
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (2431805 ONTARIO INC. AND 2528286 ONTARIO INC.) – 910 VETERAN'S DRIVE

WARD: 7

PREPARED BY AND KEY CONTACT: C. McLAREN, RPP, SENIOR PLANNER, EXT. 4719

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 Dykstra Planning and Development Group on behalf of 2431805 Ontario Inc. and 2528286 Ontario Inc. to rezone the lands known municipally as 910 Veteran's Drive from Rural Residential (RR) to Neighbourhood Residential Multiple Zone with Special Provisions (RM3)(SP-XXX), be approved.
2. That the following Special Provisions (SP) be referenced in implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a minimum lot frontage of 4.5 metres for back-to-back townhouse units, whereas 5.5 metres would be required;
 - b) Permit a maximum of ten (10) contiguous units in a row, whereas a maximum of eight (8) contiguous units in a row are permitted;
 - c) Permit a maximum 3 metres wide garage door (67% of the lot width); whereas a maximum width of 2.7 metres (60% of the lot width) would be permitted;
 - d) Permit a maximum driveway width of 3 metres, whereas a maximum driveway width of 4 metres could be permitted; and
 - e) The street townhouse dwellings within the RM3 zone shall comply with the R5 standards for street townhouse units.
3. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (PLN001-20) (D14-1675)

PURPOSE & BACKGROUND

Report Overview

4. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Dykstra Planning & Development Group, on behalf of 2431805 Ontario Inc. and 2528286 Ontario Inc., for lands known municipally as 910 Veteran's Drive (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 48 townhouse units (28 street townhouses and 20 back-to-back townhouses) (see Appendix "B" – Proposed Draft Plan of Subdivision) through an associated Draft Plan of Subdivision application (File D12-445). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of residential development in accordance with both Provincial and Municipal policy.
5. The applicant has also submitted an application for Draft Plan of Subdivision (D12-445), which is being considered separately from the subject application. This application is required to create the four (4) blocks that would be further subdivided through Part Lot Control applications to create the proposed 48 townhouse lots (see Appendix "B"). 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. The Draft Plan of Subdivision approval would address detailed design matters such as site servicing, storm water management, landscape (street trees) and fencing details.

Site and Location

6. The subject lands are located on the west side of Veteran's Drive, north of McKay Road West, within Phase 1 of the Salem Secondary Plan (see Appendix "C" – Salem Secondary Plan Phasing). The subject site is known municipally as 910 Veteran's Drive and has a total area of approximately 0.74 hectares (1.82 acres) with 91.4 metres (300 feet) of frontage on Veteran's Drive. The subject property currently contains one single detached residential dwelling and accessory structures (garages and sheds) which would be removed. It is anticipated that the proposed development will be serviced by a single sidewalk on Veteran's Drive and Street 'M' in the adjacent draft plan of subdivision (see Appendix "D" – Pedestrian Circulation Plan). The design of the subdivision integrates with surrounding draft approved plans of subdivision (see Appendix "E" – Neighbourhood Context).



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7. The existing land uses surrounding the subject property are as follows:
- North: Draft approved residential plan of subdivision (H&H Capital Group Ltd.)
- South: Two rural residential properties fronting Veteran's Drive
- East: Agricultural lands designated for future employment uses
- West: Draft approved residential plan of subdivision (H&H Capital Group Ltd.)

Existing Policy

8. The subject lands are designated Residential Area in accordance with the Salem Secondary Plan and are currently zoned Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil). The predominant use of the Residential Area designation shall be for low and medium density built forms. Medium and high density development is permitted when adjacent to arterial roads such as Veteran's Drive. The proposed townhouse units would be permitted within the existing Residential Area designation, however not within the current RR zoning over the subject lands.

Supporting Information

9. In support of the subject application, the following reports and studies were submitted: For additional information with respect to each of the following, please refer to Appendix "F" – Technical Study Descriptions. Copies of these reports may be found in their entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward7/Pages/910-Veterans-Drive.aspx>
- Planning Justification Report (Dykstra Planning & Development Group, May 2019)
 - Functional Servicing Report (Pinestone Engineering Ltd., March 2019)
 - Geotechnical Report (Central Earth Engineering, March 2019)
 - Hydrogeological Report (Central Earth Engineering, March 2019)
 - Transportation Impact Study (JD Northcote Engineering Inc., December 2018)
 - Noise Impact Study (HGC Engineering, March 2019)
 - Species at Risk Screening (Dillon Consulting, March 2019)
 - Tree Identification and Preservation Plan (Landmark Environment Group Ltd., January 2019)
 - Stage 1 & 2 Archaeological Assessment (Amick Consultants Ltd., March 2019)

Public Engagement

10. Given the proximity of the subject lands to adjacent development proposals, a Neighbourhood Meeting was not held. Invitations were sent directly to landowners not part of the Salem Landowners Group within the Neighbourhood Meeting circulation area (240m). Owners of two properties were invited to discuss the proposal directly with City staff and no contacts were made by these owners.
11. A statutory Public Meeting was held on September 9, 2019. There were no comments received from members of the public at this meeting, nor have any written submissions been received from the public on the subject application.

