



TO: **PLANNING COMMITTEE**

SUBJECT: **OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT
– 521 HURONIA ROAD**

WARD: **9**

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

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

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

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by MHBC Planning Limited on behalf of Huronia Barrie Inc. to redesignate the lands known municipally as 521 Huronia Road from 'General Industrial' and 'Environmental Protection' to 'Residential' and 'Environmental Protection' on Schedule "A" - Land Use, be approved as per Appendix "A" attached to Staff Report DEV003-22.
2. That the Zoning By-law Amendment application submitted by MHBC Planning Limited on behalf of Huronia Barrie Inc. to rezone the lands known municipally as 521 Huronia Road from 'Agricultural' (A) and 'Environmental Protection' (EP) to 'Residential Multiple Second Density with Special Provisions', Hold (RM2)(SP-XXX)(H-XXX) and 'Environmental Protection' (EP), be approved as per Appendix "B" attached to Staff Report DEV003-22.
3. That the Zoning By-law Amendment include special provisions to be permitted in the Residential Multiple Second Density with Special Provisions (RM2)(SP-XXX) zone as follows:
 - a) the minimum residential parking standard shall be 1.2 spaces per dwelling unit whereas 1.5 spaces is the standard;
 - b) back-to-back townhouse units are permitted, to a maximum of 50% of the total unit count;
 - c) the maximum density shall be 47 units per hectare, whereas the standard for stacked/cluster townhouse development is a maximum density of 40 units per hectare;
 - d) a minimum consolidated outdoor amenity area shall be provided at a rate of 5 square metres per unit, and 12 square metres per unit in an unconsolidated form, whereas 12 square metres in a consolidated form is the standard;
 - e) the maximum building height shall be 12.5 metres, whereas a maximum of 10 metres is the standard; and,
 - f) the minimum landscape area shall be 32%, whereas 35% is the standard.

-
4. That a by-law can be brought forward to Council of the City of Barrie to remove the Holding symbol on those lands zoned as Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX), when the alignment, design and access permissions are confirmed for municipal servicing infrastructure (water, wastewater, and stormwater) and the road connection to Loon Avenue across the adjacent property municipally known as 338 Mapleview Drive East to the satisfaction of the Director of Development Services.
 5. That the owner/applicant is required to provide community benefits per Section 37, as amended or replaced, 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 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 DEV003-22.
 7. 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

8. The purpose of this staff report is to recommend approval of an Official Plan Amendment and Zoning By-law Amendment submitted by MHBC Planning Limited on behalf of Huronia Barrie Inc., for lands known municipally as 521 Huronia Road. The applications are intended to facilitate the future development of 1.27 hectares of the 6.2 hectare property for residential use with the remaining lands designated and zoned as Environmental Protection to delineate the Lovers Creek Provincially Significant Wetland. A total of 4.93 hectares will be dedicated to the City as part of the lands proposed to be designated and zoned Environmental Protection. The subject lands are generally located on the east side of Huronia Road, south of Loon Avenue.
9. The change in land use designation from the 'General Industrial' designation in the Official Plan (2009) is considered an Employment Land Conversion, which was required to be examined and confirmed through the Municipal Comprehensive Review of land use in the City. Staff provided a Memorandum to General Committee dated May 25, 2020, accepted by Council as direction memo 20-G-087, outlining the opportunity for Employment Land Conversion on certain identified parcels throughout the City; one of which is the subject lands.
10. The effect of the applications would be to permit a condominium townhouse development with a total of 52 residential units at a density of 47 units per hectare and 3 storeys (12.5 metres) in height on the portion of the lands that was deemed developable by the Lake Simcoe Region Conservation Authority (LSRCA) and the City. The conceptual site plan and proposed elevations are attached to Staff Report DEV003-22 as Appendix "D" and Appendix "E". The proposal has been reduced from the initial submission of 104 townhouse units at 3 and 4 storeys in height and a density of approximately 80 units per hectare. Because access to Huronia Road is restricted to right-in-right-out, a full movement vehicular access is required to cross the adjacent lands to the east (338 Mapleview Drive East) to access Loon Avenue at the existing municipal road right-of-way. Municipal servicing is also proposed to be obtained from the adjacent lands to the east.
11. With the conclusion of the technical review and public consultation process, which included a neighbourhood meeting July 8, 2020, and public meeting on September 15, 2020, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning*

Act, is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), and the City of Barrie Official Plan (2009). As such, the official plan amendment and rezoning applications are being recommended for approval.

Site and Location

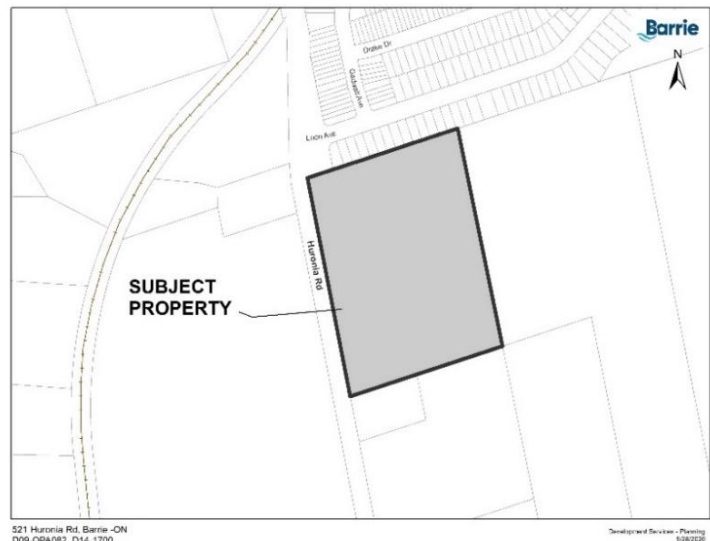
12. The subject lands are legally described as South Part Lot 11, Concession 12, Formerly Town of Innisfil, Parts 1 & 2 of 51R-18522. The parcel is 6.2 hectares in area generally located on the east side of Huronia Road, south of Loon Avenue in the Painswick South Planning Area.
13. The existing land uses surrounding the subject property are as follows:

North: Single detached residential dwellings, Loon Avenue

East: Lovers Creek Provincially Significant Wetland, vacant lands under review for multi-unit residential development (File: D30-004-2022)

South: Lovers Creek Provincially Significant Wetland, existing residential and outdoor soil sales depot

West: Huronia Road, vacant lands zoned as General Industrial and Environmental Protection



Existing Policy

14. The subject property as 'General Industrial' and 'Environmental Protection' in Schedule "A" – Land Use and it is identified as Level 1, and Level 1 with an existing development designation on Schedule "H" – Natural Heritage Resources in the City of Barrie Official Plan (2009). The property is currently zoned 'Agriculture' (A) and 'Environmental Protection' (EP) pursuant to the Comprehensive Zoning By-law 2009-141.

