



TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (2440511 ONTARIO INC.) – 521, 527 AND 531 BIG BAY POINT ROAD

WARD: WARD 9

PREPARED BY AND KEY CONTACT: B. CHABOT, PLANNER
EXT. #4434

SUBMITTED BY: A. BOURRIE, RPP
DIRECTOR OF PLANNING AND BUILDING SERVICES

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions Inc., on behalf of 2440511 Ontario Inc., to rezone the lands known municipally as 521, 527, and 531 Big Bay Point Road (Ward 9) from Residential Single Detached First Density (R1) and Residential Multiple Dwelling Second Density - Special Provisions (RM2(SP-546)) to Residential Multiple Dwelling Second Density - Special Provisions ((RM2)(SP-XXX)), be approved.
2. That the following Special Provisions (SP) be referenced in the implementing of Zoning By-law 2009-141 for the subject lands:
 - a) Permit a maximum density of 120 units per hectare, whereas a maximum density of 40 units per hectare would be permitted for back-to-back townhouse units;
 - b) Permit a maximum gross floor area of 133%, whereas a maximum gross floor area of 60% would be permitted;
 - c) Permit a maximum lot coverage of 44%, whereas a maximum lot coverage of 35% would be permitted.
 - d) Permit a maximum building height of 12.0 metres for the proposed back-to-back townhouse units, whereas a maximum building height of 10.0 metres would be permitted;
 - e) Permit a minimum front yard setback of 5.3 metres, whereas a minimum of 7.0 metres would be permitted.
 - f) Permit a minimum rear yard setback of 5.0 metres, whereas a minimum of 7.0 metres would be permitted.
 - g) Require a minimum side yard setback of 3.0 metres along the eastern property line, whereas a minimum side yard setback of 1.8 metres would be required;

- h) Require a landscape buffer area of 3 metres along the eastern side yard, whereas none is required;
 - i) Require a minimum side yard setback of 3.5 metres along the western property line, whereas a minimum side yard setback of 1.8 metres would be required;
 - j) That a minimum outdoor amenity area of 696 metres squared be provided on site, of which a minimum of 329 metres squared shall be provided in a consolidated form, whereas a minimum outdoor amenity area of 696 metres squared would be required to be provided in a consolidated form;
 - k) Permit a minimum parking ratio of 1.25 spaces per unit, whereas a minimum of 1.5 spaces per unit would be required; and
 - l) Require a minimum separation distance of 9.9 metres between buildings whereas none is required.
3. That the written and oral submissions received relating to the application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the matters raised in those submissions and identified within Appendix "D" to Staff Report PLN006-18.
 4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of this by-law. (PLN006-18) (D14-1640)

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 521, 527, and 531 Big Bay Point Road (see Appendix "A" – Draft Zoning By-law Amendment and Appendix "B" – Proposed Site Plan). The effect of the application would be to permit the development of 58 back-to-back townhouse units within three buildings. The development was reviewed against the Mixed Use Node (MU1) zoning standards and staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of residential infill development in accordance with both Provincial and Municipal policy.



Location

6. The subject site is approximately 0.503 hectares (1.24 acres) in size and is located generally on the south side of Big Bay Point Road, east of the intersection of Yonge Street and Big Bay Point Road.
7. The subject lands are comprised of three consecutive parcels; 521, 527, and 531 Big Bay Point Road. The properties are legally described as Concession 12 Part Lots 13, 24, and 25, Plan 1213.
8. The existing land uses surrounding the subject property are as follows:

North: Existing residential subdivision, consisting of primarily single family homes.

South: Existing general commercial development.

East: Existing residential subdivision, consisting of primarily single family homes.

West: Existing single detached residential dwelling with general commercial development further west.



Existing Policy

9. The property is designated Residential Area within the City of Barrie Official Plan and is zoned Residential Single Detached Dwelling First Density (R1) and Residential Multiple Dwelling Second Density – Special Provisions (RM2(SP-546)) in accordance with the City's Comprehensive Zoning By-law 2009-141. The predominant use of the Residential Area designation shall be for all forms and tenure of housing. The proposed back-to-back townhouse units would be permitted within the existing Residential Area designation and existing RM2(SP-546), however, they are not permitted within the R1 zone.

Supporting Information

10. In support of the subject application, the following reports and studies were submitted. For additional information with respect to each one, please refer to Appendix "C" – Technical Study Descriptions.
 - Planning Justification Report (Innovative Planning Solutions, September 2017, addendum December 2017)

- Urban Design Brief (Innovative Planning Solutions, September 2017)
- Tree Preservation Report (Kuntz Forestry Consulting Inc., January 2017, revised February, July, and September 2017)
- Functional Servicing Report (Pinestone Engineering Ltd., September 13, 2017, revised December 2017)
- Transportation Brief (JD Engineering, September 2017)

Neighbourhood and Public Meetings

11. A Neighbourhood Meeting was held on November 1, 2017 to present the proposed development to local residents. Approximately 8 residents were in attendance in addition to the applicant's Planning consultant, Ward 9 Councillor Sergio Morales, and Planning staff. Following this, a statutory Public Meeting was held on November 27, 2017 to present the proposed development to General Committee. The questions/concerns expressed through the public engagement process have been identified and addressed in Appendix "D" – Public Input and Staff Responses.

Amended Concept Site Plan

12. Following the Neighbourhood and Public Meetings and the concerns expressed by local residents and staff through the review process, the applicant has made several changes to the original concept plan submitted which proposed 60 back-to-back townhouses. Most notably, the applicant has:
- reduced the total number of back-to-back townhouse units on site from 60 to 58, resulting in a decrease in overall density of 124 to 120 units per hectare;
 - increased the building setbacks/spatial separation distances of the proposed units to the adjacent residential properties to the east and west;
 - improved privacy measures to the existing residential developments to the east and west through proposed plantings, balcony screenings, and placement of windows (Appendix "E" - Proposed Elevations);
 - removed the large 'planters' on the buildings' façades to create a more friendly pedestrian streetscape; and,
 - created a more defined site entrance through the reduction of units and an increase in landscaping.

