

290 Cundles Road East

ROLL # 434201202500610

City of Barrie

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

2735528 Ontario Inc.

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1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by Cal-Parc Developments Inc. to complete a Planning Justification Report in support of a Zoning By-law Amendment (ZBA) application over a portion of lands municipally known as 290 Cundles Road East, in the City of Barrie. **Figure 1** shows the location of the subject lands.

The subject lands are currently designated '*Community Hub*' in the City of Barrie, 2023 Official Plan (**Figure 2**) and are zoned '*Institutional (I)*' (**Figure 3**) by the City of Barrie Zoning By-law-2009-141. The site is further located within the City's '*Built-up Area*', as per Map 1 of the Official Plan and within the NVCA boundary, however, the lands are not within a regulated area.

The intent of the subject application is to permit the development of a total of twenty-two (22) townhouse units, four (4) of which will be affordable units provided to Habitat for Humanity (located at the northwest area of the site). A ZBA application is required, and proposed to rezone the lands from '*Institutional (I)*' to '*Residential Multiple Dwelling Second Density-Special (RM2)(SP-X)*' zone. The required application is overviewed in detail under Section 3.0 of this Report.

This report will review the subject application in the context of applicable Provincial and Municipal policies to provide necessary rationale for the approval of the proposal, including:

- Planning Act
- Provincial Policy Statement
- Places to Grow – Growth Plan for the Greater Golden Horseshoe
- City of Barrie Official Plan (2023)

2.0 SUBJECT LANDS & SURROUNDING USES

The subject lands are located at 290 Cundles Road East, in the City of Barrie. The property has a current site area of 15,729m² and frontage of 49.9m on Livingstone Street East and 92m on Cundles Road East, however only a portion of the lands are subject to the proposed development, measuring 2,892.6m² in area with 49.9 meters of frontage along Livingstone St. East. The development lands are currently vacant of any buildings/structures however does provide a secondary access to the balance of the lands which contains the Barrie Free Methodist Church and associated parking/drive aisles, vegetation (generally around perimeter), underutilized / access parking area. The lands are generally flat, sloping up east to west.

Surrounding land uses of the subject lands include the following:

- North:** Lands designated Neighbourhood Area, Natural Heritage System and Greenspace containing a mix of single-detached and townhouse dwellings and associated parks/open space areas. Further north is Little Lake, and Barrie Country Club.
- East:** Lands designated Neighbourhood Area containing a mix of single detached dwellings and townhouse units. Further east are lands designated Natural Heritage and Greenspace and Little Lake. To the Southeast contains a number of commercial stores/amenities, including grocery, pharmacy, restaurants, fitness and entertainment uses.
- South:** Lands designated Community Hub containing St. Joseph's Catholic High School and Highway 400. Further south are Employment Areas and Strategic Employment and Economic District designated lands containing commercial and employment uses.
- West:** Lands designated Community Hub containing Monsignor Clair Catholic Elementary School. Beyond that is existing residential uses containing single detached dwellings and block cluster townhouses and various parks including Osprey Ridge Park, Ferris Park, Cartwright Park, Tall Trees Park, as well as Cundles Heights Public School. Commercial uses exist along Cundles Rd E to the west as well.



Figure 1. Subject Lands

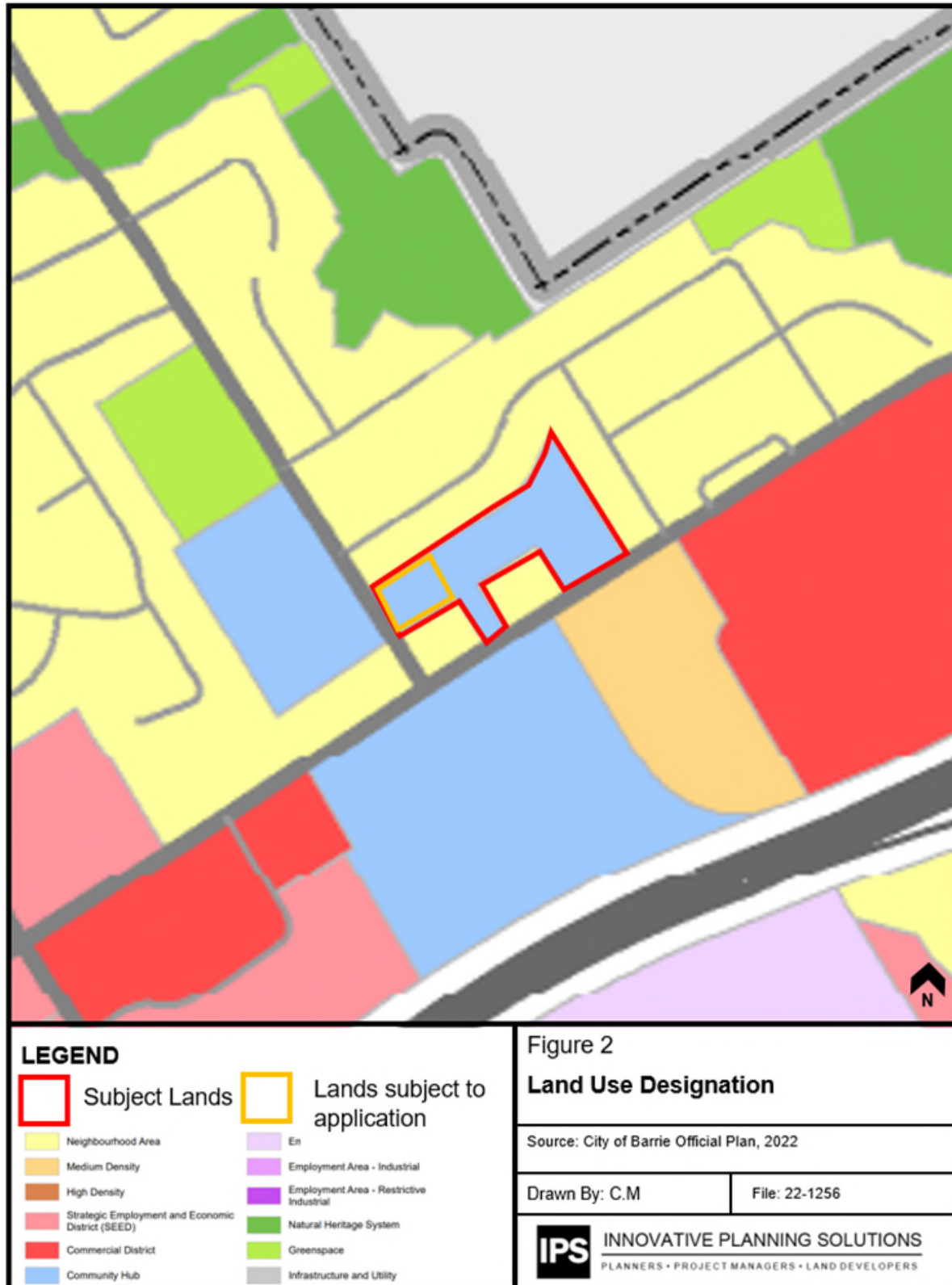


Figure 2. Land Use Designation

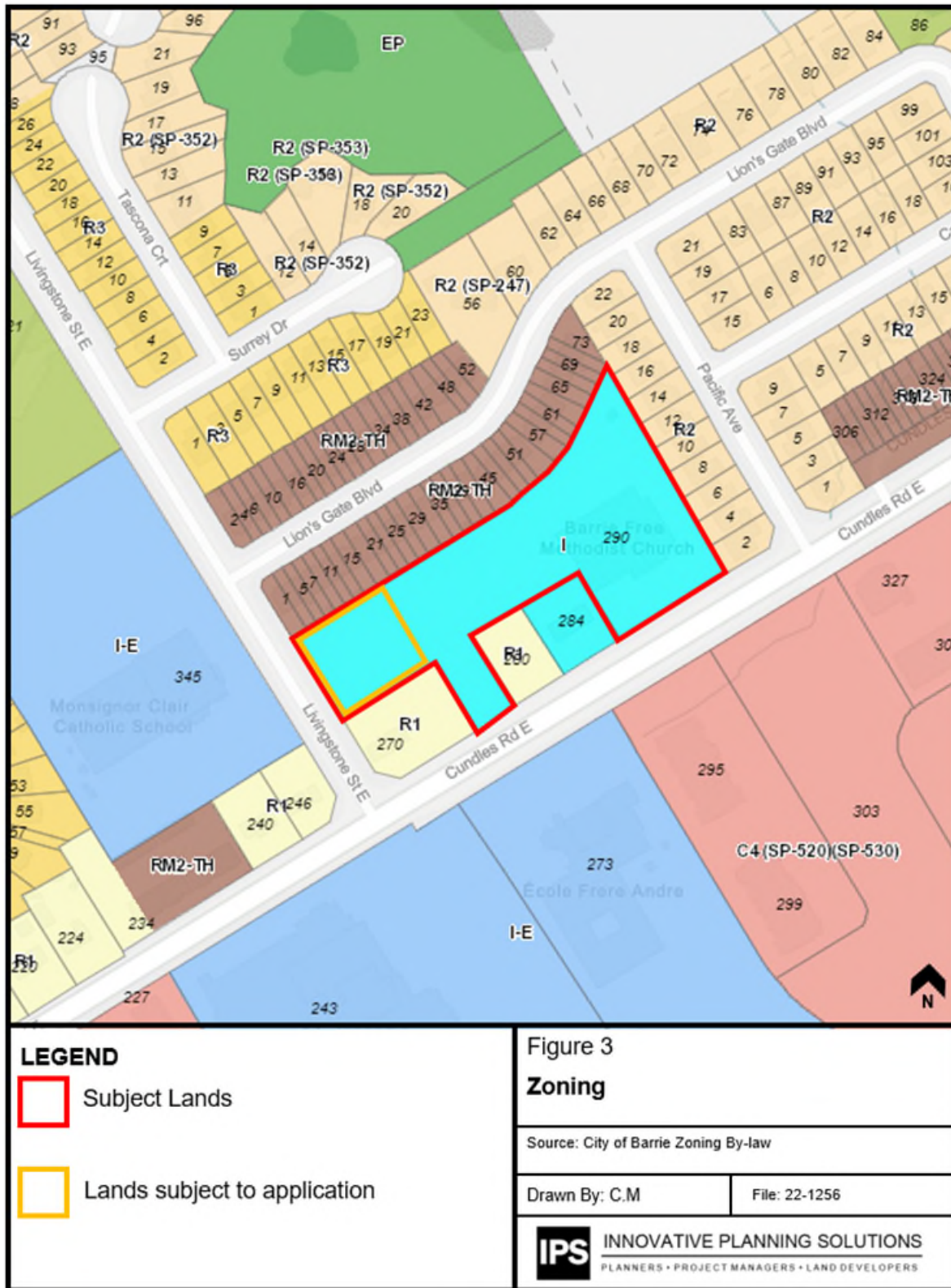


Figure 3. Zoning

3.0 DESCRIPTION OF DEVELOPMENT

The intent of the application is to rezone the subject lands to allow for the development of twenty-two (22) townhouse units with four (4) units provided as affordable units via a partnership with Habitat for Humanity. Twelve (12) of the units are located on the east side of the property in the form of stacked back-to-back units with a total height of 14.3m proposed. Four of the twelve units will span the width of the building over one floor with eight units above in the form of traditional back-to-back townhouses spanning two floors. Conceptual floor plans and elevations are provided under Appendix 1, prepared by Justin Sherry Design Studios. The remaining 10 units are located along the west side of the property in the form of back-to-back townhouse units with a height of 12m; vehicular access is provided internally from the site and pedestrian access from Livingstone Street E. These 10 units are split into blocks of 4 and 6, with the block of 4 units to be provided to Habitat for Humanity, representing 18% of the development as truly affordable units where the balance of units are generally more attainable than many alternative built forms.

The development will also include 267.10m² of common outdoor amenity space, 34 total parking spaces, including 14 covered parking spaces (for the 12 stacked back to back townhouse dwellings), 10 back to back townhouse (driveway) parking spaces, 10 visitor spaces including 2 barrier free spaces (1 Type A and 1 Type B), in addition to the provision for 10 additional parking spaces in the form of private garages for the back-to-back townhouse units. The concept plan also provides for continued access to the Barrie Free Methodist Church from Livingstone Street East (this will be implemented via easement) through the proposed internal private condominium road. The 12 stacked back-to-back townhouse dwellings have unit sizes ranging from 862 sq. ft to 1000 sq. ft with 2-3 beds and 1-1½ baths. Rooftop decks with an area of approximately 270 sq. ft and balconies with an area of approximately 25 sq. ft are proposed for 8 of the stacked back-to-back townhomes (i.e., the second/third storey units). The 10 back-to-back townhomes have unit sizes ranging from 1077 sq. ft to 1237 sq. ft with 3 beds and 2 and ½ baths. These units provide for rooftop decks with an area of approximately 273 sq. ft and second storey internal balconies of approximately 166 sq. ft. Conceptual floor plans (and elevations) are provided for under Appendix 1.

The proposed development will enhance the subject lands through intensification and represent infill development. The development will introduce new dwelling forms to the area which benefits from convenient access to many day-to-day amenities including commercial, transit, schools, open space and employment. The proposal represents an opportunity to redevelop a portion the

subject property for new housing units, with minimal impact on existing/adjacent properties while implementing high quality urban design in accordance with the Official Plan.

Figure 5 and Appendix 2 illustrates the conceptual site plan.

3.2 ZONING BY-LAW AMENDMENT

The development proposal requires a Zoning By-law Amendment to rezone lands from 'Institutional (I)' to 'Residential Multiple Dwelling Second Density-Special (RM2) (SP-X)', to permit the implementation of the Conceptual Site.

Table 1 Demonstrates the proposed zoning provisions as compared to the requirement under the RM2 zone with deficiencies highlighted.