Department & Agency Comments

12. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment.
13. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they have no objection to the proposed residential use and density of the subject lands and have no objection to approval of the proposed Zoning By-law Amendment. All technical matters will be addressed and commented on through the associated Draft Plan of Subdivision application.
14. The Simcoe County District School Board (SCDSB) and the Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating they had no concerns with the proposed Zoning By-law Amendment application. The SMCDSB advised that pupils generated from the proposed development may be accommodated at St. Nicholas Catholic Elementary School and St. Joan of Arc Catholic Secondary School. Both School Boards confirmed that their normal notification clauses would be required to be inserted into all Purchase and Sale Agreements advising prospective purchasers that pupils generated by the proposed development may be transported to/accommodated in temporary facilities outside of the neighbourhood.
15. The Ministry of Transportation of Ontario (MTO) provided comments indicating that the site is beyond the Ministry's permit control area. However, concerns were identified that development is proceeding ahead of a formal resolution of the City's request for an interchange at Highway 400 and McKay Road West.
16. Based on a review of the documents submitted in support of the subject application, the City's Engineering Department is satisfied that the proposed development can be accommodated by the anticipated municipal infrastructure and that the site can develop in a manner that conforms to the City of Barrie master plans and standards. Should Council approve the subject application, all technical matters associated with the development of these lands may be addressed through the associated Draft Plan of Subdivision application (D12-445).
17. Development Approvals (Parks), Environmental Services, Traffic & Parking Services, Transit, Finance, Water Operations, Enbridge Gas, Hydro One, Bell, and Barrie Fire and Emergency Services all provided comments indicating that they have no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters can be adequately addressed through the Draft Plan of Subdivision process.

Amended Concept Plan

18. Following the Public Meeting and initial technical review, the applicant has made modifications to the proposed concept plan to address comments received through the consultation and review process (see Appendix "G" – Concept Plan Evolution). The initial concept included 44 back-to-back townhouse units and 9 street townhouses, whereas the final concept includes 20 back-to-back townhouse units and 28 street townhouses. The changes between the initial concept and the final concept have resulted in the following:
 - A reduction of 5 units;
 - A reduction of 24 back-to-back townhouse units;
 - An increase of 19 street townhouse units;

ANALYSIS

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

Provincial Policy

Ontario Planning Act, R.S.O. 1990

20. Section 2 of the *Planning Act* requires that the council of a municipality 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.
21. The proposed development has regard for these matters as it is located within the settlement area of Barrie; it is outside of the adjacent environmental feature; will utilize planned and available infrastructure (sewage, water, and waste management systems) and public service facilities such as transit and schools; provides for a more compact style of low density housing; provides a more compact form of development that helps to minimize impacts to climate change than traditional single detached housing; and is designed with a pedestrian oriented built form with pedestrian connections to the municipal sidewalk.

Provincial Policy Statement (2014)

22. The Provincial Policy Statement (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 can be found in its entirety at the following link: <https://www.ontario.ca/document/provincial-policy-statement-2014>
23. The PPS in brief 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.
24. 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 is also promoted to meet projected population growth for the next 20 years.
25. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- a) The use of land surrounded by developed or approved parcels promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term (policy 1.1.1.a.);

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- b) The provision of townhouse units with the opportunity for second suites, aids in achieving a range and mix of residential units. The future neighbourhood in which the proposal forms part of, will include a variety of single detached and high-density residential units, as well as park facilities, a future school site and access to the Natural Heritage System to meet long term needs (policy 1.1.1.b.);
 - c) The proposal is sensitive to the adjacent environmentally sensitive feature, provides “eyes on the street” by way of street oriented development, and provides a pedestrian connection to the municipal sidewalk and trails network, promoting active transportation (policy 1.1.1.c.);
 - d) The proposal is within the settlement area and is adjacent to draft approved lands (policy 1.1.1.d.);
 - e) The proposal includes compact development adjacent to existing and planned serviced lands thereby promoting cost efficiency and minimizing the consumption of land (policy 1.1.1.e.);
 - f) The subject lands are generally flat with proposed sidewalks connecting to the municipal sidewalk network beyond the property, and will be serviced by public transit thereby improving accessibility for persons with disabilities and older persons (policy 1.1.1.f.);
 - g) The proposed development is deemed to conform to the approved Master Plans, may be serviced by planned municipal infrastructure, and the proposed transportation system can accommodate the anticipated traffic (policy 1.1.1.g.); and
 - h) The proposal is more compact than standard development in the City, reducing consumption of land and improving access to transit (policy 1.1.1.h.).
26. Policy 1.1.3.6 identifies a requirement that new development taking place in designated growth areas should occur adjacent to the built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities. The proposal is consistent with this policy as the proposal is adjacent to draft approved developments, includes a compact form that contributes to a mix of uses in the area and allows for the efficient use of land, infrastructure, and public service facilities.
27. Policy 1.6.1 requires that infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. This proposed development is consistent with this policy by developing in a manner that conforms to the City’s approved Master Plans and anticipated infrastructure and by coordinating infrastructure with the surrounding developments. Finally, the infrastructure is planned in a financially viable manner demonstrated through the Long-Range Financial Plan and will be available to meet current and projected needs.
28. Policy 1.6.7.1 identifies that Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The proposal is consistent with this policy as the transportation system has been designed to be safe, energy efficient, facilitate the movement of people and goods, and is appropriate to address the needs of the Salem Secondary Plan Area and beyond. This is accomplished using a grid system, with municipal sidewalks, that will be serviced by public transit.

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29. Policy 1.8.1 identifies the promotion of energy conservation, air quality, and climate change adaptation through compact built form, use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this as it is a compact built form, on a transportation network that supports active transportation, along transit routes to support transit.
 30. Policies within Section 3.1 Natural Hazards require development to be directed outside of natural hazards. The proposal is consistent with this section as it is not within a natural hazard area.
 31. Staff have reviewed the relevant policies and are of the opinion that the development is consistent with all of the applicable policies of the Provincial Policy Statement (2014).

