

Staff Report



To	General Committee
Subject	Zoning By-law Amendment – 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue
Date	June 18, 2025
Ward	All
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV027-25

Recommendation(s):

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of Midnight Group, to rezone lands municipally known as 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling Second Density - 1 with Special Provisions' (RA2-1)(SP-XXX) and 'Residential Apartment Dwelling Second Density– 1 with Special Provision, Hold' (RA2-1)(SP-YYY)(H-ZZZ), attached as Appendix A to Staff Report DEV027-25 be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned to 'Residential Apartment Dwelling Second Density - 1 with Special Provisions' (RA2-1)(SP-XXX):
 - a) That the lot line abutting Big Bay Point Road shall be considered the Front Lot Line.
 - b) Permit a minimum front yard setback of 4.0m, whereas a minimum front yard setback of 7.0m is required;
 - c) Permit a minimum exterior side yard setback of 1.8m, whereas a minimum side yard setback of 5.0m is required;
 - d) Permit a minimum landscaped open space of 23%, whereas a minimum landscaped open space of 35% is required;
 - e) Permit a maximum lot coverage of 49%, whereas a maximum lot coverage of 35% is permitted;

- f) Permit a maximum Gross Floor Area of 232%, whereas a maximum Gross Floor Area of 200% is permitted;
 - g) Permit a minimum parking ratio of 0.9 spaces per unit across the entirety of the site, whereas a minimum parking ratio of 1.5 spaces per unit is required;
 - h) Permit a drive aisle width of 6.0 metres, whereas a minimum drive aisle width of 6.4 metres is required; and,
 - i) Permit a continuous landscaped buffer of 1.8 metres along the exterior side lot lines, whereas a minimum continuous landscaped buffer of 3 metres is required.
3. That the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned 'Residential Apartment Dwelling Second Density – 1 with Special Provision, Hold' (RA2-1) (SP-YYY)(H-ZZZ):
- a) Permit a minimum parking ratio of 0.9 spaces per unit across the entirety of the site, whereas a minimum of parking ratio of 1.5 spaces per unit is required.
4. That the Holding Provision (H-ZZZ) be removed from the Residential Apartment Dwelling Second Density– 1 with Special Provision (RA2-1)(SP-YYY) zone when the following has been completed to the satisfaction of the City:
- a) That the owner/applicant demonstrate adequate servicing capacity and suitable traffic justification through the submission of all necessary studies and reports as part of a subsequent Site Plan Control application, to the satisfaction of the City of Barrie, prior to any site works or issuance of a Building Permit.
5. That the Phase 1 lands shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B", as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
6. That the lands known municipally as 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue shall be considered one property for the purposes of zoning interpretation and implementation in the 'Residential Apartment Dwelling Second Density - 1 with Special Provisions' (RA2-1)(SP-XXX) and 'Residential Apartment Dwelling Second Density – 1 with Special Provision, Hold' (RA2-1)(SP-YYY)(H-ZZZ) zones.
7. 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 DEV027-25.
8. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.
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Executive Summary:

The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands municipally known as 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue, that would facilitate the development of two 6-storey residential apartment buildings with a total of four hundred sixty-eight (468) residential units within the Phase 1 lands fronting Big Bay Point Road, as well as to support a similar proposal for the future development of the Phase 2 lands fronting Bertha Avenue. The Draft Zoning By-law Amendment is attached to Staff Report DEV027-25 as Appendix A. The application was submitted by Innovative Planning Solutions (IPS), on behalf of Midnight Group. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes. A Conceptual Site Plan is included for reference as Appendix B. The Planning Analysis with respect to the submitted amendments to the Zoning By-law is attached as Appendix C and the Density Analysis is attached as Appendix D. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed through a subsequent Site Plan Control application.

Key Findings:

Staff have reviewed the relevant policies with respect to the subject application and are of the opinion that the proposal is consistent with the Provincial Planning Statement (2024) and the City of Barrie Official Plan (2024). Staff have considered the comments received through the technical review and public consultation process, which included a Neighbourhood Meeting on October 10, 2024, the initial Public Meeting on February 26, 2025, and a subsequent Public Meeting on May 28, 2025, required for the Phase 2 lands, and are of the opinion that the requested special provisions are considered desirable for the appropriate development and use of the subject lands.

Financial Implications:

The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant is responsible for all capital costs for any new infrastructure required within the development limits.

Alternatives:

The following alternatives are available for consideration by General Committee:

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

This alternative is not recommended as the proposed development conforms to all Provincial and municipal policies as noted throughout this report and is considered an appropriate use of the subject lands.

Alternative #2 - General Committee could propose an alternative zoning on the subject

properties to accommodate an alternative use or density while reducing the number of requested special provisions.

This alternative is not recommended as this property and surrounding lands have been comprehensively planned and present a unique opportunity to provide needed rental housing units in a built form which generally conforms with PPS, Official and Zoning By-law policies and standards. Surrounding public spaces and commercial or institutional uses are observed to offer complete community needs for future residents.

