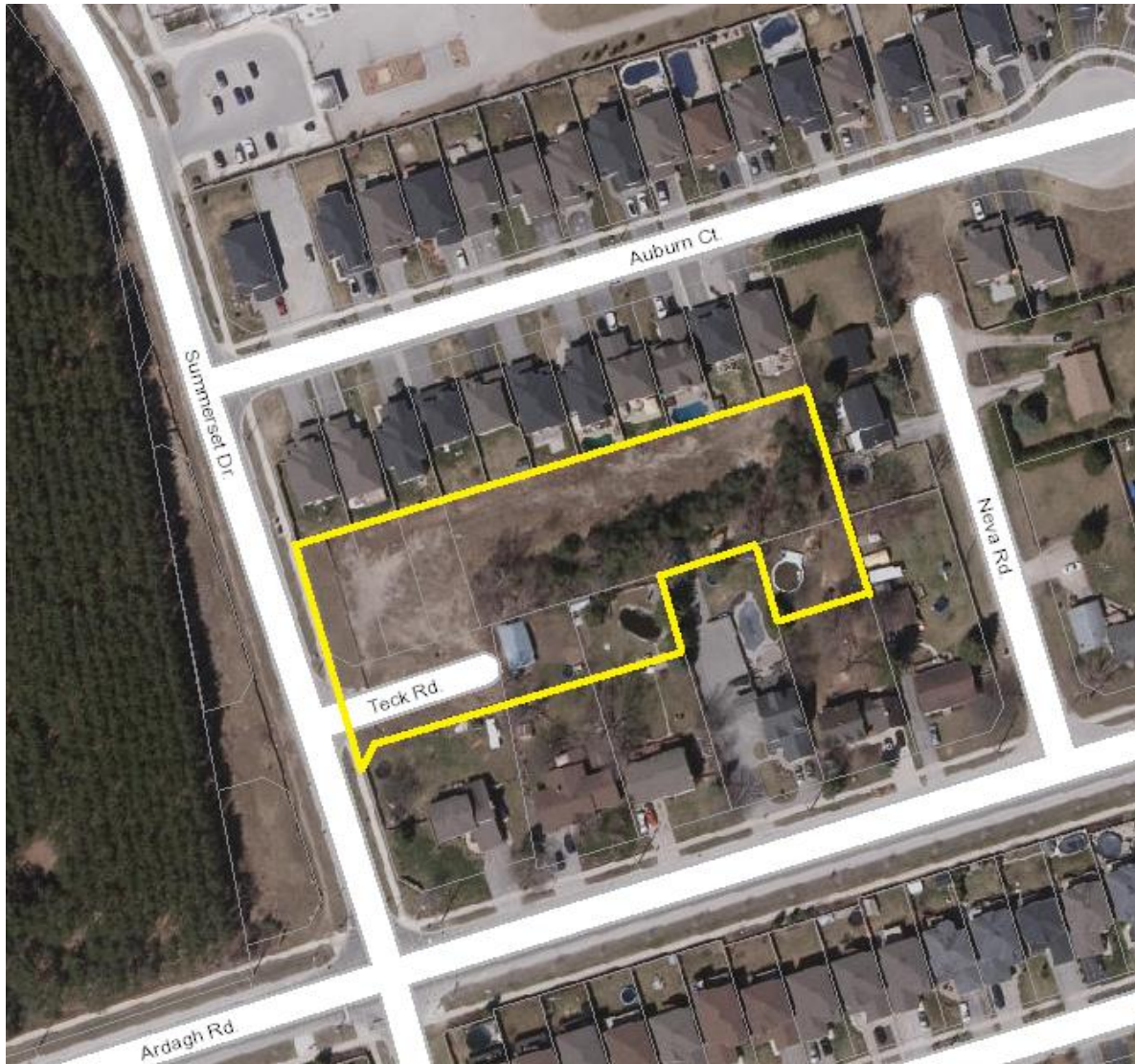




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PLANNING JUSTIFICATION REPORT

Teck Road Landholdings
City of Barrie

**1862145 Ontario Inc
TECK ROAD LANDHOLDINGS**

**Lots 114 to 116, Blocks 175, 178 and Part of Block 170
(Teck Road Unopened Road Allowance), Plan 51M-867
and Part of Lots 1, 2 and 4 Registered Plan 1192, City of
Barrie**

APPLICATIONS FOR

**ZONING BYLAW AMENDMENT
DRAFT PLAN OF SUBDIVISION**

PREPARED BY

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JUNE 2017

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1.0 INTRODUCTION

Innovative Planning Solutions has been retained by 1862145 Ontario Inc to complete a Planning Justification Report in relation to applications for a Zoning By-law Amendment (ZBA) and Approval of a Draft Plan of Subdivision for lands legally described as Lots 114 to 116, Blocks 175, 178 and Part of Block 170 (Teck Road Unopened Road Allowance), Plan 51M-867 and Part of Lots 1, 2 and 4 Registered Plan 1192. The lands possess 58.48 metres (191.8 feet) of frontage along Wright Drive with an approximate total area of 0.67 ha (1.65 acres). Figure 1 below provides an aerial view of the subject lands.

Figure 1: Aerial photo of Subject Lands
Source: Simcoe Maps



ZBA & DRAFT PLAN of SUBDIVISION APPLICATIONS
Teck Road Landholdings

The lands are currently under various ownerships interests which include recently severed portions of 350 and 354 Ardagh Road (City File Nos B17-17 and B18-17 – conditionally approved April 26, 2017) and a portion of 344 Ardagh Road (City File No B19-17 – conditionally approved May 24th, 2017). The applicant has written authorization from all landowners to submit the applications on their behalf. The subject lands are also within separate plans of subdivision (Registered Plan 1192 and Plan 51M-867). Additionally, the applicant is in the process to obtain the existing unopened portion of the Teck Road road allowance from the City of Barrie. City Council has stopped up, closed and offered for sale this portion of land to the applicant. Reference to this process is found under Bill 014, By-law Number 2017-013 for the City of Barrie. This land acquisition is conditional upon the applicant acquiring the balance of the lands (this land assembly is anticipated to occur beginning June 19th 2017 with the final parcel being acquired by July 30th 2017). The subject lands discussed within this Report include all of the aforementioned parcels, as illustrated in yellow on Figure 1.

