
TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION
MICHLER HOLDINGS LTD.
440 VETERAN'S DRIVE & 104 WHITE CRESCENT (FILE:D14-1664)

WARD: 7

PREPARED BY AND KEY CONTACT: ANDREW GAMEIRO, B.E.S, RPP
PLANNER
EXT. #5038

SUBMITTED BY: A. MILLER, RPP
DIRECTOR OF PLANNING AND BUILDING SERVICES (ACTING)

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Michler Holdings Ltd. to rezone lands known municipally as 440 Veteran's Drive and 104 White Crescent in the City of Barrie, legally described as Blocks 87 and 88, Registered Plan 51M-835, from 'Residential Single Detached Dwelling Fourth Density' (R4) and 'Residential Multiple Dwelling Second Density – Townhouse' (RM2-TH) to 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP-XXX), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a minimum front yard setback of 3 metres to a main building, whereas a minimum front yard setback of 7 metres is required;
 - b) Permit a minimum front yard setback of 1.5 metres to a front porch and stairs, whereas a minimum front yard setback of 3 metres is required;
 - c) Permit a maximum building height of 12 metres for a main building, whereas a maximum building height of 10 metres is permitted;
 - d) Permit tandem parking (1 space in the driveway and 1 in the garage) for a townhouse block, whereas tandem parking is not permitted in multi-residential developments;
 - e) Permit a minimum landscape buffer strip with a width of 0.5 metres along the rear (west) lot line, immediately adjacent to the driveway access, whereas a minimum landscape buffer with a width of 3 metres is required;
 - f) Permit a minimum landscape buffer strip with a width of 0.5 metres along the north side lot line, whereas a minimum landscape buffer strip with a width of 3 metres is required;

-
- g) Permit a minimum landscape buffer strip with a width of 2.85 metres along the south side lot line, whereas a minimum landscape buffer strip with a width of 3 metres is required;
 - h) Require a minimum rear yard setback of 25 metres for a main building, whereas a minimum rear yard setback of 7 metres is required; and
 - i) Veteran's Drive be considered the frontage for the purpose of zoning interpretation.
 3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report PLN030-19.
 4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law.

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Michler Holdings Ltd. for lands known municipally as 440 Veteran's Drive and 104 White Crescent (See Appendix "A" – Proposed Zoning By-law Amendment). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of medium density residential development in that it is consistent with, or does not conflict with Provincial and City planning policies.

Development Proposal

6. The application, if approved, would permit the development of eight (8) block/cluster townhouse units in one (1) block fronting onto Veteran's Drive (see Appendix "B" – Revised Conceptual Site Plan). The development would also include a 350 square metre amenity area located in the southeast corner of the site. Each unit would include a private driveway and a garage, which together could accommodate two (2) vehicles parked in tandem. Three (3) visitor parking spaces (including 1 barrier-free space) are provided at the rear (west) of the site. Access to the site would be provided via a private driveway off White Crescent. Finally, the development proposal includes landscape buffers along the rear (west) and side (north and south) lot lines surrounding the proposed parking area for the provision of planting features and tight-board fencing.

Location

7. The subject lands are located on the west side of Veteran's Drive, east of White Crescent and north of Touchette Drive, within the Holly Planning Area. The subject lands have a collective area of 0.2 hectares (0.5 acres) with 41.7 metres of frontage on Veteran's Drive and 8.6 metres of frontage on White Crescent.



Figure 1: Location Map

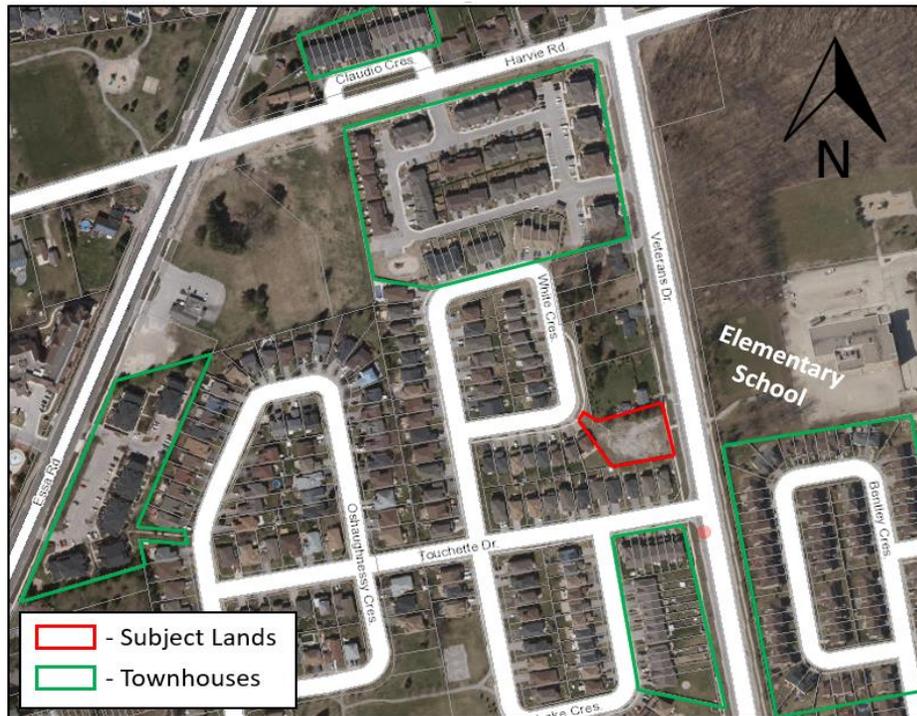


Figure 2: Site Context Map

8. The existing land uses surrounding the subject property are as follows:

North: Existing single-detached dwelling units zoned 'Residential Single Detached Dwelling First, Third and Fourth Density' (R1, R3 and R4), and townhouse dwelling units zoned 'Residential Multiple Dwelling Second Density' (RM2 and RM2-TH).

South: Existing single-detached dwelling units zoned 'Residential Single Detached Dwelling Third and Fourth Density' (R3 and R4), and street townhouse dwelling units zoned 'Residential Multiple Dwelling Second Density – Townhouse' (RM2-TH).

East: Trillium Woods Elementary School and existing street townhouse units which are zoned 'Residential Multiple Dwelling Second Density – Townhouse' (RM2-TH).

West: Existing single detached dwelling units which are zoned 'Residential Single Detached Dwelling Third Density' (R3) and 'Single Residential Dwelling Fourth Density' (R4).

Existing Policy

9. The subject lands are designated 'Residential Area' within the City's Official Plan and are split-zoned 'Residential Multiple Dwelling Second Density – Townhouse' and 'Residential Single Detached Dwelling Fourth Density' (R4) in the City's Comprehensive Zoning By-law 2009-141, as amended.



Figure 3: Official Plan Land Use Map

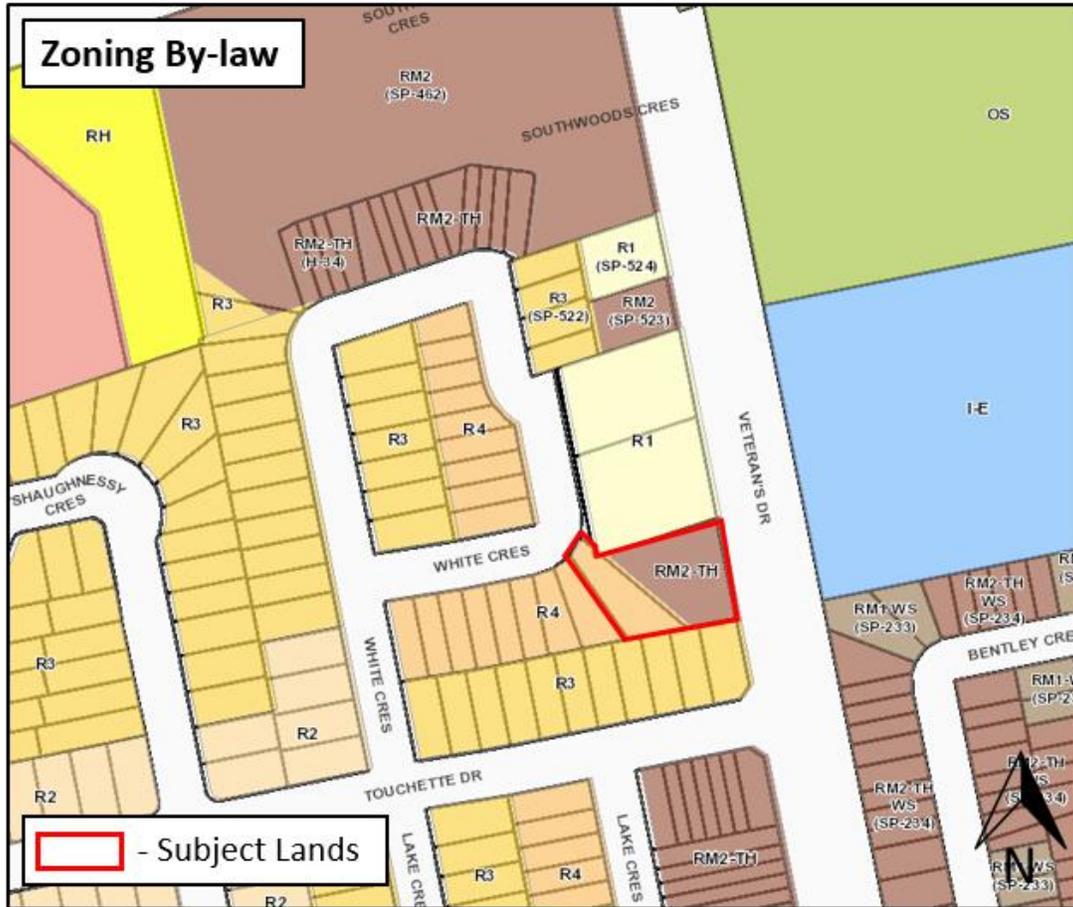


Figure 4: Zoning By-law 2009-141 - Land Use Map

Zoning By-law Amendment

10. The purpose of the Zoning By-law Amendment application is to amend the zoning of the subject lands from 'Residential Multiple Dwelling Second Density – Townhouse' (RM2-TH) and 'Residential Single Detached Dwelling Fourth Density' (R4) to 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) with site-specific zoning provisions to permit the development of eight (8) block/cluster townhouse units in one (1) block fronting onto Veteran's Drive, a 350 square metre outdoor amenity area and parking. Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of medium density residential development in that it is consistent with, or does not conflict with Provincial and City policy.

Background Studies

11. In support of the application, the following plans, reports and studies were submitted. For additional information with respect to each of the following, please refer to Appendix "D" – Technical Study Descriptions. Copies of these reports in their entirety may be found at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward7/Pages/440-Veterans-Drive-104-White-Crescent.aspx>

- Planning Justification Report (December 2018)
- Site Plan (December 2018, Revised May 2019)

- Conceptual Block Plan (May 2019)
- Urban Design Brief (January 2019)
- Tree Inventory and Preservation Plan (January 2018)
- Functional Servicing and Stormwater Management Report (December 2018)
- Geotechnical Investigation (October 2014)
- Soil Investigation (January 2004)
- Environmental Noise Feasibility Study (October 2018)
- Archaeological Study (October 2018)
- Civil Engineering Plan Submission (December 2018, Revised February 2019)

Neighbourhood Meeting

14. A Neighbourhood Meeting was held on March 12th, 2019, to present the proposed development to the local residents. A total of ten (10) residents were in attendance in addition to the applicant, their consultants, Ward 7 Councillor, Gary Harvey, and Planning staff. The following matters were discussed at the meeting:

Drainage and Grading – Impacts on Adjacent Lots on White Crescent and Touchette Drive

Concerns were raised regarding potential impacts on the drainage of adjacent lots on White Crescent and Touchette Drive, which currently experience poor stormwater drainage and infiltration. Specifically, residents noted that the grade of adjacent lots is lower than that of the subject lands, which results in water pooling in their rear yards.