Additionally, the proposed ZBA aims to allow a stacked back-to-back townhouse as a permitted use on a site-specific basis and defined as follows (derived from the Town of Whitchurch Stouffville Zoning Bylaw 2010-001-ZO):

Stacked, Back-to-Back Townhouse Dwelling: a building containing a minimum of four dwelling units that are stacked vertically and divided by common walls, including a common rear wall. Each dwelling unit has an independent direct entrance to grade.

Table 1: Zoning Compliance Matrix RM2 Zone		
Provision	Required	Provided
Lot Area (min.)	720 m ²	2,892.6 m ²
Lot Frontage (min.)	21.0 m	49.9 m
Front Yard to Dwelling Unit (min)	4.5 m	1.39m (front awning) 3m to main building
Side Yards (min.)	1.2 m	1.2 m
Rear Yard (min.)	7.0 m	2.7 m
Landscaped Open Space (min)	35%	35% (1,039.7m ²)
Lot Coverage (max.)	60%	36.95% (1069.08m ²) - Decks: 83.05m ² - Bldgs.: 986.03m ²
Height of Building (max.)	10.0 m	12 m (back-to-back)

		14.3 m (stacked back-to-back)
Landscaped Buffer Areas (5.3.7.1)	A parking area of more than 4 parking spaces adjoining a residentially zoned required a continuous landscaped buffer area with a min. width 3.0m shall be provided along the abutting lot line and a continuous tight board fence with a min. height of 2.0m	3.0 m with 2.0m tight board fence (north property line)
Outdoor Amenity Area (5.2.5.2)	264.0m ² (12.0m ² / unit in a consolidated form)	269.3m ²
Max G.F.A	60%	103% (2,958m ²)
Required Parking	1.5 spaces per dwelling unit. Tandem parking not permitted (33 spaces)	34 spaces (1.55 spaces / unit) - 14 covered - 10 townhouse parking (not incl. private garage) - 10 visitor parking
Required Barrier Free Parking	1 Type 'A' and 1 Type 'B' B.F space	1 Type 'A' and 1 Type 'B' B.F space
Density (5.2.5.1.a)	40 units / ha	78 units / ha

Front Yard to Dwelling Unit Setback of 1.39m where 4.5m is required.

The development proposes a 1.39m front yard to dwelling unit setback where 4.5m is required in the 'Residential Multiple Dwelling Second Density RM2' zone. This requirement is described in Table 5.3 of the City of Barrie Zoning By-law.

The proposed setback is measured to the proposed awning above the door fronting Livingstone and not affixed to the ground. The main building setback is 3m. In considering above, the proposed setback is considered appropriate for an intensification development of this nature. The setback will allow for adequate distance from Livingstone Street East in a manner that conforms to good urban design principles, can be appropriately landscaped, and contributes to an

enhanced streetscape while remaining functional. This setback will also facilitate a more efficient use of land and supporting the development of reasonably sized additional housing stock in the City of Barrie. Indirectly the setback will positively contribute to the community as a whole by supporting active living and prioritizing intensification and higher densities to make efficient use of land and infrastructure. Based on this, it is our opinion that the proposed reduced setback is considered appropriate and justified.

Rear Yard Setback of 2.7m where 7.0m is required.

The development proposes a 2.7m rear yard setback whereas a minimum 7.0m is required for the 'Residential Multiple Dwelling Second Density RM2' zone. This requirement is described in Table 5.3 of the City of Barrie Zoning By-law.

The intent of a rear yard setback is, in part, to provide a buffer between adjacent properties / development and to provide amenity space for residents. The 2.7m rear yard setback provides separation between the proposed development and adjacent parking lot to the east. The existing conditions along the eastern property line is currently part of Barrie Methodist Church's parking lot. The proposed use of the subject lands for townhouse development is not anticipated to interfere with the adjacent use of land. . A Common Amenity area in the southeast corner of the lands is provided, facilitating outdoor recreational use for all residents, in addition to private amenity areas (rooftops/balconies) Based on the layout of the site, the proposed rear yard setback is considered appropriate for the subject lands.

Landscaped Open Space of 31% where 35% is required.

The development proposes 31% landscaped open space areas where 35% is required within the 'Residential Multiple Dwelling Second Density (RM2)' zone. This requirement is described in Table 5.3 of the City of Barrie Zoning By-law.

The proposed 4% reduction in landscaped open space is considered minor in nature and will not result in any negative impact to surrounding lands based on the proposed site layout and design, nor impact on the overall function of the site, including ability to manage stormwater management. Appropriate landscaped areas are provided including a 3m setback to existing townhouse dwellings to the north and 3m setback to Livingstone St E. The conceptual site plan provides for additional landscaped areas throughout the site while providing for a compact built form and efficient use of land; the proposed reduction is not anticipated to have any appreciable impact on the overall aesthetics or function of the site and as such is considered appropriate and justified.

Maximum Building Height of 12m & 14.3m where 10.0m is permitted.

The development proposes a building height of 12m for the back-to-back towns and 14.3m for the stacked back-to-backs where 10.0m is permitted in the 'Residential Multiple Dwelling Second Density RM2' zone. This requirement is described in Table 5.3 of the City of Barrie Zoning By-law.

The 2m & 4.3m increase in building height can be considered an appropriate variation from the requirement of 10m. The additional 4.3m height meets the objectives within the City of Barrie Official Plan by encouraging residential intensification within built-up areas. The increase in height will facilitate a covered parking area for the stacked back-to-back dwellings with three floors of living space and 12 residential units above; this approach is supported by the concept of building upwards rather than outwards. Regarding the proposed back-to-back townhouse units, the additional height (2m) will support three floors of garage/living space along with private rooftop amenity spaces. In considering current height permissions within the Institutional zone (15m) and based on the layout of the site including ~20m setbacks to existing townhouse dwellings, this increase in height is not anticipated to have any negative impact on adjacent properties, surrounding area nor character of the neighbourhood.

G.F.A of 103% where 60% is permitted.

The development proposes a G.F.A of 103% where 60% is permitted. This requirement is described in Table 5.3 of the City of Barrie Zoning By-law.

The increase in G.F.A is consistent with the proposed increase in building height (and density noted below) as a means to assist in achieving more efficient use of lands and infrastructure by providing more compact development on the property. This request will facilitate a greater supply of appropriately sized, attainable unit types, four of which are affordable within the City. The increase in G.F.A does not result in any additional increase in lot coverage and is not anticipated to impact the functionality of the site or surrounding areas and will provide for a more compact built form.

Density of 78 Units per hectare where 40 Units per hectare is permitted.

The development proposes a density of 78 units per hectare in the 'Residential Multiple Dwelling Second Density RM2' zone where 40 units per hectare is permitted. This requirement is described in Table 5.3 of the City of Barrie Zoning By-law.

The increase in density is considered to be consistent with goals of the City of Barrie with regard to housing. Section 3.3 of the City of Barrie Official Plan provides general policies for Housing stating that residential intensification is encouraged within the built-up area. The subject lands are located in a 'Built-Up Area' indicated in Schedule 'I' and located along an arterial road (Cundles Road East) and major collector road (Livingstone Street East). Development on a collector street should be designed at a higher density to provide alternatives to single family housing as noted in Section 4.3.1.3 of the City of Barrie Official Plan.

The increase in density will provide additional residential units within the proposed development, without compromising site functionality and compatibility with adjacent lands. The subject lands are located in an area which benefits from existing amenities including open space/parks, commercial services, employment lands, schools and public transit – all of which support intensification and higher densities. Based on the above, the proposed increase in density is considered appropriate.

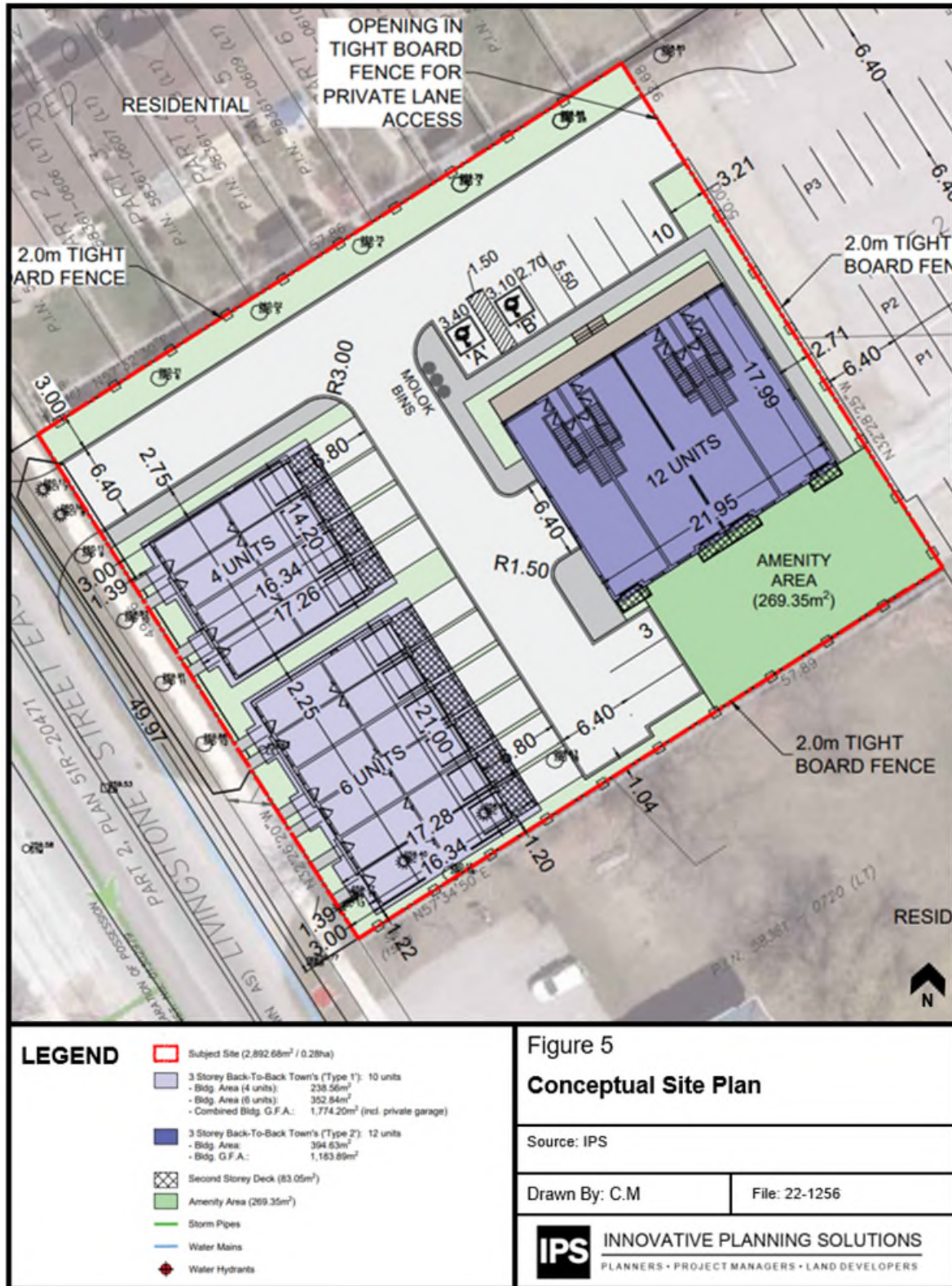


Figure 5. Conceptual Site Plan

4.0 CONSULTATION

A neighbourhood meeting was held virtually, on May 2, 2022, in accordance with City of Barrie process for neighbourhood meetings.

Limited comments, questions or concerns were raised at the neighbourhood meeting, and it is noted the concept plan has been revised since the meeting with the intention of providing for a more appropriate development concept. The comments and questions raised at the meeting have been consolidated and a response is provided.

Parking

- EV chargers (will they be provided)?

Response: Infrastructure to support EV charging will be provided through the construction process and considered further at the Site Plan Approval stage. However, chargers will not be provided as it is unknown if end users will have electric vehicles and if they do, which type of charger is needed. The construction of the site will allow for seamless integration of EV chargers, should the end users require it.

Access for Safety Vehicles

- Is safe access provided for emergency service workers and vehicles?

Response: The application and concept plan will be circulated to emergency services to ensure safe access is provided and confirmed by the City. The Plan has been developed to ensure access for emergency services/vehicles, along with snow and waste removal vehicles can safely and appropriately access the site as needed. This will be further confirmed and implemented through a future Site Plan Control application and the site plan will be revised where required to facilitate safe access for all vehicle types.

Construction

- Will Cundles St E and Livingstone St E be impacted during construction?

Response: The proposed ZBA application will not result in any impacts to the road network and no impacts are expected through the construction process however this will be confirmed and minimized through the Site Plan approval process.

5.0 PLANNING POLICY & ANALYSIS

This Section will outline the applicable policies guiding the development of the subject lands. Each section will outline applicable plans and policies with a planning rationale on conformity and development principles.

5.1 THE PLANNING ACT

The Planning Act (The Act) is the provincial legislation that establishes the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial framework focused on provincial interests and fairness.

The policies as set out in Section 2 of the Planning Act, inform the Provincial Policy Statement (PPS), Growth Plan, and other matters of provincial interest, ensuring consistency with the Act.

Under Section 2 of the Planning Act, key matters of provincial interest include:

- The protection of ecological systems, including natural areas, features, and functions.
- The supply, efficient use and conservation of energy and water.
- The orderly development of safe and healthy communities.
- The adequate provision of a full range of housing, including affordable housing.
- The protection of public health and safety.
- 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 a 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.

The subject lands are located within the City of Barrie where growth and development in all forms is concentrated. The proposed development would contribute to the housing stock within the City, providing new housing options, including four affordable housing units in the area. The proposal further represents an opportunity to integrate high-quality built form in accordance with City Urban Design requirements.