The purpose of the proposed Draft Plan of Subdivision application is to place the subject lands within four (4) blocks on a draft Plan of Subdivision, which will facilitate the creation of the proposed condominium road and individual lots through Part Lot Control following approval of the ZBA. The purpose of the proposed ZBA application is to permit the development of the lands for a total of seventeen (17) single detached dwellings within the R4 Zoning category. The proposed lots will have frontage on a private condominium road though it is proposed that this road be recognized as a public street for the purposes of meeting zoning provisions. Future Planning Act applications anticipated at this stage to be required following approval of the ZBA include Site Plan Application, Draft Plan of Condominium Exemption (to legally create the private road and common areas), and Part Lot Control.

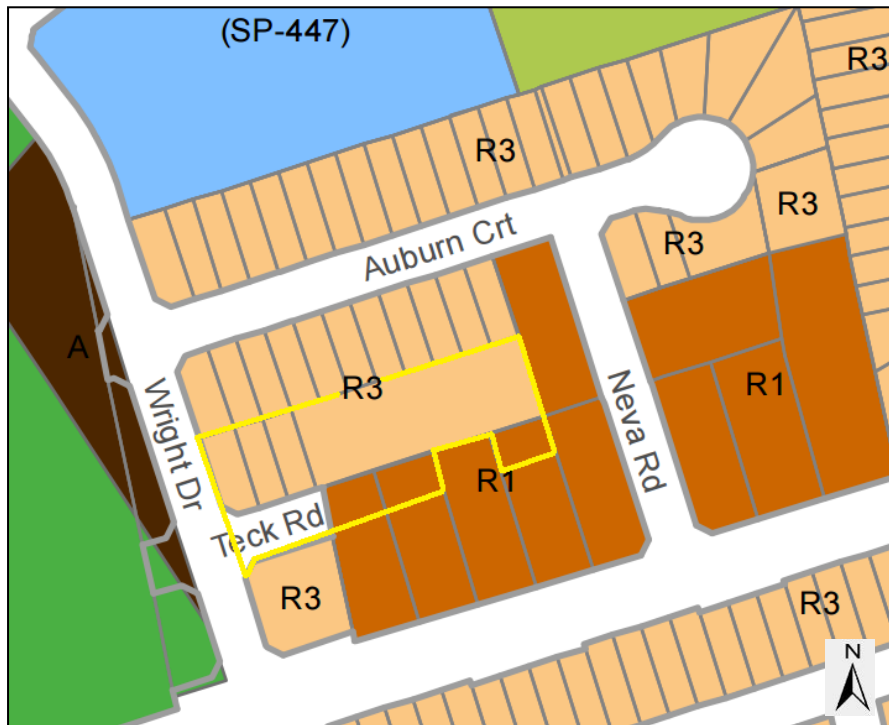
The following report will review the applicable policies found within the documents noted below to justify the proposed applications under good planning principles:

- Places to Grow: Growth Plan for the Golden Greater Horseshoe
- Provincial Policy Statement
- City of Barrie Official Plan
- Ardagh West Secondary Plan

2.0 SITE DESCRIPTION and SURROUNDING LAND USES

The subject property possesses approximately 58.48 metres (191.8 feet) of frontage along Wright Drive with an approximate site area of 0.67ha (1.65 acres). The lands are currently designated entirely as Residential in the City of Barrie Official Plan with portions of the lands zoned as Residential First Density (R1) and Residential Third Density (R3) in the Zoning Bylaw (see Figure 2 below which illustrates the zoning of the lands). The lands are located within the Ardagh Planning Area and subject to the policies of the Ardagh West Secondary Plan; the lands are designated as Low Density Residential in the Secondary Plan.

Figure 2: Zoning excerpt of subject lands (lot lines approximate)
Source: City of Barrie Zoning Bylaw 2009-141



The lands are generally flat, sloping downwards from south to the north. The lands are vacant of existing residential dwellings however the rear yards of properties fronting Ardagh Road which have recently been severed contain accessory structures including a pool. These structures will be removed/demolished prior to any development occurring. The lands also contain some vegetation in the central portion of the site and will be removed as required.

Access to City of Barrie Public Transit routes 7A & 7B is available along Ardagh Road, approximately 40m south of the subject lands and provides access to various locations throughout the City including Georgian College, the Downtown Bus Terminal, Allandale GO Station as well as interacting with all other transit routes in Barrie. Generally, the surrounding area consists mainly of single detached dwellings within new and older (ie larger lot) subdivisions at a low density.

Other important amenities in proximity to the subject lands include the Highway 400/Essa Road interchange, County Road 27, various commercial amenities (Ardagh/Ferndale, Ardagh/Mapleton and Ardagh/Essa Road intersections), City of Barrie passive and active parkland, Elementary and Secondary Schools (St. Catherine of Sienna, Ardagh Bluffs, St Joan of Arc) and Fire Station #4 is also nearby along Ardagh Road. The City of Barrie Urban Growth Center (Downtown) and Allandale GO Train Station are accessible via public transit, automobile or bicycle. Figure 3 below illustrates the subject land and surrounding land uses.

North: Lands to the north contain single detached dwellings along Auburn Court. Further north is the Ardagh Bluffs public elementary school. Beyond are additional single detached (low density) residential dwellings.

