

152 & 156 Miller Drive

Lot 23 Concession 8

City of Barrie

APPLICATION FOR

SITE PLAN CONTROL

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

Alliance Homes

MAY, 2024

1.0 INTRODUCTION

Innovative Planning Solutions has been retained by Alliance Miller Inc. to prepare a Planning Brief in relation to a Site Plan Control Application for portions of land municipally known as 152 and 156 Miller Drive, Barrie. The Roll Numbers are 434203102311900 and 434203102311800. The nature of this Planning Brief is to provide a general outline of the proposed development.

The purpose of the Site Plan Control Application is to facilitate the development of 54 two-storey block/cluster townhouse units located on a singular private road accessible from Miller Drive. To note, the Site Plan Control Application does not include the four (4), three-storey, single-detached lots fronting Miller Drive. It should be noted that the following application is intended to amend the existing Site Plan Control Application before the City (D11-012-2022), which proposed 43 single detached dwelling units (4 Freehold Units and 39, 3 storey, Condominium Units on a private road). The revised Site Plan Control Application is intended to improve the overall functionality of the site, providing a safer and more compatible development for the neighborhood, and allow for safer access for emergency and service vehicles.

On February 27, 2024, the Applicant submitted a Minor Variance Application in support of the 54-unit block/cluster townhouse development concept (APLI record A5/24) seeking relief from standards of the City's comprehensive Zoning By-law 2009-141 and the land's site-specific RM2 (SP-582) (H-145) zoning which exists on this portion of the lands. On February 29, 2024, the Applicant submitted a Pre consultation Application for Site Plan Control as a result of feedback received from the City on the Minor Variance Application submission. A Pre-consultation meeting was held on April 4th 2024 and final summary of comments received from the City on April 16, 2024. Additionally, a request to extend Draft Plan of Subdivision was submitted to the City on March 4th, 2024 to extend draft conditions which are currently being reviewed. It is anticipated that the Draft Plan of Subdivision extension will be approved by City Staff on or before the deadline of May 28th 2024. Based on feedback

obtained through the Site Plan Control Pre-consultation process, we are proceeding to formal Site Plan Control submission.

As a result of the current zoning in place on these lands (RM2 SP-582 H-145) which was customized for the previous development concept has resulted in minor variances to the Zoning By-law 2009-141 and site-specific zoning of RM2 SP-582 H-145 in relation to the proposed development. The minor variances associated with the proposed development will be heard at a future Committee of Adjustment hearing pending Site Plan Control comment received from City Staff and external agencies.

2.0 SITE DESCRIPTION & SURROUNDING LAND USES

Currently comprised of two parcels located at 152 and 156 Miller Drive, the lands are sited within Ward 5, on the west side of Miller Drive (classified as a Minor Collector), approximately 80 metres south of the Edgehill Drive intersection. They feature a combined area of 14,397m² (1.43 ha), with a combined 54.8 metres of frontage along Miller Drive. An aerial of the properties can be seen in **Figure 1**.

152 Miller Drive is an irregularly shaped parcel with 30.48 metres of frontage on Miller Drive; however, the parcel widens out to 181 metres directly behind 144, 148, 156, 160, 162 and 166 Miller Drive. As a result, the depth of the 152 Miller Drive parcel ranges from 61 metres to 122 metres. 152 Miller Drive features an existing two-storey single-detached dwelling fronting Miller Drive, along with an accessory building. 152 Miller Drive features trees and vegetation around the home and towards the rear and north portions of the property.

156 Miller Drive features a frontage of 24.38 metres and a lot depth of 60.96 metres. A one-storey single-detached dwelling, shed and gazebo currently occupy the property. Trees and vegetation are present in the front and rear yards. Topography of the lands are characterized by a gentle downwards slope from east to west. Both parcels are regulated by the Nottawasaga Valley Conservation Authority (NVCA). Both parcels are provided municipal water and sewer services, gas and hydro.

While they are located at the western edge of Barrie's city limits, a review of the City of Barrie's Official Plan Map 1 confirms the lands are fully located within the delineated Built-Up Area, and per Map 2, the lands are designated as 'Neighbourhood Area' (**Figure 2**). Per

the north section map of the City's comprehensive Zoning By-law 2009-141, both properties share split zoning of RM2 (SP-582) (H-145) and R4 (SP-581)(H-145), as shown in **Figure 3**. This site-specific zoning was established in January, 2020 with the passing of By-law 2020-004. At the time, the rezoning was in support of a proposed development consisting of four three-storey single-detached dwellings fronting Miller Drive and an additional 39 three-storey single-detached dwellings on a private roadway.

