
TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 181 BURTON AVENUE

WARD: 8

PREPARED BY AND KEY CONTACT: M. FREETHY, RPP, SENIOR PLANNER, EXT. 4117

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 Zoning By-law Amendment Application submitted by Celeste Philips Planning Inc., on behalf of 8952175 Canada Corp. c/o Uplands Holding, to rezone lands known municipally as 181 Burton Avenue from 'General Commercial' (C4) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX) as identified in Appendix "A" to Staff Report DEV017-23, be approved.
2. That the following site-specific provisions be referenced in the implementing Zoning By-law for subject lands:
 - a) Permit a parking standard of 0.90 parking spaces per residential unit, whereas 1.0 parking space per unit is required;
 - b) Permit a minimum ground floor height of 2.7 metres, whereas a minimum of 4.5 metres is required;
 - c) Permit a maximum side yard setback of 12 metres, whereas a maximum 3.0 metres is required;
 - d) Permit the front yard to not be fully paved, whereas a front yard that is fully paved and seamlessly connected with abutting sidewalk is required; and
 - e) Permit a maximum parking lot area coverage of 42% for an apartment dwelling, whereas a maximum coverage of 35% is required.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV017-23.
4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Celeste Philips Planning Inc., on behalf of 8952175 Canada Corp. c/o Uplands Holding, for lands known municipally as 181 Burton Avenue. 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.
6. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on April 22, 2021 and Public Meeting on October 5, 2021, staff have determined that the proposal has appropriate 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), as amended, and the City of Barrie Official Plan (2010). As such, staff are recommending approval of the proposed rezoning as provided in draft attached to Staff Report DEV017-23 as Appendix "A".

Development Proposal

7. The application, if approved, would rezone the subject lands from 'General Commercial' (C4) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX). The conceptual site plan, included for reference as Appendix "B" to Staff Report DEV017-23, proposes a development consisting of a four-storey residential building with twenty-four (24) residential units for rental tenure. The proposed elevations are attached as Appendix "C". The final design details for the site design will be confirmed at the time of a subsequent Site Plan Control application.
8. The site-specific provisions would permit a reduction in parking to 0.90 parking spaces per unit, a reduced ground floor height of 2.7 metres, an increased side yard setback of 12 metres, an unpaved front yard setback, and a parking lot coverage of 42%.

Site and Location

9. The subject property is located on the north side of Burton Avenue, west of Yonge Street, within the Allandale Planning Area. The lands are known municipally as 181 Burton Avenue and legally described as Part of Lot 9, Concession 14 in the City of Barrie. The lands are vacant and are approximately 1998.9 square metres (0.5 acres) in size with a frontage of 40.4 metres on Burton Avenue.

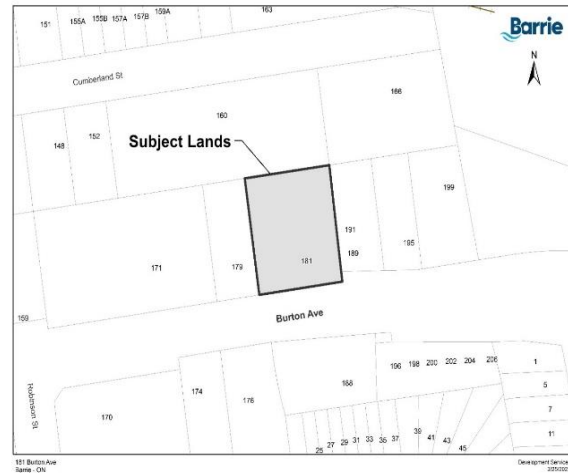
10. The surrounding land uses include the following:

North Open space and Environmental Protection Area (Cumberland Natural Area), residential uses and the Allandale GO Layover Station.

East General commercial and residential uses.

South General commercial and residential uses.

West General commercial and residential uses.



Existing Policy

11. The subject property is designated as 'General Commercial' on Schedule "A" – Land Use and is identified as being within the 'Urban Growth Centre' and along a Mixed Use Corridor on Schedule "I" – Intensification in the City's Official Plan.
12. Schedule "H" – Natural Heritage Resource identifies a portion of the rear of the subject lands as EPA Level 1 with Existing Development Designation subject to section 3.5.2.4 (d), and the lands along the rear of the property as EPA Level 1.
13. The lands are currently zoned as 'General Commercial' (C4) in the City's Comprehensive Zoning By-law 2009-141, as amended.

Background Studies

14. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available online on the City's Proposed Developments webpage under [Ward 8 – 181 Burton Avenue](#).
 - a) Planning Justification Report (Celeste Phillips Planning Inc, July 23, 2021)
 - b) Functional Servicing Report (Pearson Engineering Ltd., July 2020)
 - c) Traffic Brief and Parking Study (Pearson Engineering, February 3, 2022/August 11, 2022)
 - d) Hydrogeological Assessment (Azimuth Environmental Consulting Inc., June 2022)
 - e) Scoped Environmental Impact Study (Cambium Inc., October 28, 2020)
 - f) Geotechnical Investigation (WSP, February 23, 2021)
 - g) Phase One Environmental Site Assessment Update (Envision Consultants, May 6, 2022)
 - h) Phase Two Environmental Site Assessment (Envision Consultants Ltd., May 13, 2022)
 - i) Stormwater Management Report (Pearson Engineering, February 2022)
 - j) Site Plan (ISM Architects, November 22, 2022)
 - k) Environmental Noise & Vibration Assessment (SLR Consulting (Canada) Ltd., March 3, 2023)

