

BIG BAY POINT TOWNHOMES

PLANNING JUSTIFICATION REPORT

435 Big Bay Point Road
Part of Lot 12, Concession 12
IPS NO. 17-671

February 2019



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435 Big Bay Point Road

Part of Lot 12, Concession 12

**CITY OF BARRIE,
COUNTY OF SIMCOE**

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

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ON BEHALF OF

ADA CUSTOM HOMES LTD.

FEBRUARY 2019

TABLE OF CONTENTS

1.0	Introduction	1
2.0	Site Description and Surrounding Land Uses	3
3.0	Description of Development.....	10
3.1	Description of Development	10
3.2	Zoning By-law Amendment.....	13
3.3	Technical Reports	17
4.0	Planning Policy and Analysis.....	17
4.1	The Planning Act – Provincial Interest	17
4.2	Provincial Policy Statement.....	18
4.3	Places to Grow - Growth Plan for the Greater Golden Horseshoe	20
4.4	City of Barrie Official Plan	22
4.4.1	Painswick South Secondary Plan.....	27
4.4.2	Affordable Housing.....	28
5.0	Conclusion.....	29
	Appendices.....	31
	Appendix 1: Development Concept.....	32
	Appendix 2: Draft Zoning By-law Amendment & Schedule	33

LIST OF FIGURES

Figure 1. Location of Subject Lands	2
Figure 2. Subject Site Official Plan Designation(s)	4
Figure 3. Subject Site Zoning	5
Figure 4. Surrounding Land Uses	6
Figure 5. Big Bay Point Street View	8
Figure 6. Aerial View of Surrounding Land Uses.....	9
Figure 7. Site Plan	12

LIST OF TABLES

Table 1: Zoning Table	14
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LIST OF APPENDICES

Appendix 1. Development Concept
Appendix 2. Draft Zoning By-law Amendment & Schedule

1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by ADA Custom Homes Ltd. to complete the following Planning Justification Report relative to an application for a Zoning By-law Amendment (ZBA) on lands known as Part of Lot 12, Concession 12, in the City of Barrie, Simcoe County. The lands are known municipally as 435 Big Bay Point Road. The subject lands possess an area of 0.70 hectares (1.73 acres), with 90 metres (295 feet) of frontage along Big Bay Point Road. The intent of these applications is to amend the City of Barrie Zoning By-law 2009-141 to permit construction of nineteen (19) condominium townhouse dwellings. Figure 1 provides a key map of the subject property.

This report will review the Application in the context of the applicable provincial and local policies to provide necessary rationale for the approval of the townhouse development. The Application will also be reviewed in the context of other policy documents and reports which provide direction for future growth and development within the City of Barrie. This report will review the following to demonstrate consistency with good planning principles:

- The Planning Act (2018)
- Provincial Policy Statement (2014)
- Places to Grow (2017)
- City of Barrie Official Plan (2017 Consolidation)
- City of Barrie Zoning By-law (2016 Consolidation)



2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The lands are currently designated Residential by the City of Barrie Official Plan (Figure 2). Accordingly, the lands are zoned Residential Single Detached One (R1) in Comprehensive Zoning By-law 2009-141 (Figure 3). In order for the proposed development to proceed, a Zoning By-law Amendment (ZBA) is required to rezone the lands to Multiple Residential Second Density (RM2) and to recognize special provisions related to the proposed development. The proposed Amendment would permit residential townhouse units, in addition to facilitating variances to other zone provisions as noted in Section 3.3 of this report.

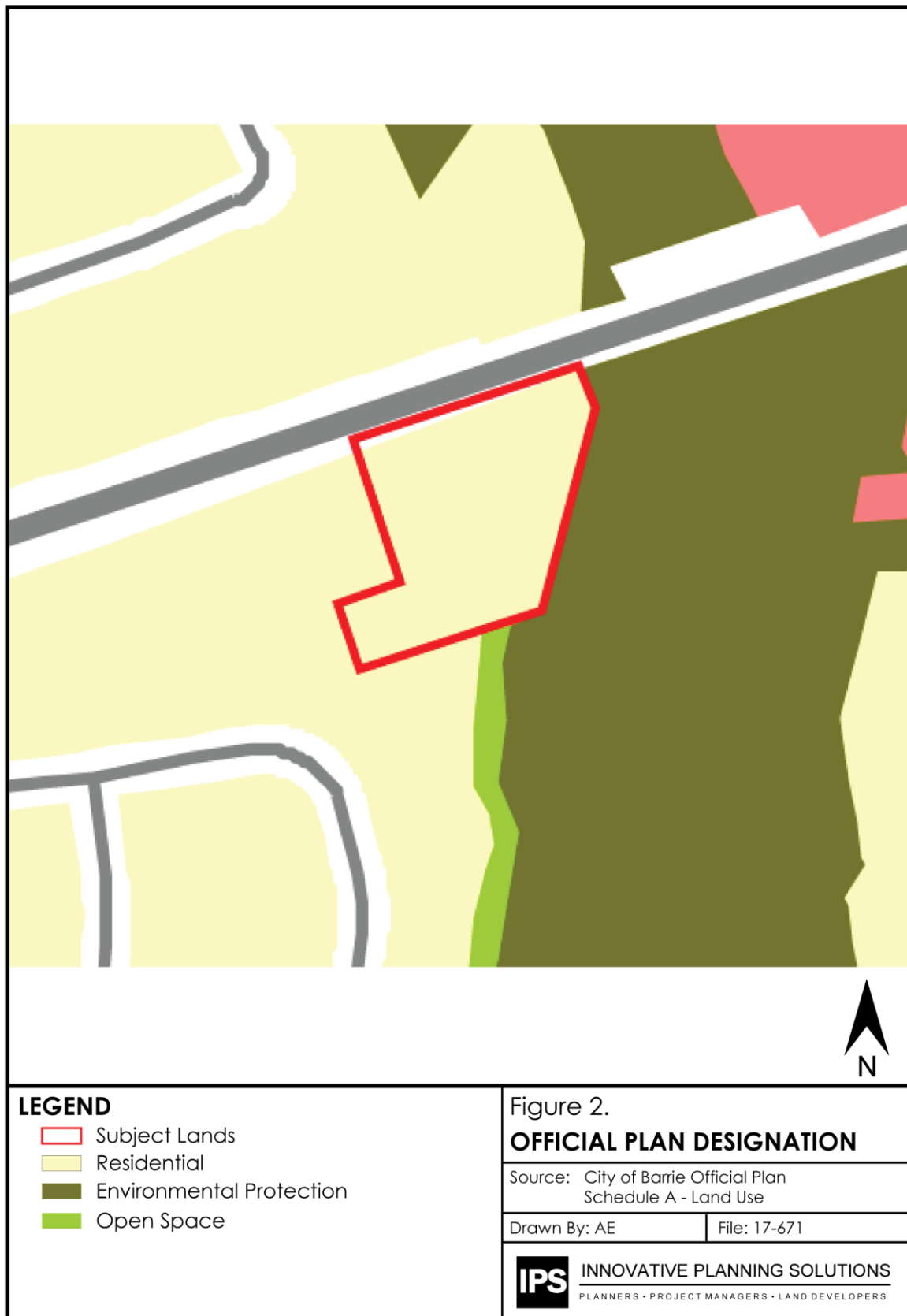
Figure 4 depicts aerial photography of the subject property and surrounding land uses. The surrounding land uses are as follows:

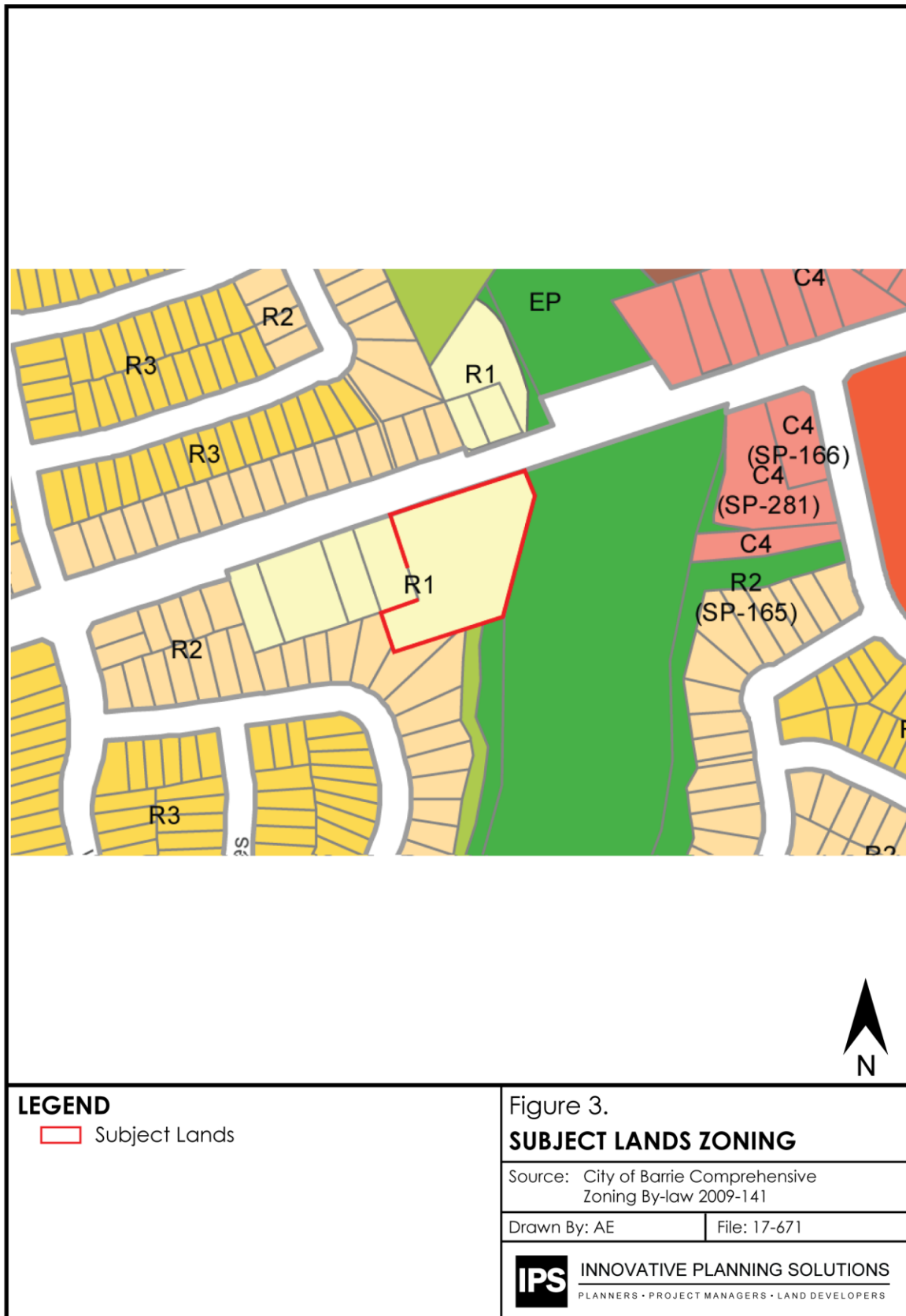
North: Low density residential uses, the Lovers Creek Ravine environmental protection area, as well as commercial uses along Yonge Street.

South: Low density residential uses, and Lovers Creek Ravine.

East: Directly adjacent to the east of the subject lands is the Lovers Creek Ravine. Further to the east are commercial uses, including a large plaza containing a grocery store and pharmacy, in addition to various retail outlets.

West: Low & medium density residential uses along Big Bay Point Road, along with commercial uses at the intersection of Big Bay Point Road & Leggott Avenue.







The subject property is located on the south side of Big Bay Point Road, approximately 400 metres (1,312 feet) west of the intersection of Big Bay Point Road and Yonge Street. The property is adjacent to Lovers Creek, positioned approximately 3 – 5 metres (10 – 16 feet) below the top-of-bank. The subject lot is elevated from the street and slopes downward towards Lovers Creek Ravine to the east. The lands currently possess a 1-storey residential dwelling that will be removed prior to the commencement of development. The property contains vegetation to the south and a large manicured lawn to the north and east of the dwelling.

The proposed development is situated proximate to many local and intercity transit routes (City of Barrie Routes 3, 4, 6, 8) which provide convenient access to areas within the City of Barrie, as well as regional transit linkages. In addition, the subject property is located along an arterial road and is within 500 metres of a primary intensification node identified on Schedule "I" of the Official Plan (Figure 6). The site is within walking distance of commercial, public service facilities including a City library, while also having an existing sidewalk network along the frontage.

