
TO: **PLANNING COMMITTEE**

SUBJECT: **ZONING BY-LAW AMENDMENT APPLICATION – 821 BIG BAY POINT ROAD**

WARD: **10**

PREPARED BY AND KEY CONTACT: **D. SUDDABY, RPP, PLANNER, EXT 4473**

SUBMITTED BY: **T. THOMPSON, RPP, MANAGER OF GROWTH AND DEVELOPMENT**

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 Baldwin Planning and Development Consultants, on behalf of Robert Gilroy, to rezone lands municipally known as 821 Big Bay Point Road, from 'Residential Single Detached Dwelling Third Density' (R3), 'Residential Multiple Dwelling Second Density Townhouse' (RM2-TH) and 'Agriculture' (A), to 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-XXX) in the City of Barrie Zoning By-law 2009-141, be approved.
2. That the following special provisions be referenced in the implementing zoning by-law for the subject lands:
 - a) Permit a minimum front yard setback from Big Bay Point Road to 3.0 metres, whereas 7.0 metres is required;
 - b) Permit a rear yard setback to the townhouse units to 6.49 metres, whereas 7.0 metres is required;
 - c) Permit a reduced depth of open space for secondary means of access to 6.49 metres, whereas 7.0 metres is required; and
 - d) Permit a minimum front yard setback to a porch of 1.5 metres, whereas 3.0 metres is required.
3. 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 DEV015-21.
4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

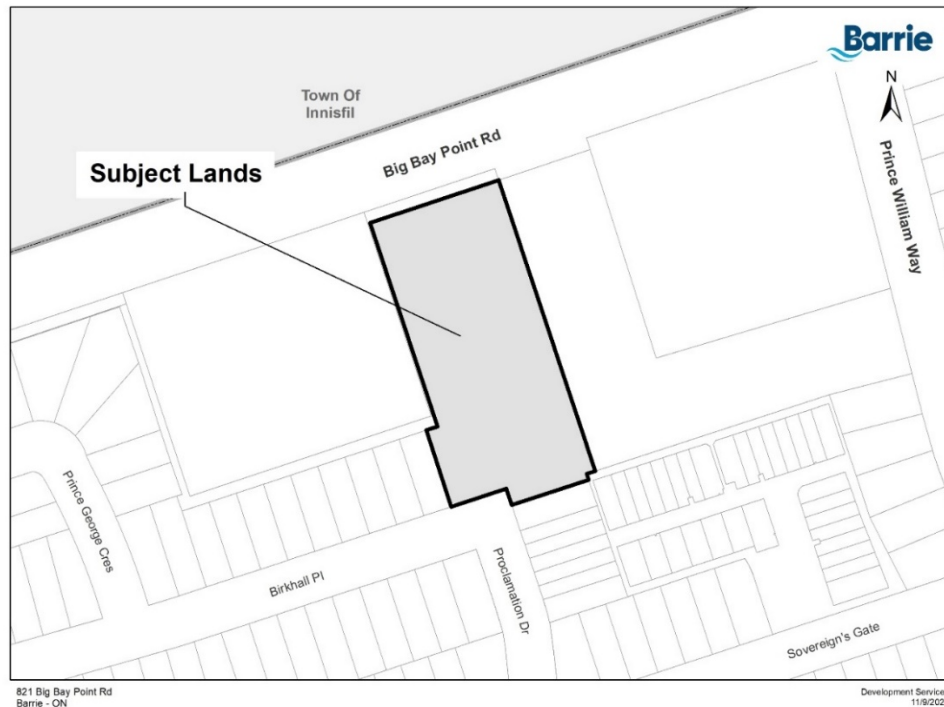
PURPOSE & BACKGROUND

Report Overview

5. The purpose of this staff report is to recommend approval of a Zoning By-law Amendment application submitted by Baldwin Planning and Development Consultants, on behalf of Robert Gilroy for lands municipally known as 821 Big Bay Point Road (See Appendix "A" – Draft Zoning By-law Amendment).
6. The application proposes thirty (30) condominium townhouse units on a private road. The special provisions include a reduced front yard setback, reduced rear yard setback, a reduced setback to the secondary means of access and a reduced setback to a porch.
7. With the conclusion of the technical review and public consultation process, which included a public meeting on March 23, 2021, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020), conforms to the Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan. As such, this application is being recommended for approval.

