
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT – 97 MILLER DRIVE

WARD: 5

PREPARED BY AND KEY CONTACT: T. BUTLER, PLANNER
EXT. 5446

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

GENERAL MANAGER APPROVAL: A. MILLER, RPP
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions Inc., on behalf of South of 49 Inc., to rezone a portion of the lands known municipally as 97 Miller Drive, legally described as Part of Lot 23, Concession 7, City of Barrie from 'Residential Single Detached First Density' (R1) to 'Residential Single Detached Dwelling Third Density' (R3) be approved as shown in Appendix "A" to Staff Report DEV028-20.
2. 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 the following matters raised in those submissions and identified within Staff Report DEV028-2020.
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.

PURPOSE & BACKGROUND

Report Overview

4. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 97 Miller Drive (see Appendix "A" – Draft Zoning By-law Amendment) The purpose of the application is to amend the zoning for a portion of the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Single Detached Dwelling Third Density' (R3). The effect of the application is to facilitate a boundary line adjustment and lot creation for three (3) new residential lots.
5. The ultimate development proposal will create three (3) new lots with frontage on Pringle Drive and one retained lot with frontage on Miller Drive as shown on Appendix "B" – Severance Sketch and Appendix "C" – Boundary Line Adjustment.

6. If approved, subsequent applications for consent (severance) and a boundary line adjustment (lot addition) would be required for the creation of the new lots. These applications would be considered by the Committee of Adjustment. Council's decision on the subject application is independent from any decision made by the Committee of Adjustment regarding future consent applications. Approval of the subject application does not suggest that future consent applications will be approved.
7. Planning staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of low density residential infill development that is consistent with and conforms to Provincial and City planning policy.

Development Proposal

8. The application, if approved, would amend the zoning of the subject lands to ultimately facilitate a boundary line adjustment and severance for the creation of three (3) new lots to construct three (3) single detached dwelling units. The lands at 97 Miller Drive being rezoned to 'Residential Single Detached Dwelling Third Density' (R3) would establish zoning permissions and provisions consistent with what would be required to support the Committee of Adjustment applications.



Figure 1. Location Map - Lands Subject to ZBA and Future Committee of Adjustment Applications