The City's Engineering Services Department (Development Approvals) has reviewed the subject application as it relates to drainage and grading, and has not identified any concerns or objections to the development as proposed.

Grading and drainage would be further reviewed and approved by the City's Engineering Services Department through the detailed design that would occur through the subsequent Site Plan Control process. The site would be required to be designed in accordance with the City's Lot Grading and Drainage Standards and Design Manual. All new developments shall be designed in order to protect properties from stormwater damage by incorporating appropriate stormwater management and lot grading practices. Specifically, the proposed grading of a site shall not interfere with, or significantly alter existing drainage patterns, and shall not increase discharge to adjacent lands, and grades are required to match adjacent properties and/or approved lot grading.

Although site drainage and grading will be reviewed in greater detail through a subsequent Site Plan Control process, the applicant has submitted a detailed Functional Servicing and Stormwater Management Report in support of the subject application. The Report contains a Post Development Catchment Plan which divides the site up into four (4) catchment areas.

According to the catchment plan, 63 percent of the site (0.13 hectares) will drain to a catch basin within the proposed parking area, which will convey stormwater to the existing storm sewer on White Crescent. The catch basin will be surrounded by permeable pavers to increase stormwater infiltration. Approximately, 33 percent of the site (0.66 hectares) will drain via an overland flow to existing catch basins on Veteran's Drive and White Crescent, and 0.5 percent of the site (0.01 hectares) will drain to an existing swale along the south side of the site.

Tree Preservation

Concerns were expressed by area residents regarding tree removals on the subject property. Specifically, residents expressed a desire and need to preserve existing trees on the property,

particularly shared boundary trees located along the side and rear lot lines. Residents noted that the trees not only provide buffering and maintain privacy on adjacent lots, but also help to maintain the integrity of the natural environment across the City.

The City's Tree Preservation 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. Tree protection fencing and preservation areas are routinely inspected by the applicant's landscape consultant/arborist and City staff to ensure compliance with the tree preservation by-law. Additionally, property owners are permitted to remove private trees, provided a tree removal permit is issued by the City (if required), in accordance with the tree removal by-law.

A Tree Inventory and Preservation Plan was submitted in support of the application and was reviewed by the City's Engineering Services Department (Parks). Engineering staff have not noted any objections to the development, as proposed.

According to the Tree Inventory and Preservation Plan, eleven (11) trees were identified on the site, which were located along the side lot lines (9 along the north side lot line and 2 along the south side lot line). It is important to note that no shared boundary trees were identified on adjacent lands that would require protection. Of the 11 trees surveyed on the site, the applicant is proposing to preserve a mature Scots Pine Tree along the north side of the site. Additional buffer planting and a 2 metre high tight-board fence would be required along the rear and side lot lines through the subsequent Site Plan Control process, should the subject application be approved.

Loss of Privacy – Impacts of Increased Building Height and Density

Residents identified a need to provide buffer planting and fencing along the side and rear lot lines to preserve privacy on adjacent residential lots. As noted in the paragraph above, the applicant will be required to provide buffer planting and a 2 metre high tight-board fence along the rear and side lot lines to provide buffering and screening between the proposed development and adjacent residential lots.

Planning staff note that the applicant is proposing a 3-storey townhouse block in a residential area made up of a mix of 2 and 3 storey single-detached, semi-detached and townhouse dwelling units. The residential zones in the neighbourhood surrounding the site permit a maximum building height of 10 metres (3 storeys). The form of development proposed on the subject lands is considered to be generally consistent and compatible with the built-form in the surrounding neighbourhood.

As discussed in paragraph 16 below, the applicant revised the conceptual site plan following the Neighbourhood and Public meetings in response to comments received from City staff, members of the public and Council. Specifically, the applicant has shifted the building closer to Veteran's Drive, increasing the rear yard and north side yard setbacks, the size of the private amenity area and the width of the landscape buffer strip along the rear lot line. The applicant has also removed the walkway that was proposed along the south side lot line. Please refer to Appendix "B" – Revised Conceptual Site Plan and Appendix "C" – Original Conceptual Site Plan for a comparison between the original and revised conceptual site plans.

The changes to the Concept Plan demonstrate a greater separation distance between the proposed townhouse block and existing residential dwellings on White Crescent and Touchette Drive. The revised conceptual site plan also provides more opportunities for buffer planting along the side and rear lot lines and addresses privacy concerns associated with the amenity area by creating a larger space to accommodate increased setbacks for any accessory structures. Finally, the removal of the walkway on the south side of the site would also deter members of the public from walking

through the development from Veteran's Drive to White Crescent, provide more space for landscaping features and improve stormwater infiltration along the south side lot line.

Fire and Emergency Services' Operational Requirements

Residents were concerned that the layout and design of the site does not meet the minimum operational and technical requirements of the City's Fire and Emergency Services Department.

The City's Fire and Emergency Services staff has reviewed the application and has confirmed that the development, as proposed, meets the operational standards and technical requirements of the Fire and Emergency Services Department.

Waste Management

Residents wanted assurances that waste, recycling and organics would be properly managed and stored within the main building or an accessory enclosure on the site, so as to avoid the outdoor storage of waste in the proposed amenity area.

The storage of waste, recycling and organics is a matter that is generally addressed through the detailed design that occurs during the Site Plan Control process. The City's Zoning By-law 2009-141, as amended, requires that waste, recycling and organics on multi-residential sites shall be stored within the main building or an accessory building constructed of similar materials to the main building. In this case, the applicant has confirmed that waste, recycling and organics would be stored within the garage of each individual townhouse unit and brought out to Veteran's Drive on collection days. This shall be clearly identified on the site plan drawing and would be specified in the site plan agreement that would be registered on title of the subject lands.

Traffic, Parking and Pedestrian Safety

Concerns were raised regarding potential increases in local traffic and on-street parking as a result of the proposed development, and the impacts it may have on pedestrian safety in the surrounding neighbourhood.

Traffic Services staff in the City's Roads, Parks and Fleet Department have reviewed the application and confirmed that safe access to the site can be provided at an appropriate level of service from White Crescent. Traffic Services staff also confirmed that the proposed development would not negatively impact the existing transportation network in the vicinity of the proposed development. The volume of traffic generated from site is not expected to be significant enough to pose a risk to pedestrian safety on White Crescent. The parking supply on the site is also sufficient for the proposed development at a rate of 2.3 spaces per unit.

Site Lighting

Concerns were raised regarding outdoor lighting in the proposed amenity and parking area on the site. Specifically, residents do not want outdoor lighting to spillover onto adjacent residential lots.

Site lighting is a detailed design matter that would be addressed through a subsequent Site Plan Control process, and the applicant would be required to submit a Photometric Plan. This plan would identify the make, model and details of any light fixtures on the site, and would demonstrate that site lighting will not spill-over onto adjacent residential lots. All site lighting shall be Dark Sky friendly with rear/side guards to ensure that light is contained within the limits of the property.

Land use – Parkland Development

Residents were under the mistaken impression that the subject lands were identified for future parkland development. As such, residents were disappointed to learn that a residential development proposal is planned for the subject lands.

Planning staff have reviewed the file for the Plan of Subdivision within which the subject lands are located and confirm that the subject lands were never identified as parkland. In fact, the subject lands are designated 'Residential' in the Official Plan and are split-zoned 'Residential Single Detached Dwelling Fourth Density' (R4) and 'Residential Multiple Dwelling – Townhouse' (RM2-TH). If the subject lands were intended to be developed as parkland, the lands would be designated and zoned as 'Open Space' in the Official Plan and Zoning By-law.

Construction Nuisances – Noise/Dust/Vibration/Hours of Construction

Concerns were expressed by area residents related to the construction nuisances that may be realized during site development. Staff note that construction practices will be limited to the hours of 7am to 7pm, Monday through Saturday, and will be prohibited on Sundays and statutory holidays in accordance with the City's Noise By-law 2006-140. Typical construction vibrations, particularly related to roadway compacting, may be realized during construction. However, the expectation is that any complaint of vibration would be required to be reviewed and addressed by the applicant's Geotechnical Consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standards to avoid any structural damage. Further, the applicant will be required to submit an erosion control plan which will identify stockpile locations, construction access and mud mats to reduce the sprawling of dirt onto the City's right-of-way. The applicant would also be required to submit a security deposit for road cleanup at the time of Site Plan Control.

Public Meeting

15. A Statutory Public Meeting was held on April 15th, 2019 to present the subject application to General Committee. A number of written and verbal comments were received in opposition of the proposed development. The concerns expressed reiterated those previously received at the Neighbourhood Meeting as referenced above, however the following additional comments were received:

Housing Affordability

Residents questioned how the dwelling units would be made affordable and how condominium fees would impact the affordability of said units, should a plan of condominium be registered on title of the subject lands. Housing affordability is discussed in detail in paragraphs 57 and 58 of this report. The development proposal, as it relates to the built-form, has been reviewed against the Housing Affordability policies of the City's Official Plan using the information available to Planning staff at this time. It is important to note that the scope of Planning staff's review of the subject application is based solely on the principle of the change in land use, and conformity with Provincial and City Planning policies and legislation.

At this time, planning staff cannot comment on the amenities, infrastructure and maintenance services (i.e. grass cutting, snow removal, etc.) that may be offered by the proposed development. The specific amenities, infrastructure and landscaping associated with the development would be determined at the time of detailed design through a subsequent Site Plan Control process. Condominium fees would be determined by the applicant and would be linked to the amenities and services offered by the development. Condominium fees would be disclosed to all purchasers in future purchase and sale agreements, and would be subject to change depending on market conditions. Consequently, Planning staff are not able to predict the impact that any future condominium and fees may have on the affordability of the development.

Barrier-free/Accessible Units

Residents asked if the development will be designed and built to meet the accessibility needs of persons with disabilities. At the time of a subsequent Site Plan Control and/or building permit application, the applicant would be required to comply with the minimum accessibility/barrier-free requirements of the Ontario Building Code.

Active Transportation – Bicycle Racks

Residents asked if bicycle parking would be provided on the site in an effort to promote active transportation in the City. Planning staff would require the applicant to provide bicycle parking/racks on the site through the subsequent Site Plan Control application process, should the subject application be approved.

Walkway – South Side Lot Line

Council expressed concern with the walkway that was proposed along the south side of the subject lands. Specifically, Council was concerned that the walkway would result in undesirable pedestrian activity through the site as it would provide a connection between Veteran's Drive and White Crescent. Council was also concerned that the walkway may impede stormwater infiltration along the south side lot line, potentially impacting adjacent residential lots on Touchette Drive.

