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**TO:** GENERAL COMMITTEE

**SUBJECT:** APPLICATION FOR ZONING BY-LAW AMENDMENT  
2440511 ONTARIO INCORPORATED AND 2431805 ONTARIO  
INCORPORATED  
521 & 527 BIG BAY POINT ROAD

**WARD:** WARD 9

**PREPARED BY AND KEY CONTACT:** BAILEY CHABOT, PLANNER  
EXTENSION 4434

**SUBMITTED BY:** S. FORFAR, MANAGER OF GROWTH PLANNING

**GENERAL MANAGER APPROVAL:** R. FORWARD, MBA, M.Sc., P. ENG.  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH  
MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** C. LADD, CHIEF ADMINISTRATIVE OFFICER

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**RECOMMENDED MOTION**

1. That the following recommendation be approved and forwarded to Council for consideration:
  - a) That the application for a zoning by-law amendment (File Number D14-1619) submitted by Innovative Planning Solutions, on behalf of 2440511 Ontario Incorporated and 2431805 Ontario Incorporated, for the properties municipally known as 521 and 527 Big Bay Point Road, be approved.
  - b) That By-Law Number 2009-141, entitled "City of Barrie Comprehensive Zoning By-Law", as amended, be further amended as per Appendix A: Draft Zoning By-law Amendment to Report Number PLN019-17.
  - c) That in accordance with Section 34(17) of the Planning Act, no further notice is required prior to the passage of the by-law.
  - d) 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 approval of the application as amended, including the following matters raised in those submissions and identified within Staff Report PLN019-17.

**PURPOSE & BACKGROUND**

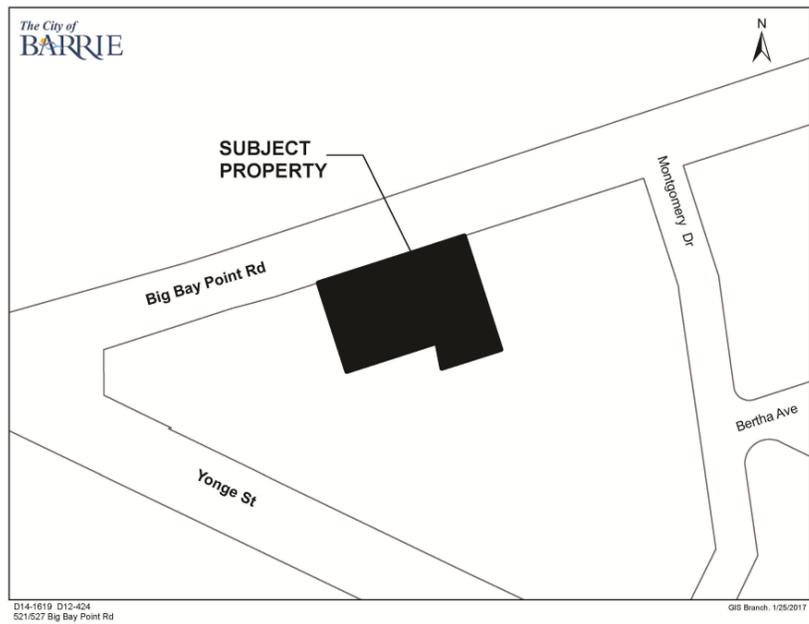
Report Overview

2. The following is a comprehensive report recommending approval for a rezoning application that will facilitate the creation of a 34 unit back-to-back residential townhouse development. The overall development plan is to accommodate these units through a private condominium corporation, with access directly from Big Bay Point Road. Private parking will be provided on-site with one space per unit as well as 7 visitor parking spaces (Appendix B: Proposed Development Concept).

3. This proposal has undergone three design iterations since it was submitted in January 2017. The initial proposal was to accommodate 25 townhouse units, which was then revised to accommodate 34 back-to-back townhouse units that were oriented in a north/south direction. This meant that the unit windows and balconies were facing the adjacent single residential units to the east and west. The final iteration, which is being considered through this report, has the back-to-back townhouse units re-oriented east/west. As such, the units' windows and balconies are now proposing to face Big Bay Point Road and the adjacent commercial development, rather than adjacent to the residential development.
4. The current proposal has addressed many concerns from members of the public regarding privacy and compatibility. The configuration and built-form also support staff comments with respect to ensuring the site is developed to support the transition between the existing lower density residential development to the east and the anticipated intensification of the Yonge Street/ Big Bay Point Road intensification node to the west.
5. Overall, this rezoning application proposes a net density of 101.2 units per net hectare which is consistent with the density range of 50 – 120 units per net hectare, as outlined in the policies of the Official Plan for properties within an intensification node. With the conclusion of the zoning-related technical review and community consultation processes, which included a Neighbourhood Meeting on March 9, 2017 and a formal Public Meeting on April 24, 2017, there are no outstanding zoning related matters, such as the developable area, density, permitted land uses, or proposed standards, to resolve. As such, this application is being recommended for approval which will facilitate the future approval of the implementing Draft Plan of Subdivision application (D12-424) that is being processed concurrently.

