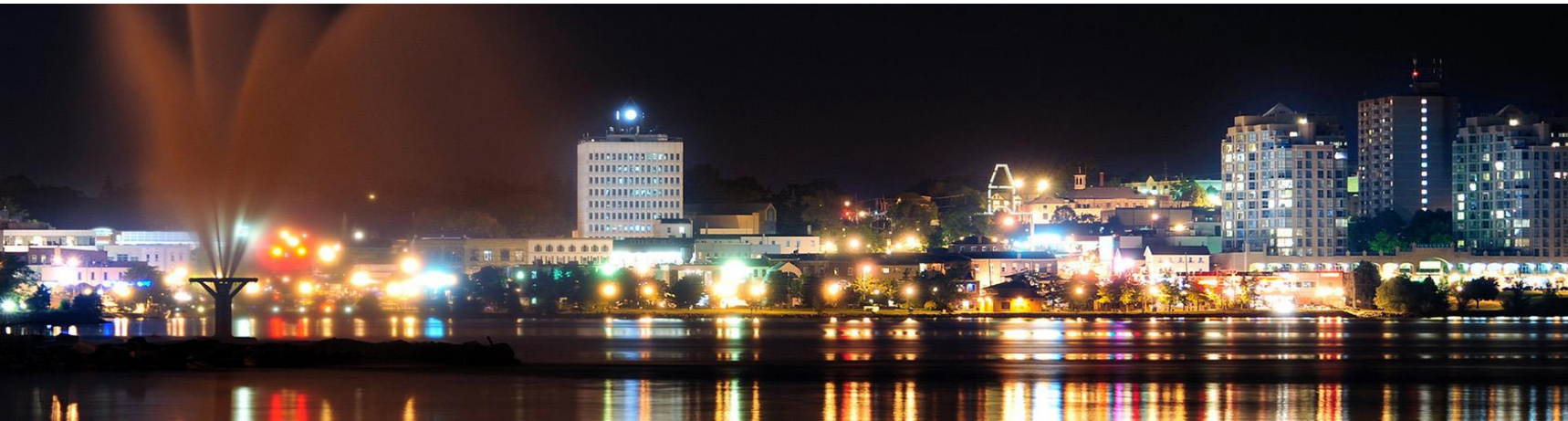




435 BIG BAY POINT ROAD ZONING BY-LAW AMENDMENT APPLICATION



**Public Meeting
June 10th, 2019**



SUBJECT SITE:

- Frontage: approx. 90 metres (295 feet)
- Area: approx. 0.7 hectares (1.73 ac)
- Existing single detached dwelling & driveway access from Big Bay
- East portion comprises the Lovers Creek Ravine
- Topography relatively flat, sloping slightly towards Ravine

SURROUNDING AREA:

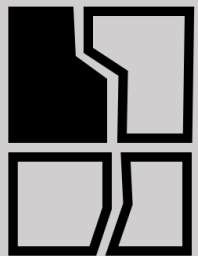
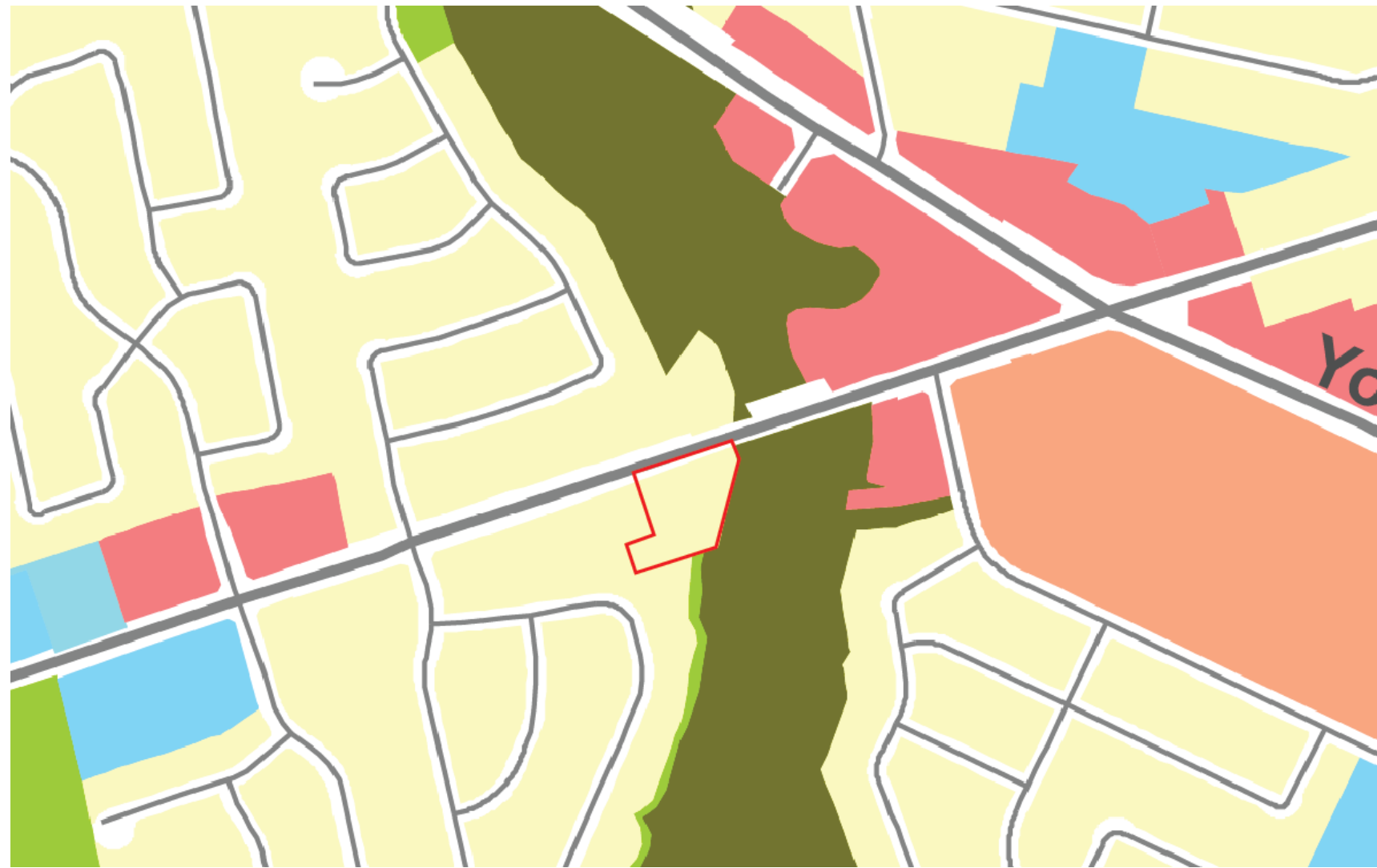
- Yonge/Big Bay Intensification Node & Yonge St. Intensification Corridor
- Site serviced by public transit (routes 3A, 3B, 4A, 4B, , 8A, 8B)
- Residential, environmental protection, commercial uses
- Lovers Creek Ravine
- Barrie South GO Station
- Sidewalks located on both sides of Big Bay



Application Context

SUBJECT SITE:

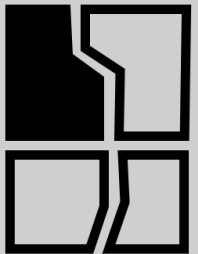
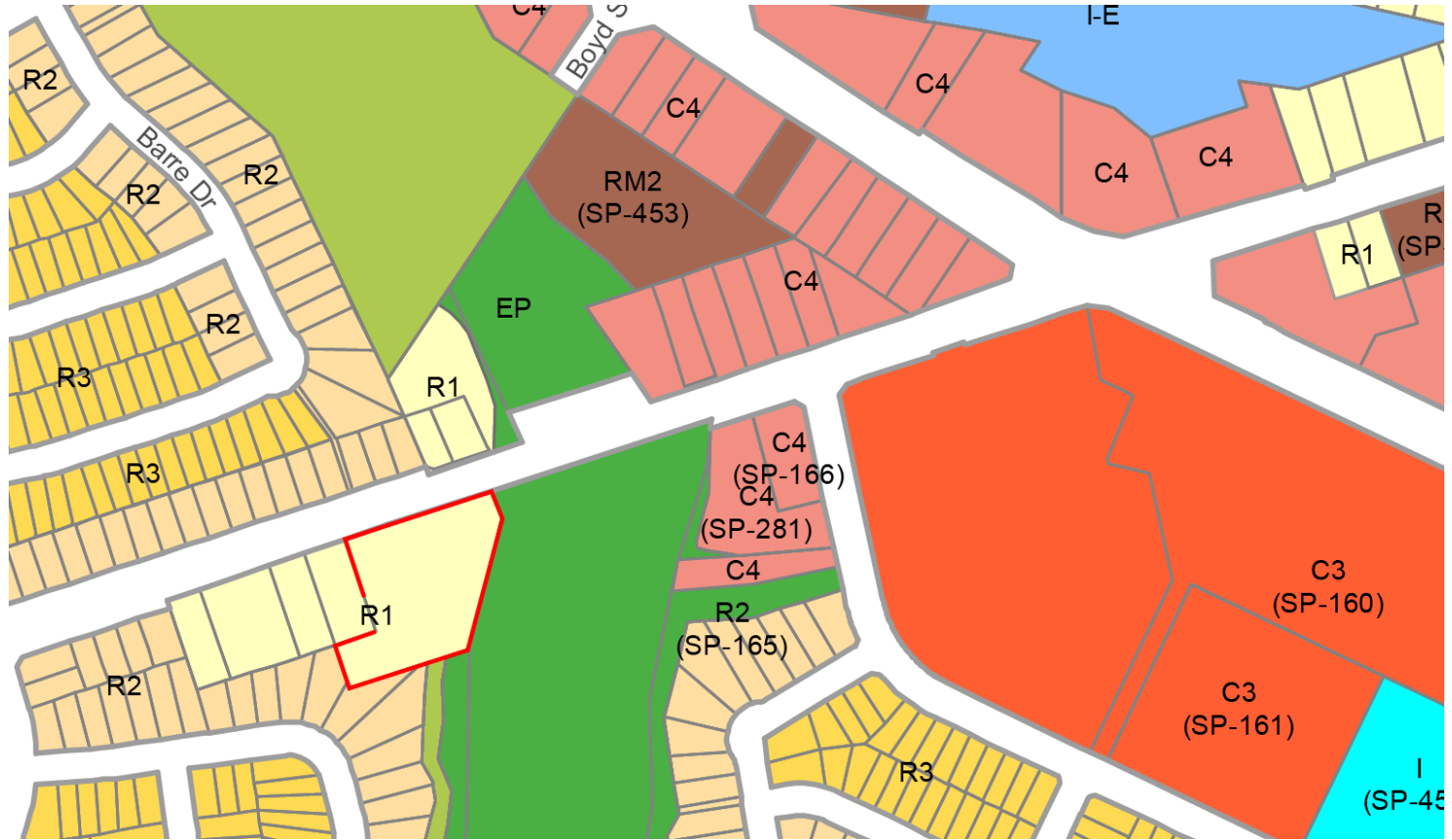
- Outlined in **red**
- Designated **Residential**
- No change is proposed



Land Use Designation

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- Currently zoned Residential First Density (R1)
- Surrounding zones include:
 - Residential First, Second & Third Density
 - Residential Multiple Second Density
 - Environmental Protection
 - General Commercial



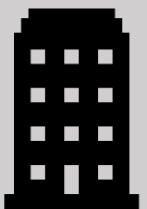
Zoning

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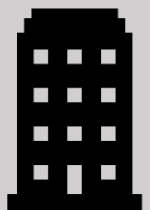
- 19 residential townhouse units
 - 15 traditional units, 4 stacked units
- Vehicular and pedestrian access from Big Bay
- 2 storeys (**traditional units**) and 3 storeys (**stacked units**) height
- 36 total parking spaces (2.0/unit for traditional; 1.5/stacked)
- Environmental Protection Area and 6.0 m buffer to the Ravine will be dedicated to the City through this development
- 228 m² common, consolidated amenity area
- Various private amenity space (back yards, decks, patios, etc.)
- Private condominium development; waste and snow clearing will be private

Source: ISM Architects Inc.



Development Concept

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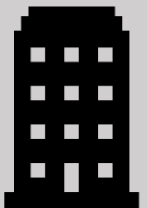
Development Concept

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Traditional Town Block (two storeys)



Source: ISM Architects Inc.