Department & Agency Comments

13. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. A summary of the technical review comments have been provided in Appendix "F" – Department and Agency Comments to this report.

ANALYSIS

14. The following provides a review of the application in accordance with applicable Provincial and Municipal policy documents.

Provincial Policy Statement (2014) (PPS) and the Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan)

15. Staff is satisfied that the proposed development meets the intent of the policies found in both the PPS and the Growth Plan in terms of contributing to the range of housing types available and makes efficient use of land and existing infrastructure. In staffs' opinion, the proposed development is considered to be appropriate and consistent with the PPS as it is located within the built up area of the City; has commercial uses located within immediate proximity of the property; is supported by the availability of existing infrastructure and public transit along Big Bay Point Road and Yonge Street; and is in close proximity of schools and parks.
16. In accordance with the Growth Plan, the focus of this proposal is on compact development that reduces the rate at which land is consumed and provides density that is transit supportive. Further, the proposal aids in achieving the requirement to accommodate a significant amount of new growth within the existing "built boundary" of the City. Finally, this proposal aids in achieving requirement that growth be focused on the strategic growth areas, which include Intensification Nodes and Corridors.

Official Plan (OP)

The Official Plan identifies the City as the regional centre for the area and Simcoe County's principal urban area in terms of population, employment and the delivery of services. The Official Plan directs growth to be achieved through a mix of new development and intensification.

Intensification Policies

17. Provincial and Municipal policy direct intensification to target areas within the existing built boundary where development should occur at increased densities, include Intensification Nodes and Corridors. The subject lands are partially within the Primary Intensification Node of Yonge Street / Big Bay Point Road. The interpretation policies within Section 7 of the OP provide that boundary lines, unless coinciding with specific major features such as roads, watercourses or railways, shall be construed as representing relationships between land uses and not exact geographic locations. As a portion of the subject lands are within the Node, and given the need for greater intensification within targeted areas, this project has been reviewed within the context of intensification within an Intensification Node. All associated policy and guidelines for intensification would apply.



18. The target densities for Intensification Nodes are 50-120 units per hectare, while densities up to 150 units per hectare are permitted. Policy 4.2.2.6(c) identifies that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, and contribute to improving air quality and promoting energy efficiency.
19. In staff's opinion, the proposed development would satisfy the intensification policies noted above as it provides a density of 120 units per hectare through a compact built form; the project is an infill project that uses existing municipal infrastructure; is adjacent to and supports public transit; supports active transportation given its location to commercial uses and parks; and, promotes energy efficiency through compact design.

Housing

20. It is a goal of the Official Plan to provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents. Sections 3.3.2.1 (a), (b) and (c) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure.
21. The applicant is proposing 58, 3-bedroom back-to-back townhouse units. This built form is new to the City of Barrie and they provide a compact built-form that efficiently uses the land. As a more compact form, their targeted price point is \$399,000 per unit, far less than the average cost of a resale unit in the City of Barrie, which was \$438,828 in 2016 (Housing Market Outlook, Canada Mortgage and Housing Corporation).
22. In staff's opinion, the proposed development would satisfy the housing policies noted above as the proposal to provide back-to-back townhouses represents a newer built form to the City of Barrie, increasing the range of housing types, while the compact and efficient nature of the product provides for a more affordable home ownership option.

Residential Policies

23. As noted above, the subject lands are designated Residential Area within the City's Official Plan. Lands designated Residential are intended to be used primarily for residential uses, with all forms and tenure of housing permitted subject to locational criteria.
24. Policy 4.1.2.3 of the Official Plan requires that the integration of new development with existing residential areas must be accomplished in a compatible manner, including architecture, landscaping, and streetscaping. Planning staff are of the opinion that the provision of back-to-back townhouse units at the height (12 metres) and configuration proposed on-site, would provide an appropriate transition between the abutting low density residential properties to the east to that of the anticipated high density, increased height development at the centre of the Intensification Node at Yonge Street / Big Bay Point Road.
25. Moreover, Section 4.2.2.3(b) provides that intensification should be directed to locate within Intensification Nodes and adjacent to arterial and collector roads. In staff's opinion the proposed development would meet the City's locational criteria with respect to medium and high density development as the subject property is located on and in proximity to arterial roadways whereby public transit is available (Yonge Street and Big Bay Point Road, respectively); existing commercial facilities are located immediately adjacent to the subject lands fronting Yonge Street and at the intersections of Yonge Street and Big Bay Point Road; and, the property is located in proximity to local schools (Warnica Public School, St. Peter's Catholic Secondary School, Saint John Paul II Separate School, and Elementary School La Source) and Painswick Park (located approximately

300m east of the subject property on the south side of Big Bay Point Road). Finally, the proposed development will aid in the City's ability to achieve increased densities in the defined Intensification Areas.

26. Staff are satisfied the proposal conforms to the above residential policies of the Official Plan given that the proposed development provides for an alternative housing form in the area (back-to-back townhouses) at an increased density; would contribute to a compact urban form and the efficient use of land and resources; supports transit, and optimizes the use of existing infrastructure and services within an existing built-up area of the City, which is also consistent with the intensification policies identified above.

