



Veterans Lane

PLANNING JUSTIFICATION REPORT

339 Veterans Drive & 341 Veterans Lane
Barrie, ON
IPS NO. 18-810

November 2019



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339 Veterans Drive & 341 Veterans Lane
Lot 1, RPlan 1200, and Part 2, RPlan 51R-22069

**CITY OF BARRIE,
COUNTY OF SIMCOE**

APPLICATION FOR

**ZONING BYLAW AMENDMENT &
DRAFT PLAN OF SUBDIVISION**

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

Sean Mason Homes (Veteran's Lane) Inc.

NOVEMBER, 2019

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1.0 INTRODUCTION

Innovative Planning Solutions ("IPS") has been retained by SMH (Veteran's Lane) Inc. ("the applicant") to complete a Planning Justification Report in relation to Zoning By-law Amendment ("ZBA") and Draft Plan of Subdivision ("Draft Plan") applications for lands legally described as Lot 1, R.P. 1200, and Part 2, Reference Plan 51R-22069, known municipally as 339 Veterans Drive & 341 Veterans Lane.

The landholdings are made up of two parcels divided by the Veteran's Lane (municipal) ROW ("ROW"). With reference to size, the 339 Veterans Dr. landholdings represent an area of approximately 0.148 hectares (0.36 acres), and the 341 Veterans Lane landholdings 0.52 hectares (1.29 acres). Aerial imagery and perspective renderings of the landholdings are provided as Figures 1 and 2.

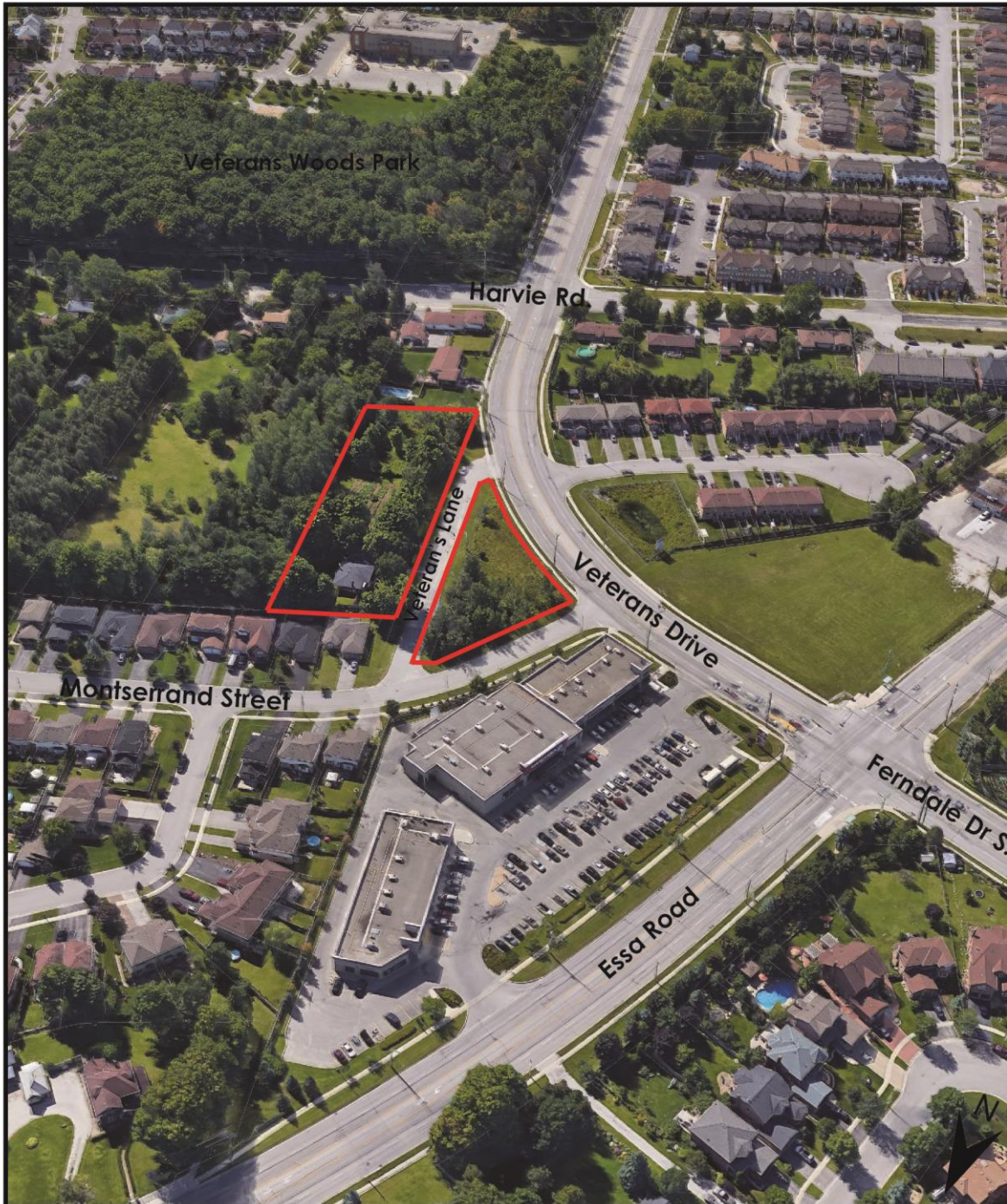
The purpose of the ZBA is to obtain the necessary zoning approval for a 57-unit mixed residential 'block/cluster' townhouse and 'walk-up' apartment development. The proposed density of development is approximately 162 units per hectare ("UPH") at 339 Veterans Dr. and 63 UPH at 341 Veterans Lane. The development will have a combined density of 85 UPH.

The proposed Zoning Bylaw Amendment (ZBA) aims to rezone the lands to Mixed Use Corridor with Special Provisions (MU2-SPXX). Further details of the development and associated applications are provided under [Section 3](#) of this report.

This report will explore the merits of the proposed ZBA and Draft Plan as they relate to the policy documents noted below, and will evaluate the suitability of the proposal against each:

- Places to Grow: Growth Plan for the Golden Greater Horseshoe
- Provincial Policy Statement ("PPS")
- City of Barrie Official Plan ("OP")
- City of Barrie Zoning By-law





LEGEND

 Subject Lands

Figure 2.

PERSPECTIVE VIEW OF SUBJECT LANDS

Source: Based on Google Earth Imagery Map dated April 9, 2019.

Drawn By: JC

File: 18-810



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2.0 SITE DESCRIPTION AND LAND USES

The subject properties are made up of two parcels separated by Veteran's Lane. 339 Veterans Drive has an area of approximately 0.148 hectares (0.36 acres) while 341 Veterans Lane has an area of 0.52 hectares (1.29 acres). With reference to road frontage, 341 Veterans Lane has roughly 121m between Veterans Dr. & Veteran's Ln. 339 Veterans Dr. has roughly 87m of frontage on Veteran's Ln., 40.94m on Montserrand St., and 60.7m on Veterans Dr.

The subject lands are located within the Holly Planning Area.

At 339 Veterans Dr. site conditions represent vacant undeveloped lands with open areas and some vegetation. The property is bound by a municipal ROW on all three sides. At 341 Veterans Lane, the existing single-detached dwelling has been moved off site and relocated to a property outside the City of Barrie. Similar to 339, site conditions contain open areas and some vegetation.

Vegetation is resident to both sites. Limited boundary trees exist between 341 Veterans Lane and abutting residential properties. Boundary Trees will only be removed subject to permission from respective landowners and where necessary to accommodate the proposed development, as indicated in the Arborist Report, prepared by Geometric Studio Inc., dated September 19, 2019 submitted under separate cover.

The lands are located directly on Barrie Transit Route 2 along Veterans Dr. (Stops 663 & 664, ±150-250m) and is within 250m to Route 8 (Stops 312, 313, 662, 847) which travels the Essa Road corridor (Figure 7). Barrie Transit provides accessible and convenient access to various locations throughout the City including Georgian College, the Downtown Bus Terminal, Allandale and South GO Stations and Park Place.

The lands are within 100m from Essa Road, an identified Identification Corridor. Adjacent parcels to the west front on Essa Road. Nearby amenities include; commercial uses at the intersection of Veterans Dr. & Essa Road (100m), on Caplan Ave. (1,000m) and in the Mapleview Dr. area (1,500m); educational institutions including Trillium Woods Elementary School and the adjacent Veterans Woods Park (350m), Holly Meadows Elementary School (2,300m) and Bear Creek Secondary School (4,500m); and, public facilities such as the Holly Community Centre (1,700m), Montserrand Park (200m) Harvie Park (400m).

Imagery of the site is provided under Figure 3. Generalized surrounding land uses include the following and are identified under Figure 4:

North: Low-to-medium density residential uses along Montserrand Street and Aikens Crescent. A commercial plaza is to the immediate northwest, at the corner of Essa and Veterans.

South: Residential densities ranging from low to high in the residential subdivisions to the southwest. Low-density residential uses to the southwest of the subject property

and north of Harvie Road. Veterans Woods Park and Trillium Woods Elementary School are to the southeast and south of Harvie Road.

East: Predominantly low-density residential uses along Harvie Road. Some medium-density residential uses, and Montserrand Park exist along the southern side of Montserrand Street.