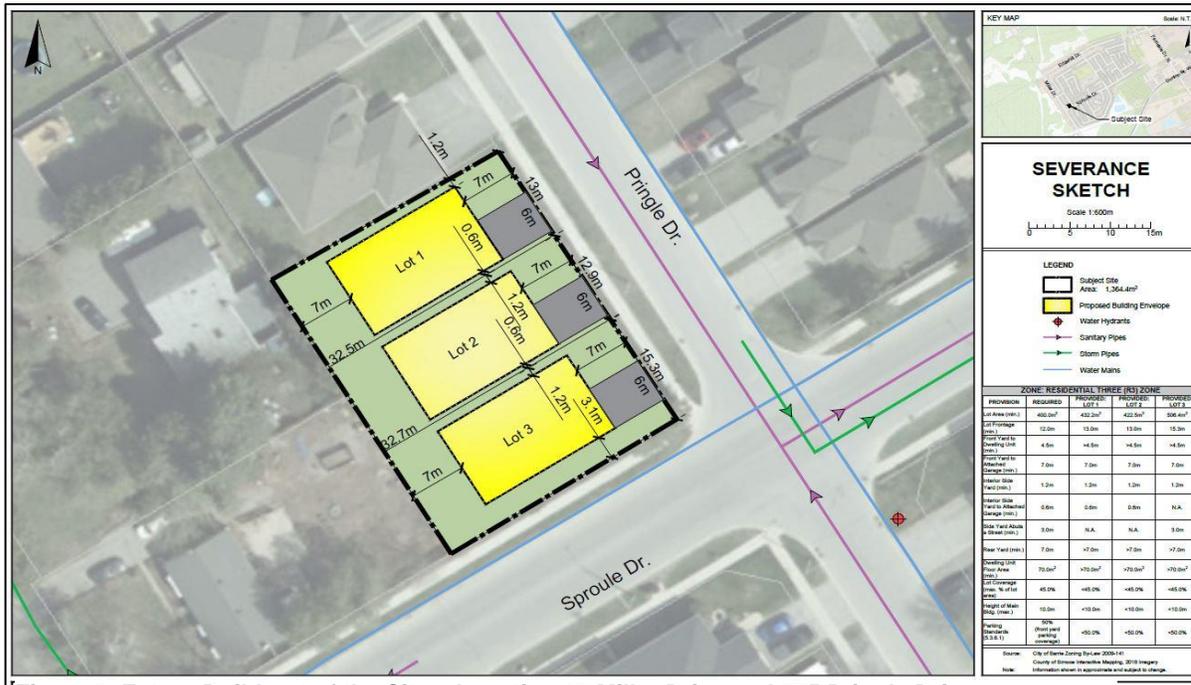


Figure 2. Future Build-out of the Site - A portion 97 Miller Drive and 275 Pringle Drive

Location

9. The subject site is approximately 1,688.03 square metres with 24.2 metres of frontage on Miller Drive and contains an existing single detached dwelling and a detached accessory structure (garage). The garage is proposed to be demolished in order to accommodate the new residential lots. The lands are located on the north side of Sproule Drive and are surrounded by low density residential land uses.
10. The existing land uses surrounding the subject property are as follows:
 - North:** Existing residential subdivision, consisting of primarily single detached homes.
 - South:** Existing residential subdivision, consisting of primarily single detached homes. A hydro corridor is located south of Pringle Drive.
 - East:** Existing residential subdivision, consisting of primarily single detached homes.
 - West:** Existing residential subdivision, consisting of primarily single detached homes.

Existing Policy

11. The subject property is designated 'Residential' on Schedule "A" – Land Use in the City's Official Plan and is zoned 'Residential Single Detached Dwelling First Density' (R1) in accordance with the City's Comprehensive Zoning By-law 2009-141. The predominant use of the Residential designation shall be for all forms and tenure of housing. The proposed single detached dwellings would be permitted within the existing Residential designation. A boundary line adjustment conveying lands from 97 Miller to 275 Pringle Drive necessitated the subject Zoning By-law Amendment application to rezone the portion to 'Residential Single Detached Dwelling Third Density' (R3). A single detached dwelling is permitted within the R3 Zone.

Background Studies

12. In support of the subject application, the following reports and studies were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under [Ward 5](#).
- Planning Justification Report (Innovative Planning Solutions, April 2020)
 - Tree Preservation Report and Management Plan (Peter Gill, Natural Resources & Landscape Consultant, March 2020)

PUBLIC CONSULTATION

Neighbourhood and Public Meetings

13. A Neighbourhood Meeting was held on January 23, 2020 to present the proposed development to local residents. Approximately two residents were in attendance in addition to the applicant's Planning consultant, Ward 5 Councillor Robert Thompson, and Planning staff. The following matters were discussed at the Neighbourhood Meeting:

- a) Concerns with the loss of mature trees.

Concerns were expressed regarding tree removals and boundary tree preservation along the rear lot line (west), not only to provide buffering and maintain privacy on adjacent lots; but to maintain the integrity of the natural environment across the City.

The City's Tree Removal By-law 2014-115 does not permit property owners to harm and/or remove shared boundary trees without written consent from the adjacent property owner(s). Property owners are also required to install tree protection fencing at the drip line of shared boundary trees and maintain a 5 metre setback to building foundations.

A Tree Preservation and Management Plan was submitted in support of the application, which identifies the preservation of existing vegetation. While the applicant is proposing to preserve much of the existing vegetation along the rear (west) lot lines, it is important to note that the majority of this vegetation is privately owned by the applicant.

- b) Ensuring compatibility of the proposed development with the existing residential development in the neighbourhood.