Graduation of Density

27. Section 4.2.2.4(b) of the Official Plan identifies that densities should be graduated where possible in order to provide integration between adjoining residential land uses and ensures an appropriate transition in built form. The proposed density of 120 units per hectare is higher than the adjacent density of the single detached residential homes to the east, however, given future redevelopment within the Intensification Node at Yonge Street / Big Bay Point Road, the subject site provides appropriate transition from high density (at the centre of the Node) to medium density (the subject property) to existing low density to the east (see Appendix "G" - Built Form Transition – Low Density Residential to Centre of Intensification Node).
28. In addition to the density calculation on its own is the proposed built form that the density will take and how that built form interacts with surrounding development. The applicant is proposing a density of 120 units per hectare in a built form that is two metres higher than permitted in the adjacent Residential R1 zone. The buildings have been oriented to minimize shadow impacts and allow for views of the sky for adjacent neighbours. The setbacks have been increased to create better separation between buildings and to permit a 3 metres landscaping buffer along the side yard. Onsite, the applicant has provided parking at a rate of 1.25 spaces per unit, provided consolidated and unconsolidated amenity space, and has proposed a high quality urban design that is respectful of the established neighbourhood. The proposed development, in staff's opinion, is appropriate in density, location, and transition to lower density development.

Policy Summary

29. Based on the provisions identified above, staff are of the opinion that the proposed development is considered to be consistent and in conformity with the Official Plan. More specifically, the proposed development meets the locational criteria for medium and high density residential development and provides for an appropriate density that would serve to utilize existing services and infrastructure in accordance with the Intensification policies of the City's Official Plan yet remains compatible with surrounding low density housing when appropriate site design elements are incorporated.

Zoning Rationale for Special Provisions (SP)

30. As noted above, the current zoning over the subject lands would not permit the development as proposed. This creates zoning deficiencies on-site that the applicant has proposed to resolve through the proposed Residential Multiple Dwelling Second Density - Special Provision ((RM2)(SP-XXX)) zoning over the lands. A number of site specific provisions (SP) have been requested to implement the proposed development concept. The need for the Special Provisions would allow for a built form that is consistent with Intensification Node redevelopment as envisioned by the Mixed Use Node (MU1) that was approved by Council in 2015 but remains under appeal. The MU1 zone, however, requires a minimum of 50% ground floor commercial as part of the redevelopment. Given the location of the subject lands at the periphery of the Node and the existing low density development to the east, staff find the commercial requirement of the zone not suitable in this

location and therefore have reviewed the application in accordance with residential intensification standards. The specific provisions are detailed below.

Density, Gross Floor Area (GFA), and Lot Coverage

31. While the applicant is proposing a maximum density of 120 units per hectare, Section 5.2.5.1(c) of the City's Comprehensive Zoning By-law restricts the allowable density for back-to-back townhouses to 40 units per net hectare. The applicant is requesting a maximum GFA of 133%, from the 60% permitted by the City's Comprehensive Zoning By-law. Also, the applicant is requesting a lot coverage of 44%, from the 35% lot coverage that is permitted.
32. The MU1 zone does not identify a maximum density for any built form nor does it establish a maximum gross floor area or lot coverage. Staff acknowledge that the development is at the edge of the Intensification Node and is adjacent to low density residential. Staff are satisfied that the proposed increase in density, GFA, and lot coverage is appropriate for the subject lands given its location, sufficient building setbacks/separation distances, and landscape buffering. Further, staff are of the opinion that the maximum density of 120 units per hectare as proposed, is considered appropriate and would serve to implement the Intensification policies of the PPS, the Growth Plan and the City's Official Plan.

Building Height

33. Back-to-back townhouse units are permitted in both the RM2 and MU1 zones. The RM2 zone permits a maximum height of 10 metres, while the MU1 zone requires a minimum height of 10.5 metres and permits a maximum height of 25.5 metres. This proposed height of 12 metres is consistent with the MU1 zone standard and is only 2 metres greater than the maximum height permitted in the adjoining R1 zone. Staff are of the opinion that this height maintains the intent of the MU1 zoning while being respectful of the adjacent established single detached residences. The height provides an appropriate transition to the greater heights (up to 8 storeys) that will be expected at the centre of the Intensification Node when it is redeveloped in the future. Finally, the buildings have been oriented in such a way that the additional height will not impede access to light and views of the sky for adjacent development and to minimize any possible shadow impact.

Proposed Parking Ratio

34. While a minimum of 87 parking spaces would be required to be provided on-site in accordance with the City's Comprehensive Zoning By-law 2009-141 (1.5 spaces/unit for the proposed 58 back-to-back townhouse units) the applicant is requesting a reduced ratio of 1 space/unit which is consistent with the MU1 zone standard. The reduction in parking is supported given the proximity to amenities such as commercial shopping, schools, parks, and public transportation and the addition of bike racks within the development reduces car dependency. However, given the lack of on-street parking and resident concern for available visitor parking (see Appendix "D" – Public Input and Staff Responses) staff are recommending a parking ratio of 1.25 spaces per unit. This will allow for additional visitor parking.

Front and Rear Setbacks

35. The RM2 zone requires a front setback of 7.0 metres. However, the MU1 zone allows for a front yard setback of 1.0 metre for a minimum 75% of the frontage and only 25% of the frontage is permitted to have a maximum setback of 5.0 metres. As these lands are adjacent to existing single detached homes, staff are of the opinion that a 5.3 metres front yard setback is appropriate as it allows the desired interaction with the street yet it respects the character of the existing adjacent neighbourhood.

36. The RM2 zone requires a rear yard setback of 7.0 metres, however, the MU1 zone has a minimum rear yard setback of 0m. The applicant is proposing to have a rear yard setback of 5.0 metres to allow access to the rear units while still being closer to the rear lot line, as allowed by the MU1 zone. Staff are of the opinion that this setback is appropriate.