Background Studies

15. In support of the application, the following reports were submitted. Copies of the final submission material, comments responses and updated studies are available online on the City's Proposed Developments webpage under [Ward 9](#).
 - a) Planning Justification Report (MHBC Planning Limited, dated April 2020);
 - b) Urban Design Brief (MHBC Planning Limited, April 2, 2020);
 - c) Scoped Environmental Impact Report (Michalski Nielsen Associates Limited, March 2020);

- d) Functional Servicing Report (Counterpoint Engineering, Rev.#1 March 2, 2020, Rev.#2 January 29, 2021, Rev. #3 July 23, 2021, Rev. #4 November 8, 2021);
- e) Traffic Impact Study (JD Northcote Engineering Inc., Rev. #1 March 2, 2020, Rev. #2 October 16, 2020, Rev. #3 July 21, 2021);
- f) Hydrogeological Investigation (Terraprobe Inc., February 14, 2020);
- g) Hydrogeological Investigation (Grounded Engineering, January 18, 2021, Rev. #2 July 23, 2021)
- h) Preliminary Geotechnical Investigation (Terraprobe Inc., March 2, 2020);
- i) Geotechnical Engineering Report (Grounded Engineering, January 27, 2021, Rev.#2 July 22, 2021);
- j) Phase 1 Environmental Site Assessment (Terraprobe Inc., October 21, 2019);
- k) Community Consultation Report (Solutions Ink, March 21, 2020); and,
- l) Stage 1 Archeological Background Study and Limited Stage 2 Property Assessment (CRM Lab Archaeological Services, October 19, 2020)

Public Consultation

- 16. A Neighbourhood Meeting was held on July 8, 2020 as part of the requirements for a complete application. The meeting was virtually attended by approximately twenty-three (23) residents as well as the applicant, consultant team, Ward 9 Councillor Morales and planning staff.
- 17. A statutory Public Meeting was held on September 15, 2020, to present the subject application to Planning Committee and the public. Committee heard verbal comments from thirteen (13) members of the public and were provided with ten (10) pieces of correspondence related to the proposed development of the site. Since the submission of the complete application and the Public Meeting, the City has received several inquiries, a petition and additional correspondence regarding to this proposal.
- 18. The comments and concerns expressed by residents verbally at both the neighbourhood meeting and the public meeting, and received in writing related to this redevelopment proposal, are outlined below in the public comment section of Staff Report DEV003-22. This list provides a summary of the comments as well as a corresponding response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible.

Public Comments

19. **Natural Feature Preservation**

Concerns were voiced by residents regarding the preservation of environmental features, including tree cover, the Lovers Creek Provincially Significant Wetland, and wildlife habitat.

As part of a complete application, staff have received detailed professional analysis of natural features on and adjacent to this site, including but not limited to, the formal delineation of the Lovers Creek Provincially Significant Wetland (PSW) feature by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Significant discussion has taken place between the consultant team, City staff and staff from the Lake Simcoe Region Conservation Authority (LSRCA), and additional exchanges of information have taken place.

The development limit for 1.27 hectares of the 6.2 hectare parcel has been confirmed through this process, and is depicted in the proposed Official Plan Amendment and Zoning By-law Amendment attached to Staff Report DEV003-22 as Appendix "A" and Appendix "B" respectively. The remaining lands include the Lovers Creek Provincially Significant Wetland and a 5 metre buffer staked in the field with LSRCA which will be dedicated to the City as environmental protection lands. The subject applications will result in an increase in the lands designated and zoned for environmental protection by approximately 35% in comparison to the current mapping. An Edge Management Plan and landscaping details will be required to be submitted to the satisfaction of the City and LSRCA, with the future Site Plan Control application.

20. Road Network and Traffic

Safety concerns were raised regarding the right-in/right-out constraints for the Huronia Road access, general increases in traffic and the proposed private road location on the subject site.

City staff have required the subject site to have two points of access to ensure safe and effective movement of vehicular traffic and emergency service access, one right-in right-out access onto Huronia Road and a second full-movement access via Loon Avenue across the adjacent lands to the east where a municipal road allowance is identified.

The Traffic Impact Study was updated and reviewed by City staff which has verified that Loon Avenue has the capacity to accommodate the increased flow of traffic anticipated from this development. It should also be noted that improvements to the intersection at Loon Avenue and Huronia Road have been identified and will be required as part of the development to facilitate traffic movement. The ability to alter the proposed road network internal to the site is limited by the linear shape of the lands, in particular at the intersection with Huronia Road. Although alternatives were explored, a significant increase to the proposed setback of 3 metres to the required 6.4 metre drive aisle and 6 metre driveways, resulted in reduced setbacks for the units adjacent the environmental lands, which was not supported by staff.

21. Density, Built Form, Height

General discussion regarding the proposed increase in density, the proposed townhouse built form and request for an increase in height.

The original concept, attached to Staff Report DEV003-22 as Appendix "D-1", proposed 104 townhouse units at 3 and 4 storeys in height at a density of approximately 80 units per hectare. Further to public consultation and staff review, the concept under consideration for approval with this analysis, attached to Staff Report DEV003-22 as Appendix "D-2" has been reduced to 52 townhouse units at 3 storeys in height, therefore significantly reducing the requested increase in density from the permitted standard of 40 units per hectare for block/cluster/stacked townhouses to 47 units per hectare.

In addition, the residential density analysis attached to Staff Report DEV003-22 as Appendix "C" calculates the residential density of this neighbourhood area as approximately 19 units per hectare based solely on residential lands. That density would increase to 21 residential units per hectare with the addition of this proposal, with a potential maximum of 25 units per hectare with the development of other vacant properties under consideration in the area. This increase is well within the density targets for new development in the City, and will contribute to the 40% of new residential development being constructed in the built-up area of the City.

The requested increase in height from 10 metres to 14 metres to facilitate the 4 storey stacked townhouse built form has been reduced to 12.5 metres, demonstrated on the concept plan attached to Staff Report DEV003-22 as Appendix "D-2" for the 3 storey block/cluster and back-to-back townhouse units. Staff are supportive of adding townhouses at this location and are of the opinion that this development can transition into the neighbourhood and will subsequently contribute to the variety of ground related housing options for future residents.

22. Potential issues with stormwater management

A comment was shared that the area is prone to seasonal flooding and sump pumps run often. Residents questions how the new development will impact flooding.

Any new development would be required to control and regulate on site drainage to avoid any potential new flooding conditions occurring, while protecting for existing drainage patterns, particularly toward the existing wetlands to the south of the proposed development. City and LSRCA staff have reviewed the Functional Servicing and Preliminary Stormwater Management Report submitted in support of the applications and concur with the consultant team that the technical requirements for development on this property can be achieved without adverse effects on the surrounding environment. It is also anticipated that current drainage issues occurring from the subject lands to existing properties to the north will be improved as part of the grading and stormwater management design required for this development. If approved, detailed engineering would be required to demonstrate that redevelopment can be supported to all technical standards to the satisfaction of the City and LSRCA.

