
TO: GENERAL COMMITTEE

SUBJECT: OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – 193 AND 197
BLAKE STREET

WARD: 1

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

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

GENERAL MANAGER APPROVAL: B. ARANIYASUNDARAN, P.ENG, PMP, GENERAL MANAGER OF
INFRASTRUCTURE AND GROWTH MANAGEMENT

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions, on behalf of the Fennelwood Corp., to redesignate the lands known municipally as 193 and 197 Blake Street on Schedule A – Land Use from General Commercial to Residential, attached as Appendix “A” to Staff Report DEV011-23 be approved.
2. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of the Fennelwood Corp., to rezone lands municipally known as 193, and 197 Blake Street from ‘General Commercial’ (C4) to ‘Residential Multiple Dwelling Second Density – Townhouse with Special Provisions’ (RM2-TH) (SP-XXX), attached as Appendix “B” Staff Report DEV011-23 be approved.
3. That the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Multiple Dwelling Second Density – Townhouse – Special Provision No. XXX’ (RM2-TH)(SP-XXX) zone associated with the subject lands:
 - a) A minimum exterior side yard setback of 1.6 metres to a daylighting triangle be permitted, whereas 3.0 metres is required;
 - b) A minimum interior side yard setback of 1.2 metres be permitted, whereas 1.8 metres is required;
 - c) A minimum lot area of 180.0m² be permitted, whereas 200.0m² is required;
 - d) A minimum landscaped open space of 30% be permitted, whereas 35% is required;
 - e) A maximum gross floor area of 120% be permitted, whereas a maximum of 60% would be required;
 - f) A maximum building height of 12.7 metres be permitted, whereas a maximum height of 10.0 metres would be permitted;

- g) A minimum driveway length of 5.5 metres be permitted to a porch, whereas a minimum length of 11.0 metres is required;
 - h) A minimum driveway length of 7.0 metres be permitted to the front face of the building, whereas a minimum length of 11.0 metres is required;
 - i) That tandem parking be permitted;
 - j) A maximum front yard coverage dedicated to parking of 65% be permitted, whereas a maximum front yard parking coverage of 50% would be permitted;
 - k) The required setback to a porch from a daylighting triangle shall be 0.0 metres, whereas a minimum exterior side yard setback of 1.5 metres is required; and
 - l) That the subject lands shall be developed generally in accordance with the Conceptual Site Plan attached as Appendix "B", as it relates to building placement and setbacks, as well as the location and configuration of parking and landscape areas.
4. 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 DEV011-23.
5. 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

6. The purpose of this Staff Report is to recommend approval of the applications for Official Plan Amendment and Zoning By-law Amendment submitted by Innovative Planning Solutions, on behalf of Fennelwood Corp., for lands known municipally as 193 & 197 Blake Street (see Appendix "A" – Draft Official Plan Amendment and Appendix "B" - Draft Zoning By-law Amendment). The effect of the application would be to permit the development of five (5) residential townhouse units (see Appendix "C" – Conceptual Site Plan).
7. With the conclusion of the technical review and public consultation process, which included a Public Meeting on September 13, 2022, staff have determined that the proposal has regard for matters of Provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), and the City of Barrie Official Plan (2010). As such, Planning staff are recommending approval of the subject application as the lands are appropriately suited for medium density residential infill development, as proposed.

Site and Location

8. The subject lands are rectangular in shape and are located on the south-east corner of Blake Street and Nelson Square East. They comprise 0.10 hectares (0.25 acres) with approximately 40.9 metres of frontage along Blake Street and 25.4 metres of frontage on Nelson Square East.
9. The existing land uses surrounding the subject property are as follows:
- North: General Commercial (C4) zoned lands are present extending east toward Johnson Street.

- South:** Low-density residential land uses, consisting of single detached dwellings zoned Residential Single Detached Dwelling Second Density (R2) as well as the North Shore Trail and Lake Simcoe.
- East:** Low density residential land uses and a condominium building located at the corner of Blake Street and Vancouver Street zoned Residential Single Detached Dwelling Second Density (R2) and Residential Multiple Dwelling Second Density (RM2), respectively.
- West:** Nelson Square Park and the Parkview Community Centre are located to the west on lands zoned Open Space (OS). The area to the west also includes existing single detached residential dwelling units zoned Residential Single Detached Dwelling Second Density (R2).