The proposed development is able to take advantage of existing infrastructure and municipal services which exist in the area, including schools, public spaces and parks, commercial amenities, employment opportunities and public transit. The proposal further provides for the

protection of ecological systems, including natural areas, features, and functions by developing on these lands with no known or identified features.

It is our professional opinion the proposed development aligns with the Province's Interest in land use planning.

5.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) is a vital part of Ontario's policy-led planning system. The PPS provides the policy foundation that regulates development in order to protect resources, public health and safety, and the quality of the natural and built environment.

The PPS contains policies that fall under three overarching sections, with the goal of fostering an effective and efficient land use planning system:

1. Building Strong Healthy Communities
2. The Wise Use and Management of Resources
3. Protecting Public Health and Safety

Section 1.1.1 of the PPS provides various strategies on how to manage and direct land use to achieve efficient and resilient development and land use patterns. Healthy, livable, and safe communities are sustained through the promotion of efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. An appropriate range and mix of housing types including affordable, multi-unit, and market based are encouraged to meet long term needs. The Plan further promotes cost-effective development and redevelopment patterns to minimize land consumption and servicing costs.

Settlement Areas such as the City of Barrie are designated as the focus for growth and development, with support for all levels of intensification and redevelopment. Section 1.1.3 outlines the land use patterns in Settlement Areas to ensure communities are using lands and resources wisely, to contribute to long-term economic prosperity of our communities. To support this, land use patterns within Settlement Areas are directed to be based on densities and a mix of land uses that efficiently use land and resources, are transit supportive and promote active transportation, and efficiently utilize infrastructure and public service facilities. The proposal represents an opportunity to promote intensification and redevelopment within a Settlement area by providing additional housing units in the form of townhouse units further diversifying the

housing stock within the City of Barrie, including 4 affordable units and overall, a generally more attainable housing form.

The proposed development is further strengthened by Section 1.4 (housing) of the PPS, which encourages an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents. All types of residential intensification are encouraged and permitted, including additional residential units and redevelopment. Emphasis is placed on directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available. Support is also concentrated towards residential development, redevelopment, and intensification, where it can minimize the cost of housing through a more compact form. The proposal further provides for a range and mix of housing options and densities by providing affordable/attainable townhouse units on lands where infrastructure, services and service facilities are available.

Section 1.6.6 of the PPS aims to accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services. Within Settlement Areas, intensification and redevelopment is promoted, wherever feasible, to optimize the use of the existing municipal services. The proposed development will make use of existing services including full municipal water and sewage. A Stormwater Management Plan provided by Pinestone Engineering outlines stormwater management for the site, the proposed development will drain into the existing storm structure located in the north corner of the property with excess run off to be directed to and enhanced grass swale within the amenity space. It is also noted that the lands are subject to an existing site plan agreement which contemplated this area as a parking lot; the proposed development ultimately has the ability to reduce the overall stormwater quantity being directed to the receiving pond through infiltration.

The PPS encourages long-term economic prosperity through residential uses that respond to dynamic market-based needs and provide a range of housing options for a diverse workforce, in the form of a well-design-built form (1.7). In addition, prosperity is supported by promoting opportunities for economic development and community investment readiness, optimized use of land, infrastructure and public service facilities, and a well-designed built form to reinforce a sense of place (1.7). The proposal aims to complement the range of housing options to the area on underutilized lands and is able to optimally use land, infrastructure, and existing public service facilities, contributing to a stronger and more complete sense of community.

Development and land use patterns that consider the impacts of climate change are also strongly supported by the PPS. This includes a compact built form and transit-supportive development, as well as intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.7/1.8). The proposal provides for compact built form in an area serviced by transit and existing infrastructure and in an area where day to day needs are in proximity.

Consistent with the PPS, the proposed development offers a compact urban form, considered reasonable intensification on lands where this can be accommodated, and at a scale compatible with the neighbourhood. The subject application is consistent with the PPS.

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe (August 2020) has been prepared and approved under the Places to Grow Act. The Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management, environmental protection, and other planning principles particular to the Greater Horseshoe. As the Region continues to grow, the Plan provides policy direction to address the challenges of growth.

The City of Barrie is designated a 'Settlement Area' and recognized as the principal 'Primary Settlement Area' in the Simcoe sub-area.

The Growth Plan provides guiding principles in Section 1.2.1. The Plan recognizes that different approaches are required to manage growth in the Greater Golden Horseshoe, which recognizes the diversity of communities. In order to support the achievement of complete communities that are designed to support healthy and active living throughout a lifetime, a range and mix of housing options are required to service all sizes, incomes, and ages of households. To fulfill this, intensification is encouraged to efficiently use land, infrastructure, and support transit viability. The proposal contributes to the housing options that are more attainable/affordable than many other housing forms (singles, semis, street towns etc.) and can service residents with varying incomes and ages. Further, the proposal provides for intensification where existing land and infrastructure can be efficiently used in an area supported by transit and other services.

The Plan places further emphasis on the guiding principles through Section 2.1, including the importance of balancing growth with employment and housing, and the better use of land and infrastructure by directing growth to Settlement Areas. The Plan takes an "intensification first"

approach to focus on making better use of the existing infrastructure and public service facilities, with the goal of avoiding the continuous expansion or sprawl of the urban area. Ultimately, this supports a more diverse range and mix of housing options. The proposal provides for intensification by providing 22 units on underutilized lands that can connect to and efficiently use existing infrastructure and public service facilities.

Section 2.2.1 of the Growth Plan establishes policies for managing growth. Development and growth are directed to lands within Settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. Reflecting the principles of the Plan, the growth policies seek to provide a diverse range and mix of housing options, and to provide for a more compact built form that contributes to a vibrant public realm. Collectively, the subject application directs development to a location that is underutilized and where this is supported. The proposal further provides for a compact built form that brings a range and mix of housing options to the area and with the ability to contribute to a vibrant public realm.

Section 2.2.2 includes the intensification targets that are established for the delineated built-up areas. The Plan directs a minimum of 50% of all residential development annually within the City of Barrie to be within the delineated built-up areas, which encompasses the subject lands (2.2.2.1.a). The proposed development would contribute to these targets by providing for 22 new residential units within the delineated built-up area.

Section 2.2.6 of the Growth Plan encourages municipalities to develop a housing strategy that supports the achievement of the minimum intensification and density targets, to provide a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Implementing these strategies will support the achievement of complete communities by accommodating a range and mix of housing options and densities, diversifying the overall housing stock of municipalities. The proposed development will provide for 22 units which contributes to the range and mix of options (and densities) to meet the needs of a growing City of Barrie.

Section 6 of the Plan applies to the Simcoe Sub-area, including the City of Barrie identified as the principal 'Primary Settlement Area', where growth and development is emphasized. A sizable portion of growth is directed to Settlements as development can most effectively be serviced, and where growth improves the range of opportunities for people to live, play and work in their communities. Development within Settlements also creates a more livable, compact, and

complete urban structure through clever design and built form. Additionally, development within these areas supports active transportation and public transit usage, encouraging healthy and active lifestyles. The lands are located within a delineated built-up area of a Primary Settlement Area where growth and development is encouraged, supporting the goal of a more livable, compact and urban structure on otherwise underutilized lands.

The proposed development is reflective of the land uses supported by the Growth Plan, contributing to the establishment and maintenance of a complete community. The application is considered an intensification project and provides a mix of housing options including affordable housing as supported by both Provincial and Municipal policies. The Growth Plan places emphasis on optimizing the use of the existing land supply, as an intensification first approach to development and city building.

For the above stated reasons, the application conforms with the Growth Plan for the Greater Golden Horseshoe.

5.4 CITY OF BARRIE OFFICIAL PLAN (2023)

The subject lands are designated as ‘**Community Hub**’ on Map 2 the Draft Official Plan (February 2023).

The applicable policies of the Official Plan are outlined and reviewed below.

- Section 2.4: Growth Management
- Section 2.6.4: Community Hub
- Section 3.2 General Urban Design Policies
- Section 4.1: Transportation and Mobility

The Growth Management policies set out in Section 2.4 guide how Barrie will grow into a medium-sized city by 2051. These goals include accommodating an appropriate housing mix to transition to more compact forms of development while supporting intensification. The Plan also encourages developments which contribute to an increase in medium-and high-density housing. . Section 2.4.2.2 outlines that 50% of residential growth is to be within the Built-Up Area, as well as planned to accommodate new development with a housing mix that is at least 74% high-density, with a substantial proportion of medium-density housing, and with limited low-density development. The

proposal provides for a compact form of development and intensification within the City's Built-Up Area in the form of medium density housing in accordance with the Official Plan.

Section 2.5 provides General Land Use Policies and in particular, among other policies, the Plan provides that the annual affordable housing target is 15%, measured City wide. The proposed development provides for 4 affordable housing units which will be dedicated to Habitat for Humanity, if approved, representing 18% of the total units towards the affordable housing target of 15%.

Section 2.6.4 provides policies for the lands designated Community Hub. Community Hub lands are planned to meet the needs of the community through an anchor community-oriented use with complementary or ancillary uses that officer diverse activities/amenities. A range of uses are permitted within the Community Hub Designation including residential uses which are not related to an institutional-type use) (2.6.4.1 (m)). Lands designated Community Hub shall be anchored by a permitted public service facility or institutional type use and may be supported by a mixc of complementary uses which are secondary to the principal instutional-type use (2.6.4.2.a). The proposal provides for residential uses (complementary use) which is secondary to the principal use of the current property being the the Barrie Free Methodist Church, in conformity with the Plan.

Residential development within this designation when not located within or adjacent to the Urban Growth Centre, a Major Transit Station Area or a Strategic Growth Area shall meet a minimum residential density target of 50.0 units per hectare and have a maximum building height as directed by the Zoning By-law. The proposal meets the density target by providing a density of 77 units per hectare. The proposed zoning bylaw amendmen also requests a maximum building height of 14.3m, whereas the current zoning allows for a maximum height of 15m. Should the application be approved, the development would conform to these policies of the Official Plan. As the site is located wihtin 450m of a variety of additional land uses including commercial and industrial, Section 2.6.4.3 (c) does not apply.

General urban design policies are set out in Section 3.2, an analysis of these policies and other Urban Design related policies can be found in the Urban Design Breif submitted under separate cover in support of this application. The policies set out in this section are set to achieve the Municipal objectives to become an attractive city, ensure proper transition between different types of development, and achieve design excellence. The proposed development will implement these

policies where applicable to achieve a built form and design that will enhance the City's goals to create compact, complete and connected neighbourhoods.

Goals for Planning for Transportation and Mobility are set out in Section 4.1. The objectives are to prioritize public transit and active transportation, establish networks of paths and trails, and to promote the creation of complete streets to support multi-modal transportation (4.1.1). The proposal is located along public transit routes with multiple transit stops located surrounding the subject lands and provides for a transit and active transportation supportive development. The proposed development is located along Barrie Transit Route 6 A&B (stops located along Cundles Road East & Livingstone Street East) and connects to routes 2 A&B, 3 A&B, and 8 A&B providing for a transit supportive development which encourages healthy and active lifestyles of residents. The density proposed is transit supportive and many day-to-day amenities as well as employment lands are within walking distance. Sidewalks are located throughout the site and connect to municipal sidewalks, ensuring connectivity to surrounding areas to promote the creation of complete streets and active modes of transportation Section 4.3.1.3 provides policies for collector streets (such as Livingstone) and require that residential development on collector streets be design so that driveways are adequately spaces from intersections with arterial streets and collector streets. The proposed development aims to locate the site access as far away from Livingstone and Cundles as possible, representing an improvement from current conditions.

Based on the analysis provided above, the proposed application conforms to the City of Barrie Official Plan.

6.0 AFFORDABLE HOUSING BRIEF

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the housing out of reach for much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue. Below is a review of the City's affordable housing objectives as they apply to the development proposal.

6.1 OFFICIAL PLAN AFFORDABLE HOUSING POLICIES

Section 6.4.2 of the Official Plan contains the City's affordable housing policies. Below is a review of the policies applicable to this application.

Policies within this Section note that the City will take measures to ensure that housing options meet the needs of all residents, explore partnership opportunities to provide for innovative affordable housing options and plan for and support the provision of attainable and affordable housing to meet the diverse needs of the City's residents. The proposal provides 4 affordable housing units through partnership with Habitat for Humanity. The residential units proposed represent an opportunity to provide for an innovative affordable and attainable housing options through both Habitat for Humanity and introduction of stacked back-to-back townhouses and back-to-back townhouses; these built forms are generally more attainable than low density forms. The area is served by public transit, is near schools and parks, and commercial amenities are provided throughout the neighbourhood. The Zoning By-law Amendment would facilitate the development providing much needed, and diversified, housing stock to the area and City as a whole, including 4 new affordable units and 18 attainable units.

Based on the above, the proposed development satisfies the Affordable Housing policies of the City of Barrie and will assist in providing affordable housing options within the City while also providing attainable housing options in an appropriate location for such. The increased supply of these units will help to reduce housing costs across the housing continuum and will ultimately service the entire population.

7.0 CONCLUSION

This report explores the merits of the proposed development as it relates to all levels of applicable planning policy, for lands located at 290 Cundles Road East in the City of Barrie.

The intent of the subject application is to facilitate the development of 22-back-to-back townhomes with 4 units provided to Habitat for Humanity. To permit the proposed development a Zoning By-law Amendment application is required.

As demonstrated throughout this report, the proposed development aligns with all levels of planning policy, guidelines, goals, and objectives. The City's Official Plan supports a full range and variety of housing options to encourage development that contributes to the creation of complete communities. Growth is directed to Settlement Areas such as the City of Barrie, with support for more compact housing types through infill and intensification to efficiently utilize land, infrastructure, and reduce servicing costs. Collectively, the proposal represents a development form desired by all levels of planning policy, including the new City of Barrie Official Plan

It is or professional planning opinion that the request for a Zoning By-law Amendment demonstrates consistency with, and conforms to, applicable Provincial and Municipal planning policies and principles, and represents good planning.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'Greg Barker', with a stylized, flowing script.