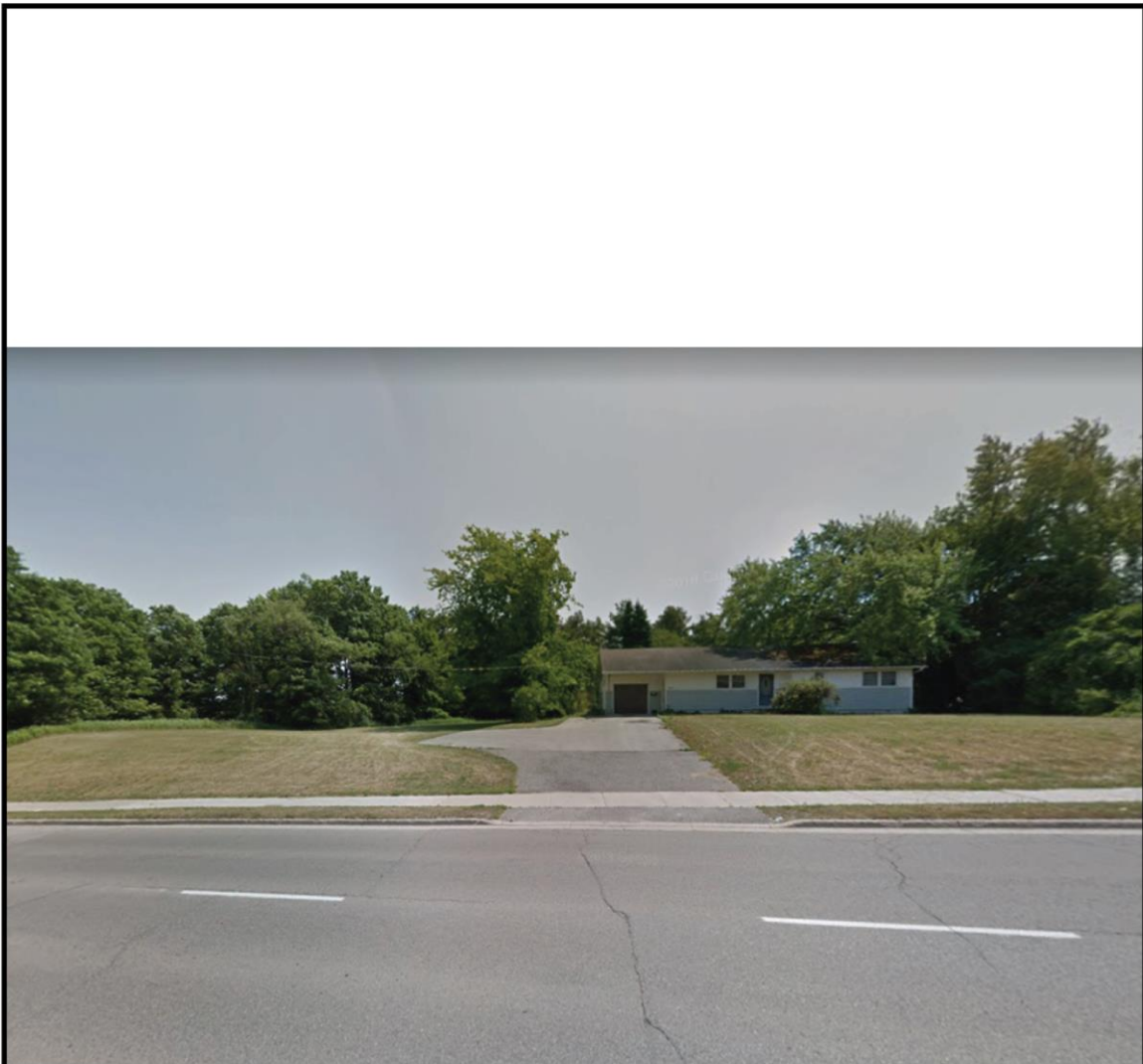


Figure 5.
BIG BAY POINT STREETVIEW

Source: Google Streetview

Drawn By: AE

File: 17-671



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3.0 DESCRIPTION OF DEVELOPMENT

The following section will provide a detailed description of the development concept and provide background for the Zoning By-law Amendment application required to permit the proposed development.

3.1 DESCRIPTION OF DEVELOPMENT

The development consists of two blocks of standard townhouses along with one block of stacked townhouses, representing a total of 19 units. All of the proposed townhouses front a central laneway. One block of standard townhouses will possess 9 units and will back onto the Lovers Creek Ravine. The second block of standard townhouses will possess 6 units and will back onto existing residential development. The remaining block of stacked townhouses will possess 4 units and will be positioned adjacent to Big Bay Point Road. The proposed site plan is included in Figure 7 and attached as Appendix 1.

Each of the standard townhouses will possess a minimum rear yard depth of 5.3 metres. Each unit is provided with private amenity space in the forms of private front and rear yards, while a consolidated amenity space includes a playground area is provided within the southeast of the property.

Parking is provided at a ratio of 1.9 spaces per unit across the site. Each standard townhouse unit is provided two parking spaces, each stacked unit is provided one parking space, with an additional 2 spaces devoted to visitor parking.

The proposed development will be common element condominium tenure. The common element portion of the project is comprised of the private road, visitor parking spaces and private amenity / playground area. The private laneway is 6.4 metres (21 feet) in width with a sidewalk located on the west side. The laneway is centrally located with each standard townhouse unit having a garage accessed from the central lane.

The subject lands provide an appropriate intensification opportunity for the City as they are situated along an Arterial Road, in proximity to retail, service and institutional facilities, and adjacent to recreational amenities. A wide variety of community amenities are present within a short distance of the property, such as the Painswick Branch of the Barrie Public Library, the Lovers Creek Ravine, public parks, elementary and secondary schools, a grocery store and pharmacies, financial institutions, places of worship, and retail amenities.

The development proposes a built form that is in line with the City's objectives for intensification. The development will add to the diversity of the local housing market, providing a desirable housing form and tenure within southeast Barrie that will add to the resident population base.

Full municipal services will be provided to the development as sewer and water infrastructure are available along Big Bay Point Road. Transit service is also provided along Big Bay Point Road, with the Barrie South GO Station located a short distance to the southeast. A density of approximately 43 units per hectare is proposed. The density of the development supports transit as a viable and convenient mode of transportation. Future residents will be able to make use of an interconnected transit and sidewalk / bike lane network.

An urban design brief has been included as part of this submission, which identifies how the proposed dwelling units conform to the urban design direction set forth by the City of Barrie, and how these dwelling units contribute to a high-quality built form along Big Bay Point Road.



3.2 ZONING BY-LAW AMENDMENT

The subject lands are currently zoned Residential Single Detached Dwelling First Density (R1) by the City of Barrie Comprehensive Zoning By-law 2009-141. The current R1 zoning of this property is reflective of the existing single detached dwelling unit that occupies the lands. This current zoning, however, permits less desirable development densities and forms reflective of a time when municipal services were not available to this lot. To facilitate the proposed development, a site-specific Zoning By-law Amendment is required to re-zone the subject lands to Residential Multiple Dwelling Second Density (RM2 SP-XXX) with Special Provisions. The proposed Amendment would permit residential townhouses as a permitted use, in addition to facilitating five (5) special provisions.

Table 1 displays the required and proposed standards of the RM2 zone. The proposed development will require five (5) special provisions. The special provisions requested are considered minor in nature and are not anticipated to cause significant adverse impacts on the surrounding community, or future residents of this proposed development.

Table 1: Zoning Table

Source: City of Barrie Comprehensive Zoning By-law 2009-141

Table 1: RM2 Zoning By-law Requirements		
PROVISION	RM2 Required	Provided
NET LOT AREA	720 m ²	6,997.5 m ²
DEVELOPABLE LOT AREA	720 m ²	4,498.5 m ²
LOT FRONTAGE	21 m	90.0 m
SETBACKS		
FRONT YARD	7.0 m	7.0 m
INTERIOR SIDE YARD	1.8 m	1.8 m
REAR YARD	7.0 m	5.3 m
DWELLING UNIT FLOOR AREA	45 m ² / 1 Bedroom 55 m ² / 2 Bedroom	> 45 m ² / 1 Bedroom > 55 m ² / 2 Bedroom
LOT COVERAGE	35% (max)	17.5%
GROSS FLOOR AREA	60% of lot area (max)	47%
BUILDING HEIGHT	10m (max)	< 10.0 m
LANDSCAPED OPEN SPACE	35% (min)	66%
AMENITY AREA	228 m ² (12 m ² /unit min)	228 m ²
PARKING SPACES	29 (1.5/unit min)	36 (1.9/unit)
TANDEM PARKING SPACES	Not Permitted	Permitted
DENSITY	40 u/ha (max)	42.4 u/ha
SETBACK TO SECONDARY MEANS OF ACCESS	7.0m	5.3 m
LANDSCAPED STRIP TO RESIDENTIAL	3.0m	1.0 m

***Note:** Highlighted cell indicates deficiency

Below is a detailed summary of the five special provisions requested, and applicable planning rationale:

- **Minimum Rear Yard Setback & Minimum Secondary Means of Access of 5.3 Metres**

Comment: The proposed rear yard setback & secondary means of access of the development is 5.3 metres. This represents a deficiency of 1.7 metres from the standards set forth in the Zoning By-law. The deficiency applies only to six (6) standard townhouses at the south end of the property. A 5.3 metre rear yard is not anticipated to impact the usability of these lots, the ability to accommodate landscaping, hinder the access to the secondary egress point, or impact the neighbouring properties to the south. A 5.3 metre rear yard & secondary means of access for standard townhouses should be considered reasonable, appropriate, and in line with other recent townhouse developments approved and built within the City.

- **Tandem Parking Spaces Permitted**

Comment: The Zoning By-law requires that 1.5 parking spaces per unit be provided, however the by-law does not permit tandem parking spaces by right. The proposed development possesses 15 standard townhouse units, each with a private individual garage and driveway. Combined, the garage and driveway provide 2 parking spaces per unit, in tandem. The rationale for permitting tandem parking on the subject lands stems from the desire to reduce the presence and appearance of vehicles. The alternative to tandem parking would require the provision of a double wide driveway, which would result in the appearance of more vehicles within the development while also increasing the total amount of asphalt and impervious surfaces. This would represent an inefficient use of the land in consideration of the built form proposed. The proposed provision for tandem parking is not dissimilar to how street townhouses and single detached dwellings with single car garages operate, and should be considered appropriate.