South: Lands immediately south are occupied by single detached dwellings with frontage onto Ardagh Road. Further south are additional single detached dwellings which back onto Ardagh Road and extend further south. Beyond, the Ardagh Bluffs are located.

ZBA & DRAFT PLAN of SUBDIVISION APPLICATIONS
Teck Road Landholdings

Figure 3: Subject Property and Surrounding Land Uses
Source: Simcoe Maps



East: Lands immediately to the east contain existing single detached dwellings which front onto both Ardagh Road and local streets. Further east is a vacant parcel zoned Agriculture, RM2 zoned lands, City of Barrie Fire Station #4 and commercial uses at the Ardagh/Ferndale intersection.

West: Lands directly to the west are currently vacant and zoned predominantly Environmental Protection with pockets of Agricultural zoned land. These lands however are subject to OPA and ZBA applications (which were approved by General Committee for the City of Barrie on May 29th, 2017) to facilitate low and medium density residential development. Further west, along Ardagh Road are additional single detached dwellings, a commercial plaza and high school at Ardagh and Mapleton, as well as RM2 zoned lands.

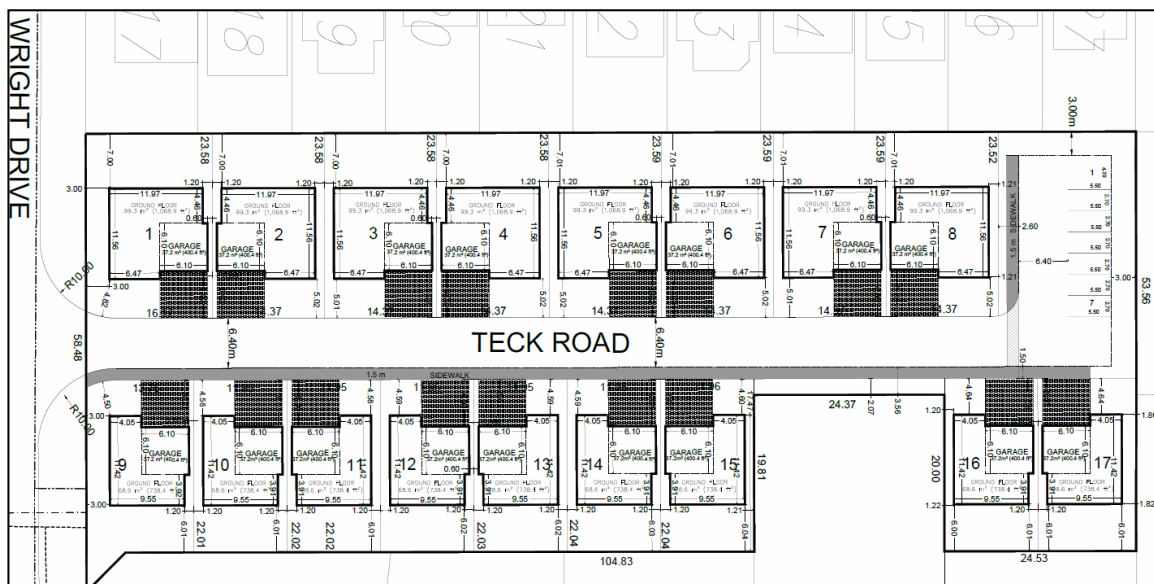
3.0 DESCRIPTION OF DEVELOPMENT

A development concept has been prepared for the subject lands. This Section will provide a detailed description of the concept as it relates to both the proposed Zoning Bylaw Amendment and the Draft Plan of Subdivision.

3.1 DEVELOPMENT CONCEPT

The Development Concept, an excerpt of which is provided under Figure 4 below, (attached as Appendix 1) proposes a total of seventeen (17) single detached residential dwellings on the subject lands, resulting in a density of 25.3 units per hectare (10.3 units per acre). The design and orientation of the development is predicated upon the dwellings having frontage on a private (condominium) road where typically single family homes possess frontage on a municipal street. The use of a private road in this development is considered appropriate as it will facilitate an efficient development concept on the lands whereby the road has dwellings on both sides. This will permit a more dense development as encouraged by upper and lower tier planning policies while facilitating low density development as typical detached single family dwellings with individual driveways, garages, side and rear yards in keeping with the character of the surrounding neighbourhood.

Figure 4: Excerpt of Development Concept



The Concept proposes 8 units to back onto the existing 10 dwellings fronting Auburn Court (zoned R3) to the north and 9 units backing onto the existing single family dwellings fronting onto Ardagh Road (zoned R1) to the south. It is noted that the application does not proposed to reduce the minimum lot frontage requirement of 10m and the concept provides for frontages of at least 11.95m. It is anticipated that the dwellings will be 2 storeys in height and be comprised of a mixture of 2-3 bedrooms, ranging in size from approximately 1800-2400 square feet. All units will include a 2 car garage, and space for an additional 2 cars on individual driveways, for a total of 4 parking spaces per unit. The ZBA proposes to permit a reduced front yard setback for (only) the garage from 7 m to 6m; this setback will maintain the ability to provide for an appropriately sized driveway and vehicle parking without negatively impacting the streetscape by having garages encroach on the private road beyond the living space of the dwelling.

Given the width of the proposed private road (6.4m), no on street parking will be permitted. As a result, a separate parking area in the north east is proposed to provide seven (7) additional parking spaces to accommodate visitor parking. An internal sidewalk network is proposed along the south side of the proposed road and extends north near the proposed parking area.

Lots 1-8 are located on the north side of the private road and possess frontages of 14.37m and approximate areas of 339 square metres. No special relief is sought from the provisions of the Zoning By-law for these lots except for the reduction in garage setback discussed above..