Residents expressed concern ensuring the proposed development would be compatible with the existing residential development in the neighbourhood. Specifically, residents wanted assurances that the concept plan would not drastically change following the neighbourhood meeting. Since the neighbourhood meeting, there have been no notable changes to the concept plan. If approved, it is anticipated that some minor modifications may be made to the plan through the detailed design that would occur prior to issuance of a building permit, however, these changes would not alter the proposed built form.

Public Meeting

14. A Statutory Public Meeting was held on June 23, 2020 to present the subject application to Planning Committee. No comments or questions were received from members of the public.

Department & Agency Comments

15. The subject application was circulated to staff in various departments and to external agencies for review and comment.
16. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating the subject lands are not located within an area governed by Ontario Regulations 179/06 under the *Conservation Authorities Act*. As such, the LSRCA does not have any concerns with the proposed application.
17. Development Services (Approvals) staff do not have any objections to the approval of the proposed application. If approved, Development Approvals staff are satisfied that any technical matters associated with the proposed development would be addressed through the subsequent building permit application.
18. Development Approvals (Landscaping) staff have reviewed the concept plan and tree inventory and preservation plan submitted in support of the subject application and are generally satisfied with the proposal. Development Approvals staff have confirmed that the proposed development would not impact any boundary vegetation.
19. Transportation Planning staff do not have any concerns with the proposed development after the review of the overall site plan. Transportation staff have requested that a survey be submitted for Right of Way dedications if the application is approved by Council. These dedications would be obtained through the associated consent applications.
20. The City's Fire and Emergency Services Department reviewed the proposed development and expressed no concerns with the approval of the subject application.
21. The Building Services Department reviewed the proposed development and expressed no concerns with the approval of the subject application. If approved, a building permit application would be required following the approval of the subsequent Committee of Adjustment applications.
22. The City's Risk Management Official does not have any objections to the approval of the proposed application. If approved, any technical matters associated with the proposed development would be addressed through the subsequent Committee of Adjustment applications.
23. Enbridge, Hydro One and Bell Canada reviewed the proposed development and have expressed no objection to the approval of the subject application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through the subsequent building permit application.
24. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board (SMCDSB) provided comments indicating they had no concerns with the proposed zoning by-law amendment application.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

26. 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>.
27. The proposed development is consistent with this legislation as it is located within the settlement area of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit and schools; and, provides for a variety of residential units and tenure. If developed accordingly, the development would provide housing units in a built form that is generally consistent with the surrounding neighbourhood with a compact built form that minimizes impacts to climate change.

Provincial Policy Statement (2020) (PPS)

28. 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 can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
29. 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.
30. Policies 1.1.3.1, 1.1.3.2 and 1.1.3.3 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed amendment is consistent with these policies as the subject lands are located within the settlement area of Barrie; provides a more compact form of development (3 single detached dwellings vs. a vacant lot); minimizes impacts to climate change; will have access to the municipal sidewalk to support active transportation; and, will utilize existing and available infrastructure.
31. Based on the foregoing, staff are of the opinion that the proposed development is consistent with the Provincial Policy Statement (2020).

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

32. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan) 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>
33. 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.
34. 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.
35. Staff are satisfied that the proposed development conforms to the Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing municipal infrastructure, support public transit along Miller Drive and Sproule Drive, and would be a modest form of residential intensification within an existing built-up area of the City. The proposed development will also contribute to the City's current intensification target of 40% of new growth within the existing built boundary.

Lake Simcoe Protection Plan (LSPP)

36. 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 provided comments noting that they do not have any objections to the approval of the subject application. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan (OP)

37. 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 Official Plan 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' within the City's Official Plan. Lands that are designated 'Residential' are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.
39. There are a number of policies in the Official Plan that generally support the proposed development. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.

