

PLANNING JUSTIFICATION REPORT
In connection with an application for
REZONING by Derek Burke

263 Edgehill Drive, Barrie, ONTARIO

“MULTIPLE DWELLING RESIDENTIAL REZONING”



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Planning Justification Report Burke Rezoning 263 Edgehill Drive

1.0 Introduction

The purpose of this planning justification report is to review an application for amendment to the City's Zoning By-law 2009-141. This application is being submitted by Derek Burke, the Owner of the subject property.

The intent of the planning application is to rezone lands known locally as 263 Edgehill Drive for the purpose of securing approval for an existing four-unit multiple dwelling development in the Edgehill Drive Planning Area in a manner consistent with Provincial and City of Barrie land use planning policies.

As part of the preparation of this rezoning submission, the Goodreid Planning Group and the Owner did consult with planning services staff. There was also an earlier Pre-Consultation Meeting held with the City staff in 2015 in connection with a potential rezoning prior to our involvement on this project. City staff input received at the pre-consultation stage and in recent meetings with the Goodreid Planning Group has been taken into account in preparing the rezoning application and meeting the study requirements for a complete application.

The completed application, together with a Site Plan and Planning Justification Report (PJR) prepared by the Goodreid Planning Group and a Fire Flow Report prepared by Vipond Fire Protection will enable a technical review of the rezoning application.

In addition, there is currently a court proceeding underway between the City of Barrie and the Owner in connection with the four-unit multiple dwelling not currently being a permitted use within the Residential Single Detached Second Density (R2) Zone applicable to the subject property. This rezoning is intended to remedy zoning non-compliance.

2.0 Site Description & Context

This section of the report provides a site description and context including a history of the property development. It is our understanding that the original building was erected in 1961-62 when the subject property was located within the Township of Vespra. We have no municipal records for the building or occupancy permits issued by the Township of Vespra, nor what uses the Township authorized at that time. Subsequent to the building construction being completed these lands came into the City of Barrie. We understand a change in municipal boundary occurred after building construction was completed through annexation in 1964.

Our client acquired the subject property in 1995. At the time of acquisition, we understand that there were three dwelling units in the building as well as one storage space and that the subject property was zoned as Residential Single Detached Second Density (R2) Zone. In the 1995-96 our client changed the storage space into a dwelling unit. At that time a kitchen was added as well as minor interior alterations made to change the storage space to a dwelling unit (Unit D).

2.1 Site Description

The subject property is located on the south side of Edgehill Drive approximately 84 m east of Ferndale Drive. This property is a rectangular shaped and is currently used for multiple dwelling purposes. The location of the subject property is illustrated on Figure 1 – Location Plan.

The subject property has a total land area of approximately 1,393 sq. m and fronts on Edgehill Drive. The subject property has a lot frontage on Edgehill Drive of approximately 30.48 m and a lot depth of approximately 45.7 m.

2.1.1 Topography

The topography of the subject property is gently to moderately sloping from north (front lot line) at Edgehill Drive to south (rear lot line). Figure 2: Topographical Plan of Survey prepared by Dino Astri Surveying Limited illustrates property dimensions, building and driveway locations, open space areas, spot elevations, and fencing at the subject property. The subject property is identified as Part 1 of Reference Plan 51R-2271 and is located in Part of Lot 23, Concession 6, Geographic Township of Vespra, now in the City of Barrie.

2.1.2 Vegetation and Fencing

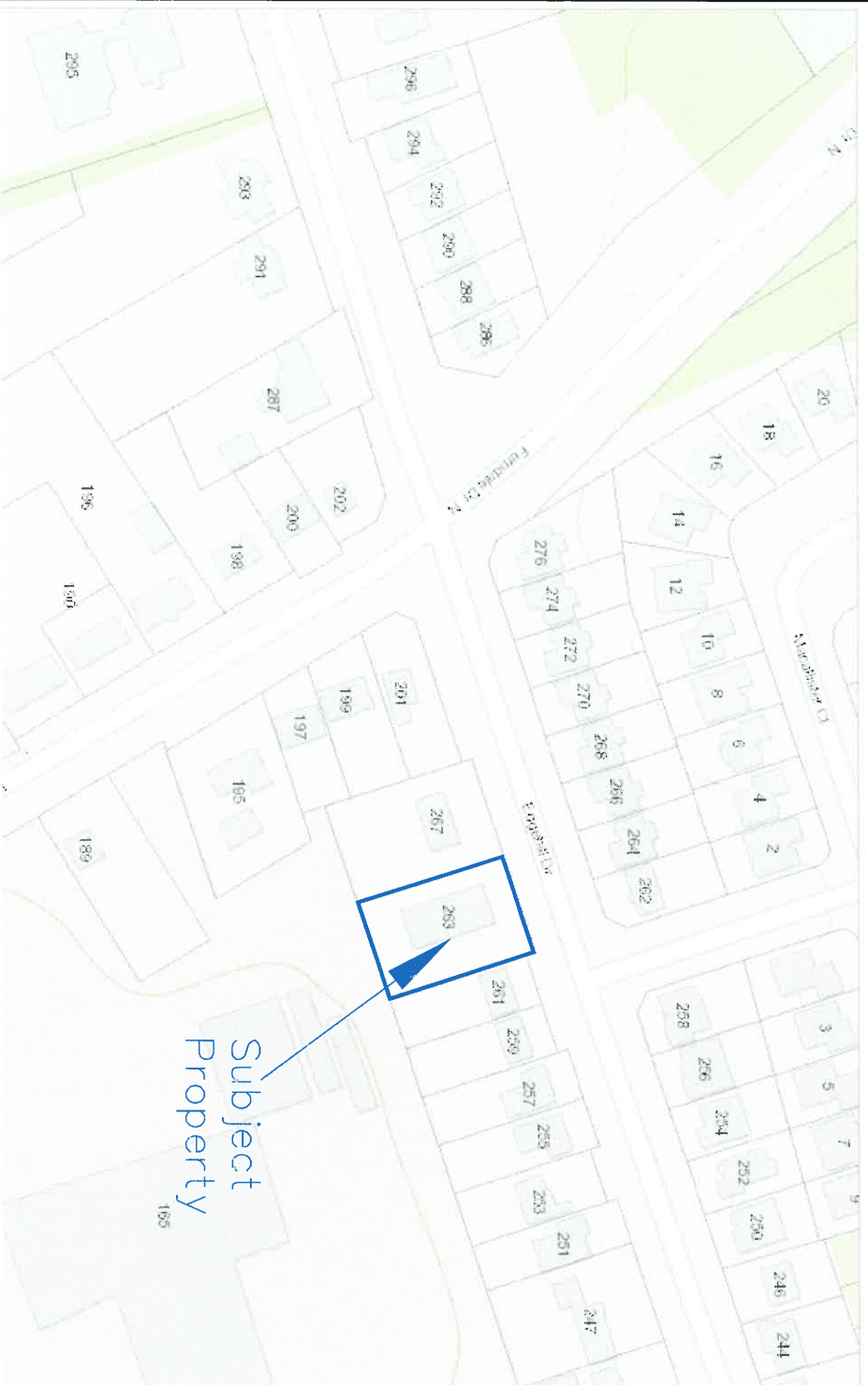
The subject property, with the exception of the building footprints, driveways, parking spaces, patios, walkways and stairs is grassed and treed within the front, side and rear yards. There is also wire and railway post fencing along the westerly side lot line, wire and lattice fencing along the easterly side lot line and a chain link fence erected by the City of Barrie along the rear lot line. There is no fencing along the front lot line at Edgehill Drive.

