



TO: **PLANNING COMMITTEE**

SUBJECT: **ZONING BY-LAW AMENDMENT APPLICATION – SEAN MASON HOMES (VETERAN’S LANE) INC. – 339 VETERAN’S DRIVE, 341 VETERAN’S LANE AND 19 MONTSERRAND STREET**

WARD: **6**

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SUBMITTED BY: **M. BANFIELD, RPP
DIRECTOR OF DEVELOPMENT SERVICES**

GENERAL MANAGER APPROVAL: **A. MILLER, RPP
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 Sean Mason Homes (Veteran’s Lane) Inc., to rezone lands municipally known as 339 Veteran’s Drive, 341 Veteran’s Lane and 19 Montserrand Street, from Residential Hold (RH), Residential Single Detached Dwelling First Density (R1) and Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2)(SP-XXX)(H-XXX), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a maximum density of 84 units per hectare (inclusive of a maximum of 35 block/cluster townhouse units and 38 apartment units) over the subject lands, whereas a maximum density of 40 units is permitted for block/cluster townhouse units and 53 units per hectare would be permitted for walk-up apartments;
 - b) Permit a minimum front yard setback of 3.0 metres, whereas 7.0 metres is required;
 - c) Permit a minimum rear yard setback of 1.8 metres, whereas 7.0 metres is required;
 - d) Permit a minimum exterior side yard setback abutting a street of 1.5 metres adjacent to Veteran’s Drive, whereas 3.0 metres is required;
 - e) Permit a maximum lot coverage of 40%, whereas 35% is permitted;
 - f) Permit a maximum gross floor area of 125%, whereas a maximum of 60% is permitted;
 - g) Permit a maximum building height of 11.0 metres for the block/cluster townhouse units associated with Blocks 1, 2 and 3 and a maximum building height of 14.0 metres for the

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- block/cluster townhouse units associated with Blocks 5 and 6, whereas 10 metres would be permitted;
- h) Permit a five-storey walk-up apartment building with a maximum building height of 22.0 metres, whereas a four-storey walk-up apartment building with a maximum building height of 20 metres would be permitted;
 - i) Require a minimum setback of 1.5 metres between all buildings and internal private roadways, whereas a minimum setback is not specified;
 - j) Permit a minimum landscaped buffer area of 2 metres along the east property line, 1.8 metres along the south property line, 1.5 metres along the west property line (Veteran's Drive), and 3 metres adjacent to all residential lots fronting Montserrat Street, whereas 3m is required;
 - k) Permit a minimum parking ratio of 1 space per unit for the proposed walk-up apartment building through the provision of underground structured parking, whereas 1.5 per unit is required (as per section 4.6.1);
 - l) That a minimum parking ratio of 1.9 spaces per unit be provided (inclusive of 13 surface visitor parking spaces and an underground structured parking lot with the provision of a 1:1 parking ratio for the proposed apartment use), whereas a minimum parking ratio of 1.5 space/unit would be permitted;
 - m) Permit a minimum one-way internal private roadway width of 3.7 metres; whereas 6.4m is required for walk-up apartment and block/cluster townhouse developments;
 - n) Permit a minimum one-way aisle width of 3.7 metres adjacent to the 90 degree parking spaces associated with Blocks 1, 2 and 3, and three (3) parking stalls located toward the south easterly limit of the site, whereas 6.4 metres is required (as per section 4.6.2.5);
 - o) Require a driveway length of 2.0 metres (minimum and maximum) for Blocks 1, 2 and 3, whereas 6 metres is required;
 - p) That tandem parking be permitted for Blocks 5 and 6; whereas tandem parking is not permitted; and
 - q) That the minimum front and side yard setbacks established for the proposed walk-up apartment building of 3 metres and 1.5 metres, respectively, apply to any underground parking structure provided on site, whereas a minimum setback of 1.8 metres is required.
3. That the by-law for the purpose of lifting the Holding Provision (H) from the Zoning By-law Amendment as it applies to the lands municipally known as 339 Veteran's Drive, 341 Veteran's Lane and 19 Montserrat Street, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
- a) The owner's execution of a Site Plan Agreement with the City which includes addressing matters related, but not limited to, building orientation, placement, design and building materials, landscape plans, site servicing details (including adequate fire protection), site access and parking.
4. That the written and oral submissions 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, including matters raised in those submissions and identified within Staff Report DEV019-20.

5. That the owner/applicant is required to provide community benefits per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonusing to the satisfaction of the Director of Development Services.
6. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

PURPOSE & BACKGROUND

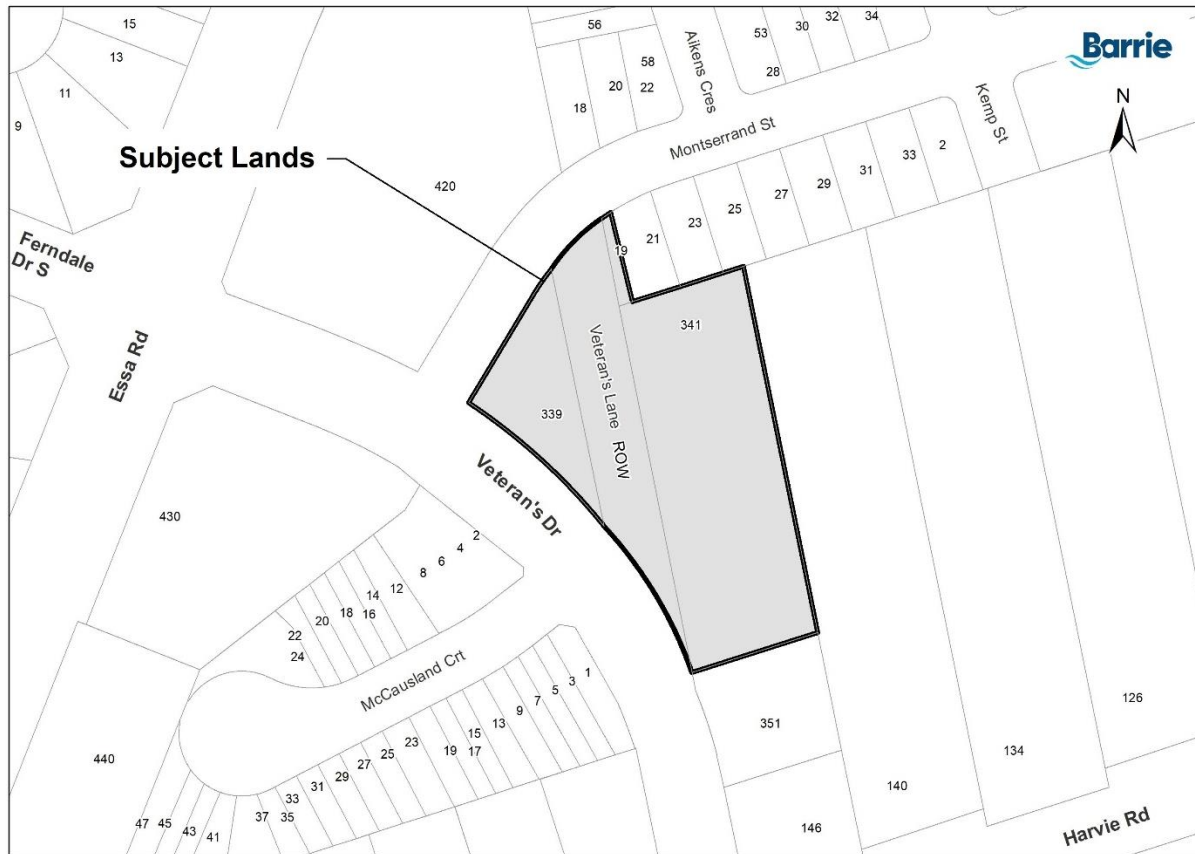
Report Overview

7. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of Sean Mason Homes (Veteran's Lane) Inc., for lands municipally known as 339 Veteran's Drive, 341 Veteran's Lane and 19 Montserrand Street (see Appendix "A" – Proposed Zoning By-law Amendment). The effect of the application would be to permit the development of a five-storey residential apartment building with a maximum of 38 units and 35 block/cluster townhouse units fronting onto Veteran's Drive and Montserrand Street (see Appendix "B" – Conceptual Site Plan).
8. While the overall unit count has increased from the original 48 units presented at the time of the neighbourhood meeting, to a total of 73 units (inclusive of a maximum of 38 apartment units and 35 block/cluster townhouse units) currently being recommended by staff, the concept plan attached as Appendix "B" to this report reflects a total of 76 units (inclusive of 41 apartment units and 35 block/cluster townhouse units). Staff note that at the time of writing this report, the applicant has agreed to removing a minimum of 3 units from the proposed apartment building to comply with the maximum density provision of 84 units per hectare referenced in the recommended motion.
9. While there is an increase in the proposed unit count for the site, staff note that since the neighbourhood meeting, additional lands have been incorporated into the development (including the Veteran's Lane right-of-way and 19 Montserrand Street) and staff have worked diligently with the applicant to ensure that all technical matters (i.e. minimum internal roadway widths and appropriate separation distances) associated with the proposed development can be adequately addressed. In this regard, several iterations of the conceptual site plan have been prepared by the applicant to respond to the technical concerns expressed by various City departments throughout the review process (see Appendix "C" – Concept Plan Evolution). Staff are recommending approval of the subject application as the lands are considered appropriate for this form of residential infill development in accordance with both Provincial and Municipal policy.
10. The applicant has also submitted an application for Draft Plan of Subdivision (D12-449), which is being considered separately from the subject application. This application is required to create one block over the entire parcel which would then be further subdivided into one (1) block for the proposed apartment building and thirty-five (35) residential townhouse lots [Parcels of Tied Land (POTL's)] on a private roadway through further *Planning Act* applications. The applicant is proposing to develop the property as a Plan of Condominium, however this requires that the lands be part of a registered plan of subdivision prior to further condominium blocks and lots (POTL's) being created. Should Council approve the subject Zoning By-law Amendment application, Planning Staff, through delegated approval (Council Motion 10-G-346), would be in a position to recommend approval of the associated Draft Plan of Subdivision following final approval of the implementing Zoning By-law amendment.

11. In accordance with Council Motion 20-G-092, the Veteran's Lane right-of-way was declared surplus by Council on June 15, 2020. As a result, these lands have been offered for sale to the applicant to complete the development of the adjacent vacant lands as contemplated by the subject application. The City and applicant have yet to finalize an agreement associated with the disposition of Veteran's Lane, however once an agreement has been finalized, final Council approval will be required. Should Council approve the subject Zoning By-law Amendment application, the applicant would be required to finalize the Agreement of Purchase and Sale for Veteran's Lane prior to proceeding with any further development approvals over these lands.
12. Should Council approve the subject Zoning By-law Amendment application, staff are recommending that a Holding Provision (H) be utilized over the subject lands to address detailed design matters such as, but not limited to, building design, including exterior finishing materials, landscape buffer/infill plantings, site servicing (including adequate fire protection) and parking. The Holding symbol (H) would be lifted following the owner's execution of a Site Plan Agreement with the City.

Location

13. The subject property is located at the southeast corner of Montserrand Street and Veteran's Drive, east of Essa Road and North of Harvie Road, within the Holly Planning Area. The subject property is municipally known as 339 Veteran's Drive, 341 Veteran's Lane and 19 Montserrand Street and has a total area of approximately 0.88 hectares, inclusive of the Veteran's Lane right-of-way, with frontage of approximately 79 metres along Montserrand Street and flankage of approximately 120 metres along Veteran's Drive.
14. The existing land uses surrounding the subject property are as follows:
 - North: Existing commercial development and single detached residential units fronting Essa Road and Montserrand Street, respectively; zoned General Commercial (C4), Residential Single Detached Dwelling Second Density (R2) and Residential Single Detached Dwelling Third Density (R3).
 - South: Existing single detached residential units fronting Veteran's Drive and Harvie Road; zoned Residential Single Detached Dwelling First Density (R1).
 - East: Existing residential townhouse units and single detached residential units fronting McCausland Court and Harvie Road, respectively; zoned Residential Multiple Dwelling Second Density (RM2) and Residential Single Detached Dwelling First Density (R1).
 - West: Existing single detached residential units fronting Montserrand Street and Harvie Road; zoned Residential Single Detached Dwelling Second Density (R2) and Residential Single Detached Dwelling First Density (R1), respectively.



