



TO:	PLANNING COMMITTEE
SUBJECT:	APPLICATION FOR ZONING BY-LAW AMENDMENT 520 AND 526 BIG BAY POINT ROAD
WARD:	8
PREPARED BY AND KEY CONTACT:	C. KITSEMETRY, RPP, SENIOR PLANNER, EXT. 4430 M. FREETHY, RPP, PLANNER, EXT. 4117
SUBMITTED BY:	M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES
GENERAL MANAGER APPROVAL:	B. ARANIYASUNDARAN, P.ENG, PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT
CHIEF ADMINISTRATIVE OFFICER APPROVAL:	M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by Innovative Planning Solutions on behalf of Morriello Construction Limited to rezone the lands known municipally as 520 and 526 Big Bay Point Road from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling First Density – 2 with Special Provisions' (RA1-2)(SP-XXX), attached as Appendix "A" to Staff Report DEV017-22 be approved.
2. That the following Special Provisions for the 'Apartment Dwelling First Density – 2 with Special Provisions' (RA1-2)(SP-XXX) be referenced in the site specific zoning by-law:
 - a) Permit 1.24 parking spaces per residential unit, whereas 1.5 parking spaces per unit is required;
 - b) Permit a front yard setback of 6.0 metres, whereas a minimum setback of 7.0 metres is required;
 - c) Permit a landscaped open space of 26.1% whereas a minimum of 35% is required;
 - d) Permit a maximum gross floor area of 135%, whereas up to 100% is permitted;
 - e) Permit a maximum building height of 16.85 metres, whereas a maximum building height of 15.0 metres is permitted;
 - f) Permit a maximum parking lot coverage for apartment dwellings of 45%, whereas a maximum of 35% is permitted;
 - g) Permit an apartment balcony projection of 2.2 metres, whereas a projection of 1.5 metres is permitted; and,
 - h) Permit a landscaped buffer area for a parking area along the west lot line of 0.5 m, whereas a landscaped buffer area of 3.0 metres is required.

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3. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, and as identified within Staff Report DEV017-22.
 4. That the owner/applicant is required to negotiate community benefits as per Section 37 of the *Planning Act* as amended, to the satisfaction of the Director of Development Services at the time of Site Plan Control.
 5. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this Staff Report is to recommend approval of an application for a Zoning By-law Amendment submitted by Innovative Planning Solutions on behalf of Morriello Construction Limited for lands known municipally as 520 and 526 Big Bay Point Road (see Appendix "A" - Proposed Zoning By-law Amendment). This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes.

Development Proposal

7. The application, if approved, would rezone the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling First Density – 2 with Special Provisions' (RA1-2)(SP-XXX). The site-specific provisions would permit reductions in the side and front yard setbacks, parking lot coverage, landscaped open space, parking and landscape buffers as well as an increase in balcony projection, building height and gross floor area (GFA).
8. The application, if approved, will facilitate the development of a six (6) storey residential apartment building to a height of 16.85 metres comprised of forty-six (46) residential rental units. The resulting density would be 131 units per hectare, therefore based on our current Official Plan policy and Zoning By-law standards which cap medium density development at 53 and 54 units per hectare respectively, it is considered high density. Vehicular access is provided on the east side of the building from Big Bay Point Road through an internal driving aisle which provides access to the surface parking areas. The building is located close to the street with the built form designed to frame the street, promoting a strong street presence, and with direct connections from the building entrance to Big Bay Point Road, creating a pedestrian friendly streetscape.

Location

9. The subject lands are located on the north side of Big Bay Point Road, east of Yonge Street and west of Montgomery Drive. The subject property has two existing single detached residential properties known municipally as 520 and 526 Big Bay Point Road, legally described as Part of Lot 13, Concession 13; and Part Lot 11, Plan 1019 and Part of Part 1, 51R-18630 respectively. The parcels have a combined area of 0.35 ha hectares and a frontage of 65.4 metres on Big Bay Point Road.

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

North Warnica Public Elementary School, single detached residential dwellings

South Residential townhouses (under construction), single detached dwellings, commercial uses fronting Yonge Street

East Single detached residential uses

West A single detached residential dwelling, commercial uses fronting Big Bay Point Road, multiple commercial uses at the intersection of Big Bay Point Road and Yonge Street



Existing Policy

11. The subject lands are designated 'Residential' on Schedule A – Land Use in the City of Barrie Official Plan, and zoned 'Residential Single Detached Dwelling First Density' (R1) in the City of Barrie Comprehensive Zoning By-law 2009-141, as amended.

Background Studies

12. In support of the application, the applicant has provided a concept plan attached to Staff Report DEV017-22 as Appendix "B", in addition to the following reports that were subject to technical review:
- a) Planning Justification Report (Innovative Planning Solutions, April 2021)
 - b) Traffic Brief (JD Northcote Engineering Inc., April 13, 2021)
 - c) Functional Servicing and Stormwater Management Report (Pinestone Engineering Ltd., January 31, 2022)
 - d) Geotechnical Report (Central Earth Engineering, December 3, 2020)
 - e) Tree Inventory, Analysis and Preservation Report (Landmark Environmental Group, Update April 2021)
13. Copies of the submission materials are available online on the City's website under Proposed Developments in Ward 8.

PUBLIC CONSULTATION

14. A Neighbourhood Meeting was held for this project on February 3, 2021. The meeting was attended by approximately twenty-five (25) residents, Ward 8 Councillor Jim Harris, the applicant's consulting team and Planning staff.
15. A statutory Public Meeting was held on September 21, 2021, to present the subject application to Planning Committee and the public. Committee heard verbal comments from ten (10) members of the public and were provided with two (2) pieces of correspondence.
16. The comments and concerns expressed by residential at both the neighbourhood meeting and the public meeting, as well as those received in writing related to this proposal, are outlined in the public comment section of Staff Report DEV017-22. 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.
17. It should also be noted that the proposal has been revised since the Neighbourhood Meeting and Public Meeting to address comments from staff and the public.