Greg Barker, B.A.A
Partner

A handwritten signature in black ink, appearing to read 'Courtney Mark', with a stylized, flowing script.

Courtney Mark
Junior Planner

APPENDICES

Appendix 1

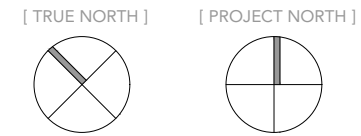
Conceptual Floor Plan & Elevation Package

GROSS FLOOR AREA CALCULATIONS: UNIT A
GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)
SECOND FLOOR AREA: 424.55 SQ.FT (39.44 SQ.M)
THIRD FLOOR AREA: 413.05 SQ.FT (38.37 SQ.M)
FOURTH FLOOR AREA: 237.08 SQ.FT (22.03 SQ.M)
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)
TOTAL GROSS FLOOR AREA: 1220.29 SQ.FT (113.37 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT B
GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)
SECOND FLOOR AREA: 398.50 SQ.FT (37.02 SQ.M)
THIRD FLOOR AREA: 418.19 SQ.FT (38.85 SQ.M)
FOURTH FLOOR AREA: 115.62 SQ.FT (10.74 SQ.M)
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)
TOTAL GROSS FLOOR AREA: 1077.92 SQ.FT (100.14 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT C
GROUND FLOOR AREA: 151.30 SQ.FT (14.06 SQ.M)
SECOND FLOOR AREA: 393.52 SQ.FT (36.56 SQ.M)
THIRD FLOOR AREA: 416.59 SQ.FT (38.70 SQ.M)
FOURTH FLOOR AREA: 241.40 SQ.FT (22.43 SQ.M)
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)
TOTAL GROSS FLOOR AREA: 1237.37 SQ.FT (114.96 SQ.M)

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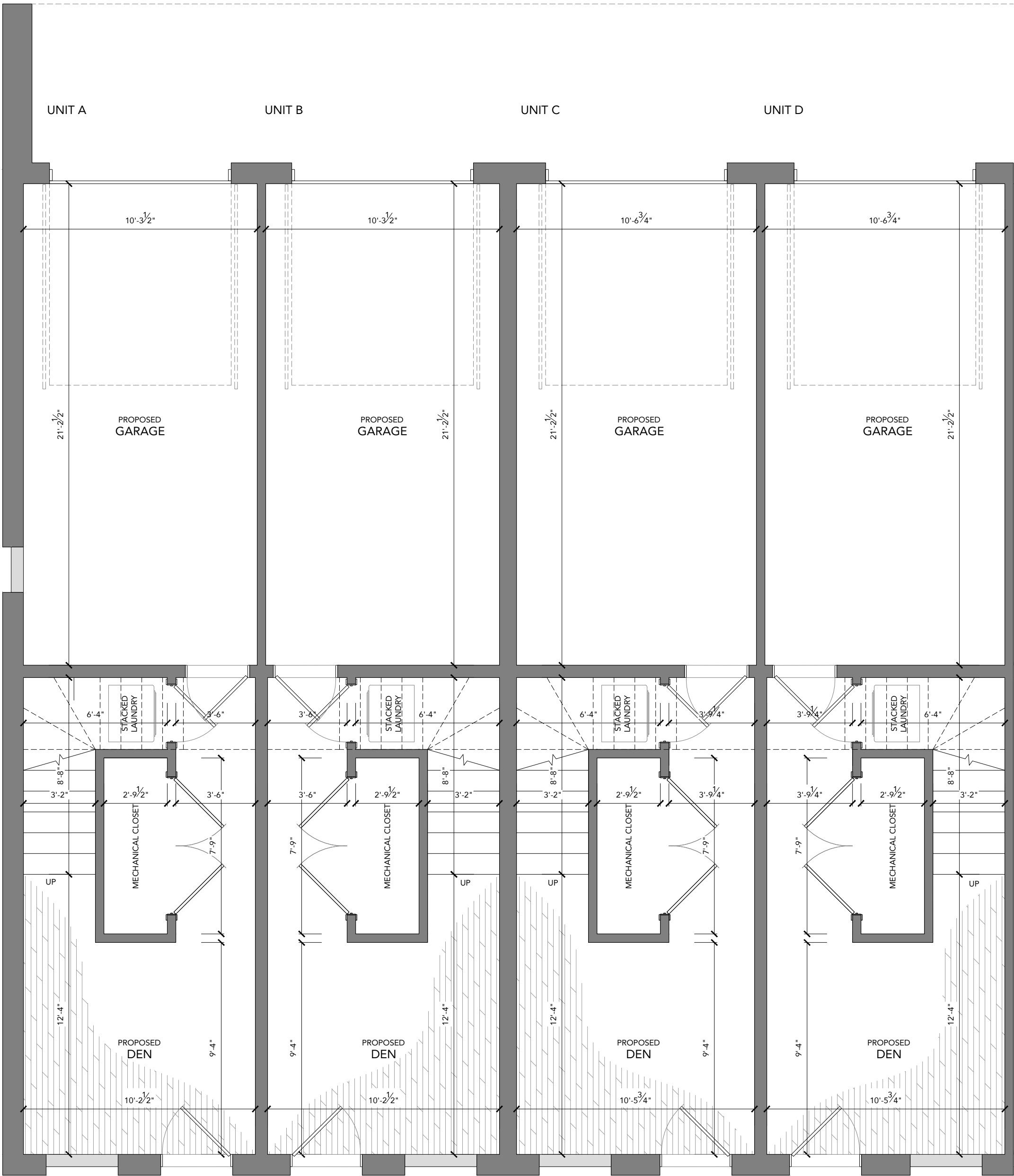
FLOOR PLAN

[DRAWN BY] JUSTIN SHERRY
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[SCALE] N.T.S.
[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[A101]



GROSS FLOOR AREA CALCULATIONS: UNIT A

GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)
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[TRUE NORTH] [PROJECT NORTH]



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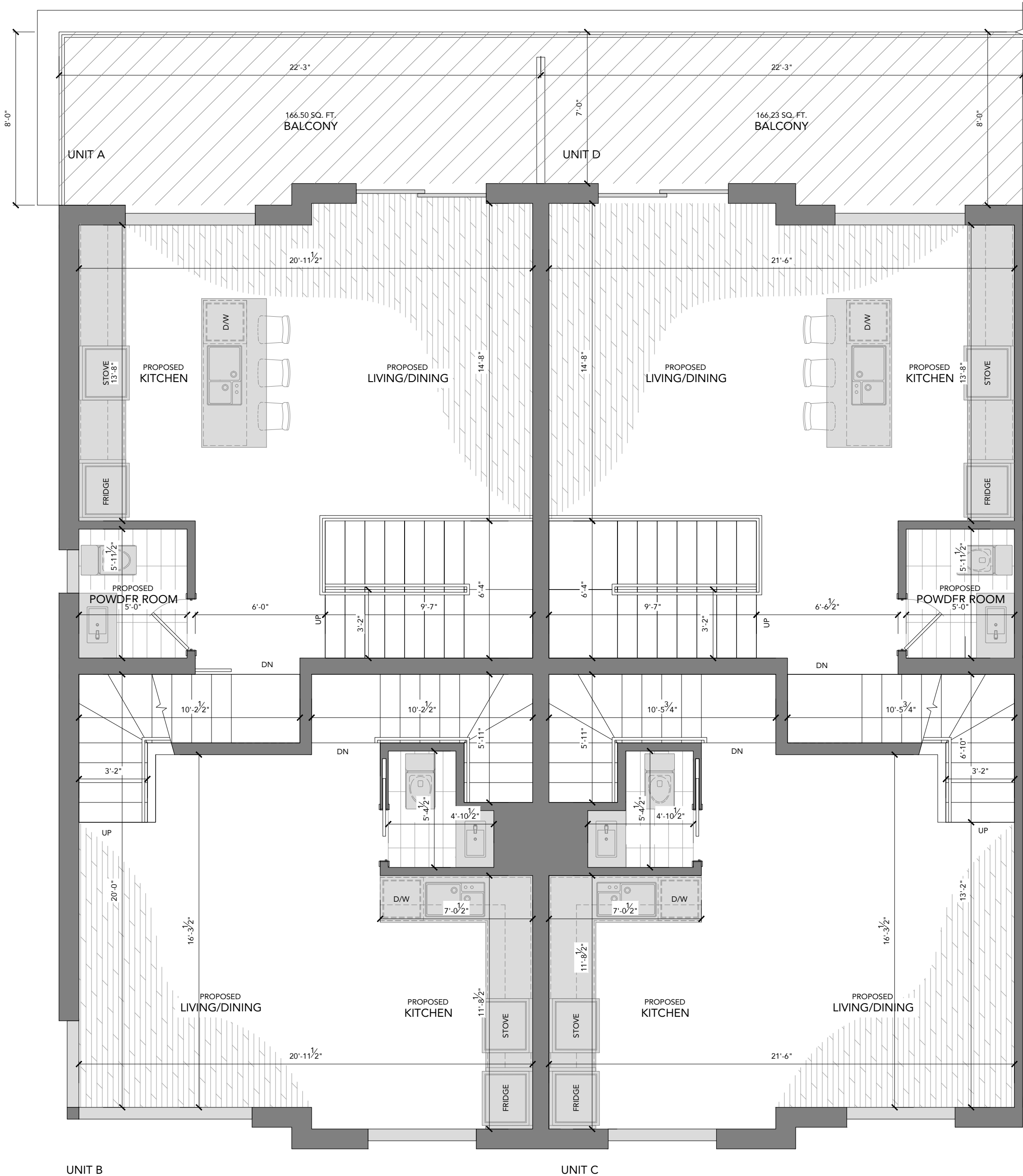
FLOOR PLAN

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[SCALE] N.T.S.
[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

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[A102]



UNIT B

UNIT C

GROSS FLOOR AREA CALCULATIONS: UNIT A

GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)
SECOND FLOOR AREA: 424.55 SQ.FT (39.44 SQ.M)
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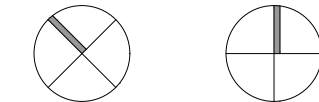
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(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)
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[PROJECT NO.] 2023-011

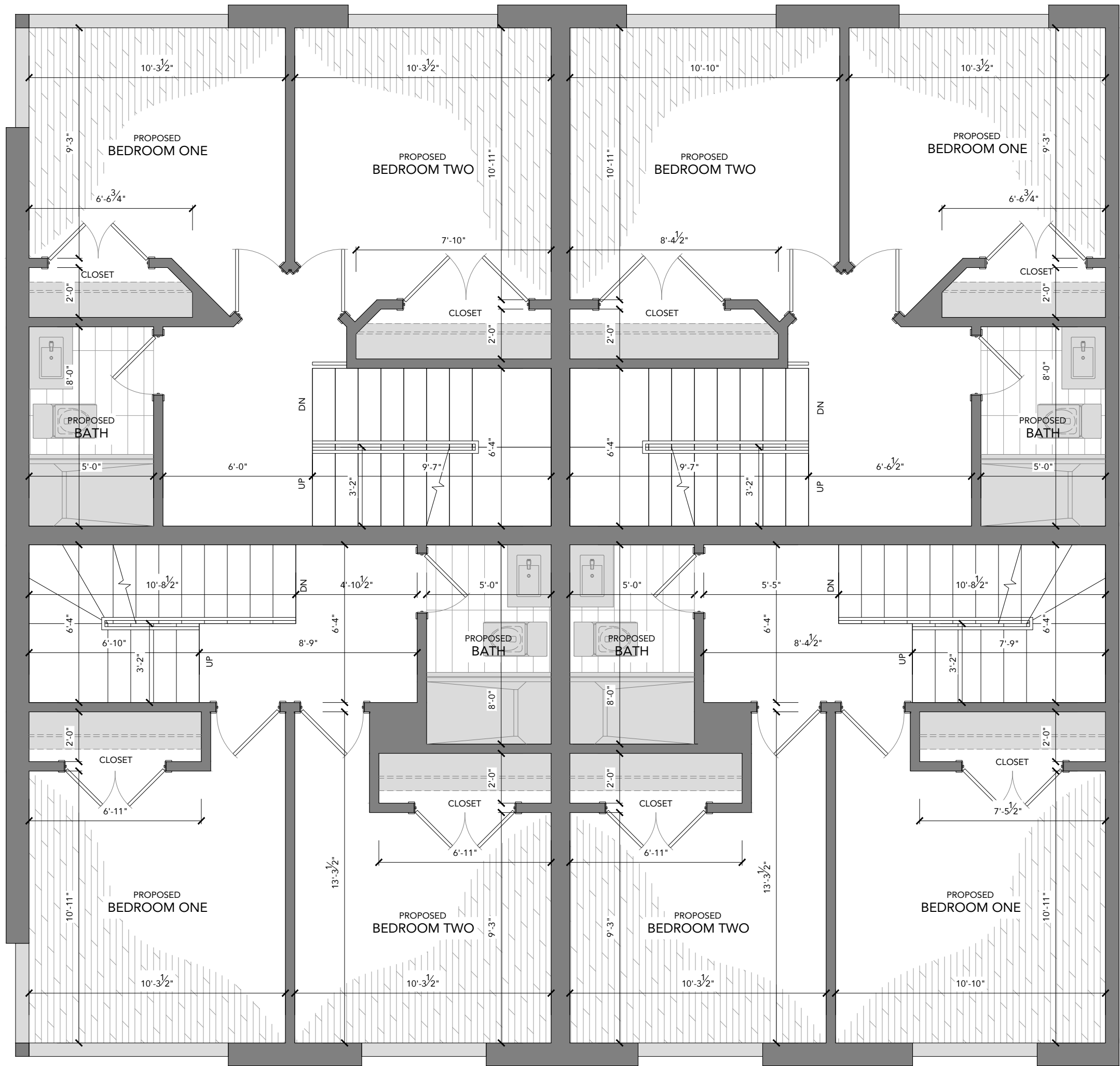
290 CUNDLES ROAD
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UNIT A

