct.

*Section 3.3.7.3 Design Policies for Greening*

- a) All new development shall provide a public parkland dedication in accordance with the policies of the Planning Act, to the satisfaction of the City. The City may, at their discretion, accept cash-in-lieu of a required parkland dedication.*

MP&D Comment: Cash-in-lieu of parkland will be provided.

*Section 3.3.7.4 Design Policies for Buildings*

*Section 3.3.7.4.1 General 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.*
- b) The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.*
- c) When considering building forms, development which results in extensive loss of sunlight to adjacent land uses shall be discouraged.*
- d) Energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, alternative energy systems, and conformity with LEED certification shall be discouraged.*

- e) ...n/a
- f) *Architectural styles of individual units and blocks should be sensitive to and complement each other.*
- g) *New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new building does not result in undue, adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity area.*
- 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.*
- 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.*
- 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 structure or underground parking shall be encouraged for high density forms of development. Where it is not feasible to located parking in structures either below or above grade, parking shall be encouraged to be located to the rear of principal buildings.*

MP&D Comment:

- The proposed development provides stacked townhouses, which contributes to the range and mix of housing types in the surrounding neighbourhood and in Orillia.
- The proposed development incorporates the following principles:
  - **Energy Efficiency:** The project will incorporate energy modelling design for building systems efficiency.
  - **Water Conservation:** The project will incorporate water-efficient fixtures and appliances to reduce water consumption.
  - **Sustainable Materials:** It is anticipated to use materials that are recycled, locally sourced, or have low environmental

impact and materials that are durable and require less frequent replacement.

- **Waste Reduction:** Implementing strategies to reduce, reuse, and recycle construction waste.
- The siting of townhouse building blocks are setback from lot lines and each other in a way that is compatible with the zoning bylaws provisions and angular plane recommendations. This supports sunlight exposure throughout the site and adjacent properties.
- As noted above, the project will incorporate energy modelling design for building systems efficiency.
- n/a
- The townhouse blocks incorporate identical pattern of finish materials consisting of natural stone base and 2 shades of stucco for the upper 2 floors. All blocks are also complimentary in style and design proportions (height and shape etc.) Blocks are sited on the periphery of the property with a central driveway and parking through the middle. Three common amenity areas are found on the property.
- The siting of the townhouse blocks create unit entrances that are interior to the site, located away from adjacent properties. Their location also provides contained amenity spaces focusing towards the centre of the property rather than towards neighbouring properties.
- The proposed development is a private residential development and therefore, there are no public spaces. However, the corner unit, facing the street, has been designed and the front door has been oriented towards the street.
- The parking area has been designed to minimize the visual impact of the streetscape. Landscaped areas have been provided to buffer the parking area while still providing the required visual daylighting triangle at the driveway entrance.
- Structured or underground parking is not a viable option for the proposed development due to size of the property and size/scale of the development itself.

- a) *The siting, massing and façade design of townhouse units shall be coordinated on a block-by-block basis.*
- b) *The elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block. Such articulation may include, but is not limited to, elements such as roof design, dormers, windows, building materials, colours, porches, building setbacks and/or other elements of the building façade.*
- c) *Where townhouse units are located adjacent to single or semi-detached units, the architectural elements shall facilitate visual integration between these different types of housing forms.*
- d) *...n/a*
- e) *Corner unit designs are encouraged to provide significant corner features such as a wrap-around porch, wall articulation, turret feature or bay window.*
- f) *...n/a*
- g) *Every effort should be made to screen utility meters on townhouse dwellings from public view through the use of recessed walls, inseting within walls, landscaping or other screening solutions.*
- h) *Each townhouse unit shall have access to their rear yard via the garage and/or a rear lane and/or a communal walkway/easement.*
- i) *Where townhouses are part of a private complex and/or condominium project, urban squares and/or 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. The outdoor amenity area shall be designed either as a passive siting area incorporating such amenities as benches, planting beds, trees, shade structures or as an active play area with such amenities as benches, landscaping, curbed play space with safety surfacing and play equipment in compliance with*

*CAN/CSA-Z614-07 or successor. Outdoor amenity areas shall not be located in snow storage areas and should be connected to a sidewalk to facilitate access.*

MP&D Comment:

- a) The proposed development has four blocks of stacked townhouses. The development creates a courtyard type development with central parking campus outdoor amenity space.
- b) The townhouse blocks incorporate identical pattern of finish materials consisting of natural stone base and 2 shades of stucco for the upper 2 floors. All blocks are also complimentary in style and design proportions (height and shape etc.). The use of gables articulates the roof lines of blocks townhouse blocks in a complimentary manner. Unit entries are paired and form symmetrical design patterns along the facades of both blocks.
- c) Block layouts reflect each other and are complimentary to the existing development style to the east side of Bond St. as well as the existing development to the west.
- d) ...n/a
- e) The use of gable roofs, additional window treatments and a variety of building finish materials offer significant degree of wall articulation facing Bond Street.
- f) ...n/a
- g) Building utilities will be focused on walls facing inward and will be screened if exposed unless housed in separate utility shed.
- h) Units will have separate accesses to rear yard screened private amenity spaces and rooftop terraces that face into the development rather than adjacent properties.
- i) Blocks are sited on the periphery of the property with a central driveway and parking through the middle. Three common amenity areas are found on the property.