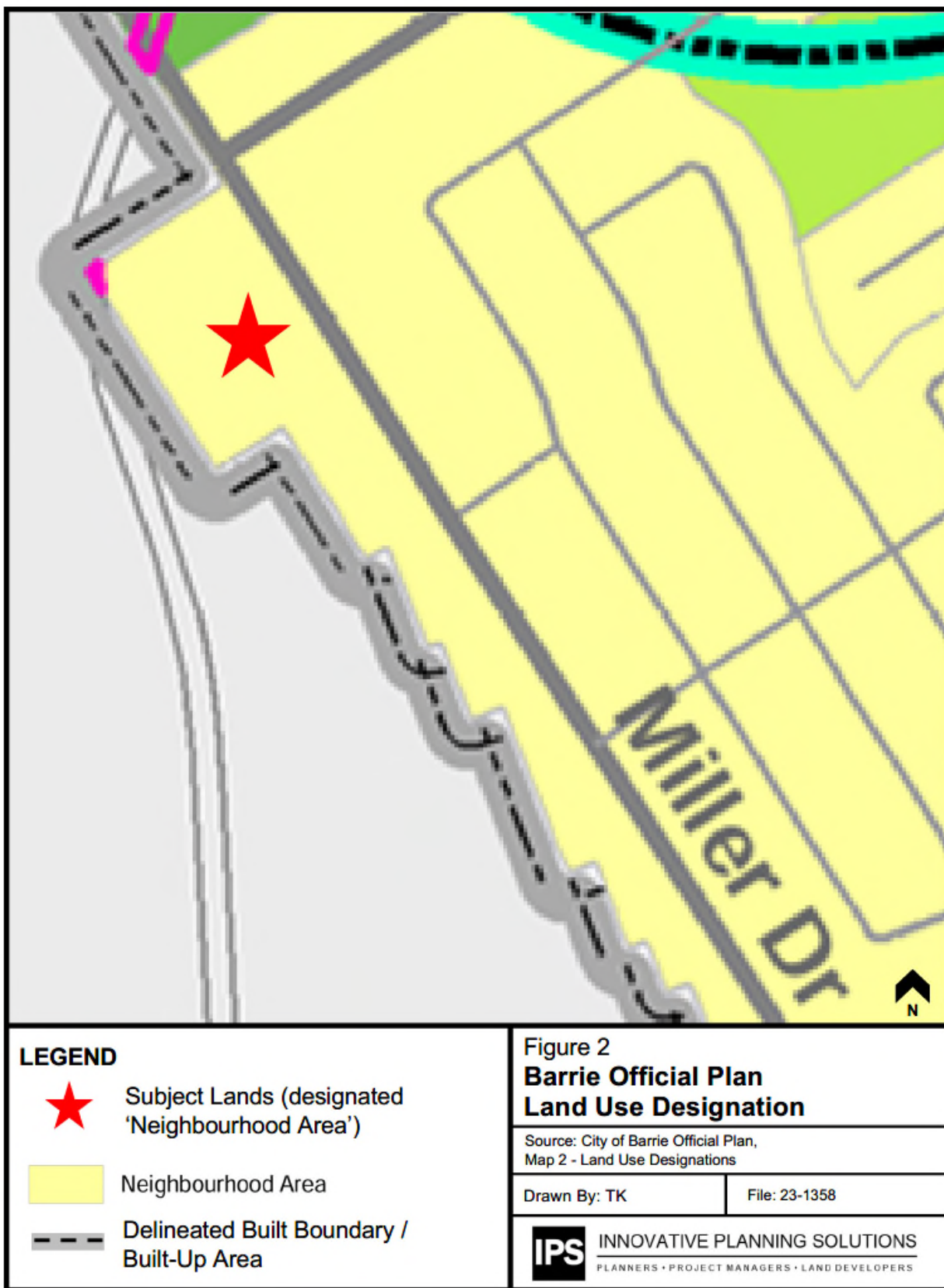
The neighbourhood is primarily characterized by both single-detached dwellings and townhomes of various sizes, ages and styles. Pringle Park is located central to the neighbourhood and in walking distance. Schools in this area include St. Mary's Catholic School and Andrew Hunter Elementary School, among others. The neighbourhood is served by the 5A (Edgehill) and 5B (Wellington) transit routes and just minutes from Highway 400. The community also has access to everyday commercial amenities and employment near the Highway 400/Dunlop Street West interchange (1.5 km), as well as Downtown Barrie (4 km). Additionally, the site is within 10 minutes of Barrie's waterfront and the Allandale GO station. Uses in the area are shown in **Figure 4**.