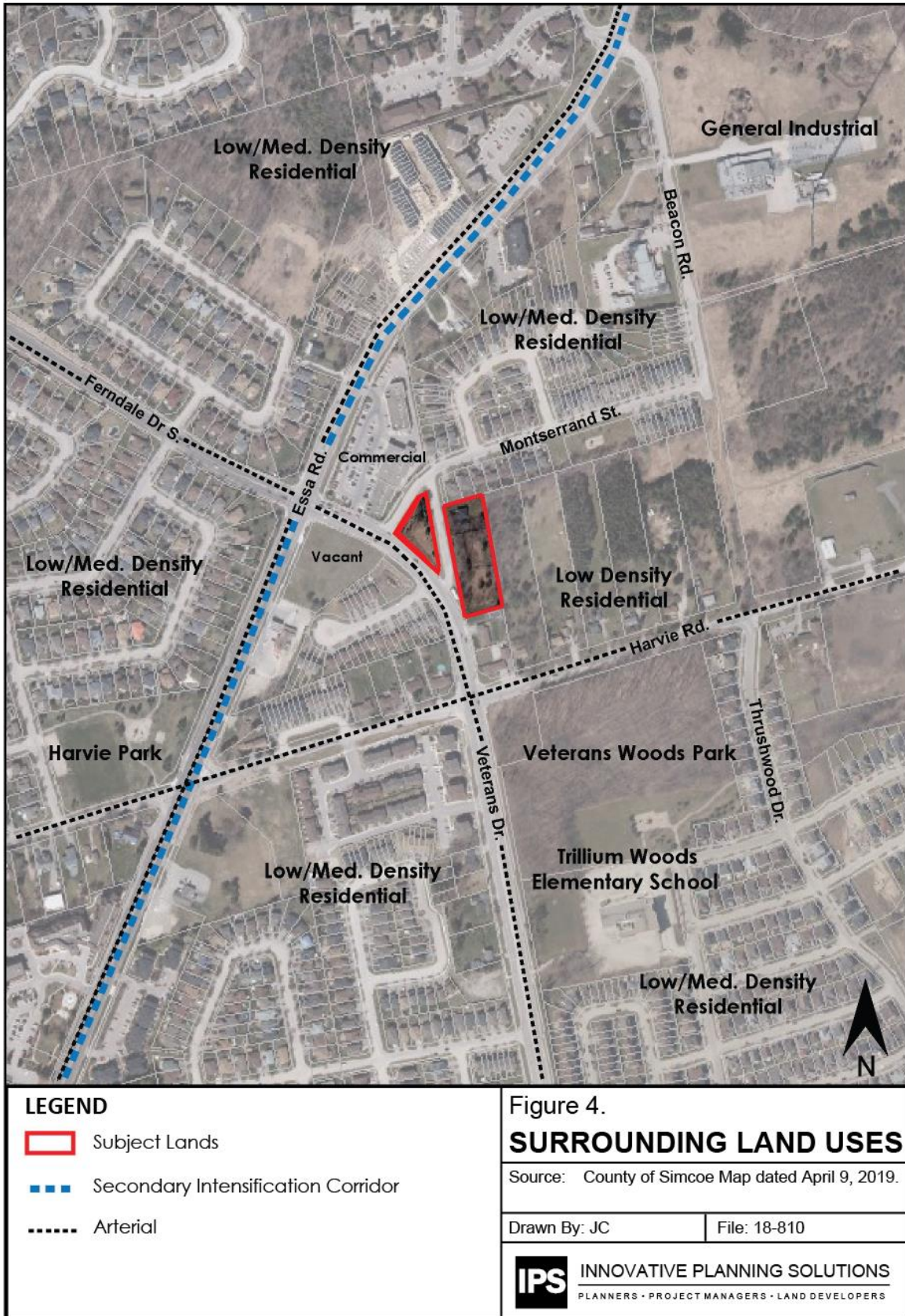
West: Medium-density residential uses along McCausland Cr. A 67 residential-mixed use building by One Urban Developments Ltd. is currently under site plan review on the southwest corner of Veterans Dr. & Essa Road.

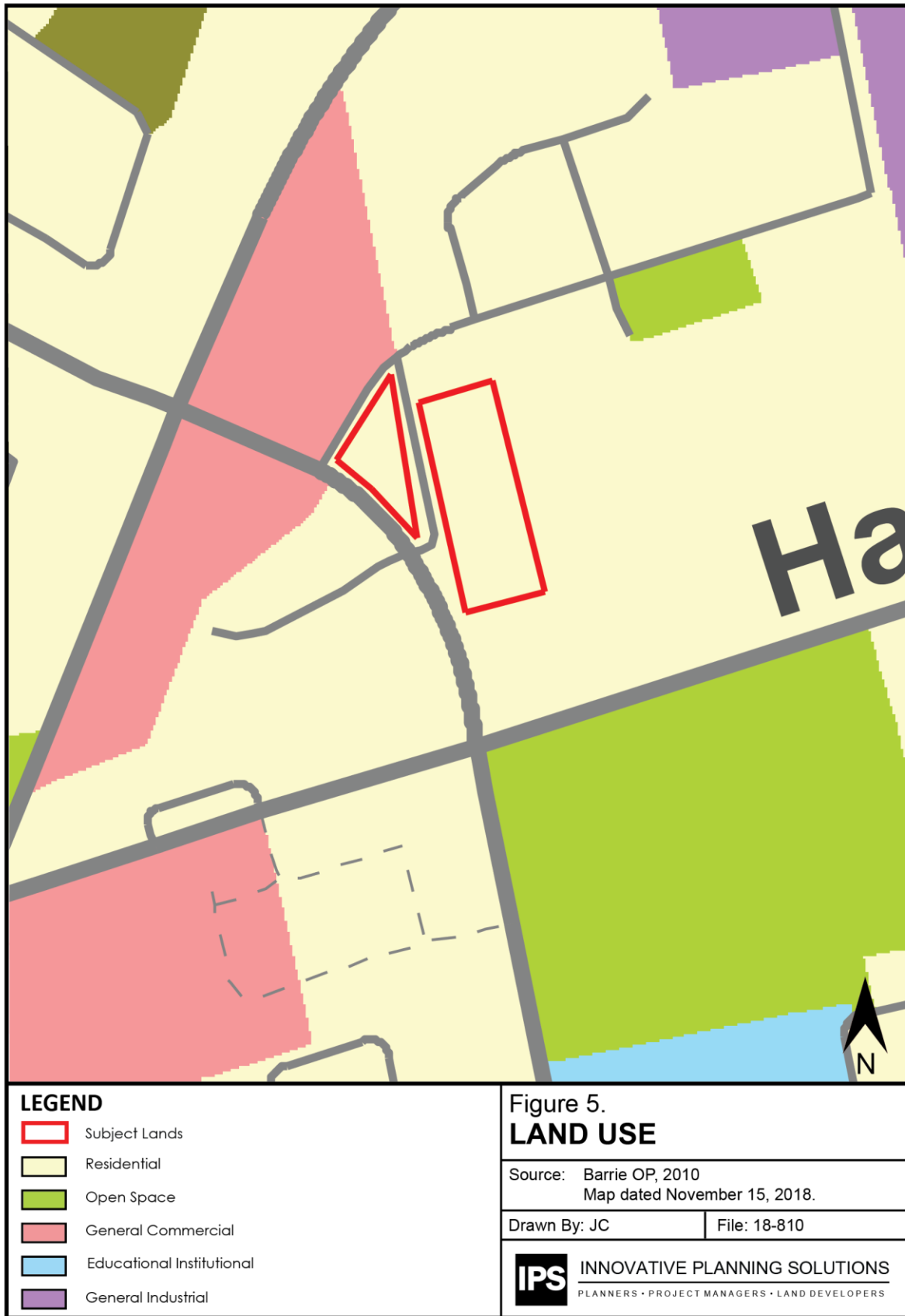
Figure 3a. Subject land current conditions imagery. (top) from the perspective of Veterans Dr. looking down Veteran's Ln., (bottom) from the perspective of Montserrand Street looking down Veteran's Ln.,