Lots 9-17 are located on the south side of the private road and possess frontages of 11.95m and will satisfy all of the required zoning provisions for the R4 zone except for lot area and rear yard setback which are proposed at 263.2 square metres (260m² proposed) and 6m respectively.

The design of the units will incorporate suitable design elements while utilizing high quality building materials to ensure the proposed dwellings are in keeping with the character of the area.

The proposed Development Concept can be reviewed in its entirety under Appendix 1.

3.2 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned as both Single Family Dwelling Residential First Density (R1) and Single Family Dwelling Residential Third Density (R3) by the City of Barrie Zoning Bylaw. In order to facilitate the proposed Development Concept, a ZBA application is required.

The proposed ZBA aims to rezone the entire lands to the Single Family Dwelling Fourth Density zone with Special Provisions (R4-SP-___) to accommodate the development concept. It is noted that the R1, R2, R3 & R4 zones are considered low density “single detached zones”; the proposed application maintains the low density character of the area while also proposing the following special provisions:

- Minimum lot area 260m² along south side only
- Minimum rear yard setback 6m along south side of Teck Road only
- Minimum front yard setback for (only) garage of 6m.
- Minimum landscape buffer abutting parking area 2.6m
- The development shall be permitted on a private internal road and the private internal road shall be treated as a municipal right-of-way for zoning standards and provisions in By-law 2009-141. The private internal road shall be deemed to be the front yard lot line for the purposes of determining lot frontage and other performance standards as set out in Section 5.3.1.

The proposed ZBA aims to introduce new text and amend Schedule A of the City of Barrie Zoning By-law to reflect the new zoning and add special provisions as per above. A copy of the Draft Zoning Bylaw and Schedule A can be reviewed under Appendix 2.

3.3 DRAFT PLAN OF SUBDIVISION

While the subject lands are currently within existing separate plans of subdivisions, a new plan is required in order to remove the existing lot lines and create four (4) new blocks. This will facilitate the creation of individual lots in the future through additional Planning Act applications (Part Lot Control) following the approval of the Zoning By-law Amendment Application. The application is not intended to create the proposed lots at this time; rather it is intended to remove the existing lot lines, create new blocks over the entire subject lands which will then facilitate the creation of the proposed lots in the future through Part Lot Control while also ensuring the private road and common area block is designed and constructed to the satisfaction of the City of Barrie.

A copy of the Draft Plan of Subdivision can be reviewed under Appendix 3

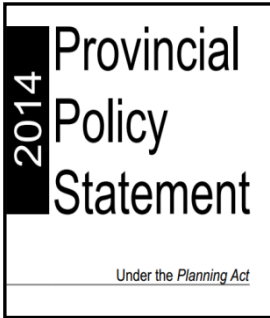
3.6 TECHNICAL REPORTS

A series of technical reports have been prepared in support of the application. These reports were established through pre-consultation meetings with the City of Barrie and provided under separate cover as per below:

1. Functional Servicing Report (including Stormwater Management)
2. Tree Inventory and Preservation Plan

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 Provincial Policy Statement (PPS) has been reviewed relative to this application with particular emphasis placed on the following sections:

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- Section 1.1.3 Settlement Areas
- Section 1.4 Housing
- Section 1.6 Infrastructure and Public Service Facilities

The proposed application aims to facilitate the development of the subject lands which are currently designated and zoned for low density residential uses (ie single detached dwellings). The proposed concept will achieve an efficient, logical, and appropriate land use pattern while making use of the available infrastructure and rounding out development in this area which has remained vacant for several years.

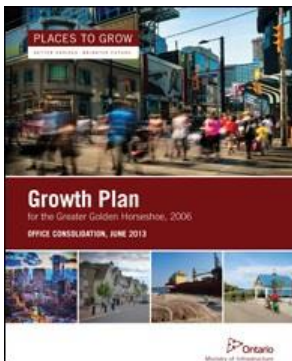
Section 1.1.3 provides Settlement Areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Consistent with Section 1.1.3.2, the proposed development is appropriate for and makes efficient use of the available infrastructure being municipal water and waste water. The plan also promotes active transportation by incorporating a pedestrian connection throughout the site which is in close proximity to the Ardagh Bluffs and associated open space/trail network, consistent with Section 1.5.1(b) of the PPS.

Section 1.4 on Housing provides that planning authorities shall provide for an appropriate range and mix of housing types and densities by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are available. The PPS also provides that municipalities shall promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The proposed development concept is consistent with this Section as it aims to provide new residential units at a density which is appropriate given the existing infrastructure, character and built form of the area while minimizing housing costs by facilitating a compact form. The proposed density and concept of utilizing a private road as an alternative to a municipal street ensures a more efficient use of the land while maintaining compatibility with the surrounding area.

Sections 1.6.7 on Transportation Systems and Section 1.8 on Energy Conservation, Air Quality and Climate Change focus on promoting compact development and promoting the use of public transit which is accomplished by the proposed applications. The location and surrounding land uses lend itself to the use of the Barrie Transit system and alternative active modes of transportation.

Based on the above and through review of the Provincial Policy Statement, it is determined that the proposed applications are consistent with the PPS.



4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan has been reviewed relative to the proposed applications with a particular emphasis placed on the following sections:

| | |
|---------------|-------------------------|
| Section 2.2.2 | Managing Growth |
| Section 2.2.3 | General Intensification |

Section 6 Simcoe Sub-Area

Section 2.2.2 provides policies relative to managing growth. It states that population and employment growth will be accommodated by the following points as they relate to this application:

- a) directing a significant portion of new growth to the built-up areas of the community through intensification
- e) providing convenient access to intra- and inter-city transit
- g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling.
- h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services
- i) directing development to settlement areas, except where necessary for development related to the management or use of resources, resource-based recreational activities, and rural land uses that cannot be located in settlement areas
- j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services.