UNIT D



UNIT B

UNIT C

SCALE: 1/4" = 1'-0"

[PROPOSED THIRD FLOOR PLAN]

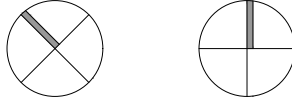
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[TRUE NORTH] [PROJECT NORTH]



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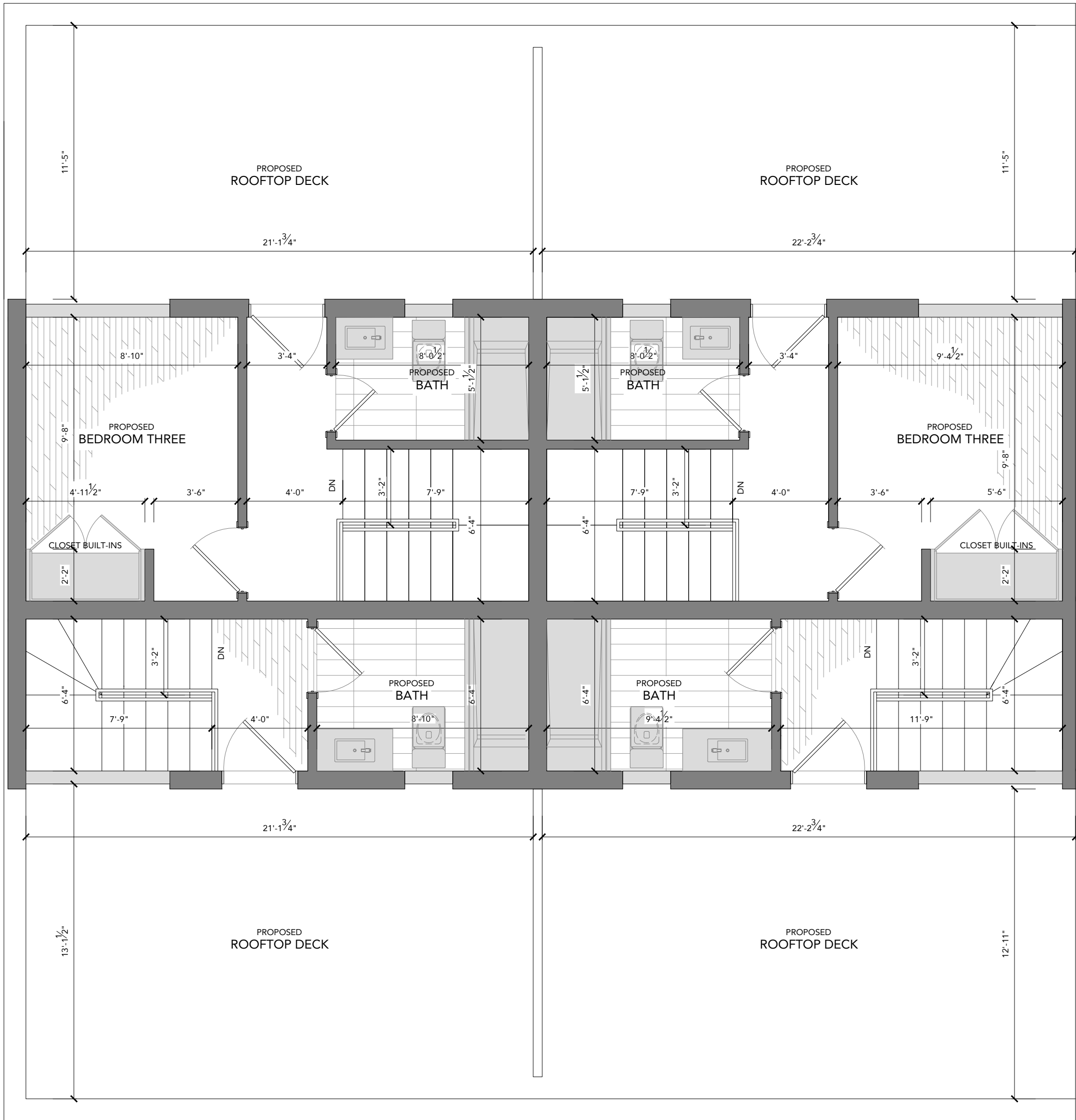
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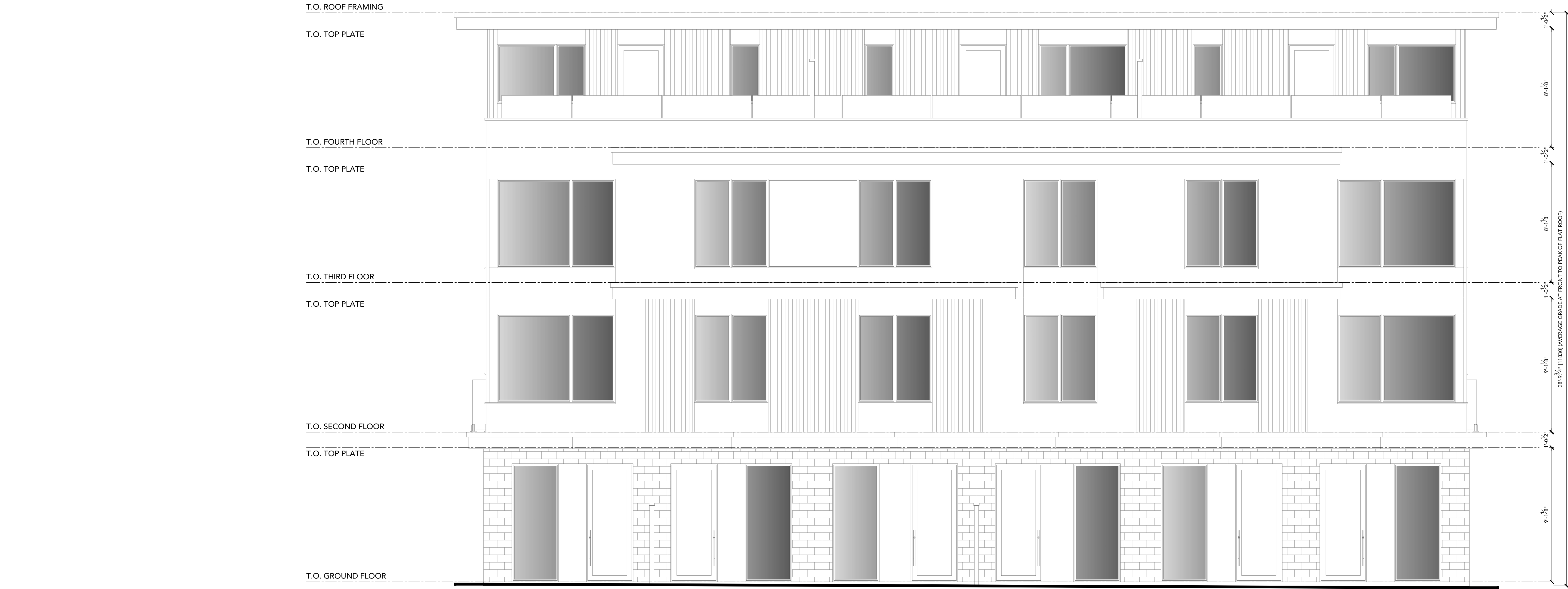
UNIT A

UNIT D



UNIT B

UNIT C



SCALE: 1/4" = 1'-0"

[FRONT ELEVATION]

[TRUE NORTH] [PROJECT NORTH]

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290 CUNDLES ROAD
BARRIE, ONTARIO

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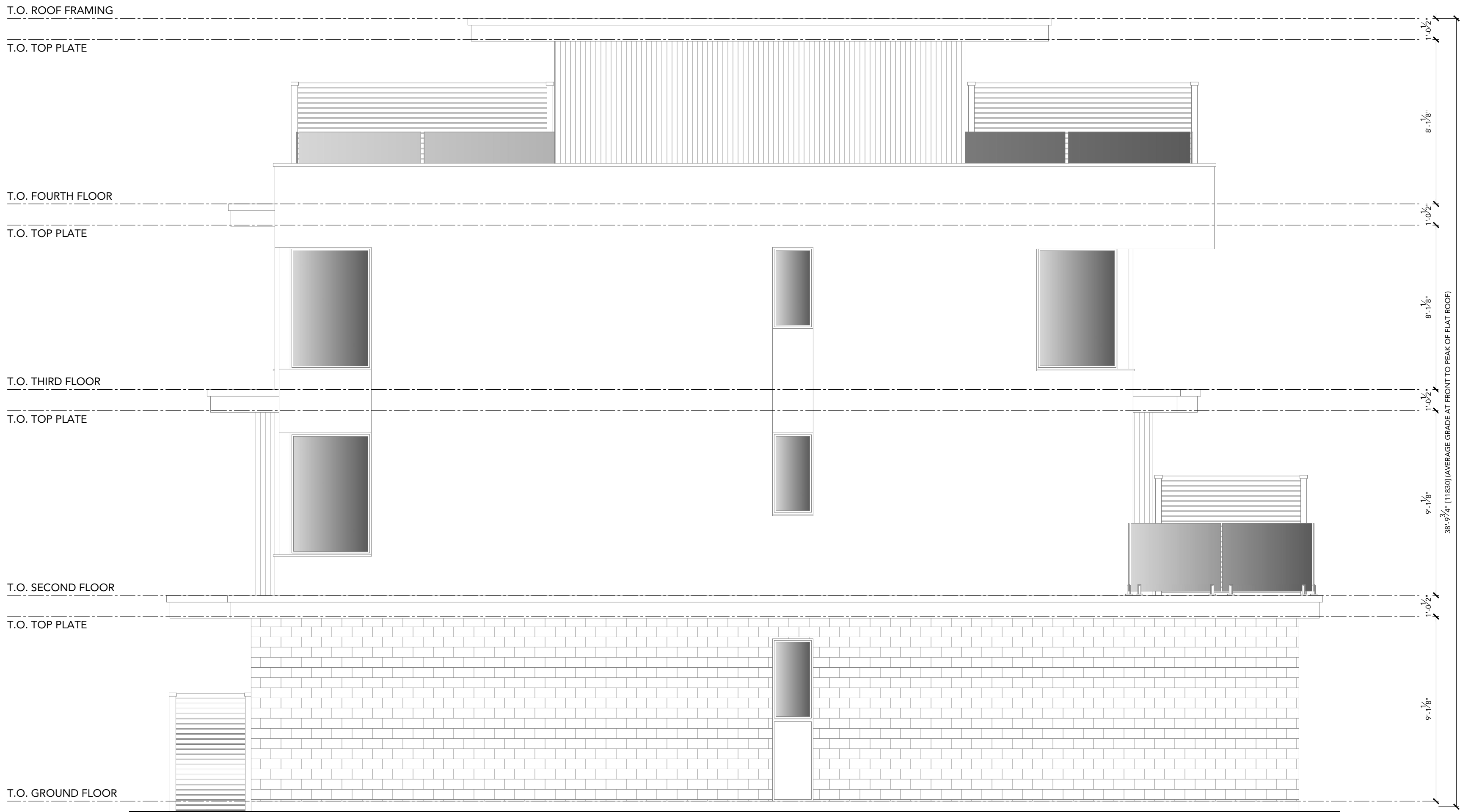
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[LEFT ELEVATION]



SCALE: 1/4" = 1'-0"

[REAR ELEVATION]



SCALE: 1/4" = 1'-0"

[RIGHT ELEVATION]

[TRUE NORTH] [PROJECT NORTH]

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ENGINEER'S SEAL

REVISIONS

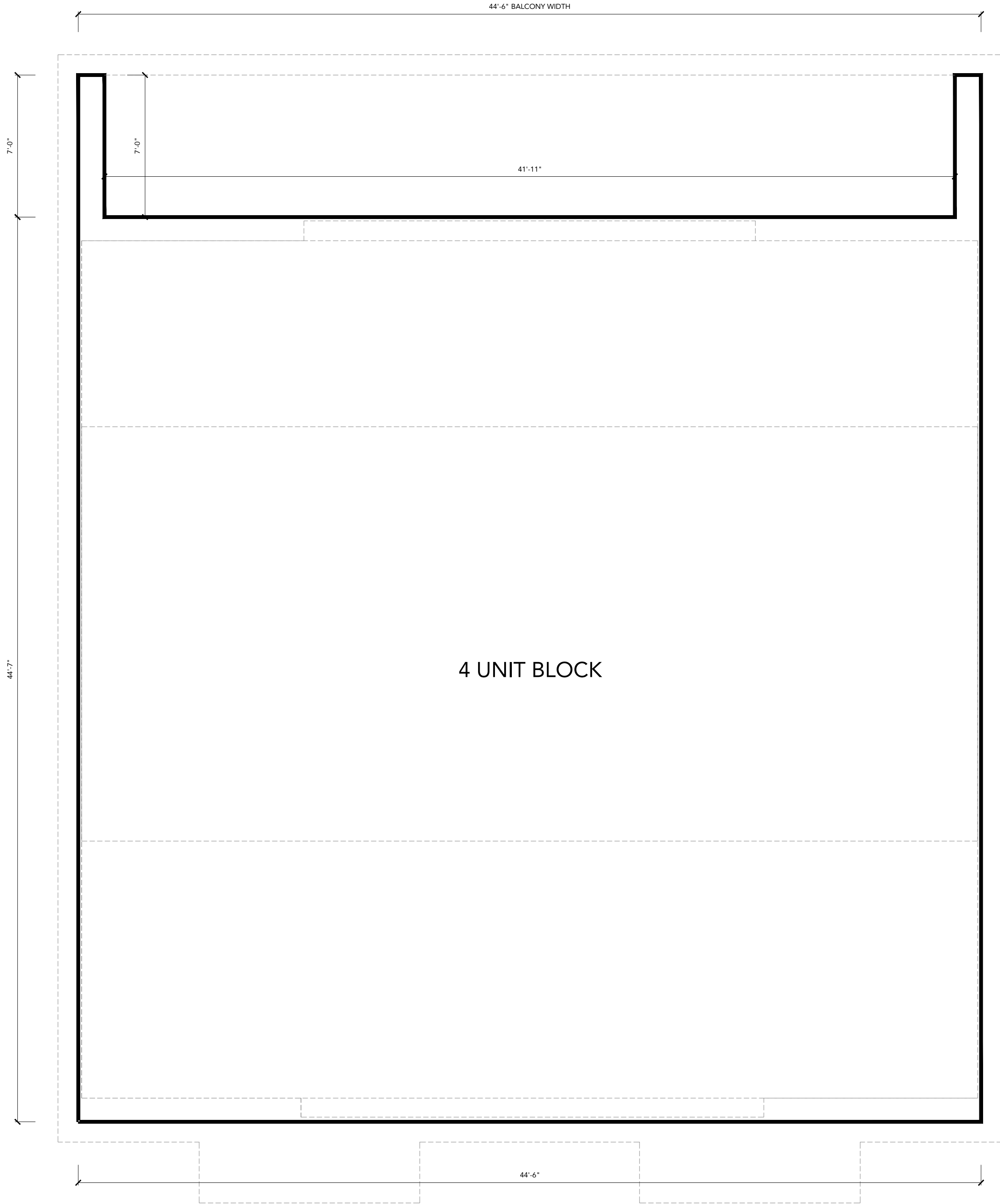
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ELEVATIONS