Public Consultation

15. A neighbourhood meeting was held on April 22, 2021, as part of the requirements for a complete application. The meeting was attended by approximately eleven (11) residents as well as the applicant, their consultant team, Ward 8 Councillor Jim Harris, and Planning staff. Comments and concerns expressed by residents at the Neighbourhood Meeting included the following:

a) Front and rear yard setbacks

Comments were made regarding the proposed front and rear yard setbacks. The rear yard setback significantly exceeds the Zoning By-law requirement, and the required front yard setback would be 3.0 m as required. Relief is being sought from the requirement that the front yard be fully paved. Given that the building will be residential only with no ground floor commercial, areas of landscaping are considered more appropriate.

b) Management of garbage

Questions regarding the management of onsite garbage were raised by the public. The site plan has been designed to address waste management requirements, including a fully enclosed waste enclosure that would be privately serviced.

c) Unit Type

Questions were asked about whether barrier free units and three bedroom units will be provided. Barrier free units will be provided in accordance with the Ontario Building Code and one and two bedroom units are proposed.

d) Traffic

Concerns were raised regarding traffic impacts and the potential need for vehicle turn restrictions or a traffic light. A Traffic Brief and Parking Study was submitted in support of the application which advised that no impacts are anticipated from additional traffic and that the road network can accommodate the additional traffic. Transportation Planning staff are satisfied with the reports submitted.

16. A statutory Public Meeting was held on October 5, 2021, to present the subject application to Planning Committee and the public. No members of the public were in attendance at the public meeting.

Department and Agency Comments

17. The subject application was circulated to staff in various departments and to external agencies for review and comment.
18. **Development Services – Approvals** staff have reviewed the Functional Servicing Report submitted to support the proposed application and generally concur with the recommendations that support the proposed development. Servicing will be reviewed further through a subsequent detailed design submission.
19. **Development Services – Transportation Planning** staff support the Zoning By-law amendment and the site-specific request to reduce the parking from 1 space to 0.90 spaces per unit. A Parking Study was submitted in support of a reduced parking ratio and this recommendation aligns with policy direction and recently endorsed or approved parking ratios within the City. A 4.5 metre road

widening dedication is required along the entire frontage of Burton Avenue which will be conveyed at the time of site plan approval.

The technical standards for access requirements, location, width, and internal traffic movement will be confirmed during the detailed design process as part of a subsequent Site Plan Control application.

20. **Development Services – Parks Planning** staff have no concerns with the Zoning By-law amendment. If approved, staff will review and address technical matters such as landscaping, amenity areas, boundary fencing, and planting density through the subsequent detailed design submission.
21. **Business Performance and Environmental Sustainability – Risk Management Official** staff support the Zoning By-law amendment. Staff identified that the property is located in Well Head Protection Area D (25 year travel time), Issues Contributing Area (sodium & chloride), Highly Vulnerable Aquifer (HVA), Significant Groundwater Recharge Area (SGRA) and is within the 200m buffer of suspected contamination. Additional review will take place at or prior to the Site Plan Control submission.
22. **Business Performance and Environmental Sustainability – Environmental Compliance** staff identified that a Record of Site (RSC) may be required if the land was used historically for a less sensitive land use. Additional comments addressed the requirement for erosion and sediment control devices, fill management plan and discharge agreement and instructions for temporary dewatering.
23. **Business Performance and Environmental Sustainability – Environmental Sustainability** provided comments indicating that the site will not be eligible for municipal waste collection. The applicant has advised that the proposed development will be served by private collection.
24. The **Lake Simcoe Region Conservation Authority (LSRCA)** have advised that they support the proposed zoning amendment. A cash-in-lieu payment of \$17, 425.20 that was calculated as part of the Ecological Offsetting Strategy has been paid for trees removed from the property in advance of permissions being obtained. Any additional outstanding comments identified through the review of the Zoning By-law will be addressed through the subsequent Site Plan Control application should the Zoning By-law application be approved by Council.
25. **Urban Design/Heritage Planning** provided preliminary comments on the Zoning By-law application. Urban design and heritage matters will be further reviewed and addressed through the subsequent Site Plan Control application should the Zoning By-law application be approved.
26. The **Building Department** advised of no concerns but provided comments that will be considered as part of a future site plan submission.
27. The **City's Finance Department** provided applicable development charges/fees associated with the future development of this site.
28. **Development Services (Addressing)** staff advised that street names and street numbers will be assigned in accordance with City policies.
29. **Infrastructure Services Department (Water Operations Branch)** identified no concerns with the application but provided comments that will be addressed as part of a future site plan submission.
30. The **Engineering Standards** advised that the findings of the Environmental Noise Assessment report are acceptable regarding the BCRY Rail Corridor

31. **Metrolinx** reviewed the noise and vibration assessment submitted in support of the application and have no further comments. They request a review of the final noise assessment at the site plan control stage.
32. **Alectra Utilities, HydroOne and Bell Canada** advised that they have no objection to the approval of the application subject to comments that will be addressed as part of a detailed design review.
33. The **Simcoe County District School Board** have no objection to the proposed development but advised that pupils residing in the development may not be accommodated in local schools. Conditions were provided for a future development agreement.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

35. 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>.
36. The proposed development is consistent with this legislation as it is located on an Intensification Corridor within the Urban Growth Centre and will contribute to the availability of housing options in the City; will utilize planned and available infrastructure (sewage, water and waste management systems); provides a compact form of development that minimizes impacts to climate change; and is in a location supported by transit and active transportation initiatives.