Site and Location

8. The subject lands legally described as Block 27 on Registered Plan 51M-1114 and are municipally known as 821 Big Bay Point Road. The lands are located on the south side of Big Bay Point Road, west of Prince William Way and north of Birkhall Place and Proclamation Drive. The property is currently developed with a single detached dwelling and detached accessory garage (workshop) and has a total lot area of approximately 0.75 hectares, with frontage of approximately 58.86 metres along Big Bay Point Road.
9. The existing land uses surrounding the subject property are as follows:
 - North: Existing woodlot within the Town of Innisfil.
 - South: Existing single detached residential units fronting Birkhall Place, Proclamation Drive and Sovereigns Gate; zoned Residential Single Detached Dwelling Third Density (R3). Existing townhouse residential units fronting Sovereigns Gate; zoned Residential Multiple Dwelling Second Density (RM2).
 - East: Existing commercial development fronting Big Bay Point Road; zoned General Commercial Special Provision (C4) (SP-183) and (C4) (SP-222).
 - West: Existing single detached residential uses fronting Big Bay Point Road, Proclamation Drive and Birkhall Place; zoned Agricultural (A) and Residential Single Detached Dwelling Third Density (R3).



Existing Policy

10. The Official Plan designates the subject property as 'Residential'. The subject parcel is currently zoned 'Residential Single Detached Dwelling Third Density' (R3), 'Residential Multiple Dwelling Second Density – Townhouse' (RM2-TH) and 'Agriculture' (A) pursuant to the City of Barrie Zoning By-law 2009-141.

Background Studies

11. In support of the application, the following reports were submitted. Copies of the submission material is available online on the City's Proposed Development webpage under [Ward 10](#).
- Planning Justification Report (Baldwin Planning and Development Consultants dated December 2020 and May 2021)
 - Functional Servicing report (Pearson Engineering Ltd. Dated December 2020)
 - Noise Impact Study (R. Bouwmeester & Associates dated October 6, 2020)
 - Geotechnical Report (Central Earth Engineering dated October 23, 2020)
 - Hydrogeological Study (Central Earth Engineering dated October 23, 2020)
 - Traffic Impact Study (JD Northcote Engineering Inc. dated September 24, 2020)
 - Tree Inventory and Preservation Plan (Envision Tatham dated September 16, 2020)
 - Stormwater Management and Servicing Report (Pearson Engineering dated May 2021)

Neighbourhood Meeting

12. A neighbourhood meeting was held virtually on December 2, 2020. The meeting had nine (9) registrants as well as the applicant, development representative, Ward 10 Councillor Mike McCann, and Planning staff. Comments from attendees have been summarized as follows:

- a) Concerns regarding traffic impacts generated by the proposed development; and,
- b) Confirmation on the proposed tenure and target market for the development (i.e., retirement, affordable housing, rental, freehold, etc.).

Public Meeting

- 13. The neighbouring lands at 801 Big Bay Point Road were subject to a consent application in September 2020 (File: B22/20) to add a 2.0 metre strip the subject lands. The purpose of the lot addition was to increase the rear yard setback to the western lots in the proposed development. This 2.0 metre strip of land was zoned 'Agricultural' (A) in Zoning By-law 2009-141. The additional zone was missed on the Notice of Public Meeting; however, it did not impact notification and does not materially change the application. This zone has since been captured and referenced throughout the report and is shown on the draft Zoning By-law (Appendix 'B'). It is anticipated that the consent will be registered in mid to end June and will form part of the subject lands prior to the By-law being passed.
- 14. A statutory Public Meeting was held on March 23, 2021 to present the subject application to Planning Committee and the public. No members of the public spoke at the public meeting.
- 15. Two (2) letters were received with one noting concerns with the removal of the mature vegetation along Big Bay Point Road and the perimeter of the property and the second noting traffic concerns along Big Bay Point Road. A Tree Preservation Plan was submitted with the application identifying trees to remain or to be removed. A Traffic Impact Study was also submitted which was reviewed by Transportation planning staff with no concerns.

