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Mario Lampert Holding Ltd
79 Gowan Street

Lot 19 and Part of Lot 18, Concession 14
Registered Plan 40
City of Barrie

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

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January 2020

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1.0 INTRODUCTION

Innovative Planning Solutions has been retained by Mario Lampert Holding Ltd. to complete the following Planning Justification Report and Urban Design Brief in relation to a proposed Zoning By-law Amendment (ZBA) application on lands legally described as Lot 19 and Part of Lot 18, Concession 14, Registered Plan 40, and municipally known as 79 Gowan Street, in the City of Barrie. The lands possess an area of 924.4 square metres with 23.2 metres of frontage on Gowan Street. Figure 1 provides an aerial view of the subject lands.

The purpose of the proposed ZBA application is to obtain approval for the development of the lands consisting of a four (4) storey walk-up apartment building with seven (7) units. The property is currently designated 'Residential' per Schedule A and is in the Urban Growth Centre (UGC) per Schedule I of City of Barrie Official Plan. The property is zoned 'Residential Multiple Dwelling First Density' (RM1) in the City of Barrie Zoning By-law.

The ZBA proposes to alter the current zoning of the lands from the existing 'Residential Multiple Dwelling Second Density' (RM1) zone to the "Residential Multiple Dwelling Second Density" (RM2) zone with Special Provisions in order to facilitate the development. The following report will review the applicable policies and guidelines found within the documents noted below to justify the ZBA application in accordance with good planning principles:

- Provincial Policy Statement
- Growth Plan for the Golden Greater Horseshoe
- City of Barrie Official Plan
- City of Barrie Intensification Area Urban Design Guidelines
- City of Barrie Allandale Heritage Urban Design Development Guidelines
- City of Barrie Zoning By-law 2009-141

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The lands consist of one vacant parcel with no buildings or structures present. The lot is overgrown with vegetation with many trees present, primarily along the boundary. Vegetation will only be removed in accordance with the tree inventory and preservation plan prepared by Landmark Environmental and submitted under separate cover. Public transportation is available to the site via several bus routes given the location proximal to the Allandale Waterfront Go

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Station which acts as a hub for several bus routes including Route 4A, 4B, Route 7A, 7B and Route 8A, 8B. Access to additional routes is also available in the surrounding area including along Essa Rd and Burton Ave. The necessary infrastructure is also available along Gowan Street, including water, sanitary and storm sewers.

Generally, the immediate area consists of single detached dwellings, duplexes and apartments (south, east and west). Directly west and adjacent to the site are duplexes and beginning approximately 40m east, there are several 2.5 storey walk-up apartment buildings along Gowan Street. Directly north of the subject property and situated on the other side of Gowan Street is the Allandale Waterfront GO Station and associated parking area along Gowan.

Other attributes include proximity to Lakeshore Drive offering direct access to Downtown Barrie (2.7km), the Highway 400/Essa Road interchange less than two kilometres away, proximity to a variety of commercial and employment opportunities along Essa Road, Tiffin Street and Burton Avenue/Yonge Street, Allandale Station Park, South Shore Park, Military Heritage Park and Shear Park, and nearby schools including Stepping Stones Nursery School, Unity Christian High School, St. John Vianney Catholic School, Allandale Heights Public School Assikinack Public School and Innisdale Secondary School. As mentioned previously, the Allandale GO Station is directly across the street (Figure 2). The subject lands are not located within the regulated area of the Lake Simcoe Region Conservation Authority (LSRCA).

Surrounding land uses are illustrated in Figure 2 and briefly described below;

North: The Allandale Waterfront GO Station and Historic Allandale Station, zoned C1-1 (SP-366) located between Lakeshore Drive, Gowan Street and Essa Road. Just east are community parklands zoned OS.

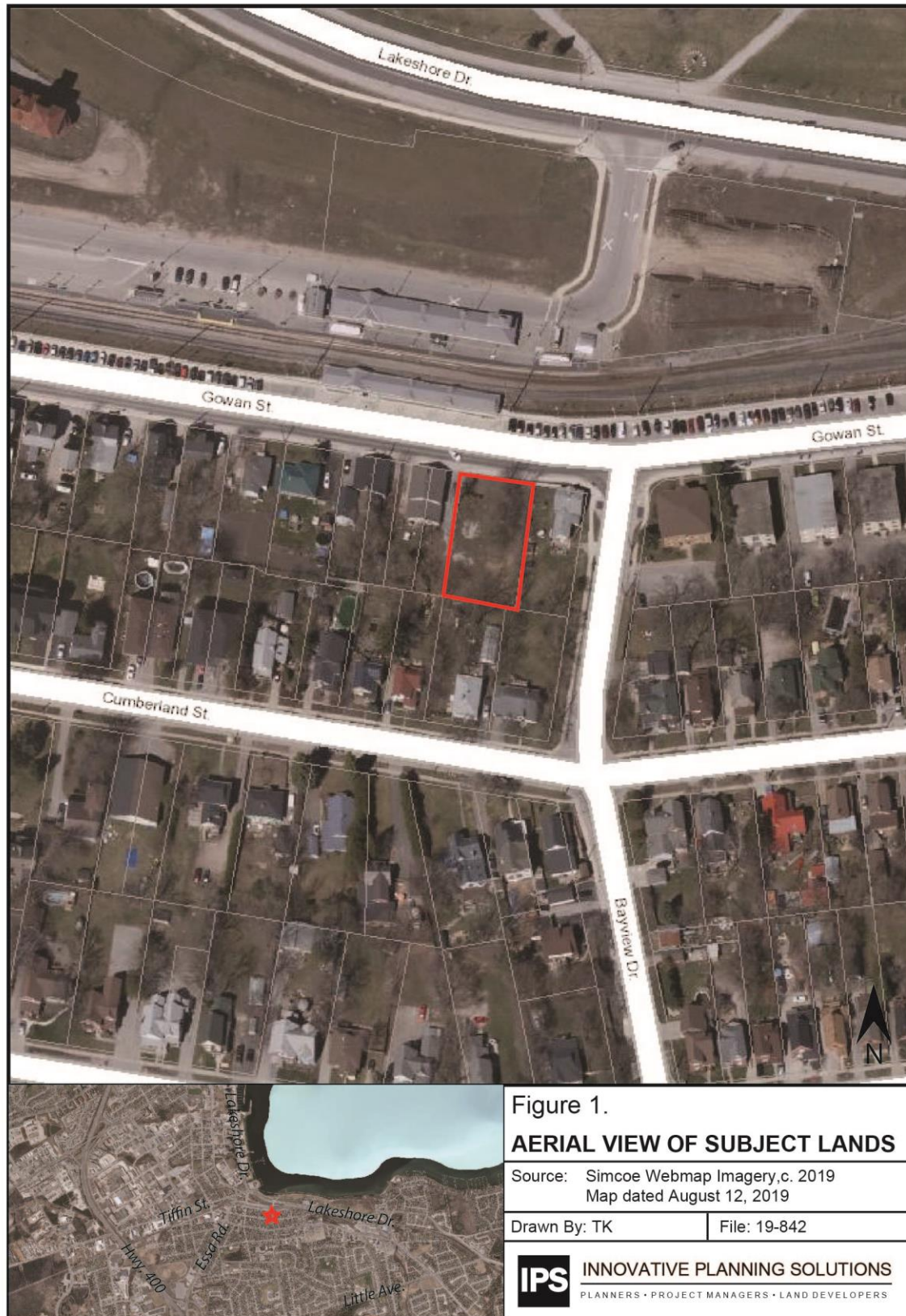
South: Lands mainly comprised of single/semi-detached Residential dwellings zoned RM1 (SP-527-HC).