Public Comments

18. Traffic

Concerns were expressed about the comprehensiveness of the Traffic Impact Study regarding the inclusion of existing and future development and the timing of traffic estimates as well as the availability of the Traffic Impact Study.

The traffic estimates were based on the future traffic projections from the City's Transportation Plan. These estimates consider both existing and future development in and around the study area and were not reduced or adjusted due to the COVID 19 pandemic. The Traffic Impact Study is available for review on the City's Proposed Development website.

19. Zoning/Policy

Questions were raised regarding zoning standards to permit the proposed height and density, the applicability of the Intensification Node identification, the applicability of the new City of Barrie Official Plan and City support for proposed development.

The subject lands are partially illustrated as being within an identified Intensification Node on Schedule I – Intensification Areas of the Official Plan, which is intended to highlight the intersection of Big Bay Point Road with Yonge Street. A node designation generally permits the height and density proposed. In addition, justification has been provided to meet the criteria for intensification outside of intensification areas, respecting that the properties are removed from the intersection and therefore could be considered as being in transition.

With regard to the current process, the application will only rezone the subject lands and the adjacent property owners would be required to undergo a zoning by-law amendment to rezone their properties. The application has been reviewed under the existing City of Barrie Official Plan as it is still in effect.

20. **Site Design/Built Form**

Concerns were expressed regarding location and amount of parking, building height and form, reduced setback to the west, garbage collection, privacy and fencing, adequacy of outdoor amenity spaces and requirement for high quality urban design.

Surface parking is more feasible for a development of this size. It has been situated and designed to minimize visual impact and the Parking Justification Study supports the proposed parking ratio. The compact built form will efficiently use the available land and resources and is expected to reflect future intensification within the area.

The siting of the built form creates a maximum setback to the residential uses to the east and meets the required setback to the west, with the exception of a small portion of the parking area. Garbage is proposed to be stored in an Earth Bin storage system at the rear of the building, and it has been demonstrated that the waste truck can safely manoeuvre within the site. Amenity spaces will be further refined through the site plan process; however, amenity areas have been provided through balconies, outside areas and within the building.

21. **Environmental**

Concerns were expressed regarding landscape buffers and tree removal, mitigation, compensation and replanting.

The proposed landscape buffers meet the City's Zoning By-law requirement of 3.0 metres with the exception of one small area of the parking lot at the rear of the building. No compensation is required for tree removal, but the urban design guidelines require landscaping densities to be met, and many of the trees on the north boundary of the property will be retained and protected. In addition, the 6.0 metre front yard setback will permit enhanced landscape features in the front of the building.

22. **Engineering**

Concerns were expressed in regard to snow storage and light pollution.

Designated snow storage areas are provided at the rear of the site to the satisfaction of staff though the Site Plan Control process. The City's Dark Sky Policy requires light to be directed down and into the site to prevent the impacts of light pollution on adjacent lands while still providing a safe and accessible space for residents. An Illumination Plan is required to be submitted with the site plan application.

23. **Additional comments included:**

- a) Ownership of Units – Proposed tenure is condominium.
- b) Shadow Assessment – A Shadow Impact Study may be required as part of site plan control.
- c) Length or Construction – The length of construction will be approximately 24 to 30 months from approval.
- d) Extent of Redevelopment Projects – With the limited supply of land, infill, intensification and redevelopment are important components to meeting growth projections.
- e) Affordable Housing – The unit types are not planned to meet the definition of affordable housing.
- f) Evaluation Criteria – The City considers a wide range of criteria when evaluating a development proposal including provincial and municipal policy and guidelines, technical reports and plans as well as comments from a range of external agencies.

DEPARTMENT & AGENCY COMMENTS

24. The subject application was circulated to staff in various departments and to external agencies for review and comment.
- a) **Development Services (Approvals)** staff did not express objections to the approval of the proposed application. If approved, Development Approvals staff provided several items that must be addressed through a future Site Plan Control application.
 - b) **Development Services (Parks Planning)** staff do not have any objections to the approval of the proposed Zoning By-law Amendment application. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 - c) **Development Services (Urban Design)** staff do not have any objections to the approval of the proposed Zoning By-law Amendment application. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 - d) **Development Services (Transportation Planning)** staff do not have any objections to the approval of the proposed application. If approved, Transportation Planning staff are satisfied that any technical matters associated with the proposed development should be addressed through Site Plan Control.
 - e) The **City's Building Department** provided no comments on the subject application. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 - f) **Infrastructure Services Department (Water Operations)** staff do not have any objections to the approval of the proposed Zoning By-law Amendment application. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 - g) The **City's Business Performance and Environmental Sustainability Department (Environmental Compliance Branch)** has reviewed the proposed development and has no objections to the rezoning. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 - h) **Business Performance and Environmental Sustainability – Environmental Sustainability** provided comments indicating the proposed residential development will not be eligible for municipal curbside collection services but does provide options for coordinated collection if a communal structure is included into the design.
 - i) The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject application.
 - j) The **City's Fire and Emergency Services Department** reviewed the submitted materials and expressed no concerns with the approval of the subject application. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 - k) The **City's Risk Management Official** has identified that foundation depths will be required to be verified to ensure protection of the municipal aquifer, and in addition, have identified that there is a property with site contamination in proximity to the site that may limit the potential for infiltration activities. The technical details for these comments will be examined at detailed design.