2.1.3 Access

Ingress and egress to 263 Edgehill Drive has been gained at two locations. There are parking spaces in the front yard on the west side of the lot and parking spaces in the side yard accessed by a driveway on the east side of the lot. Edgehill Drive at this location is a two-lane urban cross section that has a 50 km/h speed limit along the frontage of the subject property. There are signalized intersections on Edgehill Drive at Ferndale Drive (to the west) and at Cedar Point Road (to the east). Sidewalks are established along Edgehill Drive at this location. Edgehill Drive is classed as a Minor Collector on Schedule D of the Official Plan and has an

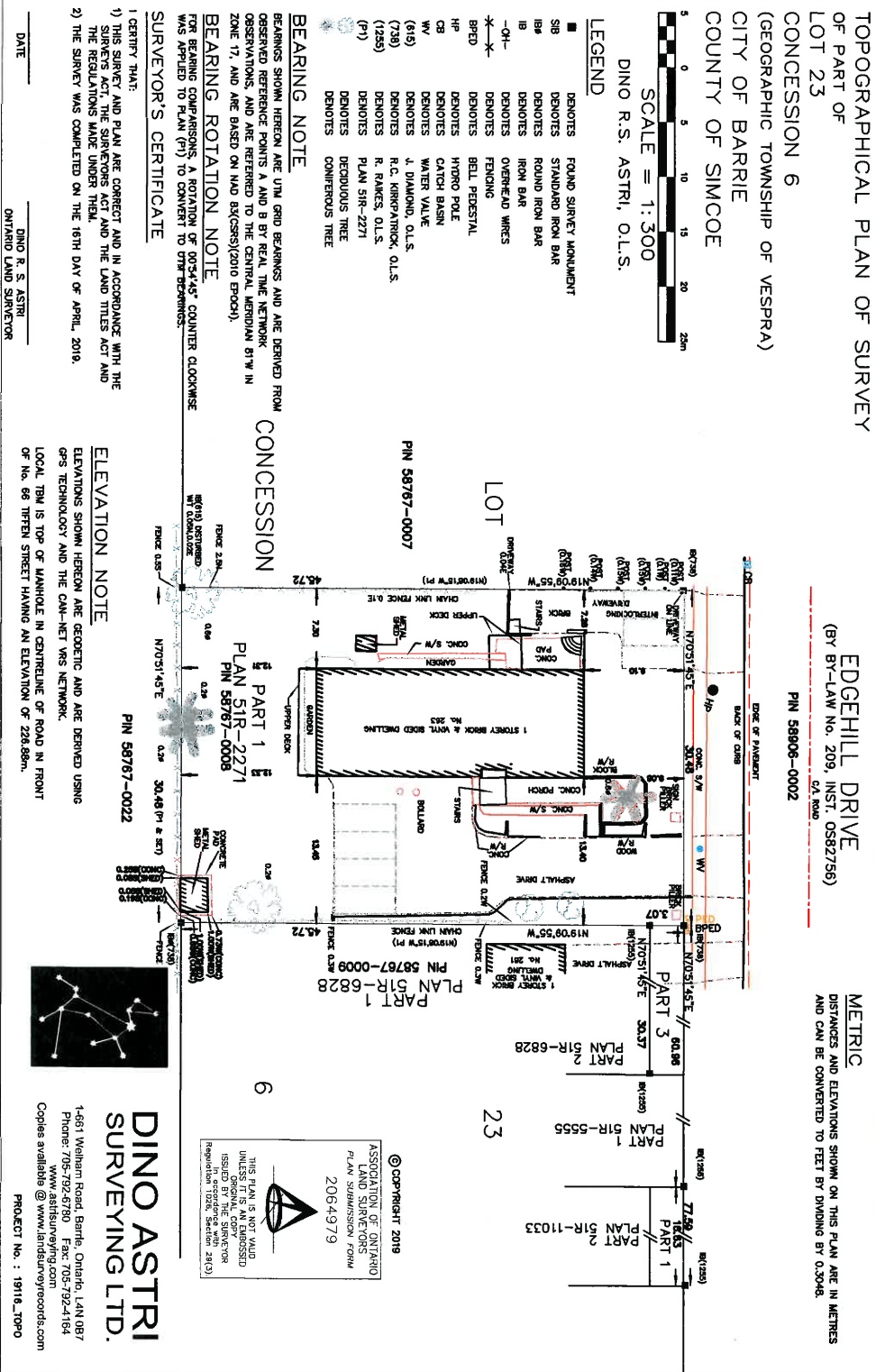
Location Plan
263 Edgehill Drive
Barrie

Figure 1



Topographical Plan of Survey 263 Edgehill Drive City of Barrie

Figure 2



existing 20 m right of way (ROW). No ROW widening is depicted on Schedule E – Road Widening Plan of the Official Plan at this location.

2.2 Site Context

The subject property is located in Edgehill Drive Planning Area, but is outside of the area affected by the Secondary Plan for the Edgehill Drive Planning Area.

Existing and proposed land uses in the immediate vicinity of the subject lands include:

- **To the North** – Single detached dwellings and duplex dwellings.
- **To the East** – Single detached dwellings and duplex dwellings.
- **To the South** – City of Barrie work yard with greenhouses at the rear lot line of the subject property.
- **To the West** – Single detached dwellings and duplex dwellings.