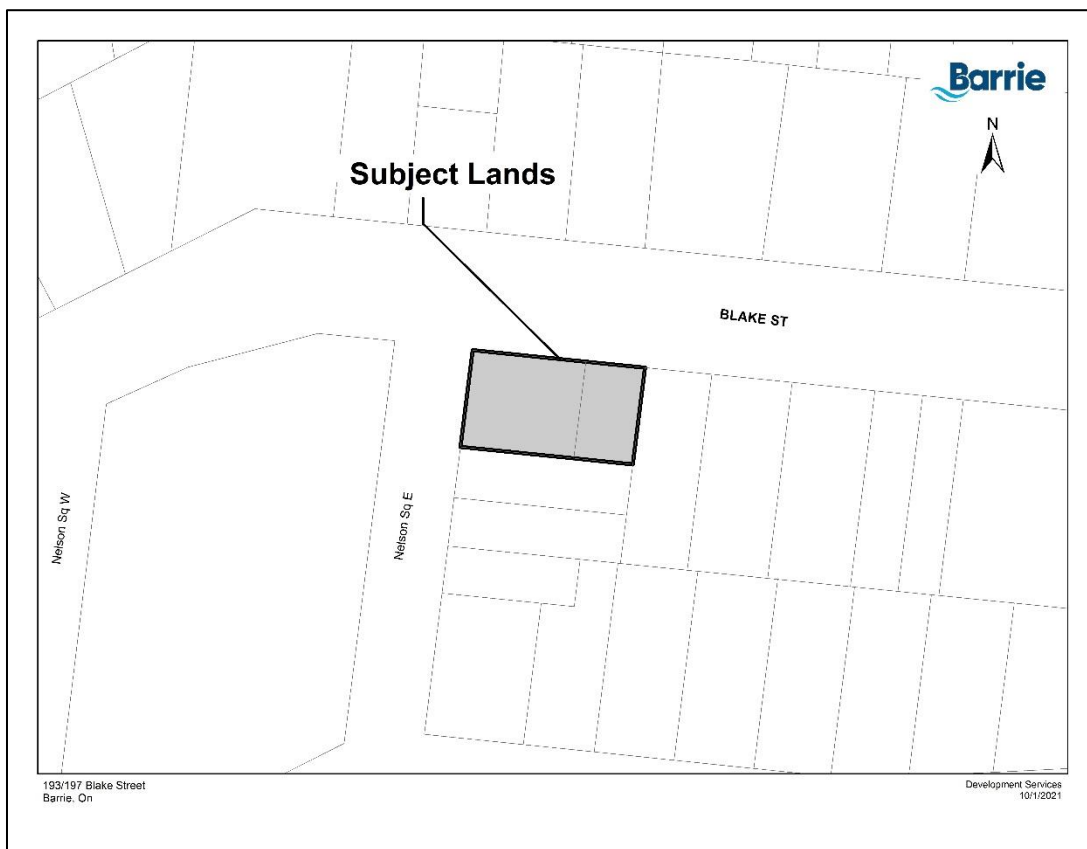


Figure 1. Location Map

Existing Policy

10. The subject lands are designated 'General Commercial' within the City's Official Plan and are zoned 'General Commercial' (C4) by the City's Comprehensive Zoning By-law 2009-141.
11. The predominant use of the 'General Commercial' designation is to provide a range of retail and service commercial uses. The goals of the General Commercial designation identify that the development of commercial lands should complement and enhance the efforts of the private sector in the provision of goods, services, and employment opportunities.

Background Studies

12. In support of the application, the following reports were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under [Ward 1 – 193 & 197 Blake Street](#).
- Planning Justification Report (Innovative Planning Solutions, dated June 2022)
 - Market Study (Urban Metrics, dated May 2022)
 - Shadow Analysis (ERA Architects, dated May 2022)
 - Functional Servicing and Stormwater Management Report (Tatham Engineering, dated June 2022)
 - Geotechnical Report (Cambium Inc., dated May 2022)
 - Hydrogeological Report (Cambium Inc., dated May 2022)
 - Tree Preservation Plan (John D. Bell, dated May 2022)
 - Topographic Survey (KRCMAR, dated July 2021)
 - Architectural Drawing Set (ERA Architects, dated July 2022)
 - Phase One Environmental Site Assessment (HLV2K Engineering, March 2022)
 - Phase Two Environmental Site Assessment (HLV2K Engineering, May 2022)

PUBLIC CONSULTATION

Neighbourhood Meeting and Public Meeting

13. A neighbourhood meeting was held on October 28, 2021, in a virtual format and was attended by 33 residents, Ward 1 Councillor, Clare Riepma, the applicant's Planning consultant, and City Planning staff.
14. The statutory Public Meeting was held on September 13, 2022. There were no residents in attendance at this meeting, however staff were provided with written comments from residents in advance.
15. The comments and concerns expressed by residents at both the neighbourhood meeting and the public meeting, as well as those received in writing related to this proposal, are outlined in the public comment section of Staff Report DEV011-23 (paragraphs 17 to 19) below. This list provides a summary of the comments as well as a corresponding response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible.
16. Previous concept plans have been reviewed by Planning staff prior to the current proposal being submitted for consideration. The applicant has made changes to the original concept plan submitted to address staff's recommendations. These changes include:
- A reduction to the proposed building height from 13.9 metres to 12.7 metres;
 - Incorporating heritage building elements that reflect the heritage character of the neighbourhood such as a pitched roof and gabled windows.
 - An Angular Plane Analysis was completed to demonstrate that the proposed height would have minimal or no impact on adjacent properties.

Public Comments

17. Land Use Compatibility

Residents expressed a strong desire to see a residential development constructed on the lands and not a mixed-use apartment built form with ground floor commercial uses.

Staff have reviewed and support the proposed built form. While the existing Official Plan and Zoning of the property would support the development of a mixed-use apartment on the lands, in consideration of the existing commercially zoned lands within the immediate area and the existing character of the area, being low-rise single detached residential dwellings, staff are satisfied that the proposed townhouse built form with only residential land uses is appropriate for the subject lands.

18. Privacy Concerns

Concerns were raised about potential privacy and view impacts as it relates to the proposed building height.

Staff required that the applicant reduce the height of the building and provide an Angular Plane Analysis that could effectively demonstrate that the proposed height would not negatively impact adjacent single detached residential uses. The analysis demonstrated that the reduced height of 12.6 metres would not adversely impact adjacent properties with respect to privacy and views.

19. Traffic Circulation

Residents questioned the appropriateness of additional driveway access onto Blake Street.

Transportation Planning staff reviewed the submission and required that the proposal be revised to reduce driveway access by requiring shared driveway access. In addition, staff explored a combined parking area off of Nelson Square, this however would necessitate the structure to be placed with minimal setback to Blake Street which would have the effect of reducing visibility and site lines at this intersection. Transportation Planning staff are satisfied with the revised conceptual site plan attached as Appendix "C" to this report.

Department and Agency Comments

- 20. The subject application was circulated to staff in various departments and to external agencies for review and comment.
- 21. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating they have no concerns with the proposal. The LSRCA indicated the lands are not within the vicinity of any hazards or natural heritage features.
- 22. Development Services – Approvals staff noted no concern with the proposed rezoning and indicated the proposed development can be adequately serviced with municipal water and sanitary services.
- 23. Development Services – Parks Planning staff noted no concern with the proposed rezoning and if approved, technical matters associated with the protection of boundary and private trees have been reviewed and no impacts are expected.

24. Environmental Sustainability (Business Performance and Environmental Sustainability) provided comments indicating the proposed townhouse units will be eligible for Municipal Curbside Collection Services, including recycling and organics programs.
25. The City's Fire Services Department indicated no concerns with the proposed rezoning.
26. The City's Finance Department provided applicable development charges/fees associated with the future development of this site.
27. The Infrastructure Department - Water Operations Branch have indicated no concerns with the proposed rezoning.
28. Transportation Planning staff are supportive of the application and provided comments regarding traffic movements and driveway access that support the revised concept as currently proposed.
29. Transit Staff noted that they are supportive of the proposed development and have no further comments on the proposal.
30. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board provided comments indicating no objection to the proposed Official Plan Amendment and Zoning By-law Amendment. Both school boards confirmed that their standard 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 need to be transported to/accommodated in facilities outside of the neighbourhood, if required.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

32. 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>.
33. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will utilize planned and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides a compact form of development that minimizes impacts to climate change; and will not impact the natural heritage features or their ecological function.

Provincial Policy Statement (2020) (PPS)

34. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
35. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
36. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected population growth for the next 20 years.
37. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

38. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
39. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
40. 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 and wastewater systems, is focused in a built-up area that is serviced by transit, and is close to public service facilities.
41. To support the achievement of complete communities, Policy 2.2.6.3 provides that municipalities require residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development conforms to this policy through the

addition of townhouses, and the opportunity for second suites and home occupations which contribute to the mix of land uses that makes a complete community.

42. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it would make efficient use of land and utilize available and planned infrastructure, including the City's transit service. The proposal provides alternative housing options through the provision of townhouse dwellings in an existing built-up area of the City developed with predominately single detached residential dwellings.
43. Although not included in detail, staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all of the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

Lake Simcoe Protection Plan (LSPP)

44. 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. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan (OP)

45. 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/sites/default/files/2022-07/Official%20Plan%20-%20January%202018.pdf>
46. The proposed Official Plan Amendment would redesignate the lands from 'General Commercial' to 'Residential' to permit standalone residential uses on the site. There are a number of policies in the Official Plan that support the proposed development. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure, and providing a varied selection of housing types as detailed below.
47. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
48. Section 2.3 (d) and (e) of the Official Plan identifies that there will be a growing need to provide higher residential densities than previous development within the City and new housing stock will include a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options within the City. 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.
49. Section 2.3 (g) of the Official Plan identifies that increased density represents an opportunity to develop complete communities, as intended by the Growth Plan. The proposed development is consistent with this policy in that it proposes a medium-density development with appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.

50. Policies 3.3.2.1(a), (b), and (g) encourage a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan.
51. This proposal conforms to this policy as the applicant is proposing townhouse units. Housing types such as townhouse units are considered to be more attainable forms of housing than traditional single-detached dwelling units.

Affordable Housing

52. Section 3.3.2.2 identifies a goal that a minimum target of 10% of all new housing units be affordable with respect to 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 household income for low and moderate income 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.

This policy represents a target of the Official Plan, not a requirement. However, as noted above, the developer has included a more attainable form of housing, within which, second-suite units would be permitted.

53. Section 4.2.2.2 (d) identifies residential densities. Medium density residential development shall consist of multiple dwelling types such as triplexes, apartments, and street townhouse units. Medium density residential development relating to street townhouses is identified as ranging between 45 and 53 units per net hectare.
54. This proposal conforms to this policy as the proposed development consists of five (5) street townhouse units at an overall density of 49 units per net hectare.

Locational Criteria

55. In accordance with section 4.2.2.3 of the Official Plan, medium and high density residential development shall be generally directed towards areas that are adjacent to arterial and collector roads, in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate. The proposed development is consistent with this policy in that it is located on an arterial roadway (Blake Street), is immediately adjacent to a public park (Nelson Square) and community centre (Parkview Community Centre), within proximity to elementary schools (Codrington Public School and Johnson Street Public School) and can be serviced by existing municipal services.

Design Policies

56. Section 4.2.2.4 provides design policies which require that residential development provides necessary on-site parking and functional open space amenity areas. Densities are to be graduated where possible and measures must be provided to mitigate adverse impacts due to noise from adjacent roads. A review of the supporting studies, the site design and the surrounding uses concludes that the proposed development meets the design policies in Section 4.2.2.4 through the provision of appropriate parking and amenity spaces and the compatibility with adjacent uses.

Intensification

57. Section 4.2.2.6 states that Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form. It is anticipated that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation and contribute to improving air quality and promoting energy efficiency. The subject lands are located within the built-up area with access to public transit and active transportation networks, and the proposed development has been designed to be compact and efficiently use available land, resources and infrastructure.
58. Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of the Official Plan. Section 4.2.2.6 (d) provides criteria for intensification projects outside of these areas against which applications must be considered.
59. The subject property is not located within an intensification node or along an intensification corridor and as such is intended to develop at the standard target density of 40 to 53 units per hectare for the proposed RM2-TH (SP-XXX) zone. The proposed concept would not exceed this standard as the overall density of the proposed development would be 49 units per net hectare.
60. The Official Plan contains six criteria in the assessment of development applications outside of intensification areas including:

- a) The scale and physical character of the proposed development is compatible with and can be integrated into the surrounding neighbourhood.

Compatibility between properties is not intended to be interpreted as restricting new development to the same height and densities of surrounding areas. Consequently, Planning staff are of the opinion that the scale and character of the proposed townhouses are generally consistent with the existing single detached and multi-unit built form of the area and can be integrated into the surrounding neighbourhood. The commercial properties along the north side of Blake Street provide additional intensification opportunities within an area in transition, and negative impacts are not anticipated on adjacent uses. In addition, staff are of the opinion that sufficient buffers and separation distances exist between the existing low rise residential properties and the proposed development.

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

Staff have concurred with the assessment outlined in the Functional Servicing Report that confirms municipal services are available for the proposed increase in density to facilitate the subject development. Community services and amenities are available in the area to support the proposed development including the Park View Community Centre, Johnson Street Public School, Codrington Public School, and Nelson Square Park.

- c) That public transit is available and accessible.

The subject lands are within walking distance of public transit. Blake Street is a public transit route and transit stops exist within ± 20 metres of the subject lands at the southwest corner of the intersection of Blake Street and Nelson Square East.

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

In staff's opinion, the overall residential density will not have a negative impact on the City's ability to encourage intensification within the Urban Growth Centre and the Intensification Nodes and Corridors. The proposed density of 49 units per hectare meets the target density of 40 to 53 units per hectare for the Residential Multiple Dwelling Second Density – Street Townhouse (RM2-TH) zone.

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

Staff have provided guidance and recommendations for the revisions to the current concept renderings attached to Staff Report DEV011-23 as Appendix "D" and "E". However, given the recent *Planning Act* changes associated with Bill 23, development applications which now propose less than 10 residential units are no longer subject to site plan control, therefore staff have limited ability to comment on the overall design and building aesthetics associated with the proposed development given that it would result in only five residential townhouse units. Any future changes to the design features of the townhomes will be at the sole discretion of the applicant should Council approve the subject applications.

- f) That consideration is given to the preservation of heritage resources.

There are no cultural or natural heritage resources associated with the subject lands.

Comprehensive Zoning By-law 2009-141

61. As noted above, the application proposes to rezone the lands from 'General Commercial' (C4) to 'Residential Multiple Dwelling Second Density – Townhouse with Special Provisions' (RM2-TH)(SP-XXX). The proposed concept plan, attached as Appendix "C" to this report, illustrates five (5) townhouse units. Appendix "D" – Building Renderings East, and Appendix "E" - Building Renderings Southwest, provide a conceptual proposal of the ultimate built form. The Special Provisions requested are identified in Table 1.