Strategic Plan Alignment:

Affordable Place to Live	X	The proposed development would provide for a compact form of development that will provide additional dwelling units and add the potential for more affordable and attainable housing options while utilizing existing services, transit and infrastructure and contribute to desirable aspects of a complete community.
Community Safety		
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Site Description and Location

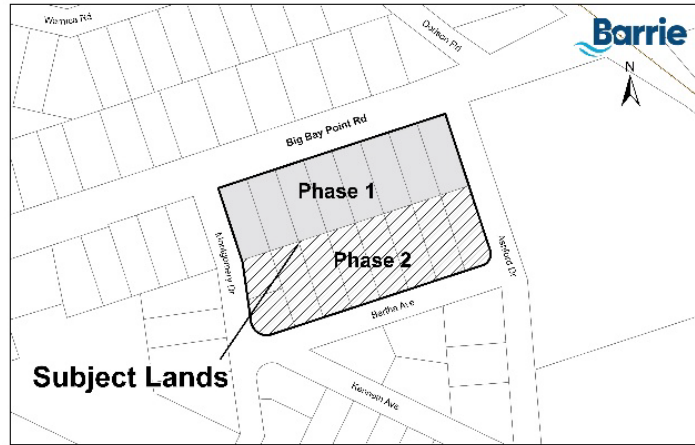
The subject properties are located on the south side of Big Bay Point Road, between Montgomery Drive and Ashford Drive, north of the Bertha Avenue frontage. The lands are known municipally as 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue and are legally described as Lots 29 to 44, Registered Plan 1213 in the City of Barrie. The project consists of 2 phases with Phase 1 fronting Big Bay Point Road and Phase 2 ultimately fronting Bertha Avenue.

Phase 1 of the site is approximately 1.16 hectares in size and located on the south side of Big Bay Point Road, between Montgomery Drive and Ashford Drive. The property has a frontage of 180.93 metres on Big Bay Point Road, 58 metres on Montgomery Drive and 57.96 metres on Ashford Drive. Phase 2 is approximately 1.05 hectares in area with frontage of 53.25 metres along Ashford Drive, 51.58 metres along Montgomery Drive and 192.0 metres along Bertha Avenue. The properties are currently developed with single detached dwellings on each lot.

The surrounding land uses include the following:

North: Immediately north is Big Bay Point Road followed by single detached residential dwellings. Further northwest is Warnica Public School and various commercial uses that front onto Yonge Street.

East: Immediately east of the property is Painswick Park, which has various recreational activities, followed by a rail line that services the GO Transit system. Further east are communities that consist mainly of single-detached residential housing.



South: Immediately to the south is Bertha Avenue and single-detached dwellings. Commercial and retail uses fronting Yonge Street are located further south, in addition to St. Peter's Catholic Secondary School.

West: Across Montgomery Drive immediately west are a few residential properties which back onto a large commercial plaza. The intersection of Yonge and Big Bay Point is a commercial hub with a variety of retail uses, restaurants, and services.

Existing Policy

The subject properties are designated “Neighbourhood Area” on Map 2 - Land Use Designations in the City’s Official Plan and are zoned ‘Residential Single Detached Dwelling First Density’ (R1) in the City of Barrie Comprehensive Zoning By-law 2009-141, as amended.

Department and Agency Comments

In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available under [Ward 9 – 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive & 200-210 Bertha Avenue](#):

- a) Planning Justification Report (Innovative Planning Solutions, April 2025)
- b) Site Plan (Lima Architects, April 2025)
- c) Traffic Impact and Parking Study Report (TraffMobility, November 2024)
- d) Tree Preservation Plan (Kuntz Forestry Consulting Inc., November 2024)
- e) Topographic Survey (Rudy Mak Surveying Ltd.)
- f) Shadow Impact Study (Lima Architects Inc., (November, 2024)
- g) Noise and Vibration Impact Analysis (HGC Noise Vibration Acoustics, November 2024)
- h) Hydrogeological Assessment (Cambium, November 2024)
- i) Geotechnical Investigation Report (Cambium, November 2024)
- j) Functional Servicing Report (Pinestone Engineering Ltd., November 2024)
- k) Phase 1/2 Environmental Site Assessment (Cambium, October 2024)

The subject application was circulated to staff in various departments and external agencies for review and comment. No objections or concerns were received from the following departments as it relates to the subject Zoning By-law Amendment application:

- a) Development Services – Zoning, Urban Design, Approvals, Parks Planning;
- b) Fire and Emergency Services;
- c) Waste Management and Environmental Sustainability – Risk Management and Compliance;
- d) Finance – Development Charges Department;
- e) Transit and Parking Strategy Department;
- f) Infrastructure Services Department (Water Operations Branch);
- g) Engineering Standards;
- h) Alectra Utilities;
- i) Simcoe County District School Board; and
- j) Lake Simcoe Region Conservation Authority (LSRCA).

Any comments that were provided will be addressed through subsequent Site Plan Control Applications.

Site Plan Control

Should Council approve of the subject rezoning, subsequent Site Plan Control applications would be required for the Phase 1 and Phase 2 lands, as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. As the entirety of the development block is owned by the applicant, it is expected that all properties will be merged and considered as one for future development and building permit applications.

Through the Site Plan Control process, detailed design matters will be reviewed and addressed including access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, building orientation/placement/massing, parking, zoning compliance, etc. The detailed design component of the Site Plan Approval process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent neighbourhoods, trails and streets.

Consultation and Engagement:

A Neighbourhood Meeting was held on October 10, 2024, for the subject application and was attended by five (5) residents, Ward 9 Councillor Sergio Morales, the applicant's Planning consultant, the owner of the property, and City Planning staff.

The Ward Councillor provided comments emphasizing the importance of discussing the right-of-way area, promoting efficient land use, and maximizing the potential for pedestrian and cyclist connectivity. Residents inquired about the school capacity in the immediate neighbourhood and whether a Traffic Impact Study would be required to demonstrate appropriate capacity within the surrounding road network.