Existing Policy

15. The subject lands are designated Residential Area within the City's Official Plan and are zoned Residential Hold (RH), Residential Single Detached Dwelling First Density (R1) and Residential Single Detached Dwelling Second Density (R2) by 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 including senior citizen housing, long term care facilities, bed and breakfast establishments and group homes.

Background Studies

16. In support of the application, the following reports were submitted. Copies of these reports are available online on the City's Proposed Developments webpage under [Ward 6](https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward6/Pages/339-VeteransDrive-341-VeteransLane.aspx) at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward6/Pages/339-VeteransDrive-341-VeteransLane.aspx>
 - Planning Justification Report (Innovative Planning Solutions, dated November 2019, Addendum dated June 1, 2020)
 - Urban Design Brief (Innovative Planning Solutions, dated October 2019)
 - Traffic Brief (JD Engineering, dated May 7, 2019)
 - Functional Servicing Report (Person Engineering Ltd., dated October 2019)
 - Geotechnical Report (Soil Engineers Ltd., dated June 2019)
 - Fire Flow Analysis (Pearson Engineering, dated August 7, 2020)

Neighbourhood Meeting

17. A Neighbourhood Meeting was held on June 4, 2019, to present the proposed development to the local residents (see the original concept plan (48 units) in Appendix "C" – Concept Plan Evolution). Approximately fifteen (15) members of the public were in attendance in addition to the applicant, their consultants and Planning staff. The questions/concerns expressed at the Neighbourhood Meeting related to the following:

- Increased Density

Concerns were expressed regarding the proposed increase in density as it relates to the location of the site outside of a designated Intensification Area and the perceived impact of privacy on adjacent single detached residential properties. As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (84 units per hectare as being recommended by staff) for the property is appropriate given that adequate parking, landscaping, amenity spaces, separation distances, and pedestrian/vehicular access can be accommodated on site. Should the subject application be approved, staff are satisfied that these matters would be adequately finalized through the subsequent site plan control process without adversely impacting adjacent properties. Further, staff are satisfied that the proposed development complies with the Intensification policies noted in Section 4.2.2.6 of the Official Plan for residential intensification outside of the Intensification Areas.

- Insufficient Parking / Spill-over Parking

Concerns were raised regarding insufficient parking for the proposed development, and concerns about visitor and overflow parking on adjacent residential streets. While a minimum of 110 parking spaces would be required to be provided in accordance with the City's Comprehensive Zoning By-law 2009-141 (1.5 spaces/unit), the applicant is proposing a total of 141 parking spaces on site which represents a parking ratio of approximately 1.9 spaces per unit over the entire site, thereby exceeding the minimum requirements of the Zoning By-law by 31 spaces. More specially, the applicant is proposing that a minimum of 38 underground parking spaces be provided for the proposed apartment building (1 space per unit) in addition to a minimum of 2 spaces per unit for each of the proposed block/cluster townhouse units (inclusive of private garage and driveway spaces) and 13 additional surface parking spaces devoted to visitors.

Staff note that the proposed development is located on Veteran's Drive, an arterial roadway where access to public transit is available and a variety of commercial and institutional uses are located within walking distance of the subject development, thereby reducing dependency on the automobile. As such, staff are satisfied that the proposed parking ratio is appropriate for the proposed development.

Concerns were also expressed regarding the potential spill-over of parking onto adjacent residential streets. The purpose of municipal roadways is to ensure the safe and efficient movement of goods and people. The City does not regulate on-street parking for specific residents or administer residential passes. Should a vehicle be parked on a municipal roadway and adheres to all posted signage and general provisions within Traffic By-law 80-138, vehicles would be lawfully permitted to park. As the City moves toward a larger modal share split (automobile, transit, pedestrian, cycling), residential built form is anticipated to increase in density to provide the concentration of population required to encourage transit ridership and active transportation. Increased densities are anticipated to occur along intensification corridors and in other strategic areas prior to the complete implementation of the active transportation network, however the City is planning for this

growth within the Transportation Master Plan. Developers are also encouraged to include various facilities to promote active transportation such as bicycle storage and pedestrian connectivity to sidewalks and trails. Transportation Planning staff have confirmed that they have no concern with the proposed parking ratio (1.9 spaces/unit) and are satisfied that the provision of bicycle racks and pedestrian connections to the municipal sidewalk to encourage active transportation will be addressed at the time of detailed design. Should on-street parking become an issue on adjacent residential streets, enforcement signage can be considered.

- **Quality of Construction/Building Design/Materials**

While conceptual building elevations for the proposed townhouse units were submitted in support of the subject application (see Appendix “D” – Conceptual Building Elevations), staff are satisfied that the abovementioned site plan related matters would be adequately addressed and finalized at the time site plan control should Council approve the subject application. In accordance with the City’s Official Plan and Urban Design Guidelines, development applications that propose residential intensification will be of high-quality urban design. As noted in the recommended motion and paragraphs 12 and 68 of this report, staff are recommending that a Holding Provision (H) be utilized over the subject lands to address detailed design matters. The (H) symbol would be lifted following the owner’s execution of a Site Plan Agreement with the City. This will ensure that development does not proceed on the lands until such time that staff is satisfied that detailed design matters, including the proposed building design and materials are adequately addressed.

- **Proposed Tenure (rental vs. ownership)**

While the applicant is proposing a condominium tenure for the proposed development, the issue of tenure is not a land use planning matter to be considered when making a decision on the appropriateness of zoning and has not been considered as part of this application review.

- **Support for the Closure of Veteran’s Lane**

Concerns were expressed from area residents regarding the traffic hazard associated with the existing intersections of Veteran’s Drive/Veteran’s Lane and Veteran’s Drive/Montserrat Street. As such, members of the public expressed their support for the closure of Veteran’s Lane to accommodate the proposed development.

Public Meeting

18. A statutory Public Meeting was held on December 10, 2019 to present the subject application to General Committee and the public (see Appendix “C” – Concept Plan Evolution). Two members of the public offered comments in support of the application; suggesting that additional density may be appropriate for the site, while others expressed concerns regarding the proposed development. Written comments were also received for consideration of the proposed development that reiterated those previously received at the Neighbourhood Meeting as referenced above, however, the following additional comments were received:

- **Increased Traffic/Proposed Site Access**

Concerns were raised about increased traffic in the area, particularly on Montserrat Street, as a result of the proposed development, and that access to the site should be restricted to one location. Transportation Planning staff have reviewed the Traffic Brief and

conceptual site plan submitted in support of the subject application and are satisfied that the proposed development will not negatively impact the existing transportation network in the vicinity of the proposed development. Further, staff are in support of the closure of the Veteran's Lane right-of-way to accommodate the proposed development. The single site access proposed on Montserrand Street would serve to reduce traffic conflicts associated with an additional access being provided on Veteran's Drive given proximity to the intersection of Montserrand Street.

- **Pedestrian Safety**

Concerns were expressed regarding pedestrian safety in the area as there is currently only one sidewalk on the north side of Montserrand Street. Staff note that the City is committed to increasing connectivity across our community for residents through the Sidewalk Infill Program. This program provides for the construction of sidewalks to eliminate mid-block sidewalk terminations, increases sidewalk connectivity by eliminating sidewalk dead ends, and results in the installation of sidewalks in locations that are not serviced to meet City service standards. Staff have confirmed that while a sidewalk may be installed along the southern side of Montserrand Street in the future, this location is not currently identified for sidewalk infill at this time.

- **Remnant Parcel - 19 Montserrand Street (Block 35, Plan 51M-572)**

Written comments were received from the original landowner of 19 Montserrand Street, a remnant parcel of land adjacent to the north-easterly limits of the Veteran's Lane right-of-way, concerning the potential for this parcel to be considered in the overall development concept of the site to avoid these lands from becoming undevelopable. Since the public meeting these lands have been acquired by the applicant and included in the subject application/proposed development concept.

Amended Concept/Supporting Information

19. Following the concerns expressed by local residents at the neighbourhood and public meetings, and the comments received from staff through the technical review process, the applicant has made several changes to the original concept plan submitted to address the comments/concerns identified to date (see Appendix "B" – Conceptual Site Plan). Most notably, the applicant has:

- Incorporated the Veteran's Lane right-of way into the development and restricted access to the site via Montserrand Street;
- Incorporated the adjacent lands known municipally as 19 Montserrand Street (Block 35, Plan 51M-572) into the proposed development concept;
- Amended the originally requested Mixed Use Corridor – Special Provision (MU2)(SP-XXX) zoning to Residential Multiple Dwelling Second Density – Special Provision (RM2)(SP-XXX) as the lands are not located on a designated Intensification Corridor;
- Increased the unit count from 57 units (24-unit, 4-storey residential apartment building and 33 block/cluster townhouse units) to 76 units (41-unit, 5-storey residential apartment building and 35 block/cluster townhouse units);
- Relocated the amenity area to centralized location within the site;
- Relocated townhouse units adjacent to Veteran's Drive;

- Increased the building footprint and height (4-storeys to 5-storeys) of the proposed apartment building;
- Provided a continuous ring road throughout the development, incorporating minimum roadway standards of 6.4 metres and 3.7 metres for two-way and one-way traffic, respectively;
- Provided a minimum 3 metre wide landscape buffer adjacent to all lots fronting Montserrand Street; and
- Relocated the parking associated with the proposed apartment building to an underground structured lot.

Department and Agency Comments

20. The subject application was circulated to staff in various departments and to external agencies for review and comment.
21. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject lands are not located within an area governed by Ontario Regulation 179/06 under the *Conservation Authorities Act* and that the applications have been reviewed as per the MOU with the City of Barrie representing interests related to natural heritage, stormwater management and hydrogeology. From a watershed management perspective, LSRCA advised that they have no concerns with the proposed rezoning. Further technical matters related to stormwater management and hydrogeology may be addressed at the time of a subsequent site plan application.
22. Development Services – Approvals staff provided comments surrounding sufficient fire flow supply for the proposed development and have confirmed that they have no concerns with the proposed rezoning as a result of the fire flow analysis submitted in support of the subject application. Detailed engineering design matters would be addressed at the time of site plan.
23. Transportation Planning staff provided comments indicating that a 4m road widening along the entire Veteran's Drive frontage and a 10m x 5m daylighting triangle at the intersection of Veteran's Drive and Montserrand Street would be required. These conveyances have been accurately reflected on the Conceptual Site Plan attached as Appendix "B" to this report. Any required road widenings and daylighting triangles would be required to be conveyed to the City at the time of site plan should Council approve the proposed zoning by-law amendment.
24. Given that Veteran's Lane will be closed, Transportation Planning staff have indicated that they are generally satisfied with the Traffic Brief submitted in support of the subject application which concluded that the additional traffic generated by the proposed development is expected to have negligible impact on the existing traffic operations in the area and that no infrastructure improvements are required as a result of the proposed development. Staff are satisfied that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.
25. Development Services – Approvals (Landscape) staff have reviewed the subject application and are generally satisfied with the proposed development as reflected in Appendix "B". Staff note that details such as boundary fencing and the location and size of infill/buffer and streetscape plantings would be further addressed and finalized at the time of the subsequent site plan control process.
26. Planning (Urban Design) staff have been extensively involved in the review and evolution of the conceptual site plan, providing detailed comments related to the site design/layout, building orientation, massing and minimum separation distances through the initial pre-consultation and

formal application submissions. While the conceptual site plan has increased in unit count since the neighbourhood meeting, staff have worked diligently with the applicant to ensure that the site, once developed, would achieve the principles of good urban design. In this regard, the conceptual site plan has been modified to reflect a pedestrian oriented development with a strong street presence and continuous built form along Veteran's Drive. The proposed apartment building has been massed to reinforce the intersection of Veteran's Drive and Montserrat Street and the internal layout and building orientation of the site has been noticeably revised to respect the adjacent single detached residential properties, while providing efficient site circulation and a centralized amenity area. Further, staff recognize and support the applicant's desire to develop the internal roadway as a woonerf that would be accessible to both pedestrian and vehicular traffic. Should Council approve the subject application, staff note that further urban design review will be required through a subsequent site plan control process to ensure that high-quality design and building materials are realized at the time of site development.