- **Maximum Density of 42.4 u/ha**

Comment: The density of the proposed development is 2.4 units per hectare greater than the standard set forth in the Zoning By-law. Density should be rationalized in terms of functionality of the site. The proposed site is functional in nature while being compact and efficiently utilizing the subject lands for their best purpose. The increased density requested through this application would recognize a population increase that can be supported

by existing amenities, transit, and the proximity to the Barrie South GO Station.

- **Minimum Landscaped Strip to Residential of 1.0 m**

Comment: Section 5.3.7.1 of the Zoning By-law requires a landscaped buffer strip of 3.0 m where a parking area abuts a residentially zoned parcel. The development concept includes a parking area adjacent to the residential lot to the west. The landscaped buffer provided is 1.0m, a reduction in 2.0m from the standard of the Zoning By-law. The justification for the reduction in the landscaped strip stems from the placement of the parking area. In order to accommodate adequate parking to service the development, and given the orientation of the laneway, the eastern boundary of the site was the only feasible location for the parking area. It should be noted that the minimum 1.0 m landscape strip is only caused by a “pinch point” due to the angular nature of the lot / development. The landscape buffer tapers out immediately from 1.0 m at the pinch point to over 6.0 m landscape buffer at the other end of the parking area (6 parking spaces total). Given the tapered nature of the landscape buffer, as well as the relatively small total number of parking spaces in this parking area (6 total), negative impacts on the adjacent property are not anticipated. The adjacent property will be adequately screened through the use of vegetation and a 2.0 m right board privacy fence along the property line. Additionally, the parking area is located to the rear of the adjacent residential property where potential impacts are anticipated to be minimal.

The requested variances are associated with efforts to implement intensification effectively. The size of typical infill properties within the “built-up area” of designated settlements are generally smaller and more constricted than development sites in greenfield areas, and therefore offer specific challenges that are not present in these other areas. As was discussed earlier in this Report, the guiding principles for intensification projects include making more efficient use of existing services (infrastructure; community; commercial) while minimizing land consumption by providing increased densities and housing choice. In meeting these principles, the proposed townhouse development requires special provisions. Attached as Appendix 2 is a copy of the draft Zoning By-law Amendment and associated Schedule.

3.3 TECHNICAL REPORTS

A preconsultation meeting was held with the City of Barrie in which planning and other departmental comments were received, and a list of required reports conveyed. In addition to this Planning Justification Report, the following have been prepared and submitted under separate cover in support of this application:

- Functional Servicing Report & Preliminary Stormwater Management Report
 - Prepared by Pinestone Engineering Ltd.
- Scoped Environmental Impact Study
 - Prepared by Dillon Consulting Ltd.
- Geotechnical Stability Report
 - Prepared by Peto MacCallum Ltd.
- Urban Design Brief
 - Prepared by Innovative Planning Solutions Inc.
- Tree Inventory and Preservation Plan Report
 - Prepared by Kuntz Forestry Consulting Inc.

4.0 PLANNING POLICY AND ANALYSIS

The following section will outline the applicable planning and development policies relevant to the proposed Zoning By-Law Amendment application. Each section will outline the applicable policies and contain planning rationale on conformity and development principles. An analysis of the Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the City of Barrie Official Plan and Comprehensive Zoning By-law is presented.

4.1 THE PLANNING ACT – PROVINCIAL INTEREST



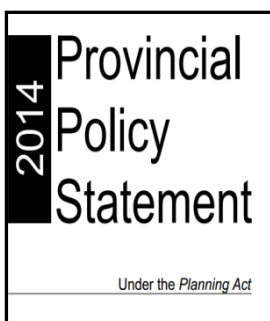
The Planning Act (The Act) is provincial legislation that describes how land uses are controlled, and by whom. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial policy framework focussed on provincial interests and fairness.

Section 2 of The Act specifies that all parties partaking in land use planning activities under the Act shall have regard to matters of provincial interest. These interests include the supply, efficient use and conservation of energy and water, the adequate provision and efficient use of transportation, sewage and water services and waste management, minimization of waste, orderly development of safe and healthy communities, the adequate provision of a full range of housing, the appropriate location of growth and development, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians, as well as the promotion of a built form that is well-designed. This proposed development aligns with the province's interests in land use planning given that the plan's design:

- Delivers intensification to a site that will efficiently utilize existing water, wastewater, and waste infrastructure/ services;
- Is orderly development that is compatible with neighbouring land uses, provides for a more functional use in consideration with the surrounding land uses, and fosters active transportation by increasing the number of people that will have access to an established pedestrian network and public transit service; and,
- Diversifies the housing stock in the neighbourhood while aiming to provide more affordable housing options.

For the above stated reasons, the proposed development aligns with the Province's Interests in land use planning according to the Planning Act.

4.2 PROVINCIAL POLICY STATEMENT



The Provincial Policy Statement (PPS) contains policies that fall under three overarching sections, with the ultimate goal of fostering an effective and efficient land use planning system in the Province of Ontario. The policies contained within will contribute to:

1. *Building Strong Healthy Communities*

2. *The Wise Use and Management of Resources*
3. *Protecting Public Health and Safety*

The PPS has been reviewed relative to this application. The first section of the PPS outlines a vision for growth in that development is situated within established settlement areas and makes use of existing services, where possible. Particular emphasis is placed on the following sections of the PPS:

- Section 1.1.1 *Healthy, liveable and safe communities*
- Section 1.1.3 *Settlement Areas*
- Section 1.4 *Housing*
- Section 1.6 *Infrastructure and Public Service Facilities*

The policies of Section 1.1.1 that are the most pertinent to this proposal are intended to encourage the: promotion of efficient development and land use patterns; accommodation of a range and mix of housing; avoidance of development and land use patterns which may cause environmental, public health and safety concerns; promotion of development to minimize land consumption and servicing costs; and insuring the necessary infrastructure and public services are, or will be available.

The proposed development is within the City of Barrie and is consistent with the policies of Section 1.1.1 of the PPS. The proposed development will contribute to the range and housing mix by adding an additional 19 new dwelling units to the existing residential stock for the City, in two built forms (stacked and standard townhouses). Existing infrastructure and services are already in-place and available. The lands lie adjacent to Lovers Creek and have been planned in accordance with the recommendations of an Environmental Impact Assessment (submitted under separate cover) and therefore do not cause environmental concerns.

Section 1.1.3 of the PPS states that settlement areas will be the focus of growth and development. The proposed townhouse development represents an excellent redevelopment opportunity on a property located on a prominent road within the City of Barrie. The proposal represents an efficient use of land and resources

through an intensification project which will be developed at a density that is supportive of transit, active transportation, and the public service facilities, local businesses and amenities that are proximate to the site.

Section 1.4 of the PPS relates to Housing, with Section 1.4.3 specifically referring to permitting and facilitating all forms of housing required to meet the needs of current and future residents through forms of intensification which promote housing densities which efficiently use existing land, infrastructure and public service resources. Similar to the policies contained within Section 1.1.1, the proposed development meets the intent of these policies by providing residential intensification within an area where infrastructure and services currently exist suitable in size and form to accommodate the proposed dwellings. The addition of 19 standard and stacked townhouses will add to the diversity of the housing mix in the area, and provide housing options in a medium density, low-rise built form. The development is in an appropriate location along an arterial road and in close proximity to commercial and other local services.

Lastly, Section 1.6 of the PPS relates to Infrastructure and Public Service Facilities. As has been referred to above, growth and development is encouraged and directed to intensification/infill opportunities which support existing infrastructure and public services. Being within the Settlement Area, with municipal infrastructure, transit services, police, fire, health, etc. currently offered in the community, the proposed development at this location meets the objective of this policy.