- l) The **Simcoe County District School Board** staff have no objection to the approval of the proposed zoning by-law amendment, however, advised that pupils residing in this development may not be accommodated in local schools due to accommodation limitations.
- m) The **Lake Simcoe Region Conservation Authority** has no objection to the approval of the proposed Zoning By-law Amendment.
- n) **Alectra Utilities** have no objection to the approval of the proposed Zoning By-law Amendment.

REVISIONS TO PLAN

- 25. As part of the review process, several revisions were made to the site plan to accommodate feedback from the public meeting and concerns and comments made during the circulation.
- 26. The revisions are summarized as follows:
 - a) The front yard setback was originally proposed to be 3.23 metres whereas the City's zone standards require a 7.0 metres setback. The front yard setback has been increased to 6.0 metres to create a more consistent streetscape and permit enhanced landscape features in the front of the building.
 - b) The landscape buffer along the eastern property line originally was proposed to be 2.4 metres whereas the Zoning By-law requires a landscape buffer of 3.0 metres along this lot line. The landscape buffer has been increased to a minimum of 3.0 metres to meet City's zoning standards.
 - c) A walkway was relocated along the western property line which has increased the landscape buffer along this lot line up to 3.6 metres whereas the zoning by-law requires 3.0 metres.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

- 28. 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 things, 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 adaption to a change climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>,

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29. The proposed development for a forty-six (46) unit residential building in the Painswick South Planning Area is consistent with the *Planning Act* as follows:
- a) Utilizes existing and available infrastructure (water, wastewater and waste management systems) and public service facilities such as transit and schools;
 - b) Provides a transit efficient, energy efficient and compact built form that minimizes impacts to climate change; and
 - c) Designed with direct pedestrian connections to the municipal sidewalk to support active transportation and to create an attractive streetscape and a sense of place.

Provincial Policy Statement (2020) (PPS)

30. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3(35) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions “shall be consistent with” all policy statements issued under the Act and shall conform with the provincial plans that are in effect on that date or shall not conflict with them. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
31. Section 1.1.1 of the PPS recognizes that communities are sustained by promoting efficient development and land use patterns and providing a range and mix of residential types, including multi-unit buildings.
32. Section 1.1.3 identifies settlement areas as the focus of growth and development with land use patterns based on densities and a mix of uses that efficiently use land and resources and that are appropriate for and efficiently use infrastructure and public service facilities, support active transportation and public transit and reduce climate change impacts. Land use patterns within settlement areas also must be based on opportunities for intensification and redevelopment where it can be appropriately accommodated and as identified by planning authorities.
33. The proposed zoning by-law amendment is consistent with these policies as the development will efficiently use the existing and available infrastructure and will provide direct connections to the available transit and active transportation network along Big Bay Point Road and Yonge Street. The site has been designed to provide a compact, sustainable built form.
34. Section 1.4.3 states that planning authorities must provide for an appropriate range and mix of housing and densities to meet projected housing needs through the following:
- a) Permitting and facilitating all housing options, including housing affordable to low and medium incomes, and all types of residential intensification
 - b) Directing new development towards locations where appropriate levels of infrastructure and public service facilities are available
 - c) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit areas; and
 - d) Requiring transit supportive development and prioritizing intensification.
35. The application will facilitate the development of an efficient, high density residential building on existing infrastructure. The subject lands are within 2.0 kilometres of the Barrie South GO Station and within proximity to public transit along Big Bay Point Road and Yonge Street as well as to the services and amenities located around the intersection of Yonge Street and Big Bay Point Road. The site has been designed to integrate well with the pedestrian network along Big Bay Point Road with multiple accesses from the building to the sidewalk system.

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36. Section 1.7.1 supports long-term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and providing necessary housing supply and range of housing options for a diverse workforce. The proposed development will expand the range of housing available in this area and contribute to the potential for redevelopment opportunities that will contribute to the growth of the community.
37. Section 1.8.1 directs planning authorities to support energy conservation, air quality and climate change through development patterns which promote compact built form, the use of active transportation and transit, transit-supportive development and design and orientation that maximizes energy efficiency and conservation. The development as contemplated proposes compact built form with residential uses on an arterial road where regional and local transit and active transportation are available and accessible.
38. Staff have reviewed all relevant policies and are of the opinion that the proposed zoning by-law amendment 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)

39. 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. The Growth Plan provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and 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://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>.
40. Section 2.2.1.2 directs growth to settlement areas with existing water and wastewater systems that can support complete communities, and, within settlement areas, growth is focused within the delineated built-up area, strategic growth areas and locations with transit and public service facilities. The proposed development will utilize the existing services and support this area of the City as a complete community by providing a high density residential development in close proximity to commercial uses, public services, and public transit.
41. Policies in Section 2.2.1.4 support the achievement of complete communities through:
- a) A diverse mix of land uses and convenient access to services
 - b) The provision of a range and mix of housing options to meet all household sizes and income levels
 - c) Convenient access to a range of transportation options, public service facilities and an appropriate supply of publicly accessible recreational spaces
 - d) Compact built form and vibrant public realm; and
 - e) Mitigation of climate change and integration of green infrastructure and low impact development.
42. A compact built form is proposed that will efficiently use resources and will expand the range and mix of housing available within Barrie in proximity to public transit, services, and commercial uses.
43. Section 2.2.2 of 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. Furthermore, until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official

plan that is approved and in effect as of July 1, 2017, will continue to apply which in this case is 40%.