As discussed in paragraph 16, the applicant has revised the conceptual site plan by removing the walkway. In doing so, the applicant has increased the landscaped open space on the site which will increase stormwater infiltration on the site and provide opportunities for planting features.

Tenure (rental vs. ownership)

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

Purchase and Assembly of Lots Located Immediately North of the Subject Lands – 434 Veteran's Drive

Council inquired as to whether the applicant explored the possibility of acquiring lots located immediately north of the subject lands, known municipally 434 Veteran's Drive. The applicant confirmed that an effort was made to purchase the adjacent lands and incorporate them into the proposed development, however, it was not possible. While additional land acquisition and consolidation is always encouraged by Planning staff, the consideration of an application should not be contingent upon doing so. Instead, applicants shall demonstrate that development will not hinder the ability to develop adjacent lands in the future. In this case, the applicant has submitted a conceptual block plan as identified in Appendix "E" to demonstrate that the proposed development will not hinder the future development potential of adjacent lots. Through the conceptual block plan, the applicant has demonstrated four possible scenarios in which 434 Veteran's Drive can be developed in the future. These scenarios include: 8 townhouse units fronting onto Veteran's Drive; 8 townhouse units fronting onto Veteran's Drive and 2 single detached dwelling units fronting onto White Crescent; 13 townhouse units in 2 blocks fronting onto both Veteran's Drive and White Crescent; or, 8 townhouse units fronting onto Veteran's Drive and 1 single detached dwelling unit fronting onto White Crescent.

Amended Conceptual Site Plan

16. Following the Neighbourhood and Public Meetings, an addendum was received from the applicant in an attempt to further address concerns raised by residents and Council. In this regard, the proposed townhouse block has been located closer to the Veteran's Drive frontage. In doing so, the applicant has increased the rear and north side yard setbacks, providing a greater building separation between the proposed townhouse block and adjacent single-detached dwelling units. The applicant has also increased the width of the landscape buffer strip along the rear lot line, which will provide more opportunities for planting features. Finally, the applicant has removed the walk way which was proposed along the south side lot line, which will improve stormwater infiltration and provide more opportunity for planting features. Please refer to Appendix "B" – Revised Conceptual Site Plan and Appendix "C" – Original Conceptual Site Plan for a comparison between the revised/current and original plans for the proposed development.

Department & Agency Comments

17. The subject application was circulated to staff in various departments and to external agencies for review and comment.
18. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject lands are not located within an area governed by Ontario Regulation 179/06 under the *Conservation Authorities Act* and therefore have no objection to the approval of the subject application. The LSRCA also noted that the proposed development meets the definition of major development per the Lake Simcoe Phosphorous Offsetting Policy (LSPOP). Comments pertaining to the LSPOP review would be provided through a subsequent Site Plan Control process, should the application be approved by Council.
19. Development Approvals staff in the Engineering Services Department provided comments indicating that they have no objections to the approval of the subject application. A comprehensive review of the detailed design of the site, including but not limited to, matters such as stormwater management, grading, site servicing, erosion and sediment control, would be completed through a subsequent Site Plan Control process, should the application be approved by Council.
20. Traffic staff in the Roads, Parks and Fleet Department provided comments indicating that the site access on White Crescent would operate at a good level of service and that the proposed development will not have a negative impact on pedestrian safety, traffic flow or on-street parking in the surrounding neighbourhood. As such, Traffic staff have no objection to the approval of the subject application.
21. Transit staff in the City's Transit Strategy and Parking Department provided comments indicating that they have no objection to the approval of the subject application. Transit staff noted that a concrete bus-stop pad will be required adjacent to the development through a subsequent Site Plan Control process, should the application be approved.
22. Development Approvals (Parks) staff in the Engineering Services Department provided comments indicating that they have no objections to the approval of the subject application. Landscaping (including buffer planting), fencing and on-site amenities will be reviewed during the detailed design that would occur through a subsequent Site Plan Control process, should the application be approved by Council.
23. The City's Fire and Emergency Services Department reviewed the proposed development and expressed no concerns with the approval of the subject application.

24. Enbridge, Hydro One, Alectra Utilities 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 Site Plan Control process.
25. 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. 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 facilities outside of the neighbourhood.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

27. 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>.
28. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; is not located within or adjacent to any natural heritage features or hazards; will utilize existing and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential units; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian oriented built-form with pedestrian connections to the municipal sidewalk to support active transportation. Further, the amended concept plan submitted in support of the application would, in staff's opinion, mitigate the impacts the proposed development may have on adjacent residential properties through the provision of increased building setbacks/separation distances, improved building positioning, larger landscape buffer strips, and opportunities for planting features and tight-board fencing.

Provincial Policy Statement (2014) (PPS)

29. The Provincial Policy Statement 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: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>

-
30. Policy 1.1.1 outlines the means by which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- The use of serviced land, surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term;
 - The provision of medium density residential condominium units in the form of a townhouse block containing 8 units, as proposed, aids in achieving a range and mix of residential development and housing tenure in the area;
 - The subject lands are not located within or adjacent to any natural heritage features or hazards;
 - The proposal includes compact medium density development that utilizes serviced lands within the settlement area, thereby promoting cost efficiency and minimizing the consumption of land;
 - Comments received from the City's Engineering Department confirm that the proposal can be serviced by existing municipal services (sanitary/storm sewers and watermain). In addition, the existing transportation system can accommodate the proposed increase in traffic generated by 8 townhouse units; and,
 - Low Impact Development (LID) initiatives are proposed thereby helping to support biodiversity, and minimize impacts on the environment.
31. Policies 1.1.3.1 and 1.1.3.2 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 development is consistent with these policies in that it is located within the settlement area of Barrie, will utilize existing and available infrastructure and public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with pedestrian connections to the municipal sidewalk to support active transportation.
32. In accordance with Policy 1.1.3.4, appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. The proposed development is consistent with this policy in that the proposed built-form is compact and can be fully serviced by existing infrastructure, stormwater would be effectively managed so as to not impact drainage and infiltration on adjacent lands, and increased building setbacks and landscape buffer strips are proposed to provide opportunities for planting/screening and fencing along the rear and side lot lines.
33. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the proposed density is 38 units per hectare, thereby contributing to the intensification target of the Official Plan. Specifically, the Official Plan requires that 40 percent of all new development shall occur within the City's Built-up Area as identified in Schedule I – Intensification Areas. The density of the proposed development is also consistent with the maximum density policy of 53 units per hectare for block/cluster townhouse developments in the City's Official Plan.
34. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development

- to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing compact medium density housing in the form of townhouse units that are generally more affordable than single detached dwelling units. The proposed development is also efficient in that it can be serviced by existing infrastructure and public service facilities (such as transit, local schools and parks), and is designed with walkway connections to the municipal sidewalk to support active transportation.
35. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of built and natural settings for recreation. In this regard, the proposed development provides pedestrian connections to the municipal sidewalk for easy access to commercial developments, community facilities, schools and parks within the surrounding area, thereby facilitating community connectivity and active transportation.
 36. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID) treatment train approach consisting of rooftop infiltration, permeable pavers and underground storage chambers in order to provide water quality control and reduce phosphorous levels on and leaving the site.
 37. Policies 1.6.3, 1.6.6.1 and 1.6.6.2 identify the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services. The proposal is consistent with this policy as the subject lands will be serviced by existing municipal sewage, storm and water services.
 38. Policy 1.6.6.7 identifies the requirements for stormwater management, particularly as it relates to stormwater quality controls. The proposed development is consistent with this policy as the applicant is proposing best practices to manage the quality of stormwater on-site. To minimize the amount of phosphorus discharged from the site, a treatment train approach is to be utilized. Rooftop runoff from the proposed buildings and parking lot would be conveyed to underground storage chambers. Additional stormwater run-off would be conveyed to permeable pavers and a catch basin in the proposed parking area which would discharge into the municipal storm sewer system on White Crescent. The existing site currently generates approximately 0.01 kilograms of phosphorous annually. If developed with the proposed stormwater quality controls as noted above, the total annual phosphorous load generated by the site will increase by 0.06 kilograms (0.07 kg total). The stormwater management system proposed for the site has been designed to prevent threats to human health and safety and mitigate any risk to property. Stormwater management would be reviewed in greater detail by the LSRCA and the City's Engineering Department through the subsequent Site Plan Control process, should the subject application be approved.
 39. Policies 1.6.7.1 and 1.6.7.2 identify the efficient use of existing infrastructure, including transportation systems. The Department of Roads, Parks and Fleet has determined that the proposed development will be sufficiently and safely accommodated by the existing road network surrounding the subject lands and is therefore consistent with this policy.
 40. In accordance with policy 1.6.7.4, the proposed development provides for medium density development in the vicinity of community facilities, parks and commercial uses on Veteran's Drive and Essa Road, as well as municipal transit services. The orientation and setback of the proposed townhouse block along Veteran's Drive, as well as connections to the municipal sidewalk, would support the current and future use of public transit and active transportation.

-
41. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built-form, the 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 policy in that it is a compact built-form, will include planting features, is located within close proximity to parks, community facilities and commercial uses (Essa Road and Veteran's Drive), and is located along a transit route so as to be transit supportive, thereby reducing greenhouse gas emissions.
 42. In accordance with Policy 2.1.8, the Lake Simcoe Region Conservation Authority (LSRCA) has confirmed that the development is not located within or adjacent to any environmental features (i.e. natural heritage and/or water resources).
 43. Policies within Section 3.1 Natural Hazards, require development to be directed outside of natural hazards. The proposal is consistent with this section as the property is not located within a natural hazard area.
 44. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with the Provincial Policy Statement (2014).

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

45. A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. 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>
46. In accordance with the Guiding Principles found in Section 1.2.1 of the Growth Plan, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living through the provision of direct access to the municipal sidewalk along Veteran's Drive. Further, the density proposed on the subject lands results in the efficient use of land and existing municipal infrastructure and public service facilities (parks, schools and transit). The proposal would also contribute towards increasing the range of housing types/options in the City and will not impact any natural heritage and/or water features.
47. Policies 2.2.1(2) (a), (c), (d) and (e) direct growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water, storm and wastewater systems, is focused in a built-up area that is serviced by transit and located near public service facilities (parks and schools), and is not within or adjacent to any environmental features or hazardous lands.
48. Section 2.2.2 of the Growth Plan requires that by the next time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target in the City of Barrie is a minimum of 50 percent of all residential development within the delineated built-up area. 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 minimum intensification target for built-up areas as identified on Schedule I – Intensification Areas of the City of Barrie Official Plan is a minimum of 40

percent. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the minimum required target of 40 percent.

49. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019).

Lake Simcoe Protection Plan (LSPP)

50. 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.

Official Plan (OP)

51. 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>
52. As noted above, the subject lands are designated 'Residential Area' within the City's Official Plan. Lands that are designated 'Residential Area' are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria.
53. 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.
54. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include a growing percentage of multi-unit development at medium and high densities in order to provide a complete range of housing options for the City's residents. Further, intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space. The proposed development is considered to be consistent with this policy in that it proposes a medium density residential development with alternative housing forms (townhouse units) from what currently exists in the immediate area, utilizes existing infrastructure and services, and would support public transit use.