The initial statutory Public Meeting was held on February 26, 2025, to present the Phase 1 application to the Affordability Committee and the public. No members of the public attended the Public Meeting. Councillor Sergio Morales requested clarification from staff regarding the definition of the front lot line as well as the potential for grade separated

cycling infrastructure at this location. He also expressed preference for the building to be positioned as close to the street as possible, noting this would enhance circulation and pedestrian safety within the site. Councillor Morales commended the applicant for providing affordable units in the proposal.

A second Public Meeting was held on May 28, 2025, due to changes to the project scope and inclusion of additional lands. The public meeting was attended by one (1) resident and inquired about the timeline of construction for Phase 2. The Ward Councillor provided comments emphasizing the interior laneway and how it will positively affect traffic concerns. Councillor Morales also expressed appreciation for the interior laneway as it would not take away from streetscape of the development fronting on Big Bay Point Road, keeping it focused on pedestrian movement and activity.

Environmental and Climate Change Impact Matters:

The following environmental and climate change impact matters have been considered in the development of the recommendation:

The application, if approved, would result in the redevelopment of an underutilized site within an area designated for residential development which is serviced by existing infrastructure and public service facilities. Large-scale developments, alternative residential building forms, and the efficient use of land, services, and resources help reduce the need for greenfield development and the costly extension of major municipal services into undeveloped areas

Appendix:

Appendix A – Draft Zoning By-law Amendment
Appendix B – Conceptual Site Plan (Phase 1)
Appendix C – Planning Analysis
Appendix D – Density Analysis

Report Author:

K. Rampersaud, Planner, Development Services

File #:

D30-028-2024

Pending #:

Not Applicable

Appendix A - Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2025-XX

A By-law of The Corporation of the City of Barrie to amend City of Barrie 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 being as Lots 29 to 44, Registered Plan 1213 known municipally as 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) and Residential Apartment Dwelling Second Density – 1, with Special Provisions, Hold' (RA2-1)(SP-YYY)(H-XXX),

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 25-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 545 and 565 Big Bay Point Road, 207-209 Montgomery Drive, 200-210 Bertha Avenue and 218 Ashford Drive, shown on Schedule "A" to this By-law from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) and 'Residential Apartment Dwelling Second Density – 1, with Special Provisions, Hold' (RA2-1)(SP-YYY)(H-XXX) in accordance with Schedule "A" attached to this By-law.
2. **THAT** notwithstanding By-law 2009-141, the following Special Provisions be referenced in the implementing Zoning By-law for the lands 'Residential Apartment Dwelling Second Density - 1' (RA2-1)(SP-XXX):
 - a) **THAT** notwithstanding Section 3.0 of By-law 2009-141, the Front Lot Line shall be considered Big Bay Point Road in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - b) **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum front yard setback of 4.0 metres shall be provided in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - c) **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum exterior side yard setback abutting a street of 1.8 metres shall be provided in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - d) **THAT** notwithstanding Table 5.3 of By-law 2009-141, a minimum landscaped open space of 23% shall be provided in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - e) **THAT** notwithstanding Table 5.3 of By-law 2009-141, the maximum lot coverage of 49% shall be provided in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - f) **THAT** notwithstanding Table 5.3 of By-law 2009-141, the maximum gross floor area of 232% shall be provided in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - g) **THAT** notwithstanding Table 4.6 of By-law 2009-141, a minimum parking ratio of 0.9 spaces per unit shall be provided in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone;
 - h) **THAT** notwithstanding Section 4.6.2.5 of By-law 2009-141, the minimum drive aisle width for parking areas shall be 6.0 metres in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone; and,
 - i) **THAT** notwithstanding Section 5.3.7.2 of By-law 2009-141, the minimum continuous landscaped buffer of 1.8 metres shall be provided along the exterior side lot lines in the 'Residential Apartment Dwelling Second Density – 1, with Special Provisions' (RA2-1)(SP-XXX) zone.

3. **THAT** notwithstanding By-law 2009-141, the following Special Provisions be referenced in the implementing Zoning By-law for the lands zoned ‘Residential Apartment Dwelling Second Density – 1, with Special Provisions, Hold’ (RA2-1)(SP-YYY)(H-XXX):
- a) **THAT** notwithstanding Table 4.6 of By-law 2009-141, a minimum parking ratio of 0.9 spaces per unit shall be provided in the ‘Residential Apartment Dwelling Second Density – 1, with Special Provisions, Hold’ (RA2-1)(SP-YYY)(H-ZZZ) zone.
4. **THAT** the Holding symbol (H-XXX) be removed from ‘Residential Apartment Dwelling Second Density -1, with Special Provisions, Hold’ (RA2-1)(SP-YYY)(H-ZZZ) as shown on Schedule “A” attached to this By-law, when the following has been completed to the satisfaction of the City of Barrie:
- a) That the owner/applicant demonstrate adequate servicing capacity and and suitable traffic justification through through the submission of all necessary studies and reports as part of a subsequent Site Plan Control application, to the satisfaction of the City of Barrie.
5. **THAT** the lands zoned ‘Residential Apartment Dwelling Second Density – 1 with Special Provisions’ (RA2-1)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule “B” to this By-law, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas.
6. **THAT** the lands known municipally as 545-565 Big Bay Point Road, 218 Ashford Drive, 207-209 Montgomery Drive and 200-210 Bertha Avenue shall be considered one property for the purposes of zoning interpretation and implementation in the ‘Residential Apartment Dwelling Second Density - 1 with Special Provisions’ (RA2-1)(SP-XXX) and ‘Residential Apartment Dwelling Second Density – 1 with Special Provision, Hold’ (RA2-1)(SP-YYY)(H-ZZZ) zones.
7. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule “A” to this Bylaw, shall apply to the said lands except as varied by this By-law.
8. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of ____, 2025.