The City of Barrie is recognized as a Settlement Area where development is directed towards. The proposed development is poised to utilize full municipal services which are available in the area (along Wright Drive) and extended into the site at a cost borne by the developer and not the City nor existing taxpayers. The applicant will also be responsible for the payment of Development Charges which contribute to infrastructure costs throughout the City. The proposal makes use of vacant and underutilized lands which is suitable for residential development given its existing Residential designation and zoning. The subject property is also located in very close proximity to an existing public transit route along Ardagh Road,

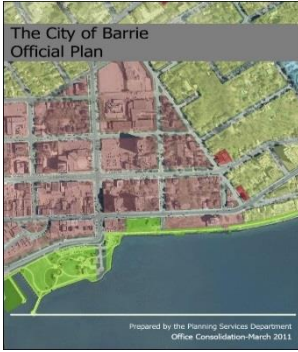
providing prospective residents access to commercial and employment opportunities as well as access to the downtown core. This will aid in effectively increasing the modal share of transit in this residential area of Barrie by providing a feasible option to individual automobile usage. The location of the subject lands also benefit from proximity to commercial, institutional and open space amenities.

In accordance with Section 2.2.3(1), a minimum of 40 percent of all new development within the City must be within the built up area, which includes the subject lands as per Schedule I of the City of Barrie Official Plan. It is noted that as of July 1, 2017, the Growth Plan will require that 60% of all new development must be within the built up area; the proposed development assists in satisfying this policy .

Section 2.2.3 (6) provides that municipalities will develop and implement a strategy and policies to phase in and achieve intensification. The strategy and policies will encourage intensification generally throughout the built up area, and facilitate and promote intensification and plan for a range and mix of housing, among other objectives. The proposed applications conform to these objectives by developing otherwise vacant/underutilized lands through intensification that adds to the range of housing type and cost to the area.

Based on Section 6, all lands within the City of Barrie are recognized as a Primary Settlement Area and as such is an identified area of growth and development. The proposed applications and development concept are promoted within Primary Settlement Areas and conform to the policies of Section 6.3.1.

Based on the above and through a review of the Growth Plan, it is determined that the applications conform to the Growth Plan for the Greater Golden Horseshoe.



4.3 CITY OF BARRIE OFFICIAL PLAN

The lands are designated Residential in the City of Barrie Official Plan, Schedule A. The lands are also located within the Ardagh Planning Area and within the limits of the Ardagh Secondary Plan. As such, the Policies of this Secondary Plan will also be reviewed under this Section. The applicable policies of the Official Plan are outlined below, including a review of the recently approved General Growth Management Related Amendments contained within OPA 40.

The Official Plan, under Section 2.1 on Growth and Development provides that a significant amount of the forecasted population and employment growth will be accommodated on lands within the former City boundary, including the subject lands. Section 2.3 further provides that this rate of growth (as per the Growth Plan) reflects high density growth within the City's built-up areas, new Greenfield development in the limited remaining designated areas and in the Salem and Hewitt's Secondary Plan Areas. Generally, the forecasts are to be achieved via a mix of new development and intensification. Given the location of the subject lands including surrounding land uses and characteristics, the proposed development concept represents an appropriate form of development while remaining consistent with the Official Plan.

The General objectives and policies for Growth Management within the City are provided under Section 3.1.2.3. Subsection (d) specifically provides that the built up area (as per Schedule I of the Plan) can accommodate an additional 13,500 housing units, 61% of such are located on lands outside of the Urban Growth Centre, which includes the subject lands.

Section 3.3.1 of the Plan provides the Goals for Housing within the City as follows:

- a) To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents.

- (b) To ensure that the quality and variety of the housing stock is maintained and improved.
- (c) To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.
- (d) To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.
- (e) To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements.
- (f) To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.

Section 3.3.2.1 of the Plan on General Housing Policies provides:

- 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.
- c) The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification includes secondary suites, conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features.
- 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 Goals and Policies of Section 3.3.1 and 3.3.2.1 respectively are satisfied by the proposed development. The objective is to provide housing units in similar size and scale as the surrounding neighbourhood. Given the nature and character of the surrounding lands, the applications will facilitate an ideal and efficient use of land to provide for a compact form of development. The development will add to the housing stock in the area at a scale that has the potential to meet the needs and income levels of current and future residents. The lands benefit from convenient access to public transit, commercial, institutional and open space amenities, all of which are encouraged in the Official Plan.

Section 3.3.2.2 of the Plan provides policies relative to Affordable Housing. The subject lands are located in an area which consists of predominantly low density, single detached residential dwellings; the lands are adjacent to single detached dwellings to the north, east and south. Recently, real estate listings in this area (Auburn Court) have had listing/sale prices in the \$700,000 - \$950,000 range.

While it is a goal of the Official Plan to provide 10% of all new housing units to be affordable, the proposed built form (single detached dwellings) does not lend itself specifically towards achieving this target. However, the potential to include second suites within the proposed new dwellings units exists to provide for affordable housing units without any additional special zoning provisions. In order to achieve the 10% goal, a total of 1.7 (2) units will be required to be deemed affordable. Section 3.3.2.2 b) specifically states that low, medium and high density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan. The proposed application will facilitate the availability of affordable housing via providing the opportunity for second suites. As such, and based on a review of Section 3.3.2.2, the proposed application satisfies the affordable housing policies of the Official Plan.