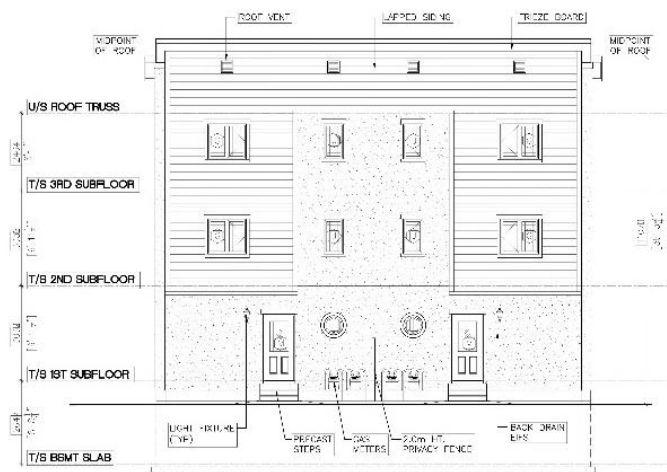


Renders

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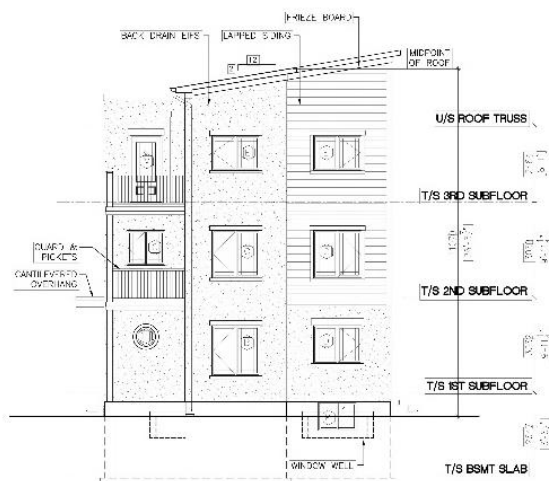


EAST ELEVATION
1/25

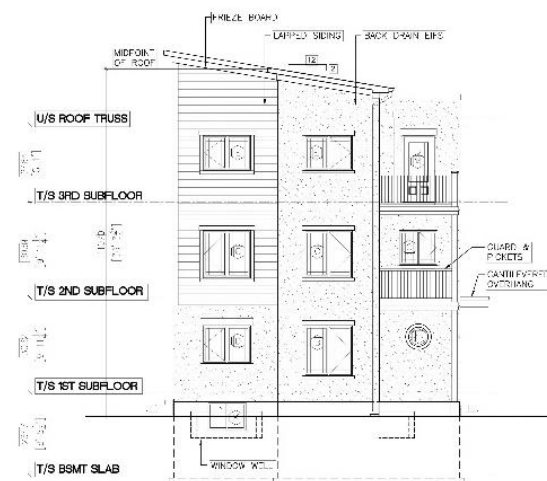


WEST ELEVATION
1/25

Stacked Town Block (three storeys)

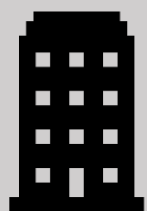


NORTH ELEVATION
1/25



SOUTH ELEVATION
1/25

Source: ISM Architects Inc.



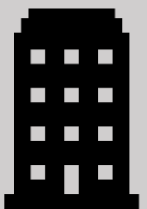
Elevations

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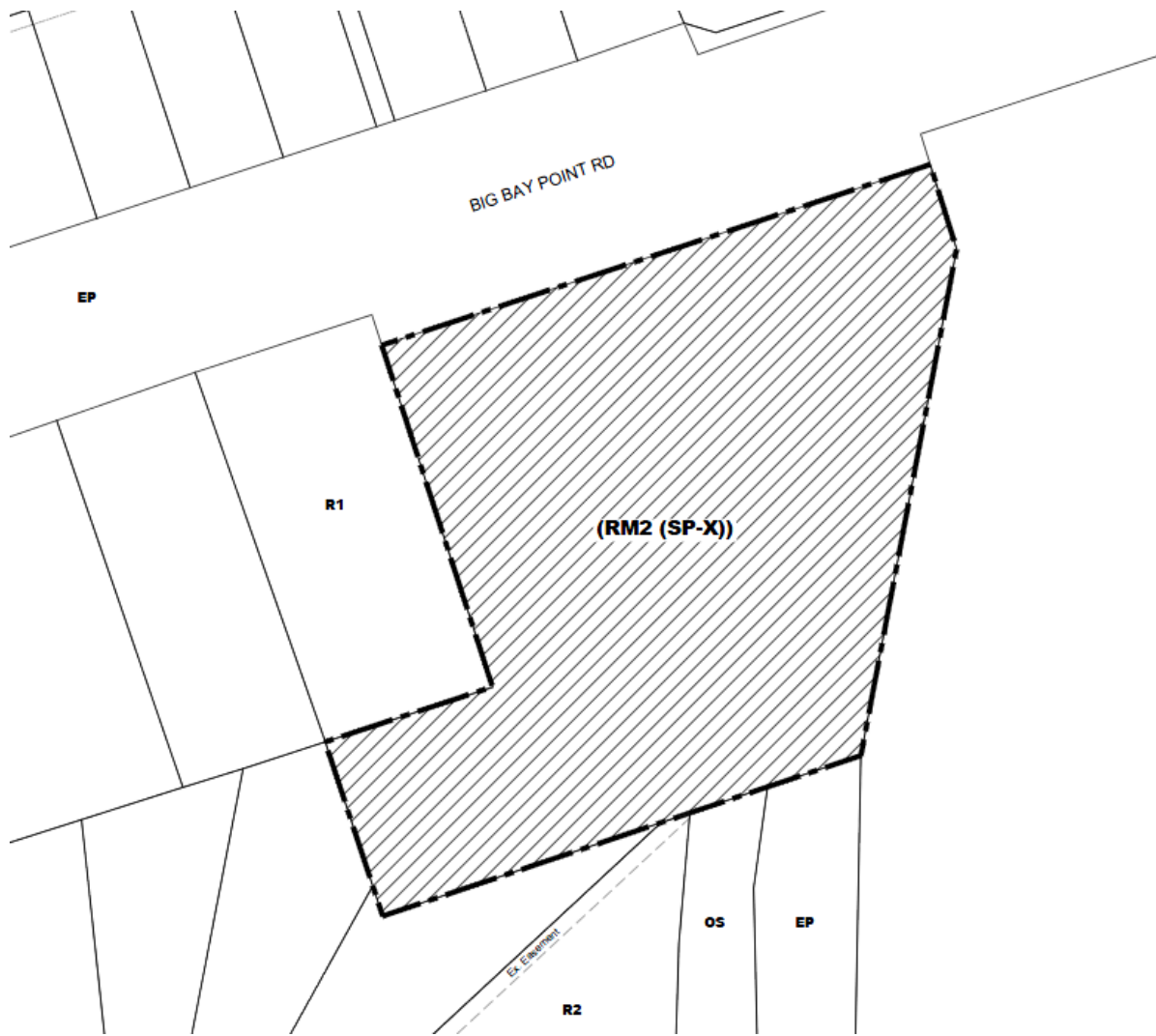
- A neighbourhood meeting was held on May 9th, 2019
- Residents expressed concerns relating to:
 - Density
 - Height
 - Snow removal
 - Traffic
 - Pedestrian safety
 - Visitor parking
 - Environmental impact
 - Privacy
 - Drainage