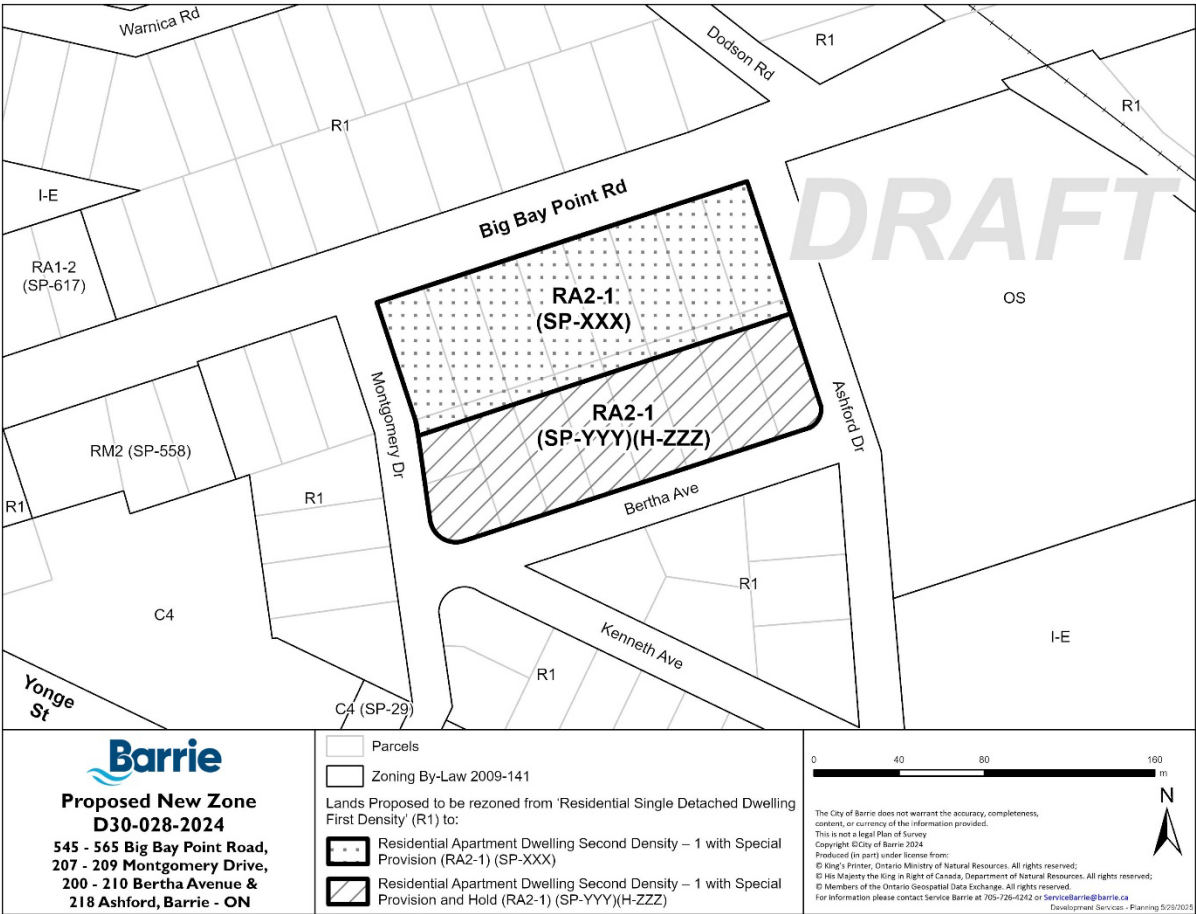
READ a third time and finally passed this ____ day of ____, 2025.