General Policies

55. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and service facilities (local

schools, public transit and parks) are available. Further, the proposed development provides a form of housing (townhouse units) that is considered to be generally more affordable than single and semi-detached dwellings, contributes to a safe, vibrant and pedestrian friendly Veteran's Drive streetscape through the provision of "eyes on the street" by way of street oriented development along Veteran's Drive, multiple pedestrian access connections to the municipal sidewalk and would contribute toward a complete community given proximity to commercial uses on Veteran's Drive and Essa Road.

56. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities is encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form (townhouses), would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an existing built-up area of the City, and is intensifying an underutilized site located along an arterial road.

Affordable Housing

57. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual income for low and moderate households; or,
 - Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
58. This policy represents a goal of the Official Plan. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered "affordable" as defined by the 30 percent household income calculation. However, the target price of \$350,000 to \$450,000 does potentially meet the criteria of 10% below the average purchase price in the regional market area (\$445,582). Additionally, the proposed built-form (townhouse units) is generally considered to be a more attainable and/or affordable housing alternative to single and semi-detached dwelling units, which currently exist in the surrounding neighbourhood. It is the opinion of staff that the size and variety of townhouse units proposed, will contribute to a type of residential housing that is more affordable than single and semi-detached units and may help to provide much needed housing stock to the City, which may increase the availability of existing rental and/or truly affordable units.

Energy Conservation and Renewable Energy Systems

59. 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 compact development that is located within walking distance to community facilities (parks, schools and recreation centres) and commercial uses (Veteran's Drive and Essa Road). The built-form would also provide future residents an opportunity to participate in active transportation as sidewalk connections are

proposed to Veteran's Drive and the development would be serviced by the City's transit system. The compact built-form would consume less land and resources and utilize existing infrastructure and services, thus supporting overall energy conservation in the City. Additionally, the proposed development will incorporate features, such as Low Impact Development (LID) devices, to minimize stormwater management impacts on the natural environment.

Land Use Policies

60. In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. Medium density residential development in the form of townhouses shall range between 45 and 53 units per hectare. The proposed development represents a density of 38 units per hectare, and as such, would be considered to be medium density in accordance with the Official Plan. The zoning standards proposed for the subject lands would result in a medium density residential development that is able to use the land and municipal infrastructure and services more efficiently. The proposed built-form (townhouses) is also generally consistent with the form and character of the surrounding neighbourhood, which contains a mix of 2 to 3 storey single detached, semi-detached and townhouse dwelling units.
61. Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and generally should be directed to locate adjacent to arterial and collector roads, in close proximity to public transit, schools, parks, commercial development and where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. Although the subject lands are not located within an Intensification Node or Corridor identified on Schedule 'I' of the Official Plan, in staff's opinion, the proposed development meets the City's locational criteria with respect to medium and high density development. In this regard, the subject property is located on Veteran's Drive which is identified as an arterial road on Schedule D of the Official Plan and is serviced by dual sidewalks, and City of Barrie Transit (Route 2). Commercial Development is located to the north, west and south of the subject lands, at the intersections of Veteran's Drive and Essa Road (approx. 900 metres), Mapleton Avenue and Essa Road (approx. 500 metres), and Veteran's Drive and Caplan Avenue (approx. 400 metres). Finally, the subject lands are also serviced by local schools (Trillium Woods, Holly Meadows and St. Bernadette Elementary Schools and Bear Creek and St. Joan of Arc Secondary Schools), community centres (Holly Community Centre) and are located within close proximity to parks (Mapleton Park and Veteran's Woods Park).
62. The proposed development has been evaluated in greater detail with regard for the intensification policies of Section 4.2.2.6(d) of the Official Plan, as they relate to the locational criteria for residential intensification outside of the City's designated intensification areas. An analysis of these policies can be found in paragraphs 70 and 71 below.
63. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional amenity areas including landscaping, screening and buffering. As illustrated on the amended conceptual site plan submitted in support of the subject application (Appendix "B" – Revised Conceptual Site Plan), adequate parking and a private amenity area has been provided on site. In this regard, the applicant is proposing a parking ratio of 2.3 parking spaces per residential unit, exceeding the minimum standards of the RM2 zone. In addition, a 350 square metre private amenity area is proposed at-grade in the southwest corner of the subject lands. The proposed amenity area exceeds the minimum requirement of the Zoning By-law (96 square metres). Finally, the applicant is proposing landscaped areas and privacy fencing along the rear and side lot lines to provide buffering and screening for adjacent residential lots. Together, the proposed building height (3-

storeys), setbacks, landscape buffers and fencing would provide an appropriate transition to adjacent lands which contain existing 2-storey single detached dwelling units.

64. Staff recognize that the proposed development would result in a higher density than that of the existing single detached dwelling units located on lands immediately adjacent to the site. It is important to note that the subject lands are located along Veteran's Drive, which is an arterial road where higher density pedestrian-oriented developments with a strong street presence are generally encouraged. Given the proximity of the subject lands to an existing subdivision containing low and medium density forms of housing, it is important to be sensitive to existing conditions, while at the same time encouraging new high-quality development applications to proceed. In this regard, new developments shall provide a range of unit types and intensify at appropriate densities. As such, consideration has been given to providing an appropriate transition and buffering to adjacent residential lands uses through adequate separation distances, building setbacks and opportunities for landscaping and privacy fencing.
65. In this case, the proposed townhouse block has been strategically located along the east side of the site with a strong street presence along Veteran's Drive, which is an arterial road where infill and intensification is generally encouraged. In doing so, the applicant is creating a development with a strong street presence and direct connections to the municipal sidewalk, encouraging active transportation and the use of City transit services. With respect to the layout of the site, the applicant is proposing a rear yard setback of 27.4 metres, providing a greater separation distance between the proposed development and existing residential dwellings located immediately west and south of the subject lands on White Crescent and Touchette Drive. The location of the proposed townhouse block has also allowed the applicant to increase the width of the of the landscape buffer strip along the rear lot line and the north side of the building, providing more opportunities for landscaping/planting and fencing, and creating more greenspace to assist with the infiltration of stormwater. Furthermore, the applicant has removed a walkway that was originally proposed along the south side lot line, which will also provide more opportunities for landscaping/planting and offer more greenspace to assist with the infiltration of stormwater. Finally, the applicant is proposing landscape buffer strips in appropriate locations around the parking area to provide space for landscaping/planting and fencing to screen the parking area from adjacent residential land uses.
66. Planning staff note that the surrounding neighbourhood contains existing street and block/cluster townhouse units. Specifically, townhouse units currently exist along White Crescent, Bentley Crescent, Lake Crescent, Touchette Drive and at the southwest corner of the intersection of Veteran's Drive and Harvie Road (see Appendix "F" – Site Context Map). The proposed built-form is considered to be consistent and compatible with the existing form and character of the surrounding neighbourhood.
67. Staff are of the opinion that the combination of the built-form and above mentioned features will ensure that the proposed development functions effectively, is compatible with the surrounding neighbourhood, and would provide an appropriate transition to the abutting low and medium residential land uses, thereby minimizing the impacts of the proposed development on surrounding land uses.

Intensification Policies

68. 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 proposed development would contribute to a more compact and compatible urban

form (townhouses), efficiently use land and resources, support transit use, and optimize the use of existing infrastructure and services; including public transit.

69. Under the current zoning provisions for the subject lands, the site could be developed with approximately 6 street townhomes, representing a density of 29 units per net hectare. The proposed development would result in a modest increase in the permitted density on the subject lands due to the request for an additional 2 units. Specifically, the applicant is proposing a density of 38 units per net hectare on the subject lands. It is important to note that the density of a site is not indicative of whether a proposed development is appropriate or compatible with an existing neighbourhood. When evaluating such applications, consideration must be given to the built-form and building design, as well as the functionality of the site as it relates to parking, amenity areas, landscaping and buffering, availability of services and infrastructure, access to public transit and the protection of the natural environment and heritage resources.

70. Although the subject lands are not located within a designated intensification corridor, Policy 4.2.2.6(d) of the Official Plan contains six criteria in the assessment of development applications outside of designated 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 surrounding neighbourhood is characterized by a mix of low and medium density forms of development. The subject lands are located immediately adjacent to 2 storey single detached dwelling units on Veteran's Drive, Touchette Drive and White Crescent. However, 2 and 3 storey townhouse units currently exist within close proximity (120 metres) to the subject lands along White Crescent, Bentley Crescent, Lake Crescent, Touchette Drive and at the southwest corner of the intersection of Veteran's Drive and Harvie Road (Please refer to Appendix "F" – Site Context Map). The proposed building height (3 storeys) together with the increased building setbacks, landscape buffers and privacy fencing provides an appropriate transition to adjacent lots and is considered to be generally consistent with the scale and character of existing development in the surrounding neighbourhood.

- 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 White Crescent. Staff in the Engineering Services Department have confirmed that the proposed block/cluster townhouse units can be adequately serviced by this existing infrastructure.

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

The subject lands are located within walking distance of a public transit route which runs along Veteran's Drive (Route 2), which provides direct access to the City's downtown core and commercial developments on Mapleview Drive. Transit stops are located at the intersections of Veteran's Drive and Mapleton Avenue and Veteran's Drive and Essa 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 Designated 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 residential neighbourhood with a mix of low and

medium density forms of development, including 2 to 3-storey single-detached, semi-detached and townhouse dwelling units. The applicant is proposing a 3-storey townhouse block containing 8 units, representing a density of 38 units per net hectare. The proposal is considered a medium density residential development in accordance with the Official Plan. The proposed development will result in a higher and better use of existing residential land that is currently vacant. The proposed use of the subject lands is considered to be generally compatible with surrounding land uses, as the subject lands are surrounded by similar forms of residential development. 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 infill and intensification within the Urban Growth Centre and the Intensification Nodes and Corridors, which are better suited to accommodate higher density developments and tall buildings.

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

As identified in Appendix "G" of this staff report, the applicant has submitted conceptual building elevations in support of the subject application. The design and building materials being proposed by the applicant are consistent with that of the existing townhouse units in the surrounding neighbourhood. Therefore, Planning staff are of the opinion that the design of the proposed dwellings is of a high quality and would not have a negative impact on the safety and efficiency of the neighbourhood. Urban design would be reviewed in greater detail by City staff through the subsequent Site Plan Control process, should the subject application be approved.

- 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.

71. The proposed development would satisfy the intensification policies noted above as it provides for a density of 38 units per net hectare through a more compact built-form within an existing residential neighbourhood containing a mix of low and medium density forms of housing; 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, schools and commercial developments; and, promotes energy efficiency through compact design and the efficient use of land.

Servicing and Transportation

72. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
73. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that stormwater management for the proposed development can be adequately addressed in accordance with these policies through the subsequent Site Plan Control process.
74. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote the use of public transit. The proposed development conforms with these

policies through the provision of increased densities to support the local transit service and by providing pedestrian connections to municipal sidewalks whereby local transit stops are present and provide connections to inter-regional transit systems, such as GO Transit.

75. Policy 5.4.2.4 (b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of walkway connections throughout the site and to Veteran's Drive, providing pedestrian access to nearby commercial uses located within walking distance of the subject lands (Veteran's Drive and Caplan Avenue, Veteran's Drive and Essa Road and Mapleton Avenue and Essa Road). Detailed items such as bicycle racks would be considered through a subsequent Site Plan Control process, should Council approve the subject application.

