



TO: **PLANNING COMMITTEE**

SUBJECT: **APPLICATION FOR ZONING BY-LAW AMENDMENT – 158, 162, 166, AND 170 ARDAGH ROAD AND PART OF LOT 5, CONCESSION 14, CITY OF BARRIE**

WARD: **WARD 6**

PREPARED BY AND KEY CONTACT: **C. KITSEMETRY, RPP, SENIOR PLANNER, EXT. 4430**

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

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of Hedbern Development Corporation to rezone the lands known municipally as 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14 in the City of Barrie from 'Residential Single Detached First Density - Hold' (R1)(H-95) and 'Residential Multiple Third Density' (R3) to 'Residential Multiple Second Density' (RM2), 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX), and 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY) be approved as per Appendix "A" attached to Staff Report DEV030-20.
2. That the following Special Provisions for the 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX) Zone be referenced in the site specific zoning by-law:
 - a) an increased gross floor area to 75%, whereas 60% is the maximum permitted; and,
 - b) a reduced lot area to 160 square metres, whereas 200 square metres is the required standard for street townhouses.
3. That the following Special Provisions for the 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY) Zone be referenced in the site specific zoning by-law:
 - a) a reduced parking ratio of 1.3 spaces per unit, whereas 1.5 spaces is the minimum required (1 space per unit and 0.3 spaces for visitor parking);
 - b) an increased density of 45 unit per hectare, whereas 40 units per hectare is the maximum density permitted for block/cluster townhouse development;
 - c) a reduced front yard to 3 metres, whereas 7 metres is the minimum required;
 - d) a reduced rear yard to 6 metres, whereas 7 metres is the minimum required;
 - e) an increased gross floor area to 81%, whereas 60% is the maximum permitted; and

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- f) a reduced setback for secondary means of access to 6 metres, whereas 7 metres is the minimum required.
 - 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, and as identified within Staff Report DEV030-20.
 - 5. That the owner/applicant is required to provide community benefits per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonusing to the satisfaction of the Director of Development Services.
 - 6. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (DEV030-20) (D14-1684)

PURPOSE & BACKGROUND

Report Overview

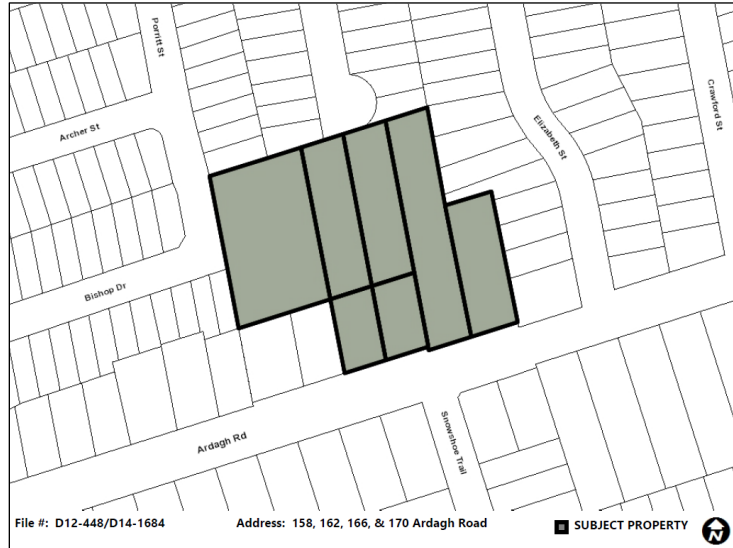
- 7. The application before the City is to request an amendment to the Zoning By-law to change the zone of 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14 in the City of Barrie from 'Residential Single Detached First Density - Hold' (R1)(H-95) and 'Residential Multiple Third Density' (R3) to:
 - a) 'Residential Multiple Second Density' (RM2) to permit street townhouses fronting the Bishop Drive extension;
 - b) 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX) to permit street townhouses with reduced lot area and increased gross floor area fronting the Bishop Drive extension; and,
 - c) 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY) to permit the future development of block/cluster and back-to-back townhouses with frontage and access from Ardagh Road.
- 8. Staff are recommending approval of the subject application as the lands are predominantly vacant, meet the locational criteria for intensification, and the requested Special Provisions to the Zoning By-law standards are considered appropriate.

Site and Location

- 9. The lands subject to the application includes the properties known municipally as 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14 in the City of Barrie which does not have a municipal address. Through the concurrent Plan of Subdivision application, the properties will be consolidated, then blocks will be created for the extension of Bishop Drive, the development of the street townhouse blocks, a multiunit townhouse development which includes block/cluster and back-back townhouses, private roads, parking and an amenity area, and a block for stormwater management. The proposed Draft Plan of Subdivision is attached as Appendix "B" and the proposed concept plan is attached as Appendix "C" to Staff Report DEV030-2020.

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

- North: Single detached residential uses (R3), Bishop Drive
- South: Ardagh Road, single detached residential uses (R2)
- East: Single detached residential uses (R3), Elizabeth Drive
- West: Single detached residential uses (R2) and (R3), semi-detached residential permitted (RM1)



Existing Policy

10. The subject lands are designated 'Residential' in the City's Official Plan and zoned 'Residential Single Detached First Density - Hold' (R1)(H-95) and 'Residential Multiple Third Density' (R3) pursuant to Zoning By-law 2009-141. The properties are located within the City's "Built-up Area" as per Schedule I - Intensification of the Official Plan and located within the Ardagh Planning Area. A portion of the site is also identified on Schedule H – Natural Heritage Resources as having a Level 1 feature with development permissions in accordance with Section 3.5.2.4 d) of the Official Plan.
11. The purpose of the existing hold provision (H-95) is to ensure the extension of Bishop Drive through these lands. With the rezoning of this parcel, and the inclusion of the Bishop Drive extension in this development, the (H-95) will be satisfied. Staff recognize additional discussion and consultation is required for the decommissioning of the existing temporary turning circle and will facilitate any needed steps through the subdivision process.