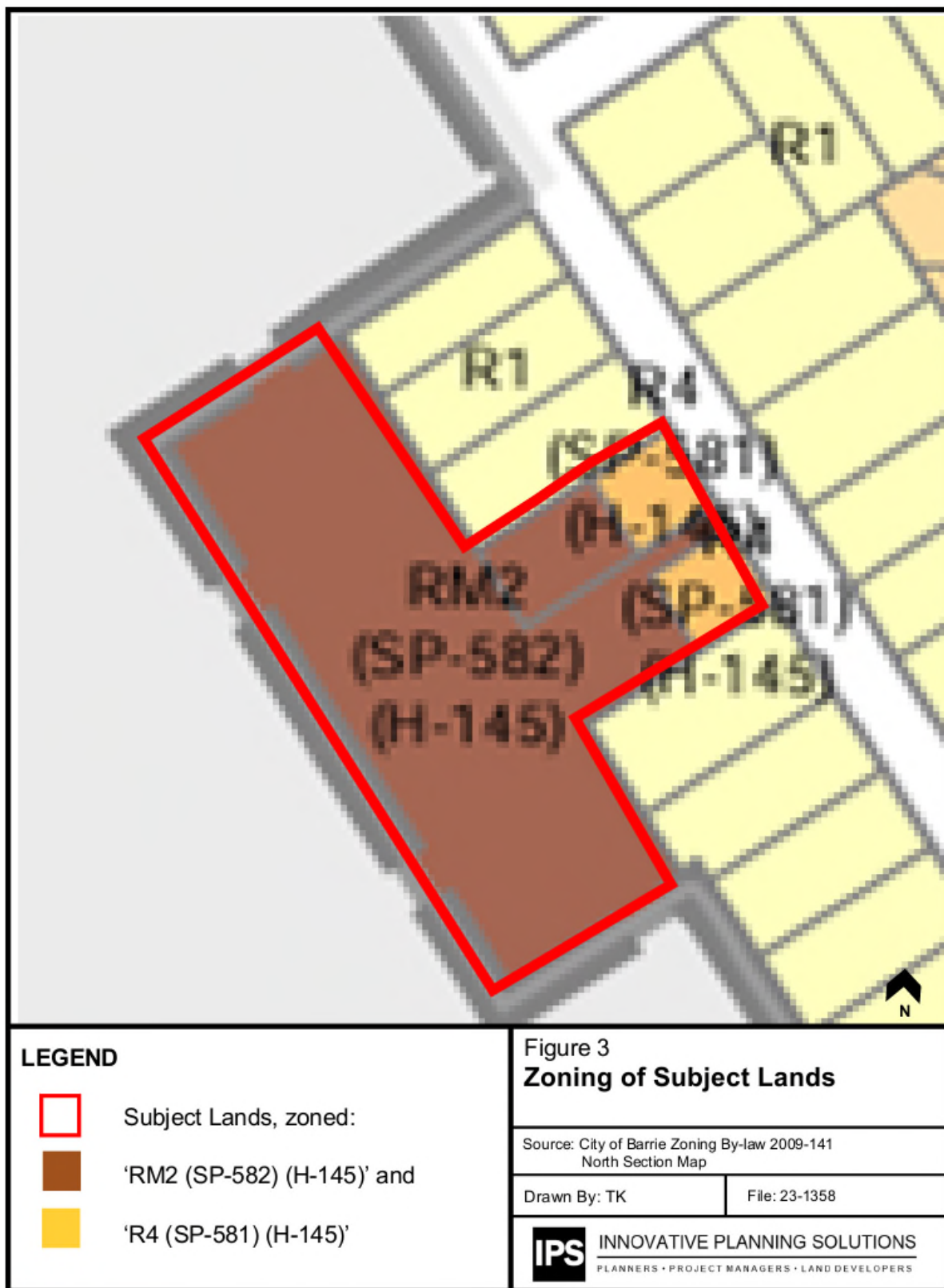
The Site Plan Control Application only addresses the proposed development within the area zoned RM2 SP-582 H-145 for 54 two-storey block/cluster townhouse units located on a singular private road accessible from Miller Drive, see Site Plan Drawing attached as **APPENDIX 1** to this report. The Draft Plan of Subdivision plan delineating the proposed lot configuration is shown as **APPENDIX 2** to this report.