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

32. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (A Place to Grow) 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. A Place to Grow can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
33. A Place to Grow 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 A Place to Grow 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.
34. More specifically, policy 1.2.1 outlines the guiding principles of the Growth Plan. They include:
 - Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
 - Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability; and,
 - Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposed development conforms to these guiding principles as it is designed to support healthy and active living and meet people's needs for daily living through the provision of pedestrian connections to the municipal sidewalk network and the Natural Heritage System beyond. Further, the density of the proposed development results in the efficient use of land and including proposed transit service. The proposal also provides housing options through townhouse units with the opportunity for second suites to serve a variety of sizes, incomes and ages of households.

35. Policy 2.2.7.2 requires that designated greenfield areas be developed at densities of no less than 50 residents and jobs combined per hectare. The proposed development conforms to this policy as there are 48 townhouse units proposed over 0.736 hectares, with an overall density of 65.22 units per developable hectare. The average persons per household for medium density residential is 2.571, for a total of 167.67 persons per developable hectare.

36. Staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

Official Plan

37. The Official Plan 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>
38. As noted above, the subject lands are designated Residential Area within the City's Official Plan. Lands designated Residential are intended to be used primarily for residential uses, with all forms and tenure of housing permitted subject to locational criteria.
39. 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.
40. Section 2.3 (d) and (e) of the Official Plan identifies that there will be a growing need to provide higher residential densities than previous development within the City and Barrie and new housing stock will include a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options within the City. Further, mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan.
41. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan. This proposal conforms to this policy there are opportunities for second suites within the proposed townhouses (which will offer tenure choice [rent vs. own]), at a density of approximately 66 units per hectare, consistent with policy 8.5.10.3(a) Residential Land Use Policies of the Salem Secondary Plan.
42. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- a) A unit 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,
 - b) A unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, there are opportunities for the future owners to include second suites which will act as a means of increasing affordable options in the area.

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43. Policy 4.2.2.7(a) identifies the Salem Secondary Plan as an approved secondary plan within the City of Barrie, while policy 4.2.2.7(b) identifies that new development proposed within these areas shall be in accordance with the Secondary Plan policies for the applicable Secondary Plan.
 44. The Salem Secondary Plan establishes a detailed planning framework for the future urban development of the Salem Secondary Plan Area. The Salem Secondary Plan Area is comprised of two industrial/business park districts and four residential districts and can be found in its entirety here:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>
 45. Policy 8.2.4.5 identifies that lands designated Residential Area permit a range of low and medium density residential uses which will be predominantly ground related development. It also identifies that residential areas be organized so that residents are generally within a five minute walk of park facilities. The proposal conforms to this policy as the development provides a mix of low and medium density forms, within a five minute walk of the nearest neighbourhood park and the nearest connection to the Natural Heritage System.
 46. Policy 8.2.8 identifies that the average density for population and employment for the Hewitt's and Salem Secondary Plan Areas is 50 persons and jobs per hectare for both the developable Plan Areas combined. As noted in paragraph 35 above, the proposed development represents a density of approximately 168 persons per developable hectare. This does not capture the opportunity for home based businesses within the proposed development and the jobs they create to contribute to this overall calculation of persons and jobs per hectare.
 47. Policy 8.3.7 identifies that the relevant policies of the Lake Simcoe Protection plan (LSPP) shall apply to lands in the Lake Simcoe Watershed. The review of this application in light of the LSPP, is being conducted by the LSRCA. As noted above, LSRCA has no concerns with the proposed Zoning By-law Amendment application and is satisfied that all technical matters will be addressed through the associated draft plan of subdivision process.
 48. Policy 8.4.4.3 identifies that cultural heritage resources and proposed development and site alteration on lands adjacent to protected heritage properties shall be subject to the policies of Section 3.4 of the Official Plan, Cultural Heritage Conservation. A condition would be included in the Draft Plan of Subdivision approval that prohibits the disturbance of land until the applicant has provided a clearance letter from the Ministry of Tourism, Culture, and Sport, the Ministry responsible for archaeological resources.
 49. Policy 8.4.5(b) identifies that development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks which encourage pedestrian circulation. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit. The proposed development complies with this policy as the development is oriented to the street to provide eyes on the street and an active street life, and contribute to varied route options for both pedestrians and cyclists.
 50. Policy 8.5.10.2 outlines the permitted uses within the residential area designation and includes low and medium density residential development. The proposal conforms to this policy as medium density development is being proposed in the residential area designation.
 51. Policy 8.5.10.3(a) details that low density residential development shall permit a mix of housing types at a density of no less than 20 units per net hectare and no greater than 40 units per net hectare while medium density development shall be at a density no lower than 30 and no greater than 70 units per net hectare. The proposed development represents a medium density of

