



TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 290 CUNDLES ROAD EAST

WARD: 3

PREPARED BY AND KEY CONTACT: A. GAMEIRO, RPP, SENIOR PLANNER, EXT. 5038

SUBMITTED BY: C. MCLAREN, RPP, MANAGER OF PLANNING

EXECUTIVE DIRECTOR APPROVAL: M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions Inc., on behalf of Cal-Parc Developments Inc., to rezone lands known municipally as 290 Cundles Road East from 'Institutional' (I) to 'Residential Multiple Dwelling Second Density with Site-specific Provisions' (RM2)(SP-XXX) attached as Appendix "A" to Staff Report DEV003-24, be approved.
2. That the following site-specific provisions be referenced in the implementing Zoning By-law for subject lands:
 - a) Permit a minimum front yard setback of 3 metres, whereas a minimum of 7 metres is required;
 - b) Permit a maximum encroachment of 1.65 metres into the required front yard setback for awnings and canopies, whereas a maximum encroachment of 0.6 metres is permitted;
 - c) Permit a minimum rear yard setback of 2.7 metres, whereas a minimum of 7 metres is required;
 - d) Permit a minimum south side yard setback of 1.2 metres, whereas a minimum of 1.8 metres is required;
 - e) Permit a maximum building height of 12 metres for traditional block/cluster townhouse units, whereas a maximum of 10 metres is permitted;
 - f) Permit a maximum building height of 14.5 metres for stacked back-to-back townhouse units, whereas a maximum of 10 metres is permitted;
 - g) Permit a maximum Gross Floor Area (GFA) of 105 percent, whereas a maximum of 60 percent is permitted;
 - h) Permit a maximum lot coverage of 40 percent, whereas a maximum of 35 percent is permitted;
 - i) Permit a minimum landscaped open space of 31 percent, whereas a minimum of 35 percent is required;

- j) Permit a maximum residential density of 79 units per hectare for traditional and back-to-back block/cluster townhouse units, whereas a maximum of 40 units per hectare is permitted;
 - k) Permit a minimum landscape buffer strip with a width of 1 metre where a parking area with more than 4 parking spaces abuts the southern interior side lot line, whereas a minimum landscape buffer strip with a width of 3 metres is required; and,
 - l) That lands zoned 'Residential Multiple Dwelling Second Density with Site-specific Provisions' (RM2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B", as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, driveways, drive aisles and parking areas.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV003-24.
4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Summary

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment Application submitted by Innovative Planning Solutions Inc., on behalf of Cal-Parc Developments Inc., for lands known municipally as 290 Cundles Road East. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes.
6. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on May 2, 2023 and Public Meeting on January 17, 2024, staff have determined that the proposal is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan (2023). As such, staff are recommending approval of the proposed rezoning as provided in draft attached to Staff Report DEV003-24 as Appendix "A".

Development Proposal

7. The application, if approved, would rezone the western portion of the subject property from 'Institutional' (I) to 'Residential Multiple Dwelling Second Density with Site-specific Provisions' (RM2)(SP-XXX).
8. The conceptual site plan, included for reference as Appendix "B" to Staff Report DEV003-24, proposes a development consisting of two 4 storey traditional townhouse blocks and one 4.5 storey back-to-back townhouse block containing a total of twenty-two (22) condominium townhouse units, four (4) of which will be affordable units provided to Habitat for Humanity. The proposed elevations and renderings are attached as Appendix "C" and "D". The final design details for the site design will be confirmed at the time of a subsequent Site Plan Control application.
9. The western portion of the subject property, which is proposed to be rezoned, will be severed from the lands to create a new property upon which the development is to be built. The site-specific provisions being proposed are based on the anticipated parcel fabric. A Consent (Severance) Application will be made to the Committee of Adjustment, should the subject application be

approved by Council. The Severance would be considered concurrently with the subsequent Site Plan Control Application.

10. The site-specific zoning provisions for the proposed development include alternate standards for building setbacks and height, gross floor area, lot coverage, landscaped open space, density, and landscape buffer strips, as summarized in Table 1.

Site and Location

11. The subject property generally located northeast of the intersection of Cundles Road East and Livingstone Street East, west of Pacific Avenue and south of Lion's Gate Boulevard. The lands are known municipally as 290 Cundles Road East and legally described as Block 12 on Plan 51M-718 and Part 2 of Registered Plan 51R-31173, in the City of Barrie. The subject property is approximately 1.57 hectares (3.88 acres) in area with dual frontage on Cundles Road East and Livingstone Street East, and is currently occupied by the Barrie Free Methodist Church and an associated parking area. The lands subject to the rezoning application are located on the western portion of the subject property and are currently vacant, with an area of 0.29 hectares (0.72 acres) and 49 metres of frontage on Livingstone Street East, as illustrated in Figure 1.



Figure 1: Key Map - 290 Cundles Road East, Barrie

12. The surrounding land uses include the following:
 - North: Lands designated 'Neighbourhood Area', 'Natural Heritage System' and 'Greenspace', containing a mix of single-detached and townhouse dwelling units, together with public parks and open spaces.
 - East: Lands designated 'Neighbourhood Area', containing a mix of single-detached and townhouse dwelling units. Further east are lands designated 'Natural Heritage' and 'Greenspace', as well as Little Lake.
 - South: Lands designated 'Community Hub', containing St. Joseph's Catholic Secondary School, Frère André Catholic Elementary School, and Highway 400. To the southeast are lands designated 'Commercial District' which include medium density residential buildings and a variety of commercial uses such as retail stores, restaurants, a fitness centre, and an entertainment centre. Further south are lands designated 'Employment Area' and 'Strategic Employment and Economic District', which contain commercial and employment uses.
 - West: Lands designated 'Community Hub', containing Monsignor Clair Catholic Elementary School. Further west are existing residential uses, including a mix of single-detached and townhouse dwelling units, together with community facilities such as parks and schools.

Existing Policy

13. The subject property is designated 'Community Hub' on Map 2 – Land Use Designations in the City of Barrie [Official Plan](#).

14. The lands are currently zoned 'Institutional' (I) in the City's [Comprehensive Zoning By-law 2009-141](#), as amended.

Background Studies

15. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available online on the City's Development Projects webpage under [Ward 3 – 290 Cundles Road East](#).
- a) Planning Justification Report (Innovative Planning Solutions Inc., July 2023)
 - b) Urban Design Brief (Innovative Planning Solutions Inc., July 2023)
 - c) Functional Servicing & Stormwater Management Report (Pinestone Engineering Ltd., July 28, 2023)
 - d) Geotechnical Investigation Report (GEI Consultants, July 27, 2023)
 - e) Conceptual Site Plan (Innovative Planning Solutions Inc., September 15, 2023)
 - f) Parking Plan (Innovative Planning Solutions Inc., September 15, 2023)
 - g) Block/Context Plan (Innovative Planning Solutions Inc., September 25, 2023)
 - h) Tree Inventory and Preservation Plans (Landmark Environmental Group Ltd., July 27, 2023)
 - i) Waste Collection Vehicle Turning Movement Analysis (JD Northcote Engineering Inc., October 2023)
 - j) Intersection Site Distance Safety Analysis (JD Northcote Engineering Inc., October 2023)

Public Consultation

16. A neighbourhood meeting was held on May 2, 2023, as part of the requirements for a complete application. The meeting was attended by approximately ten (10) residents as well as the applicant, their consultant team, Ward 3 Councillor Ann-Marie Kungl, and Planning staff. Comments and concerns expressed by residents at the Neighbourhood Meeting included the following:

a) Impacts to Traffic Operations, On-street Parking and Pedestrian Safety

Concerns were raised regarding impacts to traffic operations and pedestrian safety at the intersection of Cundles Street East and Livingstone Street East, due to the proximity of the proposed site access. Members of the public also wanted assurances that sufficient parking would be provided on-site to prevent the spill-over of on-street parking in surrounding neighbourhoods.