44. Municipalities are directed to identify strategic growth areas, encourage intensification, and identify appropriate locations for intensification and the appropriate type and scale of development in strategic growth areas and transition of built form. The proposal will support these growth targets through an intensification project that transitions a large commercial area into an existing lower density community. The overall residential density of the community will grow from 13.71 units per hectare to 14.63 units per hectare with the addition of these units.
45. Section 2.2.6 requires that municipalities support the achievement of complete communities by meeting growth forecasts, achieving minimum intensification targets, considering the range and mix of housing options and densities of existing housing stock and planning to diversify the overall housing stock across the City. The application will expand the mix of housing options to add apartment units, and provide a higher density housing form in an area of the City that can support intensification.
46. Staff have reviewed the relevant policies and are satisfied that the proposed development conforms to the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

City of Barrie Official Plan

47. 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 provides direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.
48. The subject lands are designated as 'Residential' on Schedule "A" – Land Use in the City's Official Plan, which accommodates all forms and tenure of housing. Several policies in the Official Plan generally support the proposed development including directing growth to maximize the use of existing services and infrastructure and the provision of a range and mix of housing types and tenures at appropriate locations within the City.
49. Section 2.3 provides assumptions upon which the City's Official Plan are based including the growing need to provide residential densities that are higher, more cost effective, energy efficient and environmentally sustainable than previous development. The City's new housing stock is expected to include a growing percentage of multiple family development at medium and high densities in addition to single detached homes to diversify the range of housing options available to residents. Intensification is an essential component of the City's growth management strategy to maximize the use of municipal infrastructure and existing services. The proposed development is consistent with this policy given that high density residential development on existing services is proposed at a density that is transit supportive.

Housing

50. Housing policies in Section 3.3 encourage the provision of an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to meet the needs and income levels of all residents. Building designs and densities that are efficient and support pedestrians are encouraged and development is directed towards locations where infrastructure

and public services are available. The development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services is promoted. The proposed development will provide a high density residential building which efficiently uses infrastructure and in proximity to local stores and services as well as local and regional transit.

Affordable Housing

51. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. Regarding affordable housing ownership, affordability is defined as the least expensive of:
 - housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross income for low to 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.
52. The County of Simcoe has identified that the medium household income for the City of Barrie is \$84,386. This household income would allow the purchase of an affordable unit to a maximum price of \$316,400 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$494,600 based upon average purchase price for 2020.
53. The applicant has expressed an openness to the discussion of affordable housing units within the proposed development however, the units are currently not targeted as affordable housing. The provision of affordable units may be further explored with the applicant during the site plan approval process. In any event, the introduction of a multi-unit building in a neighbourhood that is dominated by ground related densities of single detached and townhouse units and will provide a different purchase price range in the area than currently exists.

Locational Criteria

54. Section 4.2.2.3 (b) encourages high density residential development to locate in the Intensification Nodes and Corridors on Schedule "I" – Intensification Areas and generally directs intensification towards areas that are adjacent to arterial and collector roads, near transit and public services such as schools, parks and commercial uses and where municipal services are available.
55. The subject lands are fronting on an arterial road, being Big Bay Point Road, and in direct proximity to an Intensification Node represented by the intersection of Yonge Street and Big Bay Point Road. Although generally demonstrated as being part of the Intensification Node on Schedule "I" – Intensification Areas of the Official Plan, staff consider this property to be more of a transition area from the target node at the intersection of the arterial road system and therefore required the proposal to meet the criteria for intensification outside of intensification areas per section 4.2.2.6 (d).

Intensification

56. The subject property is not directly located within an intensification node or along an intensification corridor. The Official Plan contains six criteria in the assessment of development applications outside of intensification areas including:

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

Compatibility between properties is not intended to be interpreted as restricting new development to the same height and densities of surrounding areas. Consequently, Planning staff are of the opinion that the scale and character of the proposed six (6) storey apartment is consistent with the land use targeted for the area and can be integrated in the surrounding neighbourhood as a transition between the single detached homes and the Yonge Street Intensification Node.

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

Staff have concurred with the assessment outlined in the Functional Servicing Report that confirms municipal services are available for the proposed increase in density to facilitate the subject development.

- c) *That public transit is available and accessible.*

Both Big Bay Point and Yonge Street are easily accessible to transit, including the direct route to the Barrie South GO Station.

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

The overall residential density of the community from 13.71 units per hectare to 14.63 units 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 as well as providing appropriate transition to the existing low density neighbourhood.

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

Staff have provided guidance and recommendations for the revisions to current concept and will continue and ensure high quality urban design is incorporated into this development as part of the Site Plan process.

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

No heritage resources have been identified for the proposed redevelopment.

Tall Buildings and Height Control

57. The general design policies of Section 6.6 of the Official Plan have been considered for this project. These require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located underground or at the rear of buildings with appropriate screening. Final design details for the six (6) storey apartment building will be confirmed at the time of Site Plan Control.

Height and Density Bonusing

58. Section 37 of the *Planning Act* permits the passing of a Community Benefits Charge by-law by Council. The regulations to implement the Community Benefits Charge policy have been released but not yet implemented by the City of Barrie. 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 are allocated. The deadline for this transition is anticipated as July 20, 2022.
59. Staff are of the opinion that the proposed development conforms to the Official Plan goals and policies that guide development on the subject lands. In that respect, staff recommend that the owner/applicant negotiate community benefits in accordance with the principles of Official Plan Section 6.8 Height and Density Bonusing and the amendment to permit the City to pass a Community Benefits Charge by-law, to the satisfaction of the Director of Development Services at the time of Site Plan Control.

City of Barrie Comprehensive Zoning By-law 2009-141 – Site Specific Zoning Provisions

60. The application proposes to amend the zoning of the subject lands from 'Residential Single Detached Dwelling First Density' (R1) to 'Residential Apartment Dwelling First Density – 2 with Special Provisions' (RA1-2)(SP-XXX) zone.
61. Zoning By-law No. 2009-141 can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Zoning-Bylaw/Zoning-By-Law-2009-141.pdf>
62. Table 1 below illustrates the required zone provisions and the proposed site specific zone provisions as it relates to the proposed development with further explanation in the following sections.