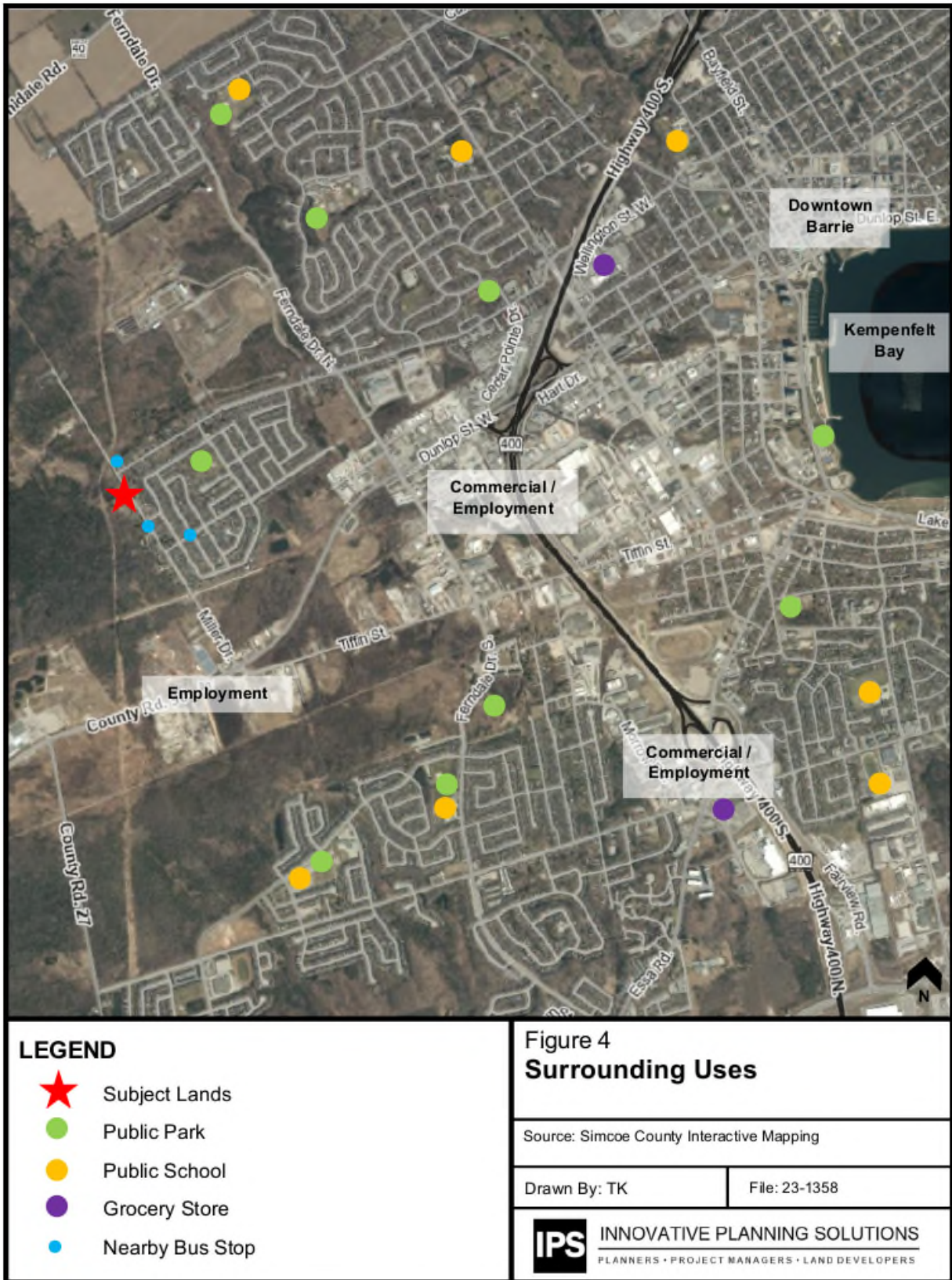
The immediate area surrounding the property is comprised of the following:

- North:** Single-detached residential dwellings, the TransCanada Pipeline corridor, vacant rural land within the Township of Springwater.
- East:** Miller Drive, beyond which are single-detached residential dwellings.
- South:** Single-detached residential dwellings, vacant rural lands geographically located within the Township of Springwater.
- West:** The TransCanada Pipeline corridor, vacant rural lands geographically located within the Township of Springwater.









3.0 DESCRIPTION OF DEVELOPMENT

The applicant proposes a 54 two-storey block/cluster townhouse dwelling units located on a singular private road accessible from Miller Drive in a 10-block configuration. The application intends to limit the townhouse units to two-storeys rather than the previous approval for three-storey single-detached dwellings. A copy of the Site Plan Drawing is provided in **APPENDIX 1**.

As per the Site Plan Drawing & Draft Plan of Subdivision, see Appendix 1 & 2, the lot configuration for the RM2 SP-582 H-145 zone separates the proposed single detached lot with a 12.75 metre separation to provide lot frontage and access to the proposed 54-unit, common element condominium townhouse development. The internal private street configuration has been improved for best site functionality and is more accommodating for maintenance and emergency vehicle access than provided in previous designs.

The proposed 54 units are broken down into 10 blocks ranging from 4 units to 8 unit configurations fronting the internal private street. All interior townhouse units are 6.0 metres in width and all end units are slightly larger with a width of approximately 6.2 metres. It is anticipated that the average floor area of the townhomes will range approximately between 1,400 to 1,550 square feet, with three bedrooms. Each townhouse unit features a single-car garage and single-car driveway accessible from the internal street. An additional 13 visitor spaces (including two Type 'A' and two Type 'B' B.F.) are provided in three convenient locations. Waste collection will be provided through curb side pick up. Snow storage locations are provided at the end of drive aisles and directed away from landscaped areas. The internal street network features sidewalks which provide pedestrian connectivity within the condominium and out to Miller Drive and the larger neighbourhood.

A zoning review has been completed for the proposed 54-unit condominium townhouse development relative to the current RM2 (SP-582) (H-145) zoning which is present on these portions of the lands and subject to this Site Plan Control Application. This zoning review identified minor variances and are listed in **Table 1** below which indicate where relief is needed from requirements of the City's comprehensive Zoning-Bylaw 2009-141 and the site-specific RM2 (SP-582) (H-145) zone.

PROVISION	REQUIRED	PROPOSED
Permitted Residential Uses	Single-detached residential (RM2(SP-582)(H-145))	Single-Detached Residential and Block / Cluster Townhomes
Density (max.)	31 units / ha (or 39 units) (RM2(SP-582)(H-145))	41 units / ha (or 54 units)
Outdoor Amenity Area (min.)	12.00m ² / unit (648.00m ²) Consolidated (RM2(SP-582)(H-145))	30.00m ² / unit (total 1,620m ²). 252.42m ² consolidated (Private Parkette) Total site amenity area = 1,872.42m ²
Easterly interior side yard (min.)	1.80m	1.50m (Blk. 14, 8 & 10)
Easterly interior side yard (min.)	4.00m (unit no. 15) (RM2(SP-582)(H-145))	1.50m (Blk. 4)
Easterly interior side yard (min.)	10.00m (unit no. 36 - 37) (RM2(SP-582)(H-145))	5.60m (Blk. 9)
Southerly interior side yard setback (min.)	9.00m (unit no. 33 - 35) (RM2(SP-582)(H-145))	5.00m (Blk. 7 and 8)
Southerly interior side yard setback (min.)	7.00m (unit no. 40 - 43) (RM2(SP-582)(H-145))	5.00m (Blk. 10)
Northerly interior side yard setback (min.)	6.00m (unit no. 15 - 17) (RM2(SP-582)(H-145))	5.00m (Blk. 4)
Rear yard setback (min.) West	6.00m (unit no. 32) (RM2(SP-582)(H-145))	5.00m (Blk. 5 & 6)
Secondary Means of Access (min.)	7.00m	5.00m (Blk., 7 & 8) walk out patio area. Note: All upper level decks