On both sides of Edgehill Drive there is also a second suite development to the west/east of Jagges Drive and multiple unit housing on both sides of Edgehill Drive in proximity to Cedar Point Road/Leacock Drive.

The land uses in the areas described above are illustrated on Figure 3 – Surrounding Land Uses. The subject property is located in a mixed-use area with low density and multi-unit residential land uses and an industrial land use (to the rear of the subject property operated by the City of Barrie).

3.0 The Proposal

This report accompanies an application for rezoning intended to recognize the existing four-unit multiple dwelling as a legal conforming land use. This residential development will assist in meeting the current and future rental housing needs in the City of Barrie.

Figure 4 – Site Plan, which is prepared by the Goodreid Planning Group, illustrates the proposed site layout of the four-unit multiple dwelling including the building, two metal sheds, driveways, parking spaces, landscaped open space and lot line fencing along the side and rear lot lines. There are four entrances into the building, being for Units A to D. Dwelling units B and D are accessed through entrances on the east side of the building and dwelling units A and C are accessed from the west side of the building. There are two side by side parking spaces in the front yard on the west side of the building and four right angle parking spaces in the side yard at the east side of the building. There is also wire and railway post fencing along the westerly side lot line, wire and lattice fencing along the easterly side lot line and a chain link fence erected by the City of Barrie along the rear lot line opposite their greenhouse operation.

Figure 5: Pictures of Building Exterior and Yards illustrates the building form and provide elevation perspectives of the front, side and rear exterior wall faces of the building.

Surrounding Land Use 263 Edgehill Drive Barrie

- LD Low density
- MU Multiple unit
- C Commercial
- I Industrial
- EP Environmental protection
- OS Open space
- IS Institutional
- V Vacant

Figure 3

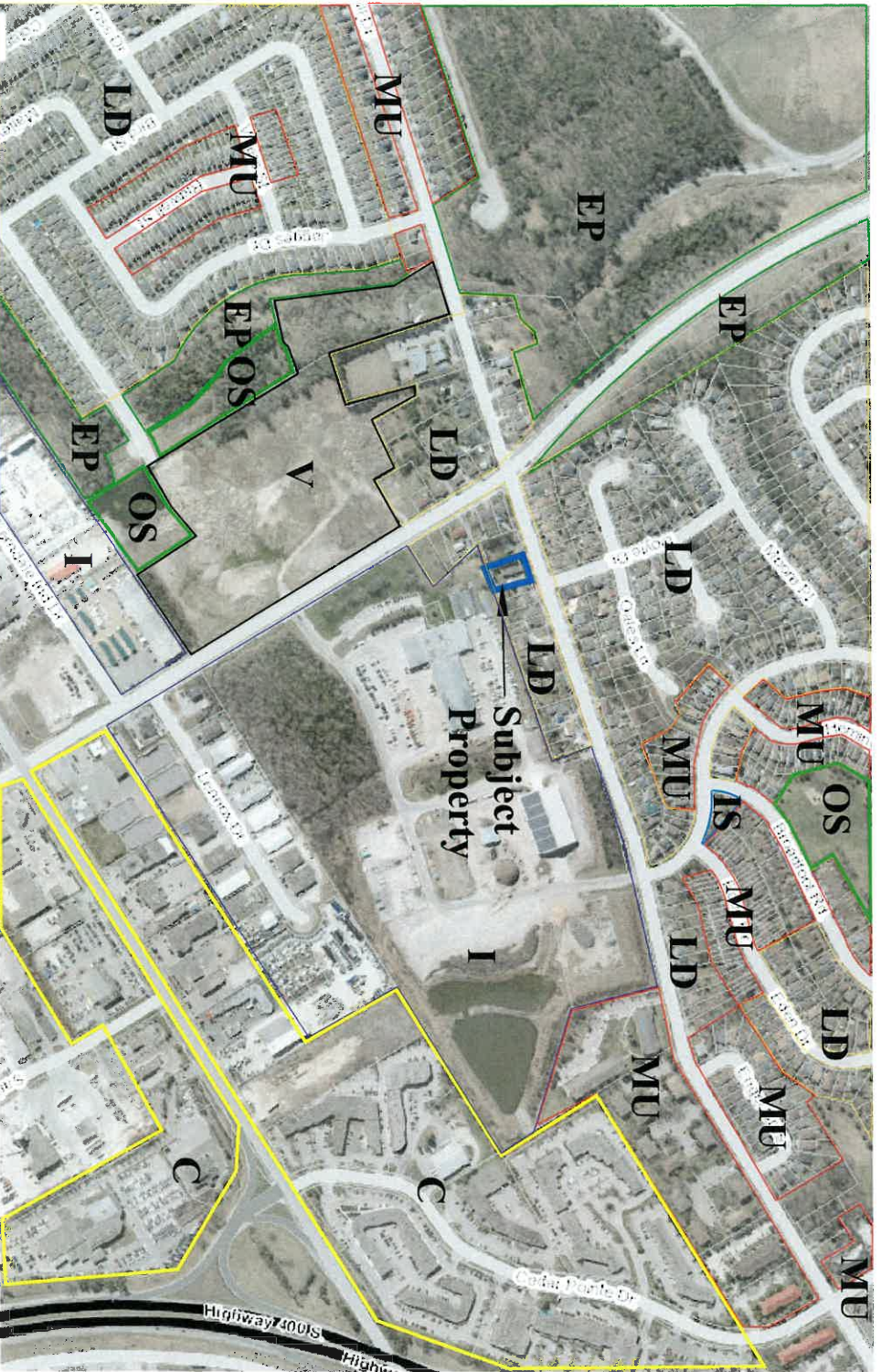
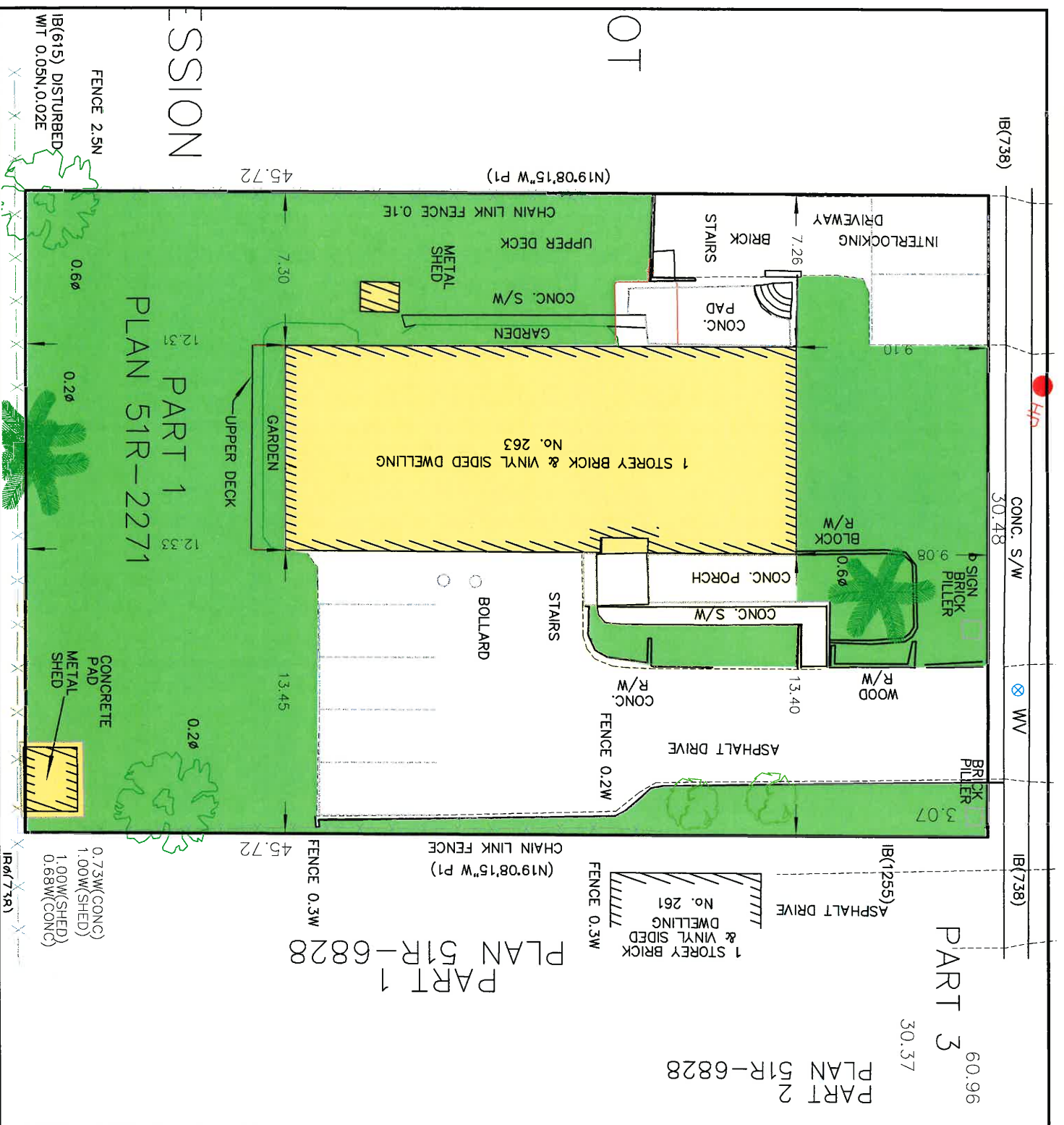