Section 3.3.7.6 *Policies for Fencing/Walls*

Section 3.3.7.6.1 *Privacy Fencing Guidelines*

- a) *Hedges and garden walls are encouraged. They should be limited in height and visually permeable to allow overview from publicly accessible spaces.*
- b) *Rear and side yard fences, where required, shall be consistent in design, colour, and materials and in accordance with any applicable City standards.*
- c) *Fences may be subject to review by the City.*

MP&D Comment: Fencing is proposed surrounding the property, adjacent to neighbouring developments. A 2m high tight board privacy fence is proposed along the rear and side yards.

Refer to the Landscape Plan and Details for specific design and material details.

Section 3.3.7.7 *Policies for Lighting*

- a) *Lighting is an essential consideration to ensure safe pedestrian and transportation movement. The following guidelines shall apply to the 'Living Area' designations:*
  - i) *Exterior lighting shall be designed to promote pedestrian comfort, safety and provide a high quality ambiance;*
  - ii) *Only LED lighting or equivalent energy efficient technology will be permitted;*
  - iii) *Only Dark Skies friendly lighting will be permitted in the 'Living Area'. In addition, accent lighting is encouraged where it can emphasize built form and landscape elements; and*
  - iv) *Pedestrian scale lighting shall be provided adjacent to roads, walkways, urban squares, pedestrian routes and within parks and courtyards.*

MP&D Comment: All proposed lighting will meet the above criteria. A lighting / photometrics plan will be provided with Stage 3 submission.

*Section 3.3.7.8 Design Policies for Public and Private Parking Area*

- a) Public and private parking areas are encouraged to incorporate infrastructure to support the use of alternative fueled vehicles including charging stations for electric vehicles.*
- b) Winter maintenance and salt management shall be considered in the design of surface parking lots. New, additions to existing, or resurfacing/redesign of existing surface parking lots may be required to provide a parking lot design brief and a salt management plan demonstrating general conformity to the Lake Simcoe Region Conservation Authority's Parking Lot Design Guidelines to Promote Salt Reduction, or its successor.*

MP&D Comment: a) Rough ins for electric vehicle charging stations are proposed. This provides the option to install a charging station in the future.

b) A Snow Storage Management Analysis will be submitted with the Stage 3 application.

*Section 6.2.3 Stormwater Management*

- b) Site Plan Control applications for all infill development, a redevelopment, or significant site alteration equal to or greater than 500m<sup>2</sup>, including but not limited to parking facilities, shall incorporate an integrated treatment train approach using Low Impact Development (LID) techniques shall be used to minimize stormwater management flows and reliance on end-of-pipe controls through source controls, lot-level controls and conveyance techniques where feasible.*

MP&D Comment: Site Plan Control is required for the proposed development. Refer to the Functional Servicing Report and Preliminary Stormwater Management Report for the proposed engineering design.

*Section 6.3.2 Water and Sanitary Services*

- a) unless otherwise permitted in this Plan or by Amendment to this Plan, all new development shall be connected to municipal sewer and water systems. No new development shall be permitted to*

*connect to the municipal systems unless adequate capacity exists in both the plant and lines to accommodate such development.*

MP&D Comment: The development has been designed with access to both municipal water and sewer services. A Functional Servicing Report has been submitted in support of the enclosed application. The report concluded that the development can be serviced utilizing existing water and sewer laterals to the site and anticipated that this would not cause any adverse impact to the existing municipal services in the surrounding area.

It is the opinion of the undersigned that the proposed development and associated Zoning By-law Amendment conforms to the City of Orillia Official Plan (2010).

## **8.0 LAND USE COMPATIBILITY**

When considering the appropriateness of the proposed development, land use compatibility is one of the most fundamental considerations. When undertaking this analysis, the author considered: the built form and uses of the adjacent and surrounding properties; the general character of Bond Street; future potential uses envisioned in the surrounding area, and the adequacy of the proposed site plan to mitigate adverse off-site impacts.

The subject lands provide a great opportunity for redevelopment and intensification. The lands currently contain two small single detached dwelling on oversized lot. The lot fabric within the neighbourhood along Bond Street and the surrounding roads vary in size, width and depth. In addition, the residential built form also varies in size and height. The neighbourhood has seen gradual change and intensification over the last 20 years and will continue to see further change in the coming years.