27. The City's Business Performance and Environmental Sustainability Department provided comments indicating that a Site Alteration Permit would be required, and stormwater management and other detailed design matters would be addressed at the time of site plan. Additional comments were provided indicating that the development does not currently meet the requirements for municipal waste collection services, however consideration for same would be given subject to the developer complying with City standards for municipal waste collection for the development.
28. The City's Building, Infrastructure (Water Operations) and Fire & Emergency Services Departments provided comments indicating no concern with proposed rezoning. Detailed comments related to building design and water servicing would be provided at the time of detailed design.
29. The City's Accessibility and Diversity Advisor provided comments concerning the requirements for barrier-free accessible parking and minimum standards for all exterior paths of travel to ensure accessibility throughout the development. Additional comments were made with respect to required signage, access paths, and step-less entryways for a percentage of the townhouse units that may be further addressed at the time of detailed design. General support was noted for the applicant's desire to develop the internal private roadway utilizing the woonerf philosophy which inherently supports the safety and accessibility of pedestrians.
30. Enbridge and Alectra Utilities have reviewed the proposed development and have expressed no objection to the approval of the application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through a subsequent site plan control application.
31. The Simcoe County District School Board provided comments indicating no objection to the proposed development and provided a number of conditions related to the Draft Plan of Subdivision application should Council approve the subject Zoning By-law Amendment application.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

33. 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. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>

34. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; is not located within or adjacent to any environmental features; will utilize existing and available infrastructure (sewage, water and waste water management systems) and public service facilities such as transit and schools; provides for a variety of residential units; provides a compact form of development that 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.

Provincial Policy Statement (2020) (PPS)

35. The Provincial Policy Statement (2020) (PPS) provides overall policy directions 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. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
36. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
37. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment are also promoted to meet projected population growth for the next 20 years.
38. The proposed development is consistent with the PPS as it proposes residential intensification within a built-up area. The proposed development would also be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.
39. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with or does not conflict with the applicable policies of the Provincial Policy Statement (2020).

Growth Plan for the Greater Golden Horseshoe (2019) (The Growth Plan)

40. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (The Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>

41. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. The primary focus of The Growth Plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
42. The Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. Section 2.2.2 further states that until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply. In this case, the current minimum intensification target for the City is 40 percent. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
43. Based on the foregoing, staff are of the opinion that the proposed development conforms to The Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing infrastructure, and would provide alternative housing options in the City through the provision of apartment and townhouse units to serve a variety of household sizes, incomes and ages. Further, the proposed development is appropriate as it would be located within an existing built-up area of the City that is supported by the availability of existing infrastructure and public transit along Veteran's Drive and would contribute to the City's current intensification target of 40% of new growth within the existing built boundary.

Lake Simcoe Protection Plan (LSPP)

44. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. As noted above, the subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has provided comments noting that they do not have any objections to the approval of the subject application, as the subject property is not located within a regulated area. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

Official Plan

45. The Official Plan (OP) provides guidance for 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. The OP can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>
46. As noted above, the subject property is designated Residential Area in accordance with 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.
47. There are a number of policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.2 Residential, relate to the

provision of 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.

48. 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 multi-unit development at medium and high densities 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 high density residential development with an alternative housing form (apartment units) from that which currently exists in the area, utilizes existing infrastructure and services, and would support public transit use.

General Policies

49. 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 service facilities (public transit, local schools – Trillium Woods Elementary School and Parks – Montserrand Park, Veteran's Woods Park and Harvie Park) are available. Further, the proposed development provides a variety of housing options (apartment and townhouse units) that would contribute toward a complete community with the exiting commercial uses located at the intersection of Essa Road and Veteran's Drive.
50. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourages the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities is encouraged 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 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.
51. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form in the area, 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 would result in the development of a vacant and underutilized lands within proximity to a designated intensification corridor (Essa Road).

Affordable Housing

52. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent 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 percent of gross annual household income for low- and moderate-income households; or

- housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
53. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. This household income would allow the purchase of an affordable unit to a maximum price of \$305,000 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$445,582.
54. The applicant anticipates a selling price of \$285,000 - \$400,000 per unit for the proposed apartment units and \$425,000 - \$550,000 for the proposed townhouse units. In this regard, a minimum of 38 apartment units would be offered for sale at 10 percent below the average purchase price of a resale unit in the regional market area given the estimated price of \$285,000-\$400,000 per unit. Based on the above, staff anticipate that approximately 50% of the overall units associated with the proposed development would be considered affordable, thereby contributing to the 10% target identified in the Official Plan.

Land Use Policies

55. In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. High density residential development shall consist of developments which are in excess of 54 units per hectare. The Official Plan further states that high density developments in excess of 150 units per hectare shall be restricted to locations within the City Centre. In this regard, the proposed development represents a density of approximately 84 units per hectare and is located outside of the City Centre. As such, the proposed development would be considered high density residential in accordance with the Official Plan.
56. Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to locate adjacent to arterial and collector roads, in close proximity to public transit, schools, parks, commercial development and where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. In staff's opinion, the proposed development meets the City's locational criteria with respect to high density development as the subject property is located within proximity to the Essa Road Intensification Corridor (approximately 90 metres), along an arterial roadway (Veteran's Drive) whereby municipal transit services are available, is located within walking distance to Montserrand Park, Veteran's Woods Park and Harvie Park (approximately 170 metres to 460 metres), and is located in proximity to Trillium Woods Elementary School (less than 300 metres) and many commercial and institutional facilities along Essa Road and Veteran's Drive.
57. 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 amenity areas including landscaping, screening and buffering. Staff are of the opinion that the combination of these features will ensure that the proposed development functions effectively and would provide an appropriate transition to the abutting single detached residential properties fronting Montserrand Street, Veteran's Drive and Harvie Road.

Intensification Policies

58. Section 4.2.2.6 of the Official Plan encourages intensification in residential areas through residential conversions, infill, and redevelopment to promote an increase in planned and/or built densities, and to achieve a desirable compact urban form. Further, Section 4.2.2.6 of the Official

Plan states that intensification will contribute to development that is more compact and will efficiently use land and resources and optimize the use of existing and new infrastructure and services.

59. Section 4.2.2.6 (d) of the Plan requires that development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates that the scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood; that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems; that public transit is available and accessible; and that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused.
60. In staff's opinion, the proposed development would satisfy the Intensification Policies noted above as it provides a built form that is consistent with and can be integrated into the surrounding area. The proposed development provides sufficient separation/buffering from the existing single detached residences fronting Veteran's Drive and Montserrat Street though the preservation of significant boundary trees and the provision of privacy fencing and infill plantings. Municipal transit is available along Veteran's Drive and the municipal infrastructure in the area is available to adequately service the proposed development. Finally, the proposed development should not detract from the City's ability to achieve increased densities in the defined Intensification Areas.
61. Recent Provincial and Municipal policy changes with respect to intensification have resulted in increased pressure for the City to ensure that lands within the existing built boundary are redeveloped with increased densities. In this regard, the proposed development is considered to be appropriate given the relevant Intensification and locational policies of the Official Plan with respect to medium and high-density development. In addition, staff are of the opinion that sufficient buffers and separation distances can be established between the adjacent low-rise residential properties and the proposed development as noted above.
62. 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 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.

Tall Buildings and Height Control

63. Section 6.6 of the Official Plan provides policies related to tall buildings and height control. These policies are applicable to any proposed building above 3-storeys in height. The general design policies of this section require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.
64. In accordance with Section 6.6.4 (a), the tall building policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts. Tall buildings will also incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.

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65. Sections 6.6.4 (d)(ii) and (iii) of the Official Plan provides that new development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. Primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge, corner lot buildings should be designed to reinforce multiple street-facing frontages, and main entrances should be directly accessible from public sidewalks. In this regard, staff note that the conceptual site plan attached as Appendix "B" would satisfy these policies.
66. Section 6.6.4 (e) of the Official Plan states that where taller buildings are proposed adjacent to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. There are many ways in which a new development can provide an appropriate transition to low-density residential land uses, including the provision of building step-backs to reduce height and shadowing impacts of tall buildings, increased setbacks to provide appropriate spatial separation between buildings, and buffering in the form of oversized infill plantings/vegetation and tight board fencing. Buildings should be located on site away from areas directly adjacent to lower scale buildings. In this regard, the proposed 5-storey residential apartment building would be located toward the north-westerly corner of the site so as to maximize the separation distance from the abutting single detached residential properties fronting Montserrand Street (approximately 15 metres), Veteran's Drive and Harvie Road.
67. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above. As illustrated on the conceptual site plan attached as Appendix "B" to this report, buildings are massed toward the Veteran's Drive and Montserrand Street frontages, providing a continuous street wall, and a minimum of 72% (102 of 141 spaces) of all parking is proposed to be located within underground structured parking or private garages. In addition, there are no public parks/open spaces immediately abutting the proposed development which would be impacted by shadows and separation distances to the proposed 5-storey apartment building have been maximized to reduce shadowing on the adjacent residential properties to the east. Should Council approve the subject application, a shadow impact analysis would be required at the time of a subsequent site plan control application to ensure shadows on adjacent residential properties are minimized through appropriate building step-backs, articulations and massing.

Holding Provisions

68. In accordance with section 6.7 of the Official Plan, the City may utilize Holding Provisions (H) in accordance with the *Planning Act*, where the specific use of land has been identified but where the details of the development have not yet been fully finalized. In this regard, staff are recommending that a Holding symbol (H) be utilized over the subject lands to address detailed design matters that would be addressed through a subsequent site plan control application. These matters relate specifically to building design, including exterior finishing materials, and landscape buffer/infill plantings as it relates specifically to the minimum size, species type and quantities. In addition to these matters, the subsequent site plan process would address detailed design matters related, but not limited to, site servicing and stormwater management. As identified in the recommended motion, the Holding symbol (H) would be lifted following the owner's execution of a Site Plan Agreement with the City.

Height and Density Bonusing

69. Recent enactment of provincial legislation has changed the manner in which municipalities are authorized to collect funds for community benefits as a result of land use approvals during the planning process. These changes have resulted in the replacement of Section 37 of the *Planning Act* in place of a Community Benefits Charge policy. The draft regulations to implement the Community Benefits Charge policy have not been finalized.

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70. It is generally understood that municipalities will be required to pass community benefits by-laws, which, among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits the funds are allocated. The deadline for this transition is anticipated as January 1, 2021.
71. In the meantime, Section 6.8 of the Official Plan permits the City to negotiate community benefits when considering passing an amending zoning by-law to increase the height and/or density of a development beyond what is currently permitted. The proposed zoning provides the opportunity for increased height and density provisions of Zoning By-law 2009-141, and therefore, the Bonusing Policies contained within the Official Plan are applicable.
72. In accordance with Section 6.8 of the Official Plan, upon the City determining 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* provided that:
- a) The development constitutes good planning and is consistent with the goals, objectives, and policies of the Official Plan;
 - b) The community benefit provided bears a reasonable planning relationship to the increase in height and/or density of the proposed development having an appropriate geographic relationship to the development; and,
 - c) Adequate infrastructure exists or will be provided by the developer to support the proposed development.
73. The Height and Density Bonusing Policy sets out several community benefits that may be secured. These include, but are not limited to, the provision of affordable housing units; arts and cultural facilities; public art; streetscape improvements; local improvements to transit facilities; parks facilities and equipment; enhanced on-site tree planting or landscaping; and, amenities for active transportation such as pedestrian or cycling facilities.
74. As noted above, staff are of the opinion that the proposed development conforms to the Official Plan goals and policies as it relates to residential intensification. Staff recommend that the applicant proceed with the process to determine applicability of community benefits for this project as it pertains to the proposed increase in height for this project, from 10 metres to 14m (proposed townhouse units) and 22 metres (proposed apartment building); and density, from 53 units per hectare to 84 units per hectare.
75. 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.