At the time of the neighbourhood meeting, the site access was proposed along the southern boundary of the site. The development proposal has since been revised and the site access relocated to the northern limits of the site to increase the separation distance from the intersection of Cundles Road East and Livingstone Street East. Additionally, an Intersection Site Distance Safety Analysis was completed by a Professional Traffic Engineer, which concluded that safe ingress and egress would be provided without impacting the traffic operations or pedestrian safety. Transportation Planning staff are satisfied with the analysis that was submitted. Finally, the parking supply for the site exceeds the minimum requirements of the Zoning By-law.

b) Loss of Privacy on Neighbouring Residential Properties North of the Site

Concerns were raised regarding a loss of privacy in the rear yards of the existing street townhouse dwelling units located north of the site on Lion's Gate Boulevard. Members of the public wanted assurances that an appropriate setback, fencing and vegetated buffers would be provided to mitigate impacts generated by the proposed building heights. The site has been designed with increased north side yard setbacks which are equal to and exceed the heights of the proposed buildings. The buildings are also separated from the north side lot line by a pedestrian walkway, vehicular drive aisle and a 3 metre landscape buffer strip which will be planted with trees and

include a 2 metre tight board fence along the adjoining lot line. Planning staff are satisfied with the proposed design and are of the opinion that these design elements will appropriately mitigate any perceived privacy concerns.

c) Safe Access and Circulation for Waste Collection, Emergency and Snow Clearing Vehicles

Members of the public wanted assurances that safe ingress, egress, and on-site circulation would be provided for waste collection, emergency and snow clearing vehicles. The applicant submitted a turning movement analysis which evaluated movement patterns for large commercial waste collection vehicles which confirmed that safe ingress, egress, and on-site circulation would be provided. Transportation Planning staff are satisfied with the turning movements analysis that was submitted. Additionally, the proposal has been reviewed by the City's Fire and Emergency Services Department to ensure that the site design meets their operational requirements. Fire and Emergency Services staff are satisfied with the site design.

d) Impact of Construction Activities on Municipal Roads and Infrastructure

Concerns were raised regarding impacts to municipal roads and infrastructure during the construction of the proposed development. If approved, the proposed development will be subject to subsequent approvals, including a Site Plan Control Application. Through the site plan process, the applicant would be required to submit a construction, traffic, and parking management plan (CTPMP) which is subject to review and approval by the City. The CTPMP would identify erosion and sediment control measures for the site, the location of hoarding and fencing, storage areas for materials, staging areas for site deliveries, parking for tradespersons, site lighting, and haul routes for trucks and other commercial vehicles. The CTPMP would be registered on title of the property through a site plan agreement and enforced by the City's civil field inspection and building department staff during construction. The City would also collect financial securities which could be used to address damages to municipal property and infrastructure.

17. A statutory Public Meeting was held on January 17, 2024 to present the subject application to the Affordability Committee and the public. No members of the public attended the public meeting.

Department and Agency Comments

18. The subject application was circulated to staff in various departments and external agencies for review and comment. No objections and concerns were received from the following departments:
- a) Development Services – Engineering Approvals, Transportation Planning, Parks Planning, Urban Design/Heritage Planning, and Addressing;
 - b) Building Department;
 - c) Business Performance and Environmental Sustainability – Risk Management Official, Environmental Sustainability and Environmental Compliance;
 - d) Finance Department;
 - e) Infrastructure Services Department (Water Services Branch);
 - f) Engineering Standards;
 - g) Alectra Utilities, Hydro One and Bell Canada;
 - h) Ministry of Transportation (MTO);
 - i) Simcoe County District School Board;
 - j) Simcoe Muskoka Catholic District School Board; and,
 - k) Nottawasaga Valley Conservation Authority (NVCA).

Any comments that were provided will be addressed through subsequent approvals (i.e. site plan control application).

POLICY ANALYSIS

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

Provincial Policy Statement (2020) (PPS)

20. Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Policy Statement (2020) which direct growth to settlements and identified growth areas and promote efficient, transit supportive development. The subject lands are located at the intersection of an arterial and major collector road within the built boundary of the City. The proposed development aligns with the policies of a healthy, liveable, and compact community and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

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

21. Staff have reviewed the relevant policies and are of the opinion that the development conforms to the Growth Plan for the Greater Golden Horseshoe. The subject lands are located within a delineated built-up area of a Primary Settlement Area where growth and development are encouraged, supporting the goal of a more liveable, compact and urban structure on otherwise underutilized lands. The proposed development is reflective of the policies and goals of the Growth Plan by contributing to the establishment and maintenance of a complete community with a mix of housing options, transportation choices, public service facilities, and an appropriate mix of jobs.
22. The proposed amendment will permit the development of multi-unit residential buildings, which include affordable housing units, on existing municipal servicing infrastructure and public facilities. The proposed development is also directly located on a transit route and is within walking distance of major commercial uses. The proposed development at this location will contribute to the City's intensification targets required by the Growth Plan, assist towards the goal of creating a complete community through the provision of affordable housing, and support planned transit service levels.

City of Barrie Official Plan (OP)

23. Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are identified as being within a 'Community Hub' on Map 2 – Land Use Designations. Land use policies that guide development in Community Hubs are provided in Section 2.6.4.
24. Lands designated Community Hub shall be anchored by a permitted institutional-type use and may be supported by complementary uses, such as residential uses in separate buildings. Residential development in a Community Hub that is not located within or adjacent to the Urban Growth Centre (UGC), a Major Transit Station Area (MTSA), or a Strategic Growth Area (SGA) shall meet a minimum residential density of 50 units per hectare and have a maximum building height as directed by the Zoning By-law. Finally, a single residential use may be permitted in the Community Hub designation where commercial, or employment uses exist within 450 metres of a site.
25. The proposed Zoning By-law Amendment application will facilitate a multi-unit residential development with affordable housing on an underutilized portion of an existing church property located on a dedicated transit route where existing municipal services and infrastructure are available and adequate. The proposed development also makes efficient use of the site through a compact design at a density of 79 units per hectare, thereby contributing to the density requirements of the Community Hub designation. Additionally, the density of the surrounding

neighbourhood would increase from 10 to 27 if the subject application is approved, as identified in the Density Analysis in Appendix "E". This represents a minor increase which is generally consistent with the policies of the Official Plan. Finally, the proposed development is designed to be accessible by active transportation and is within proximity to bus stops (60 and 300 metres) and a variety of commercial uses (250 and 300 metres). Given the proximity to commercial uses, single residential uses are permitted on the subject lands, as proposed.