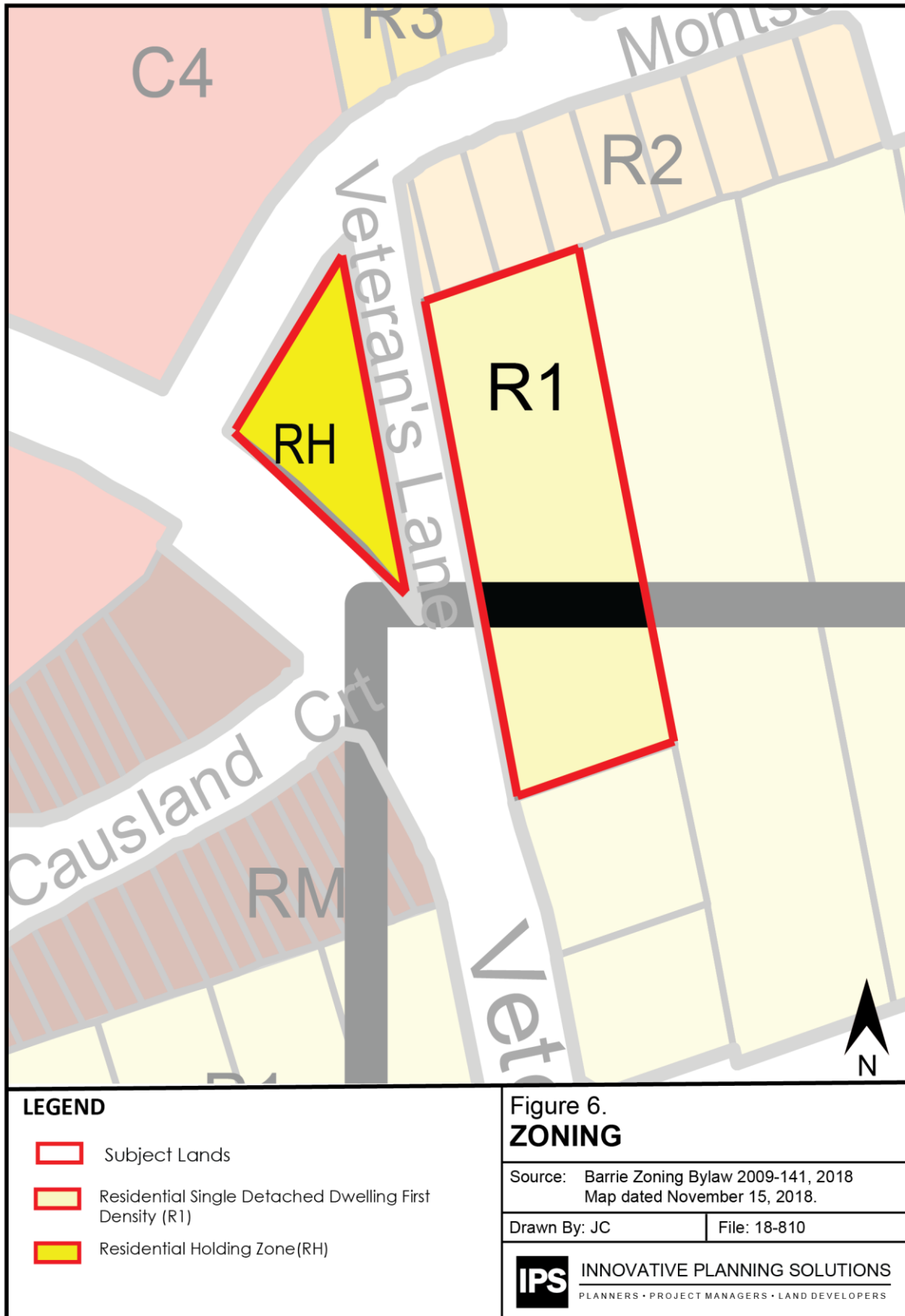


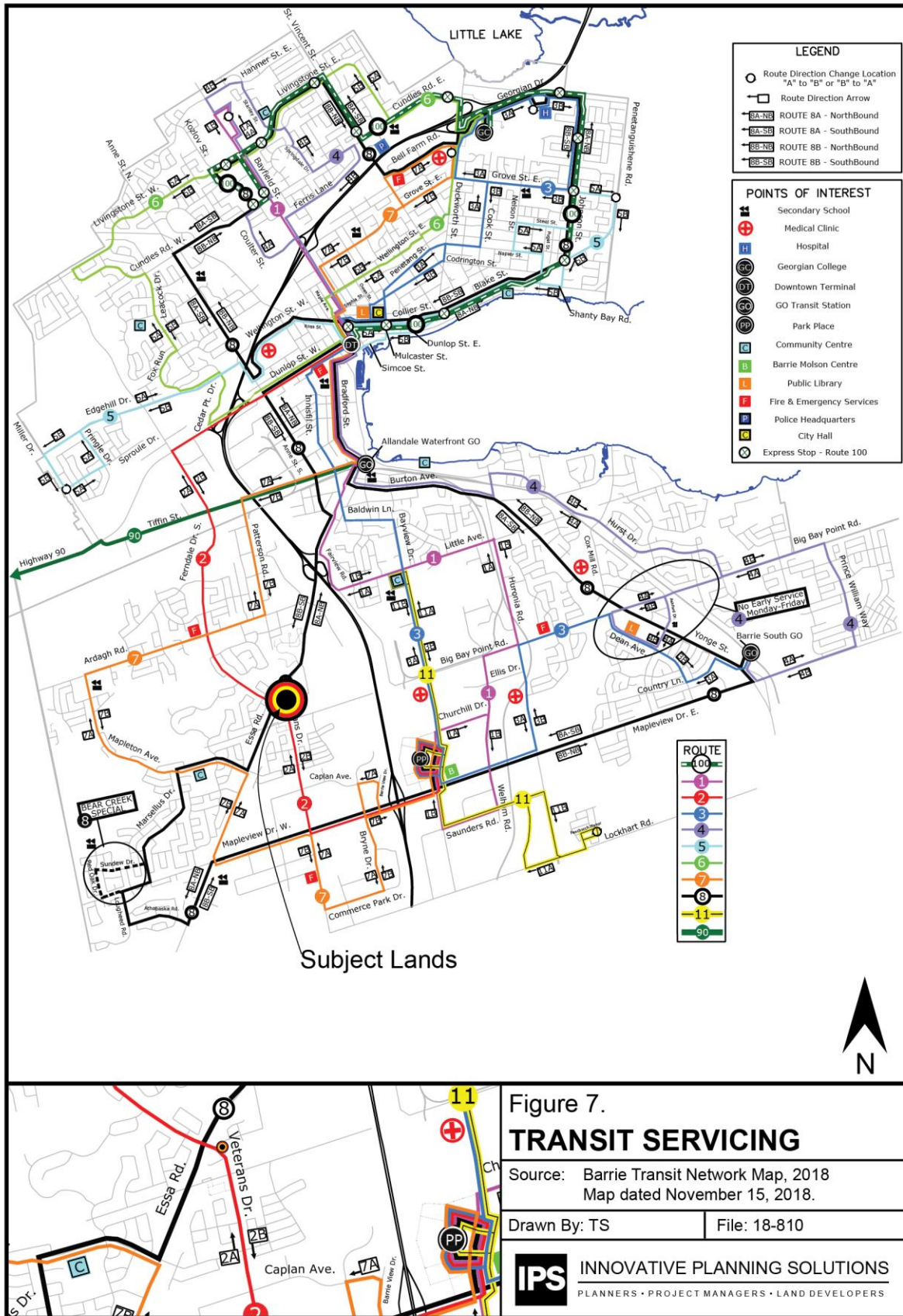
Figure 3b. Relocated single-detached residence on 341 Veterans Lane (top), and view of 339 Veterans Dr. from Montserrand Street to the west (bottom).











3.0 DESCRIPTION OF DEVELOPMENT

This Section will provide a detailed description of the development concept and the special zoning provisions required to permit the development to proceed as proposed.

3.1 DEVELOPMENT CONCEPT

The proposed concept (**Appendix A**) would introduce 57 residential units to 339 Veterans Drive & 341 Veterans Lane. Of the 57 units, 33 block/cluster townhomes are proposed at 341 Veterans Lane, and 24 'walk up' units at 339 Veterans Dr.

As mentioned, the two parcels are divided by Veterans Lane. The development concept redesigns Veterans Lane, creating a 3.0m wide, one-way lane heading from the south to north, from Veterans Drive to the intersection of the new proposed two-way condominium road accessing 341 Veterans Drive. Seventeen parallel parking spaces are provided along the east and west side of the Lane. Where the Lane meets the townhouse block, the lane increases in width to 6.4m to provide two-way traffic along the remaining portion of the Lane. The intent of the reduced road width, curves, intentional plantings, and parking spaces is to slow traffic and discourage drivers from using this road as a "short cut". While this Lane currently remains a municipal ROW, it will have the visual presence of a private lane, contributing to the overall urban design of the development.

Lands at 339 Veterans Drive propose a 4-storey walk-up building with 24 units. The tenure proposed is a standard condominium. The building is situated at the corner of Veterans Drive and Montserrand Street, providing for the on street connect recommended through Urban Design guidelines. A road widening dedication of 2.0m, will be provided along Veterans Dr. frontage. A small parking area is proposed at the north corner of the property providing 14 parking spaces. In addition, 8 spaces will be provided along the Lane which will be designated to units within the walk-up. A large landscaped area of 700m² in size is proposed at the south of the site, which will become a feature for the development providing outdoor amenity area to the residence as well as a highly landscaped feature seen when travelling along Veterans Drive. This landscaped area will connect through design elements to the Woonerf proposed for 341 Veterans Lane. This is seen on **Figure 8** below through the hatching element.

Lands at 341 Veterans Lane propose 33 3-storey block/cluster townhomes with a tenure of freehold with common elements condominium. These units are accessed through a private condo road which connects to Montserrand Street and Veterans Lane. The condo road is proposed to be designed like a Woonerf, a living street. Each dwelling unit has access off the Woonerf and are provided a minimum of two private parking spaces. A (private) two-car garage with a single-car driveway is proposed.



LEGEND

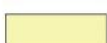


SUBJECT LANDS

339 Veterans Drive 2,692m²
341 Veterans Drive 5,237.6m²



TOWNHOMES (7.0x9.75m)
15 Units - 3 Storeys



TOWNHOMES (4.57x10.9m min)
18 Units - 3 Storeys



WALK-UP BUILDING
24 Units - 4 Storeys

LANDSCAPED
OPEN SPACE



BALCONIES



ROAD WIDENING

Figure 8.

CONCEPTUAL SITE PLAN

Source: Innovative Planning Solutions Inc.

Drawn By: JC

File: 18-810



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All private driveway and garage parking facilities provided at 341 Veterans Lane are oriented toward an internal condominium road. The unique design of the driveway will provide increase space for landscaping and planting, further enforcing the Woonerf concept. It is anticipated that there will be a variation of townhouse types within the development, providing for variation of interior and exterior layout and architectural style. All townhouse units will have a private deck / balcony feature. Garbage collection will be through private collection.

Much of the proposed design is based on 'Woonerf' urban design principals, which originate out of European settings. A (Dutch) Woonerf or 'living street' as it is loosely translated, encourages flexible use of the streetscape through taking emphasis off of the automobile. In a living streetscape pedestrian and active modes of transportation are promoted through design mechanisms which force slower rates of vehicular speed. Woonerf design is often characterized by 'Brussels Block' paver patterns, considerable vegetation, and 'curb-less' or 'rolled curb' streetscapes. All of these elements will be integrated into the concept proposed. Woonerf design gives some opportunity for limited and informal leisure use within the streetscape itself. Explicit planting details of these open and landscaped areas will be provided at the site plan stage. The street will be designed to be walkable, social and slow traffic.

Municipal services (water, sanitary, and roads) are available for both sites. A stormwater area is proposed toward the northeastern corner of the 341 Veterans Lane property. Runoff may be reduced through low impact design mechanisms such as permeable pavers, filtration and bio-retention areas. Snow removal may be addressed through either private collection and removal services and/or through the use of snowmelt systems. Details pertaining to stormwater management and potential snow removal infrastructure will be confirmed through the detailed design process. A comprehensive landscape planting plan will be confirmed at the detailed design stage.