THE CORPORATION OF THE CITY OF BARRIE

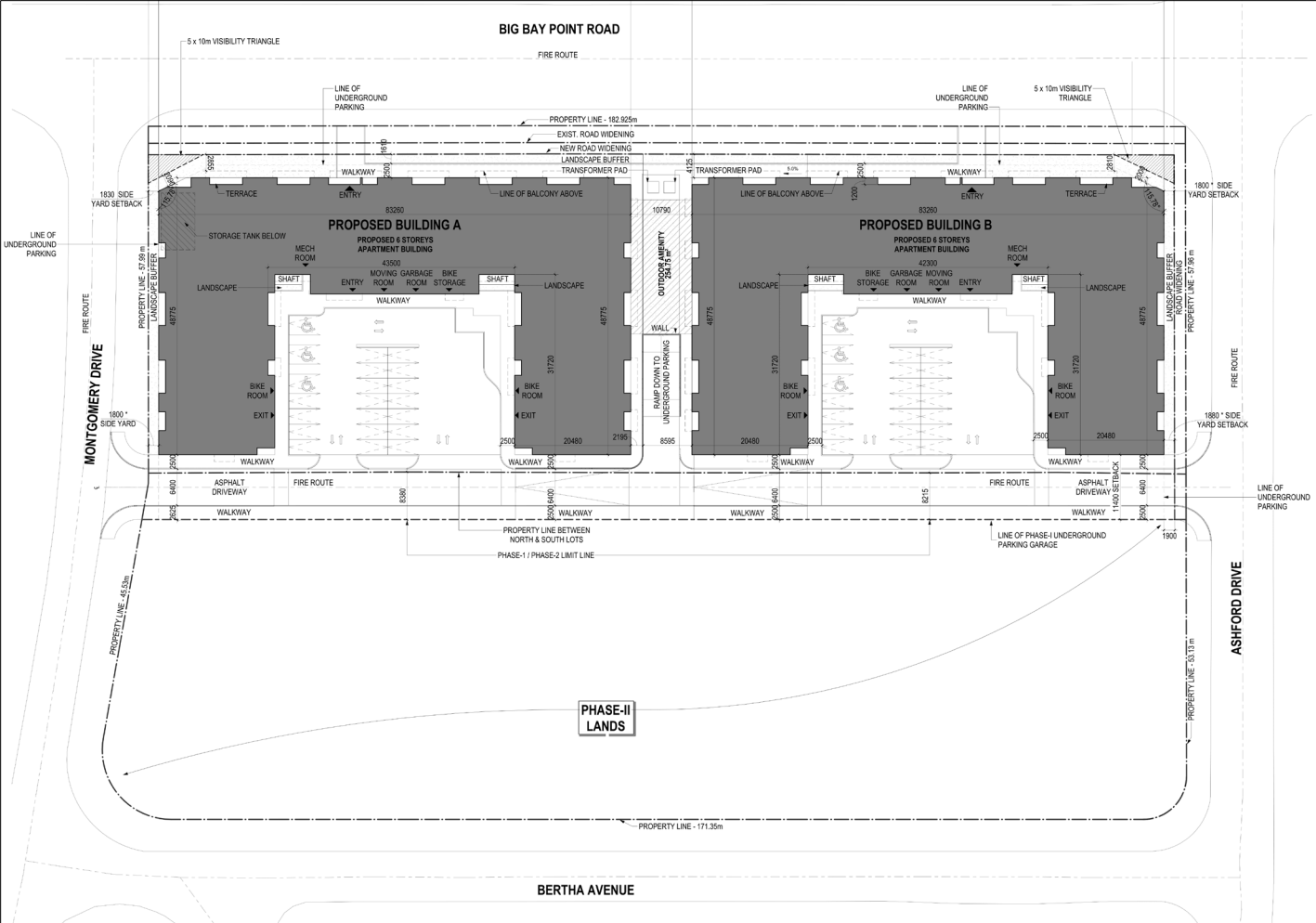
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule “A” to attached By-law 2025-XXX



Schedule “B” to attached By-law 2025-XXX



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Appendix C - Planning Analysis

Provincial Planning Statement (PPS)(2024)

Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Planning Statement (2024) which supports the achievement of complete communities by accommodating a wide range and mix of land uses and options to meet long term needs and improving accessibility, social equity and overall quality of life for all people. A mix of housing options and densities to meet housing needs must be provided and land use patterns should be based on densities and a mix of uses which are efficient, support active transportation and are transit and freight supportive. Intensification and redevelopment shall be supported by planning for a range and mix of housing options and infrastructure investment as well as economic competitiveness through a diversified economic base, a range of employment, institutional and mixed uses, intensification and compatible mixed-use development and consideration of land use compatibility. The proposed development supports the policies of a healthy, livable, and compact community that efficiently uses land, supports active transportation and transit usage and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

City of Barrie Official Plan (OP) (2024)

Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are designated 'Neighbourhood Area' on Map 2 – Land Use Designations. General land use intentions for the 'Neighbourhood Areas' are provided in Section 2.3.7 and further land use policies that guide development in Neighbourhood Areas are provided in Section 2.6.1. of the Official Plan.

The intent of the 'Neighbourhood Area' designation is to recognize new and existing neighbourhoods and communities. The Neighbourhood Area designation is where the majority of residents are expected to live, while ensuring the protection and connections to the Natural Heritage Systems and Greenspaces. Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function, created through plans of subdivision, and shall allow for opportunities for a full range of housing forms, types, and options including affordable housing. Sections 2.6.1.2 (d) and (e) of the Official Plan permit and promote appropriate levels of intensification that is compatible with and sensitive to the character of the surrounding neighbourhood and promotes intensification. In accordance with policy 2.6.1.3 (d), new developments of up to six (6) storeys may be permitted on vacant lands designated Neighbourhood Area where lands are planned through a Zoning By-law Amendment.

The subject application is consistent with the goals and policies of the Official Plan as the subject development is considered a residential infill development that proposes a modest form of intensification within an established neighbourhood that is sensitive to existing and planned development within the area and would not exceed the established height permissions for the Neighbourhood Area designation. In accordance with Density Analysis attached as Appendix D, the existing residential density of the subject area is

20.26 units per net hectare. Should the subject application be approved, the overall residential density of the subject area would increase to 28.58 units per net hectare.

The proposed development provides a mid-rise built form which is consistent within the Neighbourhood Area designation. It builds upon existing approvals in the area, that will support active transportation options for residents and the long term build out of public transit infrastructure. For these reasons and those described above, staff are of the opinion that the proposed development conforms with the Official Plan.

Zoning By-law 2009-141

The proposed Zoning By-law Amendment is being requested to rezone the northern portion of the subject site (Phase 1) from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling Second Density-1 with Special Provisions' (RA2)(SP-XXX), in accordance with the City's Comprehensive Zoning By-law 2009-141. If approved, these lands will encompass two 6-storey residential apartment buildings with a combined total of 468 units.