26. Policies in Section 2.5 of the Official Plan state that the City will require a minimum of 15 percent of all new housing units each year to be affordable, as guided by the policies in Section 6.4.2 of the Plan. In this regard, Section 6.4.2 requires that all development proposals with more than 40 residential dwelling units are required to demonstrate the provision of affordable housing units. While the proposed development does not meet the threshold to trigger the requirement for affordable housing units, the proposal includes 4 affordable units which are being provided to Habitat for Humanity. In total, 18 percent of the units will be affordable.
27. Urban Design policies in Section 3.2.1 strive to create context-appropriate built form and street frontage which engages with and animates adjacent streets and open spaces, creates a rich pedestrian environment, and provides appropriate transitions between existing and planned land uses. Additionally, the policies in Section 3.2.1 discourage the overdevelopment of sites, noting that new development shall respect local character and context, incorporate appropriate building separations, shall not propose excessive height, or compromise the functionality of a site. Planning staff are of the opinion that the proposed Zoning By-law Amendment application generally conforms to the policies and goals in Section 3.2.1, however, design requirements will be further addressed as part of a future Site Plan Control Application should the subject application be approved.
28. The proposed development has been designed with a reduced front yard setback which provides for a better interface with the public realm, while also providing sufficient space to accommodate pedestrian walkways, landscaping, and architectural features such as awnings to enhance the streetscape. Additionally, parking has been located internal to the site and within the proposed buildings, rather than in the front yard along the streetscape. Together, these design features contribute towards achieving a rich pedestrian environment and animated streetscape along Livingstone Street East.
29. The design and layout of the proposed development respects the local character and context of the surrounding neighbourhood, and consideration has been given to providing transitions to adjacent land uses and maintaining an appropriate separation from neighbouring buildings. The site design incorporates landscape buffer strips and tight board fencing along the side and rear lot lines to provide a buffer between the proposed development and adjacent land uses. Additionally, the design of the proposed development includes increased side yard setbacks to provide a greater separation from neighbouring residential uses, particularly the private rear yard amenity areas of existing street townhouse units to the north on Lion's Gate Boulevard. A considerable separation also exists between the proposed townhouse units and the existing multi-unit residential building located to the south at 270 Cundles Road East.
30. Finally, the site design includes the fundamental components required to maintain the long-term functionality and viability of a residential infill development. In this regard, the proposal can be adequately serviced by municipal infrastructure and includes a safe vehicular access and pedestrian circulation network, sufficient parking, outdoor amenity areas, landscaping, snow storage areas, and waste/recycling storage facilities and collection areas.

Comprehensive Zoning By-law 2009-141

31. The applicant is proposing to amend the zoning on the western portion of the subject property from 'Institutional' (I) to 'Residential Multiple Dwelling Second Density with Site-specific Provisions' (RM2)(SP-XXX), pursuant to City of Barrie Zoning By-law 2009-141.
32. The table below illustrates the required zone provisions and the proposed site-specific provisions as it relates to the proposed development. The zone standards identified in brackets represent the actual standards proposed by the applicant; however, Planning staff have made minor adjustments to some of the standards to provide flexibility at the time of detailed design and construction.

Table 1: Proposed Site-specific Zoning Provisions - 290 Cundles Road East, Barrie

Site-Specific Provisions – RM2(SP-XXX) Zone		
Zoning Provision	Required	Proposed
Table 5.3 – Front Yard Setback (min.)	7 metres	3 metres (main building)
Section 5.3.3.1(b) – Encroachment into a Front Yard for an Awning or Canopy (max.)	0.6 metres	1.65 (1.61) metres
Table 5.3 – Rear Yard Setback (min.)	7 metres	2.7 metres
Table 5.3 – South Interior Side Yard Setback (min.)	1.8 metres	1.2 metres
Table 5.3 – Building Height (max.)	10 metres	12 metres (traditional townhouse units) 14.5 metres (14.3 metres) (stacked back-to-back townhouse units)
Table 5.3 – Gross Floor Area (max. percentage of lot area)	60%	105% (103%)
Table 5.3 – Lot Coverage (max. percentage of lot area)	35%	40% (37%)
Table 5.3 – Landscaped Open Space (min. percentage of lot area)	35%	31% (31.79%)
Section 5.2.5.1(a) – Density (max.)	40 units per hectare	79 units per hectare
Section 5.3.7.1 – Landscape Buffer Strip at the South Side Lot Line (min.)	3 metre wide landscape buffer strip is required where a parking area containing more than four (4) spaces adjoins a residentially zoned lot	1 metre (1.04 metres)

Minimum Front Yard Setback and Front Yard Encroachment Permissions

33. The application proposes a front yard setback of 3 metres, whereas a minimum of 7 metres is required in the RM2 Zone. The application also seeks to permit an encroachment of 1.65 (1.61) metres into a required front yard setback for architectural features such as awnings and canopies, whereas a maximum encroachment of 0.6 metres is permitted in residential zones.
34. Planning staff are of the opinion that the requested front yard setback of 3 metres with a maximum encroachment of 1.6 metres for awnings and canopies adjacent to Livingstone Street East is appropriate and generally meets the intent of the By-law. The purpose of requiring front yard

setbacks is to facilitate the enhancement of the streetscape through the provision of landscaping, front porches and private amenity areas, and walkway connections between the sidewalk and building entrances. Front yard setback areas also ensure that sufficient area is provided to prevent encroachments into the municipal right-of-way, along with the provision of greenspace to assist with stormwater infiltration.

35. The proposed front yard setback is large enough to accommodate landscaping, together with walkway connections from the sidewalk to the building entrances. The proposed front yard setback also accommodates encroachments for architectural design features, such as the awnings that are proposed for the covered entrance ways to the residential units without impacting the municipal right-of-way. Additionally, the front yard area of the proposed development includes landscaped open space which will assist with stormwater infiltration on-site. The site is constrained due to size, so the reduction to the front yard setback ensures that the site functionality is maintained by providing additional space to accommodate required parking, pedestrian walkways, waste and recycling enclosures, and outdoor amenities. Overall, the site has been designed to efficiently use the available land, while maintaining an attractive streetscape and preserving the functionality of the development proposal.

Minimum Rear Yard Setback

36. The application proposes a rear yard setback of 2.7 metres, whereas a minimum of 7 metres is required in the RM2 Zone.
37. Planning staff are of the opinion that the requested rear yard setback is appropriate given the context of the site, and therefore meets the intent of the By-law. The purpose of requiring minimum rear yard setbacks, particularly in residential zones, is to provide a buffer between adjacent properties and to provide private rear yard amenity areas (i.e. back-yards).
38. In this case, the rear lot line of the site abuts the parking area for the Barrie Methodist Church to the east, rather than the private rear yard amenity area of an adjacent residential property. As such, there is no impact to privacy on the church property, as the existing church building is located approximately 90 metres from the site. Additionally, the rear lot line will include a 2 metre tight board fence which will mitigate impacts, such as vehicular lighting and pedestrian activity, that may be generated from the church property during their hours of operation. The registered site plan for the church property (File: D11-1301) will also need to be amended to include a 3 metre landscape buffer strip along the abutting lot line, which will be planted to provide an additional buffer between the existing parking lot and the proposed development. Finally, the residential units will include private balconies and a shared outdoor amenity area is proposed in the southeast corner of the site, in accordance with the standards of the By-law. In this regard, the reduction to the rear yard setback does not compromise the provision of outdoor amenities for future residents. The site design maintains the functionality of the development through the provision of adequate amenity areas and appropriately addresses impacts between the proposed development and the adjacent church parking lot. The proposed development and the existing church use are not anticipated to interfere with each other.

