
TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION (FARRAGE DEVELOPMENT) – 46, 50, 52 AND 56 PATTERSON ROAD AND PART LOT 30, PLAN 959, PART 1, PLAN 51R-39651 (WARD 6)

WARD: 6

PREPARED BY AND KEY CONTACT: C. KITSEMETRY, RPP, PLANNER, EXT. #4430

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

GENERAL MANAGER APPROVAL: B. PARKIN, 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 on behalf of Farrage Developments Inc. to rezone the lands known municipally as 46, 50, 52 and 56 Patterson Road and Part Lot 30, Plan 959, Part 1, Plan 51R-39651 (Ward 6) from Residential Single Detached Second Density (R2) to Residential Multiple Second Density with Special Provisions (RM2) (SP-XXX), be approved.
2. That the following Special Provisions (SP) be referenced in the site specific Zoning By-law 2009-141 for the subject lands:
 - a) A maximum density of 63 units per hectare shall be permitted whereas 40 units per hectare for block/stacked townhouses is the standard;
 - b) A minimum front yard setback of 3 metres shall be permitted whereas 7 metres is required;
 - c) A minimum rear yard setback of 5 metres shall be permitted whereas 7 metres is required;
 - d) A maximum Gross Floor Area (GFA) of 81% of the lot area shall be permitted whereas 60% is the standard;
 - e) A minimum of 1.28 parking spaces per unit shall be permitted whereas 1.5 spaces is required; and
 - f) A minimum setback of 5 metres for secondary means of access shall be permitted whereas 7 metres is required.
3. That any subsequent application for redevelopment of the subject lands being, 46, 50, 52 and 56 Patterson Road and Part Lot 30, Plan 959, Part 1, Plan 51R-39651, proceed as one parcel.
4. That the written and oral submission received relating to this 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, as further detailed in Staff Report PLN004-19.

5. That in accordance with Official Plan section 6.8 Height and Density Bonusing, Community Benefit under Section 37 of the *Planning Act* will be provided to the City in the form of funding towards:
 - a) The design and construction of a passive recreational trail connection to the Bear Creek Ecopark from Crawford Street; and
 - b) Should the new process details for the implementation of Section 37 be approved in advance of the funds being secured for this project, 10% (\$15,525.00) of the total amount of this community benefit will be allocated to the “Community Facility Improvement Reserve”.
6. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Overview

7. The purpose of this Staff Report is to recommended approval of the application, as amended, to permit the rezoning of the properties municipally know as 46, 50, 52 & 56 Patterson Road and Part Lot 30, Plan 959, Part 1, Plan 51R-39651 from Residential Single Detached Second Density (R2) to Residential Multiple Second Density with Special Provisions (RM2)(SP-XXX).
8. This project is a result of a land consolidation of four (4) existing single detached residential lots into one development parcel of 0.74 hectares (1.82 acres) in size, generally located at the southwest corner of Patterson Road and Phillip Street. Significant discussion was held between the applicant and staff with regard to the context of the proposed intensification with an existing neighbourhood. This collaborative approach has resulted in the applicant submitting a Block Plan to demonstrate how this intensification project can be integrated into the existing neighbourhood, particularly if further redevelopment and built-form transition occurs in this area. A revised concept plan attached as Appendix “B” to Staff Report PLN004-2019, was submitted based on input received through the public meeting process as well as comments from City staff. Staff’s comments throughout this report are based on this revised concept.
9. The revised concept plan illustrates 46 townhouse units and has resulted in minor modifications to the original special provisions requested as further detailed in Staff Report PLN004-2019. Staff consider that requested special provisions can be supported as good planning and have recommended the approval of this application based on the objective offering a range of housing types through infill intensification as well as meeting the City’s transportation, infrastructure and urban design development criteria.

Location

10. The subject property is a land consolidation of several parcels located at the northeast corner of the intersection of Patterson Road and Phillips Street, within the Ardagh Planning Area. The subject property is known municipally as 46, 50, 52 & 56 Patterson Road and Part Lot 30, Plan 959, Part 1, Plan 51R-39651 and has a total area of 0.74 ha (1.82 acres). The consolidated parcels have a street frontage of 92.6m on Patterson Road and 71.3m on Phillip Street.

The existing land uses surrounding the subject property are as follows:

North

Phillip Street, existing single detached residential, railway located approx.150m (BCRY Meaford Subdivision)

East

Patterson Road, existing active industrial and office uses

South

Existing single detached residential

West

Existing single detached residential



Existing Policy

11. The properties are designated as Residential in the City's Official Plan, and zoned as Residential Single Detached Second Density (R2) in Comprehensive Zoning By-law 2009-141. The lands are identified as part of the Ardagh Planning Area, however not part of the formal Ardagh Secondary Plan. The Ardagh Planning Area is predominately low and medium density residential with supporting commercial and institutional uses, as well as the Bear Creek Provincially Significant Wetland located approximately 400m to the southwest of the subject site.

Supporting Information

12. In support of the application, the following studies and supplementary information were submitted:
 - a) Planning Justification Report (Innovative Planning Solutions, February 2018)
 - b) Urban Design Brief (Innovative Planning Solutions, February 2018)
 - c) Functional Servicing and Preliminary Stormwater Management Report (WMI & Associates, February 2018)
 - d) Tree Inventory and Preservation Plan Report (Kuntz Forestry Consulting Inc., February 16, 2018)
 - e) Supplementary Correspondence – Public Meeting Comment (Noise) (Innovative Planning Solutions, July 16, 2018)
 - f) Supplementary Submission – Block Plan (Innovative Planning Solutions, August 2018)

- g) Supplementary Submission – Revised Conceptual Site Plan & Updated Draft Zoning By-law (Innovative Planning Solutions, January 22, 2019)
13. For an additional description of the listed reports and subsequent submissions, please refer to Appendix “D” Supplementary and Supporting Information Details of Staff Report PLN004-2019.