Based on this neighbourhood analysis, the author is of the opinion that the proposed development will function compatibly with adjacent properties. This conclusion has been reached for the following reasons:

- The proposed development contributes to the array of housing and building types within the Living Area and surrounding neighborhood, which is encouraged and supported by the Official Plan.
- The built form proposed, stacked townhouses, in four blocks with a maximum of three (3) storeys in height, is permitted in the Official Plan and Zoning Bylaw. Similar built form and height can be seen in the neighbourhood area.
- As noted, the proposed development provides an infill development opportunity on a lot that currently contains a single detached dwelling on an oversized lot. The neighbourhood is comprised of a wide variety of lot sizes, widths and depths, containing single detached

dwelling, semi-detached dwellings, townhouse dwellings and three store walk up buildings. The neighbourhood already contains a diverse array of housing and building types. The proposed development will contribute to this.

- The site plan has been designed with the goal of limiting the ‘vehicular activity’ by keeping it internal to the development. The driveway entrance is located within the centre of the property, with a row of parking on each side of the driveway. The waste storage facilities are located at the rear of the site. This was done with the intent of ensuring that the surrounding properties will not be visually burdened by the proposed development, by nuisances such as parking or waste storage facilities.
- Vehicular parking for residents has been provided in addition to barrier free parking and visitor parking spaces. While not required by the Zoning Bylaw, rough ins for electrical vehicle charging stations are proposed, to allow for seamless transition in the future for the installation of charging stations.
- As requested by the City during the pre-consultation process, the proposed development has been supported by a Transportation Impact Brief and a Parking Justification Study. These reports conclude that the proposed development will not create any further burden from a traffic perspective to the surrounding properties, and that the proposed parking supply is sufficient for the development.
- The proposed stacked townhouse blocks have been situated on the site to meet the required zoning setback and ensure landscaped buffers can be accommodated. This ensures that the blocks will not create any negative impacts, such as loss of sunlight, on adjacent properties.
- The proposed development’s frontage will incorporate a pedestrian friendly façade, with the corner townhouse unit oriented towards the street with its front door, porch and sidewalk. The use of gable roofs, additional window treatments and a variety of building finish materials of significant degree of articulation facing Bond Street. In addition, vegetative plantings will provide a visual barrier to the parking area enhancing the streetscape of the development.
- The architectural style of the townhouse blocks incorporates identical pattern of finish materials consisting of natural stone base and 2 shades of stucco for the upper 2 floors. Blocks are also complimentary in style and design proportions (height and shape etc.)
- Building utilities will be focused on walls facing inward and will be screened if exposed unless housed in separate utility shed.

- The ground floor dwelling units will have separate accesses to a rear yard, which is screened for a private amenity space. The upper units have rooftop terraces that face into the development rather than adjacent properties.
- Landscaping and fencing have been considered. As demonstrated within the Tree Preservation Plan, many trees are being preserved. In addition, a 2.0 metre wide landscape strip around the property is proposed. Landscaping Plans have been provided demonstrating the proposed planting along the frontage of the property as well as throughout the internal areas of the site. A 2.0 metre high fence is proposed along the north and east property line.
- The proposed development incorporates the following principles:
  - **Energy Efficiency:** The project will incorporate energy modelling design for building systems efficiency.
  - **Water Conservation:** The project will incorporate water-efficient fixtures and appliances to reduce water consumption.
  - **Sustainable Materials:** It is anticipated to use materials that are recycled, locally sourced, or have low environmental impact and materials that are durable and require less frequent replacement.
  - **Waste Reduction:** Implementing strategies to reduce, reuse, and recycle construction waste.
- The subject property is in close proximity to the Orillia bus transit routes. In addition, it is in close proximity to both Highway 11 and Highway 12, providing further connectivity to the surrounding regional community.
- In addition to this Zoning Bylaw Amendment, the proposed development is subject to Site Plan Control, which will further ensure that detailed site design will complement the surrounding community and minimize impact on adjacent properties.

## 9.0 CONCLUSION

The enclosed Zoning By-law Amendment (ZBA) application will facilitate the development of 34 3-storey stacked townhouse units. The site specific ZBA will permit a series of zoning provisions related to the built form and the site plan design. It is the professional planning opinion of the undersigned that the development represents good land-use planning. This opinion has been reached for the following reasons:

- The development is consistent with the Provincial Planning Statement (2024);
- The application is supported by extensive design; including Building Elevations and Floor Plans to ensure the proposal will not pose a negative impact to adjacent properties and ensure a high-quality design of built form to the community;

- The application is supported by a Functional Servicing Report, Stormwater Management Report and a Traffic Impact Study. These reports concluded that the proposed development can be accommodated with existing road and servicing infrastructure;
- The subject lands are located along a local road, adjacent to a Collector right of way, with direct access to local transit routes, and the proposed development has been designed to provide high quality built form visible from all directions;
- The subject lands are located within an identified Primary Settlement Area which has been identified as the preferred focus of growth by the Province;
- The development will be serviced on full municipal servicing, and has been designed to be a compact urban form providing an additional built form type to the City's housing stock;
- The resulting development will facilitate appropriate residential and economic growth through the efficient use of land within an identified settlement area, assisting the City in meeting its anticipated future growth demands; and,
- The development will complement the surrounding mix of land uses.