Provincial Policy Statement (2020) (PPS)

37. 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 managing growth and regulating the development and use of land. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
38. The PPS 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 are promoted to meet projected population growth for the next 30 years.
39. The proposed development is consistent with the PPS in that the lands are within the built boundary of the City and the redevelopment of these lands promotes intensification on an Intensification

Corridor in the Urban Growth Centre and within proximity to a higher order transit hub (Allandale GO). The proposed development aligns with the policies of a healthy, liveable, and compact community and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

40. Sections 1.2.6 and 1.6.9 of the PPS address noise sensitive land uses, such as residential, adjacent to major facilities, such as a rail facility, and require that sensitive land uses be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate adverse effects from odour, noise or other contaminants and to ensure the rail facilities' long-term operation and economic viability. A Noise and Vibration Impact Assessment was submitted in support of the application which identified mitigation measures and warning clauses to meet Ministry of Environment and Climate Change (MOECC) NPC-300 noise guidelines. Metrolinx and the BCRY advised that the noise assessment is acceptable, and Metrolinx will review the final noise assessment as part of the Site Plan Control stage. Any required notice mitigation measures and/or warning clauses would be required to be implemented on site at the time of site development registered on title to the lands.
41. Section 2.0 of the PPS does not permit development or site alteration on or adjacent to key natural heritage features unless it has been demonstrated that there will be no negative impacts on the features or their ecological functions. An Environmental Impact Study (EIS) was submitted with the application given the presence of Environmental Protection (EP) lands along the rear of the site. The EIS concluded that the proposed development could proceed without significant impacts on the natural heritage features associated with the environmental lands to the north.
42. Staff have reviewed the relevant policies and are of the opinion that the 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), as amended

43. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, 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>
44. The Growth Plan provides 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 plan is to build complete communities 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. The Growth Plan requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. Finally, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
45. The subject lands are located within a Major Transit Station Area (Allandale Waterfront GO Station). Section 2.2.4 requires that all Major Transit Station Areas (MTSA) be planned and designed to be transit supportive and that development be supported by planning for a diverse mix of uses to support planned transit service levels and providing alternative development standards such as reduced parking standards.
46. The proposed amendment will permit the development of a multi-unit residential building on an Intensification Corridor within the 'Urban Growth Centre' where existing municipal servicing

infrastructure and public facilities are available and directly located on a transit route and within the MTSA of the Allandale Waterfront GO Station. The proposed development at this location will contribute to the City's intensification targets required by the Growth Plan, enhance the goal to create a complete community and support planned transit service levels at the Allandale Waterfront GO Station.

47. Section 4 of the Growth Plan does not permit development or site alteration on or adjacent to key natural heritage features unless it has been demonstrated that there will be no negative impacts on the features or their ecological functions. An EIS was submitted with the application given the presence of EP lands along the rear of the site. The EIS concluded that the proposed development could proceed without significant impacts on the natural heritage features associated with the environmental lands to the north.
48. Staff have reviewed the relevant policies and are of the opinion that the development conforms to the Growth Plan for the Greater Golden Horseshoe.

Lake Simcoe Protection Plan (LSPP)

49. 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 and they have advised that they have no objection to the proposed Zoning By-law Amendment. Additional comments on the technical studies that were submitted with the application will be addressed as part of a future site plan submission should the application be approved. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan (OP)

50. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing By-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
51. The subject lands are designated 'General Commercial' on Schedule "A" – Land Use and are identified as being within the 'Urban Growth Centre' and on the Burton Avenue Intensification Corridor on Schedule "I" – Intensification in the City's Official Plan. The Mixed Use policies in Section 4.9 apply to development within mixed- use areas along intensification corridors.
52. Several policies in the Official Plan support the proposed development including the provision of increased densities, directing growth and intensification to the Urban Growth Centre and intensification nodes and corridors, maximizing the use of existing services and infrastructure and the provision of a range and mix of housing types and tenures at appropriate locations within the City.

Growth Management

53. Growth Management policies in Section 3.1 generally support the efficient use of existing infrastructure and transit supportive residential densities and target a minimum density of 50 units per hectare along Primary Intensification Corridors and 150 persons and jobs per combined hectare within the Urban Growth Centre. The application proposes a density of 122 units per hectare which

is just under the target density for the Urban Growth Centre but above the target density for an Intensification Corridor. The conceptual site plan has been designed to maximize the development potential of the subject lands while meeting site design requirements such as parking, amenity space, buffers and waste management, and will assist the City in meeting the growth management objectives. A Residential Density Analysis has been attached to this Staff Report as Appendix "D" which demonstrates that the projected residential density for the area, including the proposed development, is approximately 19 units per hectare, which is below the density targets of the Official Plan.

Housing

54. Housing policies in Section 3.3 encourage the provision of an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to meet the needs and income levels of all residents. Building designs and densities that are efficient and support pedestrians are encouraged and development is directed towards locations where infrastructure and public services are available. The development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services is promoted. The proposed development will provide a residential building for rental tenure which efficiently uses infrastructure and in proximity to local stores, services and transit including the Allendale Waterfront Go Station.
55. Policies in 3.3.2 encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure and residential revitalization and intensification throughout the built-up area based on the character of the area as well as intensification and density targets of the Plan. The development will contribute one and two bedroom, residential rental units within an area that is in transition from lower scale commercial and residential uses to a mixed use intensification corridor. The site is suitably located to provide rental units within an area that is convenient to local commercial and public services and both local and regional transit services.

Affordable Housing

56. Section 3.3.2.2 identifies the goal to achieve a minimum target of 10% of all new housing units to be affordable. The application proposes a rental building that will include 3 affordable housing units which exceeds the minimum target based on the total number of units proposed. The delivery of the affordable units will be explored further at the time of Site Plan Control.