Subject Site Location

6. The subject site is approximately 0.36 hectares (0.88 acres) in size and is located generally on the south side of Big Bay Point Road, east of the intersection of Yonge Street and Big Bay Point Road.
7. The subject lands are comprised of two adjacent parcels: the westerly parcel known municipally as 521 Big Bay Point Road and the easterly parcel known municipally as 527 Big Bay Point Road. The properties are legally described as Concession 12 Part Lot 13 (521 Big Bay Point Road) and Plan 1213 Part 24 (527 Big Bay Point Road).



8. Surrounding Land Uses

North: There is an existing residential subdivision, consisting of primarily single family homes.

East: There is an existing residential subdivision, consisting of primarily single family homes.

South: There is an existing general commercial development.

West: There is an existing single detached residential development with general commercial development further west.

Existing Policy

9. Development of the subject site is guided by the vision for intensification nodes within the Official Plan, and the underlying land use designation which is Residential Area. This land use designation, and the policy that describes its intended uses, provide the framework for the evaluation of this proposal and the implementing development standards found in the proposed zoning by-law.

10. Given the subject site is currently zoned Residential Single Detached Dwelling First Density (R1) under the Comprehensive Zoning By-law 141-09, the site must be rezoned in accordance with the expectations for development in order to permit this proposal.

Submitted Reports and Studies

11. In support of this rezoning application and the Draft Plan of Subdivision application being processed concurrently, the following list of reports and studies were submitted. For additional information with respect to each one, please see the descriptions in Appendix C: Technical Study Descriptions.

- Urban Design Brief (January 2017, amended May 2017)
- Planning Justification Report (January 2017, amended May 2017)
- Functional Servicing Report (December 2016, amended February 2017)
- Tree Inventory and Preservation Plan (January 2017, amended February 2017)

Neighbourhood & Public Meetings:

12. A Neighbourhood Meeting was held on March 9, 2017 and was attended by approximately 15 residents, plus planning staff, members from the applicants consulting team, and Councillor Morales. Following this, a formal Public Meeting was held on April 24, 2017 which saw five residents speak to General Committee.

13. The concerns expressed by neighbourhood residents included incompatibility of the proposed built form with the existing residential development, traffic impacts, snow storage, changing property values, fire safety, site drainage, privacy, and onsite parking. In response to public concerns and in order to better conform to the Intensification Area Urban Design Guidelines, the applicant has twice revised the proposed concept. The revisions to the proposal that have led to the one now under consideration have addressed many concerns, including deficient amenity space, undesirable building layout, and reduced privacy for neighbouring property owners. Please see Appendix D: Public Input and Staff Responses for specific question and answers with respect to resident inquiries through the public engagement process.

Rezoning Application: Department & Agency Comments

14. This rezoning application has been circulated and reviewed concurrently with the implementing Draft Plan of Subdivision application (File D12-424). Through this process a broad range of technical details including stormwater management, site access, site circulation, built-form, and traffic impacts were assessed and evaluated. At this time, there are no outstanding matters that impact the rezoning application and as such, it may proceed.
15. Members of the public raised concerns throughout this process regarding increased traffic in the vicinity of the development. Staff have reviewed the proposal from this perspective and offer that given the minimal increase in traffic that is expected from this infill project, a traffic impact study was not required. Staff can also share that other similar developments were looked at after the public meeting in response to questions from General Committee and no traffic related impacts were identified.

Draft Plan of Subdivision Application: Department & Agency Comments

16. The Draft Plan of Subdivision application is required in order to merge both subject parcels into a single parcel which will then facilitate the creation of the condominium on the subject site.
17. In response to the technical nature of the Draft Plan of Subdivision process, City Council has delegated approval authority to the Director of Planning & Building Services and their department planning managers (Council Motion 10-G-346). In this regard, should Council approve the subject zoning by-law Amendment application, the Draft Plan of Subdivision application will then proceed to create the block to facilitate the condominium. Following this, the proposal will proceed through Site Plan Control.

Site Plan Control

18. For information purposes, there are a number of technical items that will be worked through with staff, external agencies and the applicant once the Draft Plan of Subdivision is approved.
19. Site Plan Control conditions ensure the requirements for all of the detailed design standards to accommodate the proposal. This includes the design and construction of the required infrastructure to support the proposed development, such as stormwater management, including the design of low impact development standards where possible, traffic management infrastructure where deemed necessary, and the design and construction of the proposed buildings. In terms of site design, the Site Plan Control process will also include the review and approval for the proposed construction materials, architectural design, site layout, landscaping, and amenity space design.

**ANALYSIS**

Provincial Policy

20. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient land use patterns, while avoiding significant or sensitive resources. The Places to Grow Growth Plan for the Greater Golden Horseshoe (The Growth Plan) provides direction for municipalities in areas related to intensification with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. This application is consistent with provincial growth requirements and a detailed planning analysis is available in Appendix F: Overview of the Provincial Policy Review.