Respectfully submitted,  
MORGAN Planning & Development Inc.



Vanessa Simpson, RPP, MCIP, M.Pl.  
*Senior Planner*



Joshua Morgan, MCIP, RPP  
*Principal Planner*

## Appendix A – Site Plan

PROJECT STATISTICS - COMBINED 116 + 120 BOND STREET				
	SM	SF	ACRES	%
COMBINED SITE AREA	3,708.7	39,920	0.916	100%
SITE AREA - PHASE 1 - 116 BOND	2,223.3	23,921	0.549	60%
SITE AREA - PHASE 2 - 120 BOND	1,485.4	16,000	0.367	40%
SOFT LANDSCAPE	1,230.9	13,249	0.304	33.2%
HARD LANDSCAPE - DECORATIVE PAVING	37.0	0	0.000	1.0%
WALKWAYS	279.5	3,009	0.069	7.5%
PORCH NOT COVERED	6.6	71	0.002	0.18%
TOTAL LANDSCAPE AREA	1,554.1	16,728	0.384	41.9%
ASPHALT / CURBS / WASTE	1,156.6	12,450	0.286	31.2%
LOAD COVER	998.0	10,743	0.247	26.9%
BLOCKS A, B1 - B3 (4X)	908.4	9,778	0.224	24.5%
STAIRS AT FLOOR 5X	6.6	71	0.002	0.4%
SECOND FLOOR (ALL UNITS - OVERHANG)	32.8	353	0.008	0.9%
RAISED DECKS (17X) 0.6M ABOVE GRADE	50.2	540	0.012	1.4%
<b>TOTAL</b>	<b>2,410</b>	<b>25,937</b>	<b>0.595</b>	<b>100.0%</b>
<b>TOTAL GFA - 34 UNITS</b>	<b>2,410</b>	<b>25,937</b>	<b>0.595</b>	<b>0.650</b>
<b>GROUND FLOOR PLAN</b>	<b>281.9</b>	<b>3,034</b>	<b>0.070</b>	<b>7.6%</b>
<b>SECOND FLOOR PLAN</b>	<b>279.0</b>	<b>3,153</b>	<b>0.070</b>	<b>7.9%</b>
<b>THIRD FLOOR PLAN</b>	<b>177.9</b>	<b>1,850</b>	<b>0.043</b>	<b>4.5%</b>
<b>TOTAL 34 UNITS</b>	<b>740.7</b>	<b>8,037</b>	<b>0.185</b>	<b>0.201</b>
<b>GROUND FLOOR PLAN</b>	<b>208.8</b>	<b>2,248</b>	<b>0.052</b>	<b>5.6%</b>
<b>SECOND FLOOR PLAN</b>	<b>218.3</b>	<b>2,328</b>	<b>0.052</b>	<b>5.6%</b>
<b>THIRD FLOOR PLAN</b>	<b>127.8</b>	<b>1,376</b>	<b>0.031</b>	<b>3.3%</b>
<b>GFA - 8 UNITS</b>	<b>555.0</b>	<b>5,974</b>	<b>0.137</b>	<b>0.150</b>
<b>GROUND FLOOR PLAN</b>	<b>208.8</b>	<b>2,248</b>	<b>0.052</b>	<b>5.6%</b>
<b>SECOND FLOOR PLAN</b>	<b>218.3</b>	<b>2,328</b>	<b>0.052</b>	<b>5.9%</b>
<b>THIRD FLOOR PLAN</b>	<b>127.8</b>	<b>1,376</b>	<b>0.031</b>	<b>3.5%</b>
<b>GFA - 8 UNITS</b>	<b>555.0</b>	<b>5,974</b>	<b>0.137</b>	<b>0.150</b>
<b>GROUND FLOOR PLAN</b>	<b>208.8</b>	<b>2,248</b>	<b>0.052</b>	<b>5.8%</b>
<b>SECOND FLOOR PLAN</b>	<b>218.3</b>	<b>2,328</b>	<b>0.052</b>	<b>5.8%</b>
<b>THIRD FLOOR PLAN</b>	<b>127.8</b>	<b>1,376</b>	<b>0.031</b>	<b>5.8%</b>
<b>GFA - UNITS</b>	<b>853.0</b>	<b>8,952</b>	<b>0.137</b>	<b>0.149</b>