Department and Agency Comments

- 16. The subject application was circulated to staff in various departments and to external agencies for review and comment.
- 17. **Development Services – Addressing** identified the City's Private Street Naming and Addressing Policies which would apply to the proposed private road.
- 18. **Lake Simcoe Region Conservation Authority (LSRCA)** has reviewed the application and have no concerns with the rezoning. Phosphorous budget and water balance will be addressed through the Site Plan Control Process.
- 19. **Development Services – Approvals** has completed a preliminary review of the proposed zoning by-law amendment and noted that the Functional Servicing Report is acceptable with the exception of some minor items in regard to the water supply and distribution and stormwater management. These items were addressed by the applicant through a resubmission. Approvals has reviewed the revised submissions and is satisfied with the acknowledgement of the following: at minimum to ensure quality control of stormwater in accordance with MECP guidelines based on the developments increase in imperviousness from the original overall subdivision design, the employment of additional quality control measures such as CB Shields and increased sumps will be required. These additional requirements can be address through the Site Plan Control process.
- 20. **Development Services – Transportation Planning** has provided comments noting no concerns with the proposed Traffic Impact Study. It was also identified through the technical review that a road widening of 3.0 metres is required. The applicant had revised their plans to include the widening and Transportation Planning has no concerns with the revised plan and are in support of the proposed rezoning. Additional design details were identified that can be dealt with through the Site Plan Control process.

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21. **Finance Department** provided the applicable development charges/fees associated with the future development of this site.
 22. **Business Performance and Environmental Sustainability Department (Environmental Risk Management)** noted technical requirements that will be required for the detailed design stage.
 23. **Business Performance and Environmental Sustainability Department** noted that a site alteration permit will be required. The use of erosion controls is required to prevent any off-site impacts. Temporary dewatering discharge should be directed to the storm sewer system. Contingency measures should be in place that do not rely on the City sanitary sewer system as a discharge location. A Discharge Agreement will be required and must be obtained from the City prior to any temporary construction at least six weeks prior to discharge. It should also be noted that permanent dewatering to the storm and sanitary sewer is not permitted.
 24. **Environmental Sustainability (Waste Reduction)** has outlined the criteria to help ensure eligibility for municipal waste collection services.
 25. **Development Services – Parks Planning** has no comments pertaining to the proposed zoning by-law amendment but note that further comments will be provided at the pre-consultation stage for Site Plan Control regarding landscape requirements.
 26. **Water Operations** has no objections to the proposed zoning by-law amendment but note that there is a water main servicing plan that shows another 150mm private watermain connected to the Birkhall water main for 801 Big Bay Point Road. It is noted that this design cannot be installed as shown. Further review and comment will be provided at the time of site plan application.
 27. **Building Department** has no concerns with the application proceeding and a full review will be completed at Building Permit stage.
 28. **Fire Prevention** noted that a fire break plan will be required for this development. It was also identified that there is conflicting information about the type of construction and sprinkler protection.
 29. **Simcoe County District School Board (SCDSB)** has no objections to the application and request that the SCDSB's standard conditions be included in the site plan agreement and conveyed to potential purchasers.
 30. **Road Operations** has no comments.
 31. **Alectra Utilities** has reviewed the proposed application and have no objections with the understanding that the new project must meet clearances from their lines.

ANALYSIS

Policy Planning Framework

32. The following provides 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 planned and available infrastructure (sewage, water and waste 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)

35. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. 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 a low density residential use located within the built-up area. The proposed development will 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 the applicable policies of the Provincial Policy Statement (2020).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

40. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (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 and utilize existing infrastructure. 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 Big Bay Point Road and would contribute to the City's current intensification target of 40% of new growth within the existing built boundary.

Lake Simcoe Protection Plan

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. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has no concerns with the rezoning and that the phosphorus budget and water balance will be addressed through the Site Plan Control Process. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie 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%202018.pdf>
46. The subject lands are designated 'Residential' as identified on Schedule 'A' – Land Use in the City's Official Plan. The residential designation is intended to allow for all forms and tenure of housing.