Supporting Information

12. In support of the application, the Applicant has submitted a concept plan attached to Staff Report DEV030-20 as Appendix "C", as well as the following information to provide detail about the requested rezoning and the future development of the site:
 - a) Planning Justification Report (Innovative Planning Solutions Inc. dated October 2019)
 - b) Preliminary Servicing and Stormwater Management Report (Jones Consulting Group Ltd., dated September 2019)
 - c) Traffic Brief (J.D. Northcote Engineering Inc. dated September 25, 2019)
 - d) Environmental Impact Study (Birks Natural Heritage Consultants dated September 27, 2019)
 - e) Tree Inventory Report (Stefan Bolliger Associates Inc. dated June 26, 2019)

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13. The supporting documents can be found in their entirety on the City's website under [Proposed Developments](#) in [Ward 6](#).

Public Consultation

14. The application was submitted and deemed to be complete on November 1, 2019. A Neighbourhood Meeting was held on January 15, 2020 along with an application by the same developer for the properties located at 180 & 198 Ardagh Road (D14-1665). The meeting was attended by approximately 63 residents, the Planning Consultant team and Planning staff.
15. A Public Meeting was held on March 3, 2020. A memorandum was provided by Planning staff and eleven (11) residents provided verbal comments regarding the proposed amendment and the future development of the properties.
16. The comments and concerns expressed by the residents at the neighbourhood meeting, the public meeting and through correspondence received from the community are outlined in the Public Comment section of this report. This section provides a list summarizing the comments and includes a corresponding response from staff to demonstrate that the issues have been included in the review of this application to the greatest extent possible.

Public Comments

The comments from residents concerning the proposed development of street townhouses on Bishop Drive and the block/cluster and back-to-back townhouse project fronting Ardagh Road are summarized as follows:

17. **Density and Character of the Neighbourhood**

Residents raised concern that the proposed density and built form is not in keeping with the character of the neighbourhood.

Staff appreciate that the integration of a new development into any community should include elements of transition with the existing neighbourhood character. The Applicant has revised the proposed street townhouses to ensure the zoning by-law standards are met for most of the lots. Although street townhouses are built as a block, the general size and density of the units is comparable to the surrounding single detached homes and staff agree with the justification provided by the Applicant that the unit type can be integrated and represent the residential character of the neighbourhood.

The townhouse block orients the majority of the development to the Ardagh Road frontage, which has experienced many redevelopment projects, and the introduction of this project both maintains the potential for redevelopment on adjacent lands, as well as integrating the proposed townhouses by providing a streetscape for the existing community. The Applicant has provided a conceptual block plan, attached as Appendix "D" to Staff Report DEV030-20 that demonstrates the variety of existing and potential development that could take place in this neighbourhood. Staff will complete a detailed review of the design as part of the site plan control process.

18. **Intensification Outside of Delineated Intensification Areas**

Residents commented that intensification is occurring on this site and along other sites on Ardagh Road, despite it not being an intensification corridor.

For the subject application, staff required justification that the policies of the Official Plan related to intensification have been met for intensification outside of a delineated intensification area. Factors

that contribute to the appropriateness of intensification of the subject lands include being located within the built-up area on an arterial road, access to existing municipal water and wastewater infrastructure and access to nearby transit and commercial uses. Detailed information was provided by the Applicant that demonstrated the policies were met and staff agree that this proposed development meets the locational criteria for intensification outside of an intensification area.

19. Access and Traffic on Ardagh Road

Comment was provided that Ardagh Road currently has a significant amount of traffic, and residents have questioned the additional traffic creation and the access to the townhouse block from Ardagh Road.

Staff appreciate that general concern has been raised with the traffic volume on Ardagh Road and that new development is further contributing to this public concern. As part of the complete application requirements, the Applicant did submit a Traffic Impact Study (TIS) that provided an analysis and recommendation for the additional traffic created by this development, as well as the existing and future capacity for Ardagh Road. The Applicant's traffic engineer has concluded that the function of Ardagh Road will not be impacted by this proposed development. This report has been reviewed by the City and staff are in agreement with the findings of that report. In addition, the style of front facing townhouse units as proposed along the streetscape of Ardagh Road does not introduce new access points that could impede the flow of traffic.

20. Traffic and Neighbourhood Safety on Bishop Drive

Comment was provided that new traffic introduced to Bishop Drive would negatively impact the community and safety of resident, in particular children playing.

Staff appreciate the comment from residents, recognizing that this proposal will also formally link Bishop Drive, as intended by the City. A noted above a TIS was completed, and the increase in traffic count with the introduction of street townhouses on Bishop Drive is well within the capacity of the road system. As there are several links to this final section of Bishop Drive, it is not anticipated that all traffic will travel the same route. In addition, there is a significant bend in the roadway at the location of the proposed townhouse blocks which should result in a natural traffic calming measure for reducing speed and increasing safety in this area.

21. Height and Loss of Privacy

Property owners in proximity to the block/cluster and back-to-back townhouse development have expressed concern with the height and loss of privacy created by the proposed location of buildings.

There is no proposed change to the building height of 10 metres which is permitted in all low and medium density residential zones. Staff appreciate the concern raised by residents who are impacted in their rear yards by the new development proposal. As part of the design details, the Applicant has expressed that the orientation of the buildings was purposefully proposed to reduce the impacts of overlooking the adjacent units to the extent possible. Through the site plan control process, staff will review the proposed design as well as investigate any additional opportunities to integrate and transition the proposal into the surrounding neighbourhood with minimal impacts to existing residents.