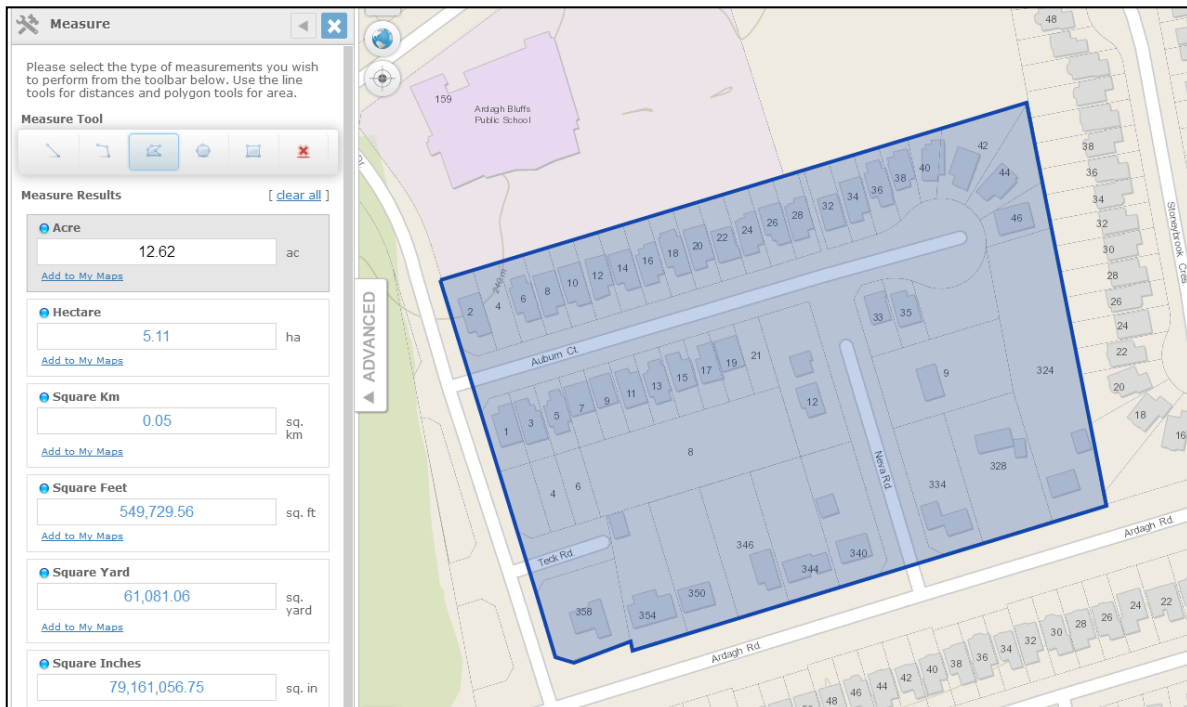
Section 4.2.2.2 (c) of the Official Plan on Residential Densities states that low density residential development shall consist of single detached, duplexes, or semi detached dwellings with frontage on a public street. Average densities in low density residential development shall range between 12 and 25 units per net

ZBA & DRAFT PLAN of SUBDIVISION APPLICATIONS Teck Road Landholdings

residential hectare unless otherwise specified in the Plan. Further, the average density within this range shall be achieved by combining a mix of housing/built form and densities within these ranges. The proposed development equates to a site specific density of 25.3 units per hectare however, when including the existing surrounding neighbourhood, the average density equates to approximately 12.3 units per net hectare. Based on the average density of the surrounding neighbourhood and proposed built form of single detached dwellings, the proposed development will maintain the low density character of the area while providing additional single detached dwellings to the housing stock. Figure 3 below illustrates the surrounding lands that were used in calculating this density figure which includes 46 existing dwellings and the 17 proposed dwellings for a total of 63 units, measured over an area of approximately 5.11 hectares.

Figure 3: Surrounding low density neighbourhood

Source: City of Barrie Maps



The design policies of the Official Plan are provided under Section 4.2.2.4 with the relevant subsections provided below:

- (a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.
- (d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

The development concept provides the necessary on-site parking while also providing functional individual private open space amenity areas (backyards). Screening and buffering will be achieved through fencing as required. The units will also be designed with consideration given to accessibility needs.

The application is intended to facilitate development of the subject lands which have long sat vacant and derelict. It is understood that the lands were intended to be redeveloped with single detached dwellings fronting onto an extension of Teck Road. This has not materialized since the surrounding subdivision was registered in 2007, and at this point the applicant is seeking to develop the lands as proposed with the objective of enhancing the character and appearance of the area in a residential manner as per Section 4.2.2.4 d of the Plan.

Section 4.2.2.6 of the Plan provides the Intensification Policies. Intensification can be achieved by residential conversions, infill and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form. The Plan provides that 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.

Section 4.2.2.6 (d) provides the criteria for residential intensification outside of delineated intensification areas:

- i) that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;

The scale and character of the proposed development – low density single detached dwellings - is consistent with the surrounding neighbourhood and will integrate seamlessly into the surrounding neighbourhood.

- ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems

Sufficient infrastructure in the form of water and wastewater are available to the development along Wright Drive. A scoped Functional Servicing Report has been prepared by Pinestone Engineering detailing the available services and future impact of the proposed development. The subject property is located in proximity to an established transit route (Ardagh Road) and within proximity to various commercial, institutional, employment and open space amenities. The proposed development of 17 additional dwellings will not significantly impact the operation and capacity of the existing systems.

- iii) that public transit is available and accessible;

The subject property is located approximately 60m north of Ardagh Road along Wright Drive where residents can access a bus stop on Transit Route 7. Public transit is both available and accessible to the proposed development.

- iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;

The proposed development of 17 single detached dwellings will not diminish the City's ability to achieve increased densities in intensification areas. These areas will continue to develop at higher densities given the characteristics of land that is generally available within the Intensification Nodes and Corridors.

- v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and

A sensitive, high quality urban design will be incorporated into development as outlined by the City's Urban Design Guidelines

vi) that consideration is given to the preservation of heritage resources.
No heritage resources are located on or adjacent to the subject lands.

Section 4.2.2.7 of the Official Plan provides the various Secondary Plans throughout the City. The subject lands fall under the Ardagh Secondary Plan and is reviewed below.