Table 1. Site Specific Zoning Provisions Being Requested

Zoning Standard	Proposed Zoning Standard RM2-TH(SP-XXX) Zone	Zoning By-law 2009-141 Required Zoning Standard RM2-TH Zone
Minimum Lot Area (Street Townhouse)	180m ² (Lot B, Lot C, Lot D)	200m ²
Minimum Interior Side Yard Setback	1.2m (Lot E)	1.8m
Minimum Exterior Side Yard Setback	1.6m to daylighting triangle (Lot A)	1.8m
Landscaped Open Space	30% of Lot Area	35% of Lot Area
Gross Floor Area	83.4% (Lot A) 120% (Lot B – D) 100% (Lot E)	Maximum 60% of Lot Area
Building Height	12.7m (mid-point of roof)	10.0m
Minimum Driveway Length	5.5m (to a porch) 7.0 m (to building)	11.0m
Tandem Parking	Permitted	Not Permitted (Building contains more than 3 units)
Front Yard Parking Coverage	65% (Lot B – D)	50% (Max)
Setback to a Porch	0.0m (to Daylighting Triangle) (Lot A)	1.5m (Exterior Side Yard Setback)

Minimum Lot Area

62. The applicant has requested site specific zoning provisions related to a reduced lot area for Lot B, Lot C, and Lot D of 180.0m², whereas a minimum lot area of 200.0m² is required. Lot A and Lot E would exceed the minimum requirements of the zoning by-law with respect to lot area. The general intent and purpose of requiring a minimum lot area is to ensure that adequate area is provided to accommodate rear yard amenity space, building separations, and parking areas in the front yard. In staff's opinion, the requested reduction in lot area for Lots B, Lot C and Lot D would provide sufficient space for a parking area within the front yard and a rear yard area that meets the requirements of the zoning by-law at 7.0 metres.

East - Minimum Interior Side Yard Setback (Lot E)

63. The requested reduction to the interior side yard setback of 1.2 metres is required given that the interior side lot line along the easterly limits of the property reduces gradually as it approaches the rear yard lot line. The intent of a minimum side yard setback is to ensure adequate building separation and access to a rear yard. The interior side yard setback will range from 1.5 metres at the front face of the end unit to a minimum of 1.2 metres at the rear wall of the end unit on Lot E. Staff note that within other residential zones (R1, R2, R3 and R4) a minimum side yard setback of 1.2 metres is required. Further, the adjacent property located at 203 Blake Street provides an increased side yard setback greater than 1.2 metres from the lot line, providing sufficient building separation between the existing and proposed development. As such, staff are satisfied that the proposed reduction to the interior side yard setback is appropriate.

West - Minimum Exterior Side Yard Setback to a Daylighting Triangle (Nelson Square East - Lot A)

64. The requested reduction to the required setback for a porch of 0.0 metres and 1.6 metres for the main building to a daylighting triangle is due to the orientation of the building and a requirement of staff to have the building oriented and massed toward the intersection of Blake Street and Nelson Square East. The main building on Lot A will either meet or exceed the required 1.8 metre exterior side yard setback. Staff are satisfied that the reduced exterior side yard setbacks to a daylighting triangle will not impact sightlines and would ensure in a continuous, compatible, and attractive streetscape is realized along Blake Street and Nelson Square East.

Minimum Landscaped Open Space

65. 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 30% has been proposed. The general intent of requiring a minimum percentage of landscaped open space area is to ensure there is adequate permeable area for drainage, snow storage, outdoor amenity space and opportunities for vegetation to be planted. The proposal includes space within the front yard area for snow storage. The rear yard areas are being provided in accordance with the zoning by-law with private amenity space ranging from 90 square metres to 125 square metres per unit. An additional 30 square metres of private amenity space is proposed on the roof of each unit by way of a private terrace.

Maximum Building Height

66. Building height is regulated to mitigate shadowing impacts, massing and privacy on adjacent uses while ensuring consistent streetscape within a neighbourhood. The current proposal identifies a maximum building height of 12.7 metres, while the Zoning By-law requires a maximum height of 10 metres. This increase in height is to accommodate a fourth storey rooftop patio amenity area exclusive to each unit. As previously noted in the report, staff and area residents identified a concern with the proposed height. The applicant has reduced the proposed height from 13.9 metres to a proposed height of 12.7 metres. In addition, Staff required that the applicant provide an Angular Plane Analysis to effectively demonstrate that the proposed height would not adversely affect or create privacy concerns to adjacent properties. This Analysis was reviewed by Planning Services and is included as Appendix "F" to this report. Staff are satisfied that the proposed building height of 12.7 metres is appropriate and would contribute to the efficient development of the subject lands.

Maximum Gross Floor Area

67. The Zoning By-law restricts the maximum gross floor area of a development to 60% of the total lot area in the RM2-TH zone. The proposal is seeking a maximum gross floor area of 120%. This is due to the smaller building envelope being provided. The purpose of the GFA requirement is to control massing and built form within an area and to ensure compatibility with adjacent uses. Staff note that the maximum lot coverage of 45% has been met and does not require an exception. Staff consider the increase in GFA to be appropriate in respect to the proposed design. The proposed floor area of the development is a function of a maximum building height to accommodate a fourth storey on the development. As such, staff are of the opinion that the proposed GFA is appropriate and that the site as designed meets the intent of the zoning by-law.

Minimum Driveway Length, Maximum Front Yard Parking Coverage, and Tandem Parking (Lot A)

68. In accordance with the RM2-TH zone standard, a minimum driveway length of 11.0 metres is required for street townhouse units, and a maximum of 50% of the front yard area can be dedicated to parking. The required standard of an 11.0 metre driveway length is to provide two parking spaces in a tandem formation. Given the location of the proposed development on an Arterial Road, staff requested that the driveways provided be consolidated to limit the number of new accesses onto Blake Street. This required a configuration in which the driveways be combined for a front yard

parking coverage of 65%, whereas 50% is permitted and a reduction in driveway length ranging from 5.5 metres to the porch and 7.0 metres to the attached garage (see Appendix "C" – Conceptual Site Plan). Tandem parking is only required for Lot A as the provided driveways for lots B to E contain areas for two parking spaces in a side by side formation, with potential for a third parking space to be identified within the garage.

69. Given that a minimum of two (2) parking spaces per unit would be accommodated for each of the proposed townhouse units, staff have no concerns with the provision of tandem parking being permitted within the driveways for the townhouse units. The applicant has not requested a reduced parking ratio and the proposed units will be required to provide parking at a ratio of 1.5 spaces per dwelling unit with the parking on one lot (Lot A) being in tandem formation.

Site Plan Control & Urban Design

70. As noted above, should General Committee accept the submitted recommendation report, staff note that the proposed development will not be subject to Site Plan Control and will not be subject to further review with respect to urban design/built form, therefore staff have limited ability to comment on the overall design and building aesthetics associated with the proposed development. The proposed building design is attached as Appendix "D" - Building Renderings. That said, staff are generally satisfied with the proposed development as it relates to design and the built form of the proposed development. Should the Zoning By-law Amendment be accepted, any future changes to the design features of the townhomes will be at the sole discretion of the applicant.