Public Consultation

14. A Neighbourhood Meeting was held on May 9, 2018 to present the proposed development concept to the local community. Approximately fifteen (15) residents were in attendance in addition to the applicant, consultant team, then Ward 6 Councillor Steven Trotter and Planning staff.
15. A Public Meeting was held on May 28, 2018. General Committee was provided written correspondence from an adjacent resident outlining their concerns with the project, including tree preservation, loss of privacy, potential future development, well water protection and stormwater management. A neighbourhood resident also spoke at the Public Meeting and raised concern with loss of mature trees, lack of parking, increased traffic and traffic noise, transit accessibility/sidewalks, housing affordability and consideration for comprehensive neighbourhood redevelopment. The presentation material was provided to General Committee by email after the Public Meeting.
16. The questions/concerns expressed by the residents at both the Neighbourhood Meeting and the Public Meeting are listed in the following Public Comment section included in Staff Report PLN004-2019. The comments and correspondence received by the City have been compiled and presented below with a corresponding comment from staff. This summary of the public process is intended to demonstrate that the issues have been included and addressed in the review of this application, to the greatest extent possible.

Public Comments

17. Proposed height and loss of privacy
- It is recognized that the introduction of multiple units on this site would create additional dwellings in closer proximity than the existing built form. It should be noted that the proposed built-form is permitted and does not require a variance to the permitted height standard in the Zoning By-law. In response to stated concerns, the revised concept plan has attempted to reduce the impact of the development on the surrounding residential properties by locating the outdoor amenity area in the general area of the rear yards of the adjacent properties.
18. Proposed increase in density
- Staff have reviewed the justification provided by the applicant as well as the policy basis for infill intensification projects. Through the opportunity presented for land consolidation staff's opinion is that the concept can be successfully integrated into this neighbourhood. Although the proposal does increase the density permission from the zoning standard from 40uph to 63uph, the number of townhouses, and therefore the density on the site, is influenced by the small unit type. As well, the requested special provisions include reduced frontage for the streetscape design encouraged by staff, and the remainder should not significantly impede the enjoyment of the property by future residents. The reduced rear yards to 5m do not fully remove the private amenity space from units and a usable open space has been incorporated into the site design. Residents are also not limited to the 1 parking space per unit required by the zoning standard, as a 2nd parking space is available for each townhouse in the private garage and visitor parking spaces have been identified.

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19. Need for a comprehensive neighbourhood plan outlining integration and redevelopment options.

A Block Plan has been submitted by the applicant to demonstrate how the proposed redevelopment will integrate into the existing neighbourhood, as well as respect the potential longer term transitional redevelopment of this community. See Appendix "C": Conceptual Block Plan.

20. Potential issues with grading, drainage and high water table

The Functional Servicing and Preliminary Stormwater Management Report submitted in support of this application has identified that the technical requirements for redeveloping of this property can be achieved without adverse effects on the surrounding area. If approved, detailed engineering would be required at the Site Plan stage to demonstrate that redevelopment can be supported to all technical standards to the satisfaction of the City.

21. Potential issues with both residential and industrial traffic

The main traffic corridor for this development is Patterson Road which is categorized as a Minor Collector on Schedule D Roads Plan in the Official Plan. Technical staff do not consider the increased traffic from this residential development an issue for the capacity of this municipal road. Notwithstanding the technical review of road capacity for the future residents, concern was also raised with particular comment on the industrial related traffic. Additional information was requested by staff to evaluate the existing industrial uses which will result in the required implementation of construction measures such as air conditioners in the units, as well as a warning clause registered on title to advise residents that active industry is in proximity and that noise may occasionally interfere with their enjoyment of the property.

22. Noise impacts due to loss of tree buffer

It is anticipated that the built-form as well as the intended preservation of mature tree cover achieved through the amenity area relocation will maintain and/or potentially improve the "noise" buffer from traffic and industrial uses currently experienced by residents in this community.

23. Capacity of neighbourhood schools

Comments received from both the Simcoe County District School Board and the Simcoe Country Catholic District School Board have indicated any students generated by this development can be accommodated in the existing school system.

24. Location of snow storage and fencing requirements

The detailed site design elements, including snow storage areas, are typically addressed by staff at the Site Plan Control stage of the process and staff are satisfied that standard snow storage requirements can be met. However, with respect to fencing as a separation from adjacent residential properties, it is a typical requirement for multiple unit residential development to provide 2m tight board fencing along the perimeter of the property. This will be addressed at the Site Plan Control stage is it not a standard within the Zoning By-law.

25. Concern with permissions for tandem parking

The special provision to permit tandem parking in this development is a concern for technical staff and as such has not been recommended for approval. If tandem parking is permitted, the parking standard of 1.5 spaces can be met with each unit counting 2 spaces, one in the private garage and one in the driveway. Visitor parking spaces would therefore not be required on site if tandem parking was permitted. As the concept does include adequate visitor parking, as an alternative, staff have recommended a reduced parking standard of 1.28 spaces per hectare for the development. That will provide for a minimum of 1 space per unit and 13 dedicated visitor parking spaces.

26. Reduction in property values

Planning staff have no comment on the perceived impact that the proposed development may have on the market value of private property as this is not a land use planning issue.

Department and Agency Comments

27. The subject application was circulated to staff in various departments and to external agencies for review and comment. If applicable, the comments have been specifically referenced in this report as supporting information particularly in response to public comments. In general, the comments received indicated no concern with the principle of redevelopment at this location. Technical requirements including infrastructure design, stormwater management (LID's, water budget, phosphorus loading), and built-form will be examined at the Site Plan Control stage.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

29. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate.

30. The proposed development is consistent with this policy in that it is located within the settlement area of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit and schools; provides for an alternate housing type in this neighbourhood; provides a compact form of development that makes wise use of existing infrastructure and minimizes impacts to climate change; and is designed with a pedestrian oriented built form with pedestrian connections to the municipal sidewalk to support active transportation and opportunity

to enjoy the Bear Creek Ecopark. Further, the amended concept plan submitted in support of the application would, in staff's opinion, mitigate the impacts the proposed development may have on the adjacent single detached residential properties through the preservation of boundary trees and promote "rear yard" privacy for the existing single detached homes to the west.