47. There are several 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.

General Policies

45. 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 and Parks – Sandringham Park and the proposed amenity space) are available. Further, the proposed development provides an alternative housing option (townhouse units) than currently exists in the area.
46. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities 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. Staff are satisfied the proposal conforms to these policies given that the proposed development meets the density permissions in the Official Plan, would contribute to the efficient use of land and resources, supports transit, and optimizes the use of existing infrastructure and services as an infill development within the built-up area of the City.
47. Given the subject lands are located outside of an intensification node or corridor, Section 4.2.2.6 d) provides policies for the evaluation of suitable intensification proposals outside of delineated intensification areas as follows:
- i) that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
 - ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
 - iii) that public transit is available and accessible;
 - iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
 - v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and,
 - vi) that consideration is given to the preservation of heritage resources.
48. Staff are satisfied that these policies are met as the built form remains low density with a similar lot size and development permissions as the surrounding neighbourhood, will utilize existing municipal infrastructure, is on an active transportation linkage and transit route, will not detract from the City's target intensification areas, and is in proximity to community amenities including commercial uses, schools, and parks.

Affordable Housing

49. 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 are 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.
50. The County of Simcoe has identified that the median household income for the City of Barrie is \$84,386. This household income would allow the purchase of an affordable unit to a maximum price of \$316,400 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 \$494,600.
51. The development is proposed to be marketed towards seniors as an alternative built form. The target unit price is estimated to be between \$625,000 - \$650,000, however, cannot be accurately confirmed at this time due to the varying cost of materials and labour. Based on the proposed unit prices, the development would not be considered affordable. The goal of 10 percent of all new housing being affordable units is established city-wide and not for every single application.

Servicing and Transportation

52. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
53. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that stormwater management for the proposed development can be adequately addressed in accordance with these policies.
54. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote public transit. The development of these lands conforms to these policies as the lots are directly adjacent to an active transportation linkage, transit route, and have added units on an arterial road without increasing the number of access points which could impede the intended flow of traffic.
55. Staff have reviewed the relevant policies and are of the opinion that the proposed development is conform to the applicable policies of the City's Official Plan.

Comprehensive Zoning By-law

56. As noted above, the applicant has proposed a 'Residential Multiple Dwelling Second Density with Special Provisions (RM2 SP-XXX) in accordance with the City's Comprehensive Zoning By-law 2009-141. The site-specific provisions (SP) are discussed below and have been requested to implement the proposed development concept.

Minimum Required Front Yard Setback

57. The subject application is proposing a minimum front yard setback of 3.0 metres, whereas a minimum setback of 7.0 metres is required in the RM2 Zone. The intent of the minimum front yard setback is to ensure adequate separation distances and sightlines are provided adjacent to municipal roadways. Staff recognize that the reduced setback can be, in part, contributed to required road widening along Big Bay Point Road.
58. The original submission identified a setback of 6.0 metres, but through the technical review process a required road widening was identified. A revised concept plan was submitted which reduced this setback to 3.0 metres.
59. In accordance with the City's policies for intensification, the reduced front yard setback would result in a pedestrian friendly and transit supportive development with a strong building presence. Staff note that the end units adjacent to Big Bay Point Road shall reflect the details of a front façade. In this regard, Big Bay Point frontages/elevations should encourage an active streetscape design, with building façades incorporating transparent windows, front doors, glazing and other such architectural treatments. The applicant has shown wrap around porches on their concept plan and details will be reviewed at the Site Plan stage.

Porch Encroachment – Front yard

60. The subject application is proposing for the porch on the units fronting Big Bay Point Road to encroach 1.5 metres into the front yard, thus having a setback of 1.5 metres, whereas the minimum setback of 3.0 metres is required. The intent of the minimum front yard setback is to ensure adequate separation distances and sightlines are provided adjacent to municipal roadways. Staff recognize that the porch encroachment will assist in achieving an active streetscape design and will avoid the use of blank walls fronting an arterial road. The reduced setback will not impact sightlines and are adequately setback from the municipal roadway.

Minimum Required Rear Yard Setback and Minimum Required Setback to Secondary Means of Access

61. The subject application is proposing a minimum rear yard setback and secondary means of access of 6.49 metres, whereas a minimum setback of 7.0 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.
62. The subject lands went through the consent process to add a 2.0 metre strip to the western lots to increase the size of the rear yard to bring the rear yard as close to compliance as possible. The rear lot line on the west side is located approximately 30 metres from the neighbouring residential buildings, thereby providing an appropriate separation between land uses. The lands located on the east abut an existing commercial use. Staff consider these reductions to be minor in nature. It is also recognized that in addition to the rear yard, a significant amenity area is also provided for the development.
63. In summary, the conceptual site plan, attached to Staff Report DEV015-21 as Appendix "B" does not, in the opinion of staff, require significant variations to the zoning standards of By-law 2009-141 and more specifically, the Residential Multiple (RM2) Zone beyond the four minor site specific exceptions requested.