4.3.1 ARDAGH SECONDARY PLAN (OPA 104)

The Ardagh Secondary Plan was approved as Official Plan Amendment 104 on December 24th, 1996. The City of Barrie Official Plan requires that new development be in accordance with the applicable secondary plan policies. The subject lands are designated as Residential and Low Density Residential on Schedule A and Schedule 2 – Land Use respectively.

The residential policies are provided under Section 2.5.1 of the Plan. A range and variety of low and medium density dwellings units types shall be encouraged to accommodate the various household structures and income groups expected to reside within the Plan Area. Where it is appropriate, in accordance with good planning and engineering, innovative housing types and subdivision designs shall be permitted. Development of low density residential uses shall be by draft plan of subdivision. Development of low density residential lots by consent shall be discouraged. The Plan also requires that all plans of subdivision and site plan applications require the preparation of an Environmental Evaluation Study.

Given that the majority of the subject lands are located within an existing Plan of Subdivision (Plan 51M-867) or previously developed (ie existing residential lots), an Environmental Evaluation Study is not required. Further, the subject lands are currently designated and zoned for residential use with no environmental features on site or adjacent to the subject lands.

Section 2.5.1.3 - Residential (Low Density) Policies provides that the permitted uses are limited to single family detached and semi detached dwellings units and duplexes. Densities shall not exceed an average of 12-15 units per net residential hectare. As described in Section 4.3 and Figure 3, the average density in the surrounding area equates to 12.3 units per hectare, in keeping with the range outlined in the Plan. Furthermore, the Official Plan provides that the average density for low density residential development shall range between 12 and 25 units per hectare. The Secondary Plan provides, under Section 2.10(d) that where a conflict is present between the City of Barrie Official Plan and the Secondary Plan, the provisions of the Official Plan shall prevail. As such, the applications have also been reviewed for conformity with the low density residential policies of the Official Plan, as was discussed above.

It is also noted that the Ardagh Secondary Plan area has historically been developed with mainly low density residential units, as envisioned by the Plan. More recently, the area has also been subject to higher density development applications (townhouses, walk up apartments, apartments etc) throughout the Secondary Pan lands. The proposed development concept and applications aim to make use of vacant and underutilized lands to accommodate additional low density units while maintaining consistency and conformity with Provincial and Municipal policy standards which have evolved since the development of the Ardagh Secondary Plan in 1996.

Upon review of both the Official Plan and the Ardagh Secondary Plan and for the above stated reasons, the proposed applications and associated development is deemed to be in conformity with the City of Barrie Official Plan and Ardagh Secondary Plan.

4.4 JUSTIFICATION FOR PROPOSED SPECIAL PROVISIONS

The subject lands are currently zoned as partly R1 and partly R3. The proposed ZBA aims to rezone the subject lands to the R4 zoning category with Special

Provisions as noted in Section 3.2 of this report. This Section will review and provide rationale for each special provision while demonstrating consistency and conformity with applicable Planning Policy.

4.4.1 Reduced Lot Area (along south side only)

A reduced minimum lot area for the proposed units which abut the south lot lines is proposed at a minimum of 260 square metres whereas 335 square metres is required by the R4 zone. This represents a deficiency of 75 square metres. The need for the proposed reduced lot area is attributed to the lot fabric for the abutting lands which surround the proposed development. The abutting subdivisions are an existing condition which the proposed subdivision must work within. Rather than request a reduction for all lots within the subdivision, it is felt more appropriate to limit the need for lot area reductions to the south side lots only while still maintaining a significant minimum lot depth ranging between approximately 20 and 22m.

The intent of the minimum lot area requirement for each zone is to ensure that an adequately sized dwelling, in keeping with the character of the area can be constructed while also providing for an appropriate amount of amenity space (ie backyards). The concept demonstrates that a dwelling with a GFA of approximately 1,800 square feet can be accommodated on the lots, including a 2 car garage and parking for 2 vehicles on the driveway. The proposed lot area will provide for a suitable building lot while also ensuring an appropriate amount of amenity space (approximately 73 square metres) is provided. As such the proposed reduced lot area provision is considered appropriate.

4.4.2 Reduced Rear Yard Setback (along south side only)

A reduced minimum rear yard setback for the proposed units which abut the south lot lines is proposed at a minimum of 6 metres whereas 7 metres is required by the

R4 zone. For the same reason as was noted above, the available land is limited by the abutting existing development. The purpose of the rear yard setback is to ensure that both a suitable amenity space is provided and that the dwelling is appropriately setback from the lot line and any adjacent uses. The proposed reduced rear yard setback would ensure that a suitable dwelling can be constructed while providing for both an appropriate amenity space for future residents and setback from the adjacent uses. The distance from the closest adjacent residential dwelling to the proposed dwellings is approximately 23 metres. Based on the above, the proposed reduced rear yard setback along the south side only is considered appropriate.

4.4.3 Reduced Front Yard Setback for a Garage

The application aims to permit a reduced front yard setback to a garage from 7 metres to 6 metres. Section 5.3.5 of the Bylaw provides provisions for accessory buildings and structures; subsection d) provides that no other building or structure (including a garage) shall be erected closer than 7m from the front lot line. The purpose of this provision is to avoid the cluttering or positioning of accessory structures within any given streetscape and in the case of a garage, to ensure a suitable driveway length is provided. The proposed reduced setback of 6 metres will not negatively impact the streetscape nor will it contribute to the appearance of cluttered accessory structures as the garages will be built with similar materials as the dwelling. Additionally, the proposed setback will maintain a suitably sized driveway with a length of 6m (19.6 feet) which provides sufficient space for vehicular parking. Lastly, the reduced setback is not anticipated to have any impact on the surrounding area or landowners and provides the opportunity for an efficient use of land and compact form while maintaining the character of the area. Based on the above, the proposed reduced front yard setback for a garage is considered appropriate.