Natural Heritage Resources

57. Section 3.5.2.4 requires an Environmental Impact Study (EIS) for any development or site alteration within 120 metres of an area identified as Level 1 and for any development or site alteration in or within 120 metres of Level 1 with existing development. An unevaluated wetland and a woodland were identified through an EIS as being on or within 120 metres of the subject lands. The EIS demonstrated that the proposed development could proceed with no negative impacts on associated natural heritage features or their ecological functions. Recommendations were made and mitigation measures were proposed as part of the EIS which will be implemented as part of a future site plan application should the Zoning By-law amendment be approved.

Residential

58. Section 4.2.1 (g) requires that the City plan for new development in the medium and high density categories which encourages mixed use and high quality design within the Intensification Areas while supporting the integrity of stable neighbourhoods. The neighbourhood within which the subject lands are located generally can be described as commercial and residential along this stretch of Burton Avenue. The proposed development will facilitate the re-development of an

underutilized parcel of land within the Urban Growth Centre and along an Intensification Corridor and will provide much needed residential rental units within the City. It is staff's opinion that the proposed development is compatible with the surrounding uses and will contribute to the stability of the neighbourhood.

Historic Neighbourhood Defined Policy Area

59. Section 4.8.24.1 identifies that the subject lands are located within the Allandale Historic Neighbourhood. These areas are recognized for their cultural heritage character by virtue of the groupings of historic buildings and streetscapes which are recognized as valuable cultural heritage resources. Development proposed within these neighbourhoods are encouraged to be sensitive to the cultural heritage character of the areas in which they are located. This aspect of the development will be addressed within staff's ability through the site plan process should the Zoning By-law amendment be approved. Due to Bill 23, staff can no longer comment on building materials or aesthetics, except as they relate directly to safety, accessibility, and sustainability. However, staff will continue to work with the applicant to ensure sensitivity surrounding cultural heritage in the final design is realized.

Mixed Use Areas

60. Section 4.9 of the Official Plan provides goals and policies for lands located along Intensification Nodes and Corridors as identified on Schedule "I" – Intensification Areas. Mixed Use areas permit a variety of medium and high density residential uses in a range of types, sizes, affordability and tenure and residential uses are encouraged throughout the Mixed Use areas to accommodate growth and create a local market for commercial uses. Generally, the policies encourage active uses at the ground floor level, however, residential only buildings are permitted.
61. Section 4.9.2.3 requires that new developments in Mixed Use areas adhere to a high standard of design, in accordance the City's Intensification Area Urban Design Guidelines. In this regard, new development in Mixed Use areas shall meet the following design criteria:
- i. Achieve a pedestrian-oriented environment through a combination of appropriate development standards and design features;
 - ii. Buildings shall be sited to frame streets and sidewalks to achieve a generally consistent setback and continuous built form;
 - iii. Front yard and exterior side yard areas shall accommodate outdoor patio space, publicly accessible plazas, weather protection features such as awnings or building overhands, or other features which positively contribute towards the public realm;
 - iv. Achieve an active streetscape through the provision of prominent building entrances, active uses at-grade and seamless connections to the sidewalk;
 - v. New development shall be generally compatible with the scale of adjacent properties, incorporating a built form transition to lower density residential areas; and
 - vi. Parking shall be located in the rear yard or internal to the main building to reduce the presence of surface parking areas along the streetscape.
62. The application is consistent with these goals and policies as it proposes a medium density residential development in a compact and efficient form that utilizes existing infrastructure, public facilities, and transit. The proposed residential units will expand the range of housing types and increase the supply of rental housing in the neighbourhood to accommodate the needs of current and future residents. Additionally, the building has been designed to frame the street with parking provided at the rear of the building. Connections from the street to the building have been incorporated into the site design to ensure an active streetscape.

63. The proposed development is also compatible with and will contribute to the surrounding neighbourhood. The development provides a low rise building which, in addition to landscape buffers, will provide an appropriate transition to adjacent commercial uses. Amenity spaces will be provided at the rear of the building and on the rooftop, and landscaping along the street front will enhance the aesthetic quality of the site. The development supports active transportation by providing bicycle parking and seamless pedestrian connections to the municipal sidewalk for convenient walking access to nearby transit stops and a range of uses along Burton Avenue and Yonge Street to the east.

Urban Design

64. Section 6.5 of the Official Plan provides that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design. Design must consider appropriate pedestrian links within and between adjacent properties as well as parking areas that encourage mutual entrances and parking, loading and delivery areas located to the rear of buildings. Landscaping guidelines require appropriate buffering and screening, and protection of Environmental Protection Areas and other natural areas and features.
65. Staff have reviewed the application and are of the opinion that the proposed amendment generally conforms to the high level urban design guidelines through placement and orientation of the building, landscaping design, placement of parking and amenity areas and pedestrian connections to the public realm along Burton Avenue. The City's design objectives will be addressed further through the site plan control process.

Summary

66. Based on the foregoing staff are of the opinion that the proposed development conforms with the City's Official Plan. More specifically, the proposed development provides for an appropriate density that maximizes the development potential of the site and would serve to utilize existing services and infrastructure in accordance with the intensification policies of the City's Official Plan.

Comprehensive Zoning By-law 2009-141

67. The applicant is proposing to amend the zoning on the subject lands from 'General Commercial' (C4) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX).
68. Zoning By-law No. 2009-141 can be found in its entirety at the following link:
<https://www.barrie.ca/planning-building-infrastructure/development-planning/zoning-land-use>.
69. The table below illustrates the required zone provisions and the proposed site-specific provisions as it relates to the proposed development.