22. **Water, Stormwater Management Controls and Off-Site Impacts**

Reference was made by residents to the ponding and seepage of water on site, as well as the challenges faced due to off-site drainage of water and stormwater from the site.

Staff appreciate that the more significant area applicable to this issue was about the proposed townhouse block fronting Ardagh Road. The potential for a wetland feature being present on the property was investigated as part of this project review. It was determined that there were two areas that required special attention during the final design and stormwater management plan for this project, however, were not identified as a significant wetland feature.

The detailed infrastructure design, including roadway construction, municipal services and stormwater management for the entire development will be required to be completed through the plan of subdivision and/or site plan control process. Any new project is required to ensure that pre and post water balance is maintained and/or improved through the development process. Through the implementation of this proposal, the developer is required to introduce controls to maintain all stormwater on site, and with that implementation it is anticipated that improvements will occur for any off site impacts that are attributed to the subject property.

Department & Agency Comments

23. The application to change the zoning on the subject lands was circulated to staff in various departments and to several external agencies for review and comment, including but not limited to:

- a) Development Services Approvals - Engineering has reviewed the Civil Engineering submission and supporting Preliminary Servicing and Stormwater Management Report, and has indicated that the required municipal service and stormwater management requirements will be further evaluated through the detailed engineering submissions as part of the final plan of subdivision and/or site plan control processes.

To ensure the appropriate location and size of the proposed stormwater management block, Planning staff have recommended that the zoning be consistent with the 'Residential Multiple Second Density' (RM2) zone proposed for the street townhouses along Bishop Drive. This infrastructure is permitted in all residential zones, and the detail for the stormwater management system will be reviewed and confirmed as part of the Plan of Subdivision application.

- b) Development Services – Transportation Planning has reviewed the TIS submitted in support of this development and agree with the findings of the report which state that the increased traffic volume can be accommodated on the existing road network. In addition, the style of front facing townhouse units as proposed along the streetscape of Ardagh Road does not introduce additional access points on to Ardagh Road that could impede the flow of traffic.

The owner will be required to dedicate a 1.0 m road allowance widening along the entire 158 and 162 Ardagh Road frontage and a 0.50 m road allowance widening along the entire 166 Ardagh Road frontage. These widenings are shown with hatching on the Concept Plan attached as Appendix "C" to Staff Report DEV030-20.

- c) Lake Simcoe Region Conservation Authority (LSRCA), as the technical representative of the City on environmental matters, has reviewed the project and indicate an approval of this project in principle. With regard to the potential for a significant natural resource feature on the site, a review of the Environmental Impact Study (EIS) submitted in support of this

application was undertaken, as well as a site visit with LSRCA staff. It was determined that the Level 1 Natural Heritage Resource included the potential for a wetland feature and a woodlot. The EIS and subsequent evaluation did not identify a significant wetland feature, and it was agreed that LSRCA would accept offsetting for the loss of the woodland feature identified on these lands. Details associated with determining the total required compensation for this loss will be completed at the time of implementing site plan control for the lands proposed to be zoned as RM2 (SP-YYY).

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

25. 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.
26. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>.
27. The proposed development concept for street townhouses and a townhouse block is consistent with this policy as it will contribute to the availability of a variety of housing types, is located within the settlement area of Barrie, will utilize existing and available municipal infrastructure (water and wastewater) and public service facilities such as transit and schools.

Provincial Policy Statement (2020) (PPS)

28. 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.
29. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>

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30. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation.
 31. The proposed amendment is consistent with these policies as the subject lands are located within the settlement area of Barrie, will utilize existing and available infrastructure and will provide the opportunity for an alternative type of low density residential development on existing lots that have a direct connection to an active transportation linkage and the local transit network.
 32. Staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the Provincial Policy Statement (2020).

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

33. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as amended (2019) (Growth Plan) 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.
34. The Growth Plan can be found in its entirety at the following link: <https://files.ontario.ca/mmah-greater-golden-horseshoe-place-to-grow-english-15may2019.pdf>.
35. 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 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.
36. The Growth Plan further 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. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
37. The proposed zoning by-law amendment will permit an alternate form of residential development within the existing built boundary, will utilize existing municipal servicing infrastructure, public facilities and is directly located on an active transportation link and transit route. Permitting intensification at this location will contribute to the City's intensification targets as required by the Growth Plan and contribute to creating a complete community.
38. Staff have reviewed the relevant policies and are of the opinion that the proposed development conforms to the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as amended, 2019.

City of Barrie Official Plan (OP)

39. 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.
40. 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>.
41. The subject lands are designated 'Residential' in Schedule A – Land Use of the City's Official Plan. Lands that are designated Residential are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria. There are several policies in the Official Plan that support the proposed development. These policies relate to directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
42. Section 3.3.1 encourages the development of complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, stormwater, and sanitary services) and transit are available.
43. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Staff are satisfied the proposal conforms to these policies given that the proposed development meets the density permissions in the Official Plan, would contribute to the efficient use of land and resources, supports transit, and optimizes the use of existing infrastructure and services as an infill development within the built-up area of the City.

Affordable Housing

44. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. In the case of home ownership, the criteria for affordable housing is identified as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
45. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered "affordable" as defined by the 30% household income calculation. However, it is the opinion of staff that the type of units proposed will contribute to the supply of residential housing that is more affordable in the City of Barrie.