For the above states reasons, the proposed development is consistent with the Provincial Policy Statement.

4.3 PLACES TO GROW - GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE



The Growth Plan for the Greater Golden Horseshoe (GGH) 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 GGH. The City of Barrie is recognized as a Primary Settlement Area within the Growth Plan for the GGH.

The Growth Plan has been reviewed relative to this application with particular emphasis placed on the following sections:

Section 1.2.1	<i>Guiding Principles</i>
Section 2.2.1	<i>Managing Growth</i>
Section 2.2.2	<i>Delineated Built-up Areas</i>
Section 6.3	<i>Simcoe Sub Area - Managing Growth</i>

The Growth Plan offers several guiding principles to realize the Province's vision for the Greater Golden Horseshoe. The principles that form the foundation of the Growth Plan includes the creation of complete communities that promote active living and support the viability of transit opportunities within municipalities. The Plan prioritizes intensification and higher density forms of development moving forward, which also provide a mix of diverse housing opportunities to the population and eliminates some demand for outward growth. These principles form the basis of the policies of the Growth Plan. The most applicable of these with respect to the subject Application are: supporting achievement of complete communities, prioritizing intensification and higher densities, and supporting a range and mix of housing options.

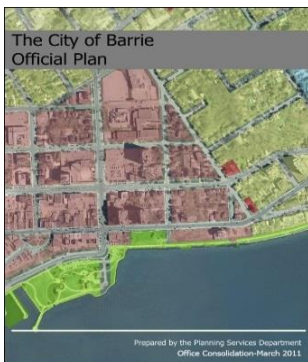
The Growth Plan dictates where and how growth is to occur moving forward in the Greater Golden Horseshoe. The majority of growth is intended to occur in settlement areas within a built boundary, that have existing municipal water and wastewater, and can support a complete community. Within settlement areas, growth is to be focused within the delineated built area, strategic growth areas identified by the municipality, in proximity to transit, and in areas with existing public service facilities. The intention of this locational criteria is to create "complete communities" – places that can offer residents a range of transportation and housing opportunities, provide public service facilities, and ensure access to parks, open spaces, and local food options.

This development proposal follows the principles and policies outlined in the Growth Plan by providing new and appropriate housing opportunities, while providing a built form that appropriately transitions to the existing and anticipated future surrounding area. The property is an ideal location for redevelopment as many of the components necessary to build a complete community are existing. This helps to realize the vision of the Growth Plan.

Section 2.2.2 of the Growth Plan specifies that a minimum percentage of new development is to be contained within the existing delineated built boundary through intensification. This development proposal contributes to the City of Barrie's intensification targets set forth by the Province through the Growth Plan by supporting the desired diversity and range of housing opportunities and efficiencies of service delivery. For many of the same reasons as were identified through the discussion under the Provincial Policy Statement above, the proposal supports the desired diversity and range of housing opportunities and efficiencies of service delivery which are all components of complete communities and are intended outcomes of the implementation of the Growth Plan.

The application conforms to the direction provided in the Growth Plan for the Greater Golden Horseshoe.

4.4 CITY OF BARRIE OFFICIAL PLAN



The City of Barrie Official Plan 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 Official Plan envisions new residential development will provide a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification is to represent an essential component of the City's Growth

Management Strategy so as to minimize infrastructure requirements and to utilize existing services including transit and open space. To ensure that increased densities are accommodated appropriately, the Official Plan places an emphasis on urban design.

As the subject lands are designated "Residential" and the proposed development of 19 townhouse units is in keeping with the general intensification objectives of the City, it is not necessary to provide a planning rationale for re-designating the land for residential purposes. However, because the form of development is regarded as being medium density, it is necessary to provide rationale for the form and density of development. There are a number of policies that provide guidance for the provision of such a rationale, and these are reviewed in the following section.

The lands are situated within the delineated built up area of the City of Barrie, where the Official Plan projects an additional 8,235 housing units are to be accommodated within the 20-year planning horizon to meet the City's growth objectives and to meet the population forecasted targets established by Places to Grow. Section 3.3 Housing of the Official Plan sets out the goals for the City that include providing an appropriate range of housing types at various densities, to promote housing designs and densities which efficiently use land, infrastructure and service facilities, and to direct new housing toward areas which have appropriate levels of infrastructure and public services. The proposed development meets these general goals as the subject lands provide a less expensive option for home ownership in a condominium townhouse form. The low-rise scale of development at a medium density efficiently utilizes the land, creating an appropriate intensification opportunity. Infrastructure, including transit services, are existing along Big Bay Point Road, while commercial uses are located close by to the east (intersection of Yonge Street and Big Bay Point Road) and to the west (Big Bay Point Road and Huronia Road intersection). Parks and open space are also in close proximity to the proposed townhouse development.

Section 3.3.2.1 provides further detail to the above goals by identifying the need for encouraging a varied selection of housing of differing size, density and tenure. This diversity will help to maintain reasonable housing costs and encourage

residential intensification throughout the built-up area. Intensification is to include the consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of the Official Plan. The Zoning By-law may also be used to specify standards for such things as minimum densities, built form, height and setbacks to regulate the character of residential intensification. As has been identified in the above Sections of this Report the proposed townhouse development meets the objectives for residential intensification and can do so in part by utilizing the proposed revised zoning standards as is contemplated by the City's Official Plan.

The subject property has good connectivity to the surrounding area, including six (6) bus stops within 500 metres of the subject property (routes 3, 4, 6, and 8). The Barrie South GO Station is located approximately two (2) kilometres to the southeast. Residents will benefit from proximity to services and commercial establishments in which day-to-day errands can be completed with ease. The neighbourhood is walkable and pedestrian friendly, with recreational spaces, financial institutions, schools, restaurants, groceries, City library, and a pharmacy all within walking distance from the subject lands.

The Official Plan generally specifies that natural heritage features and areas, as well as their linkages, shall be maintained, protected and supported. There are environmental sensitive lands that are part of, as well as adjacent to, the subject lands. These lands are part of the Lovers Creek corridor. The lands that are to be protected have been identified in consultation with the Lake Simcoe Region Conservation Authority and have been identified as "non-developable". As such the proposed townhouses have been located outside of not only the environmental area itself, but outside of the 6 metre (20 feet) buffer area.

The use of the subject lands as proposed will support the creation of a complete community through the proposed type, tenure and form of development. The density proposed is supportive of transit and cycling, with area amenities such as commercial, institutional, recreational and service facilities all within walking distance of the subject lands.

Section 4.2.2.2 establishes that 53 units per net hectare is the maximum density for block townhousing of the nature that is being proposed. The proposed density is 42.40 units per hectare and therefore falls within the desired limits for medium density residential development.

Section 4.2.2.3 of the Official Plan sets forth locational criteria for residential development. 4.2.2.3 (a) introduces locational criteria in areas where secondary plans have been prepared and adopted by the City. The subject site is located within the Painswick South Secondary Plan Area. Section 4.4.1 of this report provides an overview of the Painswick South Secondary Plan.

Although the Secondary Plan takes precedent over the Official Plan's locational criteria, we have still reviewed the pertinent OP locational policies as follows. Section 4.2.2.3 (b) states:

Medium and high-density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:

- i) adjacent to arterial and collector roads;*
- ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and*
- iii) where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.*

In regards to the policies noted above, the following analysis is presented:

- i) the lands are adjacent to Big Bay Point Road, an arterial road as identified on Schedule D of the OP;
- ii) the site is in close proximity to existing transit routes (Routes 3 & 4), public service facilities (e.g. Public Library), and major commercial development at the Yonge / Big Bay intersection; and,
- iii) the existing municipal services and facilities are adequate to service the proposed development.