City of Barrie Official Plan

21. The Official Plan sets the vision for growth in the City of Barrie and includes policies to achieve that vision. With respect to high density residential proposals such as this one, which is considered any proposal that is in excess of 54 units per net hectare, there is a policy framework provided that uses locational criteria to evaluate it.
22. In this case, the criteria used to evaluate compatibility for this high density proposal includes being located adjacent to arterial or collector roads, in close proximity to public transit and amenities, and where planned services and facilities are adequate. This proposal meets these criteria as Big Bay Point Road is an arterial with transit services available, there are commercial services immediately adjacent to the site, and the proposal's compact built-form promote the efficient use of land and municipal infrastructure.
23. Further details with respect to the planning analysis of the Official Plan policies can be found in Appendix G: Overview of the Official Plan Review.

Zoning By-law

24. The subject lands are currently zoned Residential Single Detached Dwelling First Density (R1) pursuant to Comprehensive Zoning By-law 141-09. The applicant has applied to amend the current zoning of the property in accordance with the schedule found in Appendix A: Draft Zoning By-law Amendment, to Residential Multiple Dwelling Second Density (RM2-XX) with special provisions. The special provisions are to support the implementation of the intensification policies found in the Official Plan by adopting the development standards found in the Mixed Use Node (MU1) zone, which is currently under appeal.
25. The special provisions that have been requested are to allow for the following:

- i. Proposed amendments to development standards:

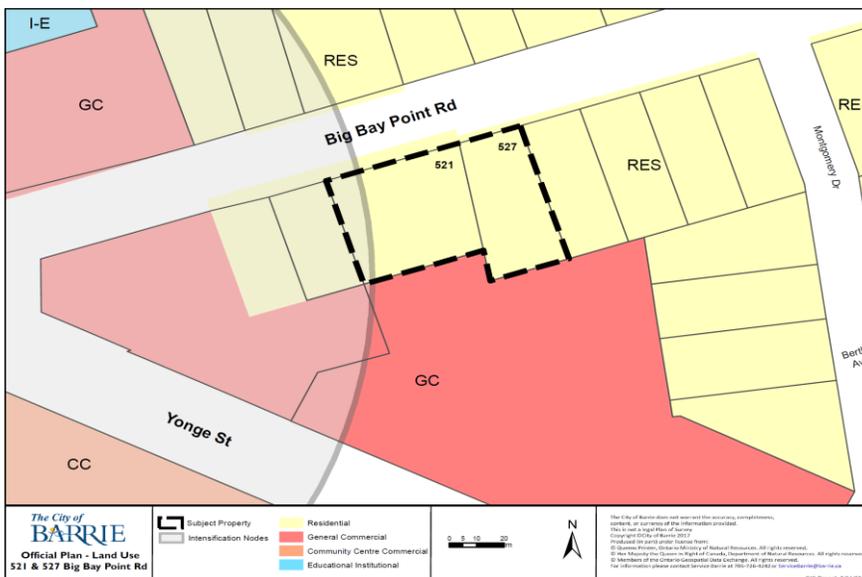
Standard	Existing	Proposed	Mixed Use Node (MU1) Zone
Front Yard (min.)	7.0 m	6.10 m	1 m (for 75% of frontage)
Lot Coverage (max.)	35%	43.8%	--
Gross Floor Area (max.)	60%	112.5%	--
Building Height (max.)	10.0 m	12.0 m	25.5 m
Density	40 units per net hectare	101.2 units per net hectare	--
Parking (min.)	1.5 spaces/unit = 51 total	1 space/unit (plus 7 visitor spaces) = 38 total	1 space/unit = 34 total
Amenity Space (min.)	12m <sup>2</sup> /unit (432 m <sup>2</sup> consolidated)	571 m <sup>2</sup> (348 m <sup>2</sup> consolidated & 223 m <sup>2</sup> balconies)	12m <sup>2</sup> /unit unconsolidated (432 m <sup>2</sup> unconsolidated)

26. The by-law standards proposed to accommodate this proposal are consistent with the Mixed Use Node (MU1) standards that are intended to apply to this development as it is within the intensification node. Specifically the setback and height standards are still within the buildable envelope that is set by the MU1 zone and will allow the units to provide an appropriate transition between the existing residential development to the east and the anticipated intensification of the remaining area within the node to the west.

27. In addition to this, relief from the required 50% ground-level commercial space and the minimum floor heights to accommodate this are appropriate given the built-form and the role this proposal plays as a transition between the existing low density residential to the east and the expected intensification over time of the core properties within this node that front the intersection of Big Bay Point Road and Yonge Street.
28. In summary, the amendments to the development standards are considered appropriate as they aid in implementing the vision found in the Official Plan to create development that supports transit, to act as a transition between the lower density and higher density development, and to provide all forms and tenure of housing. A detailed overview can be found in Appendix H: Special Provision Analysis.