23. Impacts from streetlights, noise, and headlights from traffic within the proposed development

Several points of discussion raised concern with the introduction of development in general, and more specifically, the light impacts on surrounding properties.

As noted previously, revisions have been made to the original plan submission attached to Staff Report DEV003-22 as Appendix "D-1" to extend the roadway to Loon Avenue, removing some vehicular turn-around areas and the underground parking which was a concern for headlights. The applicant has considered specific design details with the latest submission, attached to Staff Report DEV003-22 as Appendix "D-2", such as a 2 metre high tight board fence which should prevent headlights from directly shining into the yards of the properties to the north from the proposed driveways, as well as ensuring that the angle of the driveway will point headlights downward, avoiding any upward glare. Furthermore, it is anticipated that the fence and 3 metre landscape buffer adjacent the north side of roadway will limit any further light from vehicles moving along the east-west drive aisle. The proposed fencing should also act as barrier for vehicular noise. Street lighting and general illumination on the site will be subject to review to ensure the City's Dark Sky

policies are implemented, which include but are not limited to ensuring lighting is directed down and onto the site to minimize impact on adjacent lands.

24. **Reduction in property values**

Planning staff have no comment on the perceived impact that the proposed development may have on the market value of private property as this is not a land use planning matter.

Department and Agency Comments

25. The subject application was circulated to staff in various departments and to external agencies for review and comment.

- a) The **Lake Simcoe Region Conservation Authority (LSRCA)** provided comments indicating no concern with the change in land use from industrial to residential, and that they have reviewed the material provided in support of the application. LSRCA staff have agreed to the development limit established for the site which is depicted by the delineation of the environmental protection designation and zone attached to Staff Report DEV003-22 as Appendix "A" and Appendix "B". Additional technical review comments are anticipated at the time of detailed design under Site Plan Control.
- b) Following the proposed municipal service infrastructure being directed away from Huronia Road, **Development Services – Approvals** staff noted no concern with the proposed official plan amendment and rezoning, and indicated the supporting information adequately demonstrates that site can be serviced with municipal water and wastewater from Loon Avenue across the adjacent lands to the east.
- c) **Development Services – Transportation Planning** staff are supportive of the applications provided the access to Huronia Road is restricted to a right-in / right-out and the final design incorporates a full vehicular access to Loon Avenue across the adjacent lands. Staff confirmed that the traffic capacity of Loon Avenue was sufficient to accommodate this development, however recognizing that the intersection of Loon Avenue and Huronia Road should be improved as part of this project.
- d) **Development Services – Parks Planning** staff noted no concern with the principle of the development and identified that treatment of the environmental protection limit and detailed landscape design will be addressed through the Site Plan Control process. An Edge Management Plan, tree preservation and landscaping details will be required to the satisfaction of the City and LSRCA.
- e) **Business Performance and Environmental Sustainability – Environmental Sustainability** provided comments indicating the proposed residential development will not be eligible for municipal curb side collection services but does provide options for coordinated collection if a communal structure is included into the design.
- f) The preliminary comments from **Business Performance and Environmental Sustainability – Environmental Compliance** identified concern with the proposed underground parking for the project, which has since been removed. It is further noted that information regarding internal stormwater management and site drainage, erosion and sediment controls, and sanitary connections must be provided for full review at detailed design. These studies/plans will be required through the Site Plan Control process.

- g) **Fire Services Department** staff indicated no concerns with the proposed change in official plan amendment or rezoning.
- h) **Finance Department** staff provided applicable development charges/fees associated with the future development of this site.
- i) **Transit and Parking Strategy** staff noted that they are supportive of the proposed development and if required, will provide design requirements for improvement to the existing transit stops on Huronia Road. A temporary sidewalk is proposed to be constructed to connect residents to the existing transit stop until such time as Huronia Road is urbanized.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

27. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation; sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>
28. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will not impact the natural heritage features or ecological function of the adjacent Lovers Creek Provincially Significant Wetland; will utilize planned and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential units; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian-oriented built form with pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

29. 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 efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
30. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient

land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost effective development.

31. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment are promoted to meet projected population growth for the next 20 years.
32. PPS Sections 2.1.4, 2.1.5 and 2.1.8 state that development will not occur in a Provincially Significant Wetland, and further that development on adjacent lands can have no negative impact on ecological functions of that feature. As noted previously, this property contains a portion of the Lovers Creek Provincially Significant Wetland. The boundary of that feature has been staked and confirmed by the Ministry. The required studies and analysis have been completed by qualified consultants, submitted and accepted by LSRCA to support the proposed development limit and associated buffers on the subject lands. Additionally, 4.93 hectares of the total land holding will be designated and zoned Environmental Protection and dedicated to the City resulting in greater long term protection of the provincially significant wetland feature.
33. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

34. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
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 Growth Plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
36. Staff comments on the Growth Plan are provided first for the Employment Land Conversion of the subject lands, followed by the analysis of the recommendation for a Residential designation on those lands determined to be developable on the subject site.

Employment Land Conversion

37. A Municipal Comprehensive Review (MCR) was completed in support of the new Official Plan, recently adopted by Council (February 8, 2022). Part of the work involved in the MCR process is a Land Needs Assessment to determine the amount of land the City will need to accommodate the forecasted population and jobs growth over the next 20 years.

-
38. The property was identified as a parcel that could be considered for conversion from employment uses in 2004 and again in 2011 by the City's consultants during the employment land conversion study and growth management/municipal comprehensive reviews of the time. The most recent MCR exercise also supported that position, as demonstrated in the Memorandum to General Committee dated May 25, 2020, accepted by Council as direction 20-G-087 that outlined the results of the analysis of all sites requested to be considered for conversion.
39. Certain policies in Section 2.2.5 of the Growth Plan provide direction when considering potential employment area land conversion proposals, including Section 2.2.5.9 that states that the conversion of lands within *employment areas* to non-employment uses may be permitted only through a *municipal comprehensive review* where it is demonstrated that:
- a) There is a need for the conversion;
 - b) The lands are not required over the horizon of the Plan for the employment purposes for which they are designated;
 - c) The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Plan;
 - d) The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in the Plan, as well as the other policies of the Plan; and,
 - e) There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
40. Planning staff agree that the development site is small, isolated, and constrained and not suitable for industrial uses. The redesignation of the portion of the property identified for residential uses is compatible with the adjacent residential uses to the north. The lands are not a feasible employment land parcel, and are not part of any provincially significant employment zone. Staff are confident that a conversion of a portion of this property to 'Residential' is a more appropriate and compatible land use.