Outdoor Amenity Area

37. In accordance with Section 5.2.5.2 of the Zoning By-law for RM2 uses, a minimum consolidated outdoor amenity area of 696 m² (12m²/unit) is required to be provided on-site. In this regard, the applicant has demonstrated that a total consolidated outdoor amenity area of 329 m² could be accommodated on site through the provision of a centralized area. This area is proposed to retain mature trees and have a gazebo erected. The applicant is additionally proposing to include 367 m² of unconsolidated amenity space by way of two private balconies per unit.
38. The Mixed Use Node (MU1) zoning requires 12 m² of outdoor amenity space per unit in an unconsolidated form, including landscape open space, rooftop amenities, private balconies, or other outdoor amenity features. The consolidated amenity space plus the private balconies total 696 m² of outdoor amenity space. Given that this is consistent with the MU1 zoning and partially satisfies the RM2 zone standard for consolidated space, staff are satisfied that the configurations and areas proposed would provide appropriate outdoor amenity space for the proposed development.
39. While no other site specific zoning provisions would be required to implement the proposed development concept in accordance with the proposed RM2(SP-XXX) zoning over the subject lands, staff are recommending that the approval of the rezoning application recognize the standards as identified in the concept plan proposed by the owner. In this regard, staff are recommending that the following additional and more restrictive site specific zoning provisions be incorporated into the implementing zoning by-law for the subject lands:
- (a) That a minimum side yard setback of 3 m be provided, whereas a minimum side yard setback of 1.8 m would be required;
 - (b) That a minimum 3 m wide landscape buffer area be provided along the eastern property line; and,
 - (c) That a minimum 3.5 m wide landscape buffer area be provided along the western property line to protect the existing vegetation;
 - (d) That a minimum 9.9 m setback be provided between the proposed buildings onsite.
40. In staff's opinion, the proposed site layout is functional and the proposed site specific zoning over the subject lands represents an appropriate form of residential infill development within an existing established area of the City on a site that is currently underutilized given its location on the edge of an Intensification Node. The above noted site specific provisions have been reflected in the recommended motion in order to provide local residents with a level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Site Plan Control

41. The property is subject to Site Plan Control which addresses the development and design of the lands with regard to access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/ placement/massing, parking, etc.

42. At the applicant's own risk, they have applied for Site Plan Control to be reviewed concurrently with the Zoning By-law Amendment application. The concept site plan and building elevations (see Appendix "E" – Proposed Building Elevations) submitted in support of the Site Plan Control application depict how the applicant has proposed to develop the subject lands. The Site Plan Control application is under review by various City Departments and applicable external agencies to ensure that the development complies with all municipal standards, provides an appropriate interface with adjacent properties and streets, and that it complies with the technical matters as identified above. Given this technical process is running concurrent with this application, the final product is expected to be similar to that depicted in attached appendices should the rezoning application be approved.

Bonusing

43. The Bonusing Policies (Section 6.8) within the Official Plan permit City Council to negotiate community benefits when considering passing a by-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. In this case, the applicant is proposing a Zoning By-law Amendment that includes permission for increased height and density over and above what the current RM2 zoning on the subject lands permits. However, on May 29, 2017 a memo was provided to Council which identified that parcels within the Intensification Nodes and Corridors that comply with the Mixed Use Node (MU1) zoning standards would not be subject to Bonusing Policies. As this parcel is considered to be within the Yonge Street / Big Bay Point Road Primary Intensification Node and complies with the Mixed Used Node (MU1) zoning standards, Bonusing policies would not apply.

Summary

44. Staff have reviewed the public, department and agency comments received and have considered the proposed Zoning By-law Amendment application in regard to conformity with relevant Provincial Policy and the City's Official Plan and staff have addressed the key concerns expressed through the public consultation phases. In staffs' opinion, the provision of 58 back-to-back townhouse units is considered appropriate and conforms to relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for Intensification while being respectful of the existing low density development adjacent to the proposed development.

ENVIRONMENTAL MATTERS

45. There are no environmental matters related to the recommendation.

ALTERNATIVES

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

Alternative #1

General Committee could refuse the subject Zoning By-law Amendment application and maintain the current R1 and RM2(SP-546) zoning on the subject lands.

This alternative is not recommended as the subject property is ideally suited for infill development in the form and density proposed given the full range of services and facilities available in the area and would provide an appropriate transition between the adjacent low density residential development in the area to the anticipated intensification of the Big Bay Point Road/Yonge Street intensification node. The proposed amendment is also in keeping with the Provincial and Municipal policies established for Intensification.

Alternative #2

General Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions.

This alternative is not recommended as the site is considered to be within the Intensification Node and can be developed in accordance with intensification policies and zoning standards as envisioned by Council, that assist the City in achieving its population targets, and is in a form that is respectful and compatible with adjacent uses.

FINANCIAL

47. The proposed zoning by-law amendment, if approved, will result in the ultimate development of the proposed 58 back-to-back townhouse units. Through the Site Plan Control process, the applicant will be required to enter into a Site Plan Agreement with the City that includes the payment of fees and securities for site development.
48. If approved, the proposed residential development will generate the following one time fees:

Fee	Amount per unit	Total Collected
Development Charges	\$33,478	\$1,811,290 (credit of \$130,434 applied for the three units demolished)
Education Levy	\$1,759	\$102,022
Cash-in-lieu of Parkland	\$5,000	\$290,000

49. Municipal property taxes are collected annually. The total municipal taxes collected in 2017 for 521, 527, 531 Big Bay Point Road was \$9,005.25. Should the proposed development be constructed, the total annual municipal taxes would be \$262,468.00 (at the 2017 rate), an increase of \$253,462.75 annually.
50. The City will also incur minimal additional operating costs associated with increased demand for municipal services. However, the impacts of the additional units are anticipated to be minimal and

are all normal growth-related expenses that are being actively planned for through the City's Capital Plan and Forecasting Plan.

LINKAGE TO 2014-2018 STRATEGIC PLAN

51. The recommendations included in this Staff Report relate to the Inclusive Community and Responsible Spending pillars of the 2014-2018 Strategic Plan. More specifically, the recommendations aid in achieving the goals under each respective pillar.