ZONING BY-LAW # 2014-44, Consolidation Nov 1 2022, Official Plan Dec 19				
ZONED: R2 - Residential 2				
Permitted Uses	Yes	NO		
Stacked Dwelling Units	YES	NO	X	
Table 7.2				
	REQ'D (S/M)	PROV. (S/M)	COMPLY	
a. Min. Lot Area 120 sm / Unit - (34 UNITS)	4080	3,708.7	NO	
b. Min. Lot Frontage	6	30.34 + 24.38 = 54.72	YES	
c. Max. Lot Coverage	55%	26.9%	YES	
SETBACKS				
d. MIN. FRONT YARD - BOND ST (EAST)	6	6	YES	
e. MIN. REAR YARD - (WEST)	7.5	7.5	YES	
f. MIN. INTERIOR SIDE YARD SOUTH	1.8	4.5	N/A	YES
g. MIN. INTERIOR SIDE YARD NORTH	1.8	N/A	6.0	YES
h. MIN. EXTERIOR SIDE YARD	3	N/A	YES	
BUILDING HEIGHT				
	REQ'D (S/M)	PROV. (S/M)	COMPLY	
i. Max. Bldg Height - AVG GR AT FY	11.0	BLOCK A - 10.8 m BLOCK B1 - 10.8 m BLOCK B2 - 10.8 m BLOCK B3 - 11.0 m	YES	
LANDSCAPE BUFFERS (6.12)				
j. LANDSCAPE OPEN SPACE MIN.	30%	41.9%	YES	
k. Landscape Buffer Area (Min Width) - a butting a	1.5 m	E (FRONT) 3m	YES	
l. Landscape Buffer Area (Min Width) - a butting a	2.0 m	N - GARB. 0.54 m N - BLDG 6.00 m W (REAR) 2.00 m	YES	
m. Landscape Screening Strip - 2.0 m a butting a	2.0 m	S 4.5 m	YES	
n. Landscape Screening Strip - 2.0 m a butting a	2.0 m	2.0m FENCE	YES	
TOTAL SNOW STORAGE				
o. PHASE 1 - SNOW STORAGE	5.0%	108.8	9.4%	YES
p. PHASE 2 - SNOW STORAGE	43.5	43.5	YES	
q. PUBLIC AMENITY AREAS	-	239.3 m <sup>2</sup>	N/A	
r. Driveway / Parking Areas (Table 6.7) shall not cover more than 50% of the front and rear yard	front 18.00 m	32.9%	YES	

SNOW STORAGE - 120		
ZONE	AREA (m <sup>2</sup> )	
A	23.4	
B	10.4	
C	9.7	
<b>TOTAL</b>	<b>43.5</b>	

HARD SURFACES		
LOCATION	AREA (m <sup>2</sup> )	
WALKWAYS	120.0	
ASPHALT	289.3	
<b>TOTAL</b>	<b>409.3</b>	
<b>%</b>	<b>10.6%</b>	

SNOW STORAGE - 216		
ZONE	AREA (m <sup>2</sup> )	
A	21.4	
B	3.6	
C	7.1	
D	7.4	
E	8.7	
F	6.7	
H	10.4	
<b>TOTAL</b>	<b>65.3</b>	

HARD SURFACES		
LOCATION	AREA (m <sup>2</sup> )	
WALKWAYS	173.4	
ASPHALT	823.5	
<b>TOTAL</b>	<b>996.9</b>	
<b>%</b>	<b>6.6%</b>	

**FIRE DEPARTMENT NOTES:**

- AN ADEQUATE WATER SUPPLY FOR FIREFIGHTING PURPOSES SHALL BE PROVIDED IN ACCORDANCE WITH 3.2.5.7 OBC. THIS SHALL BE DETERMINE BY AN ENGINEER
- FIRE SERVICE MAINS AND HER APPURTENANCES SHALL BE DESIGNED, CONSTRUCTED, INSTALLED, AND TESTED IN CONFORMANCE WITH 7.2.11. OF DIV. B OF THE 2012 OBC AS AMENDED
- ALL PRIVATE WATER SERVICES SHALL BE TESTED FOR NOT LESS THAN 2 HOURS AT 150 PSI.
- PRIVATE FIRE HYDRANTS SHALL BE FLOW TESTED PAINTED YELLOW AS REQUIRED
- FIRE DEPARTMENT ACCESS ROUTE SHALL BE DESIGNED AND CONSTRUCTED IN CONFORMANCE WITH 3.2.5.6 OF THE ONTARIO BUILDING CODE