Provincial Policy Statement (2014) (PPS)

31. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land.
32. Policy 1.1.1 outlines the means by which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
 - a) The use of serviced land, surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term;
 - b) The provision of a variety of medium to high density residential units in the form of block/cluster, back-to-back, as proposed, aids in achieving a range and mix of residential development in the area;
 - c) The proposal includes compact, medium to high density development that utilizes serviced lands within the settlement area, thereby promoting cost efficiency and minimizing the consumption of land.
33. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed development is consistent with these policies in that it is located within the settlement area of Barrie, will utilize existing and available infrastructure and public service facilities such as transit and schools, provides a compact form of development that makes wise use of existing infrastructure and minimizes impacts to climate change, and is designed with pedestrian connections to the municipal sidewalk.
34. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the proposed density is 70 units per hectare, thereby contributing toward to the overall intensification targets for the City.
35. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing an appropriate form of medium to high density housing adjacent to an existing low density residential neighbourhood, where sufficient infrastructure and public service facilities exist, and is designed with walkway connections to the municipal sidewalk to support active transportation.
36. Policy 1.6.3, 1.6.6.1 and 1.6.6.2 identifies the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by existing municipal sewage and water services.

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37. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject land and is therefore consistent with this policy.
 38. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it is a compact built form, directly located on a transit route and is intended to integrate development in a way that preserves mature urban tree cover.
 39. Policies within section 3.1 Natural Hazards, require development to be directed outside of natural hazards. The proposal is consistent with this section as the property is not within a natural hazard area.
 40. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with the Provincial Policy Statement (2014).

Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan)

41. The Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow.
42. In accordance with the Guiding Principles found in Section 1.2 of the Growth Plan, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living. The density of the proposed development results in the efficient use of land and existing municipal infrastructure, including the existing Patterson Road transit service. The proposal also introduces an appropriate range of housing options into this neighbourhood to provide alternate size and incomes to create a complete community, and is oriented to protect mature urban tree cover.
43. Policies 2.2.1.2 (a), (c), (d) and (e) direct growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water and wastewater systems, is focused in a built-up area that is serviced by transit and near public service facilities, and is not within or adjacent to hazardous lands.
44. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses; the provision of a range and mix of housing options to accommodate the needs of all household sizes and incomes; provision of a range of transportation options and public service facilities; and integration of green infrastructure and low impact development as possible. Additionally, the site has multiple transportation options including active and public transportation, availability of public service facilities, and the inclusion of a compact built form that would aid in the mitigation of climate change impacts by efficiently using land and municipal services.
45. Section 2.2.2 of the Growth Plan requires that a minimum of 40% of all residential development occurring annually within the City will be within the existing built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, this minimum target will be increased to 50%. By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within the City will be required to be within the delineated built-up area. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the required minimum 40% target.

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46. To support the achievement of complete communities, policy 2.2.6.3 provides that municipalities require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development conforms to this policy through the provision of a variety of housing types in this neighbourhood.
47. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan (OP)

48. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded.
49. As noted above, the subject lands are designated Residential within the City's Official Plan. Lands that are designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.
50. There are a number of policies in the Official Plan that support the proposed development. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
51. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Further, intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space. The proposed development is considered to be consistent with this policy in that it proposes a higher density multiple residential development with an appropriate alternative housing form from what currently exists in the area, utilizes existing infrastructure and services, and supports the use of public transit.

General Policies

52. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and transit are available. Further, the proposed development provides a townhouse option that can help to transition Patterson Road/Phillip Street into a vibrant pedestrian friendly streetscape providing "eyes on the street" and framing this intersection with residential development.
53. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities

consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.

54. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form with a variety of unit sizes would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an existing built-up area of the City and is generally consistent with the density targets of the Official Plan.

Affordable Housing

55. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
56. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered “affordable” as defined by the 30% household income calculation. However, the target price of \$375,000 does meet the criteria of 10% below the average purchase price in the regional market area (\$445,582.00). It is the opinion of staff that the type of units proposed, largely 2-bedroom townhouses, will contribute to a type of residential housing that is generally more affordable than single detached units in Barrie and does help to provide much needed housing stock which may allow some freeing up of retail or truly affordable units.

Land Use Policies

57. In accordance with Section 4.2.2.2 of the Official Plan, medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments and street/stacked/cluster townhouses ranging between 26-53 units per hectare, while high density residential development shall consist of developments which are in excess of 54 units per hectare. In accordance with these provisions, the proposed development represents a density of approximately 70 units per hectare, and as such, would be considered to be high density residential in accordance with the Official Plan. Having said that, staff note that the proposed townhouse development does not represent the typical built form of high density residential development.
58. The conceptual site plan, attached to Staff Report PLN004-2019 as Appendix “B” did not, in the opinion of staff, require significant variations to the zoning standards. Redevelopment of the site at 70 units per hectare with a medium density built form can be effectively accomplished, using the land and services more efficiently, and contribute to reinvigorating the existing neighbourhood.
59. Section 4.2.2.3 Locational Criteria details that medium and high density residential development should be encouraged to locate in the Intensification Nodes and Corridors identified in Schedule I of the Official Plan, and generally towards areas that are:
- a) Adjacent to arterial and collector roads;
 - b) In close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and

- c) Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.

The subject application is for a redevelopment of residential lands that are outside of the identified intensification areas, however, in accordance with the locational criteria identified, the proposed development:

- a) Is located adjacent to Patterson Road, a minor collector road as identified on Schedule D: Roads Plan of the Official Plan;
- b) Has direct access to public transit and is in general proximity to schools, the Bear Creek Ecopark, and commercial development; and
- c) Is an area where there are existing services and facilities such as roads, sewers and watermains.

60. In addition to the locational criteria outlined in policy 4.2.2.3 (b), staff have evaluated the full policy context for considering residential intensification outside of the Intensification Areas, including but not limited to policy 4.2.2.6 (d) which requires the proponent to demonstrate:

- a) That the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
- b) That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
- c) That public transit is available and accessible;
- d) That the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focussed;
- e) That sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and
- f) That consideration is given to the preservation of heritage resources.

61. It is also noted in policy 4.2.2.6: Intensification Policies that: "Applications that propose higher densities than existing conditions will not be treated favourably simply because they satisfy the definition of 'intensification' and contribute towards the City achieving its intensification and density targets." Staff have considered the formal policy basis for this proposal including but not limited to policy sections 3.3: Housing and 4.2: Residential of the Official Plan, and as noted above, can support an intensification project on this site utilizing Official Plan policy. Staff consider the proposal to permit a higher density built form at this location to be good planning.

62. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional open space amenity areas including landscaping, screening and buffering. In this regard, the over-sized amenity area has been strategically placed toward the rear of the property so as to increase the separation distance between the proposed buildings on site and the adjacent interior side yard.

63. Staff are of the opinion that the combination of the abovementioned features will ensure that the proposed development functions effectively and would provide an appropriate transition to the abutting single detached homes.

64. In Planning staff's opinion, the proposed development would satisfy the intensification policies noted above, as it provides for a density of 63 units per hectare through a compact built form; the project is considered infill development that utilizes existing municipal infrastructure; is adjacent to and supports public transit; and, promotes energy efficiency through compact design.

Servicing and Transportation

65. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
66. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that stormwater management for the proposed development can be adequately addressed in accordance with these policies through the subsequent site plan approval process.
67. The Official Plan further identifies goals to promote healthy communities, activating living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms to these policies through the provision of increased densities to support the local transit service and by providing pedestrian connections to municipal sidewalks whereby local transit stops are present and provide connections to inter-regional transit systems, such as GO Transit.
68. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent with or does not conflict with the City's Official Plan.

Height and Density Bonusing

69. Policy 6.8 details that once the City determines that an application that would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the *Planning Act*.
70. As noted above, Staff are of the opinion that the proposed development is considered to be consistent with or does not conflict with the Official Plan goals and policies as it relates to this proposed intensification project. Therefore, staff have recommended that the applicant proceed with the process outlined for the Negotiating Committee to determine community benefits.
71. At their meeting on Feb. 11, 2019, the Negotiating Committee confirmed that community benefit, at the rate of 25% of the value uplift for density on this site (\$155,850.00), would be provided through the provision of funds directed to the design and construction of a trail linkage to the Bear Creek Ecopark from Crawford Street. Should the new process details for the implementation of Section 37 be approved in advance of the funds being secured for this project, 10% (\$15,585.00) of the total amount of this community benefit will be allocated to the "Community Facility Improvement Reserve". See Appendix "E": Decision of Negotiating Committee.

Block Plan

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72. Staff have completed a detailed review of the documentation provided by the owner/applicant in support of their application, and agree that the proposal to redevelop the consolidated land parcels is well supported as an infill intensification project.
73. A Block Plan was submitted, attached as Appendix "C" to Staff Report PLN004-2019, as a result of comments from residents at the Neighbourhood and Public Meetings, as well as the additional review required by staff. The Block Plan is intended to demonstrate the integration of this redevelopment into the existing community and the potential transition of this neighbourhood into a variety of housing types through additional land consolidation opportunities and potential for future redevelopment applications.
74. Based on the general lot fabric and existing lot sizes, there is potential for re-development within the study area. The conceptual block plan was developed to demonstrate a theoretical re-development scenario of the study area, and how the proposed development integrates into this scenario. The conceptual block plan anticipates re-development in the form of medium density residential uses (street, block/cluster, stacked and/or back to back townhouses, walk up apartment buildings), generally around the perimeter of the study area and at the intersection of Crawford and Phillips and low density uses (single detached dwellings) to remain generally along the west side of Crawford Street and on the east side closer to Alva Street. It is illustrative only and does not suggest any recommendations or approvals on lands that would be subject to future applications.
75. Open Space/pedestrian linkages are shown conceptually in the central area, creating useable space for recreation (passive and/or active) and maintaining a buffer between the medium density and low density uses. Vehicular accesses are also conceptualized to demonstrate a functional road network throughout the study area. Based on the conceptual block plan, it is our opinion that the proposed development on the subject lands can be integrated within the surrounding area should the surrounding area be re-developed in the future.

Comprehensive Zoning By-law 2009-141

76. As noted in the recommendation for this application, as well as identified in previous sections, the applicant has proposed a rezoning of the subject lands from Residential Single Detached Second Density (R2) to Residential Multiple with Special Provisions (RM2)(SP-XXX). Further to the public process and detailed consultation with staff, the SP's requested in the original application have been amended to reflect the updated Concept.

Revised Conceptual Site Plan (January 22, 2019)

77. As identified in the Memorandum to General Committee dated June 25, 2018, staff required additional consultation with the applicant to discuss alternative design options for the proposed development. Based on the comments, correspondence and discussions with City staff following the above noted public consultations, the concept plan associated with the proposed zoning by-law amendment application has been revised.
78. The revised concept plan, attached as Appendix "B" to Staff Report PLN004-2019, illustrates 46 block/cluster townhouse units, the exterior units contributing to framing the intersection with a streetscape. The private amenity space has been expanded and relocated along the south/west boundary to provide greater protection for boundary trees as well as a programmable amenity area.
79. Parking is provided at a 1.28 spaces per unit, which is increased from the previous submission (1.125 spaces per unit). Although technically functioning as 1 space per unit, the revised concept maintains the potential for each unit to have 2 parking spaces if the owner chooses to use their garage and private driveway for parking personal vehicles. The provision of a reduced parking requirement, from 1.5 spaces per unit to 1.28 spaces per unit, maintains the requirement for visitor

parking spaces without permitting tandem parking as a standard. The revised plan does provide for 13 visitor parking spaces along the main access route internal to this development.

80. Internal site circulation has also been improved by providing additional pedestrian sidewalks throughout the development, including direct connections to the re-located amenity space. A pedestrian connection to the intersection of Phillips Street and Patterson Road has also been incorporated. Staff will require enhanced landscape elements along the Phillips Street and Patterson Road frontages, including specifically at the above noted intersection and entrances to the site.

Site Plan Control

81. Subject to Council approval of the proposed Zoning By-law Amendment application, the development of the project would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design and technical development of the site in accordance with current policy, standards and design guidelines. To ensure more than just the basic standards of development are applied to the final design of the project, a concept plan and urban design brief were required for review as part of the subject application. In addition, as a supplementary submission, a Block Plan was required to demonstrate how the concept integrates within the existing and potential transitional development of the neighbourhood.
82. Planning staff are of the opinion that the development proposal adheres to the design policies of the Official Plan as it relates to location, density, landscaping and amenity areas, and providing an appropriate transition and buffering between adjacent land uses. It is the opinion of staff that the preliminary submissions meet the intent of good planning design needed to support the change in zoning as recommended in Staff Report PLN004-2019.
83. Elements of detailed design that will be fully applied at the Site Plan stage include, but are not limited to:
- a) Streetscape and built form design;
 - b) Outdoor amenity space and tree preservation;
 - c) Pedestrian accessibility, walkability and direct linkages to transit;
 - d) Required resident and visitor parking;
 - e) Warning clauses registered on title to ensure residents are fully aware of the existing active industrial uses;
 - f) Availability of required municipal infrastructure to service the density proposed for the property; and
 - g) Stormwater management, water balance and phosphorous loading.