Table 1: Site-Specific Zoning Provisions

Zoning Standard RA1-2	Required	Proposed
Table 4.6 - Parking Requirement	1.5 spaces/unit	1.24 spaces/unit
Table 5.3 - Landscaped Open Space (min)	35%	26.1%
Table 5.3 - Front Yard Setback	7.0 metres	6.0 metres
Table 5.3 - Side Yard – West (min.)	5.0 metres	3.4 metres
Table 5.3 - Gross Floor Area (max)	100%	135%
Table 5.3 - Building Height (max)	15.0 metres	16.85 metres
Section 5.3.3.1 - Yard Variations Balcony	1.5 metres	2.2 metres
5.3.6.2 - Apartment Dwelling Parking Coverage	35%	45%
5.3.7.1 & 5.3.7.2 - Landscaped Buffer Areas	3.0 metres	0.5 metres

Parking Standards (Section 4.6.1, Table 4.6)

63. The subject application proposes a parking standard of 1.24 spaces per unit, whereas Comprehensive Zoning By-law 2009-141 requires a parking standard of 1.5 spaces per unit.
64. Based on the site plan, a total of 69 parking spaces are required under Table 4.6 based on the provision of 46 residential units (1.5 spaces/unit). The applicant is proposing a total of 57 parking spaces which calculates as 1.24 spaces per residential unit.

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65. A Parking Justification Study was undertaken as part of the submission which supports the proposed parking ratio. Staff have reviewed the site and the study and believe that the proposed number of parking spaces are sufficient for the proposed development.

Landscaped Open Space (Section 5.3.1, Table 5.3)

66. The proposal contemplates a landscaped open space of 26.1% where the Comprehensive Zoning By-law 2009-141 requires a minimum of 35% in the RA1-2 Zone.
67. The purpose of the landscaped open space requirement provides greenspace on a property to ensure natural areas for appropriate drainage and open natural space. A review of the site plan concludes that adequate open space has been provided for drainage purposes and the proposed reduction in landscaped open space will provide an appropriate transition between the commercial uses to the south and the west and residential uses to the east.
68. Planning staff are of the opinion that the proposed reduction in landscaped open space meets the intent of the by-law.

Minimum Front Yard Setback (Section 5.3.1, Table 5.3)

69. The application proposes a front yard setback of 6.0 metres, where 7.0 metres is required by the Comprehensive Zoning By-law in the RA1-2 Zone.
70. The purpose of a front yard setback is to promote a streetscape in which buildings are located at a similar distance from the lot line and provide an area for greenspace and setbacks from sidewalks and streets. The proposed 6.0 metres setback is considered a minor deficiency from the RA1-2 zone requirements of 7.0 metres. Adequate separation is provided between the street and the building, and the building design will provide a continuous streetscape and transition to the existing residential setbacks to the east along Big Bay Point Road.
71. Planning staff are of the opinion that the requested variance is appropriate and generally meets the intent of the by-law.

West - Minimum Side Yard (Section 5.3.1, Table 5.3)

72. The application proposes a side yard setback of 3.4 metres from the proposed building to the west lot line, whereas 5.0 metres is required by the Comprehensive Zoning By-law in the RA1-2 zone.
73. The purpose of the side yard setback is to provide separation between buildings for access to rear yards, drainage and grading. The proposed reduction applies along the western lot line adjacent to an existing single detached dwelling. The reduction from the minimum required side yard setback is considered minor given that it is not anticipated to significantly impact the adjacent uses nor the ability to provide adequate drainage, landscape buffer and fencing requirements along the majority of the west property line.
74. Planning staff are of the opinion that the requested variance is appropriate and meets the intent of the by-law.

Maximum Gross Floor Area (Section 5.3.1, Table 5.3)

75. The proposal contemplates a gross floor area (GFA) of 135% of the lot area where the Comprehensive Zoning By-law 2009-141 permits a maximum of 100% in the RA1-2 Zone.
76. The purpose of the GFA requirement is to control massing and built form within an area and to ensure compatibility with adjacent uses. As discussed, the subject lands are in proximity to an intersection identified as a Primary Intensification Node which is targeted for compact, efficient, high density mixed use development. The proposed GFA is not significantly higher than what is permitted within the RA1-2 zone and is anticipated to provide transition between the higher massing located to the south and the west and the existing lower residential massing to the east.
77. Planning staff are of the opinion that the proposed increase in GFA is appropriate for the context of redevelopment in proximity to the intersection of Big Bay Point Road and Yonge Street and meets the intent of the Zoning By-law.

Maximum Building Height (Section 5.3.2)

78. The applicant proposes that the maximum building height be increased to 16.85 metres, whereas Comprehensive Zoning By-law 2009-141 permits a maximum height of 15.0 metres in the RA1-2 zone.
79. Building height is regulated to mitigate shadowing impacts, privacy and massing. The proposed height will permit the development of a six (6) storey building which is more in keeping with the intent of the policies that guide development adjacent arterial and collector roads to minimize access points and promote residential uses in proximity to commercial areas. Staff consider the requested increase in building height to be generally compatible with the surrounding site context and will provide a transition between the commercial and multi-unit developments to the south and the west, the school to the north, and existing residential uses to the east.
80. Planning staff are of the opinion that the proposed height is appropriate for the efficient development of the subject lands and meets the intent of the Zoning By-law.

Yard Variations – Balcony Encroachment (Section 5.3.3.1)

81. The applicant proposes a balcony encroachment of 2.2 metres, where an encroachment of 1.5 metres is permitted by Comprehensive Zoning By-law 2009-141.
82. The City's Urban Design Manual requires balconies to be large enough to provide a useable activity area for residents, creating increased opportunities for residents to overlook public areas for increased public safety and an enhanced public realm. The reduced front yard setback results in the proposed balcony projection into the front yard. Adequate separation is provided between the street and the proposed building, and the building design will continue to provide a continuous, compatible streetscape along Big Bay Point Road while increasing public safety and enhancing the public realm.
83. Planning staff are of the opinion that the requested variance is appropriate and generally meets the intent of the Zoning By-law.