- approximately 66 units per net hectare. Policy 8.5.10.3(a)(iii) limits the height to a maximum of 6 storeys for medium density residential, consistent with the built form being proposed.
52. Policy 8.6.3.1(c) details the potential street widenings to existing streets as identified on Schedule 8D2 of the Salem Secondary Plan. Schedule 8D2 identifies a maximum right-of-way width of 41 metres for Veteran's Drive. As such, the applicant is required to dedicate a 7m road widening to allow for the expansion of Veteran's Drive. As identified on Schedule "B", this land has been accommodated for and would be conveyed at the time of subdivision registration (see Appendix "B" – Proposed Draft Plan of Subdivision).
 53. Policy 8.6.4(c) requires the provision of water and wastewater services relating to the phasing of development as set out in Section 8.7.3.2 of the Salem Secondary Plan and the Master Plans and Class EAs identified above. The proposed development is within Phase 1 of the Salem Secondary Plan, conforming to policy 8.7.3.2. Additionally, the Engineering Department has confirmed that the development conforms to these Master Plans and Class EAs.
 54. Policies 8.6.5(a) and (b) outline the requirement for development to comply with the recommendations of the Drainage and Stormwater Management Master Plan and the need to submit a Subwatershed Impact Study as part of the submission of a complete application. The Engineering Department has confirmed that the development generally conforms to the Drainage and Stormwater Management Master Plan and a Subwatershed Impact Study was submitted and approved for the entire Salem Secondary Plan Area prior to the submission of a complete application.
 55. Policies 8.6.6(a) and (b) require utilities and telecommunication providers to work with the applicant and the City to establish the availability and location of services and that their services should be located within an initial common trench. As part of the technical review of this application InnPower (hydro provider), Enbridge (gas provider), and Bell (telecommunications) have been circulated for comment. As part of the detailed design, the exact locations of the utilities, including trenches will be determined, however, it is standard practice to locate these services within a common trench in the public right-of-way, in conformity with policies 8.6.6(a) and (b).
 56. Policies 8.6.13(a) and (b) state that the City shall work to ensure efficient and effective allocation of Fire and Ambulance Station sites, and Police services to serve the Salem Secondary Plan Area. To satisfy these policies, Barrie Fire and Emergency Services, Barrie Police, and the County of Simcoe have been circulated as part of the technical review. No service has identified the need for a site within the proposed development.
 57. Policy 8.6.13(c) requires that development proposals be reviewed to ensure they are designed to accommodate emergency vehicles and other safety considerations. As stated above, Barrie Fire and Emergency Services and Barrie Police were circulated as part of the technical circulation. Additionally, the development conforms to municipal standards, which take into account the needs of emergency vehicles.
 58. Policy 8.7.3.1 outlines the requirements prior to development and includes the following:
 - a) Policy 8.7.3.1(a) – Council for the City of Barrie has satisfied itself that future growth can proceed in a financially sustainable manner, as demonstrated in its Long-Term Fiscal Impact Assessment of Growth, (FIA) prepared by Watson & Associates Economists Ltd. as adopted by Council, or as updated through the City's Long Range Financial Plan (LRFP);

- b) Policy 8.7.3.1(b) - The City has in full force and effect, and not subject to appeal, a Development Charges By-law(s) enacted under *the Development Charges Act, 1997* or any successor legislation, identifying and imposing charges applicable to the lands in the Salem and Hewitt's Secondary Plan Areas;
- c) Policy 8.7.3.1(c) - Landowners in the Salem Secondary Plan Area have entered into an agreement or agreements with the City or shall be required to enter into an agreement or agreements with the City including development agreements in accordance with Section 6.1.3 of the Official Plan;
- d) Policy 8.7.3.1(d) - Landowners have entered into a Master Parkland Agreement for the Salem Secondary Plan Area with the City where required in accordance with the provisions of Section 8.6.7.3 of this Plan;
- e) Policy 8.7.3.1(e) - Landowners in the Salem Secondary Plan Area have entered into a cost sharing agreement, prior to the approval of any draft plan of subdivision or condominium or rezoning by the City, to establish the means by which each developer/owner will share in the provision of community facilities and services as well as common amenities (e.g. collector roads, municipal water and wastewater services, parkland) for the Secondary Plan Area; and,
- f) Policy 8.7.3.1(f) - Any additional requirements of the City are satisfied including consideration of provisions for the public ownership of the Natural Heritage System where it forms part of lands proposed for development.

Council for the City of Barrie has an adopted a Long-Term Fiscal Impact Assessment of Growth to which this development is consistent with; the City has a Development Charges By-law (Municipal – Wide Development Charges By-law 2019-055) in effect; the applicant will be required to enter into a subdivision agreement with the City prior to development of the lands; a Master Parkland Agreement has been entered into for the landowners within the Salem Secondary Plan Area; and, the landowners within the Salem Secondary Plan Area have entered into a cost sharing agreement. The subject site does not include any portion of the Natural Heritage System, therefore policy 8.7.3.1(f) is not applicable.

Height and Density Bonusing

- 59. The Bonusing Policies (Section 6.8) within the Official Plan permit City Council to negotiate community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. With respect to the subject development, the applicant is proposing a Zoning By-law Amendment that is consistent with the height and density provisions of the proposed RM3 zoning for the subject lands. As such, Planning staff are of the opinion that the application, if approved, would not be subject to the height and density bonusing policies of the Official Plan as the proposed building height and density is consistent with the provisions of the Zoning By-law.

Zoning Rationale for Special Provisions (SP)

- 60. As noted above, the applicant has requested to rezone the subject lands to Neighbourhood Residential Multiple Zone with Special Provisions (RM3)(SP-XXX). The site specific provisions (SP) discussed below have been requested to implement the proposed development concept and would allow for a built form that is consistent with the Official Plan.

Minimum Lot Frontage

61. The applicant is requesting a reduction in the minimum required lot frontage from 5.5 metres to 4.5 metres for the proposed back-to-back townhouse units. The proposed reduction in lot frontage is not uncharacteristic of other townhouse lot frontages in the City. In accordance with the Multiple Residential Street Townhouse Zone (RM2-TH) established through the City's Comprehensive Zoning By-law 2009-141, the proposed 4.5m lot frontage is consistent with a number of other townhouse lots within the City. Staff are of the opinion that the proposed reduction in overall frontage will not affect the functionality of the proposed lots as each unit would contain a driveway, front door and landscaped area consistent with other townhouse units throughout the City. In addition, a neighbourhood park is proposed in the adjacent H&H Draft Approved Plan of Subdivision to the immediate west which will provide passive and active outdoor amenity areas for residents of the proposed development.