Source: ISM Architects Inc.



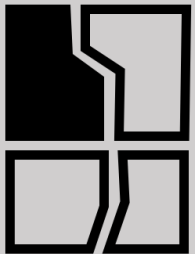
Neighbourhood Meeting

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Rezone the lands to Residential Multiple Second Density (RM2) with Special Provisions from the existing Residential One (R1) zone

Six (6) Special Provisions are requested



Zoning By-law Amendment

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Table 1: RM2 Zoning By-law Requirements

PROVISION	RM2 Required	Provided
NET LOT AREA	720 m ²	6,997.5 m ²
DEVELOPABLE LOT AREA	720 m ²	4,498.5 m ²
LOT FRONTAGE	21 m	90.0 m
SETBACKS		
FRONT YARD	7.0 m	7.0 m
INTERIOR SIDE YARD	1.8 m	1.8 m
REAR YARD	7.0 m	5.3 m
DWELLING UNIT FLOOR AREA	45 m ² / 1 Bedroom 55 m ² / 2 Bedroom	> 45 m ² / 1 Bedroom > 55 m ² / 2 Bedroom
LOT COVERAGE	35% (max)	17.5%
GROSS FLOOR AREA	60% of lot area (max)	47%
BUILDING HEIGHT	10m (max)	12 m
LANDSCAPED OPEN SPACE	35% (min)	66%
AMENITY AREA	228 m ² (12 m ² /unit min)	228 m ²
PARKING SPACES	29 (1.5/unit min)	36 (1.9/unit)
TANDEM PARKING SPACES	Not Permitted	Permitted
DENSITY	40 u/ha (max)	42.4 u/ha
SETBACK TO SECONDARY MEANS OF ACCESS	7.0m	5.3 m
LANDSCAPED STRIP TO RESIDENTIAL	3.0m	1.0 m

***Note:** Highlighted cell indicates deficiency

Special Provisions

- Rear Yard Setback of **5.3m**
- Height of **12m**
 - Requested only for stacked town block
- Tandem (driveway-garage) parking
- Density of **42.4 u/ha**
- Setback to secondary means of access of **5.3 m**
- Landscaped strip to residential of **1.0m**



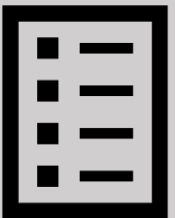
Zoning Application

- Planning Justification Report
- Urban Design Brief
- Functional Servicing Report / Stormwater Management Report
- Environmental Impact Study
- Tree Inventory, Assessment and Preservation Plan



Supporting Studies

- The proposed Zoning By-law Amendment will facilitate the creation of Nineteen (19) residential townhouse units adjacent to an arterial road, in close proximity to public transit, schools, parks, and easily accessible commercial development.
- The development proposed is consistent with Provincial Policy Statement, Growth Plan, and City of Barrie Official Plan



Conclusion



Thank You

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