Urban Design Guidelines

76. Policy 6.5.2.2 (a) identifies that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design, the design of a building's roof should screen mechanical equipment from public view, the avoidance of large exposed blank walls, provision of well-defined entrances, and pedestrian links shall be designed to promote safety of the user and be fully accessible between commercial and residential properties. Conceptual building elevations have been provided by the applicant and are attached as Appendix "G" to this report. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan control process.
77. Policy 6.5.2.2 (b) identifies the linking of driveways to reduce the number of turns onto and off of major roads, adequate accessible parking, smaller parking areas for larger properties, and major parking and loading areas confined to the rear of the building. The proposal conforms to this policy in that the site would have only one access point from White Crescent, away from any intersections, so as to avoid traffic conflicts. Accessible parking has also been provided in accordance with the RM2 zone standards of the Zoning By-law. Finally, all parking is proposed to be located to the rear of the building and internal to the site where it will be screened from view of the street.
78. Policy 6.5.2.2 (c) states that planting strips shall be provided along the street frontage and should contain planting materials and street furniture. The proposal conforms with this policy as the applicant is proposing walkways and landscaped open space in the front yard which will provide opportunities to incorporate planting features. Landscape buffer strips are also proposed along the rear and side lot lines to accommodate buffer planting and fencing which will assist in screening the proposed development and the associated parking area and amenity space at the rear of the site.
79. Policy 6.5.2.2 (g) encourages energy efficiency through a compact built-form that encourages the use of transit, active transportation, and focusing major development along transit routes. The proposal conforms to this policy by providing a compact built-form with direct connections to the municipal sidewalk, along an arterial road that is serviced by City of Barrie Transit (Route 2). These features would promote active transportation, and provide access to nearby commercial uses and public services and facilities.
80. Planning staff are of the opinion that the development proposal adheres to the design policies of the Official Plan as it relates to location, density, landscaping and amenity areas, and providing an appropriate transition and buffering between adjacent land uses.

Height and Density Bonusing

81. 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 permitted in the Zoning By-law. In this case, the applicant is proposing to amend the zoning of the subject lands to a 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP-XXX) zone with site-specific provisions. The RM2 zone permits a maximum building height of 10 metres (3-storeys) and a maximum density of 40 units per hectare, in accordance with Zoning By-law 2009-141, as amended.
82. The applicant is proposing a maximum building height of 12 metres (11.92 metres) and a maximum density of 38 units per hectare. The proposed density of the development is below the maximum density provision of RM2 zone. While the proposed building height exceeds the maximum building height of 10 metres permitted in the RM2 zone, it is important to note that the slight increase in height will not translate into an additional storey and/or units. Therefore, there is no financial uplift value (additional units) associated with the slight increase in the height of the proposed development. The increase in building height is required to facilitate the design of the building (steeply pitched roof) and account for the grade of the site (please see Appendix "G" – Conceptual Elevation Plans).
83. Based on the above, Planning staff are of the opinion that the application, if approved, should not be subject to the height and bonusing policies of the Official Plan as the proposed building height and density is generally consistent with the provisions of the Zoning By-law. The proposed development is considered to be consistent with or does not conflict with the Bonusing policies in the City's Official Plan.

Transition to Low-Density Residential Land Uses

84. While the subject lands are located along an arterial road (Veteran's Drive) where infill and intensification is generally encouraged, new developments are expected to provide an appropriate transition to low-density residential land uses. There are many ways in which a new development can provide an appropriate transition to low-density residential land uses, including the provision of building step-backs to reduce height and shadowing impacts of tall buildings, increased building setbacks to provide appropriate spatial separation between buildings, and buffering in the form of infill plantings/landscaping and tight-board fencing.
85. The proposed development is considered to be medium density development as defined in the City's Official Plan. It is important to note that while the lands located immediately adjacent to the subject lands contain 2-storey single-detached dwelling units, the surrounding neighbourhood also contains 2 and 3-storey townhouse dwelling units. The proposed development is considered to be generally consistent and compatible with existing development in the surrounding area, as it relates to built-form, building height and land use.
86. As noted throughout the Analysis section of this report, several design elements have been incorporated into the proposed development in order to provide an appropriate transition to the existing 2-storey single-detached residential dwellings located immediately south, west and north of the site, such as increased rear and side yard setbacks and building separations, provision of buffer/infill plantings and tight-board privacy fencing. Additionally, the height of the proposed development is only 1-storey greater than that of the existing single detached dwelling units located immediately adjacent to the site. As such, Planning staff are satisfied that the proposed development will provide an appropriate transition to adjacent residential lands.

Zoning Rationale for Special Provisions (SP)

87. As noted above, the applicant has requested a 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP-XXX) zone with site-specific provisions to permit the proposed development. The site-specific zoning provisions being requested are discussed in greater detail in paragraphs 88 to 102.

Front Yard Setback

88. The applicant is requesting a front yard setback of 3 metres (3.4 metres) for the main building and a front yard setback of 1.5 metres to a front porch/stairs, whereas the zoning by-law requires front yard setbacks of 7 metres to a main building and 3 metres to a porch/stairs in the RM2 zone.
89. The general intent and purpose of establishing minimum front yard setbacks is to ensure that there is an adequate separation between a building and any property line abutting a street. In the context of a traditional residential development, front yard setbacks provide sufficient space for parking, amenity areas, landscaping, grading and servicing.
90. This is a medium density residential development located along an arterial road (Veteran's Drive), on which buildings are encouraged to have a strong street presence to promote pedestrian activity and encourage the use of public transit. Parking areas are also encouraged to be located underground, within a structure, or to the rear/interior of a site where they can be screened by buildings or landscaping so as to minimize the presence of motorized vehicles along major streets. In this regard, front yard parking areas are now being replaced by attractive building facades, landscaping and amenity areas such as front porches and outdoor patios.
91. According to the concept plan submitted in support of this application, it appears that the proposed building and front porches will be located within close proximity to the street with direct pedestrian connections to the municipal sidewalk. Parking is also located to the rear and interior of the site so as to minimize the presence of large parking areas and motorized vehicles along Veteran's Drive. A 350 square meter outdoor amenity area is also proposed at the rear of the site to provide future residents with space for active and passive recreation. Finally, the City's Engineering staff have confirmed that the reduction in the front yard setbacks will not impact the ability to service and/or grade the site.
92. In this specific case, the reduction of the front yard setbacks for the main buildings and front porches are warranted as they would facilitate the development of a medium density residential site that is consistent with the design policies of the Official Plan and the City's vision for intensification along arterial and collector roads. The proposed front yard setback would result in a building with a strong street presence, while still providing opportunities for planting features and pedestrian walkway connections to the municipal sidewalk. The opportunities associated with the proposed front yard setback would assist in creating a pedestrian-friendly environment along Veteran's Drive. Consequently, Planning staff are of the opinion that the proposed reductions in the front yard setbacks are consistent with the general intent and purpose of the zoning by-law.

Maximum Building Height

93. The applicant is requesting a maximum building height of 12 metres (11.92 metres), for a total of 3-storeys. The RM2 zone permits a maximum building height of 10 metres (3-storeys). The slight increase in building height is being requested to accommodate the design of the building, as well as variations in average grade on the site (see Appendix "G" – Conceptual Elevation Plans). The general intent and purpose of the zoning by-law is to ensure that building heights are generally compatible with surrounding land uses, provide an appropriate transition to existing residential

neighbourhoods, and do not result in unreasonable shadowing on adjacent lands and public spaces.

94. As noted throughout the analysis section of this report, the surrounding neighbourhood is characterized by a mix of 2 and 3-storey single-detached, semi-detached and townhouse dwelling units. The single-detached residential zones (R1, R3 and R4 zones) adjacent to the subject lands permit a maximum building height of 10 metres (3-storeys). The proposed development will exceed the maximum building height permitted on adjacent residential lands by 2 metres (1.92 metres). While a maximum building height of 10 metres (3-storeys) is permitted on adjacent lands, the lots directly abutting the subject lands are currently occupied 2-storey single-detached dwelling units.
95. The proposed increase in building height is considered minor and having a 3-storey building located next to a 2-storey building is not considered to be unreasonable, as it provides an appropriate transition between land uses. The applicant is proposing increased side and rear yard setbacks, beyond the minimum provisions of the zoning by-law, so as to provide a greater separation between the proposed development and adjacent residential land uses. Landscape buffer strips are also provided along the side and rear lot lines to provide opportunities for planting features and tight-board fencing to provide buffering and screening for adjacent lands.
96. Planning staff are of the opinion that the proposed building height maintains the intent of the RM2 zone while being respectful of adjacent land uses. The proposed built-form is not considered to be a tall building, is generally compatible with the established character of the neighbourhood, and provides an appropriate transition to the low and medium density (2 to 3 storeys) residential land uses surrounding the property.

Tandem Parking

97. The applicant is requesting that tandem parking be permitted on the subject lands, whereas the zoning by-law prohibits tandem parking in multi-residential developments. The proposed tandem parking would apply to the townhouse block, and would not include the visitor parking spaces at the rear of the site. The parking configuration for the units within townhouse block would include 1 space in the driveway and 1 in the garage. Sections 4.6.1 and 4.6.2.5 of the Zoning By-law require that all multi-residential parking spaces have unobstructed access to a drive aisle and/or laneway. The intent of this zoning provision is to ensure that residents have convenient access to their parking stalls.
98. In this case, the tandem parking spaces would be utilized by the occupants of each townhouse unit. The tandem parking spaces would not be shared, but rather assigned to each of the townhouse units (2 per unit). The site would also contain 3 visitor parking spaces, which would have unobstructed access to the private drive aisle/laneway that runs through the site. The proposed tandem parking spaces would also have direct access to the private drive aisle/laneway. As such, the proposed tandem parking spaces will not generate negative impacts on the flow of traffic into and through the site, and will not result in unreasonable delays to the future residents of the development. Planning staff are of the opinion that tandem parking is considered appropriate in the form that is being proposed on this site

Landscape Buffer Strips

99. The applicant is requesting site-specific zoning provisions to permit a reduction in the width of landscape buffer strips in specific locations on the site, due to design constraints as result of the irregular shape of the subject lands. The site-specific provisions are as follows:
- i) To permit a landscape buffer strip with a minimum width of 0.5 metres (0.7 metres) along the rear (west) lot line, adjacent to the west side of the driveway access;

- ii) To permit a landscape buffer strip with a minimum width of 0.5 metres (0.5 and 0.68 metres) along the north side lot line, adjacent to the east side of the driveway access and immediately west of Unit 1 within the proposed townhouse block; and,
 - iii) To permit a landscape buffer strip with a minimum width of 2.85 metres along the south side lot line where the drive aisle terminates adjacent to Unit 8 within the proposed townhouse block.
100. The zoning by-law requires a minimum landscape buffer strip width a width of 3 metres and a 2 metre high tight-board fence around a parking area with 4 or more spaces abutting a residential zone. In this case, the proposed parking area abuts residential zones along the side (north and south) and rear (west) lot lines. The general intent and purpose of requiring landscape buffer strips and fencing is to provide buffering for adjacent land uses and mitigate impacts associated with vehicular noise, lighting and pedestrian activity.
101. Given the irregular shape of the subject lands, there are design constraints in specific locations on the site. The requested provisions are required to facilitate the design of the proposed parking area and driveway access. It is important to note that these deficiencies are limited to specific locations and represent a small portion of the site. The applicant is not seeking to reduce the width of the landscape buffer strips along the entire length of the side and rear lot lines, as identified in Appendix "B" – Revised Conceptual Site Plan. The majority of the site contains landscape buffer strips with a minimum width of 3 metres which would allow for planting features to assist in screening the parking area and provide a buffer between the proposed development and adjacent residential lands. A continuous 2 metre high tight-board fence would also be provided along the rear and side lot lines. Engineering (Parks Approvals) staff have confirmed that the landscape buffers proposed on the site are sufficient and can accommodate appropriate planting features and tight-board fencing, in accordance with City standards. As such, Planning staff are of the opinion that these site-specific provisions are considered to be reasonable, as the balance of the landscape buffer strips on the site will function as intended by screening the parking area, provide buffering to adjacent land uses and mitigate impacts associated with vehicular noise, lighting and pedestrian activity.