PARKING STATISTICS				
ZONING REQUIREMENT (Table 6.1)	UNITS	RATE	TOTAL REQ'D	COMPLY
TOTAL DWELLING UNITS	34	1.50	51	
TOTAL REQUIRED PARKING SPACES				
% OF REQUIRED PARKING FOR VISITORS		0.25	12.8	
PHASE 1 - 116 BOND			23	
PHASE 2 - 120 BOND			40	
TOTAL PARKING SPACES			23	
SHORTFALL		-8.0	9	
PROPOSED 120 spaces per unit of which 28% shall be for visitors - see Parking Study			-3.8	
TOTAL DWELLING UNITS	34	1.25	42.5	
TOTAL REQUIRED PARKING SPACES				
% OF REQUIRED PARKING FOR VISITORS		0.20	8.5	
PHASE 1 - 116 BOND			23	
PHASE 2 - 120 BOND			40	
TOTAL PARKING SPACES			23	
SURPLUS		0.5	43	
VISITORS		0.5	9	

Table 6.3 - Barrier-Free Parking Requirements				
One plus 4% of Required parking, to include Type A and Type B Barrier-Free Parking Spaces (1)	REQUIRED	PROVIDED	COMPLY	
TYPE A	1	1	YES	
TYPE B	1	1	YES	
6.2.2.2 Bicycle Parking Requirements	1	1	COMPLY	
REQUIRED 1 / 10 PARKING SPACES REQUIRED	4.3	8	YES	
PROVIDED				

**SIGNAGE DETAILS**

**Table 5: Recommended Pavement Structure Thicknesses**

Pavement Layer	Compaction Requirements	Light-Duty Pavement (Vehicle Parking)	Heavy-Duty Pavement (Entranceway/Fire Route)
Asphaltic Concrete	OPSS 310	40 mm HL3 50 mm HL8	40 mm HL3 65 mm HL8
Granular A Base (OPSS 1010)	100% SPMD**	150 mm	150 mm
Granular B Subbase (OPSS 1010)	100% SPMD**	300 mm	400 mm

\*\* Denotes standard Proctor maximum dry density, MTD L5-706

**ABBREVIATIONS**

CD - CURB DEPRESSION	SM - SQUARE METERS
PH - FIRE HYDRANT	SF - SQUARE FEET
GFA - GROSS FLOOR AREA	PROV - PROVIDED
HD - HEAVY DUTY PAVING	REQ'D - REQUIRED
LD - LIGHT DUTY PAVING	BS - BUS SHELTER
LB - LIGHT BOLLARD	EX - EXISTING
LS - LIGHT STANDARD	F.R.S - FIRE ROUTE SIGN
BF - BARRIER FREE	B - BOLLARD
BFF - BASEMENT FFE	FYSB - FRONT YARD SETBACK
FFE - FINISHED FLOOR ELEVATION	ISYB - INTERIOR SIDE YARD SETBACK
T.B.D. - TO BE DETERMINED	RYSB - REAR YARD SETBACK
	T.P. - TACTILE PLATE

**CREDIT NOTES:**

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH DRAWING E-0234 BY DESIGNER AND STATION L.D. DATED AUGUST 16, 2023. FABIANI ARCHITECTS LTD. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA NOT INCLUDING UNDER SEALS OF CERTIFICATION IF ANY.

**LEGAL LAND DESCRIPTION:**

LOTS 1 AND 2, REGISTRATION PLAN 801 (P.N. 58676-0244 & 1), CITY OF ORILLIA & COUNTY OF SIMCOE

**FIRE ROUTE SIGN NOTE:**

Pursuant to City of Orillia By-Law Number 2007-05, as amended, no person shall stop, stand or park in a Fire Route Zone. A Fire Route Zone is an area in and around your building that has been approved by the City of Orillia Fire Department. It is the responsibility of the property owner to ensure that the Zone is properly marked with appropriate signage. The set line for stopping, standing or parking in a Fire Route is 5.00m.

Fire Route Sign:  
Signs are to be based on the standard Ontario Highway Traffic Act, O. Reg. 616 parking restriction sign modified as shown.  
Fire route must be 50 cm in height, black upper case lettering correctly applied and spaced as noted.  
The left and right arrows are to be the limits of the fire route. The zone indicated on parking restriction signs shall include up to 50 meters in distance measured from location of the sign.