Pillar	Goal	How It's Achieved
Inclusive Community	Encourage affordable housing	Back-to-back townhouses are a more compact, more affordable type of housing.
Responsible Spending	Build a community that respects both current and future taxpayers	The proposal is built on the principle that growth pays for growth, to the greatest extent possible.

Attachments: Appendix "A" – Draft Zoning By-law
Appendix "B" – Proposed Site Plan
Appendix "C" – Technical Study Descriptions
Appendix "D" – Public Input and Staff Responses
Appendix "E" – Proposed Building Elevations
Appendix "F" – Department and Agency Comments
Appendix "G" – Built Form Transition

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2018-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands shown on Schedule "A" to this By-law, Single Detached Residential First Density (R1) and Multiple Residential Dwelling Second Density-Special Provisions (RM2(SP-546)) to Multiple Residential Dwelling Second Density with Special Provisions (RM2(SP-XXX)), be approved

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 17-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning from Single Detached Residential First Density (R1) and Multiple Residential Dwelling Second Density with Special Provisions (RM2(SP-546)) to Multiple Residential Dwelling Second Density (RM2(SP-XXX)), in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 120 units per hectare shall be permitted in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
3. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a maximum gross floor area of 133% shall be permitted in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
4. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a maximum lot coverage of 44% shall be permitted in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a maximum building height of 12 m for the proposed back-to-back townhouse units shall be permitted in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
6. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a minimum of 5.3 metres front yard setback shall be permitted in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.

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7. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a minimum of 5.0 metres rear yard setback shall be permitted in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
 8. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a minimum eastern side yard setback of 3 m shall be provided in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
 9. **THAT** notwithstanding the provisions set out in Section 5.3 of By-law 2009-141, a minimum western side yard setback of 3.5 m shall be provided in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
 10. **THAT** a continuous landscape buffer area with a minimum width of 3 m shall be provided along the eastern lot line in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
 11. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 of By-law 2009-141, a minimum outdoor amenity area of 696 m² shall be provided in the Residential Dwelling Second Density (RM2(SP-XXX)) zone, of which a minimum of 329 m² shall be provided in a consolidated form, in accordance with Schedule "B" attached to this By-law.
 12. **THAT** notwithstanding the provisions set out in Section 4.6 of By-law 2009-141, a minimum of 1.25 parking spaces per dwelling unit shall be provided in the Residential Dwelling Second Density (RM2(SP-XXX)) zone.
 13. **THAT** a minimum separation distance of 9.9 m be provided between the proposed buildings onsite in the Residential Dwelling Second Density (RM2(SP-XXX)) zone, in accordance with Schedule "B" attached to this By-law.
 14. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
 15. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2018.

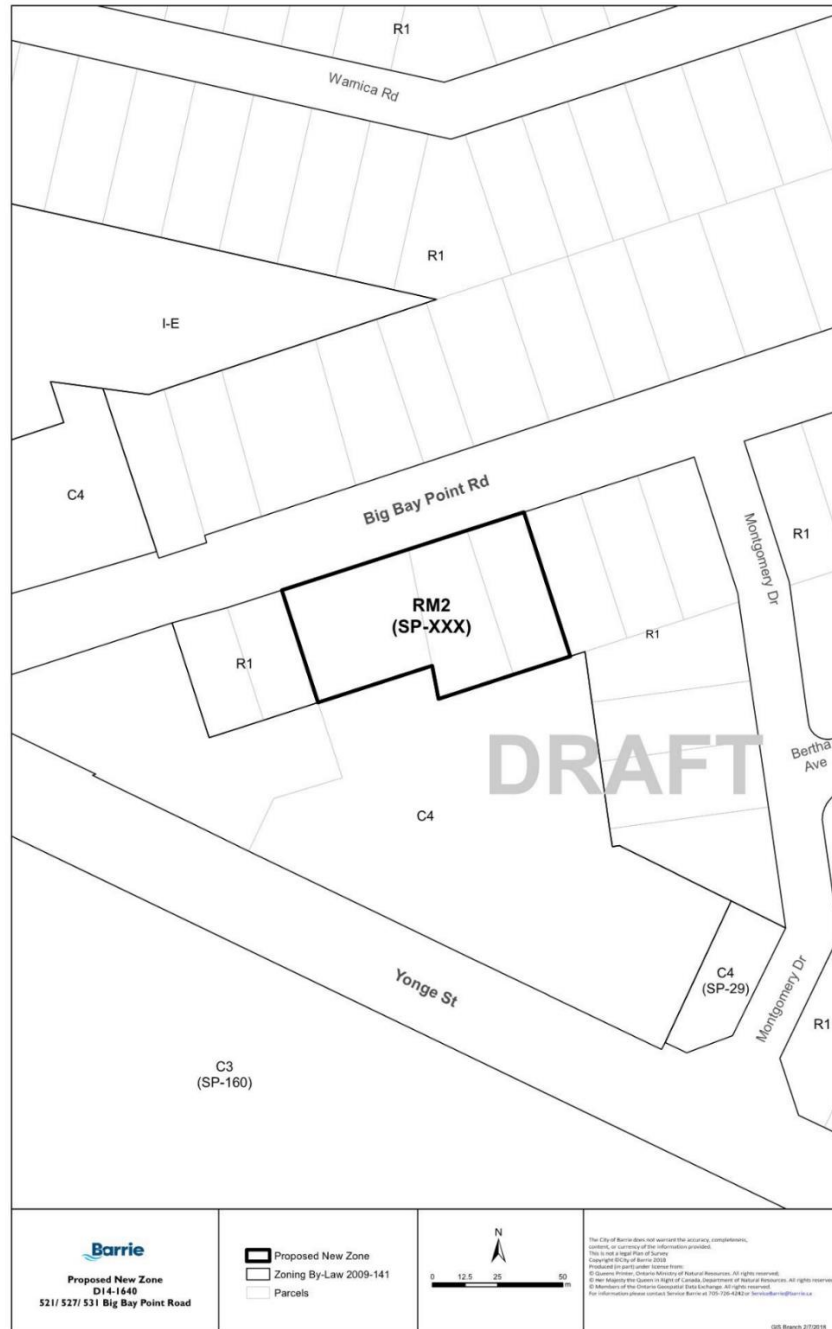
READ a third time and finally passed this this **date** day of **month**, 2018.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