Zoning Rationale for Special Provisions (SP)

76. As noted above, the applicant has requested a Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP-XXX) zoning over the subject lands. The site-specific provisions (SP) are discussed below and have been requested to implement the proposed development concept attached as Appendix "B" to this report. In many cases these SPs reflect that of a reduced standard to implement the intensification policies of the City's Official Plan and/or are considered technical in nature.

Maximum Density

77. While the applicant is proposing a maximum density of 86 units per hectare, staff are recommending a maximum density of 84 units per hectare as reflected in the recommended motion. This would result in a reduction of three (3) apartment units over the site. The existing zoning standards for the RM2 zone restrict the maximum allowable density to 40 units per net hectare for block/cluster townhouses and 53 units per net hectare for walk-up apartments. As noted above in paragraphs 8 and 9, staff have worked diligently with the applicant to ensure the proposed site design is functional, addresses all technical related matters and would result in an attractive residential infill project, once developed. As such, staff are of the opinion that the approval of the subject application be tied to the concept plan submitted and refined through the review process. In this regard, staff are recommending that the density be tied to the maximum number of block/cluster townhouse units (35 units) and walk-up apartment units (38 units) currently being contemplated by staff. For these reasons, and those noted throughout the analysis section of this report, staff are satisfied that the proposed increase in density to 84 units per hectare is appropriate for the subject lands.

Minimum Front (North) and Exterior Side (West) Yard Setbacks

78. In accordance with Section 3 of the Zoning By-law, *front lot line* is defined as 'the lot line that divides a lot from the street, provided that in the case of a corner lot, the shorter lot line that abuts a street shall be deemed to be the front lot line, and the longer lot line that so abuts shall be deemed to be a side lot line of the lot'. As such, Montserrand Street is deemed to be the front lot line and Veteran's Drive is deemed to be the side lot line as it relates to subject lands.
79. The applicant is requesting that the minimum required front yard setback be reduced from 7.0 metres to 3.0 metres adjacent to Montserrand Street and that the minimum exterior side yard setback be reduced from 3.0 metres to 1.5 metres along Veteran's Drive. The intent of the minimum front and exterior side yard setbacks is to ensure adequate separation distances and sightlines are provided adjacent to municipal roadways. Staff recognize that the reduced setbacks can be, in part, contributed to the required road widening along Veteran's Drive, as well as the applicant's response to staff's recommendation to relocate the proposed buildings closer to the Veteran's Drive frontage and the intersection of Montserrand Street.
80. In accordance with the City's policies for intensification, the reduced front and exterior side yard setbacks would result in a pedestrian friendly and transit supportive development with a strong building presence and continuous built form along Veteran's Drive. Staff note that the front entrance and/or ground related access to individual units will be required adjacent to Veteran's Drive and Montserrand Street for the proposed apartment building. There is also an expectation that the front doors and internal layout of the units associated with Blocks 5 and 6 would be oriented towards Veteran's Drive. These details would be further addressed through a subsequent site plan application. Further, staff are satisfied that the daylighting triangle required at the intersection of Veteran's Drive and Montserrand Street will ensure sight lines are not impacted by the reduced building setbacks. As such, staff are satisfied that these reductions are appropriate as they relate to the conceptual site plan submitted in support of the subject application.
81. In keeping with the minimum front (3.0m) and exterior side yard (1.5m) setbacks established for the proposed walk-up apartment building, staff are recommending that these setbacks also apply to the underground parking structure proposed on site. In this regard, section 4.6.5.2 of the City's Comprehensive Zoning By-law requires a minimum setback of 1.8 metres to an underground parking structure, 'except where the minimum yard setback for the applicable zone is less than 1.8m, in which case the minimum setback shall the same as the minimum required yard setback'. While not requested by the applicant, staff are recommending this additional site-specific provision

to ensure an efficient building design and appropriate setbacks to any existing or future municipal infrastructure within the abutting road allowances.

Minimum Rear (South) Yard Setback

82. The applicant is proposing a minimum rear yard setback (south) of 1.8 metres, whereas a minimum rear yard setback of 7 metres is required in the RM2 zone. The general intent and purpose of requiring minimum rear yard setbacks is to provide an appropriate separation between buildings and to ensure that new developments do not infringe upon the private rear yard amenity areas of existing residential lots. With respect to the subject site, the rear yard is deemed to be the southerly portion of the lands between Block 5 and the abutting property to the south located at 351 Veteran's Drive. The abutting lands to the south are developed with an existing single detached residential dwelling that is sited toward the southerly limits of the lot, fronting Veteran's Drive. The private amenity space, inclusive of an inground swimming pool, is located toward the north easterly limits of this property.
83. In order to address any perceived privacy concerns that may be expressed by this adjacent owner, staff had requested that the townhouse units located at the south easterly limits of the subject lands be removed or relocated. After several iterations of the conceptual site plan, staff note that this change has now been accommodated. Further, staff note the rear yard setback has been modified and increased throughout the evolution of plan and is currently reflected at 1.8 metres on the conceptual site plan attached as Appendix "B" to this report. Given the configuration and orientation of the proposed development toward Veteran's Drive, staff are of the opinion that the defined rear yard reflects that of a side yard condition whereby a minimum setback of 1.8 metres would be permitted. As such, staff have no concern with the reduced rear yard setback of 1.8 metres as reflected in the recommended motion.

Maximum Lot Coverage and Gross Floor Area

84. The proposed increase in lot coverage and gross floor area (GFA) is associated with the proposed increase in density for the site. Staff are of the opinion that the increase in the lot coverage (40%, from 35% maximum) and GFA (125%, from 60% maximum) as proposed, is appropriate as provisions for adequate consolidated amenity space, landscape open space, and pedestrian and vehicular access would be accommodated on site. In addition, the minimum parking requirements for the site would be exceeded through the provision of underground structured parking, surface visitor parking, and tandem parking within private driveways and garages. Staff note that the lot coverage and gross floor area provisions would be refined through a subsequent site plan control process when detailed building designs have been completed.

Maximum Building Height

85. The applicant is proposing that the maximum permitted height for the proposed block/cluster townhouse units be increased from 10 metres to 11 metres for Blocks 1, 2 and 3, and from 10 metres to 14 metres for Blocks 5 and 6. The proposed increase in height has been requested to achieve the desired design of the site whereby the majority of the parking is to be maintained within the private garages of the individual dwelling units. This would be achieved by constructing the dwelling units without basements. The additional height associated with Blocks 5 and 6 adjacent to Veteran's Drive, is required to provide an opportunity for a half storey to be built into the roof line internal to the site so as to provide for 4th floor balconies overlooking the centralized amenity area.
86. With respect the proposed apartment building, the applicant is also seeking permission for a five-storey walk-up apartment building with a maximum building height of 22 metres, whereas a four-storey walk-up apartment building with a maximum building height of 20 metres would be permitted in accordance with section 5.3.2(a) of the City's Comprehensive Zoning By-law.

87. Planning staff do not anticipate any negative impacts associated with the proposed increase in building height over the subject lands or adjacent properties and are of the opinion that the proposed building heights would provide a desirable built form along Veteran's Drive. Further, staff note that the site layout has been modified several times throughout the evolution of the plan to increase building setbacks and separation distances so as to minimize the impact on adjacent low-density residential properties. Further, staff are of the opinion that the proposed building heights would be consistent with the policy direction and design guidelines established for residential intensification.

Reduced Parking Ratio for Walk-Up Apartment Use

88. While the Zoning By-law requires a minimum parking ratio of 1.5 spaces per unit, the applicant is proposing a minimum parking ratio of 1 space per unit for the proposed walk-up apartment use. As noted in paragraph 17 above, an overall parking ratio of approximately 1.9 spaces per unit would be accommodated on the site. Given the nature of the proposed apartment use and the location of the subject lands on Veteran's Drive (whereby access to municipal transit is available and a variety of commercial and institutional uses are located within walking distance of the subject lands), staff have no concern with a reduction to the parking ratio for the associated apartment use only. Staff note that all required parking for the proposed apartment use would be accommodated within underground structured parking and the provision of parking stackers would not be counted toward any minimum required parking provisions.
89. In addition to the above, staff note that the minimum parking ratio of 1.5 spaces per unit would be required for the balance of the proposed block/cluster townhouse units on site in accordance with the Zoning By-law.

Driveway Length and Tandem Parking

90. While the Zoning By-law requires a minimum driveway length of 6.0 metres, the applicant is proposing reduced driveway lengths of 2.0 metres for Blocks 1, 2 and 3. The intent of this provision is to reduce the requirement for outdoor parking on-site. Subsequently, the majority of the parking associated with the block/cluster townhouse units (64 of the proposed 90 parking spaces) would be located internal to the units by way of private parking within a garage. While staff are satisfied that the provision of 2.0 metre long driveways (driveway aprons) would provide adequate ingress and egress to the proposed garages for parking, staff are concerned that if longer than 2.0 metres in length, these driveway aprons could be utilized for parallel parking. As such, staff are recommending that all driveways associated with Blocks 1, 2 and 3 be restricted to 2.0 metres in length to ensure proper ingress/egress into the garages and to restrict parking within same.
91. It should be noted that a minimum of two (2) parking spaces per unit are proposed for all block/cluster townhouse units and the driveways associated with Blocks 5 and 6 would comply with the standard length of 6.0 metres. Tandem parking associated with a private garages and driveways has also been proposed for Blocks 5 and 6. Given that a minimum of two (2) parking spaces per unit would be accommodated for each of the proposed block/cluster townhouse units, staff have no concerns with the provision of tandem parking within the driveways for Blocks 5 and 6 only as reflected in the recommended motion.

Internal Roadway Widths and Associated Parking

92. While section 4.6.6 of the City's Comprehensive Zoning By-law, requires minimum aisle widths of 3.7 metres and 6.4 metres for all one-way and two-way traffic, respectively, section 5.2.5.2 (e) provides that 'a minimum 6.4 metre wide internal private roadway is required for walk-up apartments and/or block/cluster/stacked townhouse development'. Further, it should be noted that

while the Zoning By-law specifies that one-way aisles are required to be a minimum width of 3.7 metres, where 90 degree parking spaces are provided, the minimum aisle width is required to be 6.4m.

93. After much debate with the applicant that the aisle widths should be reduced to 3.0 metres and 6.0 metres for all one-way and two-way traffic, respectively, the applicant has now demonstrated that the minimum required aisle widths can be accommodated on site (see Appendix "B"). Staff were not prepared to support any further reductions to the minimum established aisle widths to accommodate the proposed development.
94. Notwithstanding section 4.6.2.5 of the City's Comprehensive Zoning By-law, whereby a minimum aisle width of 6.4 metres is required adjacent to all 90 degree parking spaces, the applicant has requested that 90 degree parking spaces be permitted adjacent to the proposed 3.7 metre one-way aisle so as to accommodate parking within the proposed private garages. Staff note that this provision would also apply to the three (3) parking spaces located at the south-easterly limit of the site. Given that all internal roadways are private and the provision of 2.0 metre long driveway aprons would be required to ensure appropriate ingress/egress to all parking spaces (garages) associated with Blocks 1, 2 and 3, staff are recommending approval of this site specific provision as reflected in the recommended motion.