Zoning Standard (MU2)	Required	Proposed
Table 4.6 – Required Parking Spaces	1 space/unit	0.90 spaces/unit
Table 5.4.2 – Maximum Side Yard Setback	3m	12m
Table 5.4.2 – Minimum Ground Level Floor Height	4.5m	2.7m
Section 5.4.3.2 – Front Yard Setback	Shall be fully paved and seamlessly connected with abutting sidewalk	Will not be fully paved
Section 5.4.4.1 – Maximum Parking Lot Area Coverage	35%	42%

Parking Standard (Table 4.6)

- 70. The application proposes a parking standard of 0.90 spaces per residential unit, whereas 1 space per unit is required by the Comprehensive Zoning By-law in the MU2 zone.
- 71. Planning and Transportation Planning staff are supportive of this proposed reduction. A Transportation Impact Study and Parking Justification Study was submitted to support a reduction in the parking space standard. A reduced parking standard is considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use, and is understood to support overall affordability. The subject lands are suitably located for ease of public transit with local bus service running along Burton Avenue and the Allandale Waterfront Go Station being located within walking distance. Bicycle parking will also be provided to encourage active transportation and local convenience commercial uses are located within walking distance along Burton Avenue.
- 72. Planning staff are of the opinion that the requested parking ratio of 0.9 spaces/unit is appropriate and generally meets the intent of the By-law.

Maximum Side Yard Setback

- 73. The application proposes a maximum side yard setback of 12 metres, whereas 3 metres is required by the Comprehensive Zoning By-law in the MU2 zone.
- 74. The purpose of the maximum side yard setback is to create a more urban environment along an Intensification Corridor to maximize the use of the land and provide a continuous built streetscape within a mixed use zone characterized by commercial uses at grade. The site is constrained due to size, and the increased side yard setback is required to accommodate a walkway, a landscape buffer and access to the parking lot located at the rear of the site. The site has been designed to efficiently use the available land while meeting the required parking provisions and directing the parking to the rear of the building to maintain an active streetscape.
- 75. Planning staff are of the opinion that the requested side yard setback is appropriate and generally meets the intent of the By-law.

Minimum Ground Level Floor Height

- 76. The application proposes a minimum street level floor height of 2.7 m whereas 4.5 m is required by the Comprehensive Zoning By-law in the MU2 zone.
- 77. The purpose of the minimum street level floor height is to accommodate commercial uses on the ground floor in the mixed use zone. Ground floor commercial uses are encouraged, but not required and the purpose for requiring the height is to accommodate commercial uses should this space be converted from residential in the future. The application proposes residential uses for rental tenure and therefore conversion to commercial use is not anticipated and, accordingly, the standard floor height for residential uses is considered appropriate.
- 78. Planning staff are of the opinion that the requested site-specific zoning provision to recognize a reduced street level floor height is appropriate for the intended residential use of the property and generally meets the intent of the By-law.

Front Yard Setback

79. The application proposes that the front yard setback not be fully paved, whereas the Zoning By-law requires that the front yard be fully paved and seamlessly connected with abutting sidewalk by the Comprehensive Zoning By-law in the MU2 zone.
80. The requirement for a fully paved front yard in the MU2 zone relates to the assumption of ground floor commercial use with open, easy access by the travelling public to the commercial uses at grade. The application proposes some landscaped areas along the front of the building which are considered more appropriate with a residential building. Landscaped areas will provide some separation and privacy for ground floor units and provide green areas along the front of the residential apartment building to enhance the streetscape.
81. Planning staff are of the opinion that the requested site-specific zoning provision to permit soft landscaping within the required front yard is appropriate and generally meets the intent of the By-law given the proposed residential use of the ground floor.

Parking Lot Area Coverage

82. The application proposes a parking lot coverage of 42%, whereas a maximum coverage of 35% is permitted by the Comprehensive Zoning By-law for an apartment building.
83. The purpose of this requirement is to minimize the area of a site that is occupied by parking and to ensure parking does not dominate the site. The subject lands are constrained by size, and the site has been designed to provide the maximum number of units on the site while generally meeting all site design requirements. In staff's opinion, the parking lot is appropriate for the proposed number of units, is contained within the rear yard, and includes a turning radius for waste management trucks entering the site. The parking lot will not be visible from the road and, therefore, will not dominate the streetscape along Burton Avenue. Finally, adequate pervious surface will be provided to ensure appropriate stormwater management for the site. An additional review will be undertaken as part of the future site plan control application should the Zoning By-law amendment be approved.
84. Planning staff are of the opinion that the site-specific zoning provisions are appropriate and generally meets the intent of the by-law and recommend these general provisions to facilitate implementation of the Zoning By-law.

Site Plan Control

85. Subject to Council approval of the proposed application, the property would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands, access, servicing, stormwater management, landscaping, lighting, zoning compliance, building orientation/placement/massing and parking. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
86. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

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

- a) The EIS identified an unevaluated wetland and a significant woodland adjacent to the subject lands. The woodland feature also extended onto the subject lands however this area of the woodland has been removed by the applicant in advance of Planning approvals and require City/LSRCA tree removal permits.

The EIS confirmed that the proposed development is not expected to have negative impacts on these adjacent features provided recommended mitigation, compensation and best practices as detailed in the EIS are implemented. The LSRCA determined that the loss of 0.11 hectares of woodland and 0.03 hectares of woodland vegetation protection zone requires a payment of compensation in the amount \$17,425.20 which represents the area of the trees that were removed by the applicant. The cash-in-lieu payment has been made by the applicant.

Summary

88. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial and City planning policies. In staff's opinion, the proposed residential development is considered appropriate, consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended, the Lake Simcoe Protection Plan, the City's Official Plan.
89. At this time, there are no further matters that impact the processing of the subject application and as such, it is being recommended for approval.

ALTERNATIVES

90. 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 'General Commercial (C4) zoning over the subject property.