ENVIRONMENTAL MATTERS

84. The following environmental matters have been considered in the development of the recommendation:

- a) Through consultation with staff, the applicant altered the location and size of the outdoor amenity space area. The revised concept illustrates an open space area that provides the potential for programmable space as well as an increased separation distance on the interior side yard where there was potential for boundary trees to be impacted by development. This design modification results in the preservation of mature urban tree cover, and has eliminated the requested Special Provision to reduce the size of the required outdoor amenity space area.

ALTERNATIVES

85. The following alternatives are available for consideration by General Committee:

Alternative #1 General Committee could deny the proposed Zoning By-law Amendment application for Residential Multiple zoning and maintain the existing Residential Single (R2) zoning over the subject land consolidation.

This alternative is not recommended as land consolidation does represent the opportunity to promote intensification throughout the City, and if considered comprehensively, can introduce a variety of housing types that create a complete community.

Alternative #2 General Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended, as the collaboration with staff has resulted in the original application being amended to ensure the required SP's are generally consistent with the Urban Design Guidelines and the City's initiatives for designing intensification projects, including the preservation of urban tree cover and promotion of the streetscape orientation of the townhouse units.

FINANCIAL

86. The proposed rezoning of the subject parcel would permit the development of 46 townhouse units. The annual property tax revenue based on the average selling price of approximately \$375,000.00 for the proposed development is \$190,145.96. The current tax revenue from the consolidated properties is \$13,993.66. Therefore the estimated municipal property tax increase would be approximately \$176,152.30. (2018 rate)
87. Cash in lieu of parkland dedication per unit is calculated at a maximum of \$5,418.00 per unit, which represents a total contribution of \$249,228.00 for the 46 units proposed. (2019 rate, subject to an annual inflation adjustment on January 1st of each year).
88. Building permit application fees as an average are estimated to be in the order of \$2,480.00 per unit which would represent a total fee of approximately \$114,080.00 for the 46 units proposed. (2019 rate, subject to an annual inflation adjustment on January 1st of each year).
89. Current development charges for a townhouse unit is \$35,219.00 for each dwelling unit, therefore the development charge revenue is estimated to be \$1,620,074.00 for the 46 units proposed. (2019 rate, calculated at time of building permit issuance, subject to an annual inflation adjustment on January 1st of each year).

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90. The Education levy is currently \$1,759.00 per unit, which represents a total levy of \$89,709.00. (2019 rate)
91. Given that there are (4) existing single detached residential dwellings on the consolidated parcel, a redevelopment Development Charge rebate may be available provided the dwellings are demolished and building permits are issued within 60 months of the last date of occupancy.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES 2018-2022

92. The 2018-2022 Council Strategic Plan has not been finalized as of the writing of this Report.

Attachments:

Appendix "A" – Draft Zoning By-law Amendment

Appendix "B" – Conceptual Site Plan (Revised)

Appendix "C" – Conceptual Block Plan

Appendix "D" – Supplementary and Supporting Information Details

Appendix "E" – Decision of Negotiating Committee

APPENDIX "A"

DRAFT Zoning By-law Amendment

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone Part of Lot 5 Concession 14; City of Barrie, County of Simcoe, municipally known as 46, 50, 52 and 56 Patterson Road from Single Family Residential Two (R2) to Residential Multiple Dwelling Second Density (RM2) (SP-___).

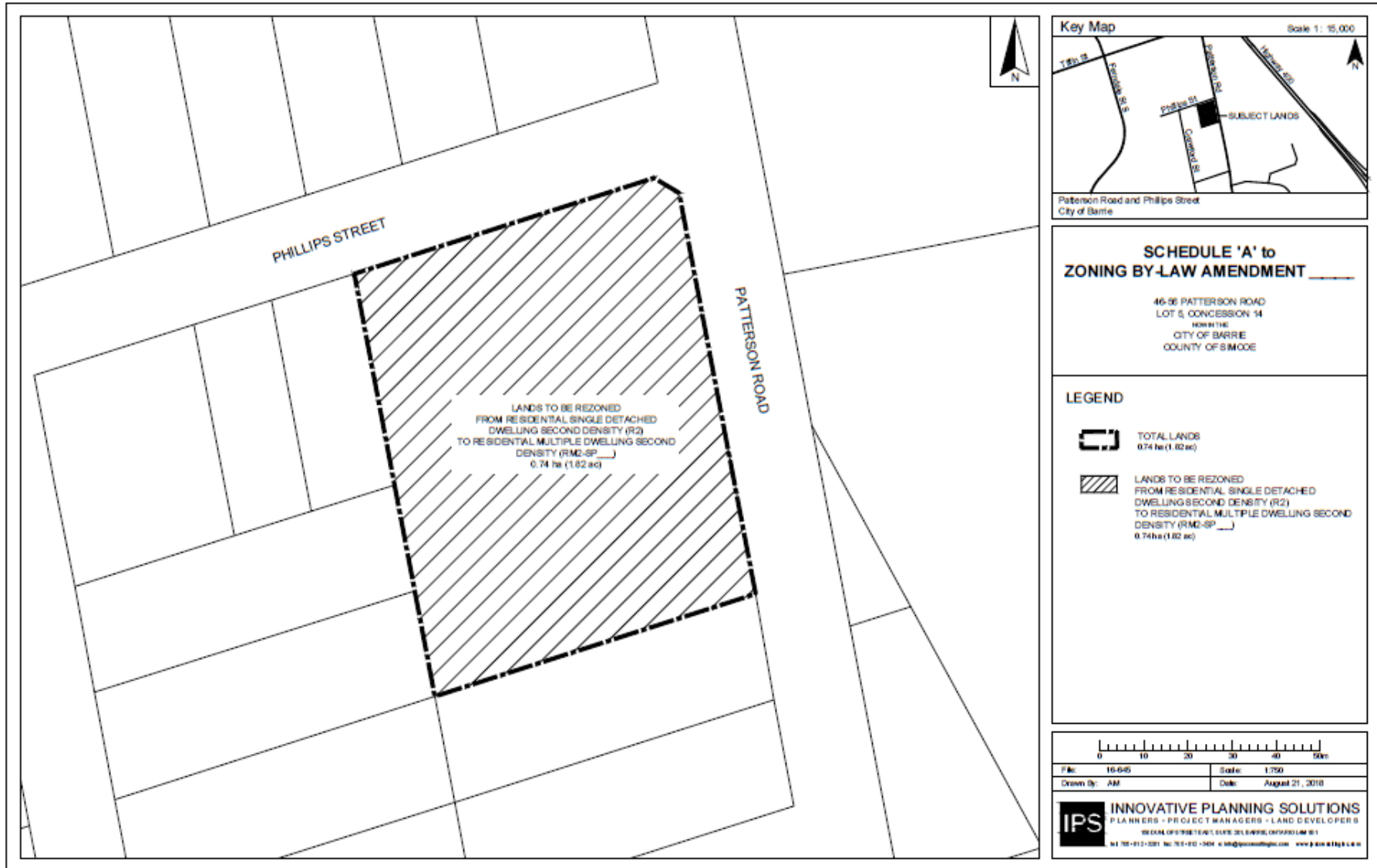
NOW THEREFORE the Council of the Corporation of the City of Barrie enacts the following:

1. THAT the zoning map is amended to change the zoning of Part of Lot5, Concession 14; City of Barrie, County of Simcoe, municipally known as 46, 50, 52 and 56 Patterson Road from Single Family Dwelling Residential Two (R2) to Residential Multiple Dwelling Second Density (RM2) (SP-___) 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 4.6.1 Table 4.6 of By-law 2009-141, a minimum of 1.28 parking spaces per unit shall be required in the Residential Multiple Dwelling Second Density (RM2)(SP-___) zone.
3. THAT notwithstanding the provisions set out in Section 5.2.5.1 of By-law 2009-141, a maximum density of 63 units per hectare shall be permitted in the Residential Multiple Dwelling Second Density (RM2) (SP-___) zone.
4. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum front yard setback of 3 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-___) zone.
5. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a minimum rear yard setback of 5 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-___) zone.
6. THAT notwithstanding the provisions set out in Section 5.3.1 Table 5.3 of By-law 2009-141, a maximum Gross Floor Area (GFA) of 81% of the lot area shall be permitted in the Residential Multiple Dwelling Second Density (RM2)(SP-___) zone.
7. THAT notwithstanding the provisions set out in Section 5.3.3.2 (d) of By-law 2009-141, a minimum setback for secondary means of access of 5 metres shall be required in the Residential Multiple Dwelling Second Density (RM2) (SP-___) zone.
8. THAT in accordance with Official Plan section 6.8 Height and Density Bonusing, Community Benefit under Section 37 of the *Planning Act* will be provided to the City in the form of funding towards the design and construction of a passive recreational trail connection to the Bear Creek Ecopark from Crawford Street; and 10% (\$15,585.00) of the total amount of this community benefit will be allocated to the "Community Facility Improvement Reserve".



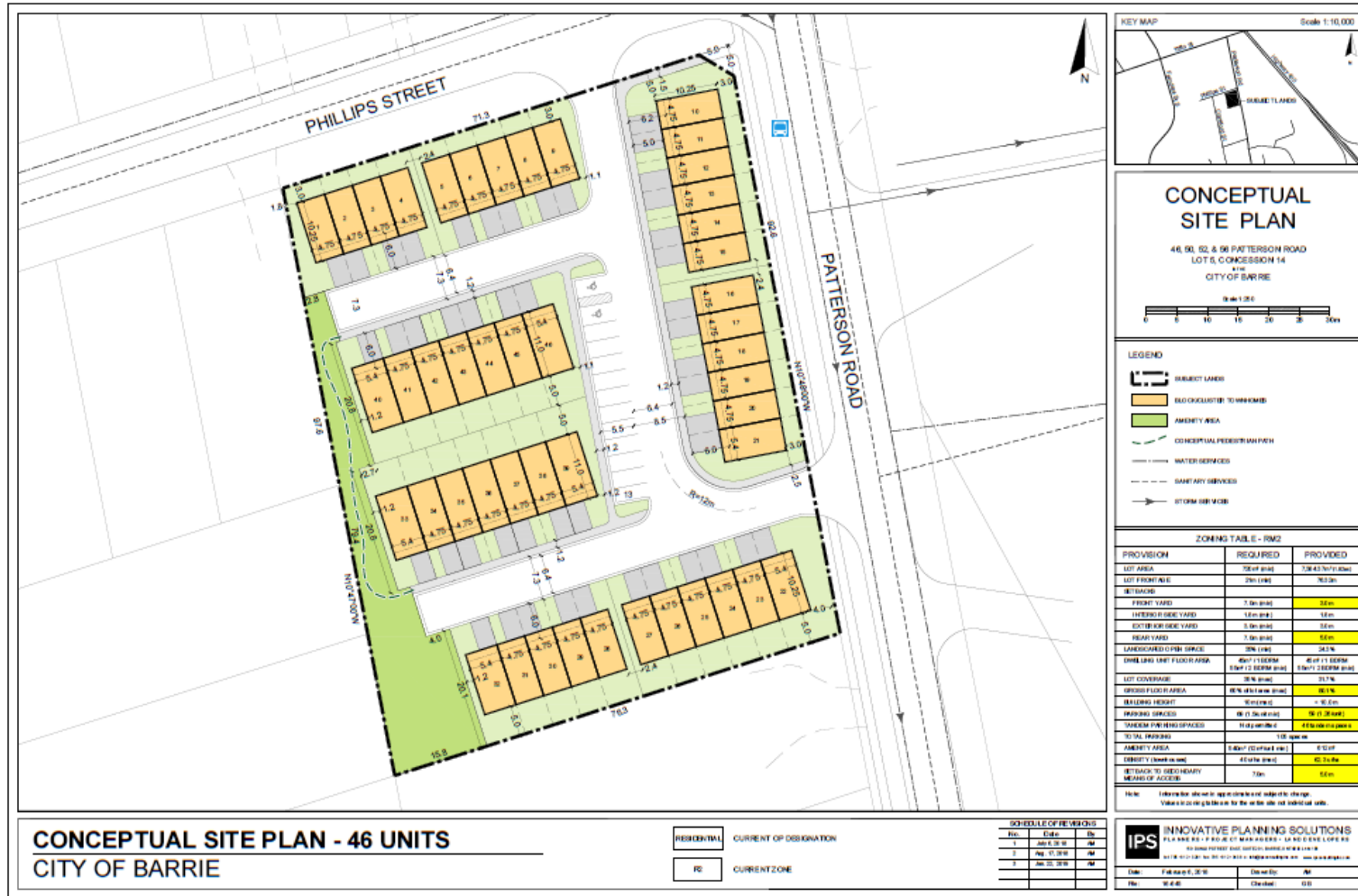
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9. THAT the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall apply to the said lands except as varied by this By-law.
 10. THAT this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____day of _____, 2019.