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[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]



4 UNIT BLOCK



6 UNIT BLOCK

[TRUE NORTH] [PROJECT NORTH]

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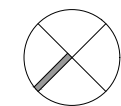
REVISIONS
[1] MM.DD.YYYY

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[PROJECT NO.] 2023-011

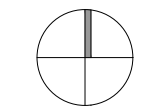
290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[TRUE NORTH]



[PROJECT NORTH]



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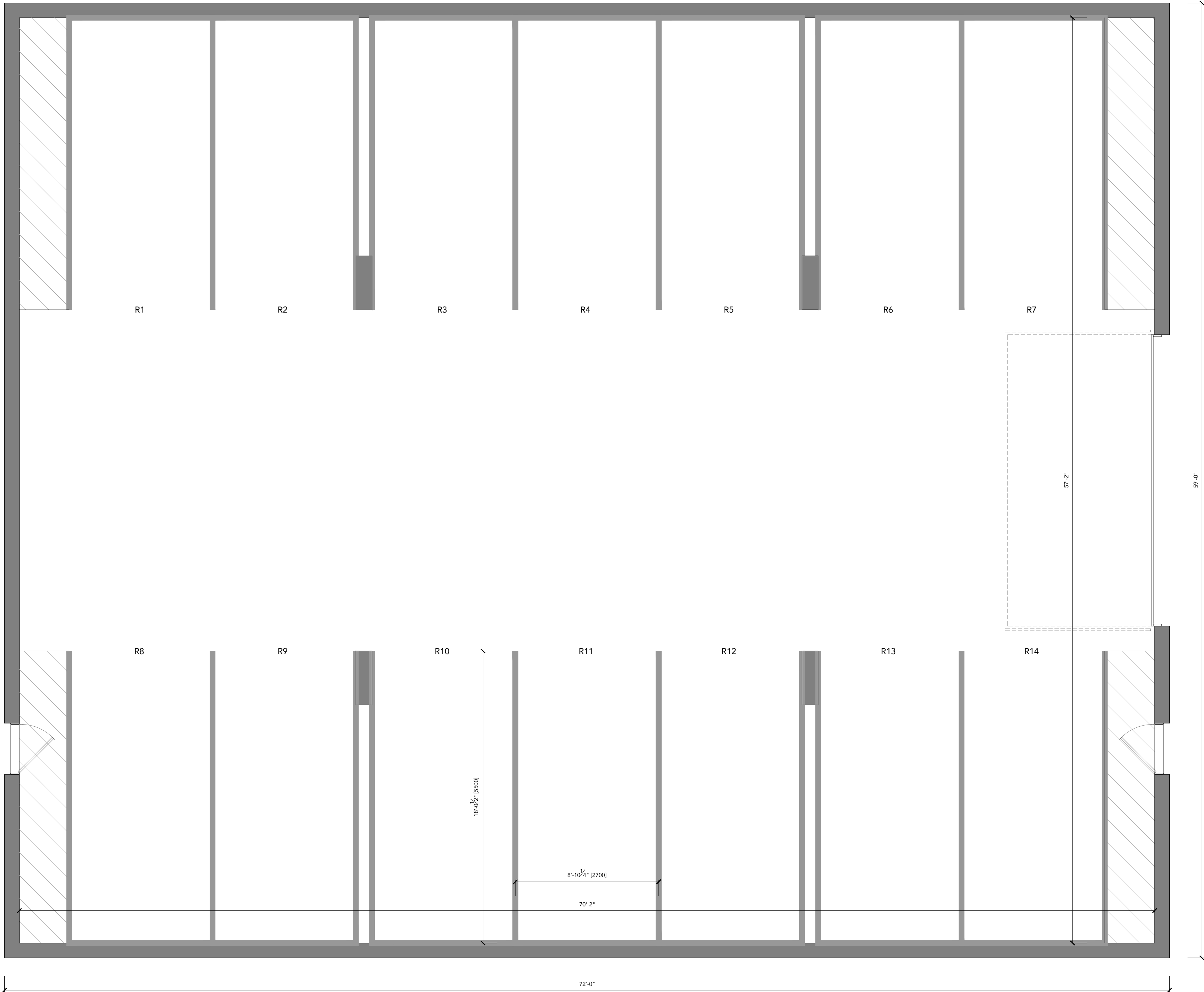
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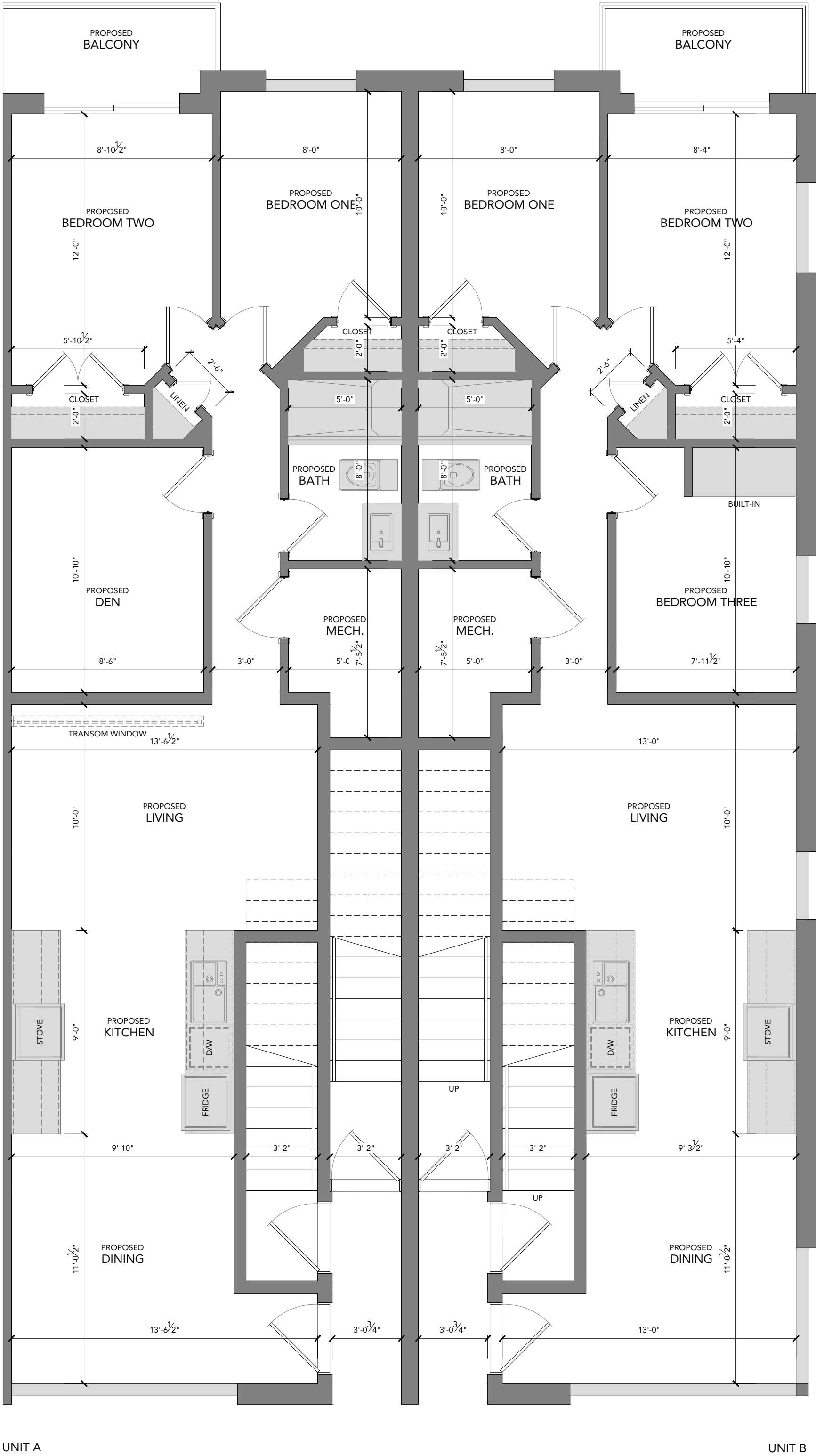
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[CHECKED BY] JUSTIN SHERRY
[SCALE] N.T.S.
[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[A100]





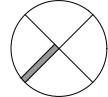
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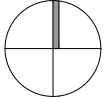
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[TRUE NORTH]



[PROJECT NORTH]



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FLOOR PLAN

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[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

GROSS FLOOR AREA CALCULATIONS: UNIT C

GROUND FLOOR AREA: 438.71 SQ.FT (40.75 SQ.M)
SECOND FLOOR AREA: 411.84 SQ.FT (38.26 SQ.M)
THIRD FLOOR AREA: 105.70 SQ.FT (9.81 SQ.M)
THIRD FLOOR AREA (N.I.C.): 386.29 SQ.FT (35.88 SQ.M)

TOTAL GROSS FLOOR AREA:956.25 SQ.FT (88.83 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT D

GROUND FLOOR AREA: 435.37 SQ.FT (40.44 SQ.M)
SECOND FLOOR AREA: 432.39 SQ.FT (40.17 SQ.M)
THIRD FLOOR AREA: 106.81 SQ.FT (9.92 SQ.M)
THIRD FLOOR AREA (N.I.C.): 380.62 SQ.FT (35.36 SQ.M)

TOTAL GROSS FLOOR AREA:974.57 SQ.FT (90.54 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT E

GROUND FLOOR AREA: 459.51 SQ.FT (42.68 SQ.M)
SECOND FLOOR AREA: 419.85 SQ.FT (39.00 SQ.M)
THIRD FLOOR AREA: 121.01 SQ.FT (11.24 SQ.M)
THIRD FLOOR AREA (N.I.C.): 369.84 SQ.FT (34.35 SQ.M)

TOTAL GROSS FLOOR AREA:1000.37 SQ.FT (92.93 SQ.M)

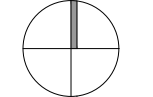
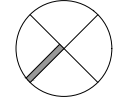
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GROUND FLOOR AREA: 456.89 SQ.FT (42.44 SQ.M)
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[PROJECT NORTH]



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FLOOR PLAN

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[SCALE] N.T.S.
[PROJECT NO.] 2023-011

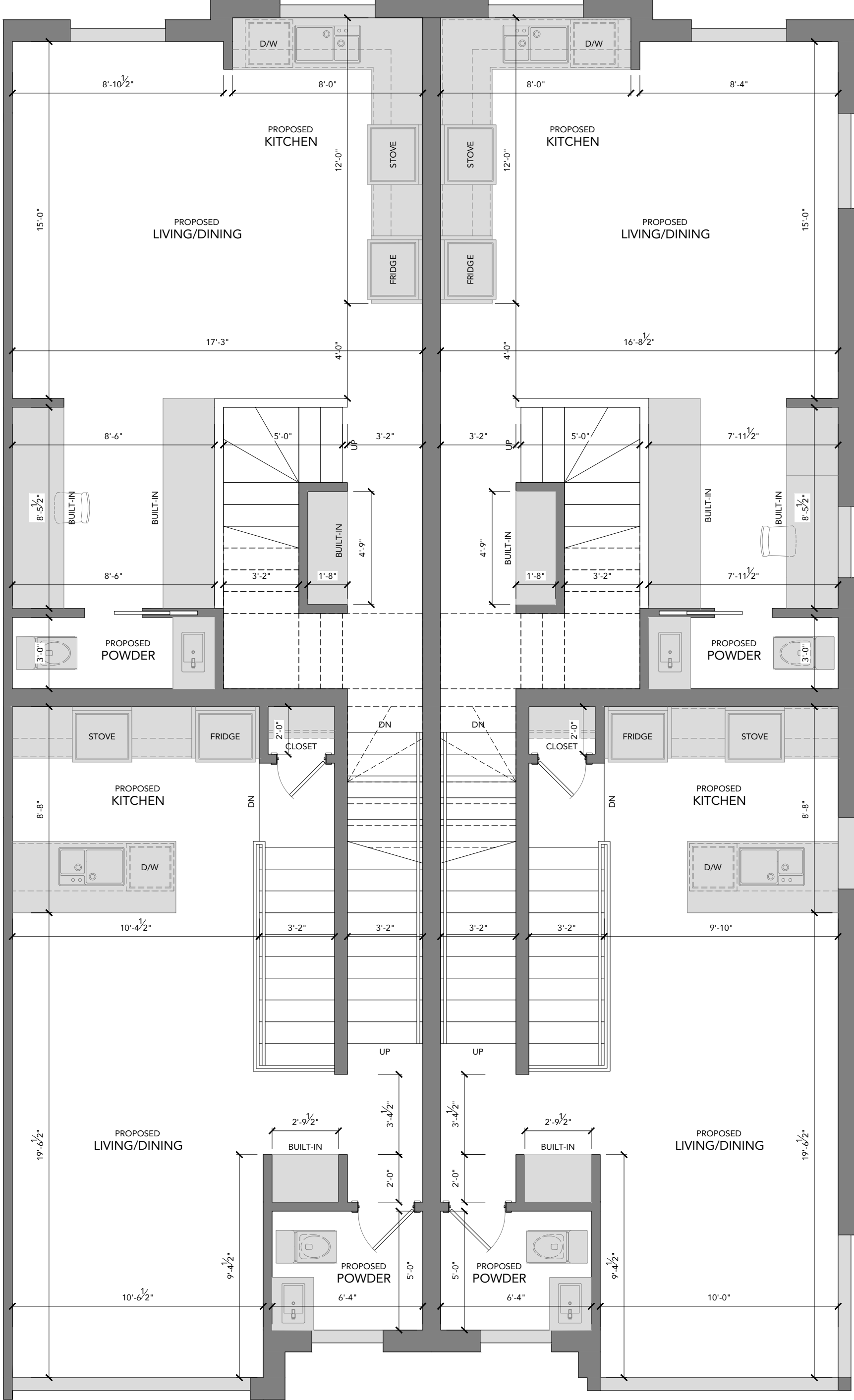
290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[A102]