Figure 4



RMSZ(S)- Zone	Required Provided	
Minimum Lot Area	720m ²	1393m ²
Minimum Lot Frontage	21m	30.46m
Minimum Front Yard Setback	7m	9.10m
Minimum East Side Yard Setback	1.8m	13.4m
Minimum West Side Yard Setback	1.8m	7.20m
Minimum Rear Yard Setback	7.0m	12.31m
Minimum Landscaped Open Space		
Minimum Dwelling on Lot	35%	50%
Minimum Dwelling Unit Floor Area (1 bedroom)	45m ²	45m ² +1
Maximum Lot Coverage	18.35%	18.8%
Maximum GFA as a % of Lot Area	60%	34.2%
Maximum Building Height	10m	7m
Minimum Parking Space	2.7m x 7m	2.7m x 7m
Dimensions	5.7m	5.5m
Minimum Parking Aisle Width	6.4m	5.4m
Minimum Percentage of Landscape in Front Yard	50%	61%
Minimum Full Curb between Landscape and Parking Space	Yes	No
Maximum Front Yard Parking/ Driveway Coverage	50%	37%
Minimum Parking Space per Dwelling Unit	1.5	1
Multiple Dwelling Maximum	none	4max



Pictures of Building
Exterior and Yards
263 Edgehill Drive
Barrie



Figure 5

The Site Plan design provides 18 % lot coverage by buildings, 50 % landscaped open space and 37 % hard surface parking spaces and driveways in the front yard and driveways (the percentage of landscaped open space in the front yard is 63 %).

The multiple dwelling is serviced by a two-way internal driveway with a minimum width of 5.4 m accessing 4 parking spaces as well as two parking spaces in the front yard adjacent to Edgehill Drive. A Statistics Table is included on the Site Plan that provides details of the proposed development and the proposed RM2 (SP- #) Zone.

The density of the proposed multiple dwelling development is 28.7 units per net hectare. The height of the two-level building is 7.0 m (rear side of building is highest). The proposed lot coverage of the buildings is 18 %, the proposed landscaped open space is 50 % of the lot, the GFA as a percentage of lot area is 34.2 %, the rear yard setback is 12.3 m and the number of required parking spaces is proposed to be 4 parking spaces.

The general provision and zone exceptions required to accommodate this proposed multiple dwelling in a RM2 (SP- #) Zone are as follows:

- Section 4.0: Revise the parking regulations set out in Table 4.6 to state that a residential building containing four dwelling units shall have a parking requirement of 1 space per dwelling unit. This regulation proposed for the RM2 (SP- #) Zone is the same requirement applicable to a converted dwelling.
- Section 4.6.2.5: Revise the parking regulation contained in this section to state that in the RM2 (SP- #) Zone a parking aisle shall not be required for the two parking spaces located in the front yard on the west side of the multiple dwelling and the minimum parking aisle width on the east side of the building will be 5.4 m, the existing aisle width rather than 6.4 m. The parking spaces on the west side of the building will continue to have direct access to Edgehill Drive.
- Section 4.6.2.6: Revise the parking regulation contained in this section to state that in the RM2 (SP- #) Zone the parking spaces do not have to be marked.
- Section 4.6.4: No barrier free parking is proposed. Barrier free parking is not required as the maximum number of parking spaces to be required in the RM2 (SP- #) Zone does not exceed four parking spaces.
- Section 4.8.1.4 requires full curbing between all landscaped areas and adjacent driveways and parking lots. Full curbing is not provided at present. It is proposed that in the RM2 (SP- #) Zone this regulation, which is not applicable to a single detached dwelling, also not apply to this existing multiple dwelling.