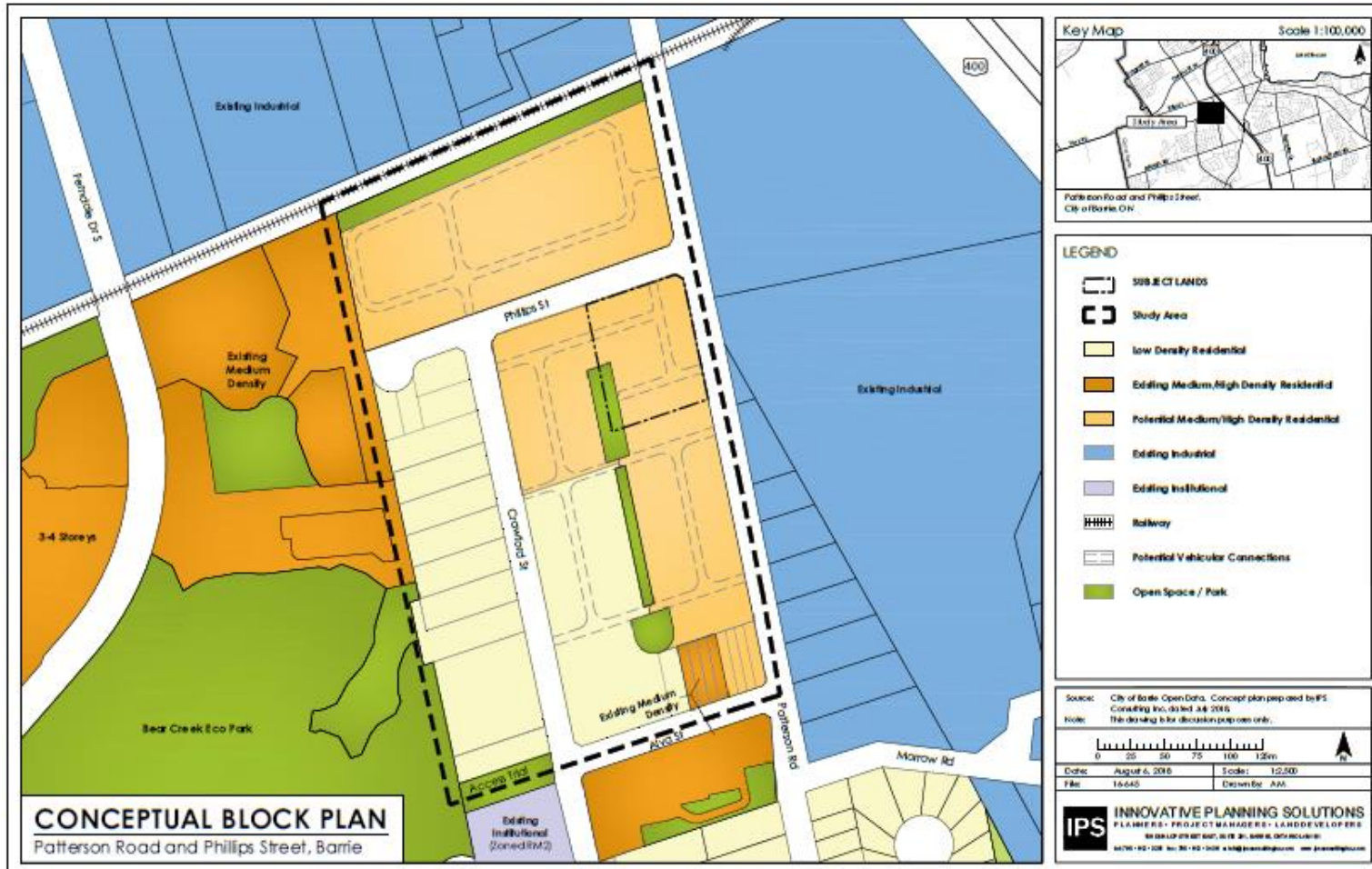


APPENDIX "B"

Revised Conceptual Site Plan



APPENDIX "C"
Conceptual Block Plan



APPENDIX "D"

Supplementary and Supporting Information Details

In support of the application, the following studies and supplementary information was submitted:

- a) Planning Justification Report (Innovative Planning Solutions, February 2018)

The Planning Justification Report described the surrounding area, opportunity for developing a different type of built form into this community through land consolidation, and general details for the proposed redevelopment of the subject site. The analysis included basic justification for consideration of the application in accordance with the applicable Provincial and City documents, including the Provincial Policy Statement, Places to Grow, the City's Official Plan and Intensification initiatives. In the opinion of the Planning Consultant, this project met the goals and directives of these documents.

- b) Urban Design Brief (Innovative Planning Solutions, February 2018)

The Urban Design Brief was a comprehensive design submission that included street view, proposed built form, elevations and interior design elements for the townhouse units to support the proposed concept. In the opinion of the Planning Consultant, the development met the goals and directives of good design. It is anticipated that this brief will be updated at the Site Plan stage to reflect the revised concept and modifications to built form, including the addition of the interior stacked/back to back townhouse model and the street fronting units on Phillip Street.