Natural Heritage, Natural Hazards and Resources

46. Section 3.5.1 identifies the goal of protecting natural heritage features as well as Section 3.5.2.4 Natural Heritage Resources which outlines the requirements for protection of these resources in the urban area. Part of the subject site is identified on Schedule H – Natural Heritage Resources of the Official Plan as a Level 1 Natural Heritage Resource with development permissions in accordance with Section 3.5.2.4 d).
47. Section 3.5.2.4 d) provides for the potential development of lands identified as a Level 1 feature in accordance with the policy intent of a Level 2 feature. Level 2 policies state that where features and functions of these areas should be retained, there is potential for development if no negative impact can be demonstrated or mitigated. If demonstrated, the proposed development is permitted within the Residential designation of the Official Plan. Staff are satisfied that this policy is being respected through the submission of an Environmental Impact Study to the satisfaction of LSRCA which demonstrated that no significant features were present, and compensation would be acceptable for the loss of the woodland.
48. Given the subject lands are located outside of an intensification node or corridor, Section 4.2.2.6 d) provides policies for the evaluation of suitable intensification proposals outside of delineated intensification areas as follows:
- i) that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
 - ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
 - iii) that public transit is available and accessible;
 - iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
 - v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and,
 - vi) that consideration is given to the preservation of heritage resources.
49. Staff have evaluated the justification provided by the Applicant, as well as independently reviewed the proposal based on the respective policies for permitting intensification outside of intensification areas. It is the opinion of staff that these policies are met.
50. The street townhouse built form is not a significant reduction in lot size or density to the surrounding Residential Single Detached Third Density (R3) lots, although built as a block of attached units. The townhouse block orients the majority of the development to the Ardagh Road frontage, which has experienced many redevelopment projects, and the introduction of this project both maintains the potential for redevelopment on adjacent lands, and integrates the proposed townhouses by providing a streetscape for the existing community. The proposal as a whole will utilize and improve municipal infrastructure by completing Bishop Drive, is in proximity to active transportation linkage and transit, will not detract from the City's target intensification areas, and is in proximity to community amenities including commercial uses, schools and parks.

Servicing and Transportation

51. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.
52. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote public transit. The development of these lands conforms to these policies as the lots are directly adjacent to an active transportation linkage, transit route, and have added units on an arterial road without increasing the number of access points which could impede the intended flow of traffic.

Height and Density Bonusing

53. Recent enactment of provincial legislation has changed the manner in which municipalities are authorized to collect funds for community benefits as a result of land use approvals during the planning process. These changes have resulted in the replacement of Section 37 of the *Planning Act* in place of a Community Benefits Charge policy. The Regulations to implement the Community Benefits Charge policy have been released but not yet implemented by the City of Barrie.
54. It is generally understood that municipalities will be required to pass community benefits by-laws, which, among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits the funds are allocated. The deadline for this transition is anticipated as July 20, 2022.
55. In the meantime, Section 6.8 of the Official Plan permits the City to negotiate community benefits when considering passing an amending zoning by-law to increase the height and/or density of a development beyond what is currently permitted. The proposed development exceeds the maximum building height and density provisions of Zoning By-law 2009-141, and therefore, the bonusing policies contained with the Official Plan are applicable.
56. In accordance with Section 6.8 of the Official Plan, upon the City determining that an application that would have the effect of permitting an increase in the height and/or density that exceeds the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the *Planning Act* provided that:
 - a) The development constitutes good planning and is consistent with the goals, objectives, and policies of the Official Plan;
 - b) The community benefit provided bears a reasonable planning relationship to the increase in height and/or density of the proposed development having an appropriate geographic relationship to the development; and,
 - c) Adequate infrastructure exists or will be provided by the developer to support the proposed development.

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57. The Height and Density Bonus Policy sets out several community benefits that may be secured. These include, but are not limited to the provision of affordable housing units; arts and cultural facilities; public art; streetscape improvements; local improvements to transit facilities; parks facilities and equipment; enhanced on-site tree planting or landscaping; and, amenities for active transportation such as pedestrian or cycling facilities.
58. As noted above, staff are of the opinion that the proposed development is considered to conform with the Official Plan goals and policies as it relates to this proposed infill intensification. Staff recommend that the Applicant proceed with the process to determine applicability of community benefits for this project.
59. Staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with and conforms to the applicable policies of the City's Official Plan.

Comprehensive Zoning By-law 2009-141

60. The Applicant has proposed to rezone the subject lands 'Residential Single Detached First Density - Hold' (R1)(H-95) and 'Residential Multiple Third Density' (R3) to 'Residential Multiple Second Density' (RM2), 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX), and 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY).
61. Zoning By-law 2009-141 can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Pages/Zoning.aspx>

Concept Plan Revisions (September 2020)

62. As part of the application review process comments from staff, external agencies and the public are required to be considered and addressed as part of the final recommendation. In consideration of comments received, the Applicant has proposed revisions to the concept plan and subsequently the associated variances required to facilitate the proposed development of these lands. The updated Concept Plan is attached as Appendix "C" to Staff Report DEV030-20.
63. These revisions have resulted in the following changes to the requested zoning:
- a) Reducing the number of street townhouse units that require site specific standards to one block, which is adjacent to the new development (Lots 17-21);
 - b) Increasing the rear yard setback from a pinch point of 4.5 metres to 6 metres (Lots 28-32);
 - c) Removal of the request for tandem parking, and replacing it with a request to permit a minor reduction of 1.3 spaces per unit, 1 per unit and 0.3 spaces for visitor parking; and,
 - d) In some circumstances, minor modifications to the design have altered and/or reduced the extent of the variances requested.

Zoning Rationale for Special Provisions (SP)

64. The Applicant has requested to rezone a portion of the subject lands to 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX). The site specific provisions (SP) discussed below have been requested to implement the proposed development concept and would allow for a built form that is consistent with the Official Plan.