Site Plan Control

64. Subject to Council 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 regarding access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc. 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.

Summary

65. 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.
66. Planning staff recommend the approval of the proposed zoning by-law amendment application for the development of thirty (30) townhouse dwelling units on a private condominium road. In staff's opinion, the application is considered appropriate, is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Lake Simcoe Protection Plan and the City's Official Plan.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

67. There are no environmental and climate change impact matters related to the recommendation.

ALTERNATIVES

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

Alternative #1

Planning Committee could refuse the proposed Zoning By-law Amendment and maintain the existing Residential Single Detached Dwelling Third Density (R3), Residential Multiple Dwelling Second Density - Townhouse (RM2-TH) and Agriculture (A) zoning over the subject property.

This alternative is not recommended as the development of the subject lands for an alternative residential use provides for a more efficient use of land, use of existing services and infrastructure and the provision of a range, and mix of housing types in this neighbourhood.

Alternative #2

Planning Committee could recommend approval of the request to rezone all or part of the subject lands to permit low density residential uses but refuse all or some of the Special Provisions requested to the 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX) zone.

This alternative is not recommended as the Special Provisions identified to facilitate the proposed development concept are considered to be minor

in nature and are largely to compensate for the design principle for streetscape encouraged by the City.

FINANCIAL

69. The subject application, if approved, would permit the construction of 30 townhouse units. Development charges for a townhouse unit are \$53,413 per unit.
70. Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee is \$3,559 per unit.
71. A cash in lieu of parkland contribution will be required. The amount is currently \$5,726 per residential unit.
72. A Finance Administration Fee of \$77.50 per dwelling unit will be calculated and collected at the time of issuance of the building permit.

LINKAGE TO 2018–2022 STRATEGIC PLAN

73. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022:
 - ☒ 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.
74. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing and planned services and infrastructure. The proposed development integrates with the surrounding area and the compact nature of the proposed built form 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" – Concept Plan

APPENDIX "A" - DRAFT ZONING BY-LAW AMENDMENT



Bill No. XXX

BY-LAW NUMBER 2021-XX

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 Block 27 on Plan 51M-1114, City of Barrie, County of Simcoe, municipally known as 821 Big Bay Point Road from Residential Single Detached Dwelling Third Density (R3), Residential Multiple Dwelling Second Density - Townhouse (RM2-TH) and Agriculture (A) to Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 21-XX.

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 Block 27 on Plan 51M-1114, City of Barrie, County of Simcoe, municipally known as 821 Big Bay Point Road from Residential Single Detached Dwelling Third Density (R3), Residential Multiple Dwelling Second Density - Townhouse (RM2-TH) and Agriculture (A) to Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
- 2) **THAT** those lands zoned as 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law shall be permitted the following Special Provisions to the standards of Zoning By-law 2009-141:
 - A) Notwithstanding Table 5.3, a reduced front yard setback from Big Bay Point Road to 3.0 metres is permitted;
 - B) Notwithstanding Table 5.3, a reduced rear yard setback to the townhouse units to 6.49 metres is permitted;
 - C) Notwithstanding Section 5.3.3.2 d), a reduced depth of open space for secondary means of access to 6.49 metres is permitted;
 - D) Notwithstanding Section 5.3.5.1, a reduced front yard setback for a porch to 1.5 metres is permitted.



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

READ a first and second time this day of , 2021.