Rear Yard Setback

102. The applicant is proposing a rear yard setback of 27.4 metres, whereas a minimum rear yard setback of 7 metres is permitted within the RM2 zone. In response to comments provided by local residents during the public consultation process, Planning staff are recommending that a minimum rear yard setback 25 metres be required as reflected in the recommended motion. The special provision would ensure that the proposed development, if approved, does not change substantially and the concept plan as presented to Council is realized at the time of construction. The minimum rear yard setback proposed by planning staff would ensure that there is sufficient space in the rear yard to accommodate parking and a private amenity area, and provide greater separation between the proposed townhouse block and surrounding land uses. A minimum rear yard setback of 25 metres would also provide the applicant with some flexibility during the detailed design process associated with the application, should any modifications to the concept plan be required through the subsequent Site Plan Control process.

Lot Frontage – Veteran's Drive

103. Given that the subject lands are considered a through-lot with frontage on both Veteran's Drive and White Crescent, the applicant is requesting that Veteran's Drive be considered the lot frontage for the purpose of zoning interpretation. Planning staff note that the proposed townhouse units will front onto Veteran's Drive and will likely be addressed accordingly. Due to the irregular shape of the subject lands, zoning interpretations would be made simpler if Veteran's Drive was formally

considered the frontage of the subject lands. Finally, the balance of the requested site-specific provisions are based on Veteran's Drive being the considered the frontage of the subject lands. Consequently, Planning staff are of the opinion that this site-specific provision is appropriate, given the context of the site.

Site Plan Control

104. Subject to Council approval of the proposed Zoning By-law Amendment application, the property would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the development and design of the lands with regard to access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, waste management etc.
105. The conceptual site plan and building elevations submitted in support of the subject application provide a general indication of how the property would be developed and the ultimate design of the future building. The conceptual site plan demonstrates that the subject lands can support the proposed development. Should the subject Zoning By-law Amendment application be approved, the applicant would be required to submit a Site Plan Control application which would be further reviewed by City staff and applicable external agencies to ensure that the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets. In the interim, staff note that consideration has been given to appropriate urban design matters through the provision of detailed design elements such as various building façade materials, a reduced front yard setback, orientation of the building adjacent to and toward Veteran's Drive and the provision of landscaped open space and a private amenity area, along with parking that is screened from view of the street.

Summary

106. 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 professional opinion, the provision for a medium density residential development on the subject lands at the density proposed, is considered appropriate and would conform to relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for residential infill development and intensification.

ENVIRONMENTAL MATTERS

107. There are no environmental matters related to the recommendation.

ALTERNATIVES

108. There are two alternatives available for consideration by General Committee:

Alternative #1

General Committee could alter the proposed recommendation by suggesting a reduced density, or sending it back to staff for additional consultation with the owner/applicant and the public.

Although this alternative is available, a Neighbourhood Meeting and Public Meeting have been formally held, and staff have been available for discussion and have received and addressed comments from the public. It is not anticipated that additional consultation would result in alterations to the application, as changes have already been made to the conceptual site

plan in response to public comments. As noted in the recommendation, staff are satisfied that the supporting documentation submitted by the owner/applicant, including updates as requested, justifies consideration of the development as proposed.

Alternative #2

General Committee could refuse the subject Zoning By-law Amendment application and maintain the current 'Residential Multiple Dwelling Second Density – Townhouse' (RM2-TH) and 'Residential Single Detached Dwelling Fourth Density' (R4) zoning designations on the subject lands.

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

FINANCIAL

109. The subject application, if approved, would permit the development of 8 townhouse units. The current annual property tax revenue generated from the subject lands is \$1,317.20. The proposed development would generate an annual tax revenue of approximately \$39,600.00, representing an increase of \$38,282.80, based on 2019 tax rates.
110. Building permit application fees for the proposed development are estimated to be approximately \$18,000. If approved, building permit fees will be confirmed through the subsequent Site Plan Control process, and collected at the time of the submission of a building permit application.
111. Current development charges for a townhouse unit are \$35,219.00 per unit. The development charge revenue for the proposed development is estimated to be approximately \$281,752.00. Development charges are calculated and paid at the time of issuance of the building permit.
112. The education levy for residential uses is currently \$1,759.00 per unit, which represents a total levy of \$14,072.00.
113. Cash in lieu of parkland is currently calculated at \$5,418.00 per residential unit, which represents a total contribution of \$43,344.00 for the proposed development (2019 rate, subject to an annual inflationary adjustment on January 1st of each year).
114. The proposed development is located in an area subject to the Whiskey Creek Area Specific Development Charge By-law. The 2019 fee applicable to the proposed development is \$15,112.96 (2019 rate, subject to an annual inflationary adjustment on January 1st of each year).
115. The proposed development would be subject to a finance administration fee of \$584.00, which would be collected at the time of issuance of a building permit.
116. Given that the subject lands, when developed, will be subject to Site Plan Control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.

117. The City will also incur minimal additional operating costs associated with increased demand for municipal services outside of the development limits. However, the impacts of the additional units are 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 COUNCIL STRATEGIC PLAN

118. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Building Strong Neighbourhoods
 - i) Build Walkable, diverse neighbourhoods that encourage community connections; and,
 - ii) Grow responsibly.
 - Improving the ability to get around
 - i) Increase transportation options, including active transportation modes.
 - Fostering a Safe and Healthy City
 - i) Build a greener Barrie while mitigating and adapting to climate change.
119. In accordance with Council's goals, the proposed development would provide for a compact form of development that will maximize the use of the subject lands, and utilize existing services and infrastructure. The proposed development is considered to be a more affordable form of housing, promotes and facilitates community connections, supports active transportation and public transit with direct access to the municipal sidewalk, and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Revised Conceptual Site Plan
Appendix "C" – Original Conceptual Site Plan
Appendix "D" – Technical Study Descriptions
Appendix "E" – Conceptual Block Plan
Appendix "F" – Site Context Map
Appendix "G" – Conceptual Elevation Plans

APPENDIX "A"

Proposed Zoning By-Law Amendment



Bill No. 0XX

BY-LAW NUMBER 2019-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 104 White Crescent and 440 Veteran's Drive, shown on Schedule "A" to this By-law from Residential Multiple Dwelling Second Density – Townhouse (RM2-TH) and Residential Single Detached Dwelling Fourth Density (R4) to Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(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 104 White Crescent and 440 Veteran's Drive from Residential Multiple Dwelling Second Density – Townhouse (RM2-TH) and Residential Single Detached Dwelling Fourth Density' (R4) to 'Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum front yard setback of 3 metres is required in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 5.3.5.1 of By-law 2009-141, a minimum front yard setback of 1.5 metres for porches and stairs is required in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum building height of 12 metres is permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Sections 4.6.1 and 4.6.2.5 of By-law 2009-141, tandem parking shall be permitted for a townhouse block (1 space in the garage and 1 space in the driveway) in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.

-
6. **THAT** notwithstanding the provisions set out in Section 5.3.7.1 of By-law 2009-141, a minimum landscape buffer strip with a width of 0.5 metres along the rear (west) lot line is permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 7. **THAT** notwithstanding the provisions set out in Section 5.3.7.1 of By-law 2009-141, a minimum landscape buffer strip with a width of 0.5 metres along the side (north) lot line is permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 8. **THAT** notwithstanding the provisions set out in Section 5.3.7.1 of By-law 2009-141, a minimum landscape buffer strip with a width of 2.85 metres along the side (south) lot line is permitted in the Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 9. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum rear yard setback of 25 metres is required in Residential Multiple Dwelling Second Density – Special Provision No. XXX (RM2)(SP-XXX) zone.
 10. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, Veteran’s Drive shall be considered the lot frontage for the purposes of zoning interpretation.
 11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule “A” to this by-law shall apply to the said lands except as varied by this By-law.
 12. **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 September, 2019.

READ a third time and finally passed this ____ day of September, 2019.

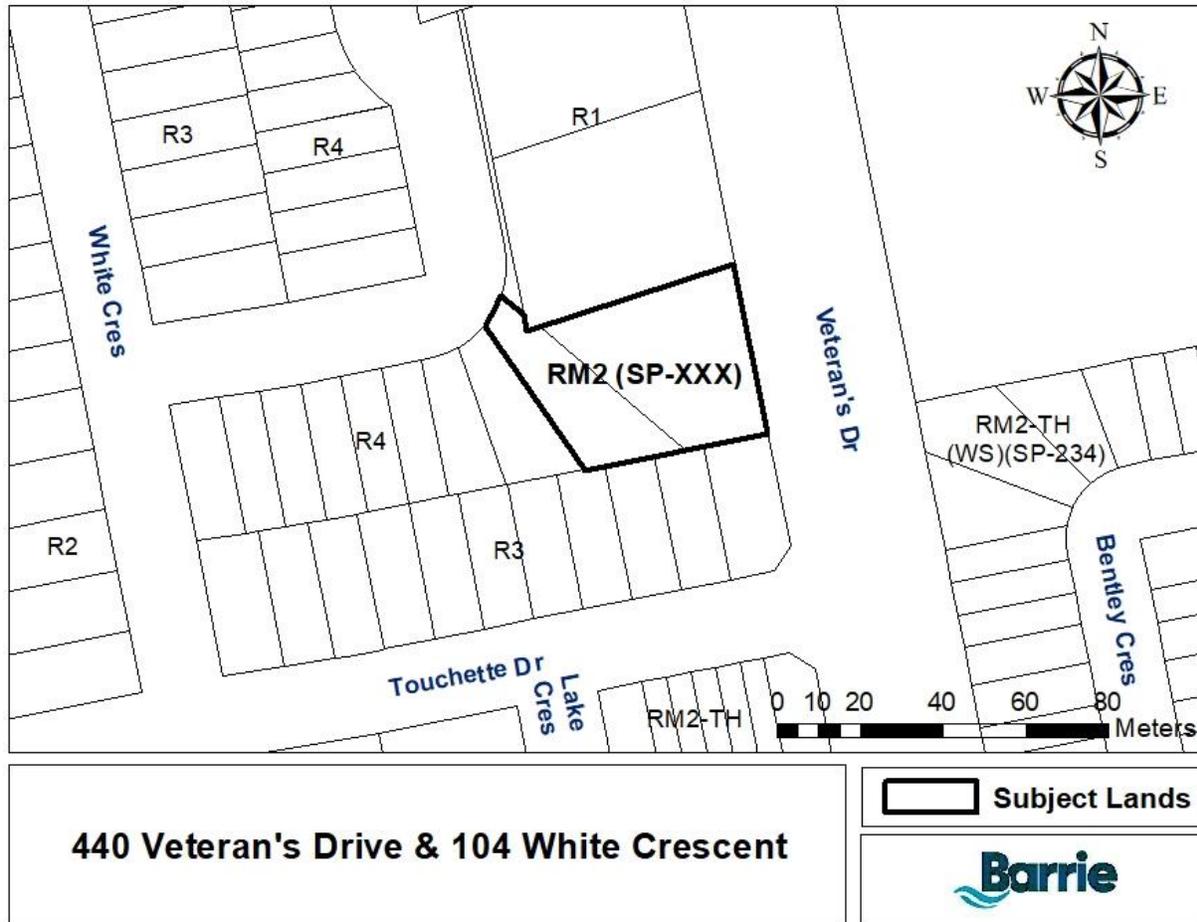
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