- Section 5.2.1: Revise the permitted uses set out on Table 5.2 to permit a multiple dwelling with a maximum of four dwelling units. This revised provision proposed for the RM2 (SP- #) Zone reflects the existing number of dwelling units in the multiple dwelling.
- Section 5.3.5 (e): Revise the rear yard setback requirement for an existing shed from 0.6 m to 0.0 m. This existing shed is located at the rear property line.

Technical Background Studies:

Plans and reports undertaken in support of the rezoning application include a Site Plan and a Planning Justification Report prepared by the Goodreid Planning Group and a Fire Flow Report prepared by Vipond Fire Protection. The Site Plan and technical reports referred to above were identified as being required for zoning by-law amendment at the pre-consultation stage.

4.0 Planning Policy Overview & Response

The following subsections summarize land use planning policies established by the Province and the City of Barrie.

4.1 Provincial Policy Statement, 2014 (PPS)

The 2014 PPS came into effect on April 30, 2014 and replaces the 2005 PPS document. The PPS is a key part of Ontario's policy-led planning system and provides policy direction on matters of Provincial interest related to land use planning and development. All decisions made on or after April 30, 2014 in accordance with Section 3 of the Planning Act must be consistent with the new PPS.

After reviewing the PPS in detail, it is our opinion as planners that the proposed rezoning application is in keeping with the PPS. While all of the policies of the PPS have been considered several relevant sections are highlighted below for reference. The highlighted sections address how to build strong communities and the importance of focusing growth and development within settlement areas.

Section 1.1 of the PPS seeks to sustain healthy, liveable and safe communities by: promoting efficient development and land use patterns which sustain the financial well being of the Province and municipalities over the term; accommodating an appropriate range and mix of housing, employment, institutional, recreation park and open space and other uses to meet long term needs; avoiding land use patterns that may cause environmental or public health or safety concerns; avoiding development patterns that prevent the efficient expansion of settlement areas; promoting cost effective development patterns; improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which prevent full participation in society; ensuring that necessary infrastructure, electrical generation facilities, and transmission and distribution systems and public service facilities are or will be available; and promoting development and land use patterns that conserve biodiversity and consider the impacts of climate change.

Section 1.1.3, Settlement Areas of the PPS, states that the vitality of settlement areas is critical to the long, term prosperity of communities. This section clarifies that settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted. This section continues and states that land use patterns within settlement areas shall be based upon densities and a mix of land uses which: effectively use land and resources; effectively use infrastructure and public service facilities; minimize negative impacts on air quality and climate change, and promote energy efficiency, and support active transportation. This section continues on and states that planning authorities should identify appropriate locations and promote opportunities for intensification and redevelopment.

The PPS supports Building Strong Communities (healthy, liveable and safe places) and Settlement Areas being the focus of growth and development of a community. The rezoning to permit a four-unit multiple dwelling (rather than one single detached dwelling on this lot) will contribute to there being more residential housing on existing municipal services and infrastructure available in the community.

It is our opinion as planners that the four-unit multiple dwelling development is consistent with the PPS. The proposed land use provides multiple unit rental housing to meet the needs of current and future residents of the City. The proposed development is within an established residential area and is in close proximity to shopping areas, public transit routes, elementary and secondary schools and recreational facilities. The provision of multi - unit rental housing at this location does not require an amendment to the City's Official Plan and is in keeping with the low to medium density residential character of the neighbourhood. This area includes a mix of low and medium density residential uses as well as a City operated industrial use to the rear of the subject property. Employment uses are not included in this four-unit multiple dwelling development, but are available in proximity to the subject site. The recognition of the four-unit multiple dwelling through rezoning will contribute to the intensification through the provision of four versus one dwelling unit on the lot. Municipal and public utility services are available and service the development at present.

The recognition of the subject property for a multiple dwelling use will not result in the loss of any natural heritage feature or function. Trees associated with existing development are to remain.

The recognition of the existing four-unit multiple dwelling through rezoning will ensure there is no loss of dwelling units on the subject property and that the property is not under-utilized as a single detached dwelling lot. The primary access to the public road network is proposed to be from Edgehill Drive, a minor collector road. Municipal water, sanitary sewer and stormwater management services are currently available to the subject property. The Fire Flow Report also confirms that fire flows are adequate to service the multiple dwelling. There are also existing sidewalks on the north and south side of Edgehill Drive for ease of pedestrian access to and from the subject property.

In summary and as referenced above it is our opinion as planners that the proposed rezoning application is consistent with the PPS.

4.2 Places to Grow, 2017 (PTG)

This legislation came into effect June 16, 2006 to build stronger communities and to better manage growth in and around the Greater Golden Horseshoe. This legislation supersedes all other provincial and lower tier planning policies and where it does not, the more restrictive policies will apply. The policies within the Places to Grow document were revised on January 19, 2012 to address the Simcoe Sub-Area and further amended to update population and employment forecasts effective June 17, 2013 and then superseded by the Growth Plan, 2017 which came into force on July 1, 2017.

After reviewing The Growth Plan, 2017 in detail, it is our opinion as planners that the proposed rezoning application is in keeping with the PTG.

A primary goal of The Growth Plan is to direct growth to built-up areas where intensification can utilize existing infrastructure.

The Growth Plan also seeks to direct development to settlement areas that offer municipal or communal water and wastewater systems. The proposed four-unit multiple dwelling affects lands where urban services, including municipal water, sanitary and stormwater management services are available.

Population and employment growth are guided by a planning policy framework directing growth to the built-up areas; focusing intensification in intensification areas; building compact communities in designated greenfield areas; planning for a balance of population and employment (jobs); encouraging the development of complete communities; and directing growth to settlement areas with full municipal or private communal services.

This proposal affects lands where urban services, including but not limited to municipal water, sanitary and storm sewer services, are available.

Transit supportive growth is recognized by PTG and is one of the key principles behind density targets. Public transit is provided on Edgehill Drive.

The recognition of the four-unit multiple dwelling through rezoning supports the provision of a scale of multiple dwelling housing that will complement the lower and medium density housing in the surrounding area and as such provide for the continuation of this multi-unit rental housing development serving local housing needs.

This four-unit multiple dwelling is within the City's built boundary as defined by PTG and the City's Official Plan being a location where such housing forms are supported by policy.