East: 2.5 storey walk-up apartment buildings zoned RM2, east of Bayview Drive.

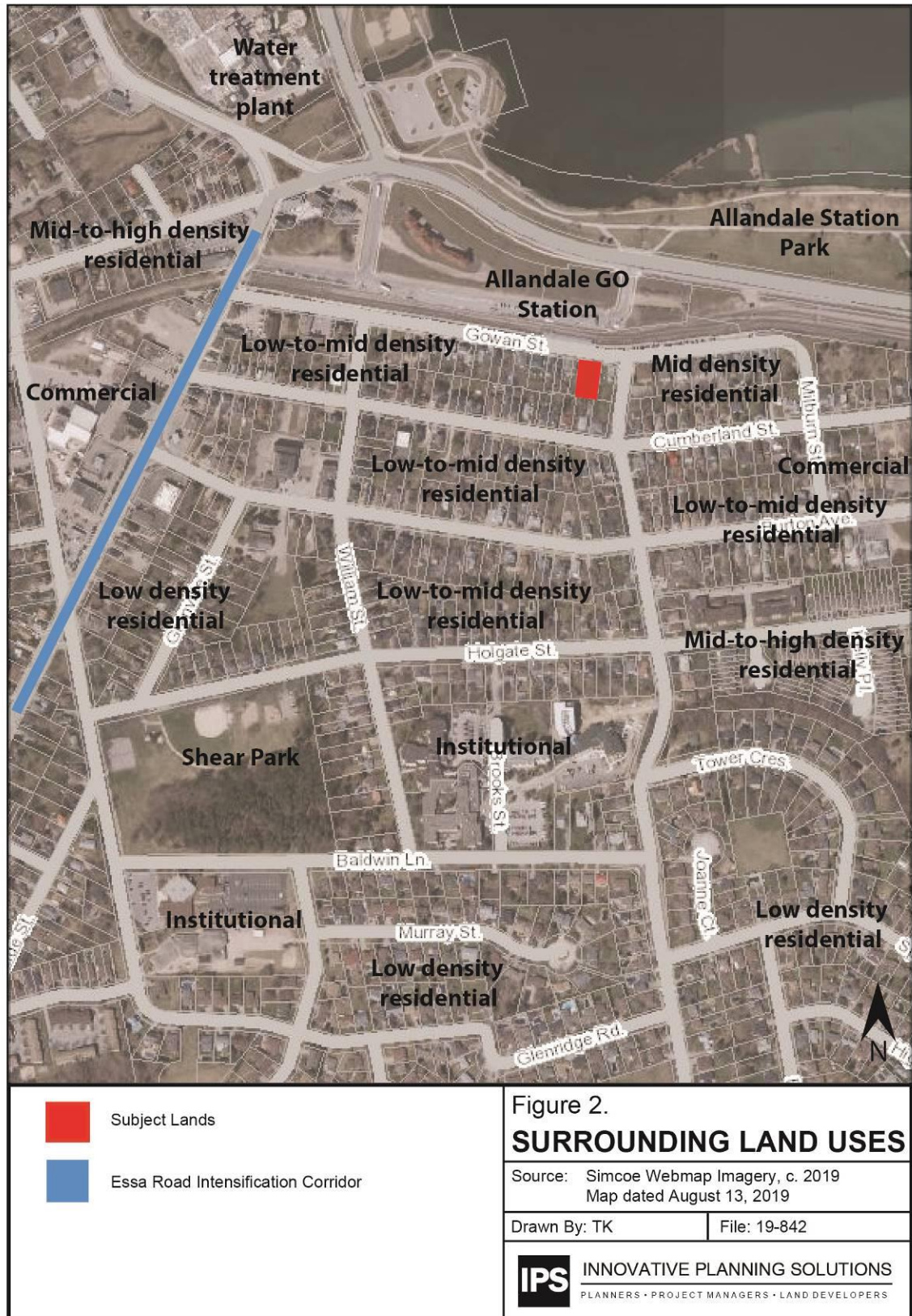
West: Single/semi-detached dwellings, duplexes zoned RM1. West of William Street is existing commercial zoned C1-1 lands and an existing walk up apartment building on Cumberland St.

Figure 3 provides a perspective view of the subject lands in relation to the surrounding neighbourhood. Figure 4 illustrates the subject lands and the surrounding Official Plan designations. Figure 5 provides zoning of the subject parcel and existing neighbourhood.