Section 37 – Bonusing

29. 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. In this case, the applicant is proposing a zoning by-law amendment that includes permission for increased height and density over and above what the current Residential Single Detached Dwelling First Density (R1) zoning on the subject lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied.
30. The Negotiating Committee met to review the proposed development and discuss the requirement for Bonusing. Given the site is considered within the Big Bay Point/Yonge Street intensification node and the proposal is within the parameters for height and density that the City is working to encourage through the MU zone standards, the Committee is not recommending that the developer provide community benefits for this proposal.
31. To provide clarity, the Committee noted that Council has approved Mixed Use zoning standards for the City's Intensification Nodes and Corridors. Although these Mixed Use zoning standards are currently under appeal, they would permit a maximum building height of 8-storeys (25.5m). The subject application, if approved, would permit the development of a 4-storey (12.0m) building, which is below the maximum height permitted by the implementing Mixed Use zone standards. As such, this proposal is not being recommended for any community benefit as a condition of the subject application through implementation of the Bonusing Policies.



Legend

Summary

32. Planning staff are satisfied that the proposed development is considered appropriate and in keeping with the policies established for development in the Official Plan. At this time, there are no further matters that impact the processing of the zoning by-law amendment application and as such, this application is being recommended for approval.
33. Following this, staff will continue to process the implementing Draft Plan of Subdivision application which is expected by the summer of 2017.

**ENVIRONMENTAL MATTERS**

34. There are no specific environmental matters related to this recommendation.

**ALTERNATIVES**

35. The following alternative is available for consideration by General Committee:

**Alternative #1** General Committee could refuse the subject Zoning By-law Amendment application and maintain the existing Residential Single Detached Dwelling First Density (R1) zoning over the subject lands.

This alternative is not recommended as this proposal is consistent with Provincial and municipal policy.

**FINANCIAL**

36. The proposed zoning by-law amendment, if approved, will result in the ultimate development of the proposed Draft Plan of Subdivision and future Site Plan Control application to accommodate 34 back-to-back townhouse units. Through the future Draft Plan of Subdivision and Site Plan Control processes, the applicant will be required to enter into a Subdivision Agreement with the City that includes the payment of fees and securities for site development.
37. Through the Subdivision registration process, the City will collect approximately \$1,125,944 in Development Charges (at the rate of \$33,116 per unit).
38. At this time, it is not possible to provide estimates of the market prices for the housing that will be available through this future development as building permits are not expected until 2018 at the earliest. As such, it is not possible to give an estimate of the increase in the assessment base either however, it will be greater than what is collected on the subject site today as it is zoned Residential Single Detached Dwelling First Density (R1).
39. The City will also incur minimal additional operating costs associated with increased demand for municipal services. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are being actively planned for through the City's Capital Plan and Forecasting Plan.

**LINKAGE TO 2014-2018 STRATEGIC PLAN**

40. The recommendations included in this Staff Report relate to the Inclusive Community and Responsible Spending pillars of the 2014-2018 Strategic Plan. More specifically, the recommendations aid in achieving the goals under each respective pillar.

<b>Pillar</b>	<b>Goal</b>	<b>How It's Achieved</b>
Inclusive Community	Encourage affordable housing	Back-to-back townhouses are a more compact, more affordable type of housing.
Responsible Spending	Build a community that respects both current and future taxpayers	The proposal is built on the principle that growth pays for growth, to the greatest extent possible.

**APPENDICES:**

- Appendix A – Draft Zoning By-law Amendment
- Appendix B – Proposed Development Concept
- Appendix C – Technical Study Descriptions
- Appendix D – Public Input and Staff Responses
- Appendix E – Rezoning & Draft Plan of Subdivision Applications
- Appendix F – Overview of the Provincial Policy Review
- Appendix G – Overview of the Official Plan Review
- Appendix H – Special Provision Analysis

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2017-XX

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

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone Part of North Half Lot 13, Concession 12, except Part 2 on Plan 51R-33123, City of Barrie, County of Simcoe being all of PIN: 58738-0086 (LT) and Part of Lot 24 Registered Plan 1213, except Part 3 on Plan 51R-33123, City of Barrie, County of Simcoe being Part of PIN: 58738-0080 (LT).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 17-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 from Residential Single Detached First Density (R1) to Residential Multiple Dwelling Second Density (RM2) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding Section 4.6.1 and Table 4.6, a minimum of 1 space per unit be allowed for residential buildings containing more than 3 dwelling units.
3. **THAT** notwithstanding Section 5.2.5.1, a maximum of 101.2 units per net hectare is permitted.
4. **THAT** notwithstanding Section 5.2.5.2(b), a minimum of 10.2 m<sup>2</sup> per unit of consolidated amenity area be required.
3. **THAT** notwithstanding Section 5.3.1 and Table 5.3, the following development standards shall apply to lands zoned RM2 (SP-xxx):

i.	Front Yard (Min.):	6.1 m
ii.	Gross Floor Area (max.):	112.5%
iii.	Lot Coverage (Max.):	43.8%
iv.	Building Height (Max.):	12.0 m
5. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