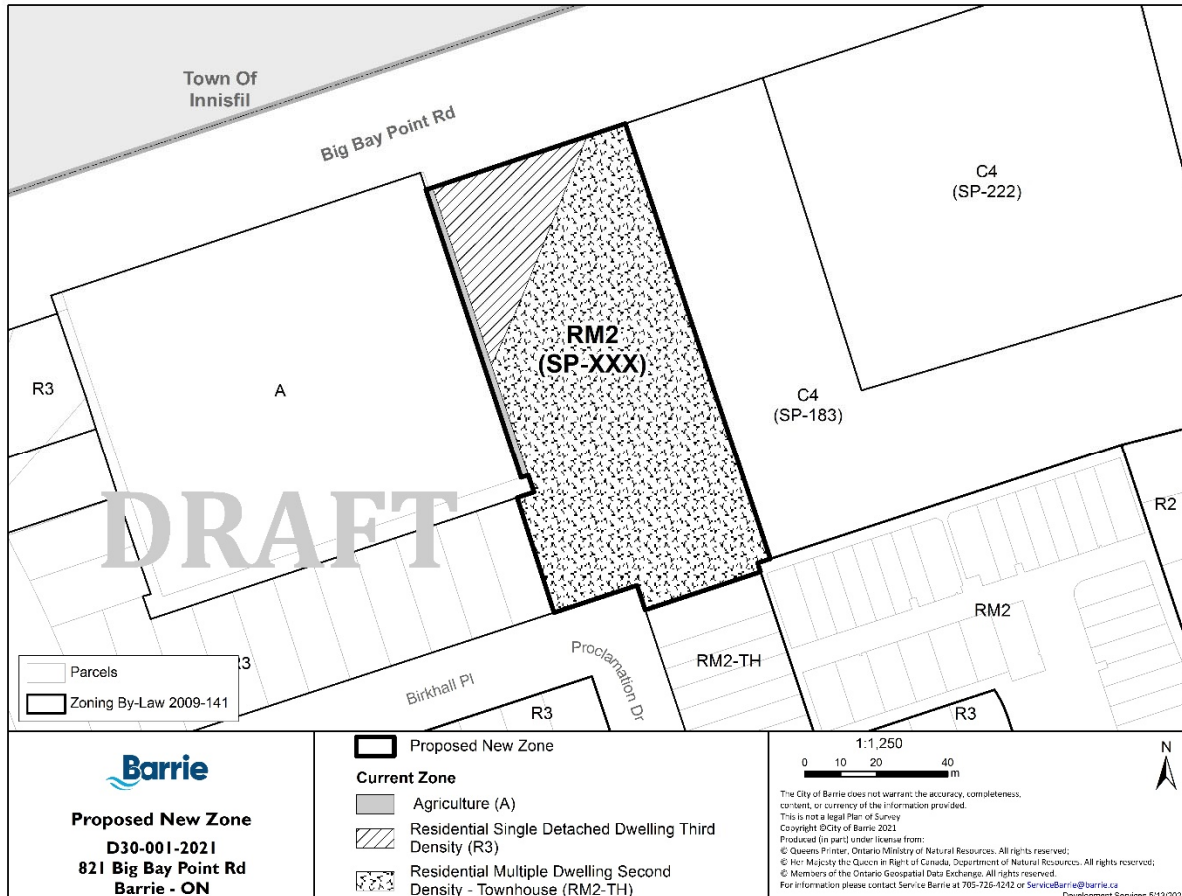
READ a third time and finally passed this day of , 2021.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