General Policies

40. Section 3.1.1 identifies that it is a goal of the City to direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension. The proposed development is consistent with this goal of the Official Plan as the subject lands can be directly connected to existing municipal sanitary, storm and water services on Pringle Drive. Utilities such as natural gas and electricity are also available through local utility companies.
41. 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 modest residential intensification in an area where existing infrastructure (water, storm and sanitary services) and service facilities (local parks, schools and transit) are available. Further, the proposed development contributes to a safe, vibrant and pedestrian-friendly streetscape by way of street oriented development along Pringle Drive and direct access to the existing municipal sidewalk. The proposed built form is also generally compatible with the scale, height and character of existing dwellings in the surrounding area.
42. Section 3.3.2.1(c) of the Official plan states that the City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification is defined to include, among others, infill and redevelopment of clean sites. The proposed development is considered a form of residential intensification as defined in the City's Official Plan. When reviewing development applications for residential intensification, consideration is given to the lot fabric and the existing and planned character of the area, as well as the intensification and density targets of the Official Plan. The proposed development consists of three (3) lots with a developable area that is equal to or larger than that on existing R3 residential lots on the west side of Pringle Drive. The subject lands are also not located in a neighbourhood with varying lot sizes, frontages and configurations. Furthermore, the proposed development consists of a modest form of intensification that will make a small contribution to the City's overall intensification target for built-up areas.

Affordable Housing

43. 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 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,

- 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. The proposed R3 residential zoning would permit second suites which are considered to be a more attainable and/or affordable form of housing. Section 3.3.2.2 of the Official Plan further identifies that accessory suites are permitted in single detached dwellings, subject to the standards of the comprehensive zoning by-law.

Energy Conservation and Renewable Energy Systems

44. Section 3.7.2.1 promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. This proposal conforms to this policy as it provides a more compact development than what currently exists on the subject vacant lands. The development proposal would increase the density on the subject lands, while consuming less land and utilize existing services and infrastructure, thus supporting overall energy conservation in the City.

Land Use Policies

45. Section 4.2.1(f) of the Official Plan identifies that it is a goal of the City to plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible uses. The proposed development is consistent with this policy as the applicant is proposing to amend the zoning of the subject lands from R1 to R3 to facilitate the development of three (3) single detached dwelling units in a neighbourhood that consists of primarily single detached dwelling units on R1 and R3 residential lots. The proposed land use, lot sizes and built form are generally consistent with the established character of the neighbourhood and, if approved, would not result in conflicts between land uses.
46. Section 4.2.2.1(a) states that the predominant use of Residential lands shall be for all forms and tenure of housing. The proposed development is consistent with this policy as the proposed built form (single detached dwelling units) reflects the form and character of Pringle Drive and surrounding area. The area consists primarily of single detached dwelling units on varying lot sizes. The area and frontage of existing lots in the area range from 400 square metres with 12 metres of frontage to 1700 square metres with 35 metres of frontage.
47. In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for low density residential development shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area and the local residential streets, but excluding Open Space and Environmental Protection Areas. Low density residential developments shall consist of single detached, duplexes or semi-detached dwelling units at densities ranging between 12 and 25 units per net hectare. The average density within this range shall generally be achieved by combining a mix of housing types/built form and densities within these ranges. In accordance with these provisions, the proposed development represents a density of 23 units per net hectare. The proposed zoning by-law amendment would facilitate an increase in density on the subject lands, while remaining consistent with the density range of the Official Plan and respecting the character of the neighbourhood. In doing so, the proposed development is able to use the land, municipal infrastructure and services more efficiently.
48. The General Design Policies in Section 4.2.2.4 of the Official Plan requires residential development to provide necessary on-site parking and a functional open space amenity area (i.e. landscaping), and encourage the maintenance and improvement of the character, and appearance of existing residential areas. The proposed development is consistent with this policy as the proposal exceeds the minimum parking and setback requirements of the R3 Zone in Zoning By-law 2009-141 (see Appendix "B" – Severance Sketch). In this regard, each of the proposed dwelling units could

accommodate a vehicle in the driveway and in the garage. The building setbacks proposed also provide for a rear yard amenity area, as well as landscaped areas in the front and side yards.