**READ** a first and second time this        day of        , 2017.

**READ** a third time and finally passed this        day of        , 2017.

**THE CORPORATION OF THE CITY OF BARRIE**

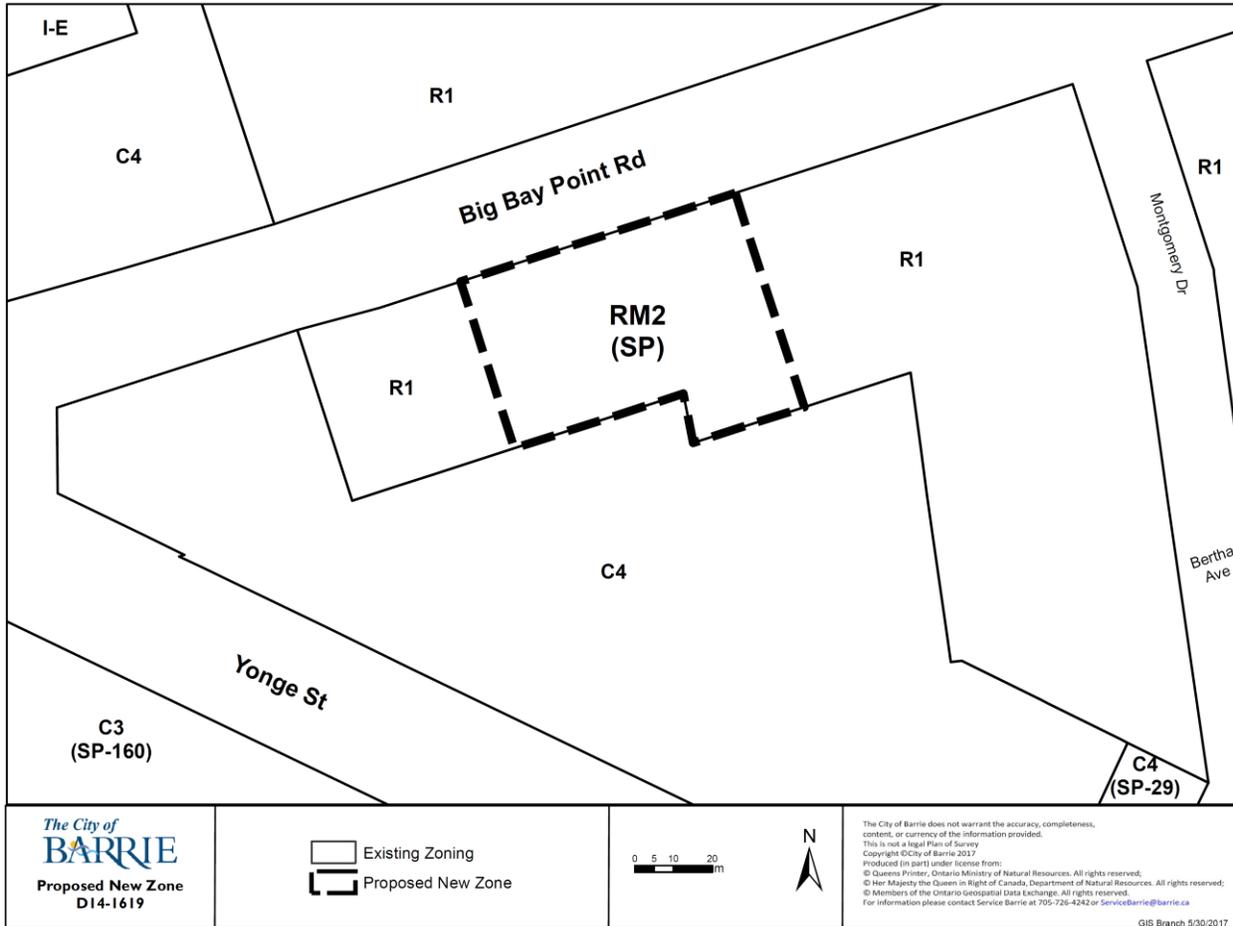
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**MAYOR – J.R. LEHMAN**

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**CITY CLERK – DAWN A. MCALPINE**