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65. If approved, the following Special Provisions for the (RM2)(SP-XXX) Zone will be referenced in the site specific zoning by-law:
- a) an increased gross floor area to 75%, whereas 60% is the maximum permitted (Lots 17-21 only);

Staff consider this variance to be minor, as it is representative of maintaining a consistent size and design of the street townhouse unit but is created as a result of the reduced lot area.
 - b) a reduced lot area to 160 square metres, whereas 200 square metres is the required standard for street townhouses (Lots 17 – 21 only);

Staff consider this variance to be minor, as it is a result of an irregular lotting pattern. No variance to front or rear yard setbacks are created by the reduced lot size. Staff note some minor adjustments have also been shown on the revised concept plan to make the lots more consistent in size.
66. The Applicant has requested to rezone a portion of the subject lands to 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY). The site specific provisions (SP) discussed below have been requested to implement the proposed development concept and would allow for a built form that is consistent with the Official Plan.
67. If approved, the following Special Provisions for the (RM2)(SP-YYY) Zone will be referenced in the site specific zoning by-law:
- a) a reduced parking ratio of 1.3 spaces per unit, whereas 1.5 spaces is the minimum required (1 space per unit and 0.3 spaces for visitor parking);

The Applicant has requested this variance as a replacement to the request to permit tandem parking in this development to meet the required parking ratio. Staff recognize that there is the potential for 2 spaces per unit in those units that have a garage that could also be used as a parking space, which would therefore exceed the 1.5 spaces per unit required if tandem parking were permitted. With the change in the request, staff can ensure that separate visitor parking spaces are included in the design at a rate of 0.3 spaces per unit. These spaces are included in the concept attached as Appendix "C". The reduced parking ratio from 1.5 spaces per unit to 1.3 spaces per unit is considered appropriate.
 - b) an increased density of 45 unit per hectare, whereas 40 units per hectare is the maximum density permitted for block/cluster townhouse development;

Staff consider this request to increase density to be minor, as the additional variances requested do not impact the general liveability of the site and is therefore not considered to be an overdevelopment with the density proposed. In addition, this request is in conformity with the Official Plan, as the Official Plan recognizes the density of block, cluster, and street townhouses to a maximum of 53 units per hectare.
 - c) a reduced front yard to 3 metres, whereas 7 metres is the minimum required;

The reduced front yard is to accommodate a streetscape orientation of the townhouse units fronting on Ardagh Road. This element of design, resulting in the requested reduction in front yard, is a general recommendation of staff if it can be accommodated and fits within the general fabric of the neighbourhood.

- d) a reduced rear yard and reduced setback for secondary means of access to 6 metres, whereas 7 metres is the minimum required; and,

Staff consider this reduction to be minor in nature and note that this variance has been increased from the original pinch point of 4.5 metres originally proposed for Lots 28 – 31 through discussion with staff. It is also recognized that in addition to the rear yard, a significant amenity area is also provided for the development.

- e) an increased gross floor area to 81%, whereas 60% is the maximum permitted.

Staff consider this request to be minor in nature, and generally representative of the type and size of units proposed in the development.

68. In summary, the conceptual site plan, attached to Staff Report DEV030-20 as Appendix “C” does not, in the opinion of staff, require significant variations to the zoning standards of By-law 2009-141 and more specifically, the Residential Multiple (RM2) Zone.

Plan of Subdivision

69. The plan of subdivision process is required to consolidate the subject lands to create blocks as shown on the Proposed Draft Plan of Subdivision attached as Appendix “B” to Staff Report DEV030-20. The details associated with the development of the street townhouse units, the Bishop Drive extension and the stormwater management facility will be implemented through the Plan of Subdivision process. In addition, the basic infrastructure requirements for the townhouse block will be incorporated into the Plan of Subdivision review.

70. The subdivision process is delegated to staff. The issuance of the draft plan of subdivision conditions is based upon technical review that is running concurrent to the proposed rezoning of the subject lands. If, and as appropriate, the draft plan of subdivision conditions will be released once the rezoning by-law is in full force and effect.

Site Plan Control

71. Site Plan Control is not typically applied to street townhouses, and as noted above, the design details associated with the street townhouse units can be incorporated into the subdivision process.

72. Site Plan Control will be required for the block/cluster/back-to-back townhouse units, which will be further associated with a plan of condominium (condominium exemption). Site Plan Control provides the opportunity for staff to complete a detailed design review and comment on:

- a) the layout and orientation of buildings;
- b) municipal service infrastructure and stormwater management;
- c) pedestrian walkability and accessibility standards;
- d) architectural detail and construction materials; and,
- e) landscaping and snow storage.

73. In addition to the general design parameters implemented through site plan control, staff will be evaluating this site specific design based on:
- a) concurrence with any mitigation measures to be implemented through the EIS and comments from LSRCA regarding natural feature preservation or compensation;
 - b) appropriate access, parking, and traffic circulation on site; and,
 - c) amenity area design, including potential opportunities for replanting.

Summary

74. Staff have reviewed the comments received and considered the proposed zoning by-law amendment, having regard to conformity with relevant provincial policies and the City's Official Plan. In staff's opinion, the proposed amendment to permit street townhouse units on Bishop Drive, and incorporate a medium density townhouse block with access from Ardagh Road into neighbourhood, is considered appropriate and is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as amended, (2019) and the City's Official Plan.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

75. This proposed land use considers the environment and climate change impact matters by consolidating population and providing density with direct access to transit and active transportation linkages. In addition, the medium density block includes a large consolidated outdoor amenity space for active recreation and opportunities for revegetation of the area.