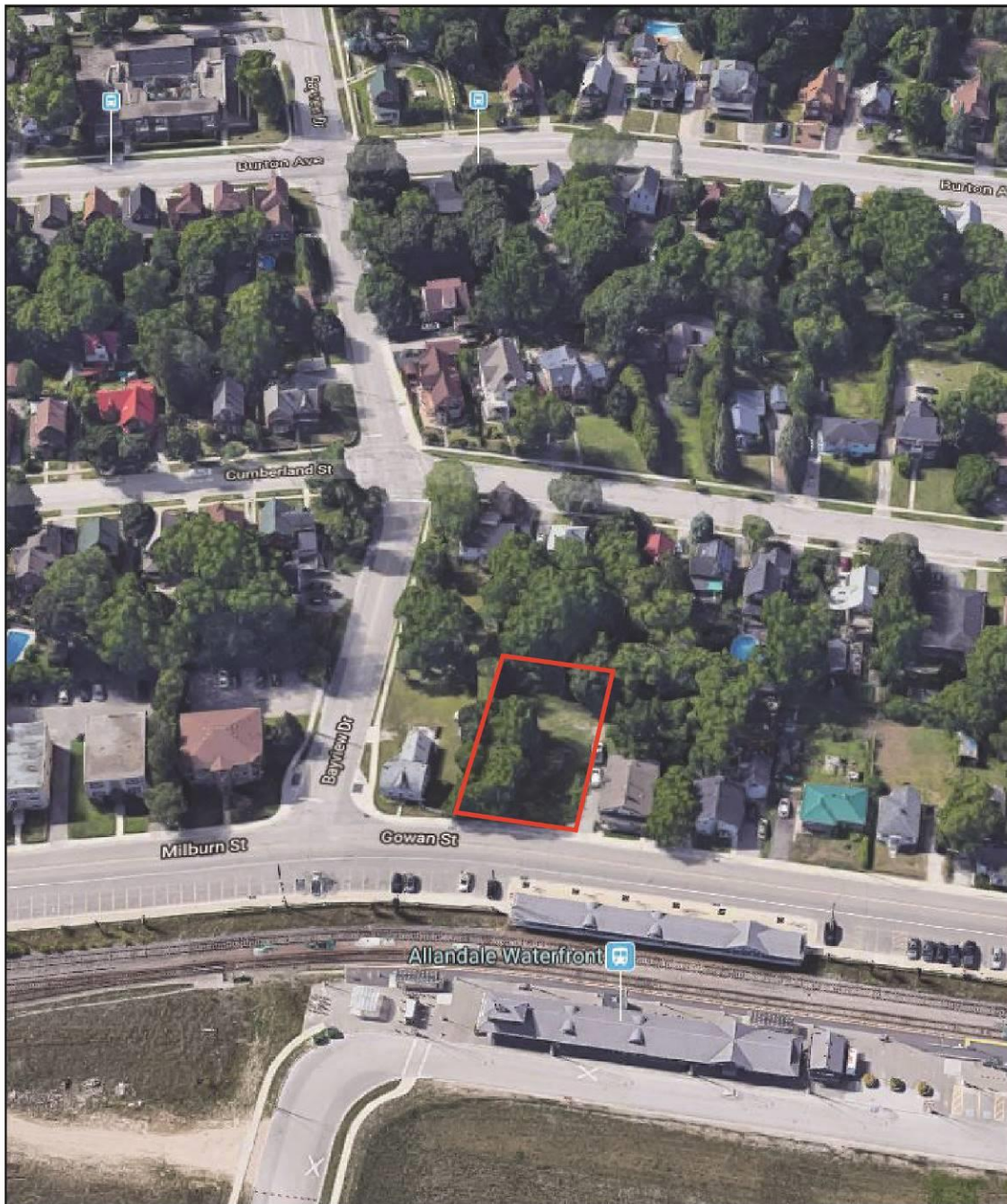
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Subject Lands

Figure 3.

PERSPECTIVE VIEW OF SUBJECT LANDS

Source: Based on Google Earth Imagery, 2020
Map dated January 9, 2020

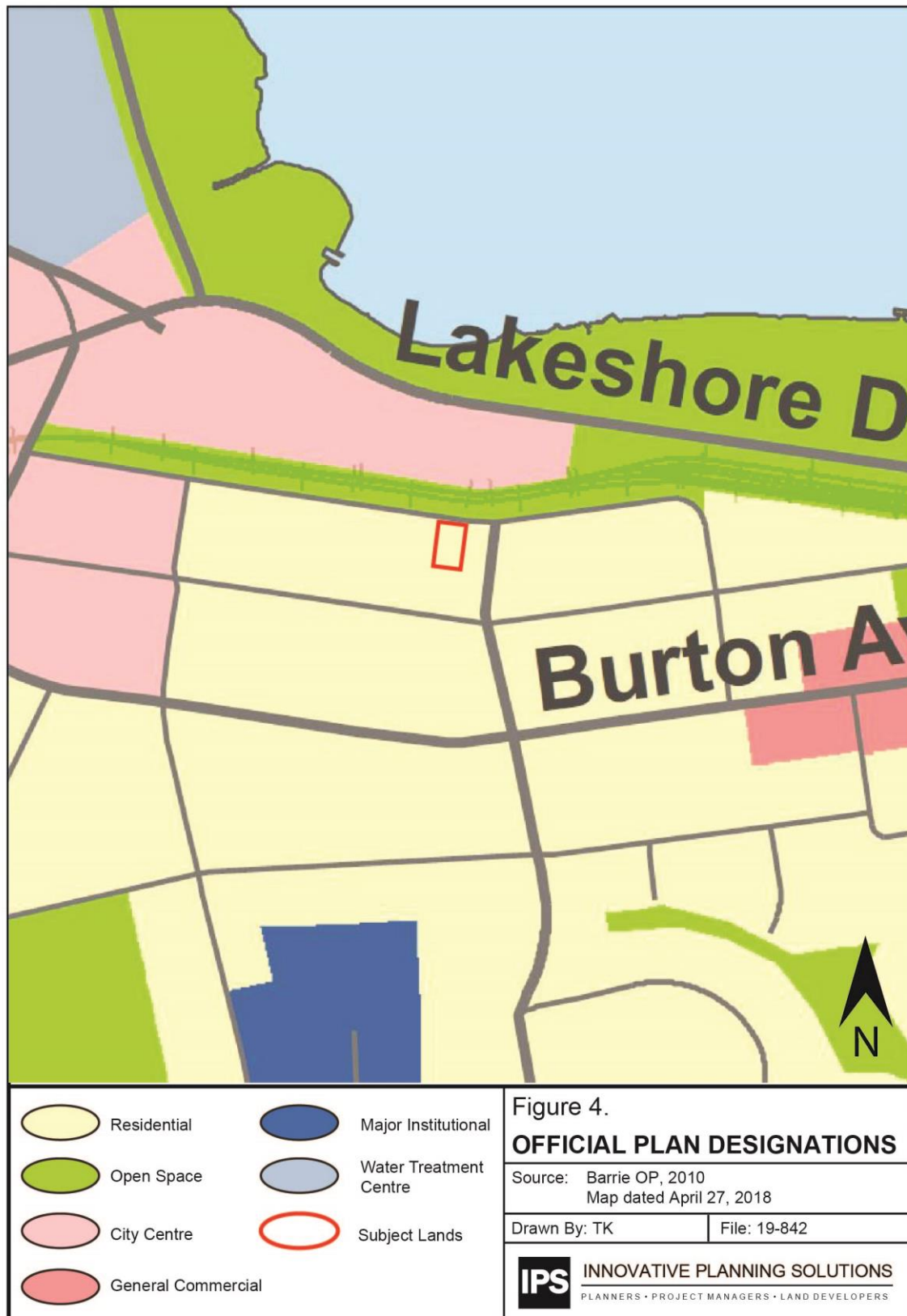
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3.0 DESCRIPTION OF DEVELOPMENT