Minimum South Interior Side Yard Setback

39. The application proposes an interior side yard setback of 1.2 metres along the southern side lot line, whereas minimum of 1.8 metres is required in the RM2 Zone.
40. Planning staff are of the opinion that the requested side yard setback is appropriate given the context and design of the site, and therefore meets the intent of the By-law. The purpose of requiring minimum side yard setbacks is to provide an appropriate spatial separation between

buildings on adjacent properties, to provide space for access and maintenance, accommodate landscaping, and to assist with stormwater infiltration on-site.

41. In this case, the side yard setback provision applies only to the traditional townhouse units located along the site frontage on Livingstone Street East. The proposed side yard setback of 1.2 metres is equal to that required for single and semi-detached buildings in the City of Barrie, which is proven to provide sufficient space for access and maintenance, and accommodate landscaping. With respect to stormwater infiltration, the subject application has been reviewed by the Engineering Approvals Branch of the Development Services Department and they have confirmed that the side yard setback reduction will not compromise stormwater infiltration on-site. Additionally, the City's Building Department has confirmed that there are no concerns with the spatial separation between the proposed development and the existing 2 storey multi-unit residential building located to the south at 270 Cundles Road East. In this regard, the spatial separation between the two buildings is 21 metres. Finally, a 2 metre tight board fence will be required along the south side lot line to provide an additional buffer between the proposed development and the residential property to the south. For the reasons noted above, the reduction to the side yard setback is not anticipated to compromise the design or functionality of the site, nor will it negatively impact the existing residential property to the south.

Maximum Building Height

42. The application proposes a building height of 12 metres for the traditional townhouse units along Livingstone Street and 14.5 (14.3) metres for the stacked back-to-back townhouse units at the rear of the site, whereas a maximum building height of 10 metres is permitted in the RM2 Zone. For General Committee's reference, while the application seeks an increase in height for townhouse uses, it is important to note that walk-up apartment buildings are permitted up to a maximum height of 4 storeys or 20 metres in the RM2 Zone.
43. Planning staff are of the opinion that the requested site-specific provisions for increased building height is appropriate given the design of the proposed development and the context of the site. The purpose of regulating building height is to maintain compatibility between built forms and to mitigate impacts to privacy, particularly in residential zones. The design and layout of the site respects the surrounding context, as it relates to maintaining compatibility with and preserving privacy on existing residential land uses to the north and south.
44. To the north, the proposed buildings are separated from the rear yards of the existing townhomes on Lion's Gate Boulevard by a walkway, drive aisle, and a 3 metre wide landscape buffer strip which will be planted and contain a 2 metre tight board fence. The traditional townhouse units are set back 12 metres from the north side lot line, while the stacked back-to-back townhouse units are setback 20 metres. The side yard setbacks are equal to 100 and 140 percent of the proposed building heights, respectively. The large side yard setbacks, together with the buffers along the lot line, will preserve privacy on the adjacent residential lots and reduce the visual difference between the height of the proposed buildings and the existing 2-storey townhomes to the north of the site.
45. To the south, the subject property abuts a parking area and a landscaped open space which services an existing 2-storey multi-unit residential building at 270 Cundles Road East. The stacked back-to-back townhouse units are set back 12 metres from the south side lot line. The side yard setback is equal to 84 percent of the proposed building height. Within the setback area is the outdoor amenity space, which will include landscaping to provide a buffer between the proposed development and the residential property to the south. Further, the south side lot line will include a 2 metre tight board fence to provide an additional buffer between land uses. The traditional townhouse units along the frontage of the site are set back 1.2 metres from the south side lot line; however, it is important to note that they will be located adjacent to an existing surface parking area which has an existing 4 metre landscape buffer strip. The existing multi-unit residential building to

the south is also set back 20 metres from the adjoining lot line, resulting in a building separation of 21.2 metres. As such, the proposed development is not anticipated to impact the privacy of the neighbouring residential property, nor will the building height result in adverse visual impacts as it relates to compatibility.

Maximum Gross Floor Area and Lot Coverage (Percentage of Lot Area)

46. The application proposes a gross floor area (GFA) of 105 (103) percent, whereas a maximum GFA of 60 percent is permitted in the RM2 Zone. The application also proposes a lot coverage of 40 (37) percent, whereas a maximum lot coverage of 35 percent is permitted in the RM2 Zone.
47. Planning staff are of the opinion that the requested site-specific provisions are appropriate for a residential infill development of this nature, as the design/layout of the proposed development respects the character of the surrounding neighbourhood and site functionality has been demonstrated by the applicant. The purpose of regulating GFA and lot coverage is to ensure that sites are not overdeveloped, and that new development conforms to the envisioned character and growth of the neighbourhood. The proposed development is appropriate for this site as the design includes the fundamental components required to maintain the long-term functionality and viability of a residential infill development. In this regard, the proposal can be adequately serviced by municipal infrastructure and includes a safe vehicular access and pedestrian circulation network, sufficient parking, outdoor amenity areas, landscaping, snow storage areas, and waste/recycling storage facilities and collection areas. Additionally, the site design respects adjacent residential land uses through the strategic placement of buildings, increased side yard setbacks, and the provision of landscape buffer strips and tight board fencing to mitigate physical impacts (i.e. building height) on neighbouring properties, and preserve privacy.

Minimum Landscaped Open Space (Percentage of Lot Area)

48. The application proposes a landscaped open space of 31 (31.79) percent whereas a minimum of 35 percent is required in the RM2 Zone.
49. The purpose of requiring a minimum percentage of landscaped open space is to provide vegetated areas to assist with stormwater infiltration, limit the extent of paved surfaces, and to accommodate planting in accordance with the prescribed planting densities in the City's Urban Design Manual. Staff in the Engineering Approvals Branch of the Development Services Department have confirmed that the slight reduction in landscaped open space will not compromise the site's ability to infiltrate stormwater. Further, staff in the Parks Planning Branch of the Development Services Department have confirmed that the site can accommodate adequate planting, in accordance with the prescribed planting densities in the City's Urban Design Manual. As such, Planning staff are of the opinion that the requested site-specific provision is appropriate as it will not compromise the functionality of the site or adversely impact surrounding land uses.

Maximum Density (Units Per Hectare)

50. The application proposes a residential density of 79 units per hectare, whereas a maximum of 40 units per hectare is permitted in the RM2 Zone.
51. The purpose of regulating residential density is to ensure that a site is not overdeveloped, thereby compromising the functionality of a development in the long-term. Additionally, the regulation of density ensures that demand for City's services and infrastructure does not exceed the forecasted capacity. As discussed in paragraph 46, the design of the proposed development includes the fundamental components required to maintain the long-term functionality and viability of a residential development. In this regard, it is staff's opinion that the site functionality is not compromised by the proposed density. Finally, staff in the Engineering Approvals Branch of the

Development Services Department have reviewed the application and confirmed that the proposed density can be supported by City services and infrastructure in the area. Based on the foregoing, Planning staff are of the opinion that the requested site-specific provision maintains the purpose of the By-law.