Where intensification projects are proposed outside of designated intensification areas, as is the case with this proposal, they are to be considered on their own merits subject to the intensification criteria introduced in Section 4.2.2.6 (d) of the Official Plan:

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

- ii) *infrastructure, transportation facilities, and community facilities and services are available;*
- iii) *public transit is available;*
- iv) *that the development will not detract from the City's ability to achieve increased densities in identified intensification areas;*
- v) *sensitive, high quality design be incorporated into the development including the efficiency and safety of the environment; and*
- vi) *consideration is given to the preservation of heritage resources.*

The proposed development is of a scale and character that is compatible with the single detached residential dwellings in the area, creating an appropriate built form to transition to the existing surrounding area. Infrastructure, community services and facilities and transit are all available in the immediate area of the subject lands. The proposed development (19 units) is not expected to impact the City's ability to achieve density targets within intensification areas, particularly as the target for 40% of residential growth within the built-up area will increase to 60% in the near future. Given the significant increase in required built-up area intensification, further intensification projects will need to occur than was originally envisioned by the current Official Plan. The proposed development will assist the City in meeting current and future intensification targets.

Although building designs have not yet been produced for the proposed townhouses, it is the intention that they will be compatible with the existing neighbourhood and provide visual interest to the streetscape through varying built forms and high-quality materials. The final objective regarding the preservation of heritage resources is not applicable to the proposed development as there are no identified cultural heritage resources in proximity to the site. For the above stated reasons, the proposal meets the stated intensification criteria for medium density development outside of the identified intensification nodes and corridors as demonstrated above.

The proposal also contemplates providing public open space through the dedication of lands associated with Lovers Creek. These lands will be combined with the open space system aligning Lovers Creek to the south of the subject lands and will be an extension of this trail system to Big Bay Point Road. While lands such as these are typically not acceptable to municipalities in the form of open space,

given that these would constitute a continuation of an existing trail system, they should be considered an open space dedication to the City.

The above review has determined that the proposed 19-unit condominium townhouse development conforms to the City's Official Plan.

4.4.1 PAINSWICK SOUTH SECONDARY PLAN

The subject lands are located within the Painswick South Secondary Plan Area. The Secondary Plan presents criteria for concentrations of low, medium, and high-density housing. The goal of the Plan is to establish a community with a sense of place that is convenient, efficient, healthy, safe, and contributes to the well-being of current and future residents.

Section 2.3.1 (c) of the Secondary Plan outlines the Painswick South Secondary Plan Area as primarily a residential community with a full range of housing densities and types. Further, the Plan envisions the Secondary Plan Area supported by a broad range of facilities and services. The development proposal introduces a new housing type and higher densities than what are currently observed along Big Bay Point Road. The subject lands will be supported by nearby land uses – a large commercial plaza, and public facilities are within a short walking distance. This adds to the viability of the project and is in line with Section 2.3.1 (c) of the Secondary Plan.

Section 2.3.2 (b) of the Secondary Plan states:

The medium density development will be encouraged to locate in proximity to arterial and collector roads and in proximity to commercial areas.

The proposed development is located fronting an arterial road as identified on Schedule D of the Official Plan (Big Bay Point Road) and is in very close proximity to a major commercial area / node within the City. As such, in accordance with the Secondary Plan, the subject lands are an appropriate location for medium density development. Further, Section 2.3.8 intends the Secondary Plan lands to be developed at a density of 54 persons per gross residential hectare. The proposed development contributes to this target.

Section 2.4.1 of the Secondary Plan sets forth residential land use policies. Section 2.4.1.1 (c) states:

Where appropriate and consistent with the intent of the Official Plan, innovative housing types, zoning standards and subdivision designs shall be encouraged.

The subject development is consistent with the intent of the Official Plan, as was discussed in Section 4.4 of this report. The development concept is in conformity with the policies of the Secondary Plan, representing an appropriate and logical housing type and zoning standards for the subject lands and proposed transitional development.

For the above stated reasons, the proposal conforms to the direction of the Secondary Plan.

4.4.2 AFFORDABLE HOUSING

Section 3.3.2.2 of the City of Barrie Official Plan provides policy direction for achieving affordable housing targets 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 which consists predominantly of low density single detached residential dwellings. While it is a goal of the Official Plan to provide 10% of all new housing units to be affordable, the proposed built form provides a housing type that is generally more affordable than lower density forms of housing such as single detached dwellings.

Affordable Housing in the City of Barrie encompasses a range of housing types allowing all residents to find suitable living space without spending a disproportionate percentage of their income. The nature of the proposed development is geared towards providing more affordable housing options than lower density housing units, such as single detached dwellings. Townhome units, and specifically the stacked townhouse units within the proposed development, are generally one of the more affordable dwelling types within the City of Barrie.

Currently, selling prices for the units are unknown. However, the proposed development facilitates greater availability of housing units that are more

affordable compared to other forms of housing, and are in proximity to jobs, services, community facilities, and public transit. This is in line with the intent of the Official Plan.

Based on the above, the proposed development will satisfy the Affordable Housing policies within the City of Barrie Official Plan.

5.0 CONCLUSION

The proposed Zoning By-law Amendment intends to permit construction of nineteen (19) new townhouse units along an arterial road in Big Bay Point Road. The proposed units are designed to be encompassed within three (3) separate blocks and will take two (2) different built forms of standard townhouses and stacked townhouses. This redevelopment of existing residential lands is a form of intensification as per the City of Barrie Official Plan, a form of development which is encouraged by both Provincial and Municipal government. The residential units will achieve an overall density of 42.4 dwelling units per hectare, representing a compact and efficient use of the subject lands, while providing a mix of housing types and densities along Big Bay Point Road and within the surrounding area.

As has been demonstrated through this report, the subject lands are an ideal candidate for intensification. A multiple residential zoning is more reflective of the vision for Big Bay Point Road as an Arterial Road and the subject land's proximity to a variety of services and facilities. The proposed development represents an appropriate opportunity for residential growth within an established built-up area of the City. The additional housing units will provide additional population base that will support existing services and provide additional clientele for existing businesses and services in the area.

It is my professional planning opinion that the Zoning By-law Amendment application conforms to the applicable policies and represents good planning.