Maximum Parking Lot Coverage (Section 5.3.6.2)

84. The proposal contemplates a maximum parking lot coverage of 45%, whereas the Comprehensive Zoning By-law 2009-141 permits a maximum coverage of 35% for apartment buildings in the RA1-2 zone.
85. The purpose of the parking lot coverage requirement is to control the percentage of the lot dedicated to surface parking. The site has been efficiently designed to maximize the developable portion of the site while providing adequate parking and landscaped areas. Underground parking is not a viable option for smaller buildings and, therefore, surface parking is required. It has been determined that the proposed parking ratio of 1.24 spaces/hectare is appropriate for the proposed use and the site was designed to achieve this ratio, which resulted in an increase required for parking lot coverage.
86. Planning staff are of the opinion that the proposed increase in lot coverage meets the intent of the Zoning By-law.

Landscaped Buffer Areas – (Sections 5.3.7.1 and 5.3.7.2)

87. The proposal contemplates a minimum landscaped buffer area of 0.5 metres whereas the Comprehensive Zoning By-law 2009-141 requires a minimum 3.0 metres continuous landscaped buffer area along the side lot lines of any parking area that provides for more than four (4) parking spaces adjoining a residentially zoned lot and along the side lot lines of any lot which is occupied by an apartment dwelling.
88. The deficiency along the west lot line occurs over a short distance between the parking hammerhead and the lot line at the rear of the property with the remaining portion of the westerly lot line maintaining a suitable landscape buffer of up to 3.6 metres. The purpose of the landscape buffer area is to provide a natural buffer between the parking area and the adjacent residential building to soften and obstruct the view of the parking area from the adjacent use. Staff have reviewed the proposed concept and are of the opinion that the landscape buffer area in concert with the 2.0 metre high tight board fence requirement is adequate to provide a visual buffer between existing and future uses.
89. Planning Staff are of the opinion that the proposed reduction in the landscape buffer area along the west lot line meets the intent of the Zoning By-law.

Summary

90. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial Policy and the City's Official Plan. Staff are of the opinion that the provision for a residential development on the subject lands as proposed is considered appropriate and would be consistent and conforms with relevant Provincial policy, the City's Official Plan and complies with the policy planning framework established for residential intensification.

Site Plan Control

91. The subject property is subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands regarding access, servicing, stormwater management, landscaping, lighting, side yard setbacks, building design and materials, parking layout, etc.

92. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

Summary

93. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed.
94. Planning staff recommend the approval of the proposed zoning by-law amendment application for the development of a six (6) storey residential building consisting of 46 units, as it is consistent with the Provincial Policy Statement (2020), and conforms to A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City's Intensification Area Urban Design Guidelines while also being respectful of existing land uses adjacent to the proposed development.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

14. The subject application, if approved, would result in the redevelopment of a property in proximity to the Yonge Street/Big Bay Point Road Intensification Node that can support a higher density residential use. The proposed development will be serviced by existing infrastructure, transit and public services facilities and, accordingly, may help to reduce the demand for greenfield development which may require the extension of municipal infrastructure and services.

ALTERNATIVES

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

<u>Alternative #1</u>	<p>Planning Committee could alter the proposed recommendation by suggesting a reduced density or a different built-form or send the application back to staff for additional consultation with the owner/applicant and the public.</p> <p>Although this alternative is available, a neighbourhood meeting and public meeting have been formally held, and staff have been available for discussion and have addressed comments from the public. It is not anticipated that additional consultation would result in alterations to the application. Staff are satisfied that the supporting documentation submitted by the owner/applicant, including updates as requested, justifies consideration of the development, as proposed.</p>
<u>Alternative #2</u>	<p>Planning Committee could refuse the application and maintain the 'Residential Single Detached Dwelling First Density (R1)' zoning over the subject lands.</p> <p>This alternative is not recommended as it has been demonstrated that the subject properties are suitable for this form and density of development given compatibility with adjacent uses and the full range of services and facilities available in the area. The proposed amendments are also in keeping with both the provincial and municipal policy framework established for the City's intensification areas as noted throughout the analysis section of the report.</p>

FINANCIAL

96. The subject application, if approved, would permit the development of 46 residential apartment units on the subject lands. Currently, it is not possible to estimate the assessed value of the subject property. Following redevelopment, the assessed value of the future development is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of this staff report.
97. Building permit application fees for the proposed development are estimated to be approximately \$67,712.00. If approved, building permit fees will be confirmed through the subsequent site plan control process, and collected at the time of the submission of a building permit application.
98. Current development charges for a bachelor or one (1) bedroom unit are \$30,111.00 and \$42,886.00 for two (2) or more-bedroom units. Based on the preliminary floor plans submitted in support of the application, development charge revenue for the proposed residential uses is estimated to be approximately \$1,768,356.00 based on an estimate of 30 - 2+ bedroom units and 16 - 1 bedroom units. Development charges are calculated and paid at the time of issuance of the building permit.
99. The education levy for residential uses is currently \$3,983.00 per unit which represents a total levy of \$183,106.00.
100. Cash in lieu of parkland is currently calculated at \$6,390.00 per residential unit which represents a total contribution of \$293,940.00 for the proposed development.
101. The proposed development would be subject to a Finance Administration fee of \$3,680.00.
102. 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.
103. The City will also incur additional operating costs associated with increasing municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process and will be presented to Council during the annual budget cycle for approval.

LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

104. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- ☒ Growing our Economy
 - ☒ Fostering a Safe and Healthy City
 - ☒ Building Strong Neighbourhoods
105. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development



supports active transportation and public transit, revitalizes lands that support intensification and provide more residents to support local businesses in the area.