3.1 DEVELOPMENT CONCEPT

The proposed development consists of seven (7) apartment units in one (1) four (4) storey walk-up apartment building representing an overall density of seventy-six (76) units per hectare; a copy of the conceptual Site Plan and a Site Context Sketch is provided under Appendix 1. It is intended that the lands will operate as a common element condominium. The common element components will include sidewalks, garbage and visitor parking, as well as the common amenity area. The amenity area, located to the rear of the building, measures 162.4 square metres and represents approximately 23.2 square metres per unit towards the common amenity area. Access to the development is provided by one entrance off Gowan Street. This will facilitate adequate automobile flow and unfettered emergency access. Waste collection is proposed by private Molok Bins situated by the northwest corner of the building, at the expense of the condominium corporation.

The building is proposed to be built at a maximum height of fifteen (15) metres, while the development will provide a total of nine (9) parking spaces (one space per unit plus an additional two parking spaces, one of which is accessible) – it is noted that only one space per unit is required by the Zoning By-law.

This plan represents a departure from the original concept plan circulated for pre-consultation, as site layout was revised to accommodate the required 30-metre separation distance between the building face and the Allandale GO Station. Alternative concepts have been explored however given the scale of the project, the concept proposed was considered the most appropriate from a functional and financial feasibility perspective. Alternative concepts considered locating the parking at the rear of the site in an effort to provide an enhanced streetscape, however ultimately resulted in a large front yard area (10m minimum) necessitating the amenity space along the street and parking at the rear with access extending the length of the property. Parking in the rear would also introduce potential noise issues with snow clearing and vehicles in proximity to adjacent parcels. The selected concept plan was considered the most appropriate and suitable, understanding that enhanced landscape features can be implemented through the site plan process to mitigate any streetscape concerns along Gowan St.

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3.2 ZONING BY-LAW AMENDMENT APPLICATION

The subject lands are currently zoned 'Residential Multiple Dwelling First Density' (RM1). In order to accommodate the development of the site as per the conceptual site plan, a Zoning By-law Amendment application is necessary to rezone the lands 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2 – SP___), as Walk-Up Apartments are permitted in the RM2 zone.

The following Special Provisions are proposed:

- Maximum Gross Floor Area Coverage 112% whereas 60% is permitted;
- Maximum Density of 76 UPH whereas the current maximum is 53 UPH;
- Maximum Front Yard Parking Coverage of 60% whereas 50% is permitted;

Table 1. Residential Multiple Dwelling Second Density (RM2) Zoning Matrix		
	Required	Provided
Lot Area (min.)	720.0m ²	924.4m ²
Lot Frontage (min.)	21.0m	23.2m
Front Yard (min.)	7.0m	19.7m
Side Yard (min.)	1.8m	1.8m
Rear Yard (min.)	7.0m	7.0m
Landscape Open Space (min.)	35%	42%
Lot Coverage (max.)	35%	28%
Gross Floor Area (max.)	60%	112%
Height of Bldg. (max.)	20.0m	15.0m
Density (max.)	53	76
Parking Spaces (min.)	7 (1/unit)	9
Amenity Area (min.)	84.0m ²	162.4m ²
Landscaped Buffer Areas (min.)	3.0m	3.9m
Front Yard Parking Coverage (max.)	50%	60%

The proposed ZBA aims to introduce new site-specific Special Provisions and amend Schedule A of the City of Barrie Zoning By-law. A copy of the draft Zoning by-law and Schedule A draft zoning schedule can be reviewed under Appendix 2.

3.3 TECHNICAL REPORTS

Based on the pre-consultation meeting with the City of Barrie on June 6, 2019, the following reports have been deemed necessary and provided under separate cover in support of the rezoning application:

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

3.4 SERVICING

Pinestone Engineering Limited was retained to complete a Functional Servicing and Stormwater Management Report in support of this application. The report determined that the proposed development can be effectively serviced utilizing existing municipal infrastructure on Gowan Street without any adverse impacts to the existing services in the area. The proposed development will be serviced with a new gravity service connection to the existing sanitary sewer located on Gowan Street, and a new domestic service connection to the existing watermain also located on Gowan Street. Quantity and quality control measures have been identified to minimize any impacts of stormwater draining from the property to the Gowan Street storm sewer system. Enbridge Gas and Alectra Utilities have confirmed through correspondence that gas and hydro are available to support the proposed development. The full report is provided under separate cover.

3.5 NEIGHBOURHOOD MEETING

A neighbourhood meeting was held on October 17th, 2019 with approximately 20 members of the public in attendance and the Ward Councillor. The public expressed that they would like to see conceptual elevation drawings and believe architectural elements and design should be of a high quality and respect the existing neighbourhood. It was noted and discussed that architectural details will be addressed and provided at the site plan stage, having regard for the character of the existing Historic Allandale Neighborhood and be developed in consultation with City staff, City guidelines and residents.

Residents were not generally concerned with the proposed building height, but rather its proximity to the rear of the lot, potentially creating a negative visual impact on adjacent properties along Cumberland Street. The residents expressed that they would prefer the building be located closer to the front lot line. This would require that parking be relocated to the rear yard, however

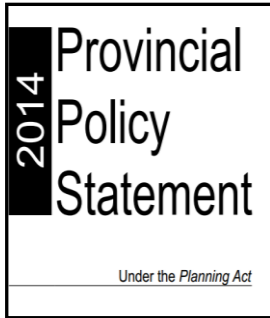
residents also expressed concerns regarding snow clearing, waste collection, lighting and noise impacts on neighbouring properties should parking be in the rear. It is our opinion that the proposed concept is appropriate given the above and in consideration of the required 30m setback from Metrolinx lands and maintaining the minimum rear yard setback (7m). Locating the parking area in the rear yard would also require that the amenity space be situated in the front yard which could result in potential safety concerns adjacent to Gowan St. Many residents had objections to Metrolinx's 30-metre minimum setback requirement between the building face and the Allandale GO property which means that the building face must be a minimum of 10 metres from the front property line (the Gowan St ROW is 20m). Given the required setback, consolidating parking in the front yard represents the most efficient layout. Enhanced landscaping will be considered through the site plan process to mitigate streetscape concerns. Consideration will be given restrict balconies at the rear of the building to minimize privacy impacts.