Respectfully submitted,

Innovative Planning Solutions

Darren Vella, MCIP, RPP
President & Director of Planning

Andrew Edwards, BES
Planner

APPENDICES

APPENDIX 1: DEVELOPMENT CONCEPT

CONCEPTUAL SITE PLAN - 19 UNITS

Big Bay Point Rd, City of Barrie

RESIDENTIAL

CURRENT OP DESIGNATION

R1

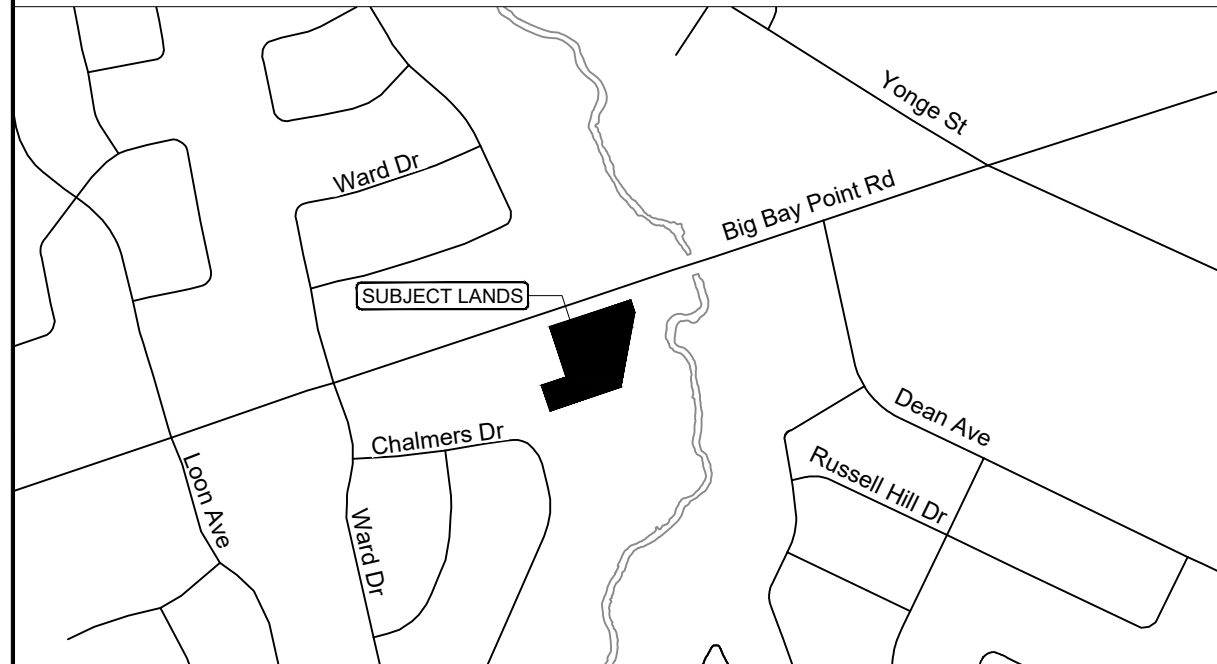
CURRENT ZONE

SCHEDULE OF REVISIONS

No.	Date	Description	By

KEY MAP

Scale 1 : 8,000



CONCEPTUAL SITE PLAN

PART LOT 12, CONCESSION 12
435 BIG BAY POINT ROAD
IN THE
CITY OF BARRIE

Scale 1:2,500

0 5 10 15 20 25m

ZONING TABLE - RM2

PROVISION	REQUIRED	PROVIDED
LOT AREA	720m ² (min)	6,997.4m ² (1.73ac)
DEVELOPABLE AREA	-	4,482.5m ² (1.11ac)
LOT FRONTAGE	21m (min)	90.0m
SETBACKS		
FRONT YARD	7.0m (min)	7.0m
INTERIOR SIDE YARD	1.8m (min)	1.8m
REAR YARD	7.0m (min)	5.3m
DWELLING UNIT FLOOR AREA	45m ² / 1 Bdrm 55m ² / 2 Bdrm (min)	1,541m ²
LOT COVERAGE	35% (max)	17.5%
GROSS FLOOR AREA	60% of lot area (max)	47%
BUILDING HEIGHT	10m (max)	<10.0 m
LANDSCAPED OPEN SPACE	35% (min)	66%
AMENITY AREA	228m ² (12m ² /unit min)	228m ²
PARKING SPACES	29 (1.5/unit min)	36 (1.9/unit)
TANDEM PARKING SPACES	Not permitted	Permitted
DENSITY	40 u/ha (max)	42.4 u/ha
SETBACK TO SECONDARY MEANS OF ACCESS	7.0m	5.3m
LANDSCAPED STRIP TO RESIDENTIAL	3.0m	1.0m

Note: This drawing is for discussion purposes only.
Property boundary to be verified by an O.L.S.



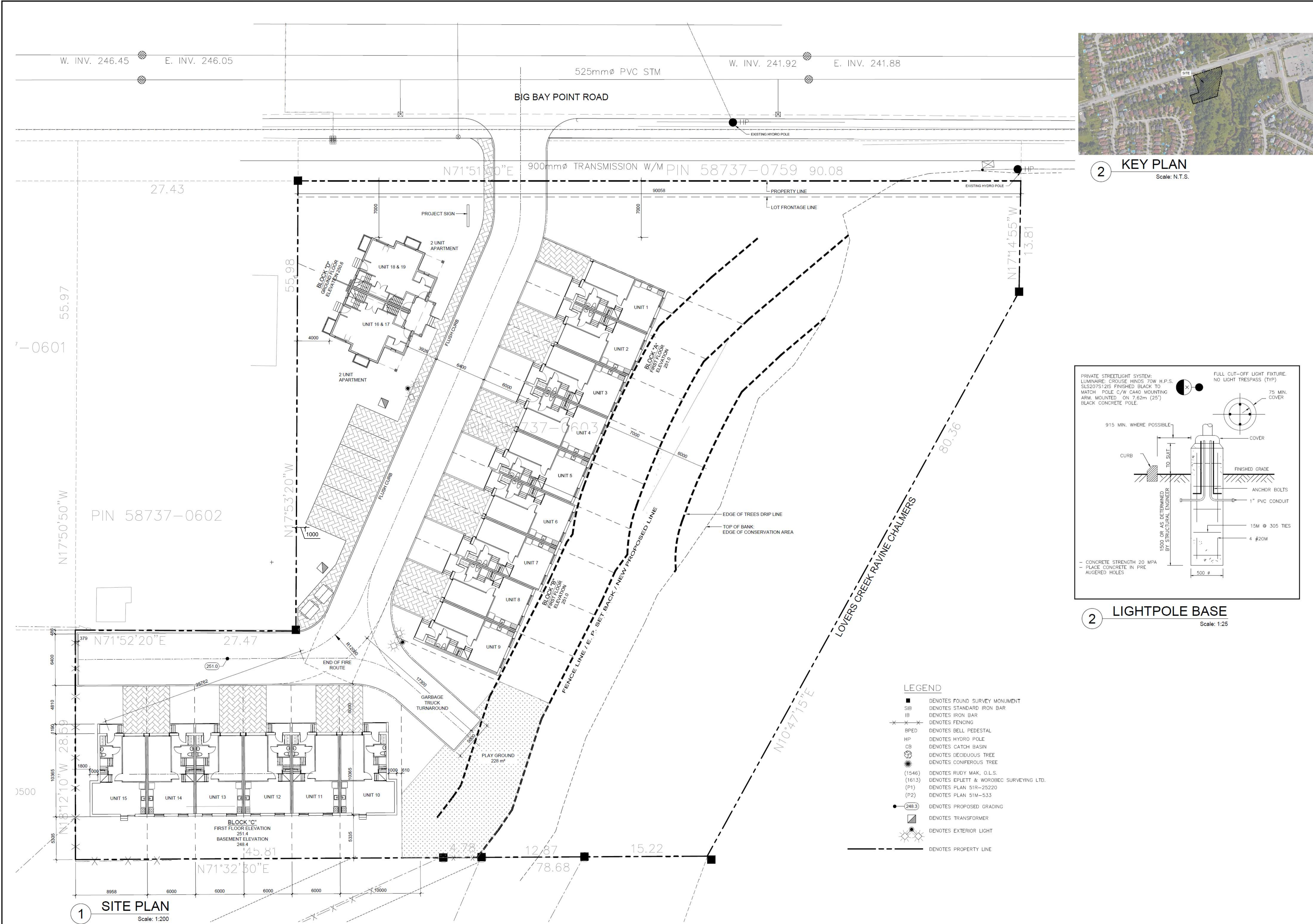
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150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1