Minimum Landscape Buffers

95. In keeping with the minimum building setbacks established for the rear (south) and exterior side (west) yard setbacks, staff are recommending that the minimum landscape buffers be established to comply with the minimum building setbacks. Notwithstanding section 5.3.7.2 of the City's Comprehensive Zoning By-law, staff are recommending that a minimum landscape buffer of 1.8 metres and 1.5 metres shall be provided along the south and west property lines, respectively. Given the nature of the undeveloped lands to the east, staff are satisfied that the provision of a 2m landscape buffer along this lot line would be sufficient to accommodate snow loading and appropriate buffer plantings. Staff note that the minimum required 3m landscape buffer shall be provided adjacent to all residential properties fronting Montserrat Street. Boundary fencing and landscape details associated with these required landscape buffers would be addressed at the time of detailed design should Council approve the subject application.
96. While no other site specific zoning provisions would be required to implement the proposed development concept in accordance with the proposed RM2(SP-XXX)(H-XXX) zoning over the subject lands, staff are recommending that the approval of the subject application be tied to the proposed concept plan (see Appendix "B"). 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 setback of 1.5 metres be provided between all buildings and internal private roadways to ensure appropriate sight lines and landscape opportunities; and
 - b) That a minimum parking ratio of 1.9 spaces/unit be provided (inclusive of 13 surface visitor parking spaces and an underground structured parking with the provision of a 1:1 parking ratio for the proposed apartment use), whereas a minimum parking ratio of 1.5 space/unit would be permitted.
97. In staff's opinion, the proposed site layout is functional and the site specific zoning provisions over the subject lands result an appropriate form of residential infill development within an existing established area of the City on a site that is currently vacant and/or underutilized. The above noted site specific provisions have been reflected in the recommended motion in order to provide local

residents with some 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

98. Subject to Council's approval of the proposed Zoning By-law Amendment application, the proposed development 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 development and design of the lands with regard to access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
99. The concept plan and preliminary reports submitted in support of the subject application provide a general indication of how the property would be developed. However, should the subject Zoning By-law Amendment application be approved, the applicant would be required to submit a site plan application which would be further reviewed by City staff and applicable external agencies to ensure that the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets. Additionally, as noted above in paragraphs 12 and 68, staff are recommending that a Holding symbol (H) be utilized over the subject lands so as to ensure that the above noted matters are adequately addressed through the subsequent site plan application prior to the Holding symbol (H) being removed.

Summary

100. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed.
101. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial Policy and the City's Official Plan. In staff's opinion, the provision of a 5-storey, 38-unit residential apartment building and 35 block/cluster townhouse units at a density of 84 units per hectare as recommended by staff, is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for residential intensification. As noted throughout this report, staff have worked diligently with the applicant through the review process to modify the conceptual site plan to ensure the plan could be operationally and technically supported. This involved the refinement of many of the associated site-specific provisions as referenced in the recommended motion.
102. In staff's professional opinion, the proposed development represents an appropriate form of residential infill development for the subject lands and would be considered compatible with the adjacent single detached residential properties in the area. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed and finalized through a subsequent site plan control application prior to the Holding symbol (H) being removed.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

103. There are no environmental and/or climate change impact matters related to the recommendation.

ALTERNATIVES

104. The following alternatives are available for consideration by Planning Committee:

Alternative #1

Planning Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing RH, R1 and R2 zoning over the subject property.

This alternative is not recommended as the subject property is ideally suited for the proposed form and density of residential intensification. The proposed amendment is also in keeping with both the Provincial and Municipal policy framework established for the intensification as noted throughout the Analysis section of the report.

Alternative #2

Planning Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended as the applicant has submitted a detailed concept plan which is generally consistent with the Urban Design Guidelines for the proposed intensification and current City standards with respect to building orientation/placement/massing, setbacks, access, parking, landscaped areas, etc. The site-specific provisions have been recommended to provide residents with some level of assurance that the concept plan submitted will be realized at the time of site development.

FINANCIAL

105. The subject application, if approved, would permit the development of a 5-storey, 38-unit residential apartment building and 35 block/cluster townhouse units. The current annual property tax revenue generated from the subject lands is \$6,397.00. It is not possible to estimate the assessed value of the subject property following development of the site, however, the assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this staff report.
106. Building permit application fees for the proposed development are estimated to be approximately \$199,203.91. If approved, building permit fees will be confirmed through the subsequent site plan control process, and collected at the time of the submission of a building permit application.
107. Current development charges for the proposed development are \$25,934.00 per unit for the proposed 1 bedroom apartment units, \$36,943.00 for the proposed 2 and 2+ bedroom apartment units, and \$52,212.00 for the proposed townhouse units, as of April 1, 2020. The development charge revenue for the proposed development is estimated to be approximately \$2,295,010.50 assuming a 50/50 split between 1 and 2+ bedroom apartment units. Residential Development Charges are subject to an annual inflationary adjustment on January 1st of each year. Development charges are calculated and paid at the time of issuance of the building permit.
108. Whiskey Creek Area Specific Development Charges associated with the subject lands are \$87,731.44.
109. The education levy for residential uses is currently \$2,959.00 per unit, which represents a total levy of \$213,048.00.
110. Cash in lieu of parkland is currently calculated at \$5,597.00 per residential unit, which represents a total contribution of \$408,581.00 for the proposed development (2020 rate, subject to an annual inflationary adjustment on January 1st of each year).

-
111. The proposed development would be subject to a finance administration fee of \$5,657.50, which would be collected at the time of issuance of a building permit.
112. A demolition credit associated with the existing single detached residential dwelling on the property would be \$68,919.00.
113. Given that the subject lands, when developed, will be subject to Site Plan Control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.
114. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process and will be presented to Council during the annual budget cycle for approval.

LINKAGE TO 2018–2022 STRATEGIC PLAN

115. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- ☒ Fostering a Safe & Healthy City
 - i) Build a greener Barrie while mitigating and adapting to climate change
 - ☒ Building Strong Neighbourhoods
 - ii) Build walkable, diverse neighbourhoods that encourage community connections
 - iii) Grow Responsibly
116. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development offers a more affordable and attainable form of housing, promotes and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.
- Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan – 73 Units
Appendix "C" – Concept Plan Evolution
Appendix "D" – Conceptual Building Elevations

APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-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 known municipally as 339 Veteran's Drive, 341 Veteran's Lane and 19 Montserrat Street, from Residential Hold (RH), Residential Single Detached Dwelling First Density (R1) and Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-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 of 339 Veteran's Drive, 341 Veteran's Lane and 19 Montserrat Street, from Residential Hold (RH), Residential Single Detached Dwelling First Density (R1) and Residential Single Detached Dwelling Second Density (R2) to Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-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 (a) and (c) of By-law 2009-141, a maximum density of 84 units per hectare (inclusive of a maximum of 35 block/cluster townhouse units and 38 apartment units) shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law .
3. **THAT** notwithstanding the provisions of Table 5.3 of By-law 2009-141, a minimum front (north) yard setback of 3.0 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.
4. **THAT** notwithstanding the provisions of Table 5.3 of By-law 2009-141, a minimum rear (south) yard setback of 1.8 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule "B" attached to this By-law.

-
5. **THAT** notwithstanding the provisions of section 5.3.3.2 (a) of By-law 2009-141, a minimum exterior side (west) yard setback of 1.5 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.
 6. **THAT** notwithstanding the provisions of Table 5.3 of By-law 2009-141, a maximum lot coverage of 40% shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone.
 7. **THAT** notwithstanding the provisions of Table 5.3 of By-law 2009-141, a maximum gross floor area of 125% shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone.
 8. **THAT** notwithstanding the provisions of Table 5.3 of By-law 2009-141, a maximum building height of 11.0 metres for the block/cluster townhouse units associated with Blocks 1, 2 and 3 and a maximum building height of 14.0 metres for the block/cluster townhouse units associated with Blocks 5 and 6 shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.
 9. **THAT** notwithstanding the provisions of section 5.3.2 (a) of By-law 2009-141, a five-storey walk-up apartment building with a maximum building height of 22.0 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.
 10. **THAT** notwithstanding any other provision of By-law 2009-141, a minimum setback of 1.5 metres between all buildings and internal private roadways shall be provided in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone.
 11. **THAT** notwithstanding the provisions of section 5.3.7.2 of By-law 2009-141, a minimum landscaped buffer area of 2 metres along the east property line, 1.8 metres along the south property line, 1.5 metres along the west property line (Veteran’s Drive) and 3 metres adjacent to all residential lots fronting Montserrat Street shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX), in zone accordance with Schedule “B” attached to this By-law.
 12. **THAT** notwithstanding the provisions of Table 4.6 of By-law 2009-141, a minimum parking ratio of 1 space per unit for the proposed walk-up apartment building through the provision of underground structured parking, shall be provided in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone.
 13. **THAT** notwithstanding the provisions of Table 4.6 of By-law 2009-141, a minimum parking ratio of 1.9 spaces/unit be provided (inclusive of 13 surface visitor parking spaces and an underground structured parking lot with the provision of a 1:1 parking ratio for the proposed apartment use) shall be provided in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law, in accordance with Schedule “B” attached to this By-law.
 14. **THAT** notwithstanding the provisions of section 4.6.2.5 of By-law 2009-141, a minimum one-way aisle width of 3.7 metres adjacent to the 90 degree parking spaces associated with Blocks 1, 2 and 3, and the three (3) parking stalls located toward the south easterly limit of the site, shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.

-
15. **THAT** notwithstanding the provisions of section 5.2.5.2 (e) of By-law 2009-141, a minimum one-way internal private roadway width of 3.7 metres shall be permitted in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.
16. **THAT** notwithstanding the provisions of section 5.2.5.2 (d) of By-law 2009-141, a driveway length of 2.0 metres (minimum and maximum) for Blocks 1, 2 and 3 shall be required in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.
17. **THAT** notwithstanding the provisions of section 4.6.1 of By-law 2009-141, tandem parking for Blocks 5 and 6 shall be required in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone, in accordance with Schedule “B” attached to this By-law.
18. **THAT** notwithstanding the provisions of section 4.6.5.2 of By-law 2009-141, the minimum front and side yard setbacks established for the proposed walk-up apartment building of 3 metres and 1.5 metres, respectively, shall apply to any underground parking structure provided in the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2) (SP-XXX)(H-XXX) zone.
19. **THAT** the (H) symbol that appears on Schedule “A” attached hereto identifies a Holding Zone pursuant to Section 36 of the Planning Act, R.S.O. 1990, c.P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2)(SP-XXX)(H-XXX) zone until the (H) symbol is removed pursuant to Section 36 of the *Planning Act*. The (H) provision shall be lifted by The Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:
- a) The execution of a Site Plan Agreement which includes matters relating to, but not limited to, the building orientation, placement, design and materials, landscape buffering, site servicing (including adequate fire protection), access and parking.
20. **THAT** the remaining provision 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.
21. **THAT** the Owner/Applicant be required to provide community benefits per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonus to the satisfaction of the Director of Development Services.
22. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____th day of ____, 2020.

READ a third time and finally passed this ____th day of ____, 2020.