ALTERNATIVES

76. The following alternatives are available for consideration by Planning Committee:

Alternative #1

Planning Committee could refuse the subject zoning by-law amendment application to rezone all or part of the subject lands to permit medium density residential uses and maintain the current 'Residential Single Detached First Density - Hold' (R1)(H-95) and 'Residential Single Detached Third Density' (R3) zones on the subject lands.

This alternative is not recommended as the development of the subject lands for an alternative residential use provides for a more efficient use of land, use of existing services and infrastructure and the provision of a range and mix of housing types in this neighbourhood. In addition, this proposal would facilitate the final connection to Bishop Drive which was instituted as a municipal requirement by the Hold (H-95) placed on the future development of these lands.

Alternative #2

Planning Committee could recommend approval of the request to rezone all or part of the subject lands to permit medium density residential uses, but refuse all or some of the Special Provisions requested to the 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX), and 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY) zones.

This alternative is not recommended as the Special Provisions identified to facilitate the proposed development concept are considered to be minor in nature and are largely to compensate for the irregular lotting pattern and the design principle for streetscape encouraged by the City. As noted in the report, the application has been revised in consultation with staff to greatly reduce the need to vary the zoning standards and better integrate the proposal into the existing community.

FINANCIAL

77. All costs associated with the approval and development of the site would be the Applicant's responsibility. The Applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required.

78. The annual property tax revenue is based on the average selling price of approximately:

27	Street townhouses	Per unit cost \$500,000.00
19	Block townhouses	Per unit cost \$450,000.00
12	Back-to-back townhouses	Per unit cost \$425,000.00

The current municipal tax revenue from the property known municipally as 158, 162, 166 and 170 Ardagh Road is \$ 14,026.39, therefore the estimate municipal property tax increase would be approximately \$272,975.11. (2020 rate)

79. Cash in lieu of parkland dedication per unit is calculated at \$5,597.00, which represents a total contribution of \$324,626.00 (2020 rate subject to an annual inflation adjustment on January 1st of each year).
80. Building permit application fees as an average are estimated to be in the order of \$1,700.00 per unit for townhouses, which would represent a total fee of approximately \$98,600.00 (2020 rate subject to an annual inflation adjustment on January 1st of each year). This is just an estimate based on typical unit sizes. Building permit fees are based on area. Current rates can be found in Schedule 'K' of the Fees By-law.
81. The Education levy is currently \$2,959.00 per unit which represents a total levy of \$171,622.00 (2020 rate). The residential Education Levies are scheduled to increase to \$3,559.00 per dwelling unit effective October 30, 2020.

LINKAGE TO 2018-2022 STRATEGIC PLAN

82. The recommendations included in this Staff Report support to the following goals identified in the 2018-2022 Strategic Plan:

- ☒ Building Strong Neighbourhoods
 - i) Build walkable, diverse neighbourhoods that encourage community connections
 - ii) Grow Responsibly

-
83. In accordance with Council's goals, the potential for intensification at this location would contribute to the efficient use of municipal infrastructure and public transit, as well as provide an alternative building type to encourage diversity and community building in this largely single detached residential neighbourhood.

Attachments: Appendix "A" – Draft Zoning By-law Amendment

Appendix "B" – Proposed Draft Plan of Subdivision

Appendix "C" – Concept Plan

Appendix "D" – Conceptual Block Plan

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone the lands known municipally as 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14 in the City of Barrie from 'Residential Single Detached First Density - Hold' (R1)(H-95) and 'Residential Multiple Third Density' (R3) to 'Residential Multiple Second Density' (RM2), 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX), and Residential Multiple Second Density with Special Provisions (RM2)(SP-YYY).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-G-XXX.

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

1. **THAT** the zoning map is amended to change the zoning of the lands known municipally as 158, 162, 166 and 170 Ardagh Road and Part of Lot 5, Concession 14 in the City of Barrie from 'Residential Single Detached First Density - Hold' (R1)(H-95) and Residential Multiple Third Density (R3) to 'Residential Multiple Second Density' (RM2), 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX), and Residential Multiple Second Density with Special Provisions (RM2)(SP-YYY) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law.
2. **THAT** those lands zoned as 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-XXX) in accordance with Schedule "A" attached to this By-law shall be permitted the following Special Provisions to the standards of Zoning By-law 2009-141:
 - a) Notwithstanding Table 5.3, a maximum gross floor area of 75% is permitted; and,
 - b) Notwithstanding Section 5.3.4.2 a), a minimum lot area of 160 square metres is permitted for street townhouse units.
3. **THAT** those lands zoned as 'Residential Multiple Second Density with Special Provisions' (RM2)(SP-YYY) in accordance with Schedule "A" attached to this By-law shall be permitted the following Special Provisions to the standards of Zoning By-law 2009-141:

-
- a) Notwithstanding Table 4.6, a minimum parking ratio of 1.3 spaces per unit is permitted (1 space per unit and 0.3 spaces for visitor parking);
 - b) Notwithstanding Section 5.2.5.1, an increased density of 45 unit per hectare is permitted for block/cluster/back-to-back townhouse units;
 - c) Notwithstanding Table 5.3, a reduced front yard to 3 metres is permitted;
 - d) Notwithstanding Table 5.3, a reduced rear yard to 6 metres is permitted;
 - e) Notwithstanding Table 5.3, an increased gross floor area to 81% is permitted; and
 - f) Notwithstanding Section 5.3.3.2 d), a reduced depth of open space for secondary means of access to 6 metres is permitted.
4. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
 5. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2020.