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

APPENDIX "A"

Draft 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 lands legally described as Block 76, Plan 51M-1163 and municipally known as 520 and 526 Big Bay Point Road as shown on Schedule "A" to this By-law, from Residential Single Detached Dwelling First Density (R1) to Residential Apartment Dwelling First Density – 2 with Special Provisions (RA1-2)(SP-XXX); and,

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 be amended to change the zoning from Residential Single Detached Dwelling First Density (R1) to Residential Apartment Dwelling First Density – 2 with Special Provisions (RA1-2)(SP-XXX) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking in By-law 2009-141, the minimum required parking standards shall be 1.24 spaces per dwelling unit.
3. **THAT** notwithstanding the provisions set out in Table 5.3 – Standards in By-law 2009-141:
 - a) Minimum front yard setback shall be 6.0 metres.
 - b) Minimum side (west) setback shall be 3.4 metres.
 - c) Minimum landscape open space shall be 26.1%.
 - d) Gross floor area shall be a maximum of 135%.
 - e) Maximum building height shall be 16.85 metres.
4. **THAT** notwithstanding Section 5.3.3.1 a) in By-law 2009-141, balconies are permitted to project 2.2 metres into the required front yard setback.

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5. **THAT** notwithstanding Section 5.3.6.2 a) in By-law 2009-141, the maximum lot coverage for parking areas shall be 45%.
 6. **THAT** notwithstanding Sections 5.3.7.1 and 5.3.7.2 in By-law 2009-141, the minimum landscape buffer area on the west side yard adjacent the parking area shall be 0.5 metres.
 7. **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 Bonusing of the City of Barrie Official Plan to the satisfaction of the Director of Development Services.
 8. **THAT** notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
 9. **THAT** for the purposes of this by-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this bylaw shall not apply.
 10. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of _____, 2022.

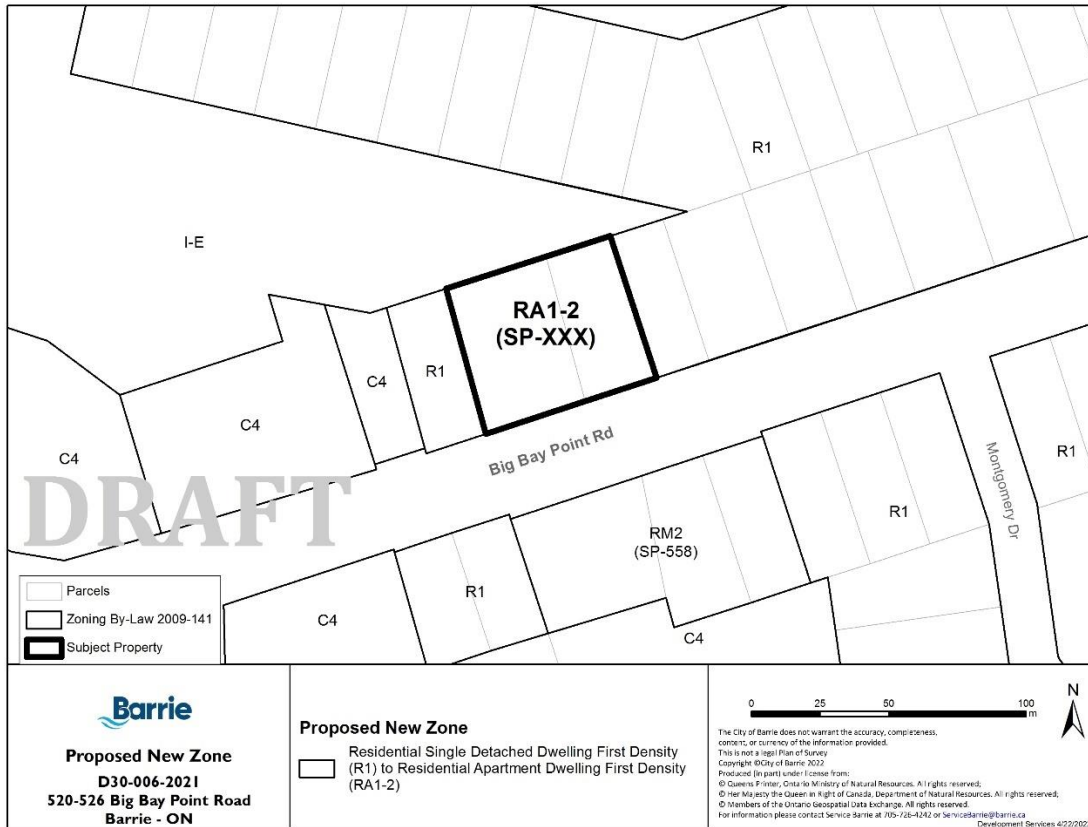
READ a third time and finally passed this ____ day of _____, 2022.