Maximum Number of Contiguous Units

62. The applicant is requesting an increase to the maximum number of contiguous units in a row from eight (8) to ten (10) for the proposed townhouse units. In this regard, the applicant is proposing a total of nine (9) contiguous units in a row associated with Blocks 1 and 3 and a total of ten (10) contiguous units in a row associated with Blocks 2 and 4 (see Appendix "G"). Planning staff recognize that the intent of this provision is to provide appropriate building separation and reduce the visual impact of contiguous building facades/massing adjacent to a street. Given the overall size of the parcel, staff are of the opinion that the extension of the proposed townhouse blocks by a maximum of 2 units per block, would create the most efficient development form for townhouses over the subject lands. In addition, the applicant is proposing staggered building setbacks for each block to assist in reducing the perceived visual impact of a contiguous building façade.
63. While the extension of these blocks could result in additional building code considerations, staff are satisfied that such matters can be adequately addressed through the construction process and regulated by the City through the issuance of building permits, if required. Further, townhouse blocks containing more than eight (8) contiguous units in a row are permitted throughout the City of Barrie provided the development is not located on a municipal street. As such, Planning staff are satisfied that the proposed increase in the maximum number of contiguous units in a row is appropriate as it relates to the concept plan submitted.

Maximum Width of a Garage Door and Driveway

64. The applicant has requested that a maximum 3m wide garage door (66% of the total lot width) be permitted for the proposed townhouse units; whereas a maximum width of 2.7m (60% of the total lot width) would be permitted in the RM3 zone. Further to this site specific provision, staff are recommending that a maximum associated driveway width of 3m also be required for the proposed RM3(SP-XXX) zoning over the subject lands. In this regard, Section 14.3.3.1 (c) of the City's Comprehensive Zoning By-law, provides that the maximum driveway width shall not exceed the width of the garage by more than 1.0m. Should approval be granted for the proposed increase to the maximum garage door width of 3m, staff recognize that by default, a maximum driveway width of 4m would be permitted. As such, staff are recommending that an additional and more restrictive zoning provision be applied to the RM3(SP-XXX) to restrict the maximum width of a driveway to 3m.
65. Staff recognize that these site specific zoning provisions would permit the use of standard size garage doors for the proposed development, while ensuring that a minimum 1.5m wide landscape area is provided for each unit, consistent with other townhouse developments throughout the City. Further, staff note that driveways will be paired so as to increase the

landscaped open space area between driveways to 3m, thereby reducing the visual impact of hardscape within all yards abutting a street.

Street Townhouses within the RM3 Zone Shall Comply with the R5 Standards

66. On November 25, 2019, Council passed By-law 2019-115 which recommended approval of several minor housekeeping amendments associated with the City's Comprehensive Zoning By-law 2009-141. More specifically, a provision was added to Section 14.5.6 that requires street townhouse dwellings within the RM3 zone to comply with the R5 zone standards. While this provision would apply to the subject lands, at the time of writing this report final approval of By-law 2019-115 has not yet been received as the appeal period associated with By-law 2019-115 does not expire until December 27, 2019. As such, staff are recommending that this same provision be reflected in the implementing Zoning By-law for the subject lands as referenced in the recommended motion.
67. In staff's opinion, the proposed site layout is functional and the proposed site specific zoning provisions would result in an appropriate form of residential development over the subject lands. The above noted site specific provisions have been reflected in the recommended motion in order to provide Council and 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.

Summary

68. 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 48 residential townhouse units over the subject lands at the density proposed, is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and the Salem Secondary Plan, while being respectful of the existing and planned land uses adjacent to the proposed development. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed through the associated draft plan of subdivision application (D12-445) prior to the lands being developed.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

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

ALTERNATIVES

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

Alternative #1

General Committee could refuse the subject Zoning By-law Amendment application and maintain the current Rural Residential (RR) zoning over the subject lands pursuant to Zoning By-law 054-04 (Innisfil).

This alternative is not recommended as the subject property forms part of the lands that were annexed from the Town of Innisfil on January 1, 2010 with the intent to allow the City of Barrie to expand in a compact and sustainable manner. The proposed amendment is consistent with, and conforms to, both Provincial and Municipal policy.

Alternative #2

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

This alternative is not recommended as the applicant has responded to the comments received through the technical review process and staff are

satisfied that the proposed special provisions are appropriate for the subject lands as they relate to the amended concept plan submitted.

FINANCIAL

71. Through the subdivision process, the applicant will be required to enter into a Subdivision Agreement with the City, which requires the payment of Development Charges and securities for site development works. Through the subdivision registration process, the City will collect approximately \$2,514,432.00 in Development Charges (\$52,384.00 per unit, indexed annually) (2019 rates).
72. Additionally, as per the Memorandum of Understanding, the developer has agreed to pay a capital contribution charge of \$4,964.00 per unit for all lots in Phase 1, which will add approximately \$238,272.00 in additional revenues (2019 rates).
73. Municipal property taxes are collected annually. The total municipal taxes collected in 2019 for the subject site was \$5,450.58. At this time, it is not possible to provide estimates of the market prices for the housing that will be available through this future subdivision as building permits are not expected until 2021 at the earliest. However, the assessed value of the future housing is anticipated to be 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.
74. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
75. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, 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.