At 341 Veterans Lane, the proposed 33 residential (block/cluster) townhouse units over a site of 0.52ha (1.29ac) provides an approximate residential density of 63 UPH. At 339 Veterans Dr., the proposed 24 residential walk-up units over a site of 0.148 hectares (0.36 acres) lends to a proposed density of 162 UPH. A total combined density of 85 UPH is proposed. Units will vary in layout including two (2) and three (3) bedroom designs. The townhouse units are proposed at a height of three storeys.

It should also be noted that the construction design of the dwelling units will be innovative and forward thinking. The design and construction will be that of "net zero ready home".

"Net Zero Homes produce as much clean energy as they consume. They are up to 80% more energy efficient than typical new homes and use renewable energy systems to produce the remaining energy they need. Every part of the house works together to provide consistent temperatures throughout, prevent drafts, and filter indoor air to

reduce dust and allergens. The result: exceptional energy performance and the ultimate in comfort – a home at the forefront of sustainability. It all adds up to a better living experience."

These homes provide exceptional value as they are typically up to 80% more energy efficient. This results in extremely low utility bills, all year round, with a home that provides exceptional comfort. This is provided through advanced construction methods and materials including heating, cooling and ventilation equipment. The dwellings will be equipped with Energy Star rated features, contributing to the overall energy consumption. All these design and construction elements contribute to an environmentally responsible dwelling units, contributing to protect against climate change and preserve natural resources for future generations.

3.2 DRAFT PLAN OF SUBDIVISION

In order to permit the establishment of condominium units and common element blocks, the development must be within a plan of subdivision. Given this, a plan of subdivision application has been put forward. The plan of subdivision will also address the required 2.0m municipal road widening dedication along the Veterans Drive frontage. The draft plan of subdivision can be viewed under **Figure 9** and as **Appendix B. Table 1** provides a high-level detailing of draft plan statistics.

Table 1. Draft Plan of Subdivision statistics.

Land Use	Lot/Block No.	Area (hectares)
Residential	1-2	0.66
Road Widening	3-4	0.02
Total	4	0.68

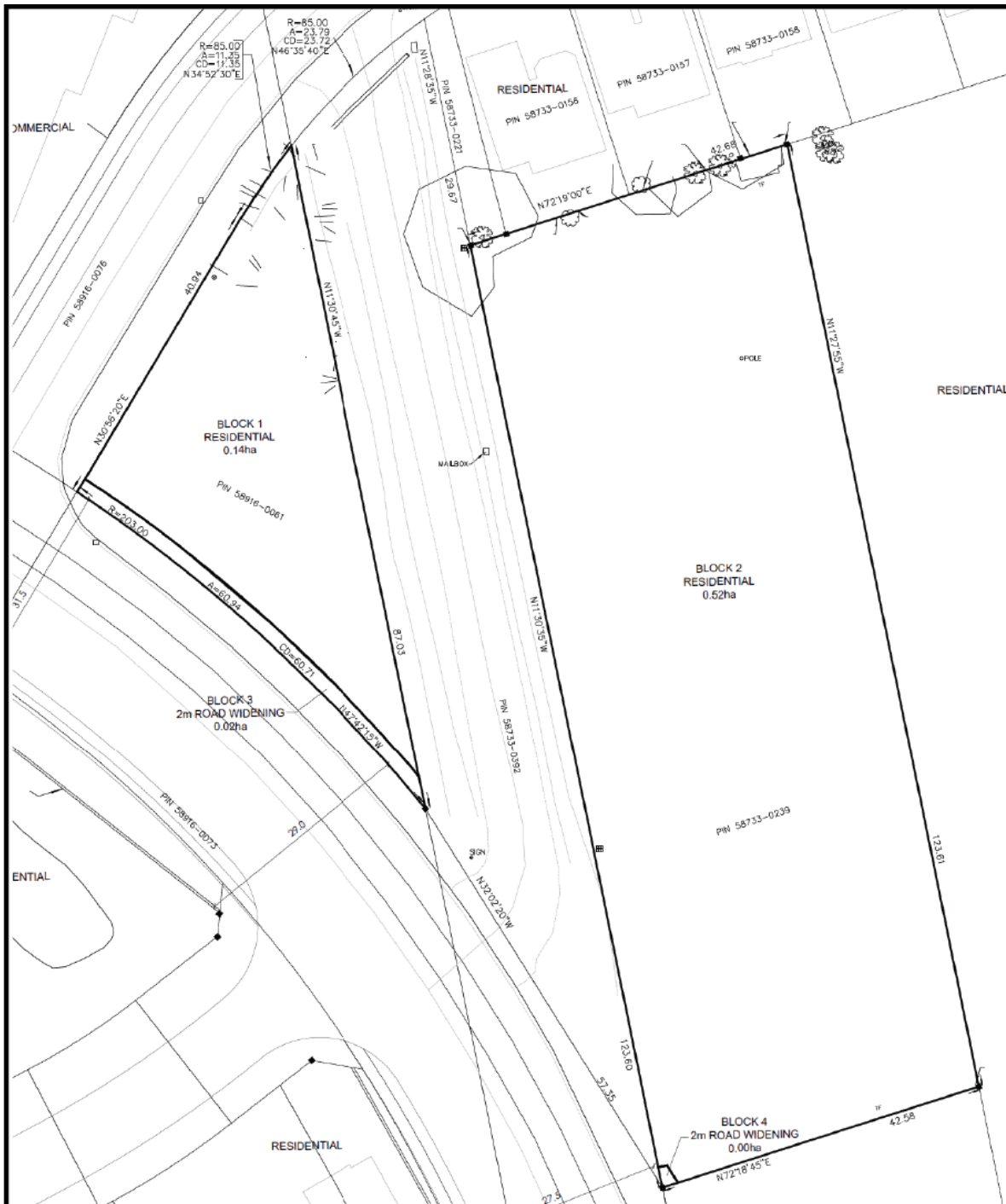


Figure 9.

DRAFT PLAN

Source: Innovative Planning Solutions Inc.

Drawn By: JC

File: 18-810



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3.3 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned 'R1' and 'RH'. To facilitate the proposed 57-unit townhouse & walk-up development, a site-specific ZBA to rezone the lands as 'Mixed Use Corridor with Special Provisions (MU2-SPXX)' is required; a copy of the draft Zoning Bylaw and Schedule A is provided under Appendix C. The ZBA would allow the lands to be developed as per the conceptual site plan (Appendix A, Figure 8).

Table 2. Mixed Use Corridor with Special Provisions (MU2-SPXX) Zoning Matrix

Mixed Use Corridor (MU2)			
Provision		Required	Provided
Lot Area (min.)		-	6,719.6m ² (total lands) (339 – 1,482m ²) (341 – 5,237.6m ²)
Lot Frontage (min.)		-	339 / Montserrand St – 40.94m 341 / Veterans Lane – 121m
Front Yard	Min	1.0m for 75% of frontage	n/a
	Max.	5.0m for 25% of frontage	n/a
	Residential use abutting lot frontage (min.)	3.0m	339 / Montserrand St – 1.2m 341 / Veterans Lane – 0.0m
Side Yard	Min.	-	341 – 1.8m south
	Min. abutting street or laneway	3.0m	339 – 2.0m (to Veteran Dr.) 339 – 9.0m (to Veterans Lane)
	Max.	3.0m	341 – 6.5m north
Rear Yard (min.)	Abutting Street or Laneway	1.5m	>1.5m
	Abutting Residential, OS, or EP Zone	7.0m	341 – 5.0m
Front Façade Step-back (min.)		45 degree angular plane at height above 80% equivalent of right-of-way using 3m minimum step-backs	n/a
Side Façade Step-back (min.)		If adjacent to an OS Zone, 5.5m at height above 80% equivalent of right-of-way	n/a
Rear Façade Step-back (min.)		45 degree angular plane above 7.5m using minimum 3m step-backs	n/a
Lot Coverage (max. % of lot area)		-	44%

Gross Floor Area (max. % of lot area)		-	104%
Street Level Floor Height (min.)		4.5m	3.0m
Building Height	Min.	7.5m	7.5m
	Max.	16.5m	16.5m
Dwelling unit floor area (min.)		1 Bed 45m ² 2 Bed 55m ²	1 Bed 45m ² (min.) 2 Bed 55m ² (min.)
Outdoor amenity area (min.) (inclusive of landscape open space, rooftop amenities, private balconies or other outdoor amenity features, in a consolidated or unconsolidated form)		12m ² / unit	12m ² / unit
Landscape Buffer Areas – where any lot in MU Zone abuts a lot in a Residential Zone		3.0m	341 – 1.2m south, & 3.0m north and east
Parking Spaces (min.)		1 spaces / unit	130 spaces (> 1 spaces / unit)
Parking in Front Yards – Front Yard Parking Coverage in MU2 Zone		0%	0%
Parking Space Length (5.2.5.2 d)) (min.)		6.0m	5.5m
Accessory Buildings and Structures Decks (5.3.5.2)	Exterior Side Yard	1.5m	0.0m
	Front Yard	3m	0.0m

The proposed MU2-SPXX zone would permit the special provisions noted in Table 2. The special provisions requested are not anticipated to have adverse impact on existing and adjacent residential uses, or future residents of the proposed development. The proposed zoning provides for greater flexibility. The site details will be refined through Site Plan process. Below is a detailed summary of the Special Provisions requested, as well as associated planning rationale:

Reduced minimum front yard setback (1.2m, 339 Veterans Dr.; 0.0m, 341 Veterans Lane)

Rationale: The intent of the front yard setback is to ensure a suitable distance is provided between the municipal ROW and any proposed structure. Where the required setback is a minimum of 3.0m in the MU2 zone, 1.2m is proposed at 339 Veterans Dr., and 0.0m at 341 Veterans Lane.

The block/cluster townhouse and walk-up units put forward are consistent with the municipal urban design guidelines in that they will be designed to complement and contribute to a desirable community character in terms of massing and design as experienced from the street. Interesting glazing options, materials and architectural styles will be considered on all facades oriented toward a municipal ROW. Any entrance with frontage on a municipal ROW will also be emphasized through materials design, and in part, proximity to municipal sidewalks.