Minimum Landscape Buffer Strips – Parking Areas Adjacent to Residential Zones

52. The application proposes a landscape buffer strip with a width of 1 (1.04) metre where the parking area adjoins the south interior side lot line, whereas a landscape buffer strip with a minimum width of 3 metres is required where a parking area containing more than 4 parking spaces adjoins a residential zone. The Zoning By-law defines a parking area as “any parking aisle and parking space which may be located in a building or structure.” In this regard, the contiguous drive aisle and parking spaces proposed on the site are considered a parking area, collectively. The purpose of requiring landscape buffer strips around parking areas which adjoin a residential zone is to provide adequate space for a 2 metre high tight board fence and landscaping to buffer and mitigate impacts generated by vehicular lighting and pedestrian activity. Landscape buffer strips also provide areas to accommodate snow storage during the winter months.
53. In this case, the reduction to the width of the landscape buffer strips applies to a small area of the site where the drive aisle terminates adjacent to the south side lot line. The landscape buffer strip in question will abut a large landscaped open space measuring 20 metres in depth, located on the adjacent multi-unit residential property to the south. The considerable distance between the subject site and the neighbouring building will mitigate impacts associated with pedestrian activity that may be generated by the parking area. Additionally, the drive aisle on the subject site is located slightly east of the multi-unit residential dwelling on the property to the south, which will reduce impacts associated with vehicular lighting. Finally, the parking spaces proposed in this area of the site are located perpendicular to the drive aisle and a 2 metre high tight board fence will be installed along the lot line, thereby further reducing impacts associated with vehicular lighting.
54. With respect to the provision of landscaping, staff in the Parks Planning Branch of the Development Services Department have confirmed that minimum planting densities can be accommodated on the site, as proposed, in accordance with the City’s Urban Design Manual. Additionally, staff are satisfied that snow storage can be accommodated in the landscape areas identified on the concept plan.
55. Planning staff are of the opinion that the site-specific provision for a reduction in the width of a landscape buffer strip is appropriate in this case, as the impacts to adjacent land uses are effectively mitigated through site design. Adequate landscaping and snow storage areas can also be accommodated on-site. If approved, the requested site-specific provision is not anticipated to adversely impact the multi-unit residential building located south of the site.

Development Generally in Accordance with the Conceptual Site Plan

56. Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, drive aisles and parking areas (see Appendix “B”). The Conceptual Site plan would be included as a schedule to the implementing zoning by-law. This site-specific provision will provide clarity as it relates to the zoning provisions for the site and ensure that the development, as proposed, is realized at the time of construction.

Site Plan Control

57. Subject to Council approval of the proposed application, the property would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands, access, servicing, stormwater management, landscaping, lighting, zoning compliance, building orientation/placement/massing and parking. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
58. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.
59. As mentioned above, a Site Plan Amendment Application would be required for the Barrie Free Methodist Church to make minor amendments to the registered site plan (File: D11-1301) to address the proposed revisions to the existing parking area and driveway access.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

60. There are no environmental and/or climate change impact matters to be considered for this application.

ALTERNATIVES

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

Alternative #1 General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing 'Institutional' (I) zoning over the subject property.

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

Alternative #2 General Committee could approve the proposed Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended as the applicant has submitted a detailed concept plan which is generally consistent with the current City standards with respect to building orientation/placement/massing, setbacks, access, parking, landscaped areas, etc. The site-specific provisions have been recommended to provide residents with some level of assurance that the concept plan submitted will be realized at the time of site development and takes into account changes to the proposal based on community feedback.

FINANCIAL

62. The proposed development will be subject to development charges, cash in lieu for parkland, an education levy as well as building permit fees as governed by legislation, regulations, and City by-laws. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the costs associated with upsizing to municipal water and sewer mains already installed, and traffic turning lanes or signals if required.

LINKAGE TO 2022-2026 COUNCIL STRATEGIC PLAN

63. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:

- ☒ Affordable Place to Live
- ☒ Community Safety
- ☒ Thriving Communities

64. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure, provide four affordable housing units to Habitat for Humanity, and support the local transit network.

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

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2024-XX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as: Block 12 on Plan 51M-718 and Part 2 of Registered Plan 51R-31173, in the City of Barrie, County of Simcoe, known municipally as 290 Cundles Road East, shown on Schedule "A" attached to this By-law from 'Institutional' (I) to 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 24-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 'Institutional' (I) to 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) in Comprehensive Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum front yard setback of 3 metres is required in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 5.3.3.1(b) of Comprehensive Zoning By-law 2009-141, a maximum encroachment of 1.65 metres into the required front yard setback is permitted for awnings and canopies in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum rear yard setback of 2.7 metres is required in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.

5. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum south interior side yard setback of 1.2 metres is required in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
6. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum building height of 12 metres is permitted for traditional block/cluster townhouse units in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
7. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum building height of 14.5 metres is permitted for stacked back-to-back townhouse units in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
8. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum gross floor area of 105 percent is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
9. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a maximum lot coverage of 40 percent is permitted in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
10. **THAT** notwithstanding the provisions set out in Table 5.3 of Comprehensive Zoning By-law 2009-141, a minimum landscaped open space of 31 percent is required in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
11. **THAT** notwithstanding the provisions set out in Section 5.2.5.1(a) of Comprehensive Zoning By-law 2009-141, a maximum residential density of 79 units per hectare is permitted for traditional block/cluster and back-to-back townhouse units in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
12. **THAT** notwithstanding the provisions set out in Section 5.3.7.1 of Comprehensive Zoning By-law 2009-141, a minimum landscape buffer strip with a width of 1 metre is required where a parking area with more and 4 spaces abuts the southern interior side lot line in the 'Residential Multiple Dwelling Second Density – Special Provision No. XXX' (RM2)(SP-XXX) zone.
13. **THAT** lands zoned 'Residential Multiple Dwelling Second Density with Site-specific Provisions' (RM2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B", as it relates to building height, placement and setbacks, as well as the location and configuration of landscape strips, driveways, drive aisles and parking areas.
14. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule "A" to this Bylaw, shall apply to the said lands except as varied by this By-law.
15. **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 ____, 2024.

READ a third time and finally passed this ____ day of ____, 2024.