**PAVEMENT MARKING INDEX:**

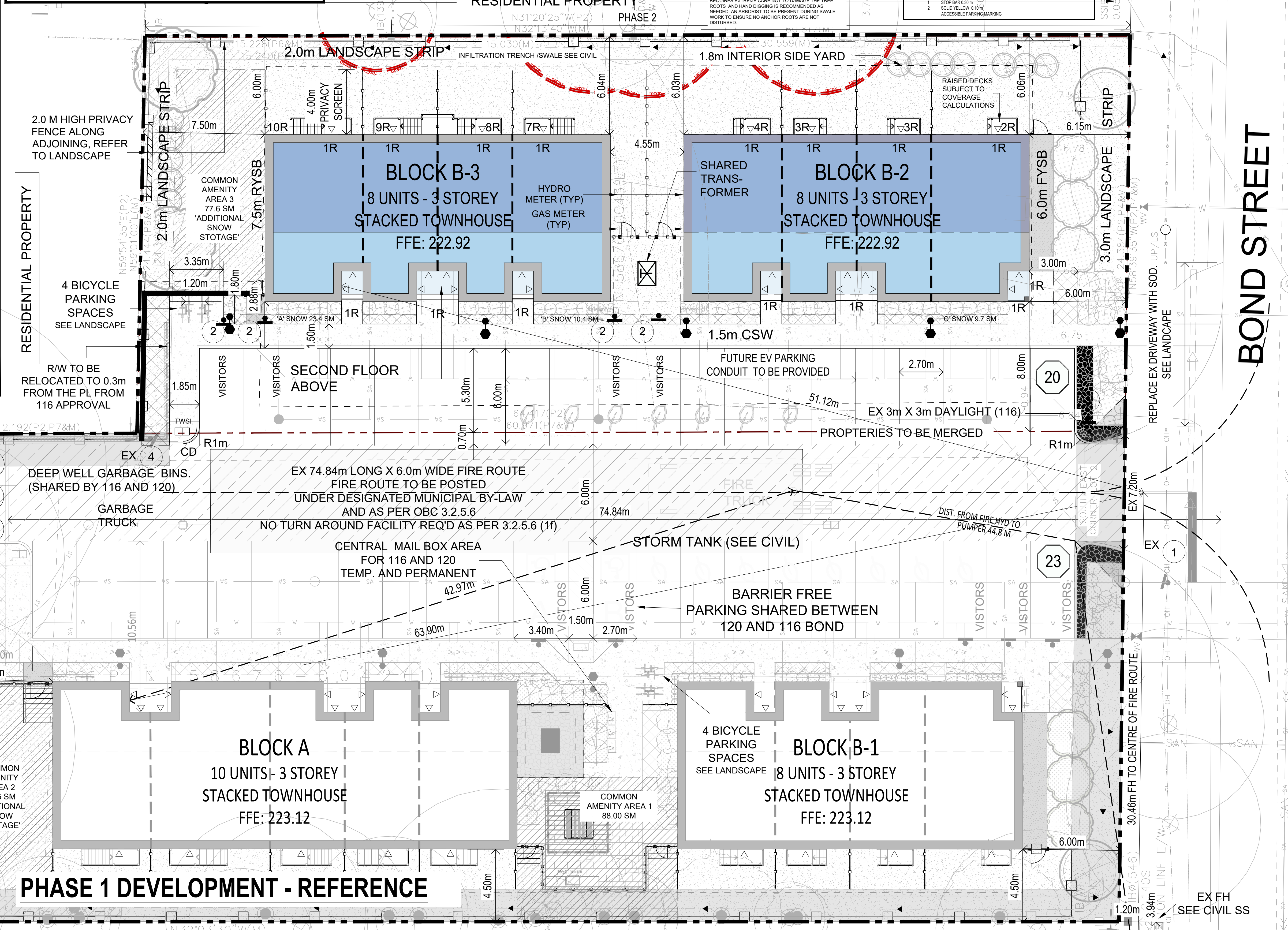
STOP BAR SIGN	1
SOLID YELLOW 300mm	2
ACCESSIBLE PARKING MARKING	3

**DRAWING LEGEND**

LOCATION OF BLDG ENTRANCES	PAINTED ISLAND - NO PARKING
FREE STANDING SIGNS	DESIGNATED BARRIER FREE PARKING SPACE - REFER TO CITY STANDARD FOR PAINTED SYMBOL
BIKE RACK - REFER TO LANDSCAPE DWGS	NUMBER OF PARKING SPACES IN A ROW
BY DERESSED CURB C/W TWS	PROPOSED LOCATION OF PAD MOUNTED TRANSFORMER (TO BE CONFIRMED WITH LOCAL UTILITIES)
NEW BARRIER FREE ENTRANCE	LOCATION OF L.S.
AREA OF PROPOSED NEW BLDG	SLOPE 1:1 REFER TO CIVIL
PATH OF HEAVY DUTY ASPHALT FOR SOFT LANDSCAPE	PROPOSED DECORATIVE FENCING / GUARD BOARD ON BOARD PRIVACY FENCING
SOFT LANDSCAPE AREAS - REFER TO LANDSCAPE DRAWINGS	PROPERTY LINE (NEW)
REQUIRED LANDSCAPE BUFFER	MOLK (GARBAGE AND RECYCLING CONTAINERS)
SNOW STORAGE AREAS	
SUNSHIN PATIO BASEMENT UNIT	
DAYLIGHT TRIANGLE SEE SIZES	