Summary

71. Staff have reviewed the comments received and considered the proposed Official Plan Amendment and Zoning By-law Amendment application, having regard to conformity with relevant Provincial and City planning policies. In staff's opinion, the provision of five (5) dwelling units is considered appropriate, is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Lake Simcoe Protection Plan, the City's Official Plan and complies with the planning policy framework.
72. In staff's professional opinion, the proposed development represents a form of residential infill development for the subject lands that is compatible with the adjacent single detached residential properties and expected redevelopment in the area.
73. At this time, there are no further matters that impact the processing of the subject Official Plan and Zoning By-law amendment applications and as such, it is being recommended for approval.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

74. The following environmental and climate change impact matters have been considered in the development of the recommendation:
- a) Smaller lots, alternative built forms for residential dwellings, and maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of municipal services where they do not already exist.

ALTERNATIVES

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

<u>Alternative #1</u>	<p>General Committee could approve the subject Zoning By-law Amendment without the requested Special Provisions (SP)</p> <p>This alternative is not recommended as the applicant has responded to the comments received through the technical review and public consultation process and staff are satisfied that the proposed special provisions are generally appropriate for the subject lands as they relate to the amended concept plan submitted and comments received from the public. Further, staff are of the opinion that the concept plan is generally consistent with City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc.</p>
<u>Alternative #2</u>	<p>General Committee could refuse the proposed Official Plan Amendment and Zoning By-law Amendment applications and maintain the existing (C4) zoning over the subject properties.</p> <p>This alternative is not recommended as this proposal includes dwelling units that efficiently use land where currently the lands are underutilized.</p>

FINANCIAL

76. It is estimated that the assessed value of the subject properties following development will be \$350,000 per townhome. The assessed value of the future development is anticipated to generate more revenue than the current assessed value of the property by a total value of \$9,565.00.
77. Current development charges for the proposed development are \$69,088.00 per townhouse unit. The development charge revenue for the proposed development is estimated to be in the order of \$345,440.00. Development charges are calculated and paid at the time of issuance of the building permit.
78. The education levy for residential uses is currently \$4,283.00 per unit, representing a total education levy of approximately \$21,415.00.
79. The cash in lieu of parkland contribution will be required and is currently \$3,693.00 per residential unit, representing a total cash in lieu of parkland contribution of \$18,465.00.

LINKAGE TO 2022–2026 STRATEGIC PLAN

80. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
- ☒ Affordable Place to Live – Encourage a range of housing options to make housing attainable
 - ☒ Infrastructure Investments – Support active transportation and pedestrian connections.
 - i) Thriving Communities - Expand and maximize access to parks and recreation opportunities

-
81. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development offers a more attainable form of housing, promotes and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Draft Official Plan Amendment
Appendix "B" – Draft Zoning By-law Amendment
Appendix "C" – Conceptual Site Plan
Appendix "D" – Building Rendering – From East
Appendix "E" – Building Rendering – From Southwest
Appendix "F" – Angular Plane Analysis

Appendix "A"

Draft Official Plan Amendment

AMENDMENT NO. 85
TO THE CITY OF BARRIE
OFFICIAL PLAN

INTRODUCTION

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT, consisting of the following text and map constitutes Amendment No. 85 to the City of Barrie Official Plan.

Also attached is **PART C - THE APPENDIX**, which does not constitute part of this amendment. This appendix contains the Public Meeting Minutes, Staff Report, and the Council Resolution associated with this amendment.

PART A – THE PREAMBLE

PURPOSE

The purpose of this amendment is to amend Schedule A – Land Use to designate the subject lands as 'Residential'. The proposed amendment will permit the development of five (5), three (3) storey residential street townhouse units with rooftop terraces and associated parking and amenity areas. This amendment will be accompanied by an implementing Zoning By-law Amendment and the development would proceed directly to building permit submission.

LOCATION

The amendment to the City of Barrie Official Plan applies to the lands municipally addressed as 193 and 197 Blake Street in the City of Barrie. The subject lands are legally described as Lot 4, East Side of Nelson Square, Registered Plan 6.

BASIS

The amendment conforms to Provincial Planning policies, including the *Planning Act*, Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan), in that the subject lands are located on an arterial road in a built-up area where existing municipal infrastructure and services are available to support medium density residential development.

The City of Barrie Official Plan was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010 and designates the subject lands as a General Commercial Area. The City of Barrie Official Plan provides direction for the development and intensification of lands subject to conformity with locational criteria, goals and policies endorsed by the Corporation of the City of Barrie.

The subject lands are located on Blake Street, which is identified as an arterial road on Schedule D – Roads Plan of the Official Plan. The proposed amendment would contribute to intensification through the development of a medium density residential use on underutilized lands. The amendment is also consistent with a number of general policies in Section 4.2 (Residential) and other relevant policies of the City of Barrie Official Plan. The Residential Area land use designation permits all forms and tenure of housing. The site is located on an arterial road where higher densities and compact development are encouraged to promote the efficient use of land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, and contribute to improving air quality and promoting energy efficiency.

The amendment will facilitate the redevelopment and intensification of the subject lands with a residential density of 49 units per hectare. As the subject lands are identified as being on an arterial road within the Built-up Area, Section 4.2.2.2 (d) of the Official Plan is applicable, which states that medium density residential development shall consist of multiple dwelling types such as triplexes, apartments, and street townhouse units. Medium density residential development relating to street townhouses is identified as ranging between 45 and 53 units per net hectare.

Section 4.2.2.3(b) of the Official Plan states that:

"Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:

- i) Adjacent to arterial and collector roads;
- ii) In close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and,
- iii) Where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate. (Mod E(n))."

The proposed development is located on an arterial road, as identified on Schedule D – Roads Plan of the Official Plan, and satisfies the general locational criteria as outlined below:

- i) The site is located in close proximity to a variety of commercial, open space (Nelson Square Park), and institutional uses (Parkview Community Centre, Codrington Public School and Johnson Street Public School);
- ii) The site is located in close proximity to Barrie Transit service stops. Blake Street is a public transit route and transit stops exist within ± 20 metres of the subject lands at the southwest corner of the intersection of Blake Street and Nelson Square East; and,
- iii) Municipal services and facilities such as roads, watermains, sanitary/storm sewers and other municipal services and infrastructure are available and adequate for the proposed development.