LINKAGE TO 2018-2022 STRATEGIC PLAN

76. The recommendations included in this Staff Report support to the following goals identified in the 2018-2022 Strategic Plan:
 - Building Strong Neighbourhoods
 - i) Build walkable, diverse neighbourhoods that encourage community connections;
 - ii) Grow Responsibly
 - Improving the Ability to Get Around
 - iii) Increase transportation options, including active transportation modes;
 - iv) Make connections

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77. In accordance with Council's goals, the proposed development would provide for a compact form of development that would maximize the use of the subject lands, utilize planned services and infrastructure, supports public transit use and active transportation, and would support diverse and safe neighbourhoods. The proposal integrates with the surrounding draft approved plans of subdivision and aids in creating a complete community.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Proposed Draft Plan of Subdivision
Appendix "C" – Salem Secondary Plan Phasing
Appendix "D" – Proposed Pedestrian Circulation Plan
Appendix "E" – Neighbourhood Context
Appendix "F" – Technical Study Descriptions
Appendix "G" – Concept Plan Evolution

APPENDIX "A"

Draft 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 910 Veteran's Drive, as shown on Schedule "A" to this By-law, from Rural Residential (RR) to Neighbourhood Residential Multiple Zone - Special Provision (RM3)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 19-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 910 Veteran's Drive from Rural Residential (RR) pursuant to Zoning By-law 054-04 (Innisfil) to Neighbourhood Residential Multiple Zone - Special provision (RM3)(SP-XXX) pursuant to Zoning By-law 2009-141, 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 14.3.3.1(b) of By-law 2009-141, the maximum width of a private garage door shall be 3.0 metres (67 percent of the total lot width) in the Neighbourhood Residential Multiple Zone (RM3)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 14.3.3.1(c) of By-law 2009-141, the maximum width of a driveway shall be 3.0 metres in the Neighbourhood Residential Multiple Zone (RM3)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Table 14.5.6 of By-law 2009-141, the minimum lot frontage for a back-to-back townhouse dwellings shall be 4.5 metres in the Neighbourhood Residential Multiple Zone (RM3)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Table 14.5.6 of By-law 2009-141, a maximum of 10 contiguous units in a row shall be permitted in the Neighbourhood Residential Multiple Zone (RM3)(SP-XXX) zone.



6. **THAT** Table 14.5.6 Residential Standards of Comprehensive Zoning By-law 2009-141 be amended by adding the following footnote:

(3) Street townhouse dwellings in the RM3 Zone shall comply with the R5 Zone street townhouse standards.

7. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.

8. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2020.

READ a third time and finally passed this this **date** day of **month**, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" attached to By-law 2019-XXX