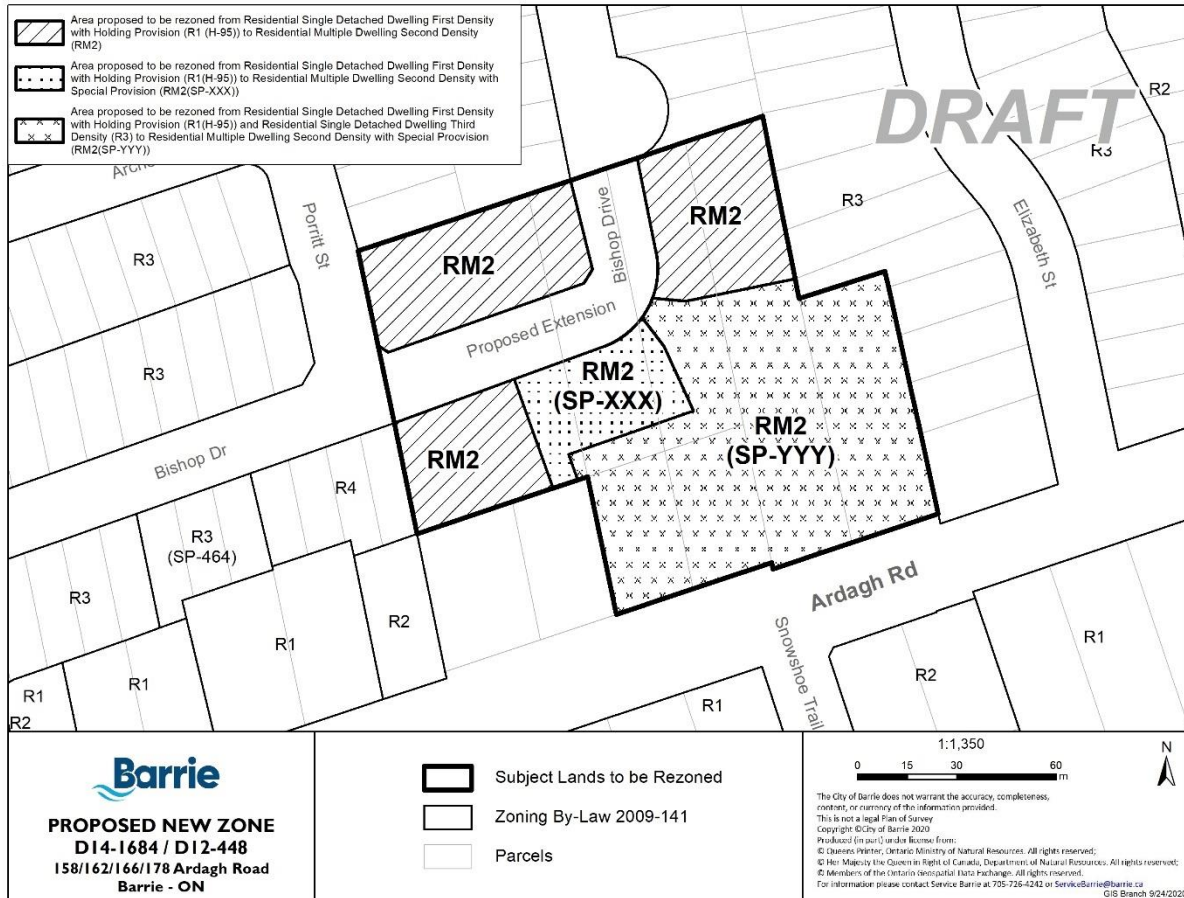
READ a third time and finally passed this this **date** day of **month**, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