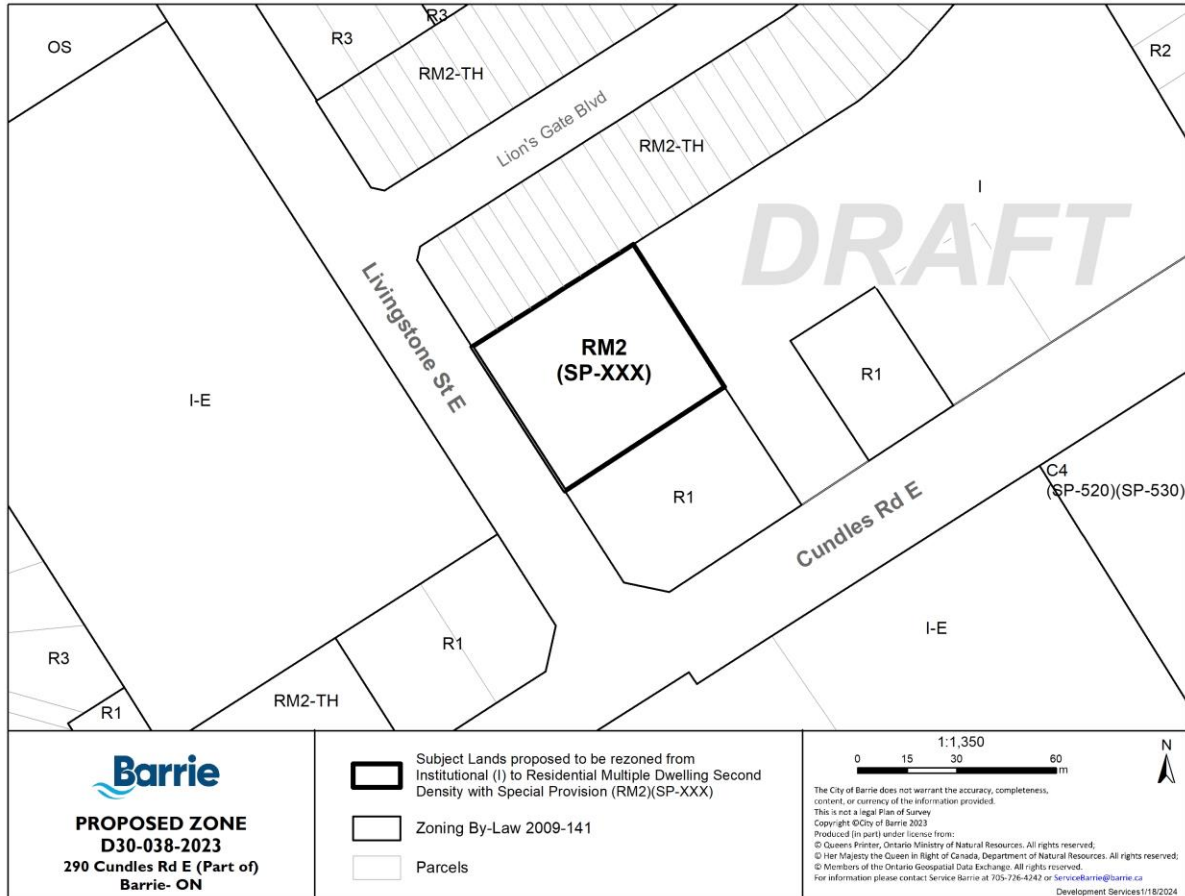


THE CORPORATION OF THE CITY OF BARRIE

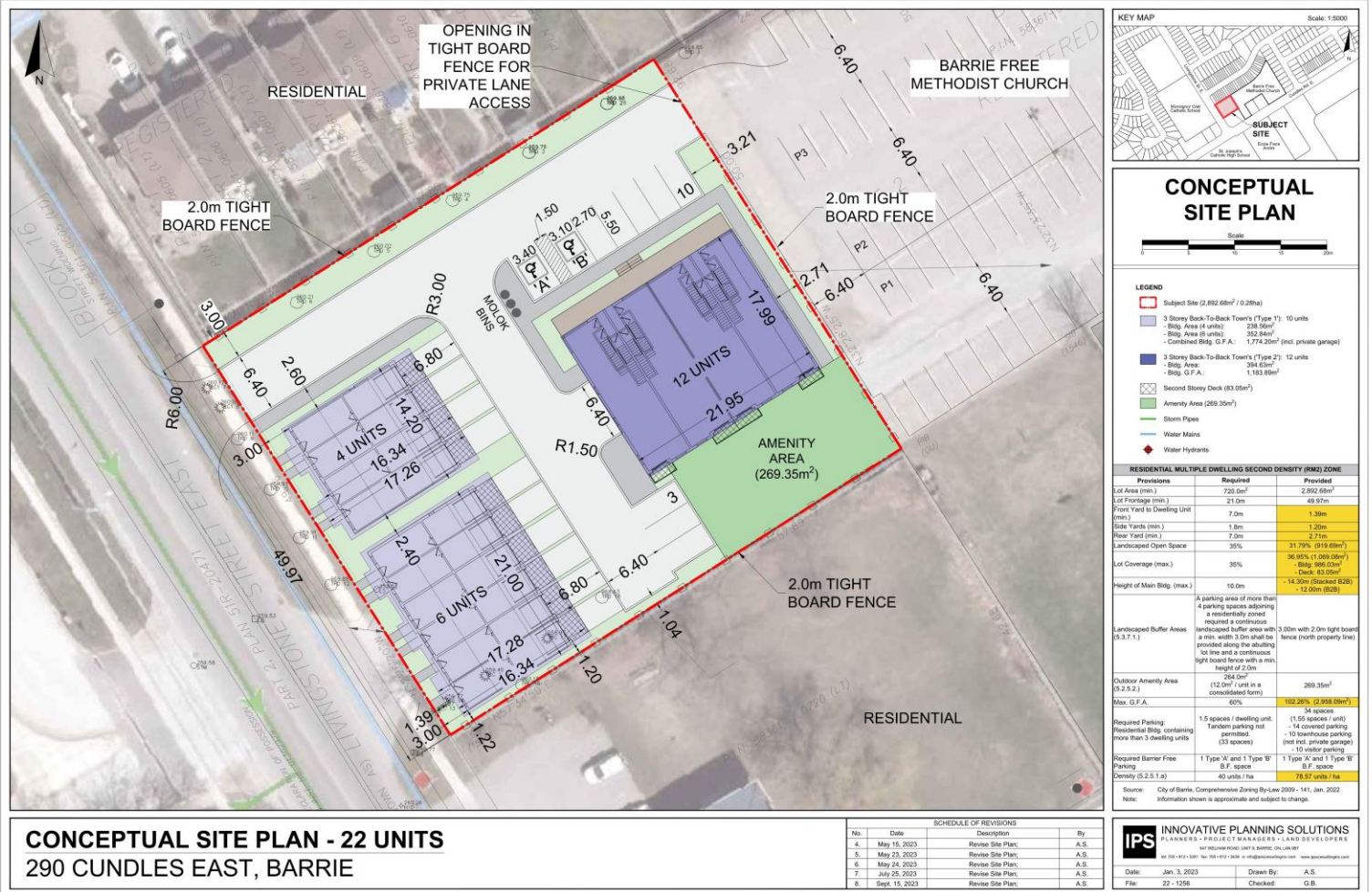
MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