The Phase 2 lands are proposed to be rezoned from 'Residential Single Detached Dwelling First Density (R1)' to 'Residential Apartment Dwelling Second Density - 1 with Special Provision – Hold' (RA2)(SP-YYY)(H-ZZZ)' in the City of Barrie Comprehensive Zoning By-law 2009-141. The special provision is to allow for parking from phase 1 lands to be permitted on the southern parcels, as required. The holding provision (H-ZZZ) is to be used to ensure sufficient servicing capacity and that existing transportation networks can accommodate the additional site demands.

Phase 1 – Residential Apartment Dwelling Second Density – 1, with Special Provisions (RA2-1)(SP-XXX)

The northern properties are being developed as a first phase of the development and are to accommodate 2 six-storey apartment buildings with 234 units within each. The table below identifies the Zoning By-law requirements and the requested Special Provisions for Phase 1 as it relates to the proposed development:

Table 1: Special Provisions Requested

Zoning Standard	Required by Zoning By-law 2009-141 (RA2-1)	Proposed Zoning Standard (RA2-1)(SP-XXX)
Front Lot Line	For a corner lot, the shorter lot line abutting a street	Big Bay Point Road
Front Yard Setback to Dwelling Unit (min.)	7m	4m
Side Yard Setback (min.)	Where abuts a street: 3m Otherwise: 5m	Abutting a Street: 1.8m
Landscaped Open Space (min.)	35% (4,071.87 m ²)	23% (2,681.5m ²)
Lot Coverage (max % of lot area)	35% (4,071.87 m ²)	49% (5,630.38 m ²)
Gross Floor Area (max % of lot area)	200% (23,267.84 m ²)	232% (26,992.8 m ²)
Continuous Landscaped	3 metres – side and rear	1.8 metres (side lot lines)

Zoning Standard	Required by Zoning By-law 2009-141 (RA2-1)	Proposed Zoning Standard (RA2-1)(SP-XXX)
Buffer (min.)	lot lines	
Drive Aisle	6.4m	6.0m
Parking (min.)	1.5 spaces per unit (684 spaces)	0.9 spaces per unit (336 spaces)

The following provides an analysis of the requested amendments to the Zoning By-law:

Front Lot Line and Front Yard Setback (Big Bay Point Road)

The application proposes to establish Big Bay Point Road as the front lot line and provide a front yard setback of 4.0 metres adjacent to Big Bay Point Road, whereas 7.0 metres is required. The intent of the 7.0 metre setback is to maintain a consistent streetscape and provide an adequate buffer between the building and the street. The proposed reduction supports a more compact, walkable, and transit-oriented development by sitting the building closer to the public realm and encouraging pedestrian activity. While the proposed setback does not align with the historical development pattern in the area, staff anticipate that future redevelopment will increasingly reflect reduced setbacks in line with the City's broader vision for active and connected streetscapes. In staff's opinion, the reduced setback is not expected to negatively impact the streetscape and would result in high-quality site design and landscaping that enhances the existing area.

Minimum Exterior Side Yard Setback and Continuous Landscape Buffer

The application proposes exterior side yard setbacks and continuous landscape buffers of 1.8 metres adjacent to Montgomery Drive and Ashford Drive, whereas 3.0 metres is required. These standards are intended to ensure appropriate separation between buildings and the street, facilitate emergency and maintenance access, accommodate utility installations, and support a cohesive and attractive streetscape through enhanced landscaping.

As noted throughout this report, the development emphasizes the Big Bay Point Road frontage, with a building orientation that promotes a pedestrian-friendly environment, strengthens the public realm, and ensures seamless connectivity with the municipal sidewalk. This design approach supports transit use and aligns with the City's vision for active, connected streetscapes. Staff note that the reduced exterior side yard setback and landscape buffer is complemented by an additional 2.0 metre wide landscaped boulevard resulting from the planned road widening along Ashford Drive whereby sufficient landscaping would be accommodated.

Given these considerations, staff are satisfied that the reduced exterior side yard setback and landscape buffer is appropriate and continues to meet the functional and aesthetic objectives of the Zoning By-law.

Maximum Gross Floor Area and Lot Coverage

While the Zoning By-law restricts the maximum gross floor area (GFA) of a development to 200 percent, a maximum GFA of 232 percent is proposed. Similarly, a maximum lot coverage of 49% is proposed, exceeding the permitted 35%. The purpose of regulating GFA and lot coverage is to ensure that sites are not overdeveloped and to ensure compatibility with the neighbourhood. Despite the increases, staff are satisfied that the proposal maintains appropriate scale and site functionality for a residential infill development. The Development includes safe vehicular and pedestrian access, outdoor amenity areas, and adequate landscaped areas. Parking is provided at grade within the building and is accessed through a private laneway and garage. Waste/recycling programming for the site would be by way of municipal collection with final details to be sorted through detailed design. Planning staff are of the opinion that the requested site-specific provisions are appropriate for a residential infill development of this nature, as the design/layout respects the character of the surrounding neighbourhood and site functionality has been adequately demonstrated by the applicant.

Minimum Landscaped Open Space

While the Zoning By-law requires a minimum landscaped open space area of 35% of the total lot area, a minimum landscape open space area of 23% has been proposed. The general intent of requiring a minimum landscaped open space area is to ensure there is adequate permeable area for drainage, snow storage, outdoor amenity space and opportunities for landscaping. As it relates to infill and redevelopment, landscaping is generally provided in the form of smaller hard-scaped and green space areas at-grade.