49. Section 4.2.2.5(a) discourages the spot re-zoning of residential lands when they would have a negative impact on an existing neighbourhood. Specifically, development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged in order to maintain healthy, safe and liveable communities and a high degree of residential area amenity. In this case, the applicant is proposing to amend the zoning of the subject lands to a R3 Zone which would permit single detached dwellings. The surrounding neighbourhood is made up primarily of single detached dwelling units on R1 and R3 residential lots. As such, the proposed development is considered to be compatible with the existing built form and land uses in the area. In addition, the proposed development is not expected to generate high volumes of traffic and is not considered to be a use that generates large amounts of noise, odours or dust.
50. Section 4.2.2.5(b) of the Official Plan requires uses in the Residential designation to have access to full municipal sewer and water services. The proposed development is consistent with this policy as the subject lands are serviced by municipal sewer, storm and water services located on Pringle Drive.

Intensification Policies

51. Section 4.2.2.6 of the Official Plan encourages intensification in residential areas through residential conversions, infill, and redevelopment to promote an increase in planned and/or built densities, and to achieve a desirable compact urban form. Further, Section 4.2.2.6 of the Official Plan states that intensification will contribute to development that is more compact and will efficiently use land and resources and optimize the use of existing and new infrastructure and services. The applicant is proposing to redevelop the subject lands with three (3) new single detached dwelling units on lots that are similar in size and character to existing lots in the surrounding area. Planning staff are of the opinion that the proposed development conforms with the Official Plan as it would result in a modest increase in density, a more compact and compatible built form, and would efficiently utilize existing infrastructure on Pringle Drive.
52. The proposed development would result in an increase in density on the subject lands due to the creation of three (3) additional residential lots. Specifically, the density would increase from 5.9 to 23 units per net hectare. Although the subject lands are not located within a designated intensification area, Policy 4.2.2.6(d) of the Official Plan contains six criteria in the assessment of development applications outside of intensification areas including:
 - i. *The scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood*

The existing lots on Pringle Drive are currently occupied by one (1) and two (2) storey single detached dwelling units. The applicant is proposing three (3) single detached residential lots with areas of ranging from 422 square metres and 13 metres of frontage to 442 square metres and 15 metres of frontage. Each of the proposed lots would be developed with a single detached dwelling unit. As a comparison, the R3 residential lots located immediately east of the subject lands on Pringle Drive have an average developable lot area of approximately 403 square metres and an average frontage of 12 metres (270 to 278 Pringle Drive). In addition, the abutting lots to the north are similar in lot area and frontage and contain single detached dwellings.

The proposed lots have a greater developable area than the existing R3 lots located adjacent to the proposed new lots with frontage on Pringle Drive. Consequently, Planning staff are of the opinion that the scale and character of the proposed development is consistent with the existing built form and lot sizes in the surrounding area.

- ii. *The infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of the existing systems.*

As noted above, the proposed development would utilize the existing road, sanitary, storm and water services on Pringle Drive. Staff in the Development Services (Approvals) have confirmed that the proposed single detached dwelling units can be adequately serviced by the existing infrastructure on Pringle Drive.

- iii. *That public transit is available and accessible.*

The subject lands are located within walking distance of a public transit route which runs along Sproule Drive. Transit stops are located at the intersection of Sproule Drive and Kraus Road.

- iv. *That the development will not detract from the City's ability to achieve increased densities in areas where intensification is focused.*

The proposed development will not detract from the City's ability to achieve increased densities in areas where intensification is being encouraged. The City's Intensification Areas are intended to be developed with mid and high-rise residential and/or mixed-use developments. In this case, the subject lands are located within a low density residential neighbourhood and the applicant is proposing single detached dwellings. The proposed development is considered low density residential and will result in a higher and better use of an existing vacant lot. The proposed use of the land is also considered to be compatible with surrounding land uses, as the subject lands are surrounded by existing single detached residential lots. Therefore, the proposed development is considered to be appropriate for the area and will not have a negative impact on the City's ability to encourage intensification within the Urban Growth Centre and the Intensification Nodes and Corridors, which are better suited to accommodate medium and high density developments.