Schedule "A" to attached By-law 2017-XX

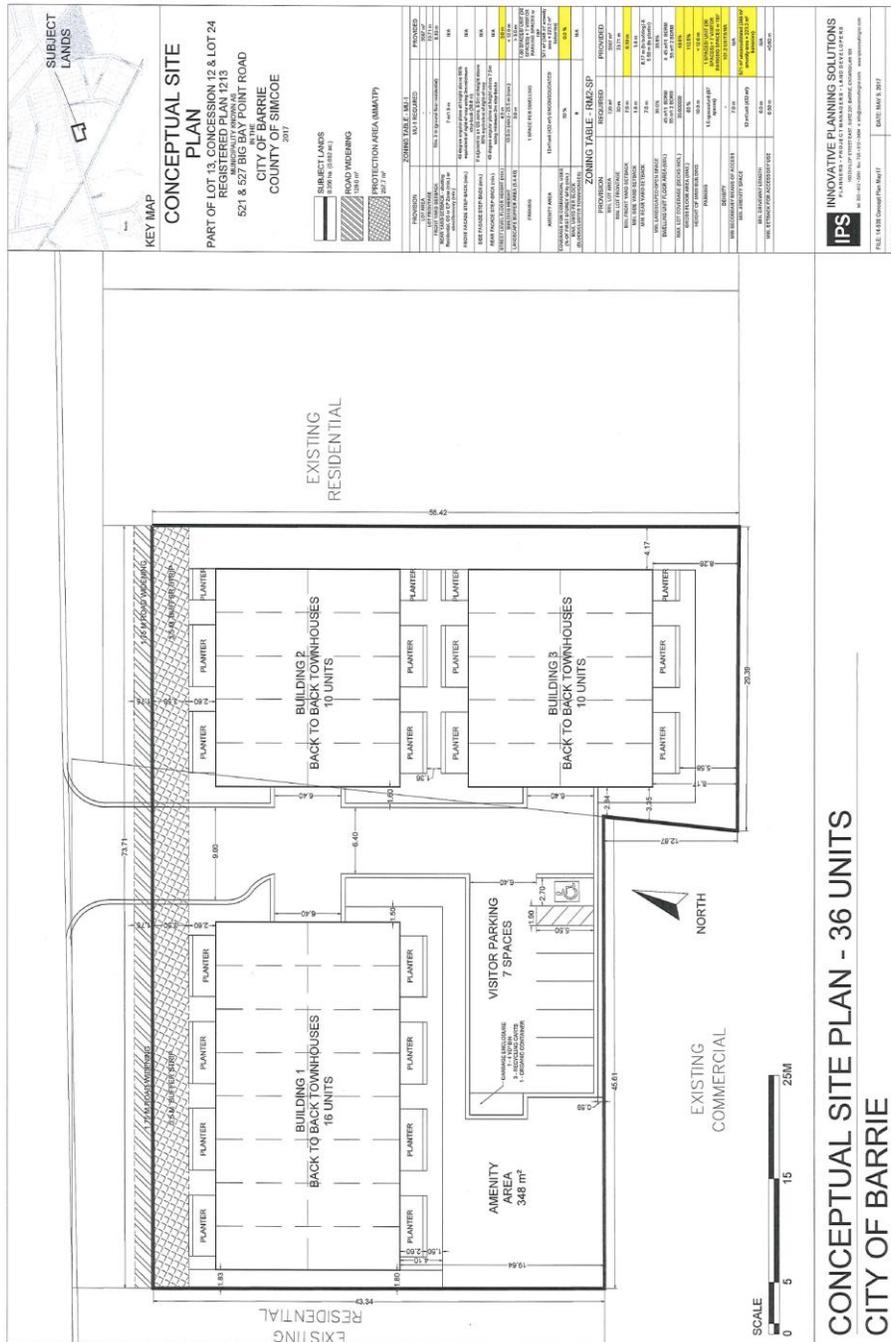


MAYOR – J.R. LEHMAN

CITY CLERK - DAWN A. MCALPINE

**APPENDIX "B"**

**Proposed Development Concept**



## APPENDIX "C"

### Technical Study Descriptions

**Urban Design Brief** (January 2017, amended May 2017): This study provides an overview of the policies and guidelines that direct urban design within the City of Barrie. The study confirms that the proposed development is consistent with Policy 6.5 Urban Design Guidelines of the Official Plan and the Intensification Area Urban Design Guidelines.

**Planning Justification Report** (January 2017, amended May 2017): This study provides an overview of the policies, both municipal and provincial that direct development. The study confirms that the development is consistent with the Provincial Policy Statement, the Growth Plan, and the City of Barrie Official Plan.

**Functional Servicing Report** (December 2016, amended February 2017): This study provides a review of the proposed site servicing and stormwater management associated with the proposed Draft Plan of Subdivision. It reviews existing and proposed conditions for sanitary and water servicing, pre and post-development flow rates, quantity and quality control, phosphorus and water budget, and erosion and sediment control for stormwater management. The report concludes that sanitary and water servicing can be implemented to City standards, and that stormwater management measures can be implemented to meet all required runoff and surface water criteria.

**Tree Inventory and Preservation Plan** (January 2017, amended February 2017): This study reviews onsite trees (10 cm in diameter and larger), their ability to be retained, and any potential impacts on adjacent property. Study recommendations will be further reviewed and implemented as part of the future Site Plan Control process.