The proposal accommodates adequate areas for snow storage, permeable surfaces, and vegetative planting in the front and side yard. Additionally, the site is well-served by nearby public amenities, including Painswick Park, and active transportation networks, which collectively offsets the need for larger on-site private amenity spaces. The proposed landscape open space area, while reduced, remains functional and sufficient for typical outdoor uses such as seating or gathering areas, especially in a condominium context where residents often prioritize location and access to shared or public amenities.

Planning staff are satisfied that the reduced landscape open space provision is appropriate, supports the efficient use of land, and remains compatible with surrounding low rise residential properties and expected development in the area.

Minimum Parking Ratio

The subject application proposes a parking ratio of 0.9 spaces per unit, whereas 1.5 spaces per unit is required across the entirety of the site (Phase 1 and Phase 2 lands). The intent of establishing minimum parking standards is to ensure that a development is serviced with adequate parking to meet the needs of residents and to minimize impacts to traffic operations due to increased on-street parking. Transportation Planning staff support the proposed parking ratio of 0.9 spaces per unit given the site's density, proximity to an intensification corridor, access to transit, and nearby shopping centres, parks and schools. Furthermore, the proposed ratio of 0.9 spaces per unit is generally consistent with parking rates observed at proxy sites such as 2 Kozlov Street and 30 Hanmer Street. As such, staff are satisfied that the proposed reduction to the parking ratio is appropriate.

Minimum Drive Aisle Width

The subject application proposes a reduced drive aisle width of 6.0 metres within the underground parking structure, whereas 6.4 metres is required. This standard is intended to support parking access and vehicle maneuvering, particularly during winter months when snow storage reduces available area. However, industry standards and the Ontario Building Code require only a 6.0 metre aisle width. Since the reduction applies solely to the underground parking area, where snow accumulation is not a concern, and aligns with industry and provincial standards, Transportation Planning staff are satisfied that the proposed reduction is appropriate and will not hinder vehicle access or circulation.

Phase 2 – Residential Apartment Dwelling Second Density – 1, with Special Provisions, Hold (RA2-1)(SP-YYY)(H-ZZZ)

The applicant proposes that the southern properties fronting Bertha Avenue be developed as a future phase of the project. Concept plans for these properties have not yet been finalized. However, as referenced above in support of the Phase 1 lands, a reduced parking ratio has been proposed across the entirety of the applicant’s lands holdings. The table below identifies the Zoning By-law requirements and the requested Special Provision for Phase 2 as it relates to the proposed development:

Table 2: Special Provisions Requested

Zoning Standard	Required by Zoning By-law 2009-141 (RA2-1)	Proposed Zoning Standard (RA2-1)(SP-YYY)(H-ZZZ)
Parking (min.)	1.5 spaces per unit	0.9 spaces per unit (calculated across both phases)

The following provides an analysis of the requested amendments to the Zoning By-law:

Minimum Parking Ratio

Planning and Transportation Planning staff met with the applicant, Midnight Group, on May 2, 2025, and concluded that the parking ratio of 0.9 spaces per unit shall be the minimum provided across the entirety of the subject lands. In staff’s opinion, a reduced ratio of 0.9 spaces per unit is reasonable given the site’s density, proximity to an intensification corridor, access to transit, and nearby shopping centres. This proposed rate of 0.9 is also consistent with the observed proxy sites such as 2 Kozlov Street and 30 Hanmer Street.

Holding Provision

A Holding Provision (H) is proposed to ensure that the applicant demonstrates adequate servicing capacity and minimal traffic impacts through the submission of all required studies and reports as part of a subsequent Site Plan Control application. The holding provision (H-ZZZ) may only be lifted upon submission and acceptance of these materials by the City of Barrie, prior to any site works commencing.