4.4.4 Reduced landscape buffer abutting parking area (internally only)

The application requests a reduction in the minimum landscape buffer abutting a parking area from the required 3m to 2.6m. It is important to note that this provision is only proposed where it is required internally, specifically adjacent to proposed Lot 8. The standard requirement for a 3m buffer and 2m high tight board fence as per Section 5.3.7.1 will continue to apply to external lot lines (north and east lot lines). The development concept proposes to provide for an internal parking area on the east side of the property to accommodate visitor parking needs. The development concept proposes to provide 7 visitor parking spaces along the east boundary; Section 5.3.7.1 requires a minimum 3m landscape buffer area and 2m tight board fence between parking areas of 4 or more spaces which abut a residentially zoned lot - Lot 8 in this case. This provision is intended to buffer parking areas from one development/property from adjoining residential lots. Since the proposed reduction is only to an internal lot line (lot 8), this Special Provision will not negatively impact any existing land owners. Based on the above, the proposed reduced landscape buffer abutting a parking area to an internal lot line is considered appropriate.

4.4.5 Deeming of the Private Internal Road as a Municipal Street for the purposes of the Zoning Bylaw.

The application proposes to deem the private internal road as a municipal street right of way for the purposes of implementing the zoning standards of the Zoning Bylaw. The proposed development concept intends to create 17 single detached dwellings with frontage on a private road, however, the bylaw requires that all lots have frontage on a street. The By-law does not contemplate nor provide standards for the development form being proposed herein, being freehold units on a private street. The zoning bylaw defines a street as: "shall mean a public highway which the provisions of Part III of The Municipal Act, 2001, S.O. 2000, c.25, apply and which afford a principal means of access to abutting lots".

The private internal road will serve to provide the sole means of access to the proposed freehold lots, and all applicable zoning standards which are typically measured from a street will be measured from the internal road. It is proposed that the internal road will be owned by a condominium corporation with shared

ownership by all future residents. The Municipality will not hold any liability or be responsible for any maintenance of the internal road as this will be borne by the condominium corporation. The proposed internal private road built to a width of 6.4m allows for the development of residential lots on both sides of the street. Given the constraints imposed by the existing surrounding residential lots, the development of the site on a full municipal road (20m width) would not accommodate lots on both sides of the street and render the development unfeasible. The proposed private internal road accommodates an efficient development pattern on otherwise vacant and underdeveloped lands and in accordance with Provincial and Municipal planning policy. Based on the above, the proposed deeming of the private internal road as a street for the purposes of the zoning bylaw is considered appropriate.

5.0 CONCLUSION

The subject lands are currently designated Residential and zoned R3 & R1. In order to accommodate the proposed development concept, a ZBA application is required to re-zone the lands to the R4 zone with Special provisions. A Draft Plan of Subdivision is also required over the entire lands to create four (4) blocks which will be subject to further applications in the future to create the proposed units (Part Lot Control). This will also ensure the proposed condominium road and common areas are designed and constructed to the satisfaction of the City of Barrie.

The proposed applications promote intensification in an appropriate location and will permit the most logical and appropriate development type for the subject lands while maintaining a low density character for the area in accordance with Provincial and local planning policies. The proposal will facilitate the development of an additional 17 single detached residential dwellings in an area surrounded by single detached dwellings and considered suitable for such development. The proximity to schools, public transit, recreation and commercial amenities all contribute to its suitability. The development is compact, efficiently uses existing infrastructure and land while being transit supportive.

The rationale for the approval of the applications is based on conformity with the goals and objectives of the Provincial Growth Plan, Provincial Policy Statement, and City of Barrie Official Plan including the Ardagh Secondary Plan. It is my professional opinion that the following Zoning By-Law Amendment and Draft Plan of Subdivision applications represent good planning.

Respectfully submitted,

Innovative Planning Solutions

Greg Barker, B.A.A.
Senior Planner

APPENDIX 1

Development Concept

APPENDIX 2
Draft Zoning Bylaw

THE CITY OF BARRIE ZONING BY-LAW 2009-141

“A By-law of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Lots 114 to 116, Blocks 175, 178 and Part of Block 170 (Teck Road Unopened Road Allowance), Plan 51M-867 and Part of Lots 1, 2 and 4 Registered Plan 1192, in the City of Barrie, from the Residential Third Density (R3) zone to the Residential Fourth Density Exception (R4-SP__) Zone.

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 legally described as Lots 114 to 116, Blocks 175, 178 and Part of Block 170 (Teck Road Unopened Road Allowance), Plan 51M-867 and Part of Lots 1, 2 and 4 Registered Plan 1192;

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 Lots 114 to 116, Blocks 175, 178 and Part of Block 170 (Teck Road Unopened Road Allowance), Plan 51M-867 and Part of Lots 1, 2 and 4 Registered Plan 1192 from the Residential Third Density (R3) zone to the Residential Fourth Density Exception (R4-SP__) Zone as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2009-141 as amended;
2. Notwithstanding anything to the contrary found in this By-law, the following special provisions shall apply to the lands zoned (R4-SP____), being the subject property:
 - Minimum lot area 260m² along south side only
 - Minimum rear yard setback 6m along south side only
 - Minimum front yard setback for garage of 6m.
 - Minimum landscape buffer abutting parking area 2.6m

- The development shall be permitted on a private internal road and the private internal road shall be treated as a municipal right-of-way for zoning standards and provisions in By-law 2009-141. The private internal road shall be deemed to be the front yard lot line for the purposes of determining lot frontage and other performance standards as set out in Section 5.3.1.
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 _____2017.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk

APPENDIX 3
Draft Plan of Subdivision