Residential Land Use

41. Section 2.2.7 of the Growth Plan requires that all new development taking place in designated greenfield areas will be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services.
42. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it would make efficient use of land and utilize available and planned infrastructure, including the City's transit service. The proposal provides alternative housing options through the provision of block/stacked townhouse, and back-to-back townhouse dwelling units in proximity to a single detached residential neighbourhood. With the addition of 52 townhouses on the subject lands at 47 units per hectare, the residential density for this area would be increased from 19 units per hectare to 21 units per hectare, which contributes to the Growth Plan target for 40% of new development to be included within the existing built boundary of the City. The Residential Density Analysis is included as Appendix "C" to Staff Report DEV003-22.

-
43. Although not included in detail, staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

Lake Simcoe Protection Plan (LSPP)

44. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP, and with specific reference to the Lovers Creek Provincially Significant Wetland feature. The LSRCA has provided comments noting that they do not have any objections to the approval of the change in land use from industrial to residential and have further confirmed the delineation of a development limit on the subject lands as demonstrated by the Environmental Protection designation and zone in the proposed by-laws attached to Staff Report DEV003-22 as Appendix "A" and Appendix "B". Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan (OP)

45. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>
46. There are several policies in the Official Plan that generally support the proposed development. Sections 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations. In addition, Section 3.5 Natural Heritage, Natural Hazards and Resources has been reviewed for the preservation and protection of the Level 1 Natural Heritage Feature on these lands.
47. Section 2.3 (g) of the Official Plan identifies that mixed land uses, and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan. The proposed development is consistent with this policy as it proposes a medium density development with appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.
48. Policies 3.3.2.1(a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan.

This proposal conforms to this policy as the applicant is proposing to add a mix of housing types to this neighbourhood, at a density of 47 units per hectare. The Official Plan, per section 4.2.2.2 Residential Densities provides for density of up to 53 units per hectare for this type of residential housing unit.

49. Section 3.3.2.2 identifies a goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criterion for affordable housing is identified as the least expensive of:

- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
- A Housing unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, as noted above the developer has proposed a more attainable form of housing with townhouse units and to prospective homebuyers a means of increasing affordable options in the area.

50. Section 3.5.1 Natural Heritage, Natural Hazards and Resources 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. A significant portion of the site is identified as a Level 1 Natural Heritage Resource and Level 1 Natural Heritage Resource with development permissions on Schedule "H" – Natural Heritage Resources in the Official Plan to recognize the Lovers Creek Provincially Significant Wetland.
51. Level 1 resources represent critical components of the natural heritage resource network, and no development should be permitted in these areas. The limit of Level 1 preservation area has been confirmed and accepted by LSRCA and City staff, and is subsequently proposed to be designated and zoned as 'Environmental Protection' as shown in the draft Official Plan and Zoning By-law Amendments attached as Appendix "A" and Appendix "B" to Staff Report DEV003-22. The Environmental Protection lands, which are approximately 4.93 hectares in size, will be conveyed to the City at the time of Site Plan Control for protection of the feature in perpetuity. This dedication is approximately 80% of the subject lands, and significantly more than what is currently identified on the property.
52. As the subject lands are not located within a designated intensification area, Policy 4.2.2.6 (d) of the Official Plan contains six criteria in the assessment of development applications outside of intensification areas including:

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

The applicant is proposing 52 townhouse dwelling units on a private road with a developable area of 1.27 hectares, after dedication of the 4.93 hectares of environmental protection lands. Planning staff are satisfied that the proposed density (maximum 47 units per hectare) for the property is appropriate and compatible with the surrounding neighbourhood given that adequate parking, landscaping, open/amenity spaces, and pedestrian/vehicular access can be accommodated on site. A Residential Density Analysis was completed for this neighbourhood and is attached as Appendix "C" to Staff Report DEV003-22. This analysis suggests that the overall density of the neighbourhood would increase from 19 units per hectare to 21 units per hectare.

Compatibility between properties is not intended to be interpreted as restricting new development to the same height and densities of surrounding areas. Planning staff are of the opinion that the scale and character of the proposed development is consistent with the existing built form of the area and can be integrated in the surrounding neighbourhood. In addition, staff are of the opinion that sufficient buffers and separation distances have been established between the adjacent low-rise residential properties and the proposed development.

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

The proposed development would utilize the existing municipal road, sanitary, storm and water services on Loon Avenue. Staff in the Development Services – Approvals have confirmed that the proposed townhouse dwelling units on a private road can be adequately serviced by the existing infrastructure.

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

The subject lands are located within walking distance of a public transit route which runs along Huronia Road. Transit stops are located in proximity to the intersection with Loon Avenue, and a temporary sidewalk will be installed for residents to safely use transit until such time as Huronia Road is urbanized.

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

The proposed development will not detract from the City's ability to achieve increased densities in areas where intensification is being encouraged. The City's Intensification Areas are intended to be developed with mid and high-rise residential and/or mixed-use developments. In this case, the subject lands are located within a low density residential neighbourhood and the applicant is proposing medium density townhouse dwelling units on a private road. The overall residential density of the community will be increased from 19 units per hectare to 21 unit per hectare and will not have a negative impact on the City's ability to encourage intensification within the Urban Growth Centre and the Intensification Nodes and Corridors, which are better suited to accommodate high density developments.

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

The applicant has submitted conceptual building elevations in support of the subject application, as shown below. The proposed design and building materials are relatively consistent with that of the existing single detached dwelling units located on Loon Avenue. However, staff do anticipate updated elevations and design details with the formal Site Plan Control submission.



vi. *That consideration is given to the preservation of heritage resources.*

A Stage 1 Background Study and Property Inspection and a Stage 2 Property Assessment - Archaeological Study were submitted in support of the application. As no archaeological resources were found on the subject property, no further archaeological assessment of the property is required. Therefore, the proposed development is consistent with this policy of the Official Plan.

-
53. It is the opinion of Planning staff that the proposed development would satisfy the intensification policies noted above, as it provides for a density of 47 units per hectare through a compact built form that can be integrated into the existing neighbourhood; utilizes existing municipal infrastructure; is adjacent to and supports public transit; will not detract from designated intensification areas; and will enhance and protect the urban environment through the delineation and preservation of the Lovers Creek Provincially Significant Wetland feature.

Height and Density Bonusing

54. 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.
55. 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.
56. 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 by 2 metres and has proposed a density of 47 units per hectare whereas 40 units per hectare is the provision of Zoning By-law 2009-141, and therefore, the bonusing policies contained with the Official Plan are applicable.
57. 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.
58. The Height and Density Bonusing 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.
59. Based on the provisions identified above, staff are of the opinion that the proposed development conforms with the Official Plan. More specifically, the proposed development provides for an appropriate density that would serve to utilize existing services and infrastructure in accordance with the intensification policies of the City's Official Plan. Further, the delineation of the Lovers

Creek Provincially Significant Wetland for protection, preservation and buffering of a Level 1 Natural Heritage Resource contributes to the enhancement of the City's Natural Heritage System.