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

FINANCIAL

91. It is not possible to estimate the assessed value of the subject property following development, however, the assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this staff report.
92. The current rate for the applicable development charges depends on the number of bedrooms in each apartment unit. Apartment units with 2+ bedrooms are charged \$48,878.00 per unit, while bachelor and 1 bedroom units are charged \$34,319 per unit resulting in an estimated total of \$925,569.00 based on 24 units as proposed. Variations to these development charges based on

Bill 23 - *More Homes Built Faster Act, 2022* for rental housing development will be considered at the time of the issuance of the building permit.

93. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the costs associated with upsizing to municipal water and sewer mains already installed, and traffic turning lanes or signals if required.
94. Cash in lieu of parkland dedication per unit is calculated at \$3,693.00 per unit (2023 rate, subject to an annual inflation adjustment on January 1st of each year). This fee will be confirmed through the Site Plan Control process.
95. The Education levy is currently \$4,283.00 per unit (2023 rate). This fee will be confirmed through the Site Plan Control process.
96. The proposed development would be subject to a Finance Administration fee of \$1,980 (\$82.50/unit).
97. Building permit fees are estimated to be \$38, 674.88. The building permit fees will be confirmed through the Site Plan Control process and will be collected at the time of submission of building permit applications.

LINKAGE TO 2022-2026 COUNCIL STRATEGIC PLAN

98. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
 - ☒ Affordable Place to Live
 - ☒ Community Safety
 - ☒ Thriving Communities
99. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure, will add the potential for more affordable and attainable housing options and support the local and regional transit network.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Proposed Building Elevations
Appendix "D" – Residential Density Analysis

APPENDIX "A"

Draft 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 legally described as Part of Lot 9, Concession 14 in the City of Barrie, municipally known as 181 Burton Avenue, shown on Schedule "A" attached to this By-law from the 'General Commercial' (C4) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 23-G-XXX.

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

1. **THAT** the zoning map be amended to change the zoning on the lands described as Part of Lot 9, Concession 14 in the City of Barrie, municipally known as 181 Burton Avenue from 'General Commercial' (C4) to 'Mixed Use Corridor with Special Provisions' (MU2)(SP-XXX) in Comprehensive Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking of Comprehensive Zoning By-law 2009-141, the minimum required parking standards shall be 0.90 parking space per unit in the Mixed Use Corridor - Special Provision (MU2)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Table 5.4.2 of Comprehensive Zoning By-law 2009-141, the minimum ground level floor height shall be 2.7 metres in the Mixed Use Corridor - Special Provision (MU2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Table 5.4.2 of Comprehensive Zoning By-law 2009-141, the maximum side yard setback of 12 metres shall be permitted in the Mixed Use Corridor - Special Provision (MU2)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 of Comprehensive Zoning By-law 2009-141, the front yard is not required to be fully paved in the Mixed Use Corridor - Special Provision (MU2)(SP-XXX) zone.



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6. **THAT** notwithstanding the provisions set out in Section 5.4.4.1 of Comprehensive Zoning By-law 2009-141, the maximum parking lot area coverage for an apartment dwelling shall be 42% in the Mixed Use Corridor - Special Provision (MU2)(SP-XXX) zone.
 7. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands shown in Schedule "A" to this By-law 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 ____, 2023.

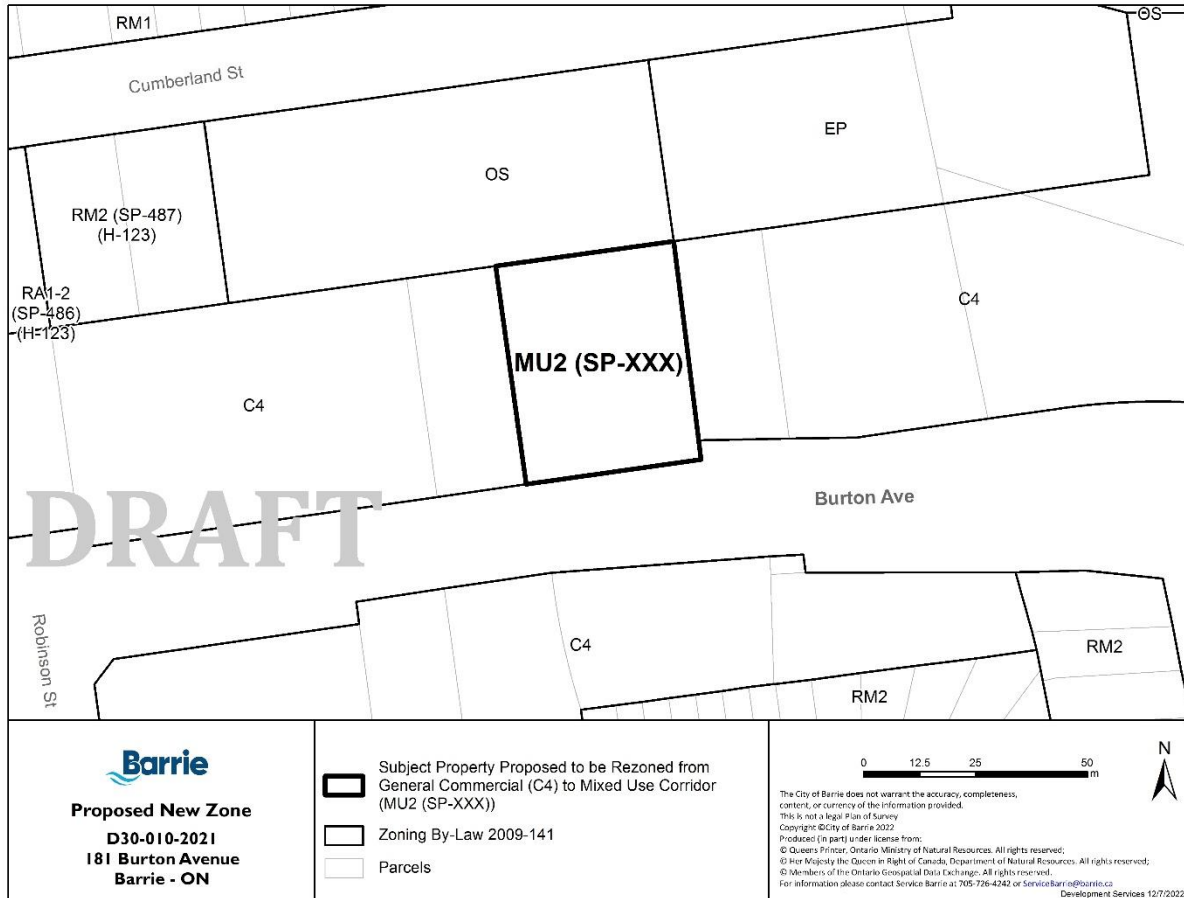
READ a third time and finally passed this ____ day of ____, 2023.