Additional items of discussion included the inclusion of accessible units, the consideration of unit affordability, potential traffic impacts and the protection of mature trees and adjacent historic homes during construction. The introduction of 7 apartment units is not anticipated to generate a significant increase in traffic and the built form provides more affordable price points when compared to ground-oriented housing. A Tree Inventory, Assessment and Preservation Plan is provided under separate cover and it is not anticipated that any impacts to adjacent homes will occur, however the homeowners will be consulted with during the construction stage, in addition to construction mitigation plans requiring approval from the City prior to any construction occurring. The building is anticipated to include an elevator to facilitate accessibility requirements and will ultimately be designed and constructed as required by the applicable accessibility standards.

4.0 PLANNING POLICY AND ANALYSIS

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

4.1 PROVINCIAL POLICY STATEMENT (PPS)



The PPS has been reviewed relative to this application with emphasis placed on the following sections: 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns; 1.4 Housing; 1.5 Public Spaces, Recreation, Parks, Trails and Open Space; 1.6 Infrastructure and Public Service Facilities and 1.8 Energy Conservation, Air Quality and Climate Change.

Section 1.1.1 provides that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long-term. This proposal seeks to direct residential intensification to lands designated for residential use, within the City's UGC where the highest densities are encouraged, and which are currently underutilized, in an efficient, logical, and appropriate manner, making use of available infrastructure. The development will contribute to the overall housing stock and specifically to the range and mix of housing options available in the area. The development as proposed represents a cost-effective development pattern which minimizes land consumption and servicing costs.

Section 1.1.3 provides that Settlement Areas will be the focus of growth and development, and their vitality and regeneration should be promoted. Consistent with Section 1.1.3.2, the proposed development contributes to a mix of densities and land uses to the area while making efficient use of the land and existing available infrastructure (roads, municipal water and wastewater). The concept plan supports active transportation and is transit supportive as public transit can be accessed adjacent to the property. The development concept is consistent with Section 1.1.3.6 which promotes development in designated growth areas that is compact and allows for the efficient use of land, infrastructure and public service facilities. The subject lands are also near Allendale Station Park, South Shore Park, Military Heritage Park, Shear Park and Greenfield Park, consistent with Section 1.5.1(b) which outlines that healthy, active communities should be promoted by providing a full range of publicly accessible built and natural settings for recreation including parklands, public spaces, open space areas, trails and linkages.

Section 1.4 requires that planning authorities 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

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service facilities are available. The PPS also provides that municipalities must 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 an appropriate density given the existing infrastructure, character and built form of the area while at the same time minimizing housing costs by facilitating a compact form within the City's UGC.

The development concept is consistent with Section 1.5 and the promotion of development which supports active transportation and public access to shorelines, natural areas and open spaces. The property can be effectively serviced with connections to existing hydro, gas, municipal water and wastewater infrastructure along Gowan Street, and satisfies Sections 1.6.1 and 1.6.6, respectively. Sections 1.6.7 and 1.8 focus on promoting compact development and the use of public transit which is accomplished by the proposed development. The location and surrounding land uses lend itself to the use of the Barrie Transit system, the GO Train and alternative active modes of transportation.

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

4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (GGH)



The GGH has been approved under the Places to Grow Act and builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management. The City of Barrie in its entirety is recognized as a Primary Settlement Area within the Plan and the subject lands are located within the City's UGC.

The Growth Plan has been reviewed relative to this application with emphasis placed on the following sections: 2.2.1 Managing Growth; 2.2.2 Delineated Built-up Areas; 2.2.3 Urban Growth Centres; 2.2.4 Transit Corridors and Station Areas; 2.2.6 Housing; 3.2.6 Water and Wastewater Systems and 6 Simcoe Sub-area.

Under Section 2.2.1, forecasted growth will be directed to settlement areas that: have a delineated built boundary; have existing or planned municipal water

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and wastewater systems; and can support the achievement of complete communities. The development will add to the range and mix of housing options to the area, which benefits from convenient access to several amenities within Downtown Barrie and along the Essa Road intensification corridor and a range of transportation options, public service facilities, open space, parks, trails and other recreational facilities. The application supports the development of high quality compact built form. Section 2.2.2 requires that 50% of all residential development within the City occur within the built-up area. It is noted that this target will increase to 60% by the year 2031. The proposed development assists the City in achieving this intensification target. According to the Barrie's Draft 2019 MCR, the City falls short of the provincial target with a projected intensification rate of only 47% by 2041.

Under Section 2.2.3, stated objectives include the planning of the UGC in a way that accommodates and supports the transit network at a regional scale and connects inter-and intra-regional transit to accommodate significant population and employment growth. Additionally, the Growth Plan sets a density target of 150 residents and jobs combined per hectare by 2031 for Barrie's UGC. The concept plan provides for an estimated density of 200 residents per hectare (assuming a unit size of 2.64 persons per unit) noting that this density may fluctuate depending on the actual number of persons per unit. This will assist the City in achieving its density targets overall and more specifically within the UGC in a compatible manner.

Under 2.2.4, the Growth Plan requires that municipalities plan major transit station areas in a transit-supporting manner that maximizes the size of the area and the number of potential transit riders within walking distance of the station. Additionally, major transit station areas on primary transit corridors will be planned in accordance with the provincial density target for those served by the GO Transit rail network. Major transit station areas will be planned and designed to be transit supportive, promote active transportation and affordable housing.

This project increases the number of potential transit riders and provides the opportunity for more people to take advantage of convenient local and regional public transit facilities. The development of an underutilized vacant site in within Barrie's UGC to provide seven new housing units near Barrie's Allandale GO station, with access to several bus routes, contributes to diversity in housing options and supports the intensification objectives of this plan. In conformity with Section 2.2.6, the proposed development will contribute to housing options in the area by introducing additional apartment units to the UGC. This will provide housing options to a wider demographic and will accommodate a diverse range of household sizes and incomes.

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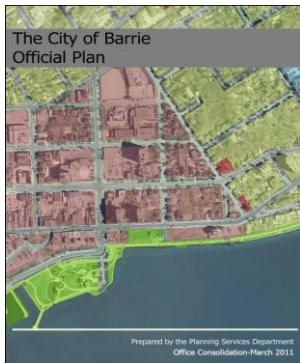
Section 3.2.6(1a) prioritizes opportunities for optimization and improved efficiency of existing water and wastewater systems to support energy and water conservation. Providing appropriately scaled residential infill on a vacant parcel with direct access to water servicing satisfies this policy.