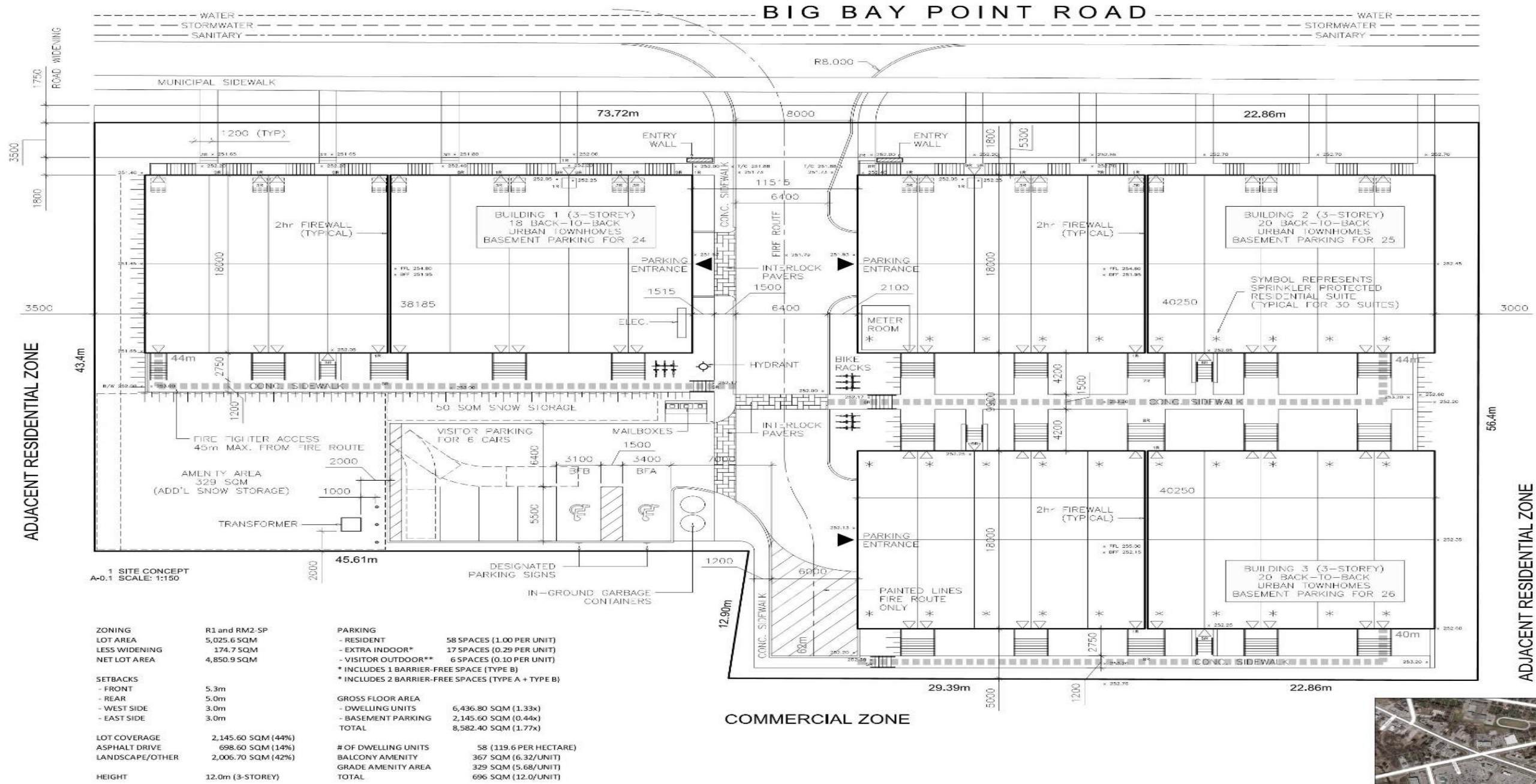
Schedule "A" attached to Bylaw 2018-XXX



MAYOR J.R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX "B"
Proposed Site Plan



APPENDIX "C"

Technical Study Descriptions

- a) **Planning Justification Report** provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of Innovative Planning Solutions Inc. that the proposal is an appropriate form of development and location for residential intensification in accordance with both Provincial and Municipal Policy.
- b) **Urban Design Brief** provides an overview of the policies and guidelines that direct urban design within the City of Barrie. The study confirms that the proposed development is generally consistent with the Urban Design Guidelines of the Official Plan and the Intensification Area Urban Design Guidelines.
- c) **Tree Preservation Report** provides an assessment of the existing trees on site with respect to tree health and preservation. The report notes that there will be impacts to existing trees on the subject lands as a result of the proposed development, however trees along the western property line will be retained where possible.
- d) **Functional Servicing Report** provides that the proposed development can be adequately serviced utilizing existing sanitary, storm and watermain infrastructure within the subject site from Big Bay Point Road. The report further concludes, in the opinion of Pinestone Engineering Ltd., that stormwater management will be addressed on site in accordance with City standards for both quality and quantity control measures.
- e) **Transportation Impact Study** provides a review of the key transportation related aspects of the proposed development and serves to evaluate the incremental traffic impacts of the proposed development on the surrounding road network. In the opinion of JD Northcote Engineering Inc., the report concludes that:
 - i) The sightlines exceed the minimum sight stopping distance required by the Transportation Association of Canada's guidelines;
 - ii) No additional infrastructure improvements are recommended within the study area as a result of the proposed development;
 - iii) The configuration of the proposed Site Access driveway will provide the necessary capacity to service the proposed development; and,
 - iv) The additional traffic generated by the proposed development is expected to have a negligible impact on the existing traffic operations along Big Bay Point Road.