THE CORPORATION OF THE CITY OF BARRIE

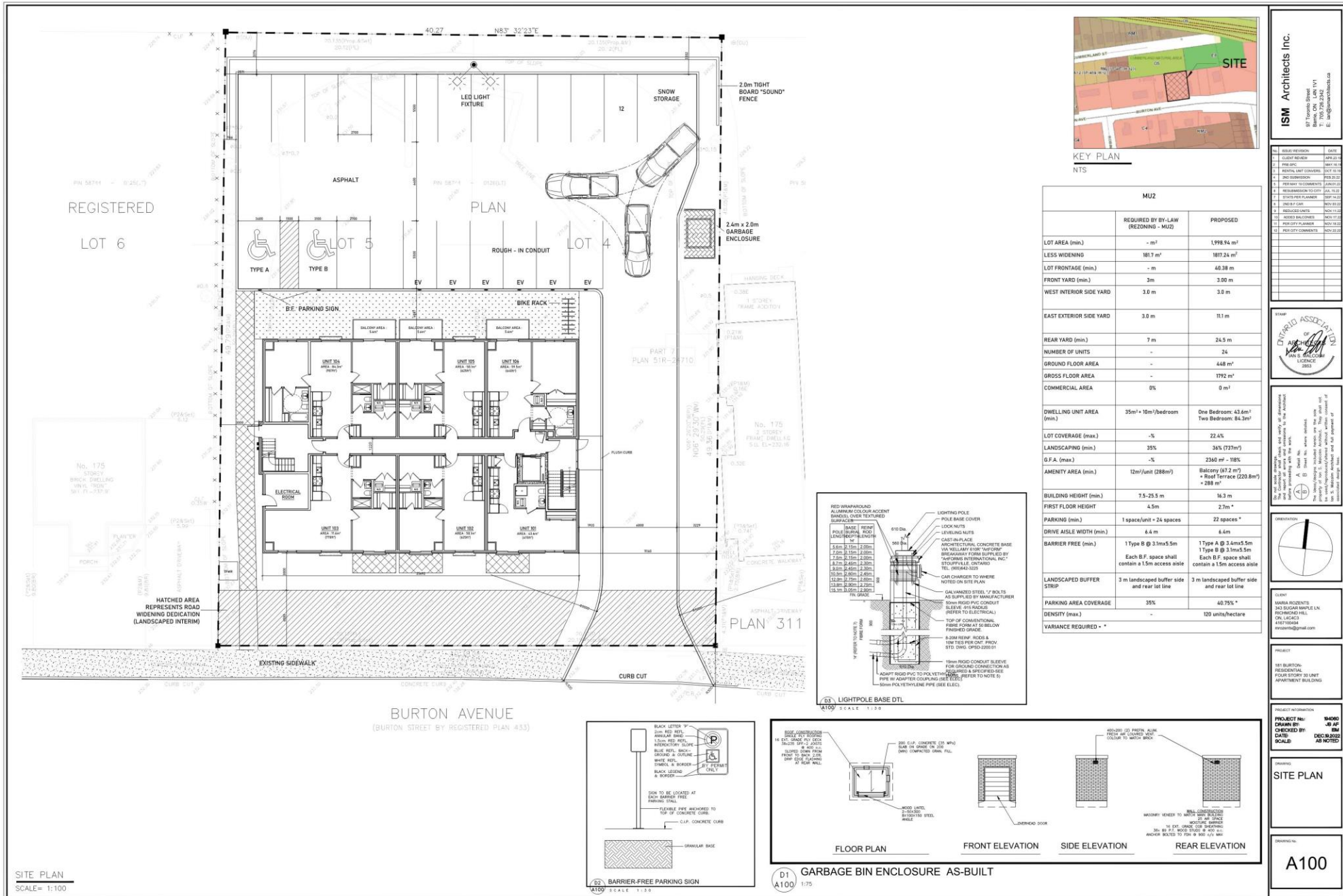
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2023-XXX