Comprehensive Zoning By-law 2009-141

60. As noted above, the application proposes to rezone the lands from 'Agriculture' (A) and 'Environmental Protection' (EP) to 'Residential Multiple Second Design with Special Provisions' (RM2)(SP-XXX) in accordance with the provisions and standards of the City's Comprehensive Zoning By-law 2009-141, as amended. The zone would facilitate the development of 52 condominium townhouse units on a private road.
61. In consideration of comments received from staff and the public, the applicant is no longer pursuing a single right-in / right-out access from Huronia Road, underground parking or 4 storey units. From the previous site specific zoning standards, the following provisions are no longer requested:
- a) Density of 80 units per hectare; and,
 - b) 14 metre in height.

Zoning Rationale for Special Provisions (SP)

62. As noted previously in this report, the concept has been modified since the original submission. The final conceptual plan is attached to Staff Report DEV003-22 as Appendix "D-2", and requires the following site specific standards:

- a) The minimum residential parking standard shall be 1.2 spaces per dwelling unit whereas 1.5 spaces is the standard;

This reduced parking rate is similar to other reduced parking standards for townhouses in the City, in particular for those developments that have a private garage for each unit which provides the option for a second parking space for residents. Visitor and barrier free parking spaces are provided throughout the site to service this development. This proposed parking rate for the 52 townhouse units is supported by the updated Traffic Impact Study (JD Northcote Engineering Inc., July 21, 2021) which confirms that the proposed number of parking spaces is adequate. Transportation Planning staff have reviewed the submission and agree with the proposed reduction to 1.2 parking spaces per unit for the 52 townhouse unit concept.

- b) Back-to-back townhouse units are permitted, to a maximum of 50% of the total unit count;

The back-to-back townhouse built form is not permitted as of right in the RM2 zone. While staff do recognize the popularity of including this type of unit, it has been determined that basic design and greenspace opportunities are enhanced by providing a variety of built-form as part of a multiple unit concept, therefore a limit of 50% has been specified for back-to-back units. It should be noted that the Conceptual Site Plan attached to Staff Report DEV003-22 as Appendix "D-2" includes 18 back-to-back units, which is only 35% of the total unit count.

- c) The maximum density shall be 47 units per hectare, whereas the standard for stacked/cluster townhouse development is a maximum density of 40 units per hectare;

The additional density is supported by the previous Official Plan review sections noting that intensification is appropriate at this location, and further section 4.2.2.2 (d) Official Plan

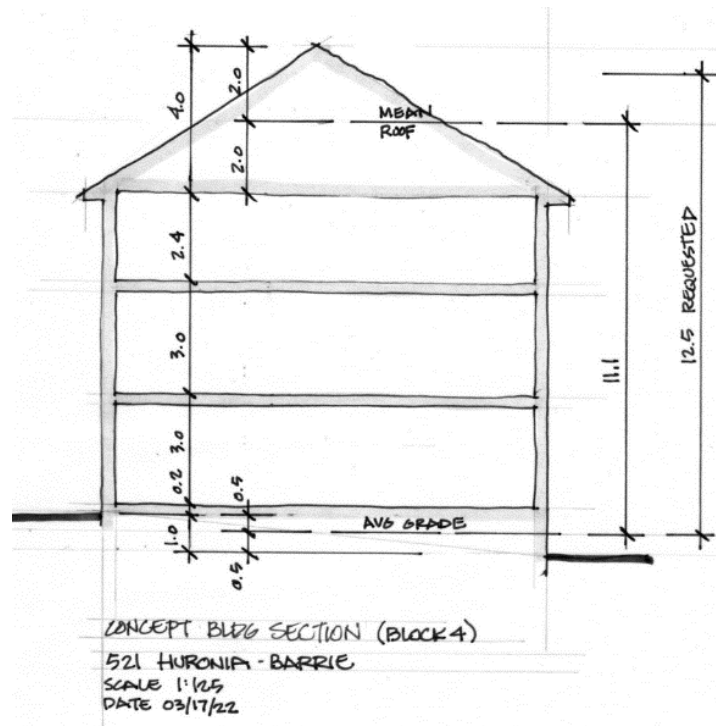
identifies that medium density developments are permitted up to 53 units per hectare for this type of residential housing unit.

- d) A minimum consolidated outdoor amenity area shall be provided at a rate of 5 square metres per unit, and 12 square metres per unit in an unconsolidated form, whereas 12 square metres in a consolidated form is the standard;

The proposal offers a combination of communal and private amenity space to serve this development. This smaller approach to consolidated outdoor amenity is appropriate given that the townhomes are urban style with elevated decks rather than rear yards, similar to a multi-unit condominium development. The unconsolidated requirement meets the 12 square metres per unit when including private amenity space, which by definition in the By-law does include balcony, decks and terrace areas. There are no roof top amenity areas proposed and unconsolidated spaces would be in the form of decks or balconies facing south or east/west. The site is also a short walk to Lennox Park which provides a range of active recreational opportunities.

- e) The maximum building height shall be 12 metres, whereas a maximum of 10 metres is the standard; and,

The permitted maximum building height is 10 metres, whereas the average building height is measured at approximately 11.1 metres as depicted in the sketch below:



This proposed height is a reduction from the original submission which contemplated 14 metres. As the proposal moved away from stacked townhouses, the proposed height was able to be softened, allowing for even greater compatibility with existing dwellings to the north. The height has been requested at 12.5 metres to ensure flexibility for measurements where there is a variation in grade.

- f) The minimum landscape area shall be 32%, whereas 35% is the standard.

The requested landscape reduction is only slightly below the requirement, and can be contributed to the fact that the units do not have rear yards which would generally account for a large component of this percentage. The subject lands benefit from the abutting environmental protection lands as a substantial protected open space. Furthermore, as the townhouses will have no rear yards, this allows the proposed open space on the site to be focused on high quality landscaping as part of a plan of condominium in the future.

Hold Provision

63. As noted in previous sections, the permitted access to Huronia Road for this development is restricted to right-in / right-out vehicular movement. A full turn access is required by staff for the applications to proceed, which does entail coordination with the adjacent parcel to the east to reach the existing municipal road allowance to Loon Avenue. In addition, the municipal infrastructure for water, wastewater and stormwater will be looped from Loon Avenue and will require the same agreements to cross the property known municipally as 338 Maplevue Drive East.
64. It is fully anticipated this coordination will take place and can be implemented without significant delay. However, via this Hold provision, staff can ensure the full development permissions for the water, sewer, and vehicular connection of this property to Loon Avenue are confirmed prior to granting Site Plan approval.