A 0.0 metre setback proposed at 341 Veterans Lane is considered suitable in this location as the site fronts a narrowed custom municipal ROW with a reduced width. Veterans Lane will have a reduced width of 3m with an oversized boulevard including a sidewalk and landscapes strip. Dwellings along this frontage will be connected to the street through integrated sidewalks and landscaping, enforcing the urban design connection.

The proposed reduced front yard provision will maintain a suitable setback from the municipal ROW. Based on the above, the relief in the minimum front yard provision is considered appropriate.

Reduced minimum side yard setback abutting a street (2.0m, 339 Veterans Dr.)

Rationale: The lot line with frontage along Veterans Dr. has been interpreted as an exterior side yard for 339 Veterans Dr. Where the required minimum side yard setback abutting a street or laneway is 3.0m, 2.0m is proposed for 339 Veterans Drive. Relief in the minimum side yard provision uses a similar rationale to that provided for a relief in the minimum front yard. Interesting fenestration, massing, materials and architectural style will ensure facades visible from Montserrand St. reflect a high-quality urban design provided for through the City of Barrie Municipal Design Guidelines. A reduced side yard would maintain a suitable setback from the municipal road adjacent and would maintain the intent of the provision. Based on the above, the proposed reduced exterior yard setback is considered appropriate.

Increased maximum side yard setback (6.5m, 341 Veterans Lane)

Rationale: The MU2 Zone provides no minimum side yard setback; however, it does provide a maximum side yard setback of 3.0m. 341 Veterans Lane has an increased side yard setback to the north property line of 6.5m. Relief is requested as it has been priority with the site design to maintain the trees along the north property line. Therefore, an increase setback is required as to not disturb the root system during construction. The increase setback will also provide greater separation between the proposed townhouse development and the existing residential dwellings along Montserrand Street.

Reduced minimum rear yard setback (5.0m, 341 Veterans Lane)

Rationale: The proposed 5.0m rear yard represents a reduction of only 28.5% from the standard MU2 zone provisions. This reduction is not anticipated to be significant enough to impact the functionality of private rear yards or the privacy of the adjacent lot they back onto. Significant landscaping can further address privacy concerns and will be confirmed at the detailed design stage of the development process. Based on the above, the proposed reduced rear yard setbacks are considered appropriate.

Reduced minimum street level floor height setback (3.0m, 339 & 341 Veterans Lane)

Rationale: The minimum street level floor height required in the MU2 Zone is 4.5m. This provision accounts for mixed use development providing an increased height for commercial use on the street level. The proposed development will have a residential use on the street level floor and only requires a minimum of 3.0m in height to accommodate.

Reduced minimum landscape buffer areas (1.20m, 341 Veterans Lane)

Rationale: The MU2 Zone requires that where any lot in the MU Zone abuts a Residential Zone, a continuous landscaped buffer area of a minimum width of 3m shall be provided along the abutting lot line of the lot, and a continuous tight board fence with a minimum height of 2m is to be constructed along the lot line. 341 Veterans Lane provides a minimum of 3.0m along the north and east of the site, however, is deficient along the south with a minimum of 1.2m provided. A landscape strip is proposed along this property line to provide a buffer. The 2m fence as required will be provide along the north, east and south property line.

Reduced minimum driveway length (5.5m)

Rationale: The zoning by-law requires a minimum driveway length of 6.0m, where as 5.5m is provided throughout the development. The reduced length aligns with the required size of a parking spaces, thus the intent of the driveway to provide enough space to park a vehicle is maintained.

Increased encroachment of accessory buildings and structures, specifically decks, in the exterior side yard and front yard (0.0 m, 339 Veterans Drive & 341 Veterans Lane)

Rationale: Decks and balconies are proposed on each façade of the walk-up apartment building. As mentioned above, the walk-up apartment has decreased front and side yard setbacks therefore the encroachment setbacks are required to be modified to align with the decreased setbacks requested. It is proposed that all decks and balconies can encroach up to the lot line, with 0m setback required.

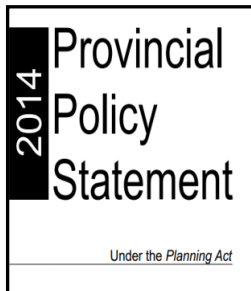
3.3 TECHNICAL REPORTS

Through pre-consultation discussions with City of Barrie Planning Staff, the following technical reports were deemed to be required in support of the proposed ZBA and have been submitted under separate cover:

1. **Functional Servicing and Stormwater Management Reports;**
Pearson Engineering Ltd.
2. **Urban Design Report;**
Innovative Planning Solutions Inc.
3. **Arborist Report;**
Geometric Studio Inc.

4.0 PLANNING POLICY AND ANALYSIS

Section 4.0 will outline the applicable planning and development policies impacting the proposed application. Each subsection will outline the applicable policies and contain planning rationale on conformity and development principles.



4.1 PROVINCIAL POLICY STATEMENT

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS provides that land use patterns be based on the provision of sufficient land for a full range of land uses in areas which have the existing or planned infrastructure to accommodate them. The PPS has been reviewed relative to the proposed application and associated

development concept with emphasis placed on the following sections:

- Section 1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns
- Section 1.1.3 Settlement Areas
- Section 1.4 Housing
- Section 1.6.7 Transportation Systems
- Section 1.8 Energy and Air Quality

The application represents a pattern of development and land use which sustains the financial and social well-being of the surrounding neighborhood and City of Barrie through contributing to the range and mix of residential dwelling types in the area. The proposal has the opportunity to enhance neighbourhood character by utilizing sound architectural design elements in accordance with the City's Urban Design Guidelines. The development is aligned with concepts of cost-effective, compact development which minimizes land consumption and takes advantage of existing infrastructure thereby reducing costs for servicing as identified in Section 1.1.1 of the PPS.

Section 1.1.3 of the PPS provides policy which encourages development within settlement areas, such as the City of Barrie. The PPS provides that settlement areas are to be the focus for growth and development. Further, development within settlement areas is encouraged to accommodate a density and a mix of land use that efficiently utilizes land supply, supports active transportation, and avoids the need for the uneconomical expansion of infrastructure and public service facilities. Intensification development of otherwise underutilized lands within a settlement area would conform to the vision of development encouraged within settlement areas. The development has access to existing servicing (municipal water and wastewater infrastructure), is located in an area with convenient access to public transportation and services, and exists in proximity to commercial, institutional and open space lands which provides for increased opportunity for active means of transportation.

Under Section 1.4.3 of the PPS on Housing, planning authorities are directed to provide for a range and mix of housing types and densities to meet the requirements of an expanding population. As such, the PPS promotes all forms of residential use, including residential intensification and redevelopment which minimizes the cost of housing by providing compact solutions. The proposed development provides block/cluster townhouse units and walk-up units to the Holly Planning Area in a manner compatible with the existing (residential) uses in the neighborhood. The residential development proposed is at a density generally considered to be compact and would offer an efficient and more affordable residential unit stock than the single-detached alternative predominant to much of the Holly area.

Sections 1.6.7 on Transportation Systems and Section 1.8 on Energy Conservation, Air Quality and Climate Change both emphasize the promotion of compact developments with close transit links. The location of the subject lands with reference both to Barrie transit services and established commercial uses (Veterans Dr. & Essa Rd., Mapleview St., Caplan Ave.) lends to use of both the transit system and active modes of transportation. Based on the above the proposed application is consistent with the Provincial Policy Statement.



4.2 GROWTH PLAN FOR THE GGH

The Growth Plan for the Greater Golden Horseshoe ("the Plan") 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 and environmental protection particular to the Greater Golden Horseshoe ("GGH"). The City of Barrie is recognized as a Primary Settlement Area within the Plan. The subject lands are located within the City's Delineated Built-Up Area as shown on Schedule I of the municipal OP and the proposed concept is therefore considered an intensification development.

Section 2.2 of the Plan provides policies for Where and How to Grow. The applicable policies of this Section include 2.2.1 Managing Growth; 2.2.2 Delineated Built-up areas; and 2.2.6 Housing. Under Section 2.2.1, it is provided that forecasted growth will be directed to 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"* (2.2.1.2). The Plan directs a vast majority of growth to the City of Barrie given it satisfies these criteria. The proposed concept provides for residential intensification to an area with enough access to existing infrastructure and community amenities. The development will be subject to Site Plan Control should the applications be approved to ensure that the detailed design of the site is to the satisfaction of the City of Barrie.

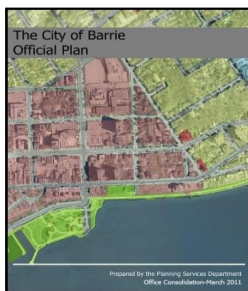
Under Section 2.2.2, it is provided that *by the year 2031, and for each year thereafter, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area (2.2.2.1).* The subject landholdings are within Barrie's delineated Built-up Area (Schedule I, Municipal OP). Provision 2.2.2.3 provides that all municipalities will develop a strategy to achieve intensification within delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
 - » **Comment:** The proposed concept will increase residential density within an area where municipal services and infrastructure are suitable to support the growth proposed. The proposed concept would be generally consistent with the intensification encouraged through this policy.
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
 - » **Comment:** The proposed built form and density are compatible with the mix of land uses and densities existing in the areas along and surrounding Veterans Dr.
- c) encourage intensification generally throughout the delineated builtup area;
 - » **Comment:** The proposed development is within the delineated built up area of the City of Barrie and adjacent to the intensification corridor of Essa Road.
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
 - » **Comment:** The proposed built form and density are compatible with the mix of land uses and densities existing in the areas along and surrounding Veterans Dr.
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
 - » **Comment:** At this stage the proposed development does not require any major infrastructure improvements. Internal site improvements will be required to services the proposed development.
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.
 - » **Comment:** The Official Plan support the proposed development. This Zoning Bylaw Amendment application amends the zoning to conform with the development.