UNIT E

UNIT F



UNIT C

UNIT D

GROSS FLOOR AREA CALCULATIONS: UNIT C

GROUND FLOOR AREA: 438.71 SQ.FT (40.75 SQ.M)
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[PROJECT NORTH]



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FLOOR PLAN

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[SCALE] N.T.S.
[PROJECT NO.] 2023-011

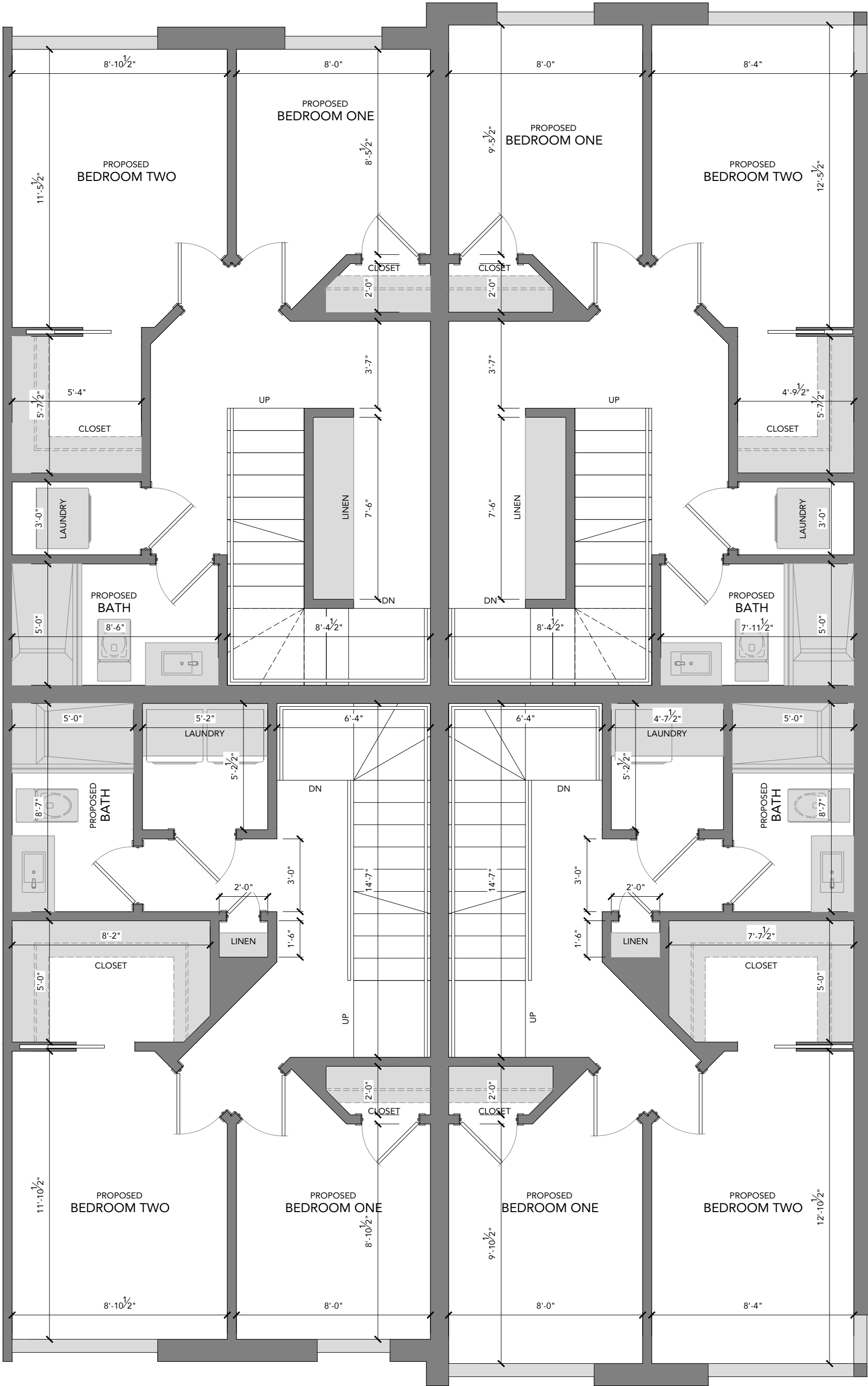
290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[A103]

UNIT E

UNIT F



UNIT C

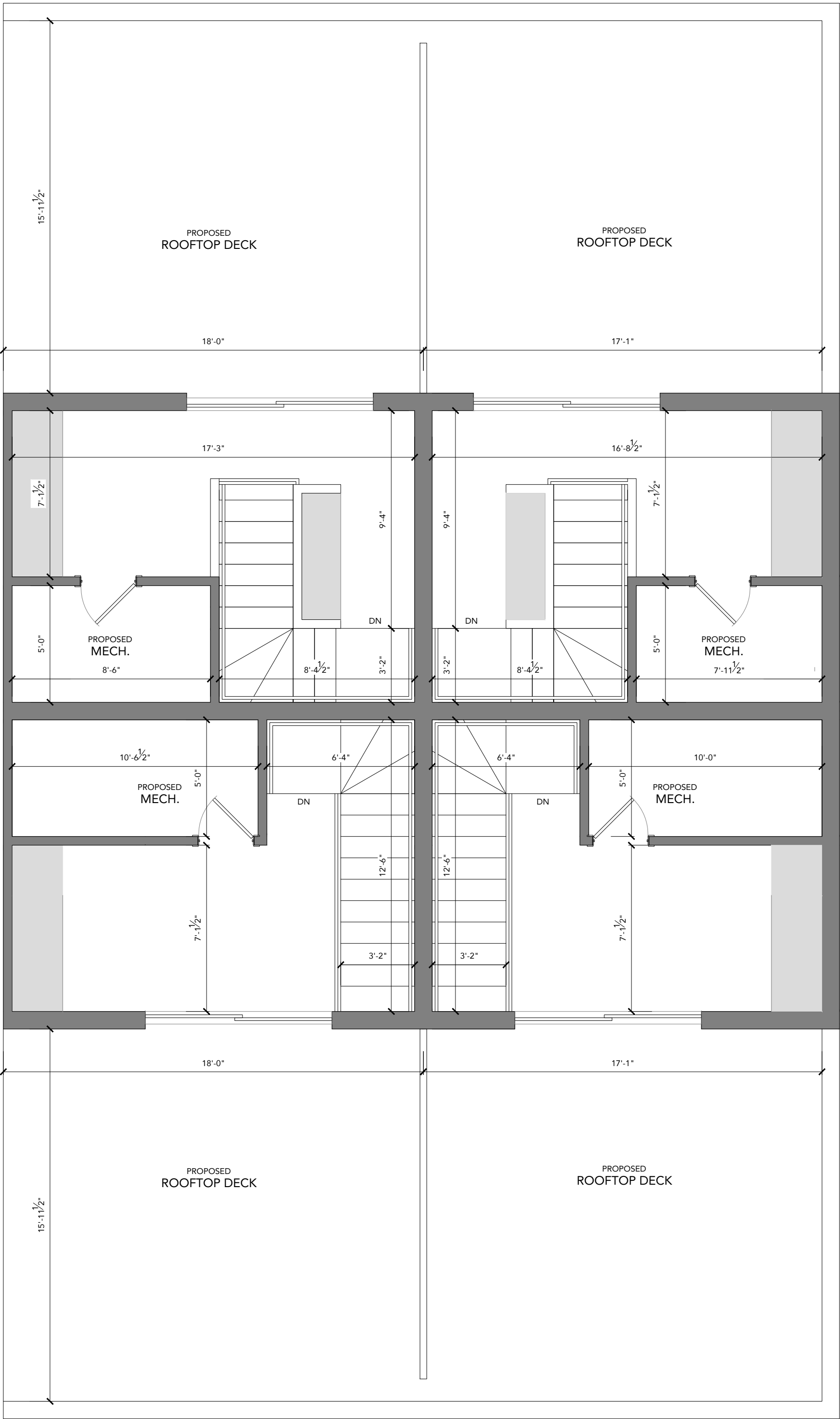
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[PROPOSED THIRD FLOOR PLAN]

UNIT E

UNIT F



UNIT C

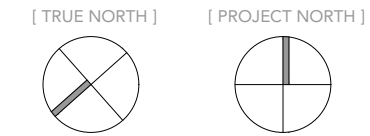
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REVISIONS

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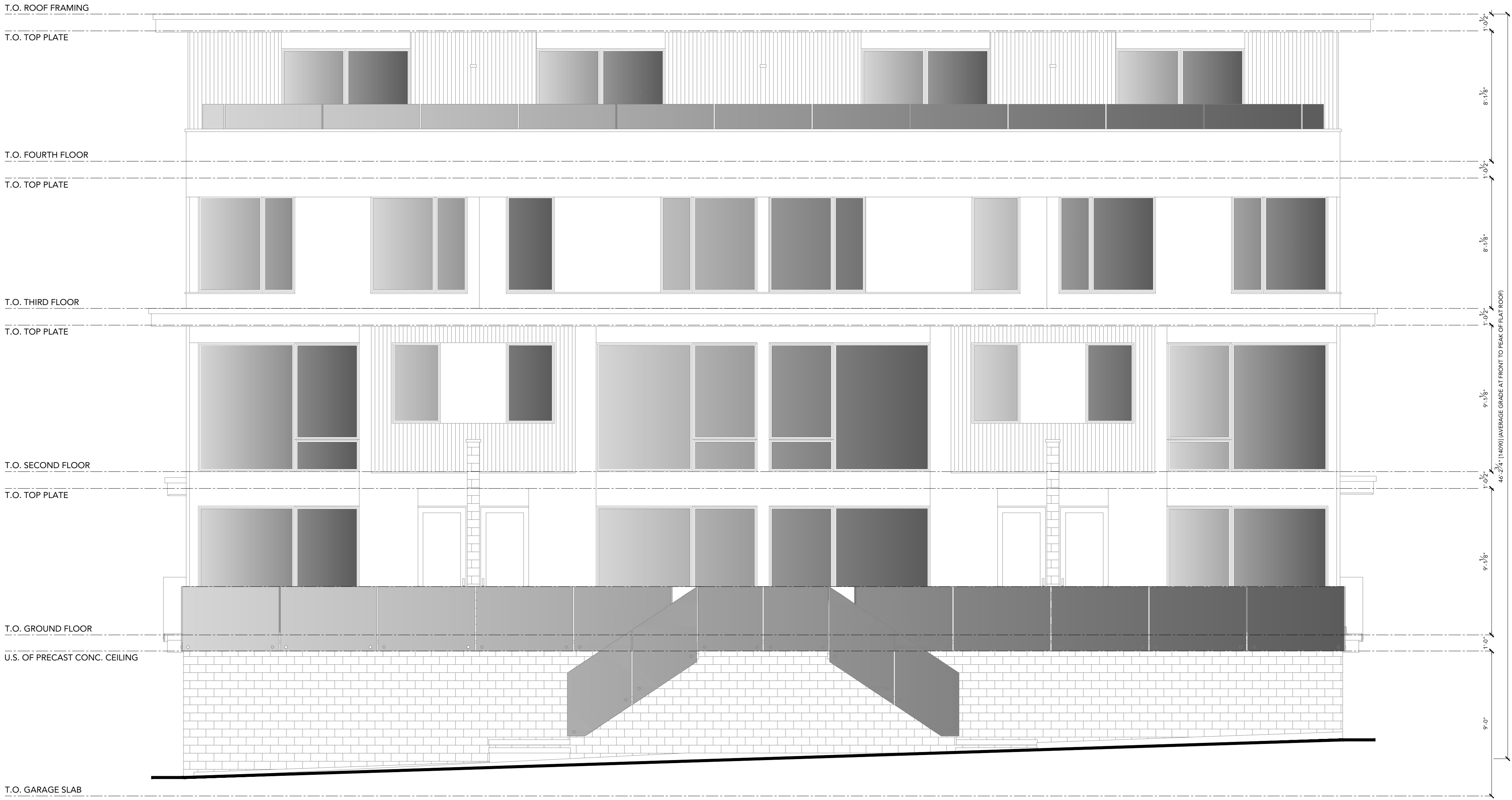
FLOOR PLAN

[DRAWN BY] JUSTIN SHERRY
[CHECKED BY] JUSTIN SHERRY
[SCALE] N.T.S.
[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[A104]



[TRUE NORTH] [PROJECT NORTH]

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[1] MM.DD.YYYY

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[CHECKED BY] JUSTIN SHERRY
[SCALE] N.T.S.
[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]



[TRUE NORTH] [PROJECT NORTH]

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290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

SCALE: 1/4" = 1'-0"

[LEFT ELEVATION]

[A202]



[TRUE NORTH] [PROJECT NORTH]

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[SCALE] N.T.S.