Site Plan Control

65. Subject to Council approval of the proposed change in land use designation to 'Residential' and the requested zoning to 'Residential Multiple with Special Provisions, Hold' (RM2)(SP-XXX0(H-XXX)), the proposed development would proceed to Site Plan Control per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control will address the development and design of the townhouse development with regard to built form, setbacks, building orientation/placement/massing, parking, landscaping, and lighting of the proposed development in accordance with current policy, standards, and design guidelines.
66. Through the Site Plan Control process, staff will require confirmation and/or resolution of the following details to implement the proposed zoning for this property to redevelop through lands outside of the defined environmental protection area for medium density residential uses:
- a) Vehicular road connection, design and easements as required for a full turn movement on Loon Avenue;
 - b) Municipal service infrastructure capacity and stormwater management;
 - c) Appropriate fencing, confirmed delineation and dedication of lands to be zoned as Environmental Protection;
 - d) Acceptable internal traffic movement and location for visitor parking;
 - e) Demonstrated ability for emergency vehicles to access and service the units; and,
 - f) Design and accessibility of the shared amenity space.

Summary

67. 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 change in use to residential and zoning to facilitate multiple residential use is appropriate, is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) as amended, Lake Simcoe Protection Plan, and the City's Official Plan.
68. At this time, there are no further matters that impact the processing of the subject official plan and zoning by-law amendment applications and as such, it is being recommended for approval.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

69. The subject lands are within and directly adjacent to the Lovers Creek watershed system. The Lovers Creek Provincially Significant Wetland and a 5 metre buffer requirement was staked in the field, and evaluated through an Environmental Impact Study and reviewed by the Lake Simcoe Region Conservation Authority and the City of Barrie. The feature and the required natural resource buffer have been delineated and proposed to be designated and zoned as Environmental Protection (EP) as part of this application. The environmental protection lands as illustrated on Appendix "B" will be conveyed to the City as part of the Site Plan Control process for protection in perpetuity.

ALTERNATIVES

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

Alternative #1

Planning Committee could refuse the request for Employment Land Conversion, and the proposed Zoning By-law Amendment application to permit 'Residential Multiple Second Density' (RM2) uses and maintain the existing 'General Industrial' designation and 'Agricultural' (A) zoning over parts of the subject property.

This alternative is not recommended as the development of the subject lands for residential use provides for a more compatible use and contributes to the mix of housing types in this neighbourhood. As well, this process formally delineates those lands to be designated and zoned as Environmental Protection (EP) for future dedication to the City for protection of the Lovers Creek Provincially Significant Wetland in perpetuity.

Alternative #2

Planning Committee could recommend approval of the conversion of lands to the 'Residential' designation, and the request to rezone part of the subject lands to permit multiple residential development but refuse all or some of the Special Provisions requested to the 'Residential Multiple Second Density with Special Provisions, Hold' (RM2)(SP-XXX)(H-XXX) zone.

This alternative is not recommended as the Special Provisions identified to facilitate the proposed development concept are considered to be appropriate and are largely to compensate for the irregular lot size and grade challenges.

FINANCIAL

71. 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.
72. The annual property tax revenue, based on the proposed built out of the site for fifty-two (52) residential townhouses (condominium tenure) is \$85,000.00. The current municipal tax revenue from the property known municipally as 521 Huronia Road is \$8,971.54, therefore the estimate municipal property tax increase would be approximately \$76,028.46. (2021 rate, 2022 rates to be set end of April 2022)
73. Development Charges are calculated at \$60,616.00 per townhouse (52 units) for an estimated total \$3,220,900.00. (2022 rate, subject to an annual inflation adjustment on January 1st of each year)
74. Cash in lieu of parkland dedication per unit is calculated at \$6,390.00 per townhouse unit which represents a total contribution of \$332,280.00. (2022 rate, subject to an annual inflation adjustment on January 1st of each year)
75. The Education levy is currently \$3,983.00 per unit which represents a total levy of \$207,116.00 for fifty-two (52) townhouse units. (2022 rate)
76. Building permit application fees as an average are estimated to be in the order of \$2,461 per townhouse unit, which would represent a total fee of approximately \$127,972.00 for fifty-two (52) townhouse units. (2022 rate, subject to an annual inflation adjustment on January 1st of each year)
77. Given that the subject lands, when developed, will be subject to site plan control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.

LINKAGE TO 2018–2022 STRATEGIC PLAN

78. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
 - ☒ Fostering a Safe and Healthy City
 - i) Build a greener Barrie while mitigating and adapting to climate change.
 - ☒ Building Strong Neighbourhoods
 - ii) Build walkable, diverse neighbourhoods that encourage community connections.
 - iii) Grow Responsibly
79. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing and planned services and infrastructure while protecting the



Lovers Creek Provincially Significant Wetland feature. The proposed change in land use to residential is compatible and integrates with the surrounding area through its connection to Loon Avenue. The development will introduce a variety of built form that compliments the existing community, support active transportation and public transit.

Attachments: Appendix "A" – Proposed Official Plan Amendment
 Appendix "B" – Proposed Zoning By-law Amendment
 Appendix "C" – Residential Density Analysis
 Appendix "D-1" – Original Conceptual Site Plan (March 13, 2020, Rev. #3)
 Appendix "D-2" – Final Conceptual Site Plan (February 7, 2022, Rev. #13)
 Appendix "E" – Proposed Elevations

APPENDIX "A"