Section 6 of the Plan applies to the Simcoe Sub-area, including the City of Barrie which is identified as the principal Primary Settlement Area and where significant growth is directed. The proposed application and associated development conform to the policies in Section 6.3 for Managing Growth as it will provide for general intensification in the form of seven new residential units; this will support the achievement of a more complete community while also providing a high-quality urban form.

The development will make efficient use of existing municipal infrastructure and roadways where public transit and access to daily amenities is available. The proposed compact built form will contribute to the mix of housing types in the area, providing housing for a wider range of household sizes and incomes, and assist the City toward achieving the population targets.

Based on a review of the Growth Plan, it has been determined that the proposed application conform to the policies contained within.

4.3 CITY OF BARRIE OFFICIAL PLAN



The subject lands are designated 'Residential' in the City of Barrie Official Plan, Schedule A. The lands are also located within the Allandale Planning Area according to Schedule B and are identified as being within the boundaries of the Urban Growth Centre (UGC) according to Schedule I. The City's Growth Management Strategy provides that the built-up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, with 39% to be in the UGC. By 2031, the Downtown Barrie UGC will be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I. The applicable policies of the Official Plan are outlined and reviewed below.

Section 2.1 describes that a significant amount of the forecasted population and employment growth will be accommodated on lands within the former City boundary, including the subject property. Section 2.3 further provides that this

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rate of growth (per the Growth Plan) reflects high-density growth within the City's built-up areas. Generally, the forecasts are to be achieved via a mix of new development and intensification.

Section 3.1.1(e) directs growth to take advantage of existing services and infrastructure and minimize infrastructure expansion costs. The development concept can utilize existing infrastructure and reduces demand for expansion of these services.

Section 3.3.1 details housing goals which include the provision of an appropriate range of housing types, affordability and tenure at various densities and scales that meet a variety of income levels; the promotion of new housing which efficiently uses land, resources, infrastructure and public service facilities, and support and contribute to vibrant, active transportation-friendly streetscapes; the development of complete communities with access to high quality public open space, local stores and services; and the direction of new housing towards locations where appropriate levels of infrastructure and public facilities are or will be available.

Section 3.3.2.1 encourages the maintenance of reasonable housing costs by promoting variation in size, density and tenure. It notes that the Zoning By-law will be amended where it recognized to satisfy good land use planning principles. This section also encourages residential revitalization and intensification to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types and refers to the conversion of existing housing into multiple unit forms, infill, and redevelopment. It notes that the review process for intensification applications will consider the existing and planned character of the area as well as the intensification and density targets of the plan. The City may specify standards in the implementing Zoning By-law. Here, the City requires new residential uses develop at densities consistent with this Official Plan and encourages the integration and use of transit and active transportation.

The goals and policies of Section 3.3.1 and 3.3.2.1 are satisfied by the proposed development. The development will provide for additional housing units and thus contributes to the range and mix of housing options in the area. Given the nature and character of the surrounding lands, the development will facilitate appropriate intensification and efficient use of land to provide for a compact built form. The development will add to the housing stock in a manner that will 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. The Plan recognizes that amendments to the Zoning By-law will be made to facilitate

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innovative housing where it is recognized to be in accordance with good land use planning principles. It should also be noted that the City of Barrie, via the Official Plan, is making efforts to keep pace with Provincial intensification and growth targets; however, the City's Zoning By-law remains to be updated to reflect the Provincial objectives. As a result, Zoning By-law Amendments are becoming more commonly sought to achieve and implement the intensification and growth initiatives by the Province, such as this application.

Section 3.3.2.2 of the Plan provides policies relative to Affordable Housing. The subject lands are in an area which consists of predominantly low density, single detached residential dwellings as well as medium-high density developments in the form of duplexes and walk-up apartments. While it is a goal of the Official Plan to provide 10% of all new housing units to be affordable, the scale of the project and proposed built form provides a housing type that is generally more affordable than lower density forms of housing such as single or semi-detached dwellings. This development will increase the supply of available walk up apartment units within the City, providing additional opportunities for moderate income families to obtain suitable housing. As such, the proposed application and associated development is in conformity with the affordable housing policies of the Official Plan.

Section 3.4.2.1 of the Plan provides policies related to heritage conservation. Specifically, part (b) states that all new development in older established areas of historic, architectural or landscape value is encouraged to be in keeping with the overall character of the area. Concerns regarding compatibility (ie architectural features including building materials, windows etc.) within the existing neighborhood will be addressed during the detailed design stage. Through the neighbourhood meeting process, residents did not express concerns with the built form however want to ensure the building is compatible with the character of the Allandale Neighbourhood; the applicant is committed to designing the site and building in accordance with the applicable design guidelines through the Site Plan process.

As per Section 4.2.2.2, Residential Densities, the proposed development is considered high-density, which is classified as developments which are in excess of 54 units per net hectare. Section 4.2.2.3.b encourages medium and high-density residential development to locate in Intensification Nodes and Corridors, and generally directed towards areas that are: adjacent to arterial and collector roads; near public transit, and facilities such as schools, parks, accessible commercial development; and where services and facilities such as roads, sewers and watermains, or other municipal services are available.

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The subject lands are located within the City's UGC where Provincial and Municipal Planning policies encourage high density developments. In reviewing the locational criteria, the property is located on Gowan Street which is classified as a Minor Collector per Schedule D where transit is available including with existing bus stops located at the corner of Burton Avenue and Bayview Drive, the Allandale Waterfront Station and along both Cumberland Street and Essa Road. The subject property is also located directly across the street from the Allandale GO Station. The site is located near a nursery school (approximately 0.25km), three elementary schools (approximately 3km) and two high schools (approximately 0.5 and 2km) as well as open space and parkland (Shear Park, Allandale Station Park, South Shore Park and Military Heritage Park). Accessible commercial amenities are also available with several businesses located along Essa Road, Tiffin Street and Burton Avenue/Yonge Street. Larger big box commercial development including a pharmacy, wholesale grocery store and several restaurants are located approximately 1.5km east of the property at the intersection of Burton Avenue and Huronia Road. The proposed development is also poised to make use of existing municipal services located along Gowan Street which provide capacity for the servicing of the proposed seven apartment units. Based on the above, the proposed development is in keeping with the locational criteria for high-density development within intensifications areas.