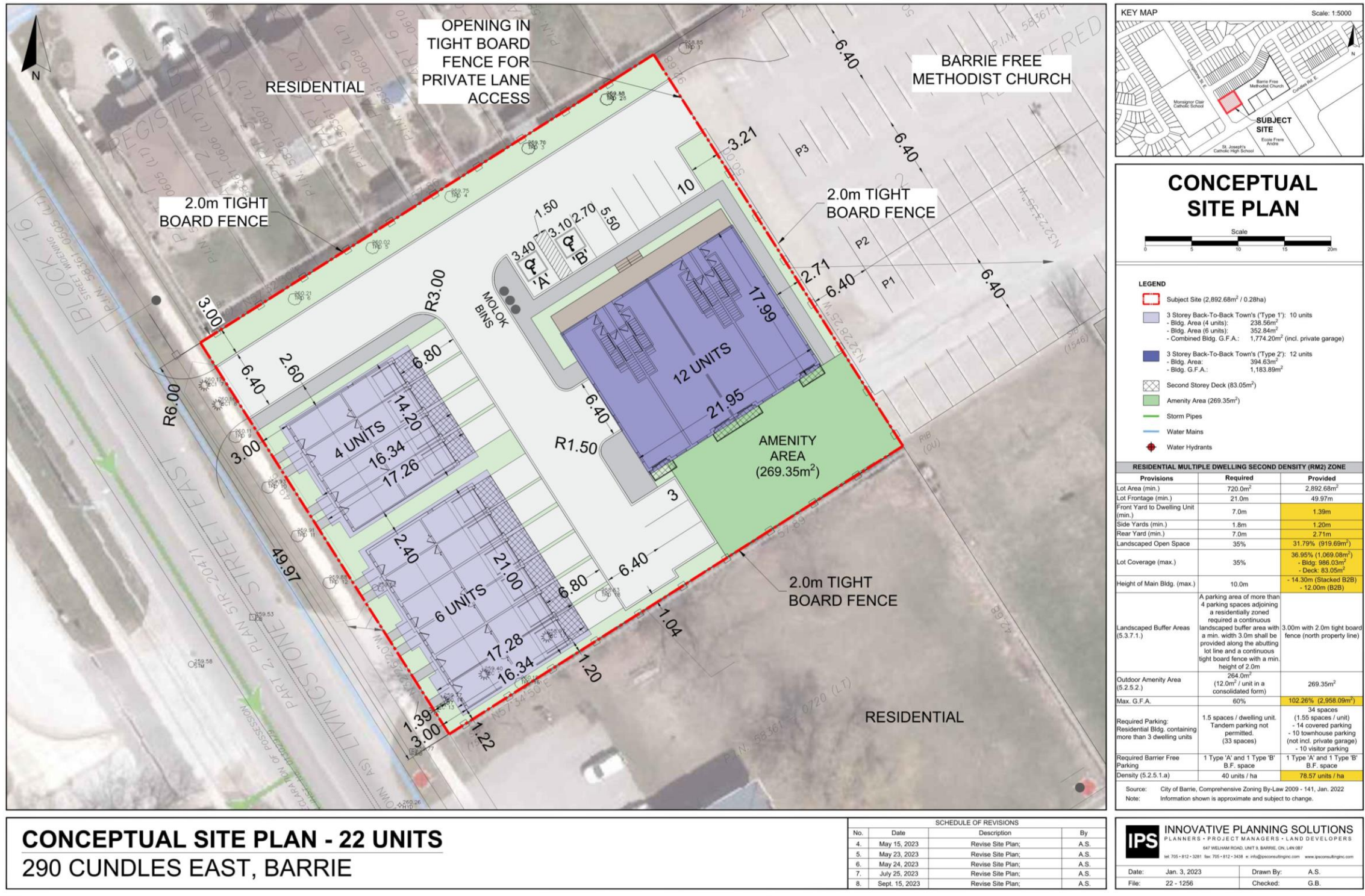
Schedule "A" to attached By-law 2024-XXX



Schedule "B" to attached By-law 2024-XXX



APPENDIX "B"
Conceptual Site Plan



APPENDIX “C”

Proposed Building Elevations – Traditional Block/Cluster Townhouse Units



Front Elevation

Left Elevation

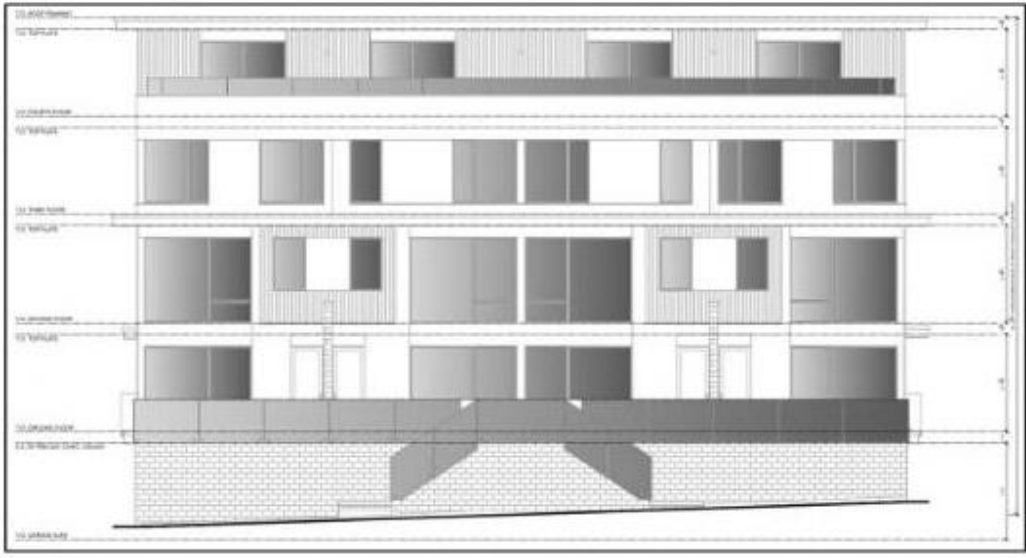
Rear Elevation

Right Elevation

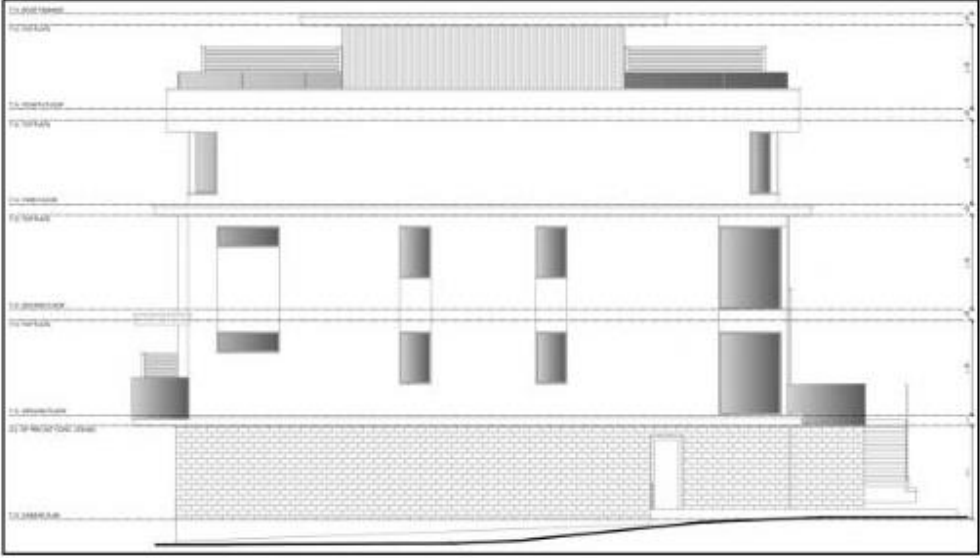
Source: Justin Sherry Design Studios

APPENDIX “C”

Proposed Building Elevations – Stacked Back-to-Back Townhouse Units



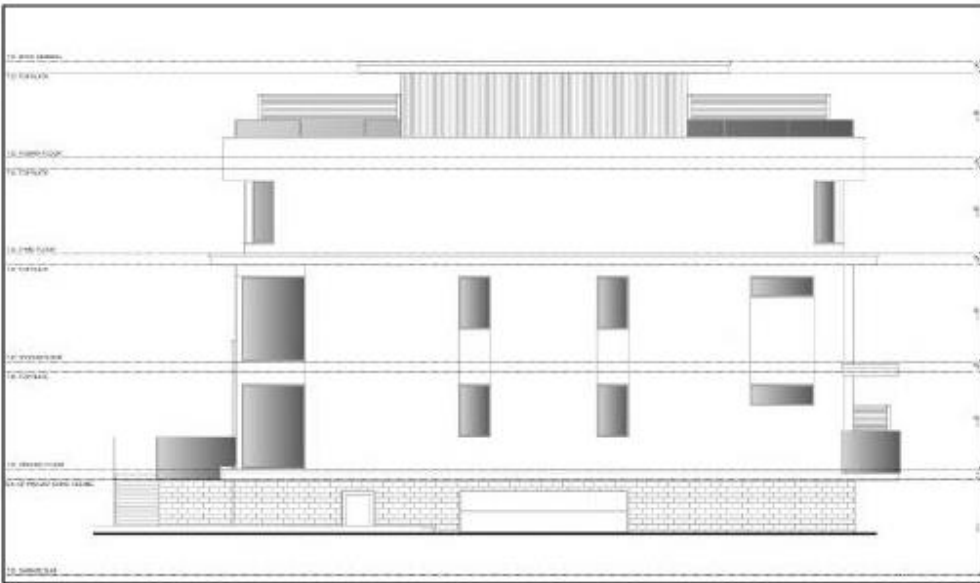
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