- v. *That sensitive, high quality urban design will be incorporated into the development including efficiency and safety of that environment.*

The design and building materials being proposed by the applicant are consistent with that of the existing and proposed single detached dwelling units located on Pringle Drive. Therefore, Planning staff are of the opinion that the design of the proposed dwellings will be of a high quality and would not have a negative impact on the safety and efficiency of the neighbourhood.

- vi. *That consideration is given to the preservation of heritage resources.*

The subject lands do not contain any heritage resources. Therefore, the proposed development is consistent with this policy of the Official Plan.

53. The proposed development would satisfy the intensification policies noted above as it provides for a density of 23 units per net hectare through a more compact built form within an existing low density residential neighbourhood; the project is considered infill development that utilizes existing municipal infrastructure; is within close proximity to and supports public transit; supports active transportation with direct access to municipal sidewalks; is serviced by local parks and schools; and, promotes energy efficiency through compact design and the efficient use of land.

Servicing and Transportation

54. 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 would be entirely serviced by municipal infrastructure and services, and other public utilities.

Consent (Severance) Policies

55. Section 6.2 of the Official Plan is designed to guide the Committee of Adjustment when considering applications for the conveyance (severance) of land. As noted in paragraph 6 above, should the subject application be approved by Council, consent applications for the creation of the proposed lots (3 new lots) will be required. Planning staff are satisfied that the proposed lot creation may proceed by way of consent applications as the proposal consists of only three (3) new lots and would not require the extension of municipal infrastructure and/or services.

Bonusing

56. The Bonusing Policies (Section 6.8) within the Official Plan permit the negotiation of 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. However, Section 6.8(c) states that development proposals in the R1, R2, R3, R4 and RM1 residential zones are not subject to the Bonusing policies of the Official Plan. As such, the Bonusing policies of the Official Plan do not apply to the subject application.

Zoning By-law 2009-141

57. The applicant is proposing to amend the zoning of the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Single Detached Dwelling Third Density' (R3). The purpose of the amendment is to facilitate the future boundary line adjustment and severance of the subject lands for the creation of three (3) residential lots.
58. Section 5.3.1 of Zoning By-law 2009-141, as amended, requires a minimum lot area of 400 square metres and 12 metres of frontage in the R3 Zone. The proposed development would exceed the minimum lot area and frontage provisions as the applicant is proposing lot areas that range from 422 square metres to 442 square metres with frontages ranging from 13 to 15 metres (see Appendix "B" – Conceptual Severance Sketch). Additionally, the building setbacks for the proposed single detached dwelling units would meet or exceed the minimum standards of the R3 Zone, as noted in the table below.

Table 1. Proposed New Lots Zoning Standard (R3)

| Zoning Standard | Required R3 Zone | Proposed Lot 1 | Proposed Lot 2 | Proposed Lot 3 |
|--|--------------------|---------------------|---------------------|---------------------|
| Lot Area (min.) | 400 m ² | 432.2m ² | 422.5m ² | 442.4m ² |
| Lot Frontage (min.) | 12 m | 13.0m | 13.0m | 15.3m |
| Front Yard to Dwelling Unit Setback (min.) | 4.5 m | 4.5 m | 4.5 m | 4.5 m |
| Front Yard to Attached Garage | 7.0m | 7.0m | 7.0m | 7.0m |
| Rear Yard Setback (min.) | 7 m | 7.0 m | 7.0 m | 7.0 m |
| Building Height (max.) | 10 m | < 10.0m | < 10.0m | < 10.0m |

59. The proposed zoning by-law amendment is consistent with zoning utilized in the redevelopment and intensification on surrounding lands and reflects appropriate densities in the context of current City and Provincial planning policies.