Consideration has also been given to section 4.2.2.6(d) of the Official Plan which provides criteria for intensification located outside the Urban Growth Centre, Intensification Nodes and Corridors, and Major Transit stations. The application meets the criteria as follows:

i) Compatibility

The proposed development is compatible with the surrounding neighbourhood and will integrate well with adjacent uses. The proposed townhouses are generally consistent with the existing single detached and multi unit built form in the area and can be integrated into the surrounding neighbourhood. There are sufficient buffers and separation distances between the existing low rise residential properties and the proposed development. The commercial properties along Blake Street provide intensification opportunities within an area in transition, and negative impacts are not anticipated on adjacent uses.

ii) Availability of Infrastructure & Services

The studies submitted in support of the application confirm the ability of available infrastructure and transportation facilities to service the proposed development without impacting existing systems. Community services and amenities are available in the area to support the proposed development.

iii) Availability of Transit

The subject lands are within walking distance of public transit with stops located within ± 20 metres of the subject lands at the southwest corner of the intersection of Blake Street and Nelson Square East.

iv) Impact on Designated Intensification Areas

It is not expected that the proposed development will compromise the ability of the City to achieve increased densities in areas where intensification is focused. The need for centrally located housing is significant, particularly for more affordable housing styles and the potential for rental units.

i) Quality Urban Design

The Urban Design Brief submitted with the application demonstrates that the project meets the City's urban design requirements.

ii) Preservation of Heritage Resources

There are no cultural heritage resources associated with the subject lands.

The amendment is designed to reflect the policies noted above which promote the development of higher density, compact, pedestrian-friendly and transit supportive developments in appropriate areas, such as arterial roads in the City's Built-up Area.

PART B - THE AMENDMENT

DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie is amended by revising Schedule "A" – Land Use of the Official Plan as follows:

1. Amend Schedule "A" – Land Use of the Official Plan for the lands known municipally as 193 and 197 Blake Street to redesignate the lands identified as General Commercial to Residential as illustrated by Schedule 1 to Amendment No. 85.

IMPLEMENTATION

An implementing Zoning By-law to re-zone the subject lands from 'General Commercial' (C4) zone to a 'Residential Multiple Dwelling Second Density – Townhouse' zone – Special Provision No. XXX' (RM2-TH)(SP-XXX) zone will be presented concurrently with Official Plan Amendment No. 85.

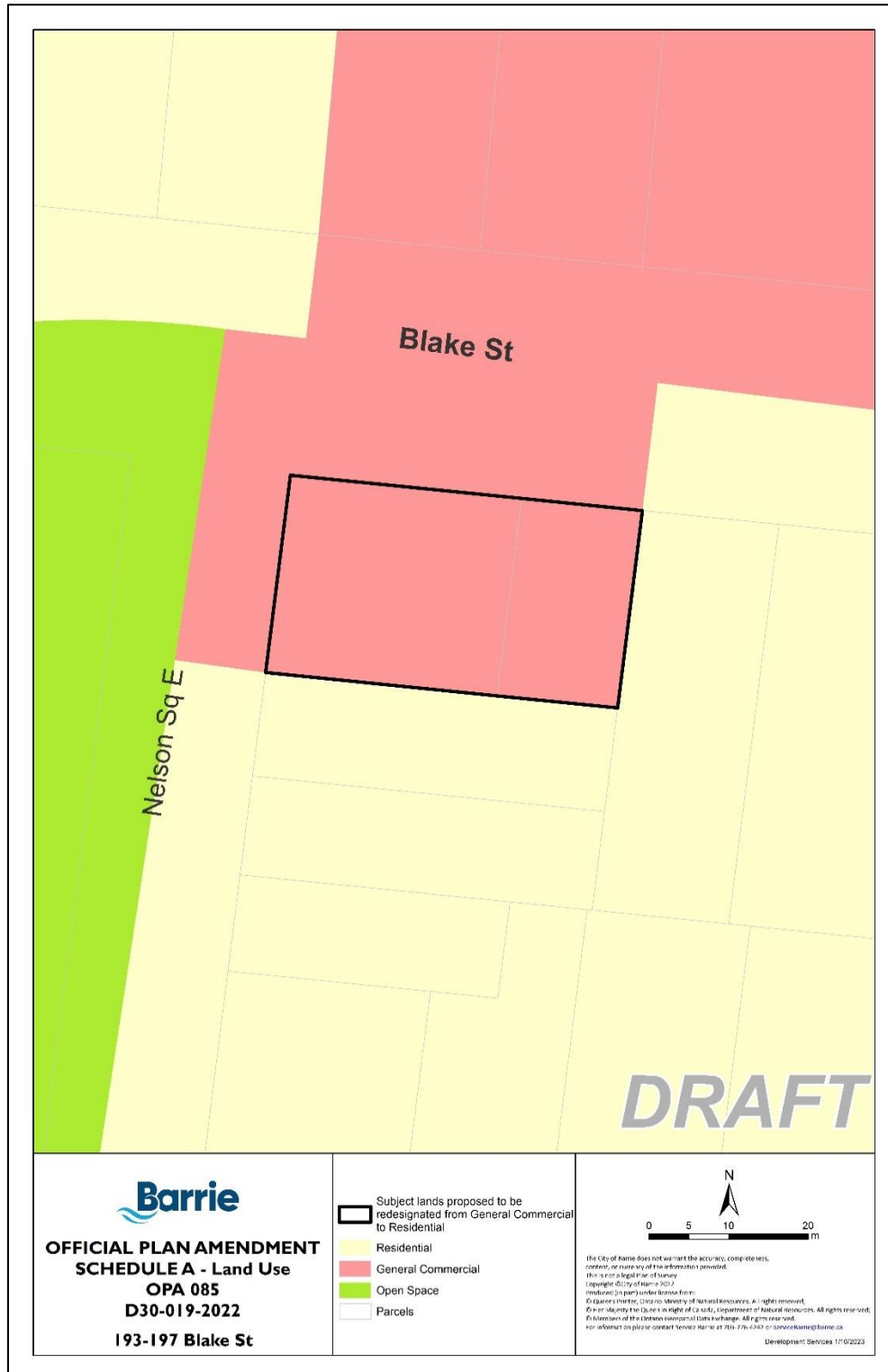
The site-specific provisions of the 'Residential Multiple Dwelling Second Density – Townhouse' zone will permit the development of a five (5) unit, four (4) storey street townhouse building with associated parking spaces within the driveway of each unit and outdoor amenity areas located within private rooftop terraces and individual rear yards.

INTERPRETATION

The remaining provisions of the Official Plan, as amended from time to time, shall apply in regard to this amendment.