APPENDIX "D"

Public Input and Staff Responses

Neighbourhood Meeting – November 1, 2017

A Neighbourhood Meeting was held on November 1, 2017. The questions/concerns expressed at the Neighbourhood meeting are identified and addressed below:

1. Inadequate garbage removal system:

While this is a Site Plan related matter, the applicant is proposing a private garbage removal system that includes underground, covered containers which will be screened from the road right-of-way using landscaping. The garbage will be removed via private waste collection. Staff identified the City's provision and standards for municipal garbage pickup for multiple residential development. However, the applicant has decided on private pickup.

2. Insufficient parking:

The proposed parking ratio is for 1.25 spaces per unit, which is greater than the requested 1 space per unit to address concerns with insufficient parking. The 1.25 spaces per unit is greater than the requirements of the Mixed Use Node (MU1) zoning standard and is close to the requirement of 1.5 spaces per for Multiple Residential development. This is considered appropriate given the subject site's proximity to services, public transportation, and the City's interest in promoting active transportation.

3. Insufficient snow storage:

The site plan includes an area of approximately 50 m² dedicated to snow removal in the winter months. Should this not be sufficient, the condominium corporation will need to make arrangements for snow removal off-site.

4. Inadequate amenity space:

The amenity space as proposed includes a consolidated area of approximately 329 m², with an additional 367 m² provided through private balconies for each unit. This is consistent with the 12 m² of unconsolidated amenity space as required by the Mixed Use Node (MU1) zoning standard. Additionally, Painswick Park is less than 300 metres from the subject lands.

5. Privacy:

A number of changes have been incorporated into the design of the site to address privacy concerns to adjoining residential development. This includes:

- The reorientation of buildings so that the side yards, rather than rear yards, are adjacent to neighbouring residential parcels;
- Increasing the side yard setback from 1.8 metres as identified in the zoning by-law to 3.0 metres;
- Planting along the entire eastern and western boundaries to maintain privacy;
- Screens along the easternmost balconies; and,

- Reorientation of the windows along the eastern face of Buildings 2 & 3 so they are closer to the ceiling preventing the occupants from looking down into adjacent properties.

Staff is of the opinion that these design measures are substantial changes to ensure privacy of the adjacent low density residential neighbourhood. Staff are satisfied that privacy has been addressed.

6. Drainage:

Residents identified existing site drainage as an issue of concern. Based on the Functional Servicing Report that was submitted in support of this application, water that flows through the site as part of the pre-development catchment boundary will be contained onsite and/or discharged in accordance with current City of Barrie standards.

7. Increased density:

Residents are concerned that the proposed increased density is too high for the site. As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (120 units per hectare) is appropriate for lands within an Intensification Node. The site plan application is being reviewed concurrently and as such, staff are satisfied that site design and requirements such as parking, access, landscaping, amenity space, and tree preservation can be accommodated will be adequately addressed without adversely impacting adjacent properties. Additionally, staff are satisfied that the proposed increase in building height from 10m to 12m is reasonable to accommodate the proposed built form (back-to-back townhouse units) and would provide an appropriate transition between the adjacent low density residential development and the anticipated higher density built form at the centre of the Yonge Street / Big Bay Point Road Intensification Node.

8. School capacity:

All four local school boards were circulated as part of the technical review process. Both the English school boards (Simcoe Muskoka Catholic District School Board and Simcoe County District School Board) have provided comments that the increase in population can be accommodated. As such, staff are satisfied that this item has been addressed. No comments were received from the French school boards.

Public Meeting – November 27, 2017

A Statutory Public Meeting was held on November 27, 2017 to present the proposed development to General Committee. Two members of the public spoke. The concerns expressed reiterated those previously received at the Neighbourhood Meetings as referenced above, in addition to the following:

9. Reduced setbacks and sightlines:

Concern was expressed that the reduced front yard setback will reduce traffic sightlines. The applicant provided a traffic brief which concludes that the proposed sightlines are greater than the minimum required by the Transportation Association of Canada's guidelines. As such, staff are satisfied that safe sightlines will be provided.

10. Lack of buffer between proposed development and adjacent low density residential neighbourhood:

While the minimum required side yard setback for the RM2 zone is 1.8 metres, a 3.0 metres landscape strip being recommended by staff as a buffer to the adjoining existing development. As

such, the applicant is proposing an increased side yard setback to 3.0 metres on both the east and west property lines. The applicant is proposing to maintain existing vegetation and supplementing with additional vegetation within both landscape buffer areas.

11. Right to light and views of the sky:

The applicant has re-oriented the proposed buildings to front onto Big Bay Point Road thereby reducing the amount of continuous wall oriented to the properties to the east and west. In doing so, the side elevation is adjacent to existing properties, allowing more light and views of the sky. Additionally, the proposed buildings are 12 metres in height and setback 3 metres from the side yard line which is consistent with the Official Plan and Intensification Area Urban Design Guidelines. As such, staff are satisfied that this matter has been appropriately resolved.

12. Flawed data provided in the Functional Servicing Report (FSR):

The FSR is reviewed by the Development Services branch of the Engineering Department. The intent of an FSR is to demonstrate that it is feasible to provide sufficient municipal servicing for the proposed development. Detailed servicing design will be addressed at the Site Plan stage, at which time all necessary site grading and servicing matters will be addressed to the satisfaction of the Engineering Department.

13. Poor site connectivity:

The applicant is proposing a single vehicular and pedestrian access to the site. This is consistent with staff comments and good planning for the size of this particular site. Additionally, as the area surrounding this parcel redevelops, there is opportunity for direct vehicular connection to the south and direct pedestrian connection to the south and east.