Summary

60. Planning staff have reviewed the proposed Zoning By-law Amendment application and associated comments, while having regard for conformity with relevant Provincial and City planning policies. In staff's opinion, amending the zoning of the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Single Detached Dwelling Third Density' (R3) to facilitate a future boundary line adjustment and severance applications for the construction of three (3) new single detached dwelling units is considered appropriate, is consistent with relevant Provincial Policy, conforms to the City's Official Plan and complies with the policy planning framework established for lot creation and residential infill and intensification.
61. Planning staff recommend the approval of the proposed zoning by-law amendment to rezone a portion of the subject property, as identified in Appendix "A", to facilitate the future severance of the lands for the creation of three new residential lots. In Planning staff's opinion, the proposed Zoning By-law Amendment application is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan, Lake Simcoe Protection Plan and the City of Barrie Official Plan, and is considered compatible with the existing single detached residential properties in the area.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

62. There are no environmental or climate change impact matters related to the recommendation.

ALTERNATIVES

63. There is one alternative available for consideration by Planning Committee:

Alternative #1

Planning Committee could refuse the subject Zoning By-law Amendment application and maintain the current 'Residential Single Detached Dwelling First Density' (R1) zoning on the subject lands.

This alternative is not recommended as the subject lands are suited for low density residential development in the form and density proposed given the full range of services available in the area. The proposed amendment is also in keeping with the Provincial and Municipal policy for infill and intensification outside of the City's designated intensification areas.

FINANCIAL

64. The subject application, if approved would permit the future development, subject to the Committee of Adjustment applications being approved, of three (3) additional single detached dwelling units. It is anticipated that municipal property tax revenue would be increased following zoning approval and a successful Committee of Adjustment application after the future build-out of the site.
65. Current development charges for a single detached dwelling unit are \$65,960.00, plus a \$75.00 finance fee. Based on the Severance Sketch submitted in support of the subject application, development charge revenue for the proposed development is estimated to be approximately \$197,880.00. Development Charges are calculated and paid at the time of issuance of a building permit.
66. The education levy for residential uses is currently \$2,959.00 per unit, which represents a total levy of \$8,887.00.
67. Cash in lieu of parkland is currently calculated at \$5,597.00 per residential unit, which represents a total contribution of \$16,791.00 for the proposed full build-out of the site. As the subject lands are not subject to Site Plan Control, payment will be required at the time of building permit issuance.
68. The City will also incur minimal additional operating costs associated with increased demand for municipal services. However, the impact of three (3) additional single detached dwelling units is anticipated to be minimal and are all normal growth-related expenses that are actively planned throughout the City's Capital Plan and Forecasting Plan.

LINKAGE TO 2018-2022 STRATEGIC PLAN

69. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- i. Building Strong Neighbourhoods:

The proposal maximizes the use of an underutilized site located within the Built-up Area of the City. The application proposes responsible growth in an area of low density single detached residential dwellings that encourages community connections.
 - ii. Fostering a Safe and Healthy City

The proposal represents development that efficiently uses land, resources, infrastructure, and public service facilities and provide opportunities for affordable housing.

70. In accordance with Council's goals, the proposed development would provide a more compact form of development that will maximize the use of the subject lands and utilize existing City services and infrastructure. The proposed development would have direct access to the municipal sidewalk and the City's transit services, while also providing an opportunity for affordable housing through the potential inclusion of second-suite units.

Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Severance Sketch
Appendix "C" – Boundary Line Adjustment Sketch

APPENDIX "A" - Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 97 Miller Drive, legally described as Part of Lot 23, Concession 7, shown on Schedule "A" to this By-law, from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Single Detached Dwelling Third Density' (R3).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of a portion of 97 Miller drive from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Single Detached Dwelling Third Density' (R3), in accordance with Schedule "A" attached to this By-law.
2. **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.
3. **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.