The proposal is also in an area that is pedestrian supportive. Sidewalks provide pedestrian access throughout the surrounding area.

Section 2.2.2 (3) of the Growth Plan requires the City to achieve a minimum density target of 50 residents and jobs combined per gross hectare for greenfield areas. The proposed rezoning affects lands within the Built Boundary and although not a greenfield does support 43 people and jobs per hectare. This density will contribute to meeting 50 residents and jobs across the City.

The subject property currently has 6 people and 0 jobs on 0.1,393 hectares of land as described in the table below.

Land Use	Population	Projected Jobs
4 dwelling units (1.5 ppu)	6 people	n/a
Home Occupations (3.4% of the population of dwelling units)	6 people	0.0 jobs
Total	6 people	0.0 jobs

In the context of PTG the four-unit multiple dwelling as a permitted use will generate approximately 43 people and jobs per net hectare. The change from permitting one single detached dwelling versus a four-unit multiple dwelling will increase the number of persons and jobs per gross hectare from 1.5 persons and jobs for single detached dwelling to 43 persons and jobs per hectare for the four-unit multiple dwelling as described in the table above.

With respect to infrastructure, existing infrastructure is available to service the multiple dwelling including the public street network, municipal water supply, sanitary sewer and stormwater management services. Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, storm sewers and waste management systems. A four-unit multiple dwelling versus a single detached dwelling will better utilize the existing municipal infrastructure.

4.3 City of Barrie Official Plan

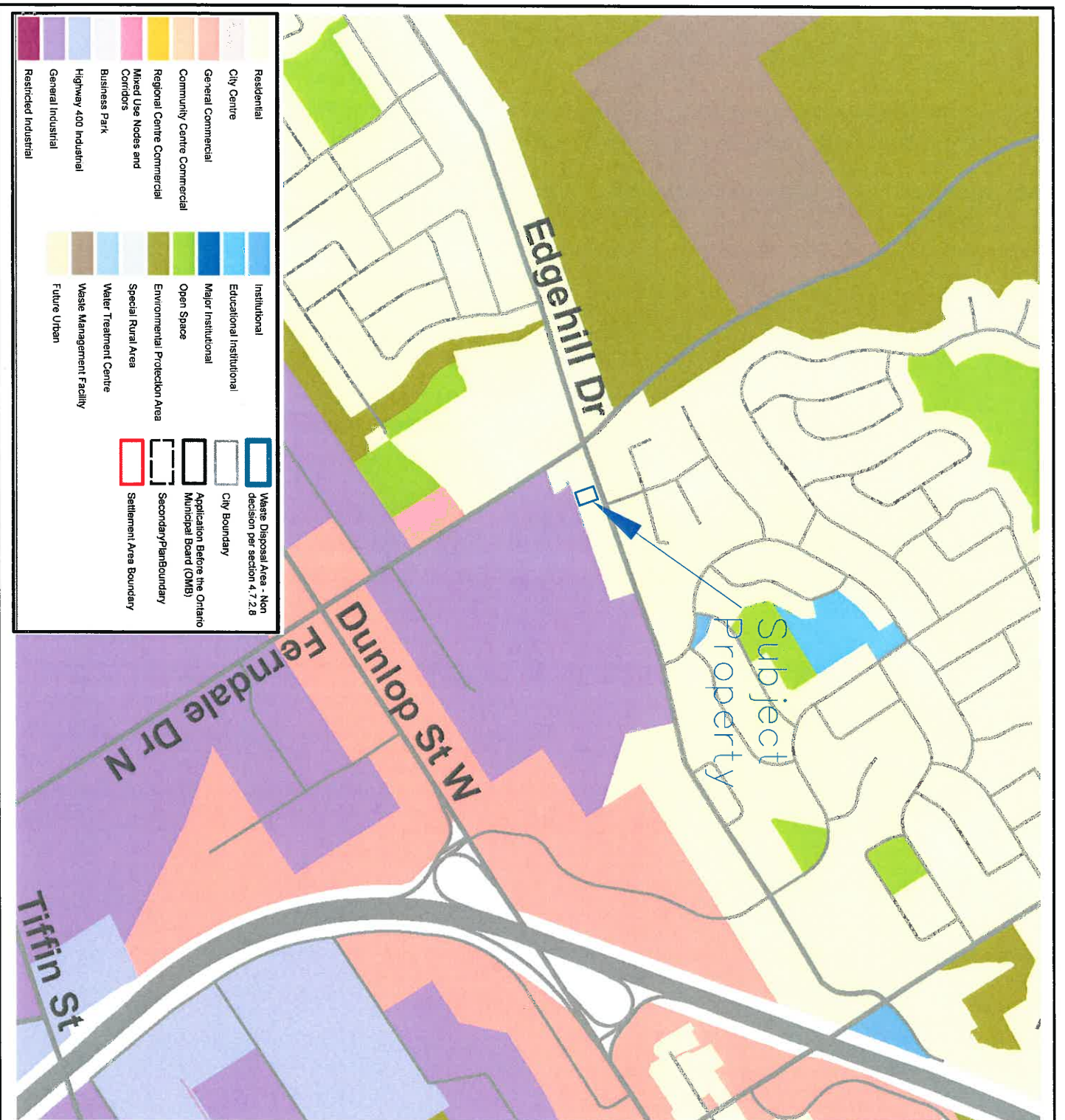
The subject lands are located outside the area of land covered by the Edgehill Drive Secondary Plan.

The subject property is classified as Residential on Schedule “A” - Land Use and Transportation Plan of the Official Plan for the City of Barrie. Edgehill Drive is designated as Minor Collector on Schedule “D” – Roads Plan and no road widening location is identified on Edgehill Drive by Schedule “E” – Road Widening Plan.

Figure 6 – Official Plan Schedule “A” Excerpt illustrates the Residential land use designation applicable to the subject property.

Existing OP
 263 Edgehill Drive
 Barrie
 from
 City of Barrie
 OFFICIAL PLAN
 SCHEDULE 'A'
 Land Use, Jan. 2018

Figure 6



The principle of residential land use is established by the Residential designation applied by the City of Barrie Official Plan.

Section 3.1.2.3 b) under the heading Density of Development and Intensification of the Official Plan clarifies that by 2015, and each year thereafter, 40% of residential dwelling units shall be directed to the built-up area as identified on Schedule I – Intensification Areas of the Plan. This proposal involves a built-up area housing project and its recognition through rezoning will contribute to the City meeting the 40% requirement.