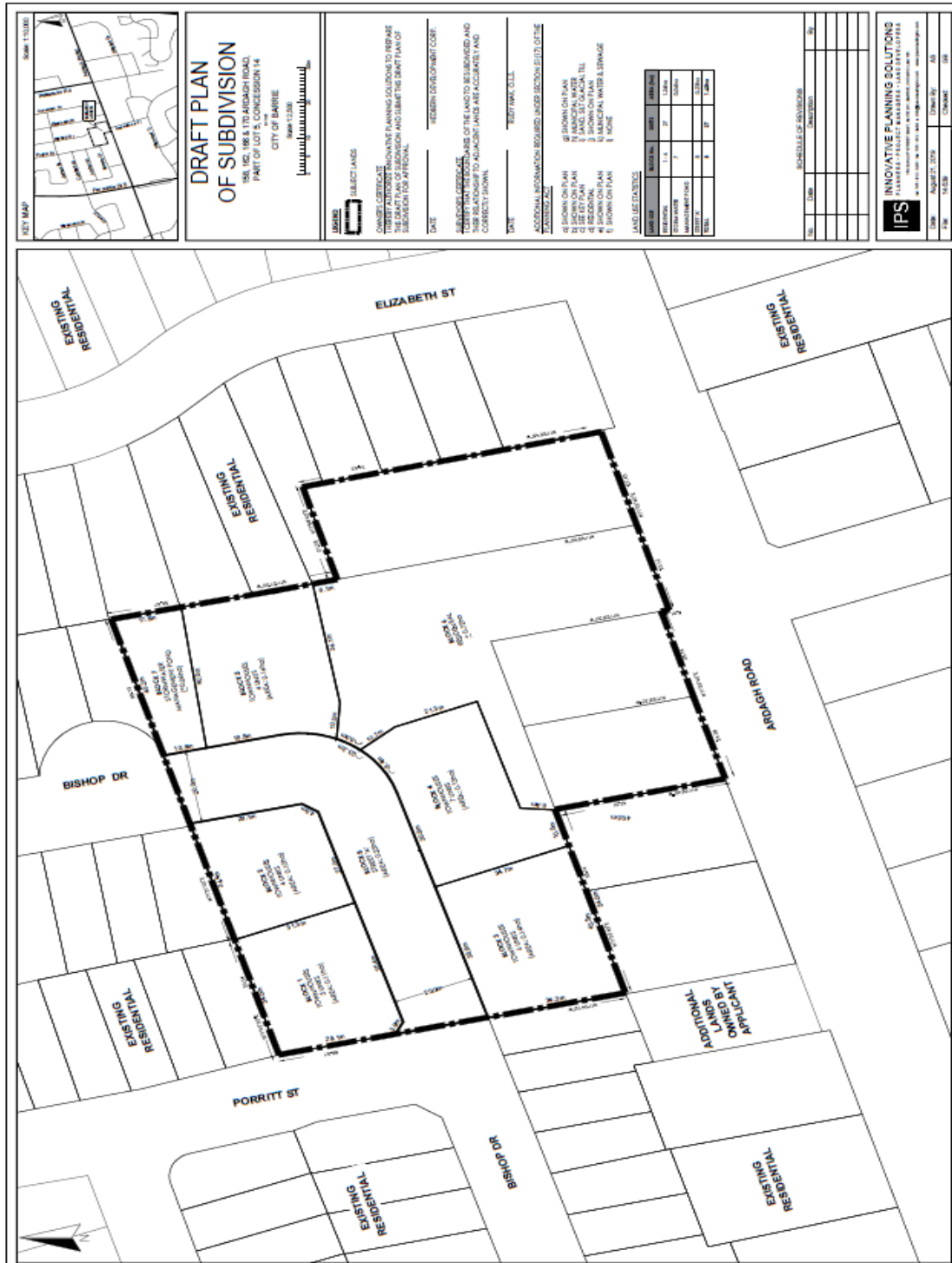
CITY CLERK – WENDY COOKE

Schedule "A" attached to By-law 2020-XXX

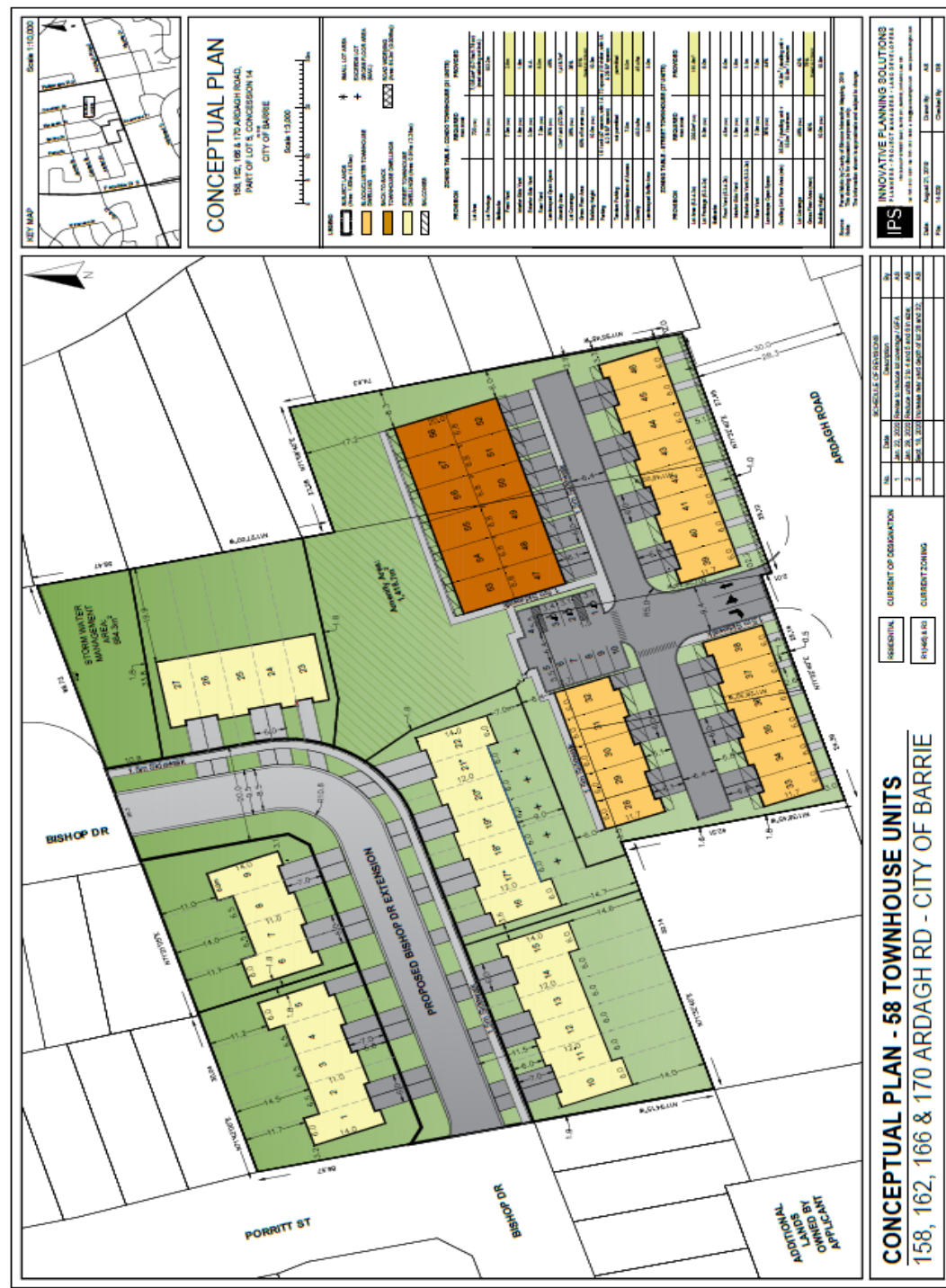


APPENDIX "B"

Proposed Draft Plan of Subdivision



Concept Plan



APPENDIX "D"

Conceptual Block Plan