910 Veteran's Drive

Zoning By-law Amendment

Location Map

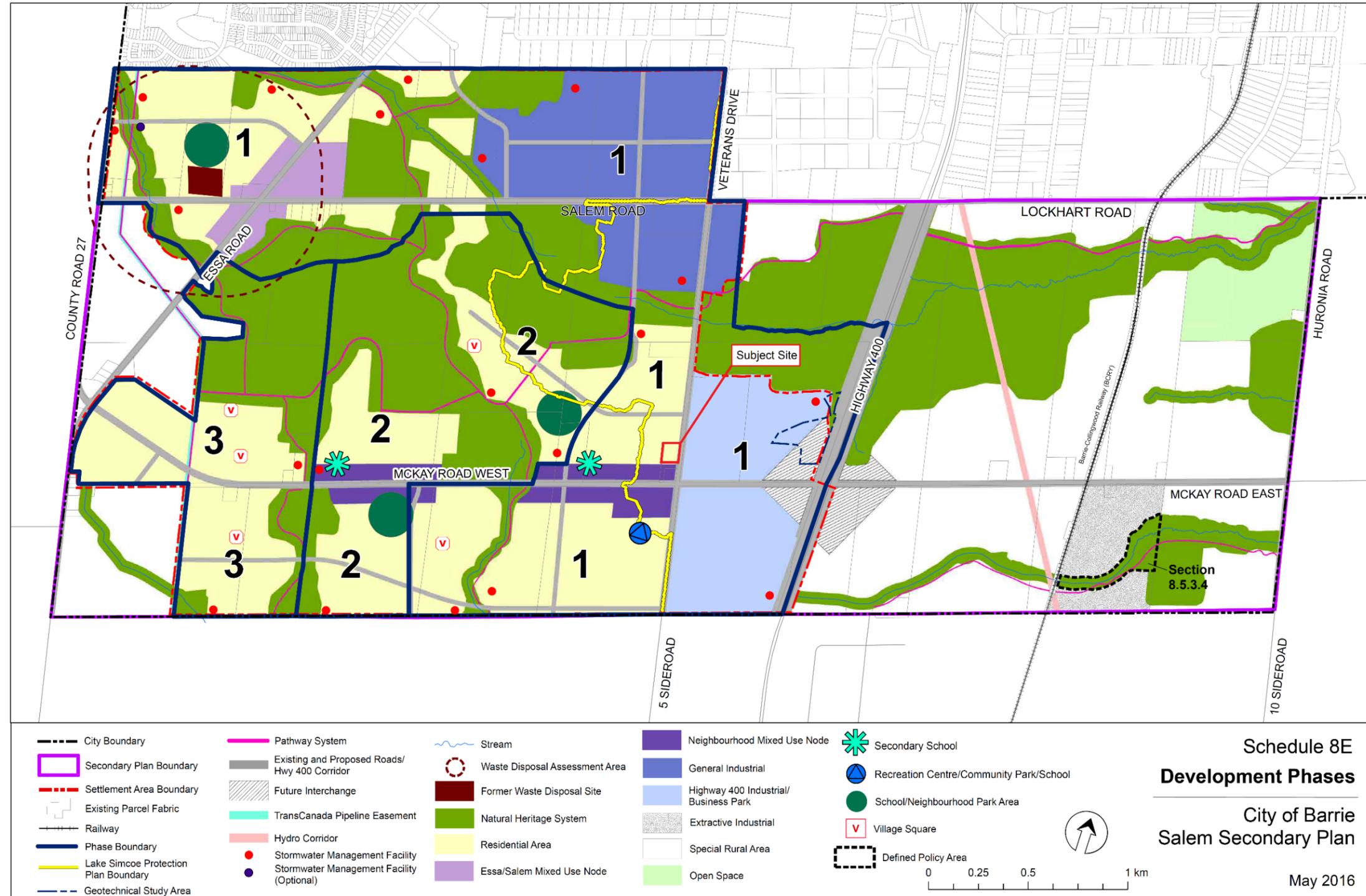


2528286 Ontario Inc. & 2431805 Ontario Inc.

File Number: D14-1675
Date: November 15, 2019

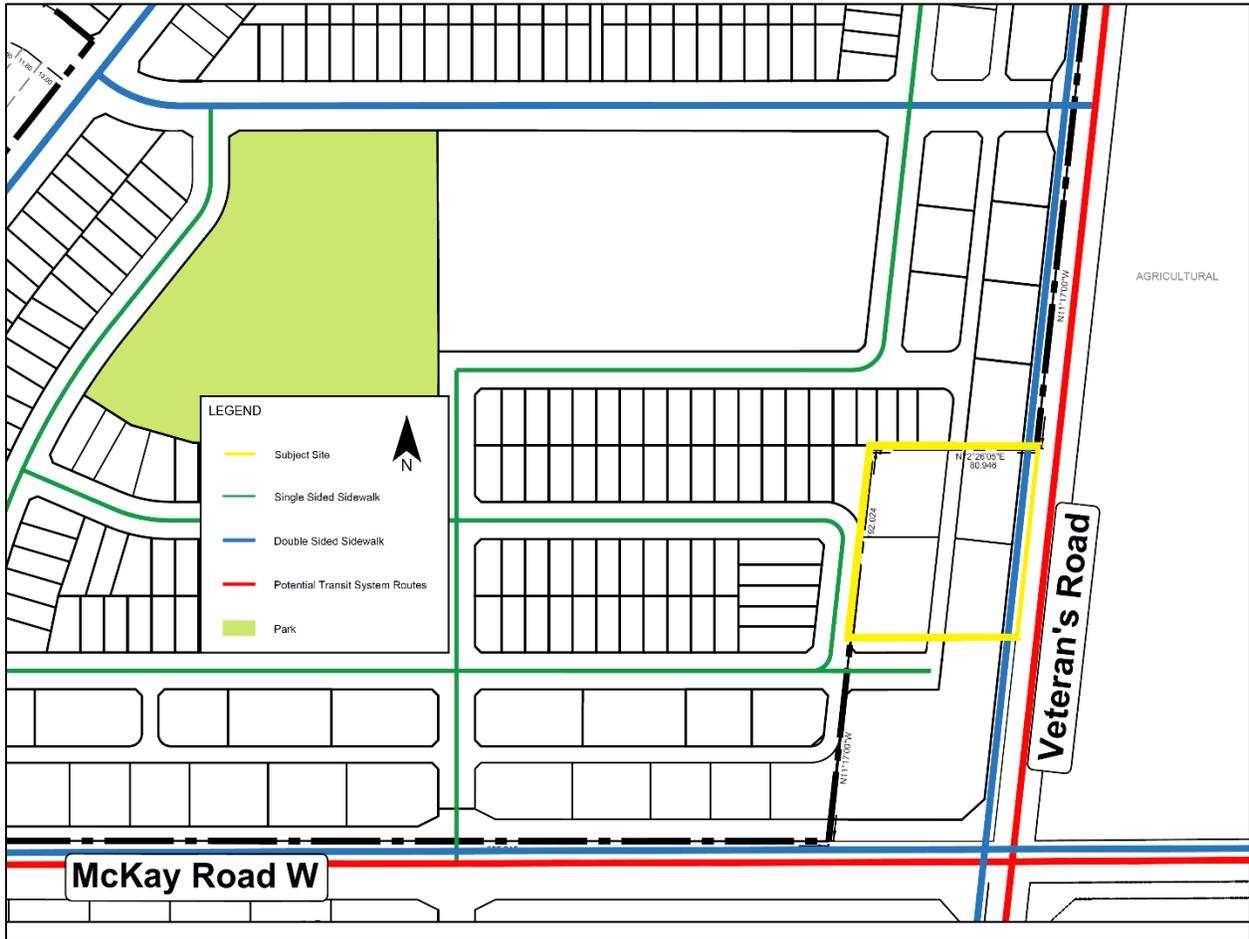
APPENDIX "C"