**GENERAL NOTES:**

- ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DESTROYED BY THE CONSTRUCTION MUST BE REINSTITATED TO THE SATISFACTION OF THE TOWN.
- A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OFF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
- THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATIONS AND ANY DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
- ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
- THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
- ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
- ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
- ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
- SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
- WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.
- RESPECTING ALL WORK IN THE MUNICIPAL RIGHT OF WAY, THE CONTRACTOR IS TO PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE CLERK/TOWN ENGINEER SERVICES DEPARTMENT STAFF AT 905-623-3379.
- A ROAD OCCUPANCY PERMIT WILL BE REQUIRED FOR ANY WORK DONE IN THE MUNICIPAL ROAD ALLOWANCE EXCAVATION OF THE ROAD SURFACE IS NOT PERMITTED BETWEEN DECEMBER 1ST AND APRIL 30TH.
- ALL RESTORATION WORK DONE IN THE ROAD ALLOWANCE MUST BE COMPLETED AS PER MUNICIPAL FIELD OFFICER DIRECTION.
- THE PERFORMANCE GUARANTEE WILL NOT BE REFUNDED BY THE MUNICIPALITY OF ORILLIA UNLESS THE WORKS HAVE BEEN INSPECTED BY MUNICIPAL FORCES AND DEEMED TO BE COMPLETE AND SATISFACTORY.
- CONSTRUCTION AT THE SITE WILL BE SUBJECT TO VEHICLE LOAD RESTRICTIONS BETWEEN MARCH 1ST AND MAY 31ST EACH YEAR.
- ALL FUTURE MAINTENANCE OF THE ADJACENT SIDEWALKS AND GRASS BOULEVARDS ARE THE RESPONSIBILITY OF THE APPLICANT INCLUDING SNOW REMOVAL.
- EXCESS SNOW WILL BE REMOVED BY PRIVATE HAULER SUBJECT TO DEMAND FOR PARKING.
- ANY ENTRANCES TO THE SUBJECT PROPERTY MUST BE CONSTRUCTED TO THE FOLLOWING MINIMUM STANDARD:
  - 18.1 SURFACE ASPHALT - 40 MM HL 3
  - 18.2 BASE ASPHALT - 50 MM HL 8
  - 18.3 150 MM GRANULAR A
  - 18.4 300 MM GRANULAR B
  - 18.5 BARRIER CURBS AS PER C-302



NO.	REV.	DESCRIPTION	DATE
2.2	DB	PRE-COIN 3 (2BA) - REVISED STAT.	26-04-23
1	DB	PRE-COIN 3 (2BA)	26-03-03
2	DB	PRE-COIN 2 (2BA)	25-12-12

ISSUE BY: DESCRIPTION DATE

GENERAL NOTES:

- DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED 'ISSUED FOR CONSTRUCTION'. VERIFY CONFIGURATIONS & DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES.

**DEVELOPMENT CONSULTANT:**

#71464 CORNWALL ROAD  
ORILLIA, ONTARIO L9G 7W5  
905-337-7280 EX 207

**API**  
ARCHITECTURAL CONSULTANTS INC.

**ARCHITECTS:**

#8-1464 CORNWALL ROAD  
ORILLIA, ONTARIO L9G 7W5

**FABIANI**

**PROJECT CONTACT:**

SULLIVNET HOLDINGS  
116 BOND STREET, ORILLIA ON L3V 1J8  
CONTACT: MICHAEL SULLIVAN

**ONTARIO ASSOCIATION OF ARCHITECTS**

FERNANDO FABIANI  
LICENSE 3053

**STACKED DWELLING DEVELOPMENT (PHASE 2)**

116/120 BOND STREET, CITY OF ORILLIA BETWEEN HIGH STREET & GULL STREET ON BOND

DRAWING TITLE: **SITE PLAN - PHASE 2**

BY	CHECKED	ISSUED FOR	SETTABLE/REV.
DB	FF		

PROJECT No: 123-038 SHEET No: 1/2

SCALE: 1:125

**A-101**

DATE: 2023

## Appendix B – Zoning Bylaw Amendment Schedule

# SCHEDULE 'A' TO Z.B.A. NO. \_\_\_\_\_

THE CORPORATION OF THE CITY OF ORILLIA

ZONING BY-LAW 2014-44 - MAP 24



LANDS TO BE REZONED FROM 'RESIDENTIAL FOUR EXCEPTION 26 (R4-26)' TO 'RESIDENTIAL FOUR EXCEPTION XX (R4-XX)'



LANDS TO BE REZONED FROM 'RESIDENTIAL TWO (R2)' TO 'RESIDENTIAL FOUR EXCEPTION XX (R4-XX)'

DRAFT

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
CLERK

\_\_\_\_\_  
MAYOR