		require railing and no stairs proposed
Landscaped Open Space (min.)	35%	34.15% (4,260.1m ² + Parkette area 252.42m ² = 4,512.52m ²)
Lot Coverage (max.)	35%	36.7% (4,840.03m ²)
Required Parking (min.)	1.5 spaces / unit / unit 54 units x 1.5 = 81 spaces Tandem parking not permitted.	121 total spaces provided (54 tandem spaces in private garages + 54 spaces on private TH driveways + 13 surface parking spaces) 2.24 spaces / unit Permit tandem parking.

Further details and justification will be provided through the Committee of Adjustment minor variance submission package. It is important to note that through the detailed Site Plan Control process, site changes could occur which may result in reductions of requested variances. These details will be reviewed once all City and external agency comments have been received and any site design changed implemented if necessary. The site will comply with urban design criteria stipulated by the City for Block/cluster Townhouse developments. The proposal embraces urban design criteria to produce attractive, functional developments that enhance the existing community while not to alter the existing neighbourhood characteristics.

4.0 OFFICIAL PLAN POLICIES

The City of Barrie Official Plan, adopted by Council in April 2023, serves as an integrated and comprehensive roadmap which guides the Barrie's growth and responds to its land use, development, and conservation goals. The Official Plan aligns with provincial plans including the Provincial Policy Statement and the Growth Plan.

The subject lands are designated as 'Neighbourhood Area' on Map 2 (Land Use) as well as identified as being within the Built-up Area on Map 1 (Community Structure). Residential uses are permitted in the 'Neighbourhood Area' designation. As stated in Section 2.3.7 of the Official Plan, 'Neighbourhoods', while historically low-density residential, are envisioned to continue to evolve and integrate a range of housing forms to meet the needs of residents. Neighbourhoods are expected to accommodate a scale of development and built form suitable for their planned function (2.3.7a). Neighbourhoods within the Built-Up area specifically, are considered by the Plan to be where low impact intensification is expected as areas mature over time (2.3.7b). Per Section 2.3.7c, Neighbourhoods should be planned to provide a range of parcel sizes and street patterns to achieve a variety of built forms and allow for redevelopment and gentle intensification. Further to this, Section 2.3.7e establishes that Neighbourhoods must permit and encourage opportunities for a full range of housing forms, types and options.

The proposed development to permit townhouses seeks variation from the property's site-specific RM2(SP-582) (H-145) zoning to allow block/cluster townhouse development on the property, a built form which is permitted under the property's existing Neighbourhood Area Official Plan designation. Other Minor Variances requested, including increased lot coverage and increased density are attributed to and a result of the inclusion of the townhouse built form. These Variances, along with others such as reduced setbacks, allow for low-impact residential infill which contributes to the diversity and supply of housing and supports the City's housing and growth goals.

A total of 54 new townhouse units would be introduced, in a compact and efficient form through residential intensification, to help meet housing demand and accommodate forecasted growth. This form of development allows for a variety of housing types without sacrificing existing neighbourhood character. The inclusion of 2 storey townhouse dwelling units complements the existing area while allowing a form of gentle intensification adding housing types that cater to a variety of income levels, resulting in increased affordability. The proposed density increase does not result in an over development of the lot and ultimately would permit a built form/massing that would have a reduced impact on the neighborhood then previous designs.

As directed by Section 2.4.2.2, at least 50% of all annual residential growth must occur within the Built-Up Area. Neighbourhoods within the Built-Up Area must accommodate appropriate levels of intensification and redevelopment (2.4.2.2iai) and the City supports a mix of land uses across the

Built-Up Area (2.4.2.2aiii), including a substantial portion of medium density housing (2.4.2.2b). The proposed development will allow for the creation of 54 new residential units within the delineated Built-Up Area, directly contributing to the City's minimum 50% growth target.

The purpose of the 'Neighbourhood Area' designation, as described in Section 2.6.1, is to recognize both new and existing communities. Land use policies for the designation are established in Section 2.6.1.2. Lands designated 'Neighbourhood Area' are intended to provide most of the city's low-rise housing stock and are to be planned to encourage walking, cycling and transit. Development within built-out neighbourhoods must respect the scale, character, form and planned function of the surrounding area. Appropriate levels of intensification are permitted if they are sensitive to and compatible with the surrounding context.