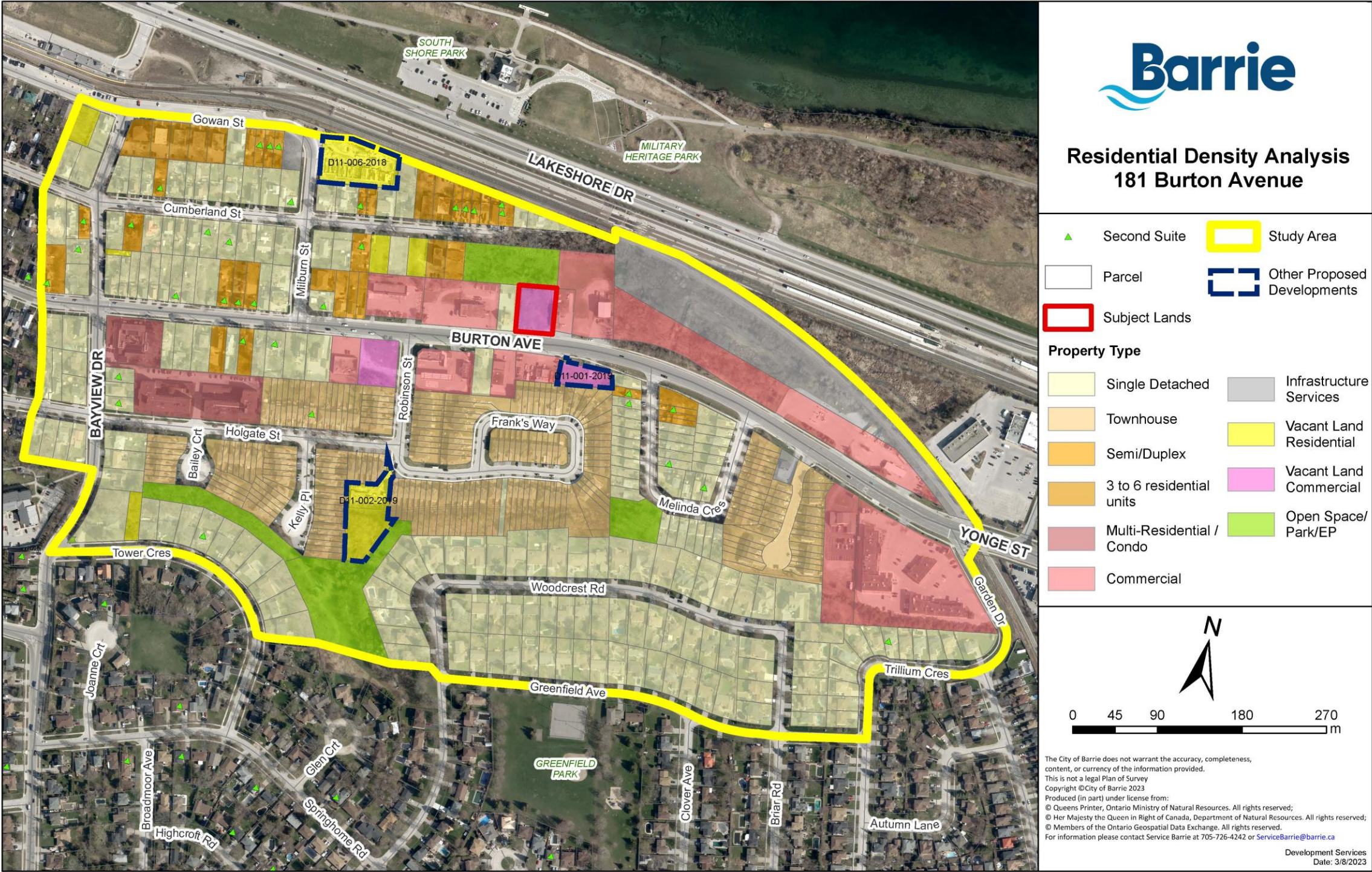


APPENDIX "B"
Conceptual Site Plan





APPENDIX “D”
Residential Density Analysis



APPENDIX "D"

Residential Density Analysis - Continued

RESIDENTIAL DENSITY ANALYSIS
D30-010-2021
181 BURTON AVENUE, BARRIE -ON

Total Study Area	45.61 ha
Total Developable Area - <i>Only residential</i> (Private properties)	26.20 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	33.43 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	1.78 ha
Total Area Roads right of way	10.40 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	215	15.14	14.20
Semis/ Duplex	51	1.64	31.04
Townhouse Dwelling Unit	208	6.03	34.49
Multi-residential/ Mixed use building (7 or more residential units)	100	1.79	55.95
Vacant residential and Commercial lands		0.56	
Non- residential areas(Commercial/ Institutional)		7.23	
Parks/ Open Space/ Walkway / Laneway		1.78	
Other Proposed Developments in the area			
D11-006-2018 - 1 Milburn St (14-unit residential condominium townhouse development - Under construction)	14	0.36	38.43
D11-001-2019 - 196 Burton Ave (3-storey mixed-use building, containing 6 residential units and ground-floor commercial units oriented towards Burton Avenue)	6	0.12	49.30
D11-002-2019 - 133 Frank's Way (2.5 storey, 15-unit 'multiple dwelling' (i.e. apartment building))	15	0.36	41.58
Subject Property 181 Buron Ave - D30-010-2021 Change the zoning from General Commercial (C4) to Mixed Use Corridor with Special Provision (MU2)(SP-XXX) to facilitate the development of a 4-storey 24-unit apartment building	24	0.20	122.16
Current Residential Density (Only Residential Lands included)	574	26.20	21.90
Current Residential Density (All Residential and Non- residential lands included)	574	33.43	17.17
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) (Only Residential Lands included)	598	26.20	22.82
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) (All Residential and Non- residential lands included)	598	33.43	17.89
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1) (Only Residential Lands included)	647	26.20	24.69
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1) (All Residential and Non- residential lands included)	647	33.43	19.35

Note:

This Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.
Vacant lands includes any surface parking lots that exist in the area.

Prepared by: Development Services
Date: March 8, 2023