Section 3.3.2.2 (a) (ii) under the heading Affordable Housing Policies of the Official Plan targets a minimum of 10% of all new housing units (rental/ownership) to be affordable. It is anticipated that all the rental units in this older building are affordable in the context of the requirements of Section 3.3.2.2 (a) (ii) for rental housing.

Section 4.2.2.2, Residential Densities of the Official Plan clarifies that low density involves 12-25 units per hectare (UPH), medium density involves 26-53 UPH and high density involves 54 UPH or more. The density proposed is at the upper end of low density and the lower end of the medium density range. The four-unit multiple dwelling on the subject property has a net residential density of 28.7 UPH which is at the upper end of the low-density range and the lower end of the medium density range. The policies contained in Section 7.0 (a) iv. of the Official Plan under the heading Interpretation clarify that numbers (such as low, medium, and high-density range) contained in the Plan are approximate rather than absolute. This small-scale multiple dwelling in our opinion as planners may, given the number of dwelling units per hectare, be considered as a lower density form of housing.

Section 4.2.2.3 (b) under the heading Location Criteria of the Official Plan also clarifies that multi-unit housing should locate in Intensification Nodes and Corridors identified on Schedule I and generally be directed towards areas that are adjacent to arterial or collector roads, in close proximity to public transit, and facilities such as schools, parks, accessible commercial development and where planned services and facilities such as roads, sewers and watermains, or other services are adequate. This limited scale multiple dwelling development meets the above location requirements and is a suitable location for the use.

This proposed rezoning affects lands on a roadway that is identified as a minor collector road and satisfies the other location criteria referenced in Section 4.2.3.3 (b) of the Official Plan. The proposed development represents 28.7 UPH which is at the upper end of the low density range and the bottom end of the medium density range that were established for residential development by the Official Plan.

In our opinion as planners this proposed rezoning is consistent with the PPS and conforms with the PTG, and the City's Official Plan.

4.4 City of Barrie Zoning By-law

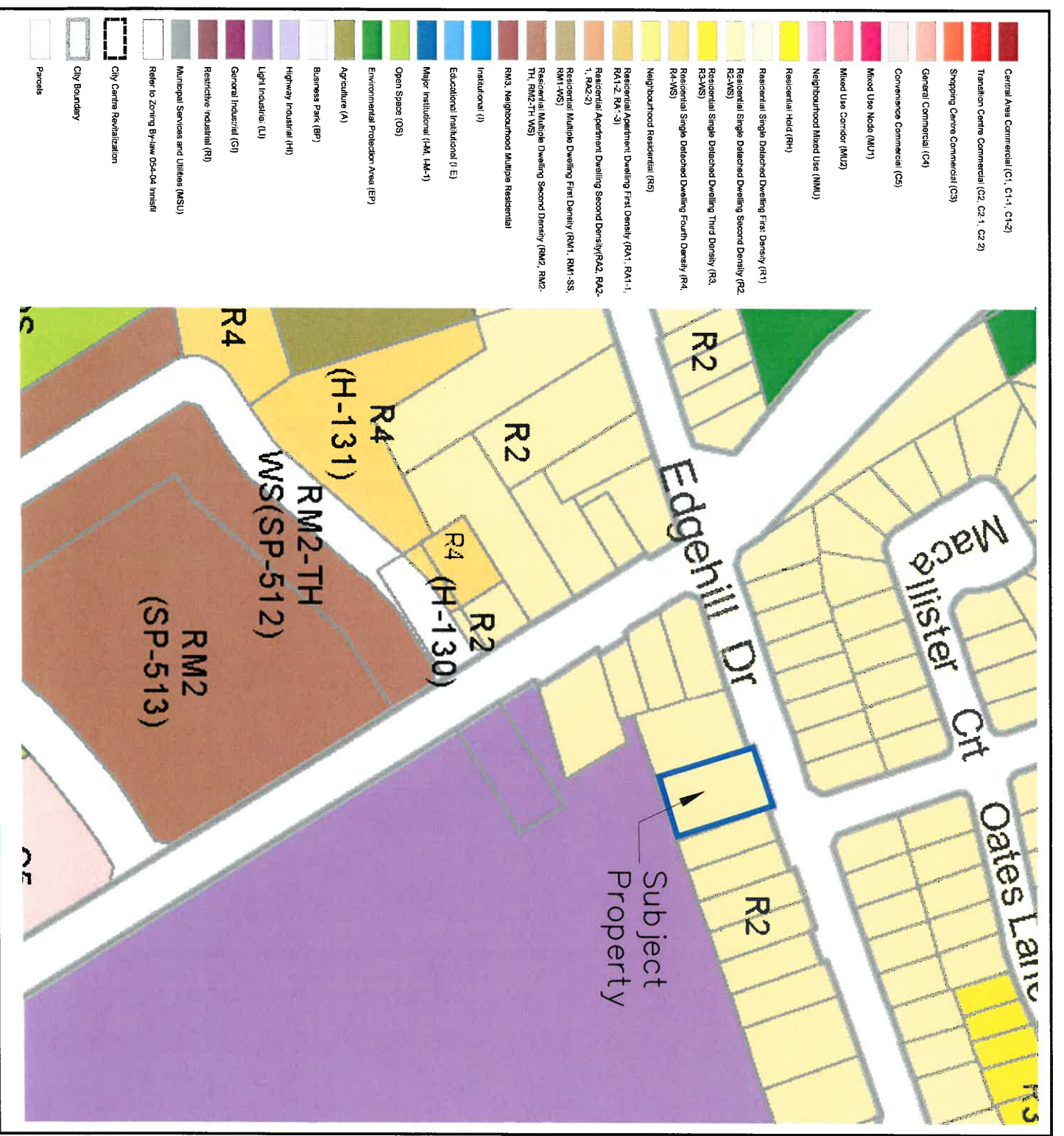
The subject property is zoned as Residential Single Detached Second Density (R2) Zone. Figure 7 – Zoning By-law Schedule – City North Section Excerpt illustrates the R2 Zone applicable to the subject property. The proposed development is not permitted within the R2 Zone category. The R2 Zone permits one single detached dwelling on a lot.