The requested development will implement new low-rise housing stock within an existing community while remaining compatible. The proposed built form and the Variances which support it will facilitate new housing which respects the scale and character of the surrounding context. Most of the residential units will be located behind existing neighbouring residences along Miller Drive and maintain a lower building profile with suitable lot line setbacks. Careful consideration has been taken to identify suitable yard setbacks relative to each townhouse block abutting neighbouring properties, and a proposed building height well below the maximum permitted (permitted 10.5m, proposed 8.5m). This maintains height compatibility to the existing neighbourhood character without jeopardizing functionality or attractive urban design features.

General urban design policies are outlined in Section 3.2 of the Official Plan. These include a compact and walkable pattern of streets and blocks; appropriate transitions between the public and private realm and existing and proposed built form; and a context-sensitive balance between height and density. Reduced yard setbacks, increased lot coverages and permitting tandem parking as proposed result in a more compact, walkable, and pedestrian-oriented built form. Allowing the tandem garage spaces to count towards the parking minimum will achieve a streetscape which screens parking and emphasizes people and building entrances over the car. The proposed development clearly identifies the boundary between the public and private realm by screening the condominium behind the single-detached dwellings. The development and associated Variances are context sensitive, striking a balance between height and density by reducing the permitted height while increasing the permitted density to one which can support townhomes.

Section 6.3.1 supports land use patterns and building designs which are energy efficient and reduce greenhouse gas emissions, carbon footprints and the urban heat island effect. The proposed development to permit block/cluster townhomes, with associated minor variances, results in a compact built form with shared walls and decreased reliance on uncovered paved driveways, which allows for greater energy efficiency, reduced heating and cooling costs, and mitigation of the urban heat island effect.

Mandated by Section 6.4.2, the City will take measures to ensure that housing options meet the needs of all residents. The City supports the provision of attainable housing for diverse population of all ages and circumstances. To this end, Section 6.4.2e supports a range and mix of housing options and densities. The proposed Variances support the development of 54 new townhouse units in a compact form which is more attainable for more people than traditional single-detached dwellings.

Section 6.6.2 requires that services be coordinated to ensure growth and redevelopment take place in an efficient, cost-effective, and environmentally sound manner. Stormwater management strategies incorporating Low Impact Development (LID) designs to manage runoff are supported by Section 6.6.5. The proposed development facilitate compact and efficient residential infill/intensification within the built boundary, bringing with it new taxpaying residents which support long-term financial viability of City services and infrastructure.

5.0 ZONING BY-LAW

The current zoning of the subject lands applicable to Site Plan Control are zoned RM2 SP-582 H-145 under Zoning By-law 2009-141. This specific zone classification was a result of a previous development proposal for 39, 3 storey, single detached homes. The proposed development for 54, 2 storey, block-cluster townhouse units utilize the existing zone classification and proposes variances to provide for an improved design. It can be noted that, if the lands contain only an RM2 zone classification without site-specific zoning provisions, the proposed development would have drastically reduced variances. The proposed variances, identified in Table 1 of this report, can be justified due to the improved design and compatibility from the previous proposal. Overall, the proposed development along with the identified variances, provide for a designed aligned with the Residential Multi-dwelling 2 zone classification on these lands.

6.0 CONCLUSION

The proposal represents an opportunity to redevelop the properties on what are currently underutilized lands within Barrie's delineated Built-Up Area. The requested Minor Variances will serve to accommodate low-impact (gentle) intensification through low-rise medium-density residential development which supports the City's growth targets and reduces urban sprawl. The Variances further support efficient use of urban land and municipal services and provide a transit supportive density. The Minor Variances and the development they support also allow for the provision of much-needed housing stock variety for current and future residents of Barrie, a community which continues to see exceptional growth and high housing costs.

The proposed built form complies with the permitted uses and policies 'Neighbourhood Area' Official Plan designation and achieves a design which remains compatible with the broader neighbourhood. The requested Minor Variances will not generate any negative effects on the surrounding land uses; rather the Variances will facilitate the integration of a new townhouse development that expands and diversifies housing products. Overall, the proposed development of 54, 2 storey, townhouse units in the form of 10 blocks provides a designed balanced site to ensure the lands remain functional while considering the surrounding context.