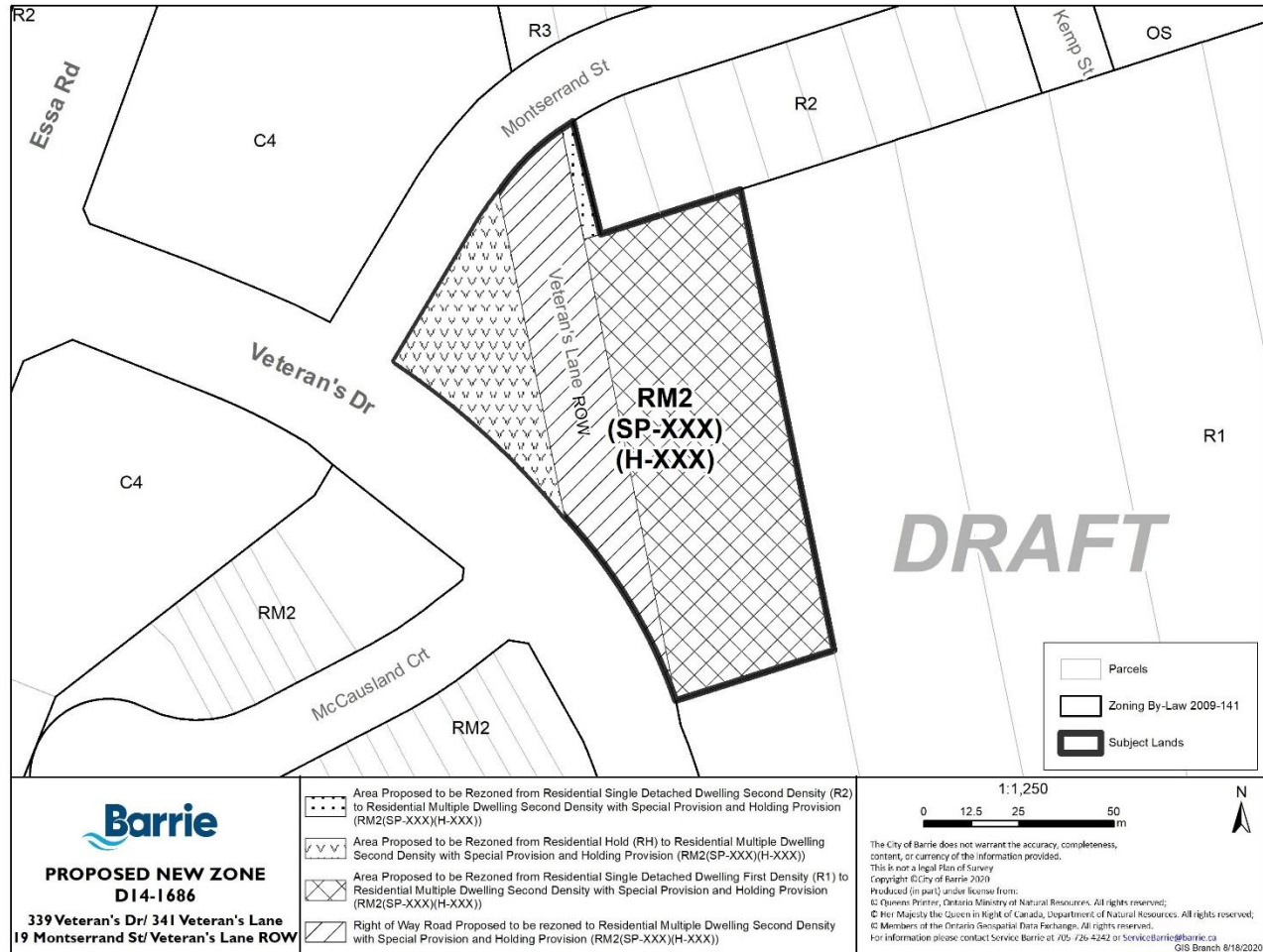


THE CORPORATION OF THE CITY OF BARRIE

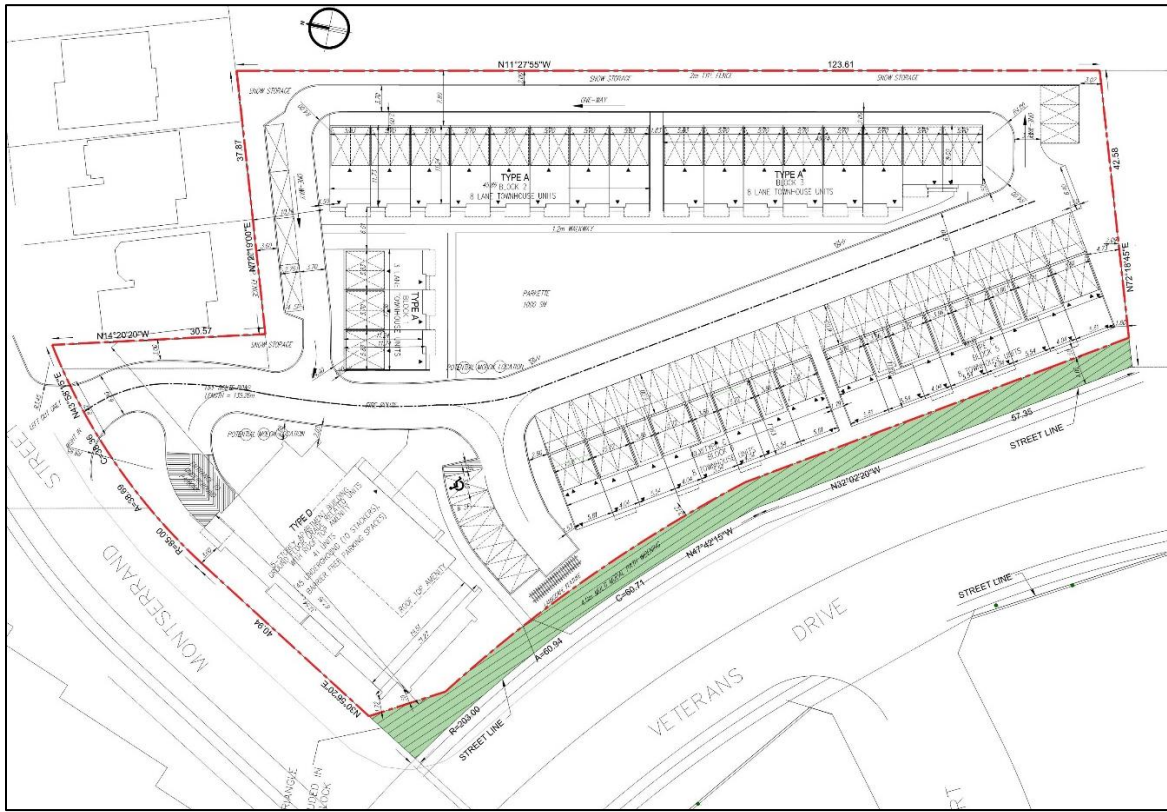
MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2020-XXX



Schedule "B" to Attached By-law 2020-XXX

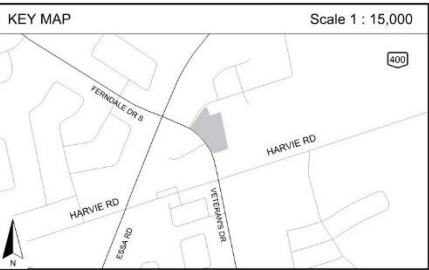
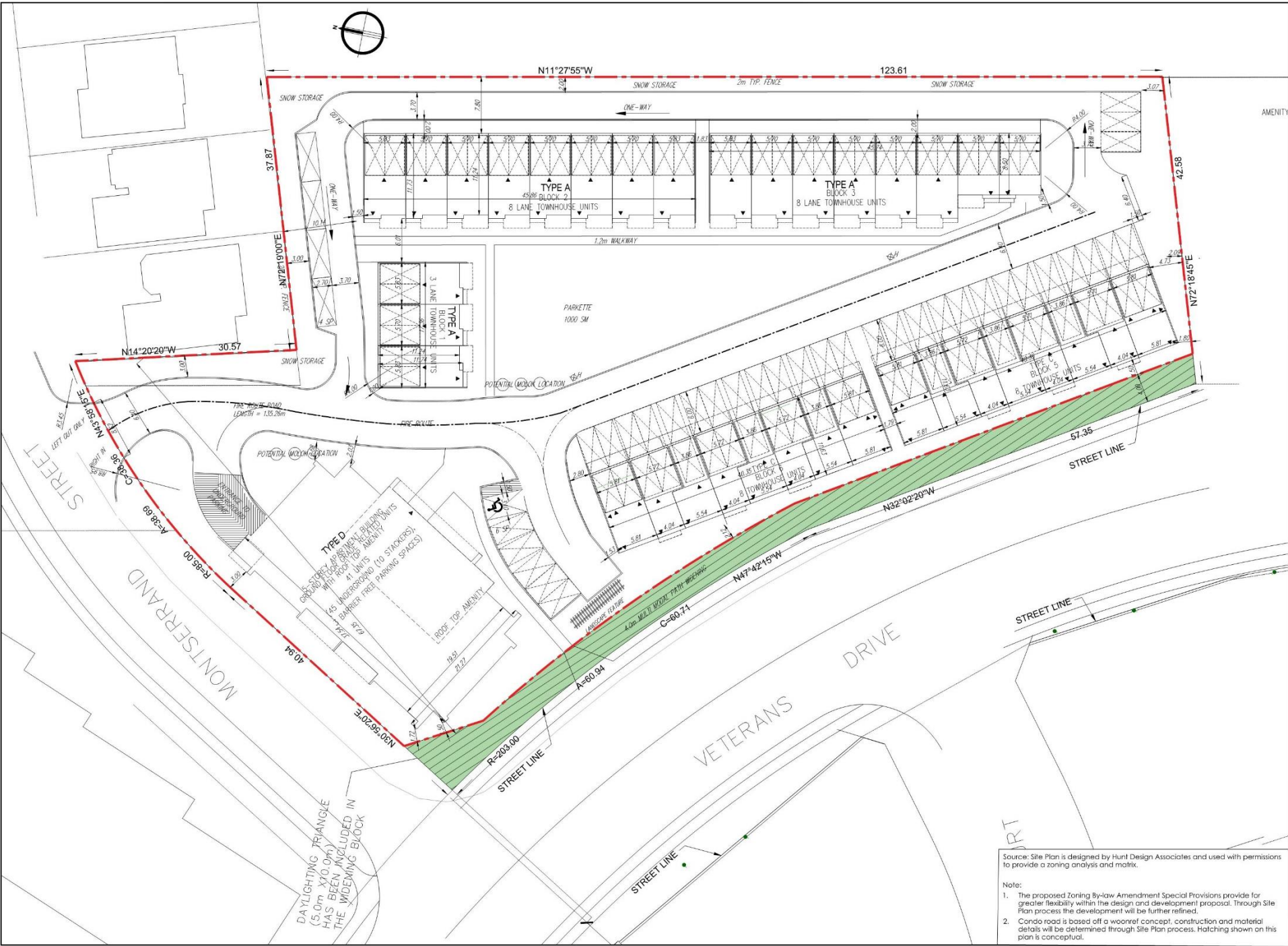


MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX "B"

Conceptual Site Plan – 76 Units (Staff Recommendation 73 Units)



CONCEPTUAL SITE PLAN
VETERAN'S LANE

PART LOTS 6, CONCESSION 13
339 VETERANS DRIVE & 341 VETERANS LANE
IN THE
CITY OF BARRIE



LEGEND

SUBJECT LANDS 8,770.9m²

DWELLING UNIT BREAKDOWN
• TYPE A TOWNS = 19 UNITS
• TYPE C TOWNS = 14 UNITS
• TYPE D APARTMENT = 41 UNITS
• TOTAL = 74 DWELLING UNITS

ZONING TABLE - RM2-XX		
PROVISION	REQUIRED	PROVIDED
Lot Area (min.)	720m ²	8,770.9m ²
Lot Frontage (min.)	21m	67.3m (Montserrat)
Front Yard (min.)	7m (Montserrat St / north)	3.0m (Montserrat)
Side Yard (min.)	1.8m (east)	7.8m and greater
Side Yard Street / Exterior Side Yard (min.)	3m (Veterans Dr / west)	1.5m (Veterans)
Rear Yard (min.)	7m (south)	1.8m (south lot line)
Lot Coverage (max.)	35%	40%
Building Height (max.)	10m - townhouses 20m - walk-up apartment (four storeys)	11m - townhouses (Block 1, 2, 3) 14m - townhouse (Block 5 & 6) 22m - walk-up
Height Requirement (5.3.2.a)	Walk-up apartment, four storeys or less	Five storeys residential
Parking (min.) (4.6.1)	1.5 spaces per dwelling unit (114 spaces)	Apartment - 1 space per unit (41 spaces) Town - 1.5 spaces per unit (53 spaces) Total provided - 139
Tandem	No	Yes
Barrier Free Parking (min.) (4.6.4)	5 BF; 3 Type A and 2 Type B	4 BF; 2 Type A and 2 Type B
Landscaped Open Space (min.)	35%	35%
Dwelling Unit Floor Area (min.) (5.2.5.2a)	45m ² / 1 bedroom + 10m ² per bedroom	45m ² / 1 bedroom + 10m ² per bedroom
Gross Floor Area (max.)	60%	125%
Second Means of Access Rear Yard Setback (min.) (5.3.3.2.d)	7m	n/a
Amenity Area (min.) consolidated (5.2.5.2.b)	12m ² /unit (912m ²)	1,000m ² , plus 1,000m ² unconsolidated (decks, balconies, rooftop amenity)
Landscape Buffer Areas (min.) (5.3.7)	3.0m (abutting residentially zoned lands)	2.0m along east 1.8m along south
Front Yard Parking Coverage (5.3.6.1)	60%	0%
Parking Area for Apartment Dwellings (5.3.6.2)	35%	2.3%
Density (max.) (5.2.5.1)	40 u/ha - townhouse 53 u/ha - walk-up	87 uph total
Driveway Length (min.) (5.2.5.2a)	6.0m	2.0m (Block 1, 2, 3)
Drive Aisle (5.2.5.2.e)	6.4m	3.7m travel lane