Proposed Official Plan Amendment

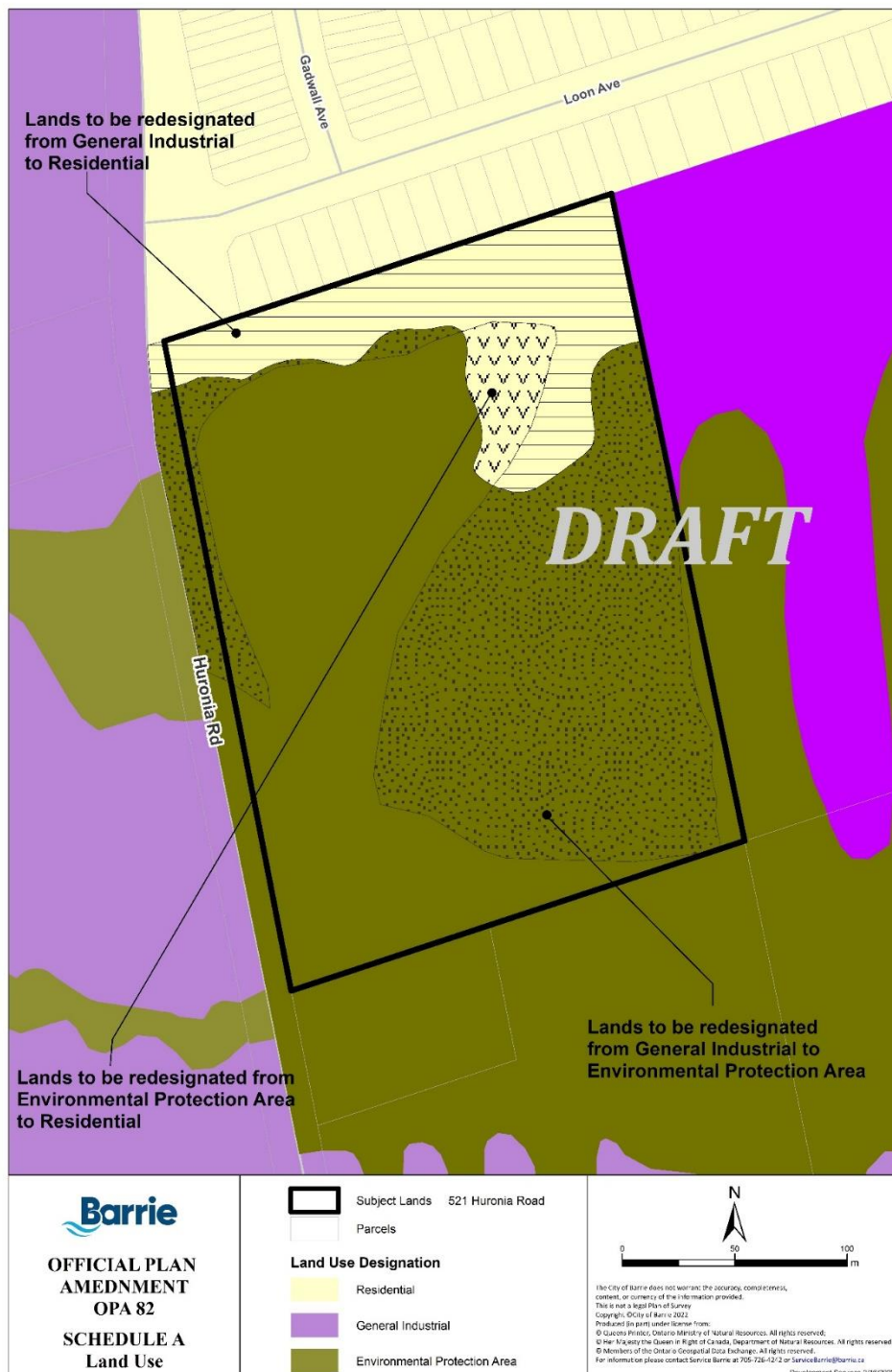
Draft PART B - THE AMENDMENT

Details of the Amendment

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

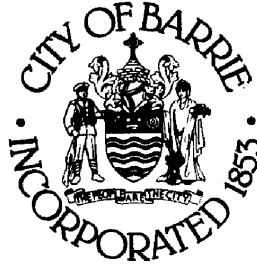
1. Schedule A – Land Use to the Official Plan, as amended, is hereby further amended by redesignating part of the lands legally described as South Part Lot 11, Concession 12, Formerly Town of Innisfil, Parts 1 & 2 of 51R-18522 known municipally 521 Huronia Road in the City of Barrie from 'General Industrial' and 'Environmental Protection' to 'Residential' and 'Environmental Protection' as shown on Schedule "A" attached hereto and forming Part of this Amendment.

Schedule "A" to attached By-law 2022-XX



APPENDIX "B"

Proposed Zoning By-Law Amendment



Bill No. XXX

BY-LAW NUMBER 2022-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.

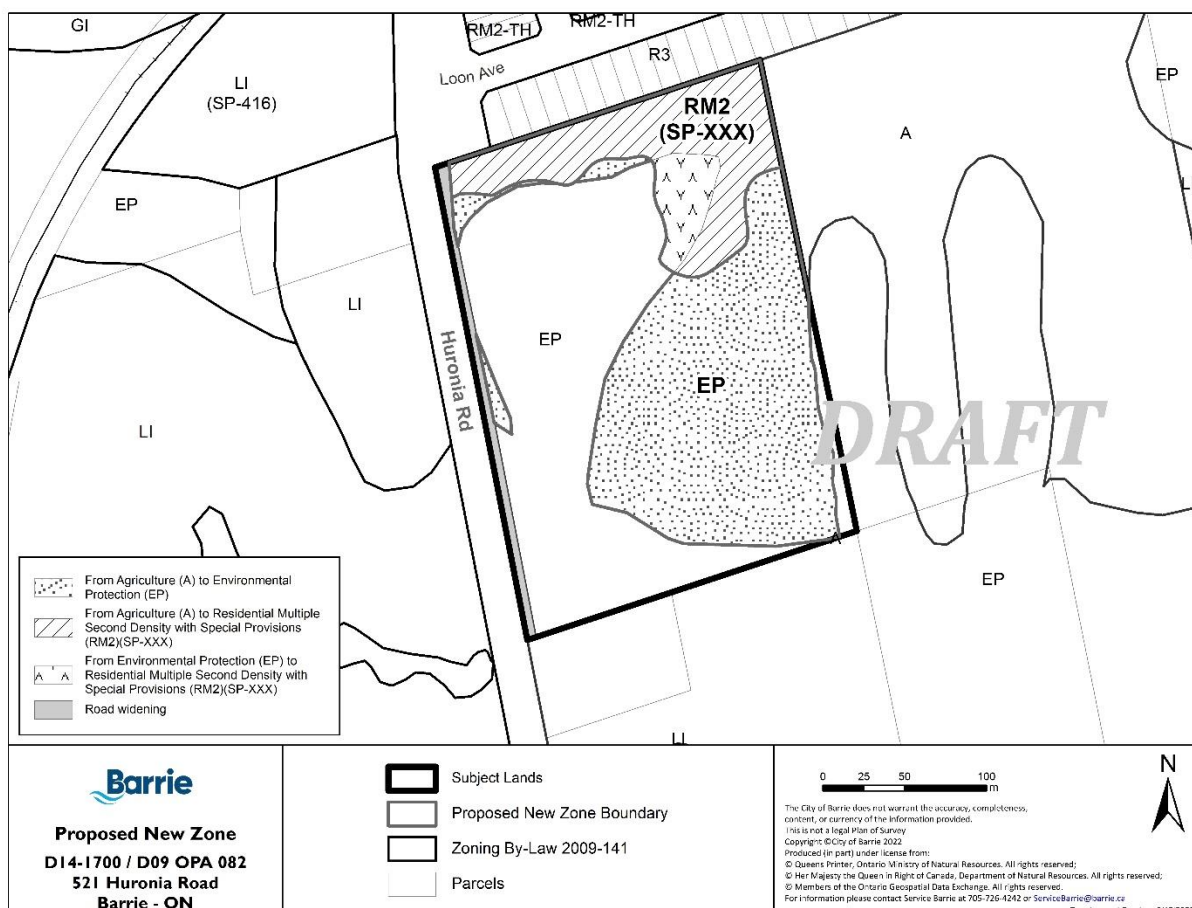
WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone the lands legally described as South Part Lot 11, Concession 12, Formerly Town of Innisfil, Parts 1 & 2 of 51R-18522, municipally known as 521 Huronia Road shown on Schedule "A" to this By-law from Agricultural (A) and Environmental Protection (EP) to Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX) and Environmental Protection (EP) in City of Barrie By-law 2009-141.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 22-G-XXX.