Schedule 1 to Official Plan Amendment No. 85

City of Barrie Official Plan Schedule "A" – Land Use



APPENDIX "B"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2023-XX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being Lot 4, East Side of Nelson Square, Registered Plan 6 known municipally as 193 and 197 Blake Street, shown on Schedule "A" to this By-law from General Commercial (C4) to Residential Multiple Dwelling Second Density – Townhouse with Special Provisions (RM2-TH)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 23-P-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 193 and 197 Blake Street, shown on Schedule "A" to this By-law from General Commercial (C4) to Residential Multiple Dwelling Second Density – Townhouse with Special Provisions (RM2-TH)(SP-XXX) in accordance with Schedule "A" attached to this By-law.
2. **THAT** the following Special Provisions be referenced in the implementing Zoning By-law for the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone associated with the subject lands:
 - a) That notwithstanding Table 5.3 of By-law 2009-141, a minimum exterior side yard setback of 1.6 metres shall be provided to a daylighting triangle in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
 - b) That notwithstanding Table 5.3 of By-law 2009-141, a minimum interior side yard setback of 1.2 metres shall be provided along the east lot line in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
 - c) That notwithstanding Table 5.3 of By-law 2009-141, a minimum lot area of 180.0m² shall be provided for each lot in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
 - d) That notwithstanding Table 5.3 of By-law 2009-141, a minimum landscaped open space of 30% shall be permitted for each lot in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
 - e) That notwithstanding Table 5.3 of By-law 2009-141, a maximum gross floor area of 120% per lot shall be permitted in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
 - f) That notwithstanding Table 5.3 of By-law 2009-141, a maximum building height of 12.7 metres shall be permitted in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
 - g) That notwithstanding Section 5.2.5.2 (c) of By-law 2009-141, a minimum driveway length of 7.0 metres be permitted to the front face of the building (attached garage) in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;

-
- h) That notwithstanding Section 5.2.5.2 (c) of By-law 2009-141, a minimum driveway length of 5.5 metres shall be permitted where a driveway abuts a porch in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
- i) That notwithstanding Table 5.3, a maximum of 65% of the front yard shall be dedicated to parking in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law;
- j) That notwithstanding Table 4.6 of By-law 2009-14, tandem parking shall be permitted in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law; and,
- k) That notwithstanding Section 5.3.5.1, the required setback to a porch from a daylighting triangle shall be 0.0 metres, in the Residential Multiple Dwelling Second Density - Townhouse (RM2)(SP-XXX) zone , in accordance with Schedule "B" attached to this By-law.
3. **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.
4. **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 _____, 2023.

READ a third time and finally passed this ____ day of _____, 2023.

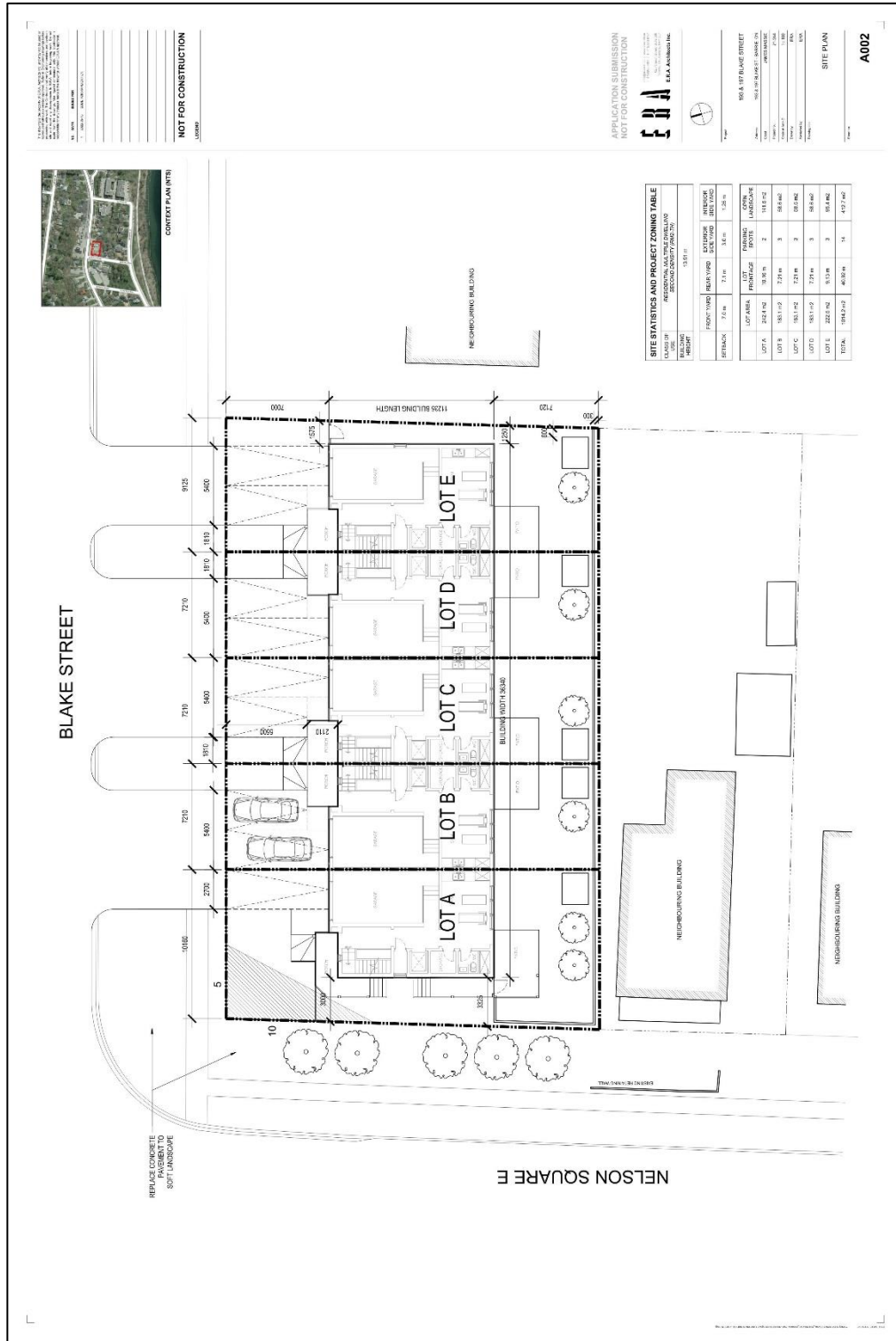
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