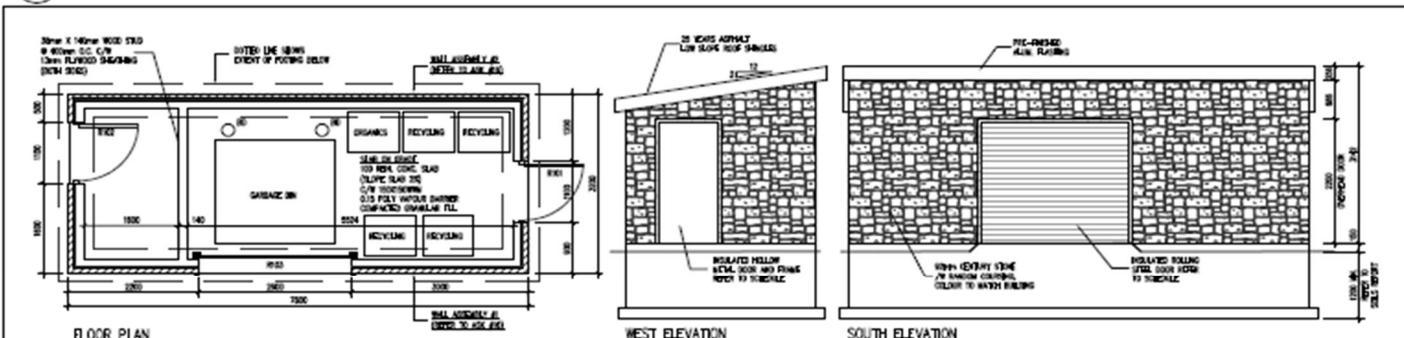
CITY CLERK – WENDY COOKE

Schedule 'A' attached to By-law 2021-XX

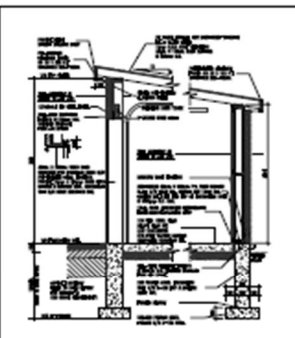


[illegible]

801 BIG BAY POINT ROAD



3 WASTE ENCLOSURE
A1.1 SCALE 1:50



4 WASTE ENCLOSURE SECTION
A1.1 SCALE 1:50

SIGN POST LEGEND

ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS SHALL CONFORM TO THE ONTARIO TRAFFIC MANUALS

1	STOP SIGN
2	BARRIER FREE PARKING SIGN
3	NO PARKING/FIRE ROUTE SIGN

RESIDENTIAL MULTIPLE DWELLING SECOND
DENSITY (RM2 SP-XXX)

USE CATEGORY	REQUIREMENT	PROPOSED
LOT AREA (A/C)	723 SQM	0.70 BA
LOT FRONTAGE (M/L)	20 M	(SEE BAY POINT) 50.08 M
FRONT YARD SETBACK (M/L)	7 M	(SEE BAY POINT) 3.53 M
SIDE YARD (M/L)	1.8 M	0.8 M
REAR YARD SETBACK (M/L)	7.0 M	20.42 M
REAR YARD TO BAY LINE (M/L)	7.0 M	6.46 M
SETBACK TO SECOND ROWS OF BUSINESS	7.0 M	6.46 M
DEVELOPER LENGTH	6.0 M	0.5 M
LOT COVERAGE (MAX.)	30.0%	30.19 %
MAXIMUM LOT SETBACK	10 M	10 M
PARKING	1.5 VEH. INCLUDING 10% (15 SPACES) REQUIRED, INCLUDING 2 BARRIER-FREE OR DESIGNATED PARKING SPACES	40 PARKING SPACES PROVIDED W/ 2 BARRIER-FREE PARKING SPACES (1 TIME V.C. & 1 TIME 30)
LANDSCAPE OPEN SPACE (MIN.)	25.0%	52.78%
IMPELLING UNIT FLOOR AREA	20 SQM & 10 SQM PER 100 SQM	COMPLIES
SEA DECK	60.0%	46.70%
AMBIENT AREA	12 SQM PER UNIT, COMBINATION OF 10 SQM REQUIRED	442.14 SQM
DENSITY (MAX.)	80.0 U/LM	36.3 U/LM
DRIVE AISLE	6.0 M	6.4 M
STAIRWAY RUMPER	2.0 M WIDE STAIRS AND/OR STAIRWAY AISLE	3.0 M

02	REVISED SITE PLAN	04/04/2021
01	ISSUED FOR PUBLIC MEETING	03/12/2021
NA.	REVISION	DATE

ALL DIMENSIONS TO BE CHECKED & VERIFIED ON
SITE. DISCREPANCIES TO BE REPORTED TO THE
ARCHITECT. LATEST APPROVED STAMPED
DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.



MCLARCHITECTS
9 722 871 8441 M 311-5177
10 ALLANBY BLVD. UNIT 110
DANFORTH, ONTARIO L4M 1G3
WWW.MCLARCHITECTS.CA
T 905 722 8739
F 905 728 0418

DRAWING NAME:
SITE PLAN

PROJECT NAME:
BIG BAY POINT TOWNS

PROJECT ADDRESS:
821 BIG BAY POINT ROAD,
BARRIE, ONTARIO

DATE: MAY 04, 2021	JOB NO.	SHEET NO.
DRAWN BY: NT	00-000	A1.1
SCALE: AS NOTED		