[PROJECT NO.] 2023-011

290 CUNDLES ROAD
BARRIE, ONTARIO

[PAGE NO.]

[A203]



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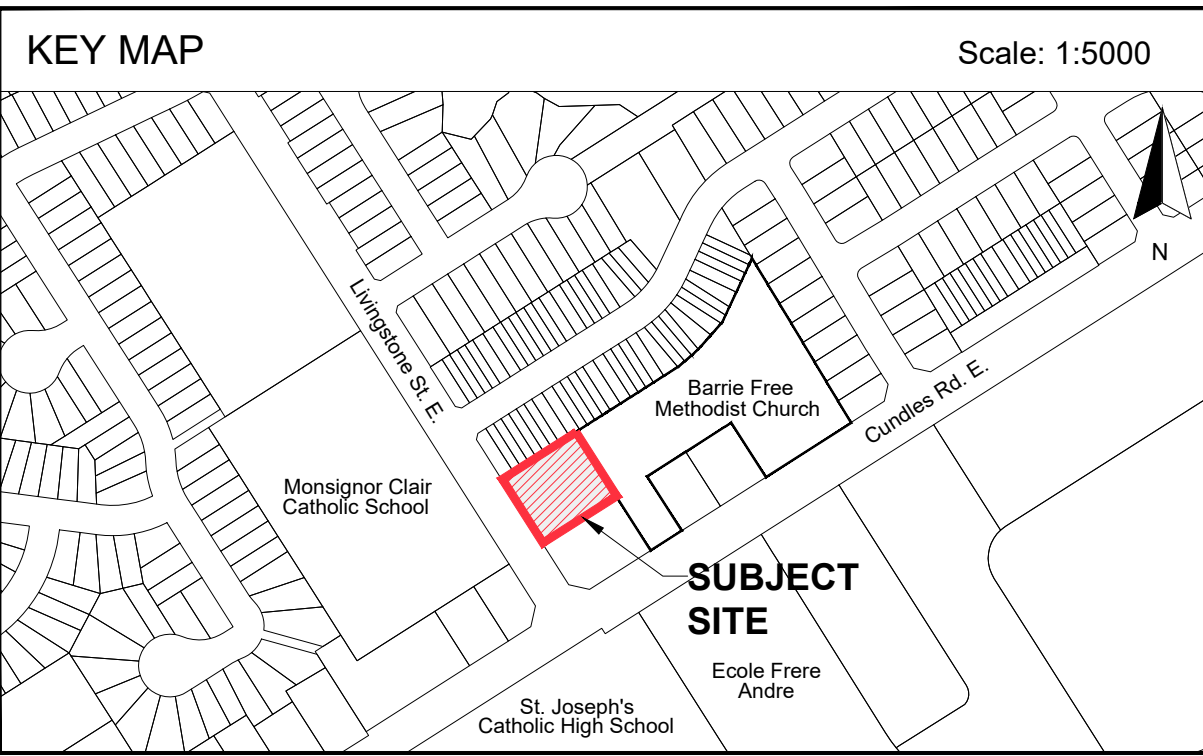
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290 CUNDLES ROAD
BARRIE, ONTARIO

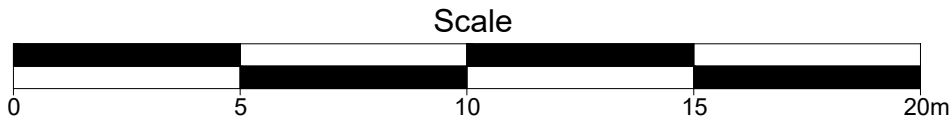
[PAGE NO.]

Appendix 2

Conceptual Site Plan & Parking Plan



CONCEPTUAL SITE PLAN



LEGEND

- Subject Site (2,892.68m² / 0.28ha)
- 3 Storey Back-To-Back Town's ('Type 1'): 10 units
 - Bldg. Area (4 units): 238.56m²
 - Bldg. Area (6 units): 352.84m²
 - Combined Bldg. G.F.A.: 1,774.20m² (incl. private garage)
- 3 Storey Back-To-Back Town's ('Type 2'): 12 units
 - Bldg. Area: 394.63m²
 - Bldg. G.F.A.: 1,183.89m²
- Second Storey Deck (83.05m²)
- Amenity Area (269.35m²)
- Storm Pipes
- Water Mains
- Water Hydrants

RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY (RM2) ZONE		
Provisions	Required	Provided
Lot Area (min.)	720.0m ²	2,892.68m ²
Lot Frontage (min.)	21.0m	49.97m
Front Yard to Dwelling Unit (min.)	4.5m	1.39m
Side Yards (min.)	1.2m	1.20m
Rear Yard (min.)	7.0m	2.71m
Landscaped Open Space	35%	31.79% (919.69m ²)
Lot Coverage (max.)	60%	36.95% (1,069.08m ²) - Bldg: 986.03m ² - Deck: 83.05m ²
Height of Main Bldg. (max.)	10.0m	- 14.30m (Stacked B2B) - 12.00m (B2B)
Landscaped Buffer Areas (5.3.7.1.)	A parking area of more than 4 parking spaces adjoining a residentially zoned required a continuous landscaped buffer area with a min. width 3.0m shall be provided along the abutting lot line and a continuous tight board fence with a min. height of 2.0m	3.00m with 2.0m tight board fence (north property line)
Outdoor Amenity Area (5.2.5.2.)	264.0m ² (12.0m ² / unit in a consolidated form)	269.35m ²
Max. G.F.A.	60%	102.26% (2,958.09m ²)
Required Parking: Residential Bldg. containing more than 3 dwelling units	1.5 spaces / dwelling unit. Tandem parking not permitted. (33 spaces)	34 spaces (1.55 spaces / unit) - 14 covered parking - 10 townhouse parking (not incl. private garage) - 10 visitor parking
Required Barrier Free Parking	1 Type 'A' and 1 Type 'B' B.F. space	1 Type 'A' and 1 Type 'B' B.F. space
Density (5.2.5.1.a)	40 units / ha	78.57 units / ha

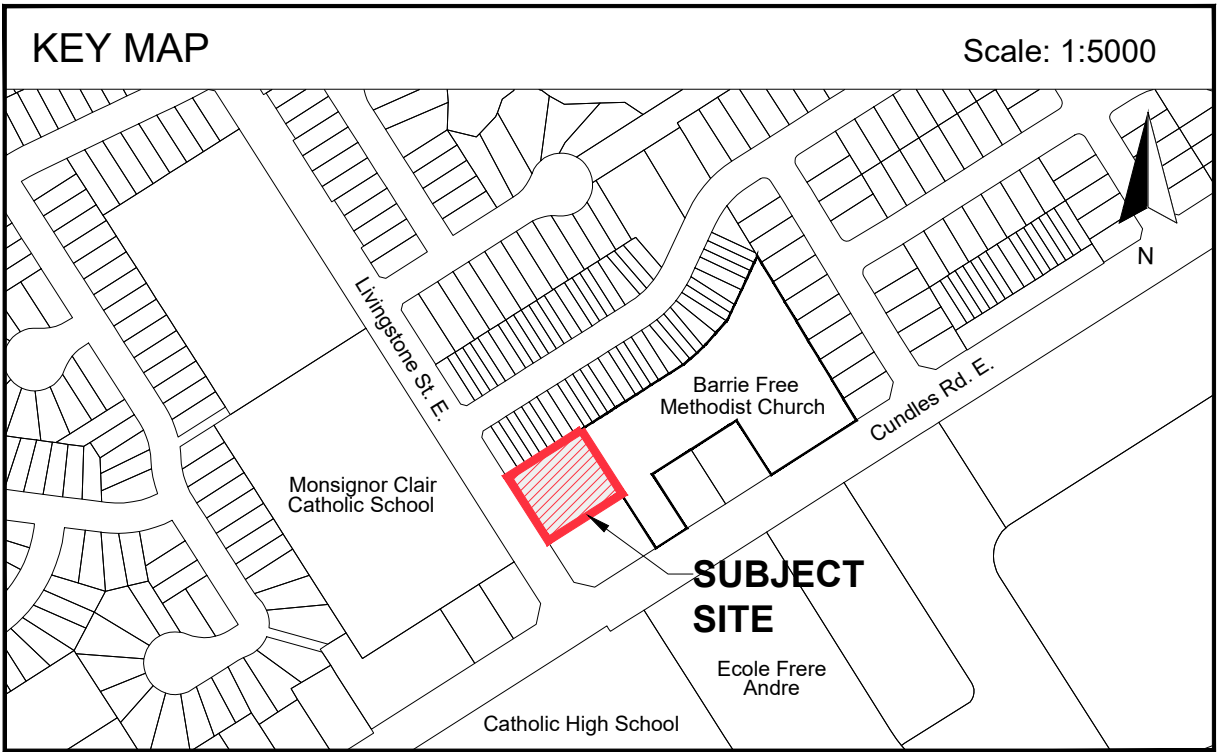
Source: City of Barrie, Comprehensive Zoning By-Law 2009 - 141, Jan. 2022
Note: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN - 22 UNITS

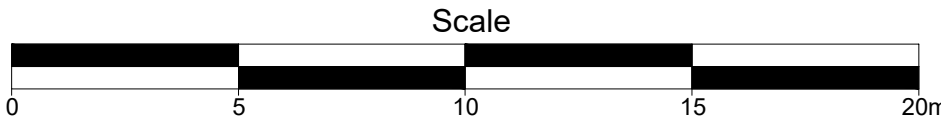
290 CUNDLES EAST, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
3.	May 5, 2023	Increase B2B bldg. width;	A.S.
4.	May 15, 2023	Revise Site Plan;	A.S.
5.	May 23, 2023	Revise Site Plan;	A.S.
6.	May 24, 2023	Revise Site Plan;	A.S.
7.	July 25, 2023	Revise Site Plan;	A.S.

IPS INNOVATIVE PLANNING SOLUTIONS	
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS	
647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7	
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com	
Date:	Jan. 3, 2023
File:	22 - 1256
Drawn By:	A.S.
Checked:	G.B.



CONCEPTUAL PARKING PLAN



LEGEND
Subject Site (2.892.68m² / 0.28ha)

- Total Parking: 34 spaces not including private garage
- 14 spaces covered parking
 - 10 spaces townhouse dwelling parking
 - 10 visitor parking spaces incl. 2 B.F. spaces

Source: City of Barrie, Comprehensive Zoning By-Law 2009 - 141, Jan. 2022
Note: Information shown is approximate and subject to change.

CONCEPTUAL PARKING PLAN - 44 spaces (incl. 10 garage spaces) 290 CUNDLES EAST, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



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PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	July 25, 2023	Drawn By:	A.S.
File:	22 - 1256	Checked:	G.B.

Appendix 3

Zoning By-law Amendment Draft Text & Schedule

BY-LAW NUMBER 2023-XXX

A By-law of the Corporation of the City of Barrie to amend Zoning By-law No. 2009-141 by rezoning a portion of the lands municipally known as 290 Cundles Road East from the 'Institutional (I)' zone to the 'Residential Multiple Dwelling Second Density - Special (RM2) (SP-XX)' zone.

WHEREAS the Council of the Corporation of the City of Barrie adopted Motion 22-X-XXX.

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a portion of the lands municipally known as 290 Cundles Road East.

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

NOW THEREFORE the Council of the Corporation of the City of Barrie enacts the following.

1. **THAT** the Zoning By-law Map, is hereby further amended by rezoning a portion of the lands municipally known as 290 Cundles Road East from the 'Institutional (I)' zone to the 'Residential Multiple Dwelling Second Density – Special (RM2) (SP-X)' zone.
2. **NOTWITHSTANDING** the provisions of the By-law, the following shall apply to lands zoned 'Residential Multiple Dwelling Second Density-Special (RM2) (SP-XX)'.
 - a. A Front Yard to Dwelling Unit Setback of 1.3m be permitted.
 - b. A Rear Yard Setback of 2.7m be permitted.
 - c. A minimum landscaped open space of 31% be permitted.
 - d. A Building Height of 12m be permitted for back-to-back townhouse dwellings.
 - e. A Building Height of 14.3m be permitted for stacked back-to-back townhouse dwellings.
 - f. Max G.F.A of 103% be permitted.
 - g. Density of 78 units / ha be permitted.
 - h. A stacked back-to-back townhouse dwelling be defined as:
 - i. a building containing a minimum of four dwelling units that are stacked vertically and divided by common walls, including a common rear wall. Each dwelling unit has an independent direct entrance to grade.
3. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands as shown on Schedule 'B' to this By-law, shall apply to the said lands except as varied by this By-law.
4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this ____ day of _____ 2023.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk



LEGEND



SUBJECT LANDS
15,754.0m² / 0.2ha



LANDS TO BE REZONED FROM INSTITUTIONAL (I)
ZONE TO RESIDENTIAL MULTIPLE DWELLING
SECOND DENSITY WITH SPECIAL PROVISIONS (RM2
SP-XX) ZONE
2,891.5m² / 0.2ha

SCHEDULE "A"
ZONING BY-LAW AMENDMENT

290 Cundles Road East, Barrie

Scale



Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown is approximate and subject to change.



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Date: 2023-07-19

Drawn By: DS

File: 22-1256

Checked: CM