Respectfully submitted,

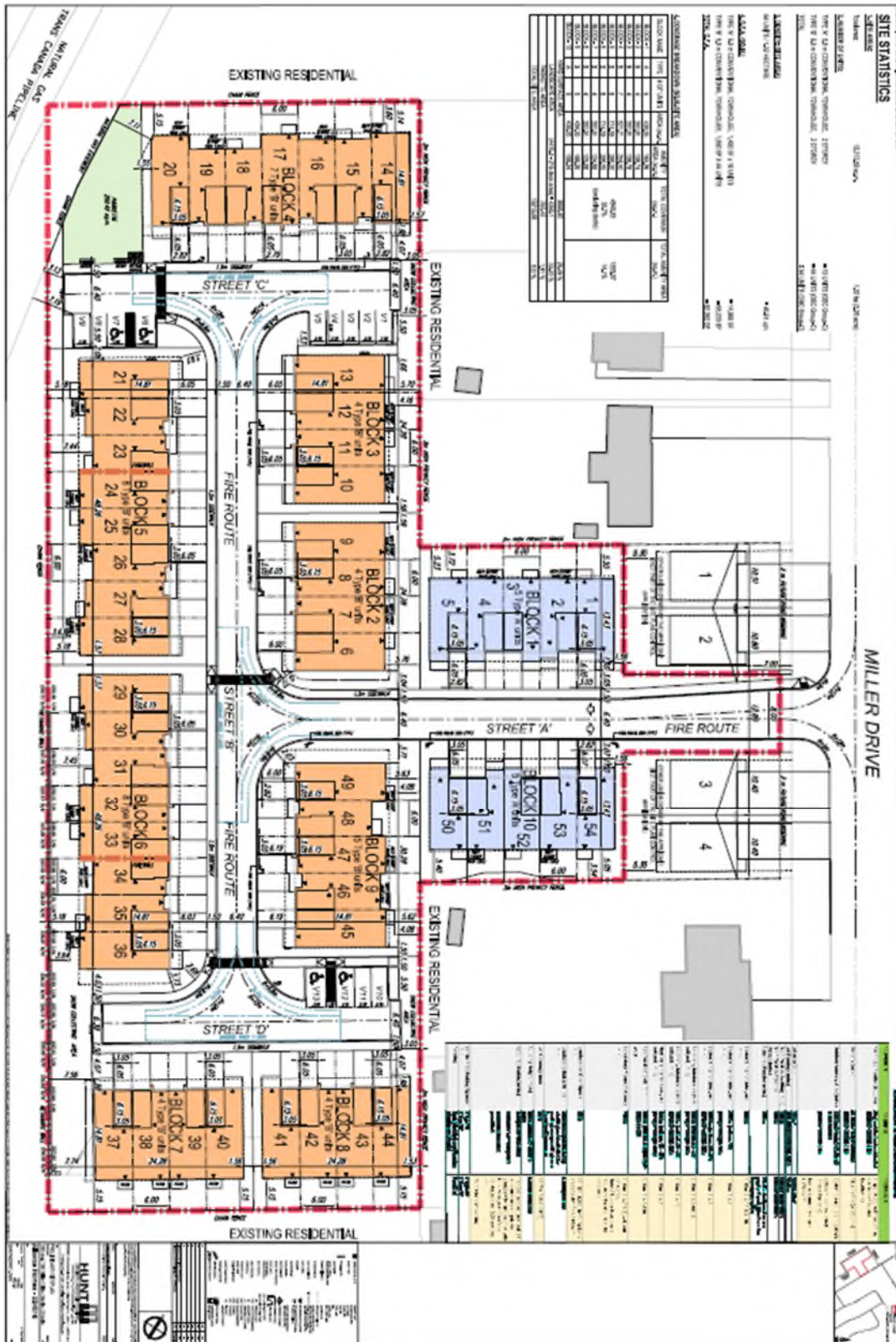
Innovative Planning Solutions



Nick Skerratt

SENIOR PLANNER

APPENDIX 1: SITE PLAN DRAWING



APPENDIX 2:

DRAFT PLAN OF SUBDIVISION