In conformity with Section 2.2.6, the proposed development will contribute to the availability of townhome and walk-up units in the community. Block/cluster towns and walk-up style units frequently lend to relatively higher residential densities, which has the impact of reducing the end sale price of residential units. These residential unit varieties therefore offer a comparatively more affordable housing option versus the single- and semi-detached alternatives fairly established in the Holly area. Compact and relatively more affordable units offer a feasible housing option to a wide base of socioeconomic backgrounds and household sizes.

Section 6 of the Plan applies to the Simcoe Sub-area, including the City of Barrie which is identified as the principal Primary Settlement Area and to where significant growth is directed. The proposed development and associated applications are located within a Primary Settlement Area and conform to the policies of Section 6.3.

Based on the above analysis summary through a review of the Growth Plan, it has been determined that the applications conform to the Growth Plan for the Greater Golden Horseshoe.



4.3 CITY OF BARRIE OFFICIAL PLAN

The City of Barrie OP provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development", defined as development that does not jeopardize opportunities for future generations. The lands are designated "Residential" as per Schedule A of the Official Plan (Figure 5). As previously stated, the subject lands are located within the City's Delineated Built-Up Area as shown on Schedule I of the OP and the proposed concept is therefore considered an intensification development.

Section 3.1.2.3 of the OP provides that *"the built-up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre"*. The subject lands, which are both within the identified built-up area and outside of the UGC, will contribute to the achievement of this (61%) target.

Section 3.3.2.1 of the Official Plan provides general housing policies for the City of Barrie. The policies as they relate to the subject development are as follows:

- a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.*

g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.

The policies of provision 3.3.2.1 are satisfied by the proposed development. The proposed concept not only offers variation in terms of unit size, density and tenure, as encouraged through 3.3.2.1a, but would contribute to the vision of a complete, mixed-use community as encouraged through 3.3.2.1g. In conformity with the municipal vision of a complete community, the lands benefit from convenient access to public transit, a diversity of land uses as well as considerable open space and other community amenities. Further, the subject lands are situated in a location where municipal infrastructure is readily available to support the density proposed.

Section 4.2 of the Official Plan provides policy direction for lands designated as Residential. The Residential designation is intended to provide for neighborhoods which foster a sense of community and offer efficient use of municipal infrastructure, public transit, and other community services/facilities. Areas designated residential seek compatibility between dwelling types and densities, and further look to minimize conflict between other land uses adjacent. The subject lands are in close proximity to existing community facilities (schools, parks, places of worship, transit) and various commercial uses along Veterans Dr., Mapleview Dr., Caplan Avenue, and Essa Road.

Under 4.2.2.2e of the OP, relating to residential density, it is provided that *"high density residential development shall consist of developments which are in excess of 54 units per net hectare"*. Under 4.2.2.3c, relating to locational criteria, it is further provided that *"high density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other relevant policies of this Plan has been approved"*. The proposed development is considered high density at a combined total density of 85 UPH.

Section 4.2.2.3 of the Official Plan provides locational criteria for residential development throughout the City of Barrie. Section 4.2.2.3(b) states *"medium and high-density residential development is encouraged to locate within the intensification nodes and corridors identified in Schedule I, and generally directed towards areas that are"*:

- i. *Adjacent to arterial and collector roads;*
 - » **Comment:** The subject lands are located along Veterans Dr. which is identified as an Arterial Road per Schedule D of the OP.
- ii. *In close proximity to public transit and facilities such as schools, parks, accessible commercial development;*

- » **Comment:** The subject lands are located in close proximity to transit stops, schools, parks, and other community amenities. Commercial uses exist both in the immediate area along Veterans Dr. and Essa Road, as well as southward down Veteran's, toward Caplan Ave and Mapleview Dr. All of these amenities would contribute toward the municipal vision of a complete community;
- iii. *Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.*
 - » **Comment:** Municipal servicing to the subject lands is adequate and appropriate for the proposed development. A FSR demonstrating servicing suitability has been submitted under separate cover.

Given the location of the developments along an arterial road and given the close proximity to transit infrastructure and other community amenities, the proposed density can be supported and would generally be directed to this location as per the policies of 4.2.2.3 of the OP.

The proposed development will contribute to the character of the existing neighborhood as per provision 4.2.2.4(d). Building materials will be formalized at the site plan stage but will be appropriate to the aesthetic of the immediately surrounding area and greater community in accordance with Urban Design Guidelines. Considering (1) the mixed-density, built form, and diversity of land use within the immediate area of the subject property, (2) the location of the lands along an arterial road, (3) consistency in the density proposed as it relates to surrounding residential uses and (4) a building height (max 16.5m) comparable to other 4 storey buildings located along Essa Road, the merits of the proposed development would be consistent with provision 4.2.2.4(b).

Given the subject lands location and proximity to the intensification corridor of Essa Road, the proposed development will be reviewed as lands subject to intensification.

Section 4.2.2.6 provides policies for the evaluation of suitable intensification proposals as follows:

- b) *"Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan".*
 - » **Comment:** The subject lands are proximal to the intensification corridor Essa Road. The adjacent parcels to the north west run along Essa Road. Due to the proximity, these parcels support intensification and further contribute to the goals and objectives of this corridor.

- c) *"Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency".*

» **Comment:** The proposed development represents a compact urban form encouraged through 4.2.2.6c, offers optimal use of the subject site and associated municipal infrastructure, and would be transit supportive given its location within the city and the transit network.

For the above stated reasons, the proposed development concept and associated application are deemed to be in conformity with the City of Barrie Official Plan.

4.3.1 AFFORDABLE HOUSING BRIEF

Section 3.3.2.2 of the Official Plan provides policy direction for achieving affordable housing throughout the City. It is the goal of the Official Plan to achieve the minimum target of 10 percent of all new housing units per annum to be affordable. The subject lands are located in an area with an existing diversity of residential dwellings, ranging from single, semi, townhouse (street, block/cluster) and apartment units. In conformity with the affordable housing policies of the Official Plan, the proposed block/cluster townhouse development offers a housing variety generally more affordable versus lower-density housing options, such as single and semi-detached units as well as street townhouses.

Optimization of residential land via increased density generally lends to a more affordable per-unit sale price. The proposed zoning configuration, which supports a greater residential density, would therefore lend to more affordable units than that permitted as-of-right. Further, it is understood that the 10% affordable unit target is to be calculated across the entire City, and not on a site by site basis.

The proposed development will provide for a variety of housing units generally more affordable than single- and semi-detached units which makeup the predominant residential style in the Holly area. This relative affordability would satisfy the intent of the Affordable Housing policies of the City of Barrie OP.

5.0 CONCLUSION

This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The concept and associated application put forward would permit the development of 33 residential block/cluster townhouse units, and 24 walk-up apartment units. Parking, outdoor amenity space, landscaped areas, and pedestrian connections are all provided within the concept. The ZBA application submitted will permit the subject lands to be developed in a manner that will contribute to the City of Barrie's vision of a complete community. The associated concept will be developed in accordance with the City's Urban Design guidelines. The proposal

represents the compact and efficient built form encouraged through the OP and provides for a diversity of residential unit types and tenures supported through all levels of provincial and municipal planning policy. The concept is sensitive to the scale and character of the existing neighborhood and can be sustained through existing infrastructure and service levels without compromising the delivery of services to existing community residents.

The justification for approval of these applications is based on the conformity with the goals and objectives of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the City of Barrie Official Plan, and the City of Barrie Comprehensive Zoning By-law 2009-141. It is our professional opinion that the following Zoning Bylaw Amendment application represents good planning.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'D. Vella', with a stylized, sweeping underline.

Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'V. Simpson', with a stylized, sweeping underline.