Salem Secondary Plan Phasing



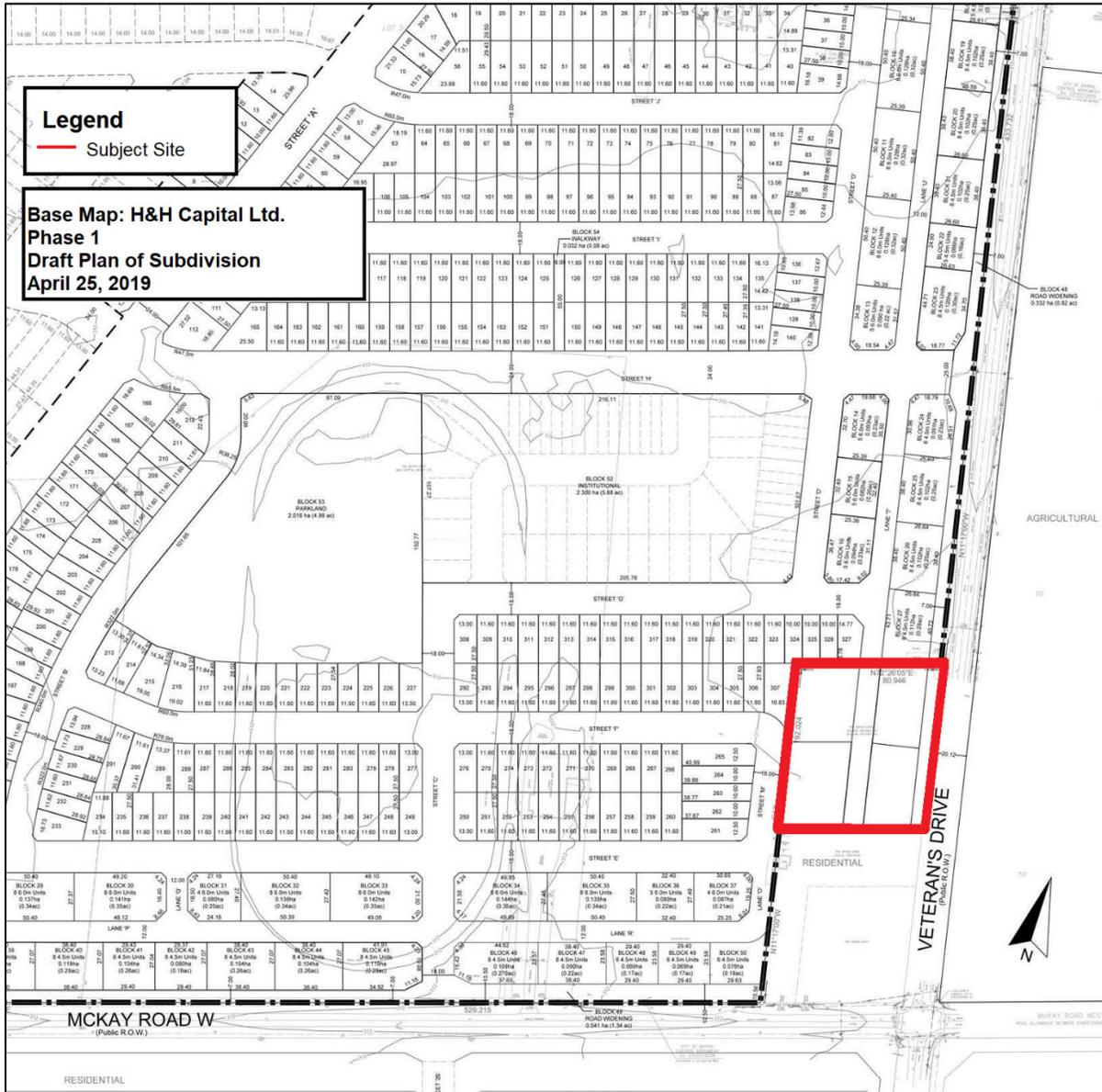
APPENDIX "D"

Proposed Pedestrian Circulation Plan



APPENDIX "E"

Neighbourhood Context



APPENDIX "F"

Technical Study Descriptions

- a) **Planning Justification Report** (May 2019, Addendum September 2019) – provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of Dykstra Planning & Development Group, that approval of the subject application and associated Draft Plan of Subdivision application will permit the subject lands to be developed in a manner that will contribute to the City of Barrie's vision of a complete community for the Salem Secondary Plan Area. Further, the proposal represents good planning as it conforms or is consistent with the applicable policies reviewed in the *Planning Act*, Provincial Policy Statement, the Provincial Growth Plan, and the City of Barrie Official Plan.
- b) **Functional Servicing Report** (March 2019) – describes the existing servicing infrastructure in the vicinity of the site and provides recommendations for the provision of sanitary drainage, water distribution and stormwater management in accordance with City of Barrie criteria in support of Draft Plan Approval. In the opinion of Pinestone Engineering Ltd., the proposed 48-unit residential development would be serviced from future servicing to be constructed along Street 'E'. Storm water from the site will be directed to Street 'E' and discharge to the proposed SWMF E2 located within the H&H Capital Group Ltd. Lands. Grading on the subject site is largely impacted by the final grading determined through the detailed design of the subdivision along the north and west boundaries. Grading will need to be coordinated at the detailed design stage to ensure compatibility. The developer will be responsible to ensure necessary cost sharing arrangements are in place to utilize the servicing on Street 'E'.
- c) **Geotechnical Report** (March 2019) – provides a review of the soils found on site by Central Earth Engineering Ltd. and makes recommendations for the removal of soil and use of granular fill material to stabilize the subject lands for future development.
- d) **Hydrogeological Report** (March 2019) – provides a review of the underground conditions/hydrogeological investigations completed by Central Earth Engineering Inc. (CEE) for the subject lands. The comments in this report are intended for the guidance of the design engineers.
- e) **Transportation Impact Study** (December 2018) – summarizes the traffic impact study prepared for the proposed residential development, assesses the impact of traffic related to the development on the adjacent roadway, and provides recommendations to accommodate this traffic in a safe and efficient manner. This report concludes, in the opinion of JD Northcote Engineering Ltd., that no additional infrastructure improvements are recommended and the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.
- f) **Noise Impact Study** (March 2019) – predicts the road traffic noise generated from Veteran's Drive and McKay Road at the proposed dwellings and in the outdoor living areas in accordance with Ministry of Environment, Conservation and Parks (MECP) noise guidelines. The report concludes, in the opinion of HGC Engineering, that predicted sound levels will exceed MECP guideline limits for some of the proposed units and provides noise control recommendations and warning clauses associated with the proposed units.
- g) **Species at Risk Screening (SAR)** (March 2019) – provides a screening of the potential for SAR to occur and concludes, in the opinion of Dillon Consulting, that there is low likelihood of potential impact to SAR and/or their habitat as a result of the proposed development.

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- h) **Stage 1-2 Archaeological Property Assessment** (March 2019) – considers the potential for the presence of archaeological resources within the limits of the subject lands and summarizes the assessments completed to determine same. The report concludes that no archaeological resources were encountered during the course of the survey and recommends that no further archaeological assessment of the property be required. This report has been entered into the Ontario Public Register of Archaeological Reports in accordance with Ministry of Tourism, Culture and Sport requirements.