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**APPENDIX "D"**

**Public Input and Staff Responses**

**Neighbourhood Meeting**

A Neighbourhood (Ward) Meeting was held on March 9, 2017 at the Water Operations Centre that saw approximately 15 members of the public attend. The general concerns/questions expressed by area residents are identified and addressed below:

1. Change in Built Form

Members of the public raised concerns about the proposed built form not being consistent with existing residential development. It was also expressed to staff that the development was too dense and too tall compared to the surrounding built form. In response, the applicant worked with staff to redesign the proposal including a change in built form and reorientation of the buildings. Staff offer that the proposal is consistent with provincial and municipal policy as it supports appropriately located intensification along arterial roads, near amenities, and with access to transit.

It is also noteworthy that the existing Single Detached Residential (R1) zone, which is the one for the adjacent lower density residential neighbourhood, has a maximum height of 10 metres. As such, the surrounding residential homes could be built to 10 metres, which is 2 metres less than the maximum height being requested as part of the proposal. With all factors considered, the proposed development is considered an appropriate transition between the adjacent low density residential development to the east and the anticipated higher density toward the intensification node to the west.

2. Traffic Impacts

Residents expressed concerns with the impact on existing traffic. The current proposal allows for 37 parking spaces. Should the applicant, through the Site Plan Control process, establish additional parking onsite, the number of vehicles could increase. At a potential rate of two vehicles per unit, there could be an increase of upwards of 68 vehicles in the immediate area from this proposal. For context around this concern, the intersection of Big Bay Point Road and Yonge Street saw a daily average of between 2,747 to 18,135 vehicles through the intersection in 2013 and as such, through the technical review process, the additional vehicles were not considered a significant increase in the current traffic volumes.

3. Snow Storage

The proposal includes green space where there is opportunity to store snow in the winter. The final decision with respect to on-site storage and/or removal of snow on the subject site will be addressed through Site Plan Control.

4. Property Values

Residents expressed a concern that the construction of new housing will negatively impact the value of the existing surrounding residential neighbourhoods. This is not a land use planning matter and as such, planning staff are unable to provide comment.

5. Fire Safety

Fire Services have reviewed the application and feel that the development, as proposed, is adequate for emergency service vehicles to enter as needed. Additionally, all of the provisions for fire separation of the Ontario Building Code apply, as appropriate.

6. Site Drainage

The application includes a Functional Servicing Report which identifies how stormwater will be managed on this site. The report is being reviewed as part of the Draft Plan of Subdivision application (D12-424) which was submitted concurrently. Ultimately, new development will not be approved without ensuring there are no impacts from stormwater on adjacent property.

7. Privacy

Residents expressed concern about having multiple three storey residential units face their rear yards. In response, the applicant worked with staff to revise the proposal to orient all units in a north/south fashion and as such there are no proposed windows or balconies facing adjacent development to the east or west. The proposed units now face either Big Bay Point Road or the commercial development to the south of the subject site. Additionally a two metre high tight-board fence will be required to surround the development as part of the Site Plan Control application (which will follow the Draft Plan of Subdivision approval).

8. Onsite Parking

The proposal contains one designated parking space for each unit plus seven additional visitor parking spaces. Through Site Plan Control, it will be determined if parking will be permitted on the private condominium roads proposed on site. In any event, it will be the responsibility of the prospective owners to park vehicles where permitted.

Public Meeting

A Public Meeting was held on April 24, 2017 in accordance with the *Planning Act*. Five members of the public addressed General Committee. These members expressed concerns that were mentioned at the Neighbourhood Meeting and have been addressed in the previous section.

APPENDIX "E"

**Rezoning & Draft Plan of Subdivision Applications:**

**The Functional Issues that are Addressed**

Application Type and Explanation	Development Related Matters that are Addressed
<p><b>Zoning By-law Amendment</b></p> <p>This planning application is required when a proposal for development does not conform to the standards defined in a municipal zoning by-law for the use of land, the erecting, locating, or using of buildings or structures.</p>	<p><b>Limits of Development</b>  <b>Size and Massing of Buildings</b>  <b>Density of the Development</b>  <b>Permitted Uses</b>  <b>Standards for Development Including:</b>            Setbacks            Height            Frontage            Lot Area            Parking            Landscaping</p>
<p><b>Draft Plan of Subdivision</b></p> <p>This planning application creates new municipal infrastructure such as roads and parks through the subdivision of lands, and facilitates new private development such as homes, commercial centres, and places for employment.</p>	<p><b>New Block and Lot Creation:</b>            Housing            Streets and Parks            Infrastructure</p> <p><b>New Municipal Infrastructure:</b>            Streets, Sidewalks and Trails            Parks, Natural Areas and Open Spaces            Street Plantings and Landscaping            Fencing            Servicing (Water / Sanitary / Stormwater)            Utilities (Hydro / Gas / Telecommunications)</p> <p><b>Details of the Development Build-Out:</b>            Traffic Management Planning for Streets            Environmental Matters            Detailed Design for Infrastructure            Conveyance of Land or Easements            Decommissioning of Existing Wells/Septic Systems            Edge Management Planning for NHS areas            Financial Contributions / Security Details            Street Naming / Final Layout / Design            Compliance with Provincial &amp; Federal Agencies            Signage / Utility Locations / Street Layout            Clauses for Purchase &amp; Sale Agreements            Municipal Roadway Improvements</p>