The design policies of the Official Plan are provided under Section 4.2.2.4 and require that development provide necessary on-site parking in accordance with the Zoning By-law and a functional amenity area including landscaping, screening, buffering and accessibility considerations. It requires that densities be graduated where possible and, where medium or high-density uses abut low-density uses, buffering protection be provided. Here, the City commits to encouraging the improvement of the character, and appearance of existing residential areas. The development concept provides the necessary on-site functional elements including parking and amenity space while maintaining all the required setbacks for the building. The building has also been located on the property in a manner that accommodates the required Metrolinx setback and provides physical separation/buffering to adjacent low density uses so that the building is not located immediately adjacent the existing neighbouring dwellings. The proposed development will introduce new, well-designed, residential units to the area while complementing the residential character of the neighbourhood. Further, and given the location of the property and surrounding lands within the UGC, it is anticipated that higher forms of development may be proposed in the future.

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Section 4.2.2.6 provides intensification policies and describes that it 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. This section provides that intensification will contribute to more compact development which efficiently uses land and resources, optimizes the use of existing and new infrastructure and services, supports public transit and active transportation and promotes energy efficiency. Section 4.2.2.6 (b) encourages residential intensification and requires that it be focused in the UGC (among other areas).

The scale and character of the proposed development, despite being classified as high-density in the Plan, is a mid-rise built form that is considered compatible with the surrounding neighbourhood. The proposed built form of walk-up apartments currently exists in the area and has demonstrated the ability to be compatible and integrated, within the surrounding neighbourhood. The proposed development at 15 metres in height is also compatible and consistent with what is existing and permitted within the surrounding neighbourhood.

Sufficient water and wastewater infrastructure is available to the development along Gowan Street without impacting operation of these systems as detailed in the Functional Servicing and Stormwater Management Report. The subject property is in proximity to an established transit route and various commercial, institutional, employment and open space amenities. The proposed development of seven additional units has the potential to enhance the operation and capacity of existing systems and facilities.

The proposed ZBA and associated development seeks to permit the development of a walk-up apartment building within the UGC at a density of 76 units per hectare. Justification for the increased density stems from satisfying the policies provided in the Official Plan. The subject lands represent an ideal location for the proposed intensification as it satisfies the policies outlined above. The proposed development makes use of existing infrastructure, public transit, commercial, employment, institutional and open space amenities while introducing an additional seven residential apartment units to the Barrie housing market. The development will contribute to the range of housing types and price points available in an area which possesses appropriate amenities to support residential intensification. The development is supported by Provincial Planning policies and will aid the City in reaching its intensification and density targets.

Goals and policies of Sections 5.2 and 5.5 provide direction for the efficient and cost-effective use of existing water, wastewater and stormwater management infrastructure. The FSR submitted under separate cover demonstrated the site's

**ZONING BY-LAW AMENDMENT APPLICATION
79 GOWAN STREET**

ability to be serviced with existing infrastructure and identifies required improvements.

5.4.2.3(a) encourages high-density residential development to be located adjacent to public transit routes while (f) commits the City to the provision of efficient connections between the local transit system and inter-regional transit such as GO Transit. The subject property represents an excellent opportunity increase transit supportive densities for local integration of municipal bus stops and the Allandale GO station.

4.3.1 URBAN DESIGN BRIEF

Section 6.5.2.2 Of the Official Plan provides general urban design guidelines for the City of Barrie. Part (a) encourages the massing and conceptual design of buildings which complements the neighbourhood and contributes to desirable character. Part (a) also promotes the finishing of all visible sides of a building the same as the front. Building entrances should be accessible and well defined to pedestrians, particularly for persons with disabilities. IPS recognizes the importance of preserving the character of the Historic Allandale Neighbourhood and these matters will be implemented through the site plan. In terms of massing, the development of a 15m (4 storey) building in this location will contribute to the character of the area and has the ability to integrate with adjacent built forms. The building entrance faces Gowan Street and will be well defined, with an internal sidewalk proposed to provide safe pedestrian access from the public street to the building. Part (b) promotes the use of berming and planting to soften the visual impact of parking areas. It is anticipated that detailed landscape plans will be submitted through Site Plan Control in accordance with this guideline. Part (d) requires the protection of treed areas and their incorporation into the design where feasible. A tree inventory and preservation plan has been prepared by Landmark Environmental and is submitted under separate cover; the findings will be further implemented in the Site Plan process.

As indicated in 6.5.2.1, Defined Policy Areas may apply specific urban design policies to select areas of the City and includes lands adjacent the property but not the subject lands specifically. This is further outlined in Section 4.3.2 of this Report. Other general Design guidelines including signage, the location of utilities and energy efficient design will be addressed in detail through the site plan process, however it should be noted that walk-up apartments are generally considered a more energy efficient design than ground-oriented housing.

ZONING BY-LAW AMENDMENT APPLICATION
79 GOWAN STREET

Section 6.6 deals with regulations for buildings proposed to be greater than three (3) storeys in height. These policies are particularly relevant for lands in the City's UGC. General policies include the encouragement of innovative architecture to reduce the visual and physical impact of the height on the pedestrian realm, and tower design that results in slimmer buildings. More specifically, taller buildings must mitigate the impact of shadows through setbacks and stepping provisions; be sited to preserve and define any vistas terminating at Kempenfelt Bay; incorporate massing and materials that create pedestrian interest and respect pedestrian scale; utilize design elements to create height transitions when sited next to lower scale buildings. The proposal for a 15m walk up apartment building (noting that the RM2 Zone permits up to 20m) is not anticipated to result in a negative visual or physical impact on the pedestrian realm and is considered compatible with adjacent built forms.

The City's Intensification Area Urban Design Guidelines provide design direction for development in intensification areas. The vision statement for Barrie's Intensification Strategy is stated in Section 2.4.1 and reads as follows:

"The City of Barrie will encourage new development in the higher density categories in appropriate areas throughout the Municipality while continuing to support the integrity of stable neighbourhoods. It is anticipated that the majority of residential and employment intensification will occur within the City's UGC with additional intensification occurring in appropriate nodes and corridors. Higher density uses will be of a higher quality design and will encourage a mix of uses."

A review of the applicable sections of the guidelines has been conducted and is provided below.

Section 2.5.3 notes that if sites become available for redevelopment and intensification, opportunities exist for higher density development types such as walk-up apartments that reinforce these areas as Established Neighbourhood Streets through compatibility with, and transitions to, existing adjacent buildings. Four to five-storey buildings are considered appropriate directly adjacent to two-storeys. The General Building Design guidelines will be further reviewed during the detailed design stage.