Vanessa Simpson, BID, MPI
Senior Planner

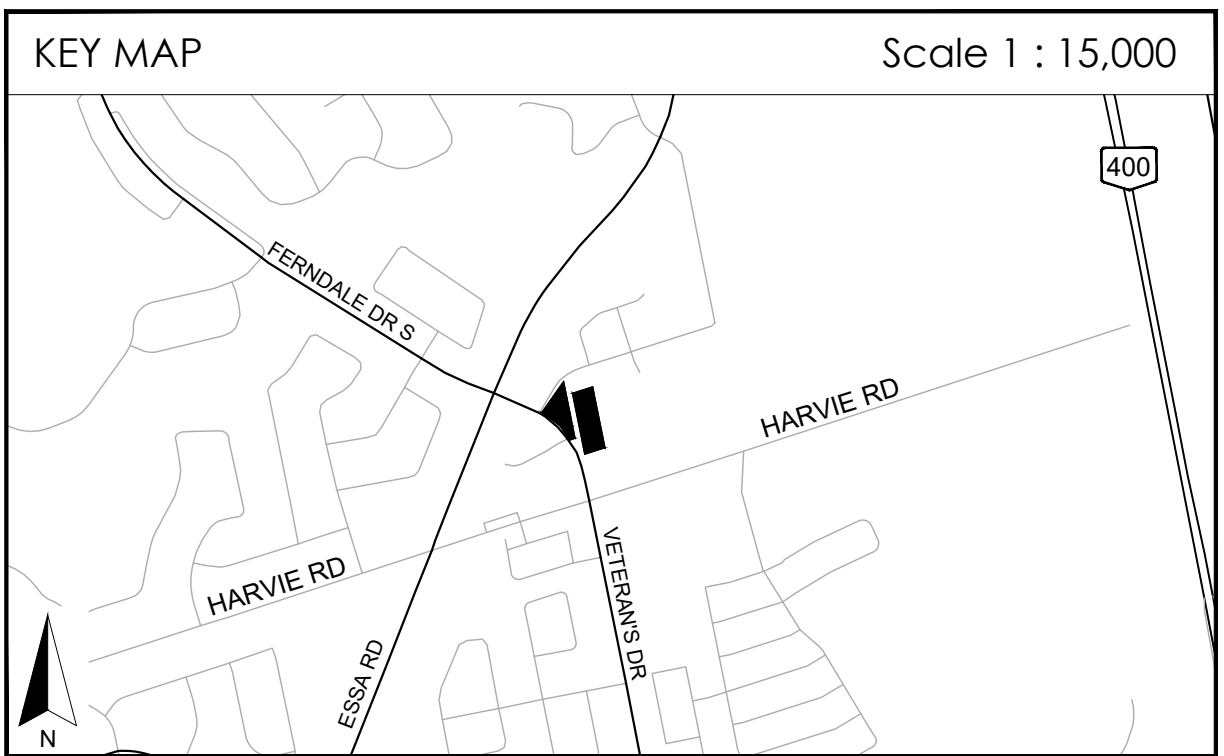
APPENDICES

APPENDIX A: DEVELOPMENT CONCEPT



ZONING TABLE - MU2-XX		
PROVISION	REQUIRED	PROVIDED
Lot Area (min.)	-	6,719.6m² (total lands) 339 - 1,482m² 341 - 5,237.6m²
Lot Frontage (min.)	-	339 / Montserrat St - 40.94m 341 / Veterans Lane - 121m
Front Yard Setback	Min.	1.0m for 75% of frontage
	Max.	5.0m for 25% of frontage
	Residential use abutting lot frontage (min.)	n/a
Side Yard Setback	Min.	-
	Min. abutting street or laneway	3.0m
	Max.	3.0m
Rear Yard Setback (min.)	Abutting Street or Laneway	1.5m
	Abutting Residential, OS or EP Zone	>1.5m
		341 - 5.0m
Front Facade Step-back (min.)	45 degree angular plane at height above 80% equivalent of ROW using 3m min step-back	n/a
Side Facade Step-back (min.)	If adjacent to an OS Zone, 5.5m at height above 80% equivalent of ROW	n/a
Rear Facade Step-back (min.)	45 degree angular plane above 7.5m using min 3m step-backs	n/a
Lot Coverage (max.)	-	44%
Gross Floor Area (max)	-	104%
Street Level Floor Height (min.)	4.5m	3.0m
Building Height	Min.	7.5m
	Max.	16.5m
Dwelling Unit Floor Area (min.)	45m² / 1 bedroom + 10m² per bedroom	45m² / 1 bedroom + 10m² per bedroom
Outdoor Amenity Area (min.)	12m²/unit	12m²/unit
Landscape Buffer Areas (min.)	3.0m	341 - 1.2m south & 3.0 north and east
Parking Spaces (min.)	1 space / unit	130 spaces (>1 space / unit)
Parking in Front Yards (max.)	0%	0%
Parking Space Length (5.2.5.2 d) (min.)	6.0m	5.5m
Accessory Buildings and Structures, Decks (5.3.5.2)	Exterior Side Yard	1.5m
	Front Yard	3.0

Note: The proposed Zoning By-law Amendment Special Provisions provide for greater flexibility within the design and development proposal. Through Site Plan process the development will be further refined.




CONCEPTUAL SITE PLAN

VETERAN'S LANE


PART LOTS 6, CONCESSION 13
339 VETERANS DRIVE & 341 VETERANS LANE
IN THE
CITY OF BARRIE

Scale 1:300


LEGEND




SUBJECT LANDS
339 Veterans Drive 1,482m² (0.36 ac / 0.148 ha)
341 Veterans Lane 5,237.6m² (1.29 ac / 0.523 ha)



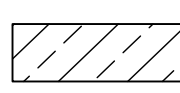
TOWNHOMES (7.3x8.5m)
15 Units - 3 Storeys




TOWNHOMES (5.7x10.6m min)
18 Units - 3 Storeys



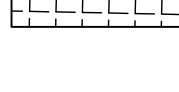
WALK-UP BUILDING
24 Units - 4 Storeys




LANDSCAPED OPEN SPACE



BALCONIES



ROAD WIDENING



WOONERF


Source: Simcoe County Interactive Map.
Note:

CONCEPTUAL SITE PLAN - 57 UNITS

"VETERAN'S LANE" - CITY OF BARRIE

RESIDENTIAL	CURRENT OP DESIGNATION
RH - 339 R1 - 341	CURRENT ZONE

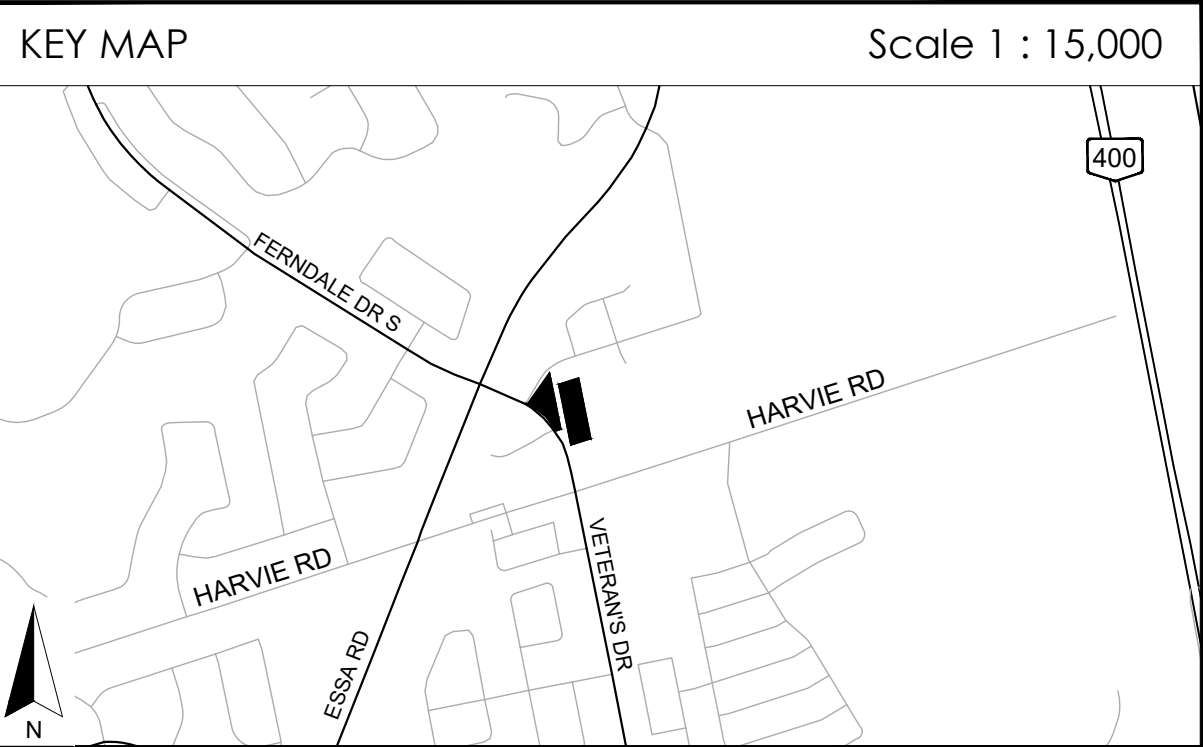
SCHEDULE OF REVISIONS			
No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

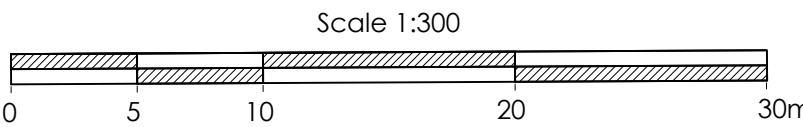
Date:	October 1, 2019	Drawn By:	VS
File:	Veteran's Lane	Reviewed By:	DV

APPENDIX B: DRAFT PLAN OF SUBDIVISION



DRAFT PLAN OF SUBDIVISION VETERAN'S LANE

PART LOTS 6, CONCESSION 13
339 & 341 VETERAN'S DRIVE
IN THE
CITY OF BARRIE



OWNER'S CERTIFICATE
I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

November 7, 2019
DATE
SEAN MASON HOMES

SURVEYOR'S CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

November 7, 2019
DATE
DINO R. S. ASTRI, DINO ASTRI SURVEYING INC.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT
a) SHOWN ON PLAN
b) SHOWN ON PLAN
c) SEE KEY PLAN
d) RESIDENTIAL
e) SHOWN ON PLAN
f) SHOWN ON PLAN
g) SHOWN ON PLAN
h) MUNICIPAL WATER
i) SILTY SAND
j) SHOWN ON PLAN
k) MUNICIPAL WATER & SEWAGE
l) NONE

LAND USE STATISTICS		
LAND USE	LOT/BLOCK No.	AREA (ha.)
RESIDENTIAL	1-2	0.66
ROAD WIDENING	3-4	0.02
TOTAL	4	0.6800

APPROVED SUBJECT TO CONDITIONS IN ACCORDANCE WITH SECTION 51(31) OF THE PLANNING ACT, RSO 1990, CHAP. P. 13, AS AMENDED, THIS _____ DAY OF _____, 20__.

DIRECTOR OF PLANNING, CITY OF BARRIE

Source: Simcoe County Interactive Map.
Note:

DRAFT PLAN OF SUBDIVISION "VETERAN'S LANE" - CITY OF BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
Tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: November 7, 2019
File: Veteran's Lane
Drawn By: VS
Reviewed By:

APPENDIX C: DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE A

THE CITY OF BARRIE COMPREHENSIVE ZONING BY-LAW NUMBER 2009-141

"A By-law of the City of Barrie to amend Comprehensive Zoning By-Law No. 2009-141 by rezoning lands described as Lot 1, Registered Plan 1200, and Part 2, Registered Plan 51R-22069 in the City of Barrie, County of Simcoe, known municipally as 339 Veterans Drive & 341 Veterans Lane, from the Residential Single Detached Dwelling First Density (R1) and Residential Hold (RH) Zones to the Mixed Use Corridor Zone with Exceptions (MU2-SPXX)."