**APPENDIX "F"**

**Overview of the Provincial Policy Review**

Provincial Policy

1. The Provincial Policy Statement (PPS) contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns, while avoiding significant or sensitive resources. The PPS further promotes cost effective development standards to minimize land consumption and facilitate a compact built-form.
2. The Places to Grow Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to intensification with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
3. In staffs' opinion, the proposed development is consistent with the Provincial Policy Statement and The Growth Plan. The application will result in the creation of additional residential units of a more compact form, creating a more efficient land use pattern. The density proposed is consistent with the density established for an intensification node and this location will allow future residents to have access to transit, parks and convenient shopping.

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**APPENDIX "G"**

**Overview of the Official Plan Review**

City of Barrie Official Plan

1. The application is subject to the policies of Section 4.2 Residential of the Official Plan. Policy 4.2.2.2(e) identifies development in excess of 54 units per net hectare as high density and policy 4.2.2.3 identifies the locational criteria to be considered to accommodate high density development:
  - a) Adjacent to arterial and collector roads;
  - b) In close proximity to public transit and other amenities such as commercial development, schools, and parks; and,
  - c) Where services exist that can support the proposed development.

The proposal is consistent with all three of these locational criteria as the subject site fronts onto Big Bay Point Road, is adjacent to the commercial development along Yonge Street, which is also where transit services are provided, and is near Warnica Public School.

2. The application is within an intensification node, as identified on Schedule I of the Official Plan. Schedule I identifies target densities of between 50 to 120 units per hectare, which at 101.2 units per net hectare, the proposal is consistent with. Policy 4.2.2.6(b) encourages intensification in the nodes and policy 4.2.2.6(c) encourages intensification that contributes to development that is more compact, uses land and resources more efficiently, optimizes the use of existing and new infrastructure and services, and supports public transit. This development is consistent with these policies.
3. The Design Policies in 4.2.2.4 require the residential development provide parking on-site, open space amenity area, and that graduates densities where possible. The proposal is providing both parking on-site and an open space amenity area on-site. Additionally, it graduates height and density between the established single detached homes east of the subject site and the future expected growth at the intersection (intensification node) at Yonge Street and Big Bay Point Road. This intersection has been identified as an intensification node by the Official Plan (Schedule I).

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**APPENDIX "H"**

**Special Provision Analysis**

Intensification Area Urban Design Guidelines

1. The applicant is proposing relief from seven provisions of the RM2 zone. Collectively, relief from these provisions, described below, better achieve the goals of the Intensification Area Urban Design Guidelines.

Front Yard

2. Policy 1.3.1(d) directs buildings to be set at the applicable front yard setback distance. The subject site must dedicate 1.75 metres from the front of the parcel to accommodate future widenings along Big Bay Point Road. The reduction of 0.9 metres will allow the buildings to be closer to the street as directed by this policy prior to the undertaking of widenings along Big Bay Point Road.

Building Height

3. Policy 2.5.1 directs intensification of low to mid-rise built-form adjacent to stable residential areas. In this context, mid-rise is defined as a 4 to 8 storey building. As such the proposal is consistent with this as it is requesting a maximum 4-storey height.

Parking

4. Policy 4.2.1 identifies the minimization of parking spaces. Reducing the total number of spaces required for this development aids in achieving this. It is also appropriate to reduce the number of required parking spaces given the proximity to commercial services, transit, and local parks, all within walking distance of the subject site (500 metres or less).

**City of Barrie Official Plan**

Gross Floor Area and Density

5. Policy 4.2.2.6(c) directs intensification to contribute to more compact development, efficient use of land and resources, optimize existing infrastructure and services, and support public transit and active transportation. The increased gross floor area from this proposal (which allows for increased density) is consistent with this policy as it allows for better use of underutilized parcels that have the service capacity for the proposed development. These higher density proposals that are located on major transit routes, such as Big Bay Point Road and Yonge Street, also support this policy.

Amenity Space

6. The proposed development is requesting a reduction in the total amount of required amenity space from 12 m<sup>2</sup> per unit to 10.2 m<sup>2</sup> per unit. To offset this reduction, the proposal also includes private outdoor amenity space for each unit in the form of balconies that are approximately 6.5 m<sup>2</sup> each. The combination of outdoor amenity space plus private amenity space will allow residents the opportunity to enjoy the outdoors within the development. Painswick Park is approximately 300 metres away, which would also service any outdoor amenity needs of the residents of the proposed development. Despite this reduction in consolidated amenity space, the intent of the Official Plan to provide consolidated amenity space is maintained.