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

1. **THAT** the zoning map schedule is amended to change the zoning of the lands identified as 521 Huronia Road from Agricultural (A) and Environmental Protection (EP) Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX) and Environmental Protection (EP) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding any provision to the contrary, the front yard shall be considered Huronia Road for the purpose of applying zoning standards as set out in By-law 2009-141.
3. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking in By-law 2009-141, the minimum required parking standards shall be 1.2 spaces per dwelling unit.
4. **THAT** notwithstanding the provisions set out in Table 5.2 – Permitted Uses in By-law 2009-141, back-to-back townhouse units are permitted to a maximum of 50% of the total unit count.
5. **THAT** notwithstanding the provisions set out in Section 5.2.5.1 in By-law 2009-141, the maximum density shall be 47 units per net hectare.
6. **THAT** notwithstanding the provisions set out in Section 5.2.5.2 b) in By-law 2009-141, a minimum consolidated outdoor amenity area shall be provided at a rate of 5.5 square metres per unit, and 12 square metres per unit in an unconsolidated form.
7. **THAT** notwithstanding the provisions set out in Table 5.3 - Standards in By-law 2009-141, the maximum building height shall be 12.5 metres.
8. **THAT** notwithstanding the provisions set out in Table 5.3 – Standards in By-law 2009-141, the minimum landscape open area shall be 32%.
9. **THAT** a By-law can be brought forward to Council of the City of Barrie to remove the Holding symbol on those lands zoned as Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX) as shown on Schedule "A" attached to this By-law, when the alignment, design, and permissions for municipal service connections, including but not limited to full vehicular access to Loon Avenue, across the lands known municipally as 338 Mapleview Drive East are confirmed to the satisfaction of the Director of Development Services.
10. **THAT** the owner/applicant is required to provide community benefits as per Section 37 of the *Planning Act* and Section 6.8 Height and Density Bonus of the City of Barrie Official Plan to the satisfaction of the Director of Development Services.

- READ** a third time and finally passed this ____ day of ____, 2022.



APPENDIX "C"

Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D14-1700 & D09-OPA 082
521 HURONIA ROAD, BARRIE -ON

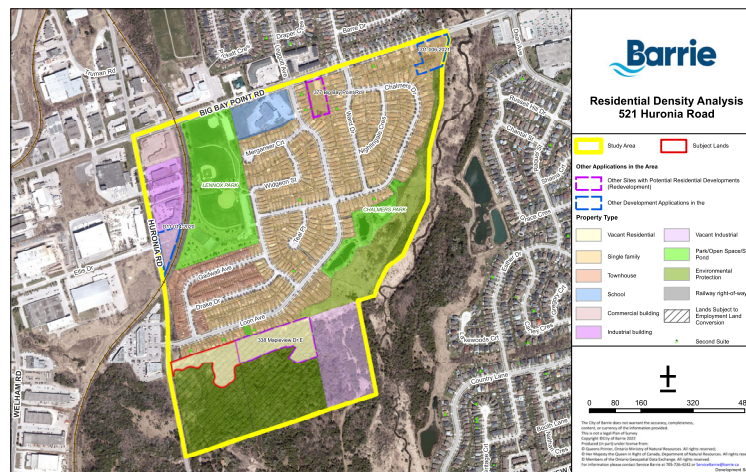
Total Study Area	80.01 ha
Total Developable Area - <i>Only residential</i> (Private properties)	32.00 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	52.81 ha
Total Environmental Protection Lands	15.60 ha
Total Area Parks/ Open Space/SWM Ponds	10.11 ha
Total Area Roads Right of Way/ Railway Corridor/Walkways/Laneways/ Unopened road	1.50 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	476	24.25	20
*Including: 10 Second Suite			
Townhouse Dwelling Unit	139	3.32	42
Vacant residential lands			
Vacant Residential- 377 Big Bay Point Rd (50 unit/ha)	28	0.57	50
Vacant industrial land		4.59	
Non- residential areas(Commercial/ Institutional)		15.75	
Neighbourhood shopping centre(1.02ha)			
Industrial mall/ Industrial Condominium/Standard Industrial property (12.80ha)			
School (1.93ha)			
Parks/ Open Space/ Walkway / Laneway		15.94	
Other Proposed/ Potential Developments within the study area			
D11-006-2021 - 435 Big Bay Point Rd (19 townhomes on a private road)	19	0.70	27
D11-014-2020 - Huronia Rd (Registered) (A 1-storey building for a medical office with total g.f.a. of 902.90 sqm.)		0.47	
Future Residential Lands- 338 Mapleview Dr E (50 unit/ha)	95	1.90	50
Subject Property - 521 Huronia Rd - D14-1700 D09-OPA 082			
52 townhouse units with 113 parking spaces provided on site	52	1.27	41
Current Residential Density (Only Residential Lands included)	615	32.00	19
Current Residential Density (All Residential and Non- residential lands included)	615	52.81	12
Projected Residential Density Including Proposal for Subject Lands	667	32.00	21
Projected Residential Density Including Proposal for Subject Lands	667	52.81	13
Projected Residential Density Including Proposal for Subject Lands and Other Potential Developments in the Area (Only Residential Lands included)	790	32.00	25
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (All Residential and Non- residential lands included)	790	52.81	15

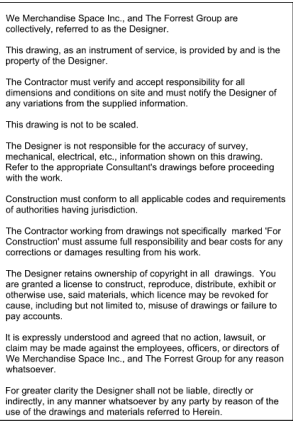
Note:

Prepared by: Development Services
Date: February 3, 2022

This Density Analysis is based on the Assessment Data
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.
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.



Original Conceptual Site Plan (Mar. 13, 2020 Rev. #3)



ISSUES		
NO.	DATE	DESCRIPTION
1	02/25/2020	ISSUED FOR REVIEW
2	02/25/2020	ISSUED FOR COORDINATION
3	03/13/2020	ISSUED FOR OPA & ZBA

NO.	DATE	DESCRIPTION
REVISIONS		

We Merchandise Space Inc.
590 Alden Road, Suite 211 Markham, Ont. L3R 8N2
Tel. 905.752.6776 Fax. 905 752 6781
www.forrestgroup.ca



CLIENT:

HURONIA BARRIE LAND INC.
590 ALDEN ROAD, SUITE 211,
MARKHAM, ON

PROJECT:
PROPOSED TOWNHOME COMMUNITY
521 HURONIA ROAD
BARRIE, ON.

DRAWING:

SITE PLAN

Designer: PR	Project number: 5214	DRAWING NO: A1
Drawn by: CW	Date: NOV. 2019	
Checked by: PR	SCALE: 1 : 500	

Final Conceptual Site Plan (Feb. 7, 2022 Rev. #13)



APPENDIX "E"

Proposed Elevations