WHEREAS the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O. 1990, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 339 Veterans Drive & 341 Veterans Lane;

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 HEREBY ENACTS AS FOLLOWS:

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Lot 1, Registered Plan 1200, and Part 2, Registered Plan 51R-22069 in the City of Barrie, County of Simcoe, known municipally as 339 Veterans Drive & 341 Veterans Lane, the Residential Single Detached Dwelling First Density (R1) and Residential Hold (RH) Zones to the Mixed Use Corridor Zone with Exceptions (MU2-SPXX) as shown in Schedule "A" attached hereto, and Schedule "A" attached hereto forms part of By-Law 2000-02 as amended;
2. **THAT** the following additions shall be to the Mixed Use Corridor Zone with Exceptions (MU2-SPXX) Zone:
 - i. A minimum front yard setback, if ground floor usage abutting lot frontage is residential, of 0.0m shall be permitted;
 - ii. A minimum side yard setback, abutting a street or laneway, of 2.0m shall be permitted;
 - iii. A maximum side yard setback of 6.5m shall be permitted;
 - iv. A minimum rear yard abutting a Residential, OS or EP Zone of 5.0m shall be permitted;
 - v. A minimum street level floor height of 3.0m shall be permitted; and
 - vi. A landscaped buffer area, where any lot in a Mixed Use Zone abuts a lot in a Residential Zone, with the exception of the RA1 and RA2 Apartment Dwelling zones, a continuous landscaped buffer area of a minimum of 1.2m shall be permitted;

- vii. A minimum driveway of 5.5m shall be permitted; and
- viii. Increased encroachment of accessory buildings and structures, specifically decks, in the exterior side yard and front yard, 0.0m shall be permitted.

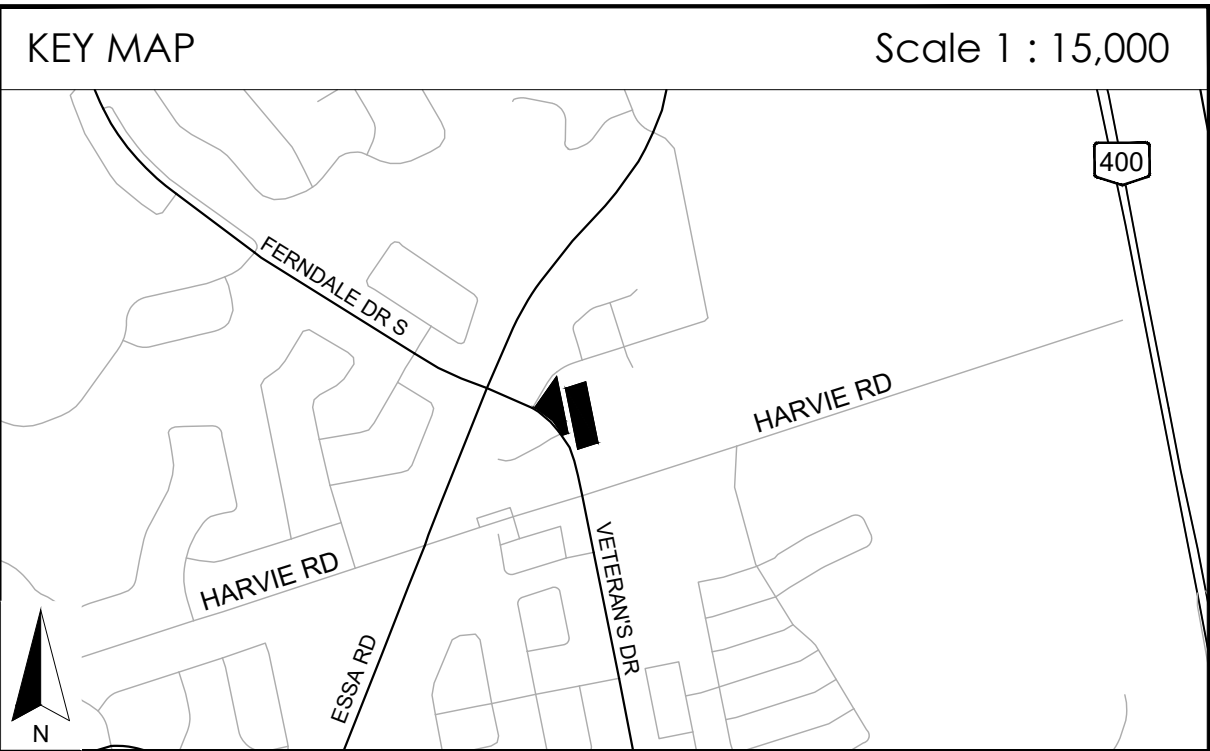
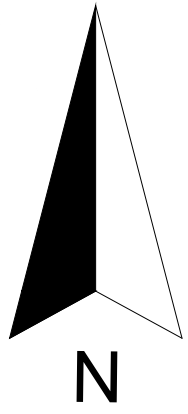
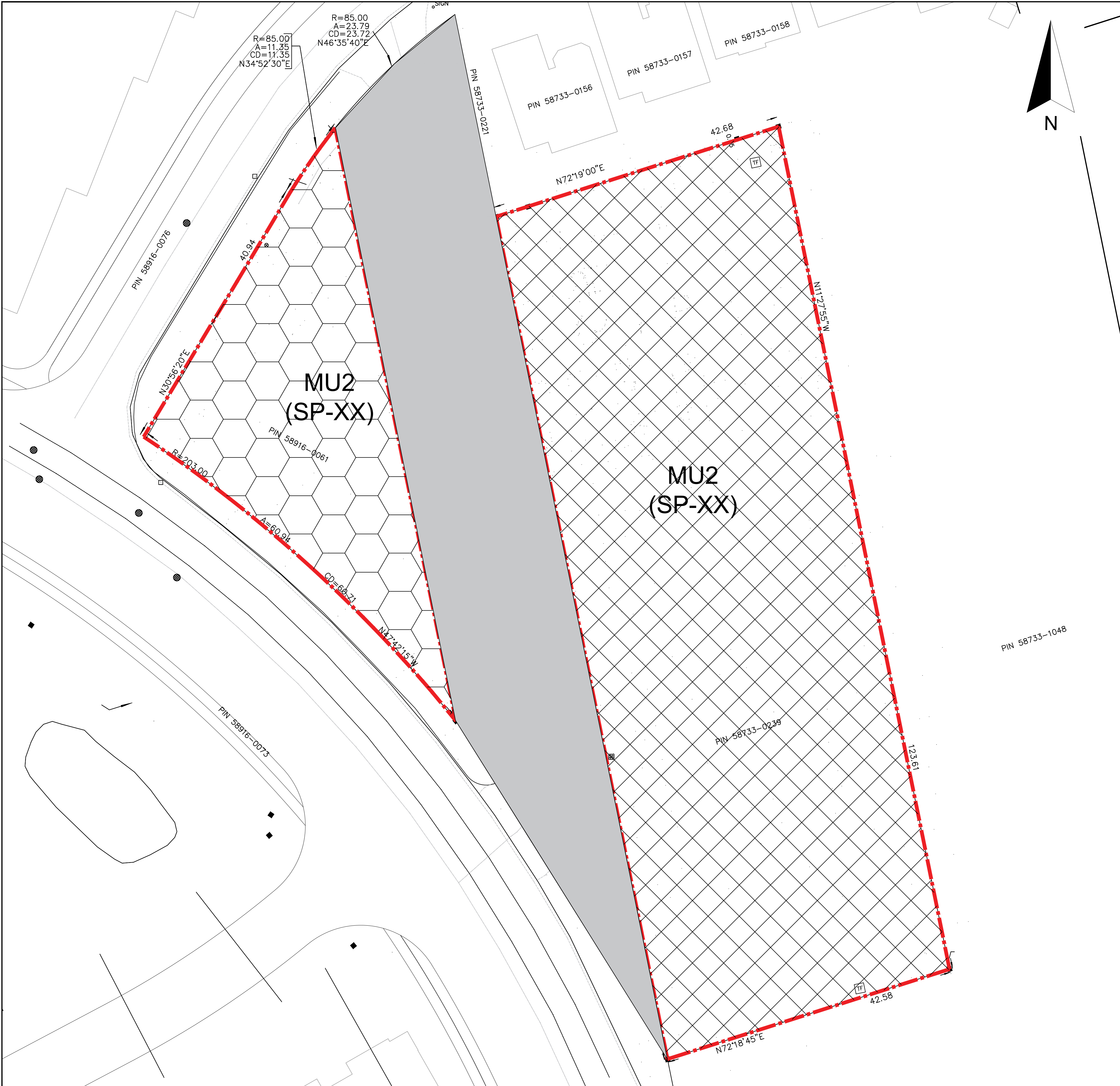
3. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this ____ day of _____ 2019.

The Corporation of the City of Barrie

Mayor

Clerk



SCHEDULE 'A' ZONING BY-LAW AMENDMENT

PART LOTS 6, CONCESSION 13
339 & 341 VETERAN'S DRIVE
IN THE
CITY OF BARRIE
Scale 1:300

- LEGEND**
- SUBJECT LANDS**
339 Veterans Drive
341 Veterans Drive
 - LANDS TO BE REZONED FROM RESIDENTIAL HOLDING ZONE (RH) TO MIXED USE CORRIDOR SPECIAL PROVISION (MU2 (SP-XX))**
 - LANDS TO BE REZONED FROM RESIDENTIAL SINGLE DETACHED DWELLING FIRST DENSITY (R1) TO MIXED USE CORRIDOR SPECIAL PROVISION (MU2 (SP-XX))**

Clerk

Mayor

SCHEDULE 'A' - ZONING BY-LAW AMENDMENT ____.

"VETERAN'S LANE" - CITY OF BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1

tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	October 1, 2019	Drawn By:	VS
File:	Veteran's Lane	Reviewed By:	DV