- 2 -

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

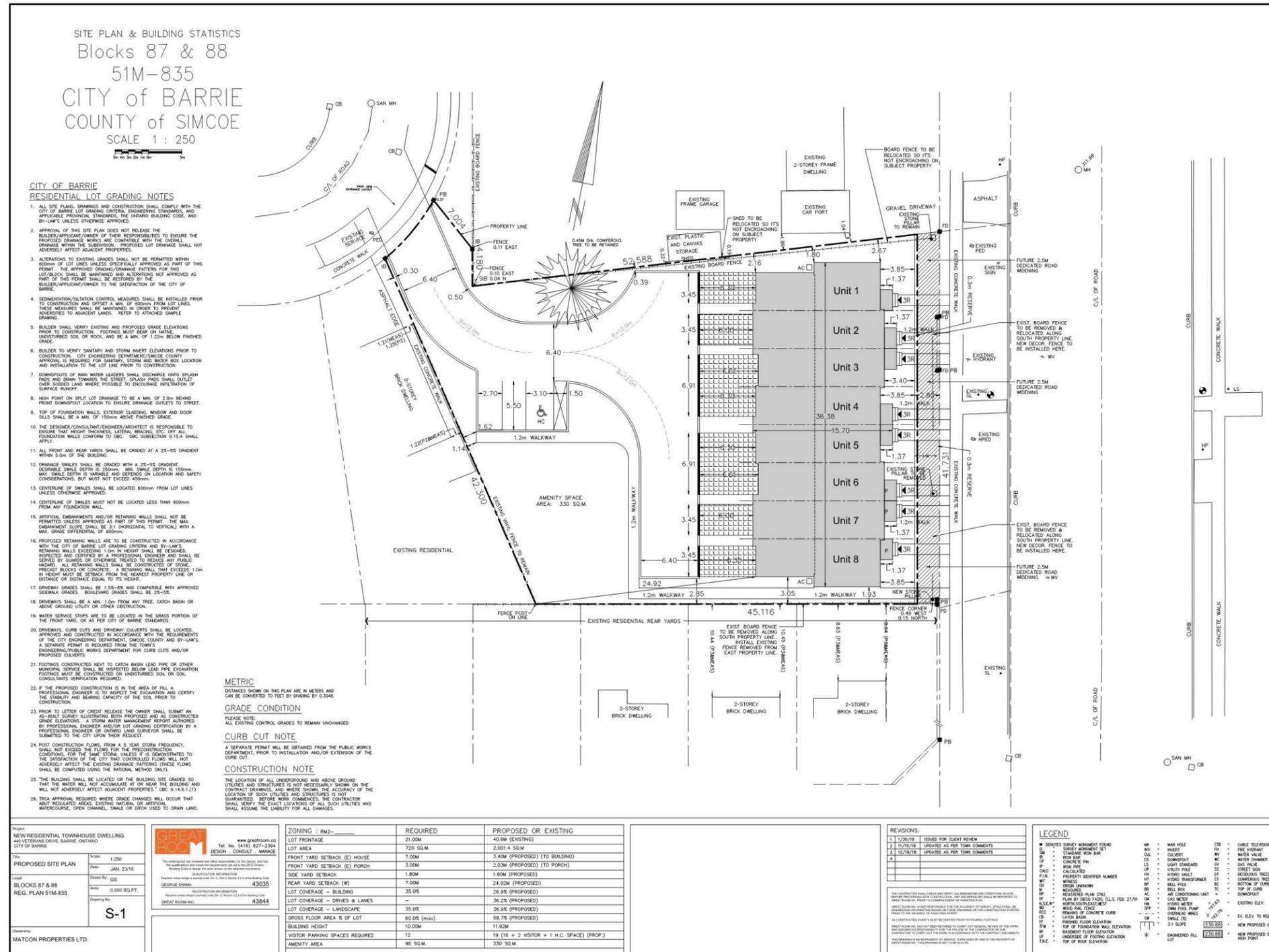


MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX "C"

Original Conceptual Site Plan



SITE PLAN & BUILDING STATISTICS
Blocks 87 & 88
51M-835
CITY of BARRIE
COUNTY of SIMCOE
SCALE 1 : 250

CITY OF BARRIE
RESIDENTIAL LOT GRADING NOTES

1. ALL SITE PLANS, DRAWINGS AND CONSTRUCTION SHALL COMPLY WITH THE CITY OF BARRIE LOT GRADING CRITERIA, ENGINEERING STANDARDS AND APPLICABLE PROVINCIAL STANDARDS, THE ONTARIO BUILDING CODE, AND BY-LAW 5 UNLESS OTHERWISE APPROVED.
2. APPROVAL OF THIS SITE PLAN DOES NOT RELEASE THE BUILDER/APPLICANT/OWNER OF THEIR RESPONSIBILITIES TO ENSURE THE PROVIDED GRADING WORKS ARE COMPATIBLE WITH THE OVERALL DRAINAGE WITHIN THE SUBDIVISION. PROPOSED LOT DRAINAGE SHALL NOT ADVERSELY AFFECT ADJACENT PROPERTIES.
3. ALTERATIONS TO EXISTING GRADES SHALL NOT BE PERMITTED WITHIN 600MM OF LOT LINES UNLESS SPECIFICALLY APPROVED AS PART OF THIS PERMIT. THE APPROVED GRADING/DRAINAGE PATTERN FOR THIS LOT SHALL BE MAINTAINED AND ALTERATIONS NOT APPROVED AS PART OF THIS PERMIT SHALL BE RESTORED BY THE BUILDER/APPLICANT/OWNER TO THE SATISFACTION OF THE CITY OF BARRIE.
4. SEDIMENTATION/EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND OFFSET A MIN. OF 600MM FROM LOT LINES. THESE MEASURES SHALL BE MAINTAINED IN ORDER TO PREVENT ADVERSEITIES TO ADJACENT LANDS. REFER TO ATTACHED SAMPLE DRAWING.
5. BUILDER SHALL VERIFY EXISTING AND PROPOSED GRADE ELEVATIONS PRIOR TO CONSTRUCTION. FOOTINGS MUST BE ON WHITE UNDISTURBED SOIL OR ROCK, AND BE A MIN. OF 1.22M BELOW FINISHED GRADE.
6. BUILDER TO VERIFY SANITARY AND STORM INVERT ELEVATIONS PRIOR TO CONSTRUCTION. CITY ENGINEERING DEPARTMENT/SIMCOE COUNTY APPROVAL IS REQUIRED FOR SANITARY, STORM AND WATER SEWER LOCATION AND INSTALLATION TO THE LOT LINE PRIOR TO CONSTRUCTION.
7. CONDUITS OF RAIN WATER LEAKERS SHALL DISCHARGE ONTO SPLASH PADS AND DRAIN TOWARDS THE STREET. SPLASH PADS SHALL OUTLET OVER COVERED LAND WHERE POSSIBLE TO ENCOURAGE INFILTRATION OF SURFACE RUNOFF.
8. HIGH POINT ON SPLIT LOT DRAINAGE TO BE A MIN. OF 2.0M BEHIND FRONT DOWNSLOPE LOCATION TO ENSURE DRAINAGE OUTLETS STREET.
9. TOP OF FOUNDATION WALLS, EXTERIOR CLADDING, WINDOW AND DOOR SILLS SHALL BE A MIN. OF 150MM ABOVE FINISHED GRADE.
10. THE DESIGNER/CONSULTANT/ENGINEER/ARCHITECT IS RESPONSIBLE TO ENSURE THAT HEIGHT, THICKNESS, LATERAL BRACING, ETC. OF ALL FOUNDATION WALLS CONFORM TO O.C. CODE SUBSECTION 9.1.4.4 SHALL APPLY.
11. ALL FRONT AND REAR YARDS SHALL BE GRADED AT A 2% - 5% GRADIENT WITHIN 5.0M OF THE BUILDING.
12. DRAINAGE SWALES SHALL BE GRADED WITH A 2% - 5% GRADIENT. DESIRABLE SWALE DEPTH IS 250MM. MIN. SWALE DEPTH IS 150MM. MAX. SWALE DEPTH IS VARIABLE AND DEPENDS ON LOCATION AND SAFETY CONSIDERATIONS, BUT MUST NOT EXCEED 450MM.
13. CENTERLINE OF SWALES SHALL BE LOCATED 600MM FROM LOT LINES UNLESS OTHERWISE APPROVED.
14. CENTERLINE OF SWALES MUST NOT BE LOCATED LESS THAN 600MM FROM ANY FOUNDATION WALL.
15. ARTIFICIAL EMBANKMENTS AND/OR RETAINING WALLS SHALL NOT BE PERMITTED UNLESS APPROVED AS PART OF THIS PERMIT. THE MAX. EMBANKMENT SLOPE SHALL BE 3:1 (HORIZONTAL TO VERTICAL) WITH A MAX. GRADE DIFFERENTIAL OF 600MM.
16. PROPOSED RETAINING WALLS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF BARRIE LOT GRADING CRITERIA AND BY-LAW 5. RETAINING WALLS EXCEEDING 1.0M IN HEIGHT SHALL BE DESIGNED, INSPECTED AND CERTIFIED BY A PROFESSIONAL ENGINEER AND SHALL BE SERVED BY GRASSES OR OTHERWISE TREATED TO REDUCE ANY PUBLIC HAZARD. ALL RETAINING WALLS SHALL BE CONSTRUCTED OF STONE. FINISH HEIGHT SHALL BE 1.0M ABOVE FINISHED GRADE. FINISH HEIGHT MUST BE SETBACK FROM THE NEAREST PROPERTY LINE OR DISTANCE OR DISTANCE EQUAL TO ITS HEIGHT.
17. DRIVEWAY GRADES SHALL BE 1.0% - 5% AND COMPATIBLE WITH APPROVED SIDEWALK GRADES. BOULEVARD GRADES SHALL BE 2% - 5%.
18. DRIVEWAYS SHALL BE A MIN. 1.0M FROM ANY TREE, CATCH BASIN OR ABOVE GROUND UTILITY OR OTHER OBSTRUCTION.
19. WATER SERVICE STOPS ARE TO BE LOCATED IN THE GRASS PORTION OF THE FRONT YARD OR AS PER CITY OF BARRIE STANDARDS.
20. DRIVEWAYS, CURB CUTS AND DRIVEWAY CULVERTS SHALL BE LOCATED, APPROVED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY ENGINEERING DEPARTMENT, SIMCOE COUNTY AND BY-LAW 5. A SEPARATE PERMIT IS REQUIRED FROM THE TOWN'S ENGINEERING/PUBLIC WORKS DEPARTMENT FOR CURB CUTS AND/OR PROPOSED CULVERTS.
21. FOOTINGS CONSTRUCTED NEXT TO CATCH BASIN LEAD PIPE OR OTHER MUNICIPAL SERVICE SHALL BE INSPECTED BELOW LEAD PIPE EXCAVATION. FOOTINGS MUST BE CONSTRUCTED ON UNDISTURBED SOIL OR SOIL CONSULTANTS VERIFICATION REQUIRED.
22. IF THE PROPOSED CONSTRUCTION IS IN THE AREA OF FULL-A CULVERTS, THE PROPOSED CONSTRUCTION IS TO RESPECT THE EXISTING AND CERTIFY THE STABILITY AND BEARING CAPACITY OF THE SOIL PRIOR TO CONSTRUCTION.
23. PRIOR TO LETTER OF CREDIT RELEASE THE OWNER SHALL SUBMIT AN AS-BUILT SURVEY ILLUSTRATING BOTH PROPOSED AND AS CONSTRUCTED GRADE ELEVATIONS. A STORM WATER MANAGEMENT REPORT AUTHORED BY PROFESSIONAL ENGINEER AND/OR LOT GRADING CERTIFICATION BY A PROFESSIONAL ENGINEER OR GRADING LIAISON SURVEYOR SHALL BE SUBMITTED TO THE CITY UPON THEIR REQUEST.
24. POST CONSTRUCTION FLOWS FROM A 5-YEAR STORM FREQUENCY SHALL NOT EXCEED THE FLOWS FOR THE PRECONSTRUCTION CONDITIONS FOR THE SAME STORM. UNLESS IT IS DEMONSTRATED TO THE SATISFACTION OF THE CITY THAT CONTROLLED FLOWS WILL NOT ADVERSELY AFFECT THE EXISTING DRAINAGE PATTERNS (THESE FLOWS SHALL BE COMPUTED USING THE RATIONAL METHOD ONLY).
25. THE BUILDING SHALL BE LOCATED ON THE BUILDING SITE GRADED SO THAT THE WATER WILL NOT ACCUMULATE AT OR NEAR THE BUILDING AND WILL NOT ADVERSELY AFFECT ADJACENT PROPERTIES." OBC 9.14.4.1.(1)
26. TRUCK APPROVAL REQUIRED WHERE GRADE CHANGES WILL OCCUR THAT AFFECT REGULATED AREAS, EXISTING NATURAL OR ARTIFICIAL WATERCOURSE, OPEN CHANNEL, SWALE OR DITCH USED TO DRAIN LANDS.