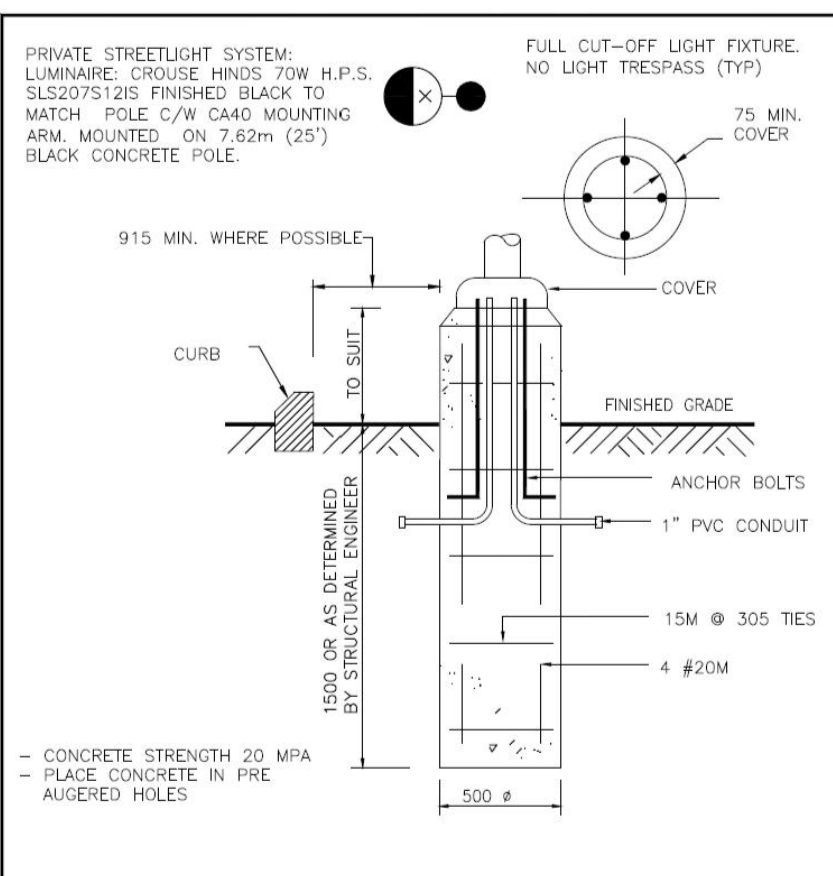
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	February 11, 2019	Drawn By:	AM
File:	17-671	Reviewed By:	AE



KEY PLAN

Scale: N.T.S.



LIGHTPOLE BASE

Scale: 1:25

LEGEND

- DENOTES FOUND SURVEY MONUMENT
- DENOTES STANDARD IRON BAR
- DENOTES IRON BAR
- DENOTES FENCING
- BPED DENOTES BELL PEDESTAL
- HP DENOTES HYDRO POLE
- CB DENOTES CATCH BASIN
- DENOTES DECIDUOUS TREE
- DENOTES CONIFEROUS TREE
- (1546) DENOTES RUDY MAK, O.L.S.
- (1613) DENOTES EPLETT & WOROBEC SURVEYING LTD.
- (P1) DENOTES PLAN 51R-25220
- (P2) DENOTES PLAN 51M-533
- DENOTES PROPOSED GRADING
- DENOTES TRANSFORMER
- DENOTES EXTERIOR LIGHT
- DENOTES PROPERTY LINE

Ian S. Malcolm ARCHITECTS

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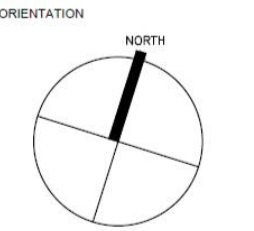
NO.	REVISION	DATE
1	CLIENT REVIEW	JUNE 2018
2	CLIENT REVIEW	JUNE 2018
3	FOR REZONING	JAN 2017
4	E.P. SETBACK	MAR 2018
5	FINAL ROUTE NOTES	JAN 2018

STAMP

The undersigned hereby certifies that the drawings and specifications herein are the work of the Architect or under his direct supervision and control, and that he is a duly Licensed Architect in the Province of Ontario.

A. Seal No. _____
B. Stamp No. _____

The names/signatures included herein are the sole property of Ian S. Malcolm Architects. They shall not be used for any other project without the written consent of Ian S. Malcolm Architects and full payment of professional design fees.



CLIENT
ANDREW ADAMEK
ADA HOMES
705.791.0790

PROJECT
435 BIG BAY POINT
VALLEY CULDESAC

PROJECT INFORMATION
PROJECT No.: 163900
DRAWN BY: _____
CHECKED BY: _____
DATE: January 11, 2019
SCALE: AS NOTED

DRAWING

SITE PLAN

DRAWING NO.

A100

APPENDIX 2: DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE

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

“A By-law of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Part of Lot 12, Concession 12, in the City of Barrie, Simcoe County, known municipally as 435 Big Bay Point Road, in the City of Barrie, from the Residential Single Detached Dwelling First Density One (R1) Zone to Residential Multiple Second Density with Special Provisions (RM2 SP-XXX) 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 known municipally as 435 Big Bay Point Road;

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 Part of Lot 12, Concession 12, in the City of Barrie, Simcoe County, municipally known as 435 Big Bay Point Road, in the City of Barrie, from the Residential Single Detached Dwelling First Density One (R1) Zone to Residential Multiple Second Density Special Provisions (RM2 SP-XXX) Zone as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2009-141 as amended;
2. **THAT** the following exceptions apply to those lands zoned as Residential Multiple Second Density Special Provision (RM2 SP-XXX) Zone:
 - a. Minimum rear yard setback of 5.3 metres shall be permitted;
 - b. Tandem parking spaces shall be permitted;
 - c. Maximum density of 43 units per hectare shall be permitted;
 - d. Minimum setback to secondary means of access of 5.3m shall be permitted; and,
 - e. A minimum landscaped strip to residential of 1.0m 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

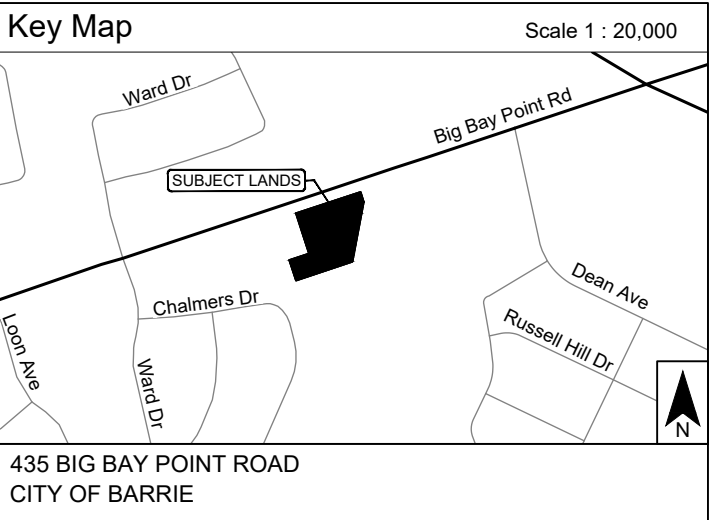
Mayor

Clerk



SCHEDULE 'A' - ZONING BY-LAW AMENDMENT

435 BIG BAY POINT RD, CITY OF BARRIE



SCHEDULE 'A' to ZONING BY-LAW AMENDMENT _____

PART OF LOT 12, CONCESSION 12
MUNICIPALLY KNOWN AS
435 BIG BAY POINT RD
IN THE
CITY OF BARRIE



LEGEND

- TOTAL LANDS
0.700 ha (1.73 ac)
- LANDS TO BE REZONED FROM RESIDENTIAL
SINGLE DETACHED DWELLING FIRST DENSITY
(R1) TO RESIDENTIAL MULTIPLE DWELLING
SECOND DENSITY SPECIAL PROVISION
(RM2 (SP-X))
0.700 ha (1.73 ac)

Scale:	1:750	Date:	August 22, 2018
Drawing:	17-671	Drawn By:	AM

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