Phase 1 and 2

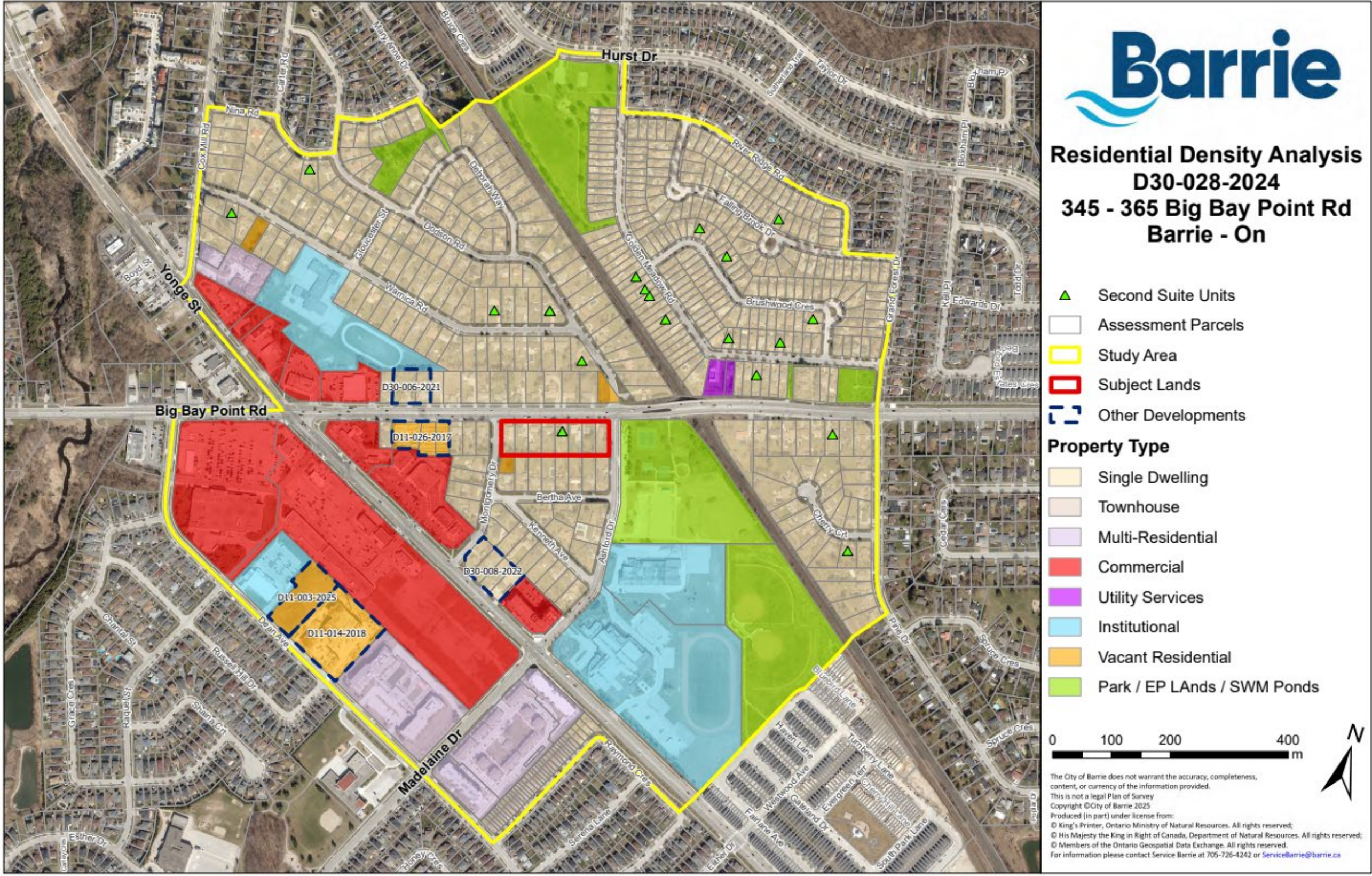
Development Generally in Accordance with the Conceptual Site Plan (Phase 1)

Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application for the Phase 1 lands, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape areas, amenity spaces and parking areas (see Appendix B). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

Deeming the Subject Lands as One Property – Zoning Interpretation and Implementation

Planning staff are recommending that the subject lands, which encompass 17 separate lots, be considered as one property for the purpose of zoning interpretation and implementation. This site-specific provision would simplify the interpretation and implementation of the zoning by-law for the subject lands, as the proposed provisions would apply to the subject lands collectively.

Appendix D - Density Analysis



RESIDENTIAL DENSITY ANALYSIS
FILE D30-028-2024
345-365 Big Bay Point Road, BARRIE - ON

Total Study Area	118.06 ha
Total Developable Area - <i>Only residential</i> (Private properties)	53.89 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	82.11 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	12.30 ha
Total Area Roads right of way/ Railway	23.65 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	472	41.63	11.34
Townhouse Dwelling Unit	32	0.73	43.69
Multiresidential	574	6.71	85.54
Vacant Residential		0.34	
Non- residential areas(Commercial/ Institutional/ Utility Services)		28.22	
Parks/ Open Space/ Walkway / Laneway		12.30	
Subject Property 345 - 365 Big Bay Point Road - D30-028-2024 <i>Proposed ZBA that would facilitate the development of a two (2) u-shaped 6-storey, residential buildings with 456 purpose-built rental units consisting of a variety of unit types: 1 bedroom/studio – 376 units; 2 bedroom – 60 units; 3 bedroom – 20 units</i>	456	1.06	429.91
Other Proposed Developments in the area			
D11-014-2018 - 70 Dean Avenue <i>Construction of 199 residential rental units in a building of varied heights (3-9 stories)</i>	199	1.34	148.99
D11-026-2017 - 521, 527 & 531 Big Bay Point Road <i>To permit the development of 58 back to back townhouses in 3 separate buildings</i>	58	0.49	118.20
D30-006-2021 - 520 & 526 Big Bay Point Road <i>Proposal for a 6-storey, 46 unit apartment building</i>	46	0.35	131.63
D30-008-2022 - 667, 669, 673 & 675 Yonge Street <i>ZBA from R1 to MU2 (SP-XXX) to permit an 8-storey building with 227 residential units and 786m2 of ground floor commercial</i>	227	0.57	394.90
D11-003-2025 - 60 Dean Ave <i>A Site Plan Control application intended to facilitate the development of a 7-storey residential apartment building with 122 purpose-built rental units, 15% of which are intended to be affordable units.</i>	122	0.67	182.50
Current Residential Density <i>(Only Residential Lands included)</i>	1092	53.89	20.26
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1092	82.11	13.30
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	1540	53.89	28.58
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1540	82.11	18.75
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(Only Residential Lands included)</i>	2178	53.89	40.41
Projected Residential Density Including Subject Lands Proposal and Other Proposed Developments in the Study Area <i>(All Residential and Non- residential lands included)</i>	2178	82.11	26.52