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND CAN BE CONVERTED TO FEET BY DIVING BY 0.3048

GRADE CONDITION

PLEASE NOTE: ALL EXISTING CONTROL GRADES TO REMAIN UNCHANGED

CURB CUT NOTE

A SEPARATE PERMIT WILL BE OBTAINED FROM THE PUBLIC WORKS DEPARTMENT, PRIOR TO INSTALLATION AND/OR EXTENSION OF THE CURB CUT

CONSTRUCTION NOTE

THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHEN SHOWN, THE ACCURACY OF THE LOCATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE WORK COMMENCES, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATIONS OF ALL SUCH UTILITIES AND SHALL ASSUME THE LIABILITY FOR ALL DAMAGES.

Project: NEW RESIDENTIAL TOWNHOUSE DWELLING
440 VETERANS DRIVE, BARRIE, ONTARIO
CITY OF BARRIE

Proposed Site Plan
Date: JAN 23/18
Drawn By: GS
Area: 0.000 SQ.FT.
Drawing No: S-1

Project: GREAT ROOM DESIGN CONSULT - MANAGE
Tel. No. (416) 627-2384
43035
43844

ZONING: RM2-	REQUIRED	PROPOSED OR EXISTING
LOT FRONTAGE	21.00M	40.86M (EXISTING)
LOT AREA	720 SQ.M	2,001 ± SQ.M
FRONT YARD SETBACK (E) PORCH	7.00M	3.40M (PROPOSED) (TO BUILDING)
FRONT YARD SETBACK (E) PORCH	3.00M	2.03M (PROPOSED) (TO PORCH)
REAR YARD SETBACK	1.80M	1.80M (PROPOSED)
REAR YARD SETBACK (W)	7.00M	24.92M (PROPOSED)
LOT COVERAGE - BUILDING	35.0%	26.9% (PROPOSED)
LOT COVERAGE - DRIVES & LANES	-	36.2% (PROPOSED)
LOT COVERAGE - LANDSCAPE	35.0%	36.9% (PROPOSED)
GROSS FLOOR AREA % OF LOT	60.0% (max)	58.7% (PROPOSED)
BUILDING HEIGHT	10.00M	11.92M
VISITOR PARKING SPACES REQUIRED	12	19 (18 ± 2 VISITOR + 1 H.C. SPACE) (PROP.)
AMENITY AREA	99 SQ.M	330 SQ.M

REVISIONS:

NO.	DATE	DESCRIPTION
1	1/25/18	ISSUED FOR CLIENT REVIEW
2	1/25/18	UPDATES AS PER TOWN COMMENTS
3	12/18/18	UPDATES AS PER TOWN COMMENTS

LEGEND

■	DENISES SURVEY MONUMENT FOUND	MH	MAN HOLE	CTB	CABLE TELEVISION BOX
□	DRIVEWAY	IN	INLET	FR	FIRE RISER
▣	STANDARD IRON BAR	CUL	CULVERT	WV	WATER VALVE
■	CONCRETE FIN	LS	LIGHT STANDARD	WV	WATER VALVE
■	IRON BAR	LS	LIGHT STANDARD	WV	WATER VALVE
■	CALLIERS	HT	HYDRO PUMP	CT	CONCRETE TREE
■	PROPERTY CENTER NUMBER	HT	HYDRO PUMP	CT	CONCRETE TREE
■	ORIGIN UNKNOWN	HT	HYDRO PUMP	CT	CONCRETE TREE
■	MEASURES	HT	HYDRO PUMP	CT	CONCRETE TREE
■	REGISTERED PLAN 2012	HT	HYDRO PUMP	CT	CONCRETE TREE
■	MAN HOLE	HT	HYDRO PUMP	CT	CONCRETE TREE
■	MAN HOLE	HT	HYDRO PUMP	CT	CONCRETE TREE
■	WOOD BALK FENCE	HT	HYDRO PUMP	CT	CONCRETE TREE
■	CONCRETE CURB	HT	HYDRO PUMP	CT	CONCRETE TREE
■	CATCH BASIN	HT	HYDRO PUMP	CT	CONCRETE TREE
■	FINISHED FLOOR ELEVATION	HT	HYDRO PUMP	CT	CONCRETE TREE
■	TOP OF FOUNDATION WALL ELEVATION	HT	HYDRO PUMP	CT	CONCRETE TREE
■	BASEMENT FLOOR ELEVATION	HT	HYDRO PUMP	CT	CONCRETE TREE
■	UNDERSE OF FOOTING ELEVATION	HT	HYDRO PUMP	CT	CONCRETE TREE
■	TOP OF ROOF ELEVATION	HT	HYDRO PUMP	CT	CONCRETE TREE

APPENDIX "D"

Technical Study Descriptions

- a) **Planning Justification Report** (December 2018) – 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 Innovative Planning Solutions, that the proposal is an appropriate form of development and location for residential intensification outside of a designated intensification area.
- b) **Urban Design Brief** (January 2019) - provides an overall review of the built-form and the design elements of the development and provides the opinion of Innovative Planning Solutions, that the proposed design of the site is appropriate for this location.
- c) **Tree Inventory and Preservation Plan** (January 2018) – identifies that the majority of the trees and tree groupings within the site development limits will not be retained post development, with the exception of 1 mature Scots Pine tree located along the north side lot line. The Tree Inventory and Preservation Plan notes that there are no boundary trees on adjacent lands that require protection. Mitigation measures will be undertaken to ensure that the retained specimens are not irreversibly injured during site development. Any necessary tree or vegetation removals would be completed outside of the primary breeding bird nesting window between April 1st and August 31st.
- d) **Geotechnical Investigation (January 2018) and Soil Investigation (January (2004))** – concludes that the subject lands are well suited for infiltration measures such as infiltration trenches and pervious pipe infiltration systems and the proposed development does not pose a significant risk to the local groundwater system.
- e) **Functional Servicing & Stormwater Management Report** (December 2018) – concludes that the subject lands will require the connection of sanitary, sewer and watermain services to existing municipal infrastructure on White Crescent. The stormwater management design for the site takes into account the existing conditions of the subject lands and is contained within the site's boundaries. The site is designed to provide the required quality control to satisfy the Ministry of Environment's Enhanced Level of Protection requirements. The bulk of the stormwater on the site would be flow to and be collected by a catch-basin in the proposed parking area and discharge into the existing municipal storm system on White Crescent. The report further provided the opinion of Pearson Engineering Ltd., that servicing and effective stormwater management is feasible for the proposed development.
- f) **Archaeological Study (October 2018)** – concludes that no archaeological resources were encountered on the site and that no further archaeological assessment of the subject lands is warranted.
- g) **Environmental Noise Feasibility Study (October 2018)** – concludes that with the incorporation of the recommended noise mitigation measures, the applicable Ministry of Environment, Conservation and Parks (MECP) noise guidelines can be met and a suitable indoor and outdoor acoustic environment provided. Based on the predicated sound levels on the site, exterior walls and windows meeting the minimum requirement of the Ontario Building Code would be sufficient to achieve indoor noise guideline criteria of the MECP. The report confirms that the estimated noise levels associated with the outdoor amenity and parking areas does not warrant sound barriers for noise control purposes.

APPENDIX "E"

Conceptual Block Plan



CONCEPTUAL BLOCK PLAN
434 Veteran's Drive - City of Barrie

SCHEDULE OF REVISIONS			
No.	Date	Description	By

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNDAS STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
Tel: 705-812-3281 Fax: 705-812-3438 e: info@innovativeips.com www.innovativeips.com

Date: May 29, 2019 Drawn By: A.S.
File: 16-781 Checked:

APPENDIX "F"

Site Context Map



APPENDIX "G"

Conceptual Elevation Plans (Front)

440 Veterans Dr.
Concept 1



ARTISTS' IMPRESSION
CONCEPTUAL AND APPROXIMATE TO SHOW THE LOOK, FEEL AND TONE OF THE PROPOSED DEVELOPMENT. THIS IS NOT A CONTRACT DOCUMENT. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



APPENDIX "G"

Conceptual Elevation Plans (Rear)

440 Veterans Dr.
Concept 1



ARTIST'S IMPRESSION
THIS IS AN ARTIST'S IMPRESSION AND NOT A CONTRACT DOCUMENT. IT IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER DOCUMENTS.



APPENDIX "G"

Conceptual Elevation Plans (Sides)

440 Veterans Dr.
Concept 1

440 Veterans Dr.
Concept 1