CONCEPTUAL SITE PLAN
"VETERAN'S LANE" - CITY OF BARRIE

RESIDENTIAL	CURRENT OP DESIGNATION
RH - 339 R1 - 341	CURRENT ZONE

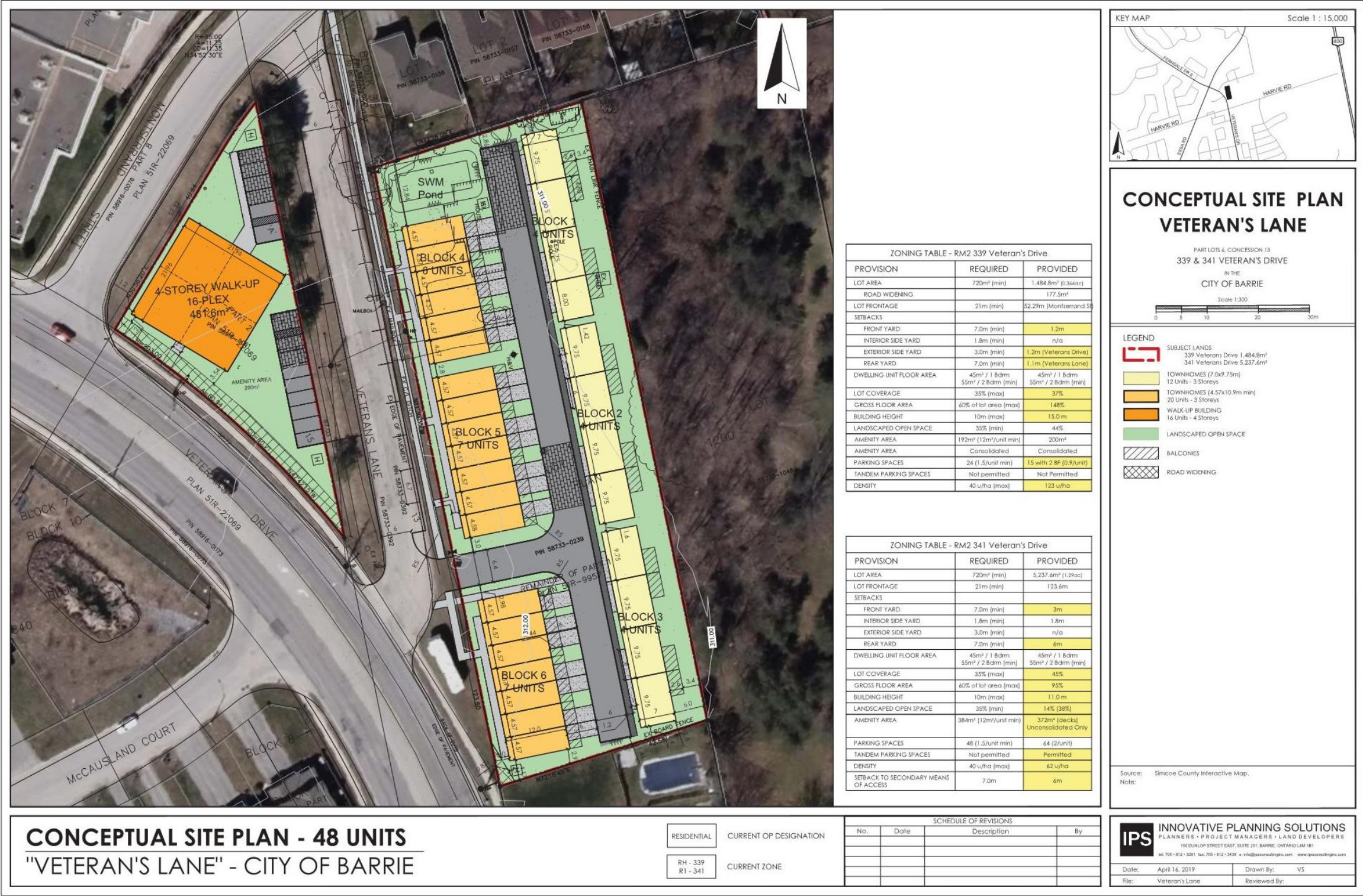
SCHEDULE OF REVISIONS			
No.	Date	Description	By
1.	1 May 2020	Revised concept plan for resubmission	VS
2.	17 June 2020	Revised concept plan for resubmission	VS
3.	24 June 2020	Road widening revised.	VS
4.	11 Aug 2020	Revised concept plan for resubmission	VS
5.	26 Aug 2020	Revised concept plan for resubmission	VS

INNOVATIVE PLANNING SOLUTIONS	
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT	
447 Welham Road, Unit 1 A, Barrie, ON L4N 8B7	
P: 709 • 812 • 3281 F: 709 • 812 • 3435 www.ipsconsultinginc.com	
Date: October 1, 2019	Drawn By: VS
File: Veteran's Lane	Reviewed By: DV

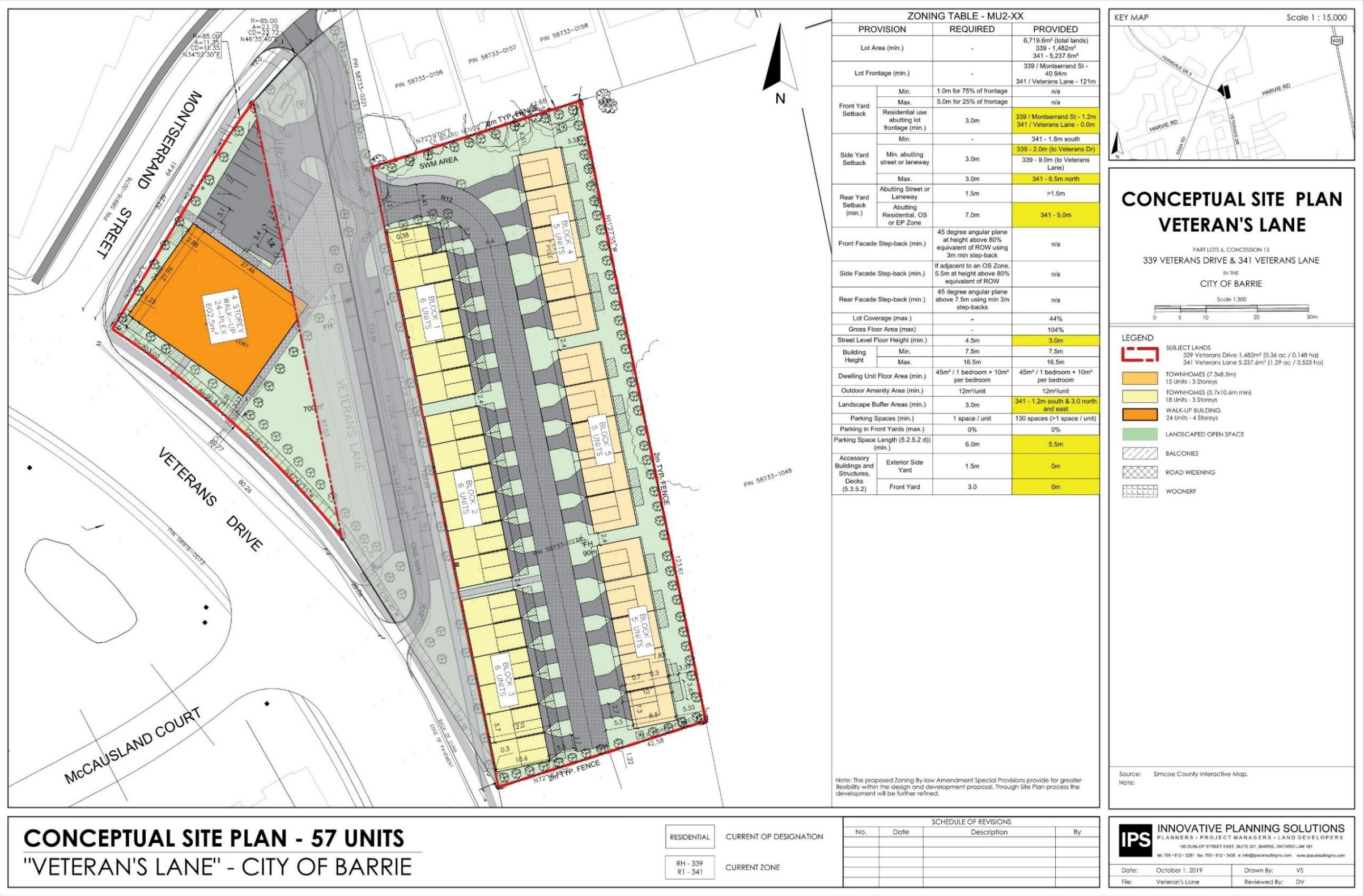
APPENDIX "C"

Concept Plan Evolution

Original Concept Plan – 48 Units (As presented at the Neighbourhood Meeting on June 4, 2019)



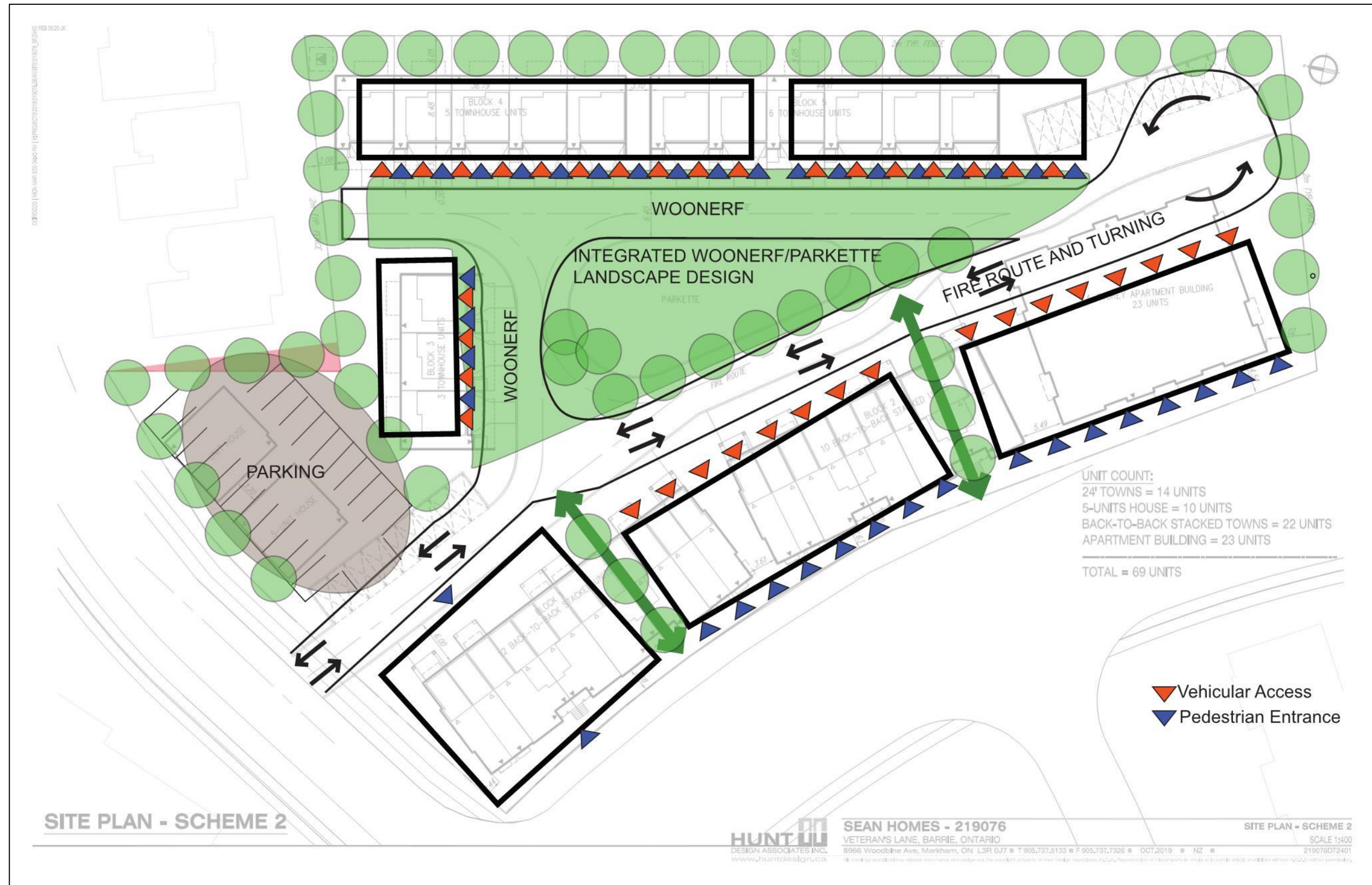
Amended Concept Plan – 57 Units (As presented at the Public Meeting on December 10, 2019)