- c) Functional Servicing and Preliminary Stormwater Management Report (WMI & Associates, February 2018)

The Functional Servicing and Preliminary Stormwater Management Report reviewed the existing infrastructure to service the increased density at this location with water and sewer and the Engineering Consultant concluded that capacity is available without needing improvements to the municipal system. The Engineering Consultant also completed a basic analysis of stormwater management for the site and concluded that stormwater runoff could be adequately treated and managed without adverse impact on the surrounding properties, including comments on water balance, phosphorous loading and the potential for Low Impact Development techniques for stormwater management.

- d) Tree Inventory and Preservation Plan Report (Kuntz Forestry Consulting Inc., February 16, 2018)

The Tree Inventory and Preservation Plan Report provided a review of the existing trees on site and directly adjacent (boundary trees). The Forest Ecologist concluded that the majority of the trees on site could be removed and redevelopment could occur in all areas with the exception of a small Tree Preservation Area along the interior side yard. Staff were not in agreement with the limited protection for some of the mature trees on and adjacent to the subject lands. The original request from Staff, as indicated in the Memorandum to General Committee dated June 25, 2018, was the resubmission of this report. However, through consultation with staff, the revised concept has changed the proposed location of the outdoor amenity area to provide opportunity to protect and enhance the existing mature trees on and adjacent the property. Therefore, it is anticipated that this element will be subject to further review at Site Plan stage.

- e) Supplementary Correspondence – Public Meeting Comment (Noise) (Innovative Planning Solutions, July 16, 2018)

This submission was received as a result of comments from residents at the Neighbourhood and Public Meetings, as well as the additional review required by staff to address the location of this redevelopment in proximity to existing active industrial uses. A key point of this review is based on the premise that residential dwellings are existing at this location and this redevelopment is not introducing a new sensitive land at this location. This factor is also acknowledged by staff. The supplementary correspondence reviewed the Ministry of the Environment and Climate Change D6 guidelines, specifically section 4.10 Redevelopment, Infilling and Mixed Use Areas and basic noise criteria for development. The Planning Consultant concluded that this property could meet the general intent of the D6 guidelines, and through consultation with staff, identified that the existing industrial uses could be respected through construction measures such as air conditioners being included in the units, as well as a warning clause registered on title to advise residents that active industry is in proximity and that noise may occasionally interfere with their enjoyment of the property.

- f) Supplementary Submission – Conceptual Block Plan (Innovative Planning Solutions, August 2018)

This submission was received as a result of comments from residents at the Neighbourhood and Public Meetings, as well as the additional review required by staff. The Block Plan is intended to demonstrate the integration of this redevelopment into the existing community and the potential transition of this neighbourhood into a variety of housing types through additional land consolidation opportunities.

Based on the general lot fabric and existing lot sizes, there is potential for re-development within the study area. The conceptual block plan was developed to demonstrate a theoretical re-development scenario of the study area, and how the proposed development integrates into this scenario.

The conceptual block plan anticipates re-development in the form of medium density residential uses (street, block/cluster, stacked and/or back to back townhouses, walk up apartment buildings etc.), generally around the perimeter of the study area and at the intersection of Crawford and Phillips and low density uses (single detached dwellings) to remain generally along the west side of Crawford Street and on the east side closer to Alva Street. Open Space/pedestrian linkages are shown conceptually in the central area, creating useable space for recreation (passive and/or active) and maintaining a buffer between the medium density and low density uses. Vehicular accesses are also conceptualized to demonstrate a functional road network throughout the study area. Based on the conceptual block plan, it is our opinion that the proposed development on the subject lands can be integrated within the surrounding area should the surrounding area be re-developed in the future.

APPENDIX "E"

Decision of Negotiating Committee

**TO: ANDREA BOURRIE, RPP, DIRECTOR OF PLANNING AND BUILDING SERVICES
CELESTE KITSEMETRY, RPP, PLANNER**

FROM: NEGOTIATING COMMITTEE

**ZVI LIFSHIZ, EXECUTIVE DIRECTOR INVEST BARRIE
DAWN MCALPINE, GENERAL MANAGER CORPORATE & COMMUNITY
SERVICES
BLAINE PARKIN, GENERAL MANAGER INFRASTRUCTURE AND GROWTH**

**RE: SECTION 37 RECOMMENDATION FOR THE PROPERTY KNOWN AS 46, 50, 52 &
56 PATTERSON ROAD AND PART LOT 30, PLAN 959, PART 1, PLAN 51R-39651**

DATE: FEB. 13, 2019

The City of Barrie Section 37 Negotiating Committee met on January 28, 2019 with a follow-up meeting on February 11, 2019 to consider the applicability of community benefit on the application to rezone the property known as 46, 50, 52 & 56 Patterson Road and Part Lot 30, Plan 959, Part 1, Plan 51R-39651.

Planning staff provided an overview of the project and their professional recommendation with respect to changing the built-form on the captioned lands from residential single detached (R2) to residential multiple (RM2) with special provisions, including but not limited to an increase in density. Planning staff believe that requested density of 63 units per hectare for a townhouse development is appropriate at this location and can be considered good planning.

Based on the input and proposed recommendation from Planning staff, the Committee hereby confirms that this property should be subject to density bonusing provisions under Section 37 of the *Planning Act*. In accordance with the Council Policy, the community benefit is calculated as 25% of the total uplift value of the property based on a professional land appraisal.

The difference or uplift value between the pre-zoning appraisal of the subject lands and the post-zoning appraisal is \$621,000.00. At 25% of the uplift value, the community benefit owing to the City is \$155,250.00. In accordance with the *Planning Act* requirements, the Committee is requesting that the following provision be included as part of the recommendation to General Committee on this project:

That in accordance with Official Plan section 6.8 Height and Density Bonusing, community benefit under Section 37 of the *Planning Act* will be provided to the City in the form of funding towards:

- a) The design and construction of a passive recreational trail connection to the Bear Creek Ecopark from Crawford Street; and
- b) Should the new process for the implementation of Section 37 be approved as detailed in PLN001-2019 dated February 25, 2019 prior to the funds being secured for this project, 10% (\$15,525.00) of the total amount of this community benefit will be allocated to the "Community Facility Improvement Reserve".