It is anticipated that the four-unit multiple dwelling would be placed in a Residential Multiple Second Density (RM2- #) Zone. The general and special zone provisions proposed address the exceptions required to the RM2 (SP- #) Zone as itemized in Section 3, Proposal of this Planning Report. The proposed development complies with the general provisions and the requirements of the RM2 Zone, with the exception of the following:

- Section 4.0: Revise the parking regulations set out in Table 4.6 to state that a residential building containing four dwelling units shall have a parking requirement of 1 space per dwelling unit. This regulation proposed for the RM2 (SP- #) Zone is the same requirement applicable to a converted dwelling.
- Section 4.6.2.5: Revise the parking regulation contained in this section to state that in the RM2 (SP- #) Zone, a parking aisle shall not be required for the two parking spaces located in the front yard on the west side of the multiple dwelling and the minimum parking aisle width on the east side of the building will be 5.4 m, the existing aisle width rather than 6.4 m. The parking spaces on the west side of the building will continue to have direct access to Edgehill Drive.
- Section 4.6.2.6: Revise the parking regulation contained in this section to state that in the RM2 (SP- #) Zone the parking spaces do not have to be marked.
- Section 4.6.4: Barrier free parking is not required as the maximum number of parking spaces required in the RM2 (SP- #) Zone does not exceed four parking spaces.
- Section 4.8.1.4 requires full curbing between all landscaped areas and adjacent driveways and parking lots. Full curbing is not provided at present. It is proposed that in the RM2 (SP- #) Zone this regulation, which is not applicable to a single detached dwelling, also not apply to this existing multiple dwelling.
- Section 5.2.1: Revise the permitted uses set out on Table 5.2 to permit a multiple dwelling with a maximum of four dwelling units. This revised provision proposed for the RM2 (SP- #) Zone reflects the existing number of dwelling units in the multiple dwelling.
- Section 5.3.5 (e): Revise the rear yard setback requirement for an existing shed from 0.6 m to 0.0 m. This existing shed is located at the rear property line.

Existing Zoning
 263 Edgehill Drive
 Barrie
 from
 City of Barrie
 Zoning By-Law
 2009-141
 North section,
 Dec. 2017

Figure 7



The proposed development generally complies with the general provision and RM2 Zone requirements as demonstrated on the Development Standards Table on the Site Plan. In the RM2 Zone of the Comprehensive Zoning By-law a four-unit multiple dwelling is contemplated and the minimum lot coverage by landscaped open space is 35 % and the maximum lot coverage by buildings and structures is 35 % are required. The Development Standards Table demonstrates that these requirements are met. In this case the multiple dwelling in fact has only 18 % lot coverage and the landscaped open space is 50 %. The relief sought will minor and will recognize a multiple dwelling with four-units as permitted, specify that 4 parking spaces are required for the development, permit 2 parking spaces in the front yard on the west side of the lot, permit a 5.4 m parking aisle/driveway to access parking spaces on the east side of the building, specify that full curbing between the soft landscape and parking/driveways is not required, and specify that the existing shed may be setback 0.0 m from the rear lot line.

The planning rationale for the proposed rezoning is addressed in further detail below in Section 5.0 of this Report.

5.0 Planning Rationale

The four-unit multiple dwelling development is intended to contribute to meeting the rental housing needs for the City. The Site Plan presents a multiple dwelling development that is appropriate in land use planning terms. The Site Plan illustrates the building footprints, driveways, parking spaces and landscaped open space. The proposed four-unit multiple dwelling is in a location where land use conflicts can be kept to a minimum.

The proposed development is consistent with the PPS. The proposed development is in conformity with the Growth Plan and the Official Plan for the City of Barrie.

This proposed multiple dwelling development in our opinion is an appropriate form of land use at this location, will provide additional choices in the types of multi-unit housing for renters in the area and represents the optimal and best use of land at this location. This proposal places multi-unit rental housing in close proximity to shopping, public parks, schools and community centres in the Edgehill Drive Planning Area.

The Zone Exception required to the RM2 Zone to accommodate this multiple dwelling development are as follows:

- Section 4.0: Revise the parking regulations set out in Table 4.6 in the RM2 (SP - #) Zone to state that a residential building containing four dwelling units shall have a parking requirement of 1 space per dwelling unit.
- Section 4.6.2.5: Revise the parking regulation contained in this section to state that in the RM2 (SP-#) Zone a parking aisle shall not be required for the two parking spaces located in the front yard on

the west side of the multiple dwelling and the minimum parking aisle width on the east side of the building will be 5.4 m, the existing aisle width rather than 6.4 m.

- Section 4.6.2.6: Revise the parking regulation contained in this section to state that in the RM2 (SP- #) Zone the parking spaces do not have to be marked.
- Section 4.8.1.4: Revise the full curbing requirement between all landscaped areas and adjacent driveways and parking lots for the RM2 (SP- #) Zone so it does not apply to this existing multiple dwelling.
- Section 5.2.1: Revise the permitted uses set out on Table 5.2 to permit a multiple dwelling with a maximum of four dwelling units. This revised provision proposed for the RM2 (SP- #) Zone reflects the existing number of dwelling units in the multiple dwelling.
- Section 5.3.5 (e): Revise the rear yard setback requirement for an existing shed from 0.6 m to 0.0 m. This existing shed is located at the rear property line.

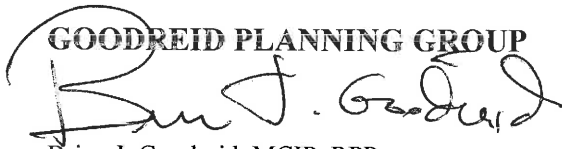
The proposed zone exceptions to the RM2 Zone are intended to ensure that the four-unit multiple dwelling is a permitted use and also complies with all applicable General Provisions and RM2 (SP- #) Zone requirements. The changes to the General Provisions and RM2 Zone requirements are considered to be minor and reflect site specific circumstances on the subject property.

6.0 Conclusions

In conclusion, it is our submission that the proposed multiple dwelling development meets the rental housing needs of the City. It is also our opinion that this project is in a location where land use conflicts may be kept to a minimum. This is a mixed-use area with low and multiple dwelling uses and an industrial land use all in close proximity to one another. It is noteworthy that there are some multi-unit housing projects on nearby properties and in this case public road access is on a minor collector road (rather than a local internal street) that is designed to carry larger volumes of traffic.

The proposed development is consistent with the PPS and conforms with the Growth Plan. In order to accommodate this proposed development a Special RM2 Zone will need to be processed. In our opinion as planners the proposed multiple dwelling development is an appropriate form of land use at this location and represents the optimal and best use of land.

Respectfully submitted by:


GOODREID PLANNING GROUP
Brian J. Goodreid, MCIP, RPP