Amended Concept Plan – 55+ Units (February 2020)



Amended Concept Plan – 69 Units (Spring 2020)



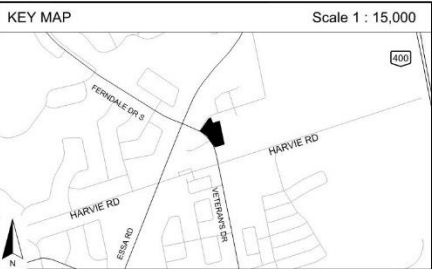
Amended Concept Plan – 78 Units (June 2020)



ZONING TABLE - MU2-XX		
PROVISION	REQUIRED	PROVIDED
Lot Area (min.)	-	8,944.60m²
Lot Frontage (min.)	-	70.18m (Montserrat St)
Front Yard Setback	Residential use abutting lot frontage (min.)	4.1m (to Montserrat St)
	Min.	1.8m
Side Yard Setback	Min. abutting street or laneway	0.5m (to Veterans Dr)
	Max.	-
Rear Yard Setback (min.)	Abutting Street or Laneway	n/a
	Abutting Residential, OS or EP Zone	5.0m
Front Facade Step-back (min.)	45 degree angular plane at height above 80% equivalent right-of-way using 3m minimum step-backs; therefore, since Montserrat is considered to be the front lot line/yard, a step-back is required at 16m height	Not required
Side Facade Step-back (min.)	If adjacent to an OS zone, 5.5m at height above 80% equivalent of right-of-way	n/a
Rear Facade Step-back (min.)	45 degree angular plane above 7.5m using minimum 3m step-backs	n/a
Lot Coverage (max.)	-	50%
Gross Floor Area (max.)	-	135%
Street Level Floor Height (min.)	4.5m	3.0m
Building Height	Min.	7.5m
	Max.	16.5m
Dwelling Unit Floor Area (min.)	45m² / 1 bedroom + 10m² per bedroom	45m² / 1 bedroom + 10m² per bedroom
Outdoor Amenity Area (min.) unconsolidated	12m²/unit	>12m²/unit unconsolidated
Landscape Buffer Areas (min.) (5.4.4.0)	3.0m	0.7m
Parking Spaces (min.) - ratio	1 space / unit (78 spaces)	1 space / unit (147 spaces)
Barrier Free Parking Spaces (min.)	4 BF; 2 Type A and 2 Type B	4 BF; 2 Type A and 2 Type B
Tandem Permitted	No	Yes
Parking for Apartment Dwellings (5.4.4.1)	35% max lot coverage	<35%
Driveway Length (5.2.5.2 d) (min.)	6.0m	5.5m

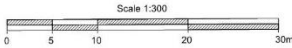
ZONING TABLE - Accessory Buildings & Structures		
PROVISION	REQUIRED	PROVIDED
Height (max.)	4m	<4m
Occupy any part of a front yard	Not permitted	Permitted. Decks / balconies occupy the front yard (Montserrat St)
Occupy any part of a side yard	Not permitted	Permitted. Decks / balconies occupy the side yard (Veterans Dr)
Rear lot line setback (min.)	0.6m	>0.6m
Side lot line setback (min.)	0.6m	0.0m to Veterans
Front lot line setback (min.)	-	0.0m to Montserrat

Note: The proposed Zoning By-law Amendment Special Provisions provide for greater flexibility within the design and development proposal. Through Site Plan process the development will be further refined.



CONCEPTUAL SITE PLAN
VETERAN'S LANE

PART LOTS 6, CONCESSION 13
339 VETERANS DRIVE & 341 VETERANS LANE
IN THE
CITY OF BARRIE



LEGEND

- SUBJECT LANDS
- LANDSCAPED OPEN SPACE

DWELLING UNIT BREAKDOWN

- TYPE A & B TOWNS = 19 UNITS
- TYPE C STACKED TOWNS = 20 UNITS
- TYPE D APARTMENT = 39 UNITS

Source: Site Plan is designed by Hunt Design Associates and used with permissions to provide a zoning analysis and matrix.

CONCEPTUAL SITE PLAN - 78 UNITS
"VETERAN'S LANE" - CITY OF BARRIE

RESIDENTIAL	CURRENT OP DESIGNATION
RH - 339 R1 - 341	CURRENT ZONE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1.	1 May 2020	Revised concept plan for resubmission	V5

IPS INNOVATIVE PLANNING SOLUTIONS	
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS	
150 DUNDAS STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1	
Tel: 705-812-5281 Fax: 705-812-5438 or info@ipsconsultinginc.com www.ipsconsultinginc.com	
Date: October 1, 2019	Drawn By: V5
File: Veteran's Lane	Reviewed By: DV

Site plan for a proposed development at the intersection of Montserrat Drive and Veterans Drive. The plan shows a large rectangular lot with a red boundary line. Inside the lot, there are several building footprints labeled 'TYPE A' and 'TYPE B'. A central area is labeled 'PARKETTE 1029 SM'. The plan includes various dimensions, bearings, and area calculations. A north arrow is located in the top left corner. The plan is dated March 11, 2019, and is designed by Hunt Design Associates.

Key features and dimensions:

- Lot Dimensions:**
 - Top: $N11^{\circ}27'55''W$, 123.61
 - Right: $N72^{\circ}18'45''E$, 42.58
 - Bottom: $N32^{\circ}02'20''W$, 57.35
 - Left: $N14^{\circ}20'20''W$, 30.57
- Internal Dimensions and Bearings:**
 - Top-left corner: $N14^{\circ}20'20''W$, 30.57
 - Top-right corner: $N72^{\circ}18'45''E$, 42.58
 - Bottom-right corner: $N32^{\circ}02'20''W$, 57.35
 - Bottom-left corner: $N14^{\circ}20'20''W$, 30.57
- Building Footprints:**
 - TYPE A:** 7 LANE TOWNHOUSE UNITS, 6 LANE TOWNHOUSE UNITS, 8 LANE TOWNHOUSE UNITS.
 - TYPE B:** 3 TOWNHOUSE UNITS, 4 TOWNHOUSE UNITS, 5 TOWNHOUSE UNITS.
- Other Features:**
 - PARKETTE:** 1029 SM
 - DAYLIGHTING TRIANGLE:** (3.0m x 10.0m) HAS BEEN INCLUDED IN THE WIDENING BLOCK
 - STREET LINE:** MONTERRAND DRIVE, VETERANS DRIVE
 - CENTRELINE OF ROAD:** as per Topographical survey by Dino Astri (O.L.S.) dated March 11, 2019

Source: Site Plan is designed by Hunt Design Associates and used with permissions to provide a zoning analysis and matrix.

Note:

- The proposed Zoning By-law Amendment Special Provisions provide for greater flexibility within the design and development proposal. Through Site Plan process the development will be further refined.
- Condo road is based off a woorref concept, construction and material details will be determined through Site Plan process. Hatching shown on this plan is conceptual.

KEY MAP Scale 1 : 15,000

CONCEPTUAL SITE PLAN
VETERAN'S LANE
 PART LOTS 6, CONCESSION 13
 339 VETERANS DRIVE & 341 VETERANS LANE
 IN THE
 CITY OF BARRIE

0 5 10 25m

LEGEND

SUBJECT LANDS 8,819m²

DWELLING UNIT BREAKDOWN

- TYPE A TOWNS = 16 UNITS
- TYPE B TOWNS = 3 UNITS
- TYPE C TOWNS = 16 UNITS
- TYPE D APARTMENT = 41 UNITS
- **TOTAL = 76 DWELLING UNITS**

ZONING TABLE - RM2-XX		
PROVISION	REQUIRED	PROVIDED
Lot Area (min.)	720m ²	8,819m ²
Lot Frontage (min.)	21m	68.2m (Montserrand)
Front Yard (min.)	7m (Montserrand St / north)	3.0m (Montserrand)
Side Yard (min.)	1.8m (east)	5.0 (east) and greater
Side Yard Street / Exterior Side Yard (min.)	3m (Veterans Dr / west)	1.0m (Veterans)
Rear Yard (min.)	7m (south)	1.2m (south lot line)
Lot Coverage (max.)	35%	40%
Building Height (max.)	10m - townhouses 20m - walk-up apartment (four storeys)	11m - townhouses 22m - walk-up
Height Requirement (5.3.2.a)	Walk-up apartment, four storeys or less	Five storeys residential
Parking (min.) (4.6.1)	1.5 spaces per dwelling unit (114 spaces)	Apartment - 1 space per unit (41 spaces) Towns - 1.5 spaces per unit (53 spaces) Total provided - 139
Tandem	No	Yes
Barrier Free Parking (min.) (4.6.4)	5 BF; 3 Type A and 2 Type B	4 BF; 2 Type A and 2 Type B
Landscaped Open Space (min.)	35%	35%
Dwelling Unit Floor Area (min.)	45m ² / 1 bedroom + 10m ² per bedroom	45m² / 1 bedroom + 10m² per bedroom
Gross Floor Area (max)	60%	115% Townhouses - 5800m² Walk-up - 4200m²
Second Means of Access Rear Yard Setback (min.) (5.3.3.2.d)	7m	5m (Block 4)
Amenity Area (min.) consolidated (5.2.5.b)	12m ² /unit (912m ²)	1,029m², plus 1,000m² unconsolidated (decka, balconies, rooftop amenity)
Landscape Buffer Areas (min.) (5.3.7)	3.0m (abutting residentially zoned lands)	2.0 - 3.0m along east 1.2m along south
Front Yard Parking Coverage (5.3.6.1)	60%	0%
Parking Area for Apartment Dwellings (5.3.6.2)	35%	2.3%
Density (max.) (5.2.5.1)	40 u/hA - townhouse 53 u/hA - walk-up	86 uph total
Driveway Length (min.) (5.2.5.2d)	6.0m	0.5m (Block 1)
Drive Aisle (5.2.5.2.e)	6.4m	3.0m travel lane
Site Triangles (4.10.1.1)	5mx5m for a corner abutting an arterial or collector road; 3mx3m for a corner abutting 2 local roads.	3mx10m

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Date: October 1, 2019

File: Veterans Lane

Drawn By: VS

Reviewed By: DV

APPENDIX "D"

Conceptual Building Elevations – Proposed Townhouse Units





SOLAR PANELS TYP.

HORIZ. SIDING TYP.

FACE BRICK TYP.





SOLAR PANELS TYP.

HORIZ. SIDING TYP.

FACE BRICK TYP.



SOLAR PANELS TYP.

HORIZ. SIDING TYP.

FACE BRICK TYP.