Source: Justin Sherry Design Studios

APPENDIX "D"
Proposed Building Renderings



APPENDIX "D"
Proposed Building Renderings

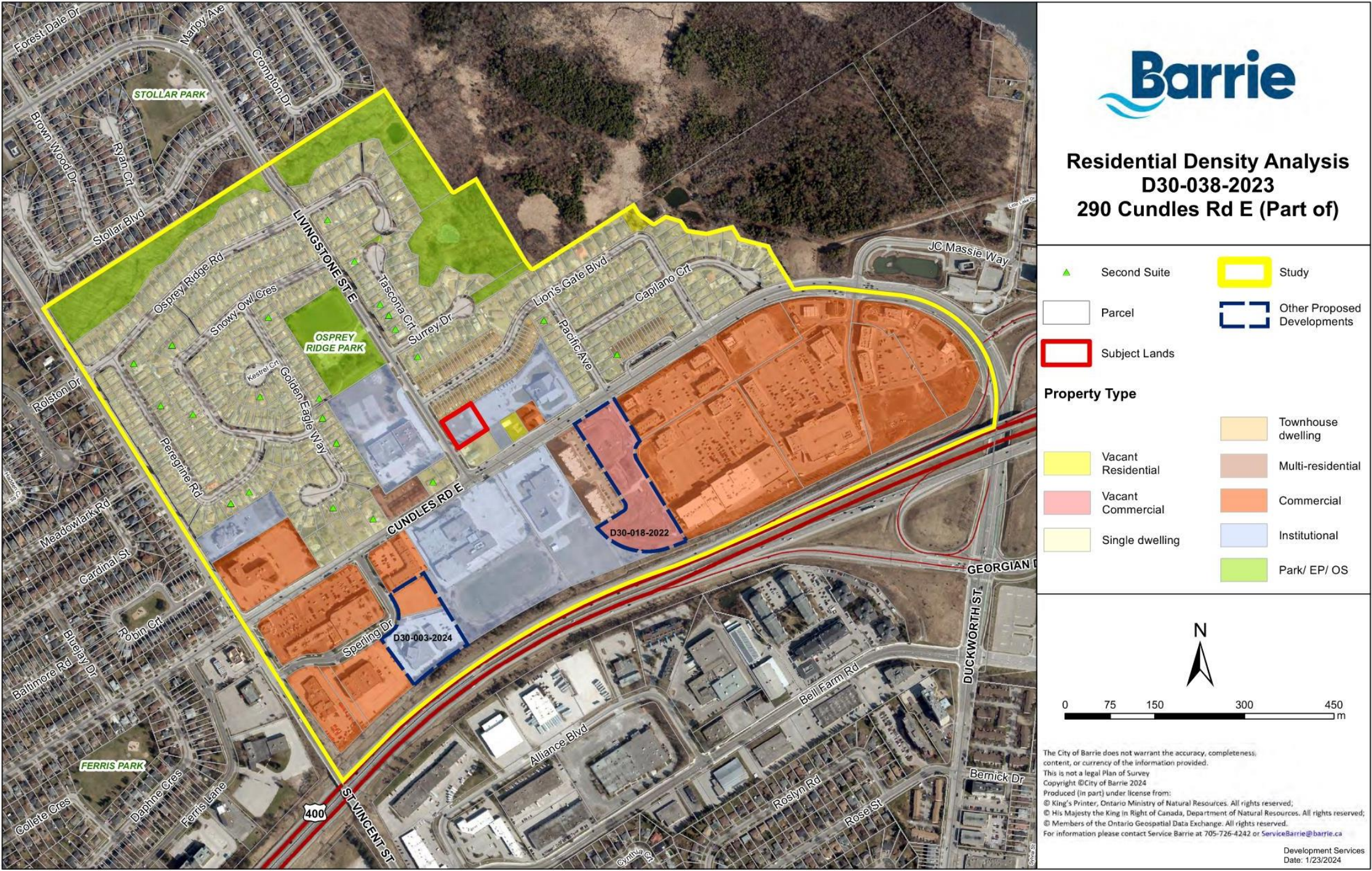


APPENDIX "D"
Proposed Building Renderings



APPENDIX “E”

Residential Density Analysis



APPENDIX "E"

Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-038-2023
290 Cundles Road East (Part of), BARRIE - ON

Total Study Area	91.63 ha
Total Developable Area - <i>Only residential</i> (Private properties)	29.56 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	63.07 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	8.34 ha
Total Area Roads right of way	20.22 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	440	23.91	18.41
Townhouse Dwelling Unit	73	1.67	43.72
Multiresidential	131	1.42	92.11
Vacant residential and Commercial lands		0.28	
Non-residential areas(Commercial/ Institutional)		32.08	
Parks/ Open Space/ Walkway / Laneway			
Other Proposed Developments in the area			
<i>Rezoning Application Approved</i> <i>D30-018-2023 - 303 Cundles Rd</i> <i>(Rezoned to facilitate the development of three residential apartment buildings, 8, 10 and 12 storeys in height with a total of 505 units.)</i>	505	1.99	254.02
<i>* Rezoning Application - Proposed</i> <i>D30-003-2024 - 303 Cundles Rd</i> <i>(A City-initiated Zoning By-Law Amendment to permit two mixed-use buildings at 11 & 12 storeys, containing 546 units and retail/office space)</i>	546	1.43	382.51
Subject Property - 290 Cundles Rd E (D30-038-2023) <i>to permit the development of twenty-two (22) townhouse units, four (4) of which will be affordable units provided to Habitat for Humanity</i>	22	0.30	74.03
Current Residential Density <i>(Only Residential Lands included)</i>	644	29.56	21.78
Current Residential Density <i>(All Residential and Non-residential lands included)</i>	644	63.07	10.21
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	666	29.56	22.53
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non-residential lands included)</i>	666	63.07	10.56
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(Only Residential Lands included)</i>	1171	29.56	39.61
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(All Residential and Non-residential lands included)</i>	1171	63.07	18.57
<i>* Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area</i> <i>(Only Residential Lands included)</i>	1717	30.99	55.40
<i>* Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area</i> <i>(All Residential and Non-residential lands included)</i>	1717	63.07	27.22

Notes:

Prepared by: Development Services
Date: November January 23, 2024

This Residential Density Analysis is based on the Assessment Database.
MPAC property Code was used to identify the number of residential units in the Area.
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.
Any residential units existing in the properties listed under Other Proposed Developments in the Area as well as in the Subject Lands have been included in the analysis; adding them for current density calculation and subtracting them for the Projected Densities as needed.
*These densities are calculated under the assumption that the City's initiated zoning amendment will be approved.