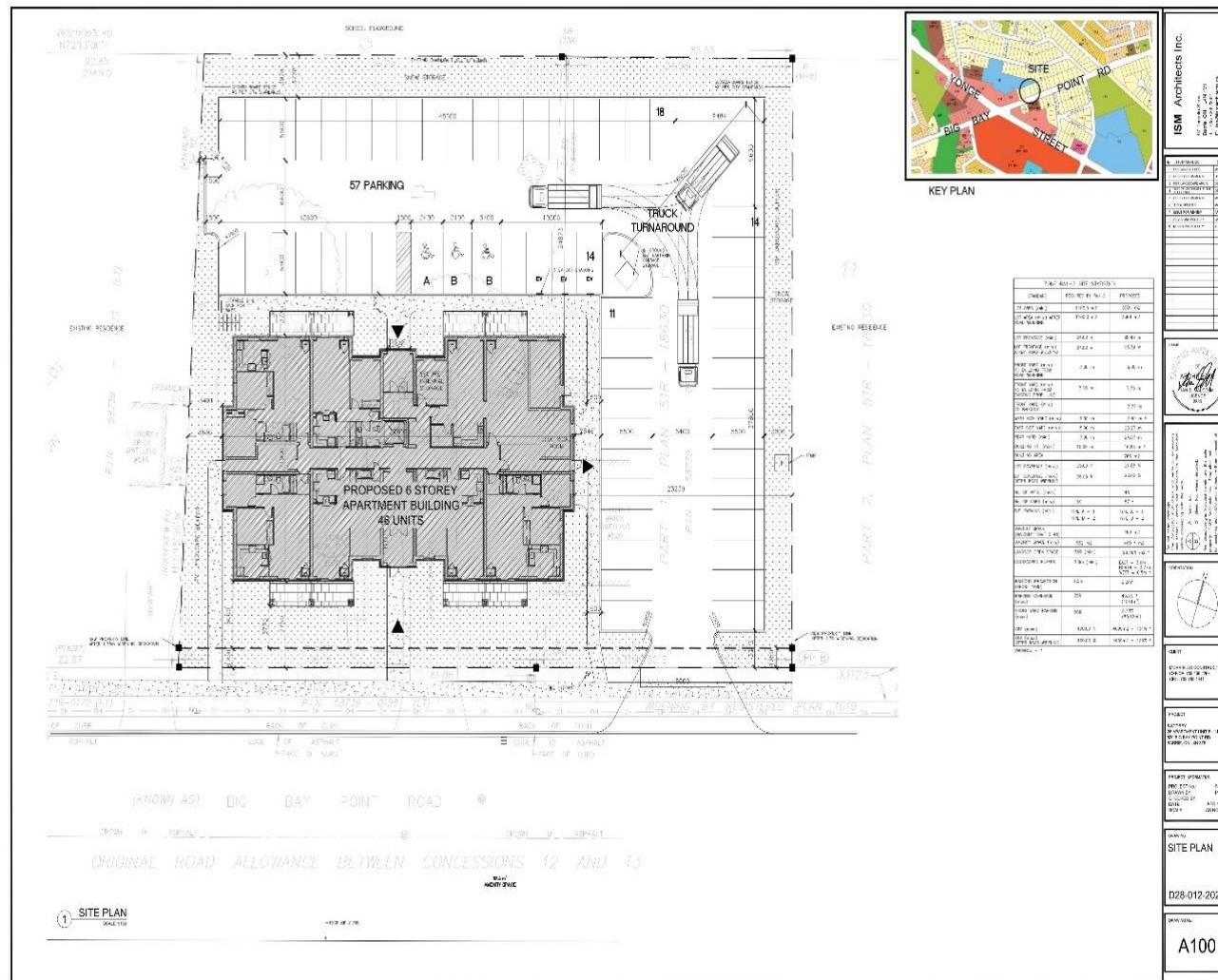
THE CORPORATION OF THE CITY OF BARRIE

DEPUTY MAYOR B. WARD

CITY CLERK – WENDY COOKE

SCHEDULE "A" TO BY-LAW 2022-XXX





APPENDIX "C"
Proposed Elevations



APPENDIX "D"

Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-006-2021
520-526 Big Bay Point Road

Total Study Area	111.51 ha		
Parks/ Open Space/ SWM Ponds/ Laneways/ Walkways	7.95 ha		
Roads right of way/ Railway Right of Way	22.61 ha		
Total Developable Area - <i>All Residential and Non- Residential</i> (Private properties)	80.96 ha		
Total Developable Area - <i>Only residential</i> (Private properties)	49.32 ha		
PROPERTY USAGE	Total Dwelling Units	Land Area (ha)	Residential Density (Dwelling Units/ha)
Single Dwelling Unit	442	39.48	11.19
Townhouse Dwelling Unit	10	0.24	41.55
Semi-detached and duplex dwelling units	2	0.07	27.63
Multi residential buildings/ Condominiums	222	3.62	61.39
Vacant Residential Lands		3.18	
Commercial/ Institutional Sites		31.63	
Other Proposed Developments with Residential Dwellings			
527-531 Big Bay Point Rd-D11-026-2017 (58 back-to-back townhouse units in three buildings)	58	0.50	115.41
70 Dean Ave - D11-014-2018 (199 residential rental units in a building of varied heights (3-9 storeys).	199	1.33	149.10
681 & 685 Yonge St - D11-013-2019 (7-storey mixed-use building with 183 residential units & ground floor commercial)	183	0.56	328.72
Subject Property - 520-526 Big Bay Point Road (D30-006-2021) (6-storey apartment building with 46 residential units)	46	0.35	131.12
Current Residential Density in Study Area (All Residential and Non-Residential Developable Areas Included)	676	80.96	8.35
Current Residential Density in Study Area (Only Residential Developable Areas Included)	676	49.32	13.71
Projected Residential Density Including only proposal for Subject lands (All Residential and Non-Residential Developable Areas Included)	722	80.96	8.92
Projected Residential Density Including only proposal for Subject lands (Only Residential Developable Areas Included)	722	49.32	14.63
Projected Residential Density Including proposal for Subject lands and Other Proposed Developments in the Area (All Residential and Non-Residential Developable Areas Included)	1162	80.96	14.35
Projected Residential Density Including proposal for Subject lands and Other Proposed Developments in the Area (Only Residential Developable Areas Included)	1162	49.32	23.55

Prepared by: Development Services
Date: November 30, 2021

Notes:

This Density Analysis is based on the Assessment Database; the 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.

Parks/ Open Space/ SWM Ponds and railway corridors and road right of ways areas are not included for the density calculations.