14. Architectural elements to blend with existing architecture of neighbourhood:

Although this matter will be addressed through the concurrent Site Plan Control process, the proposed buildings include charcoal and light grey brick veneer with cedar style aluminium, consistent with the construction materials and colours of the historic war time houses surrounding the proposed development, most of which include brick and wood panelling.

15. Concerns during construction:

a. Stability of existing surrounding structures due to vibration

The expectation is that any complaint of vibration would need to be reviewed and addressed by the developer's Geotechnical Consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standard to avoid any structural damage.

b. Impact to existing septic and wells

All new development must be municipally serviced. At the site plan stage, the applicant will need to demonstrate no negative impacts to adjoining septic and well systems.

c. Noise, dust and exhaust

The City of Barrie has a Noise by-law that prohibits the operation of any construction equipment between the hours of 7PM and 7AM any day of the week and all day Sunday and Statutory

Holidays. Dust and exhaust are managed through the construction plan that is required as part of the building permit process.

16. Inadequate tree preservation areas:

The applicant has demonstrated their desire to preserve as much of the existing vegetation along the western property line as possible. However, in order to accommodate the proposed development, the existing vegetation central to the site and some vegetation near the western property line would be required to be removed. While there are no shared boundary trees, the tree preservation plan does include retention of some trees along the western parcel line and tree preservation areas to protect existing vegetation offsite. Through the concurrent site plan process, staff will provide recommendations for any additional preservation and/or compensation plantings, where deemed viable and appropriate.

17. Emergency vehicle access

The City's Fire & Emergency Services Department is satisfied that emergency vehicle access will be adequately provided to the site in accordance with City standards as shown on the concept site plan submitted in support of the subject application. Additionally, the applicant has agreed to provide sprinklers in Buildings 2 and 3 for additional support.

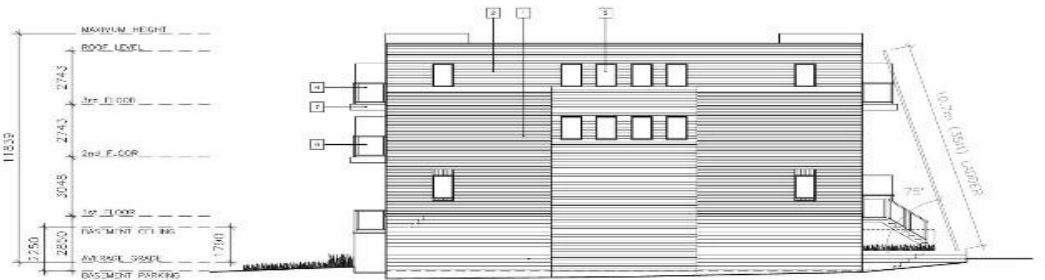
APPENDIX "E"
Proposed Building Elevations



1 STREET FACING ELEVATION (NORTH)
A-2.1 SCALE: 1:125



2 COURT FACING ELEVATION (SOUTH)
A-2.1 SCALE: 1:125



3 SIDE LOT LINE ELEVATION (WEST)
A-2.1 SCALE: 1:125



4 PARKING GARAGE SIDE (EAST)
A-2.1 SCALE: 1:125

AVERAGE GRADE CALCULATION (FOR INFO) - BUILDING 1
BASEMENT DATUM = 251.15m
CEILING DATUM = 251.20m (at 2.25m ceiling)
77.4m LINEAR BUILDING FACE
NORTH STREET SIDE
30.7m LINEAR x 251.15m = 7716.15
SOUTH COURT SIDE
30.7m LINEAR x 251.20m = 7716.14
TOTAL
DIVIDED BY: 77.4m LENGTH
AVERAGE GRADE: 251.17m
DISTANCE BELOW CEILING (1.8m MAX): 1.79m



ARTIST'S CONCEPT - FOR MATERIAL PALETTE ONLY

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APPENDIX "F"

Department and Agency Comments

The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. A summary of the technical review comments have been provided below.

1. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they are satisfied from a watershed management perspective that the proposed development is consistent with the Natural Heritage and Natural Hazard Policies of the Provincial Policy Statement (PPS) and conforms to the Lake Simcoe Protection Plan (LSPP) and as such, they have no objection to the approval of the subject application.
2. The Simcoe County District School Board provided comments indicating that they had no objection to the approval of the subject application and provided their standard warning clause with respect to the availability of public schools and bussing which are to be included into all purchase and sale or lease agreements.
3. The Simcoe Muskoka Catholic District School Board provided comments indicating that they had no objection to the approval of the subject application and confirmed that any students generated from the proposed development would be accommodated at St. John Paul II Catholic Elementary School and St. Peter's Catholic high school.
4. Based on a review of the Functional Servicing Report submitted in support of the subject application, the City's Engineering Department provided comments indicating that the proposed development can be accommodated by the surrounding municipal infrastructure. A road widening of 1.75 metres was identified along the entire frontage of Big Bay Point Road. A detailed review of the site layout/circulation, servicing, water distribution, stormwater management and grading is currently underway through the concurrent Site Plan approval process.
5. Parks Planning has accepted the tree preservation plan. A required setback of 3.5 metres is required along the western side yard to protect the existing vegetation. Landscape planning details are being reviewed through the concurrent Site Plan approval process.
6. The Traffic Services Division provided comments indicating that they had no concerns with the Traffic Brief submitted in support of the subject application.
7. Barrie Fire is satisfied with the proposed development based on the fact that the applicant has agreed to add sprinklers to Buildings 2 and 3 and a separation distance of 9.9 metres will be maintained between buildings to allow for proper ladder setup (Appendix D- Proposed Building Elevations).
8. Bell Canada, Enbridge Gas, Metrolinx, PowerStream and the City's Building Services and Municipal Law Enforcement all provided comments indicating that they had no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters would be adequately addressed through the concurrent Site Plan Approval process.

APPENDIX "G"

Built Form Transition