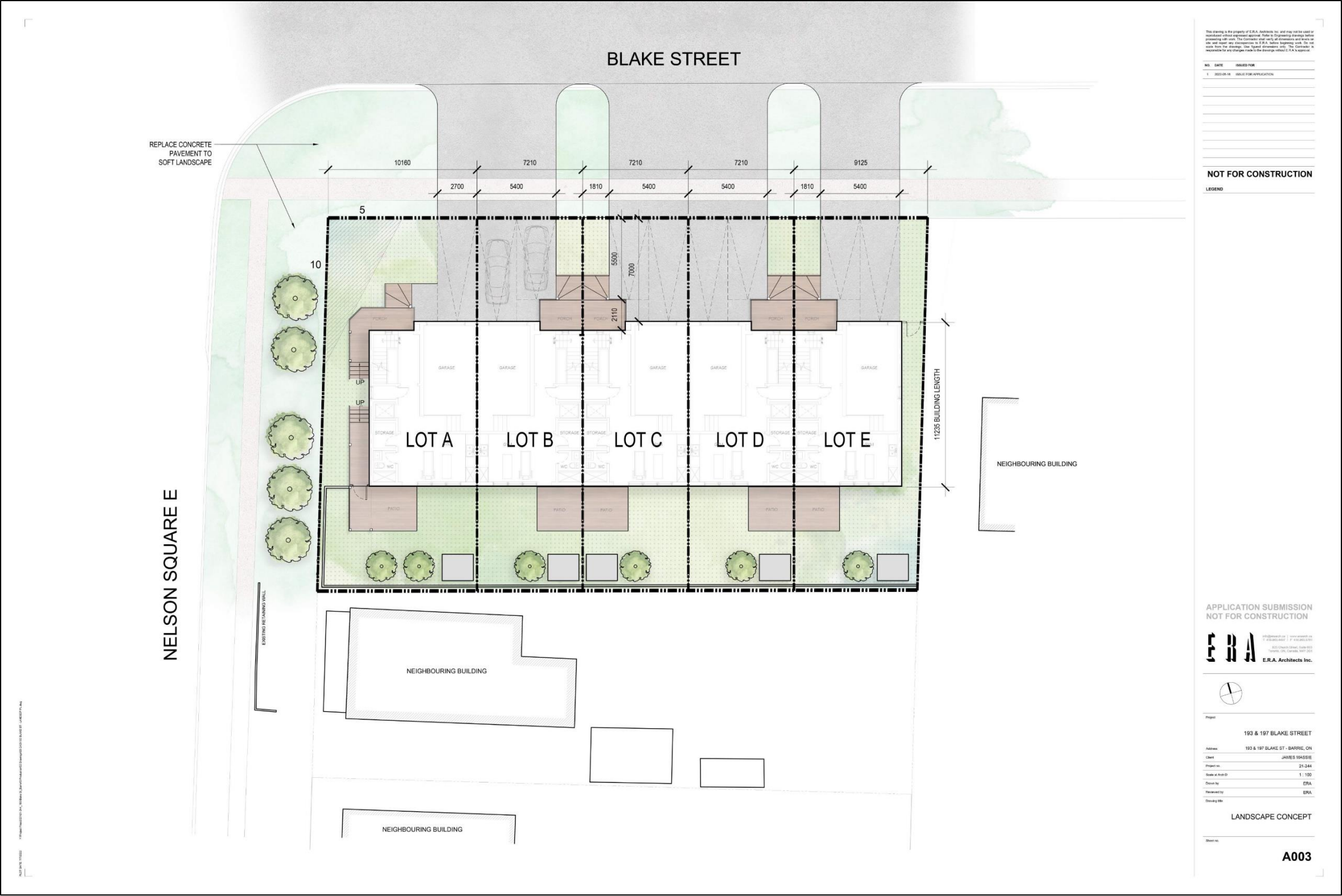
Schedule “A” to attached By-law 2023-XXX





Appendix “C”

Conceptual Site Plan



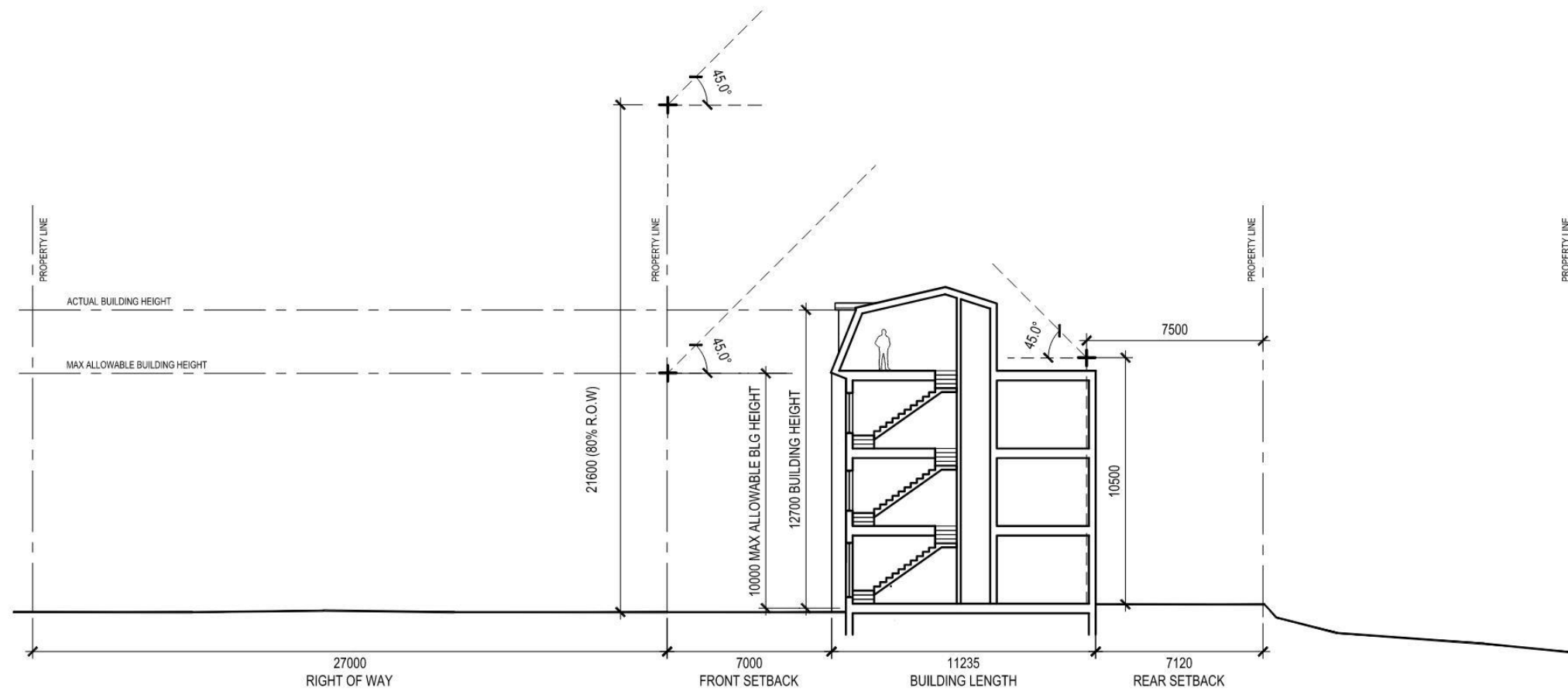
Appendix "D"
Building Rendering – From East



Appendix "E"
Building Rendering – From Southwest



Appendix "F"
Angular Plane Analysis



SECTION @ STAIRS 1
 SCALE 1:100 A300

NOT FOR CONSTRUCTION

BLAKE ST TOWNHOMES - SECTION
BLAKE ST | Scale 1:175 | 2022/11/04

www.eraarch.ca
 1.416.963.4497
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