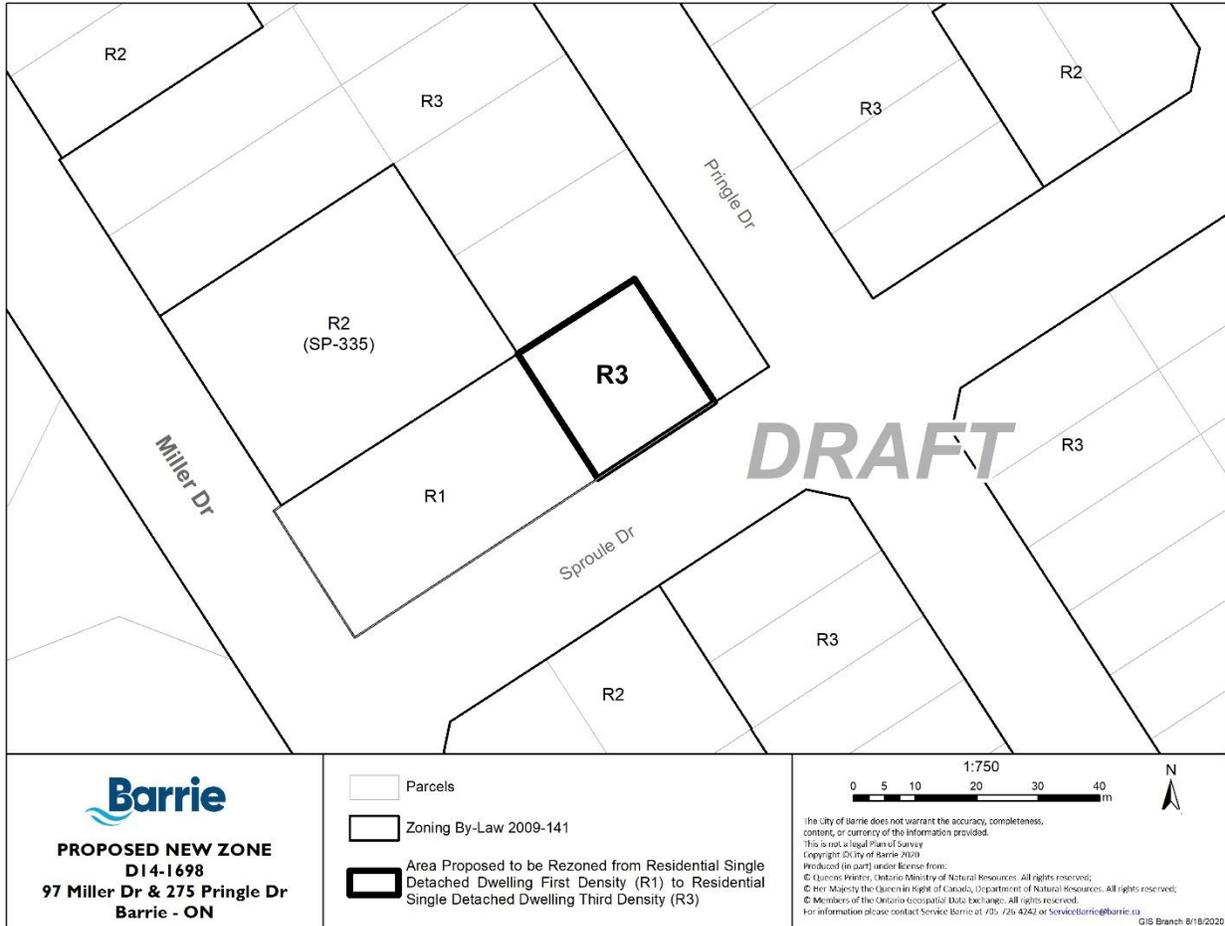
READ a third time and finally passed this this **date** day of **month**, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" attached to Bylaw 2018-XXX



Barrie
PROPOSED NEW ZONE
D14-1698
97 Miller Dr & 275 Pringle Dr
Barrie - ON

- Parcels
- Zoning By-Law 2009-141
- Area Proposed to be Rezoned from Residential Single Detached Dwelling First Density (R1) to Residential Single Detached Dwelling Third Density (R3)

1:750

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GIS Branch 8/18/2020

APPENDIX "C" – Boundary Line Adjustment (Lands Subject to ZBA)