Section 4.3.2 directs that new buildings in intensification areas should generally have a mid-rise scale of 4 to 8 storeys which promotes human-scaled development and minimizes adverse impacts on adjacent properties. The proposed building, at a maximum height of 15m, does not trigger the step-back requirement detailed in Section 4.3.4 (Gowan Street ROW is 20m). Section 4.3.5

ZONING BY-LAW AMENDMENT APPLICATION 79 GOWAN STREET

promotes the maintenance of a continuous streetwall, however also highlights the need to preserve natural light access for adjacent properties. Positioning the building south of the adjacent dwellings, as shown on the concept plan, will preserve natural light and minimize shadowing impacts both to the east and west.

Section 4.3.8 promotes expressive design of residential units with distinct architectural detailing, including entrance and window design which is consistent and complements existing buildings. Building elements should be oriented to maximize views of Kempenfelt Bay. The building as proposed is articulated so its widest side faces Gowan street and the Bay to maximize views for residents. Further architectural detailing will be completed through the detailed design process, in keeping with the Allandale Heritage design guidelines and the public as appropriate.

Section 5.3 provides guidelines for Established Residential Streets. Section 5.3.2 identifies the opportunity to intensify these areas with higher density forms of housing including walk-up apartments. Section 5.6 identifies the Allandale Waterfront GO Station as a Major Transit Station Area. Increased densities concentrated within 500 metres of Major Transit Station Areas is encouraged to help support a viable transit network and promote active transportation. This is stated again in Section 4.1.3. The proposal represents high density development which has the potential to support transit ridership.

Per Section 5.7, new development in the Allandale Neighbourhood should respect a careful balance between mixed-use main streets, such as Essa Road, and the remainder of the established residential neighbourhood. The development concept provides a desirable transition from the Essa Road intensification corridor to the Allandale Station area and the balance of the established historic neighbourhood. The Guidelines also highlight the importance of increased densities within walking distance of Major Transit Station Areas to promote walking, cycling and transit and provide the critical mass required to ensure transit network viability. Through the neighbourhood meeting process, comments from the residents indicate general support for the proposed density given its location on the “periphery” of the Allandale Neighbourhood and proximity to transit options, as opposed to being located more internal to the neighbourhood.

Through a review of the applicable Urban Design Guidelines and in consideration of the nature and scale of the development concept, the site will be developed in accordance with the Urban Design Guidelines and ultimately

has the ability to contribute to the character of the area in a positive manner. The development of the site will be subject to Site Plan control which is the appropriate process to implement many of the above noted design elements prior to any construction occurring.

4.3.2 ALLANDALE HERITAGE URBAN DESIGN DEVELOPMENT GUIDELINES

The City of Barrie, in consultation with residents of the Allandale Neighbourhood have developed area specific Urban Design Guidelines for the Allandale area. The primary goal of the Allandale Heritage Urban Design Development Guidelines is to maintain visual consistency in the neighbourhood character from the perspective of the street. These guidelines provide guidance for additions, renovations and new buildings on properties located in the area.

It is noted however that the property falls beyond the limits of these guidelines, though have been assessed to demonstrate the appropriateness of the development. Further, the subject property is not adjacent to any properties listed on the Municipal Heritage Register and therefore will not have an impact on such buildings.

Gowan Street is identified as a "Yellow Street" in the Historic Neighbourhoods Strategy. As per the strategy, yellow streets are considered areas in transition with a growing mix of housing forms and a range of services. Growth in this area is anticipated, primarily along minor collector roads and vacant underutilized sites – to which Gowan Street and the property qualifies. Medium-scale infill is considered acceptable provided it adheres to good urban design and complements the neighbourhood.

While the subject property is outside the previously mentioned policy area, it is understood that it is immediately adjacent to it and there is an opportunity to provide a positive impact on the historic neighbourhood. As such, a review of the Allandale Heritage Urban Design Development Guidelines has been completed below, with the understanding that the guidelines do not apply:

The scoped site plan control and design guidelines ensure that building permits submitted for properties within the scope of the Guide are sympathetic to the visual characteristics of existing heritage properties.

**ZONING BY-LAW AMENDMENT APPLICATION
79 GOWAN STREET**

Section 2.2 encourages new development to have a compatible frontage, lot depth, lot area and front yard setback with adjacent properties. Extreme difference in front yard setbacks between adjacent buildings is discouraged. The existing lot has a larger frontage and area than adjacent properties but is comparable to many other properties in the neighbourhood, particularly those with existing walk-up apartments. Regarding front yard setback, any new development along Gowan Street would be subject to similar setback requirements and many of the existing dwelling in this area are currently legal non-conforming.

Section 2.3 discourages development with significantly larger massing than adjacent dwellings. Additionally, the scale of the building should be proportional to the size of the lot and emphasize the generous size of lots in the area. The concept plan proposes a building which, at 28% lot coverage, satisfies the provision which caps it at 35% and at a compatible height to the adjacent lands, noting that up to three storeys (10m) is permitted.

Section 2.4 encourages development to be sensitive to the height of adjacent structures and recommends the upper floor be partially within the roof structure to minimize height impacts. Gable windows and pitched roofs are common in the area and the developer will consider incorporating these features in design. Note that the building as proposed would have a height of an approximately 15 metres adjacent to lands where 10m is permitted. The increase in height is considered compatible.

Section 2.5 encourages dormers and entrance doors on walls facing the street, and blank walls facing streets shall be avoided. The building entrance will be located on the wall facing Gowan Street and will be designed as a focal point. The property does not directly abut a street to the east or west, however, consideration will be given to enhance architectural design of the building sides given the adjacent uses.

Lastly, section 2.8 encourages the use of landscaping features in the front yard to provide separation between the property and street. Enhanced landscaping elements will be incorporated to help screen the parking area.

Through a review of the above noted document, it is anticipated that the proposed application and associated development can proceed in accordance with the applicable design guidelines and positively contribute to the character of this historic area.

For the above stated reasons, the proposed Zoning By-law Amendment and associated development is deemed to be in conformity with the City of Barrie Official Plan and the applicable urban design guidelines.

4.4 RATIONALE FOR PROPOSED SPECIAL PROVISIONS

The proposed application intends to rezone the lands from the RM1 Zone to the RM2 Zone 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 and in consideration of the location of the site with the UGC, an area where the Province and City direct the highest density developments. In this regard, it is noted that the provisions with the City's zoning by-law require amendments in order to implement the density targets sought. Intensification is often achieved through smaller lot sizes, reduced setbacks, newer building forms and increased heights, among other options. The City has historically supported several ZBA applications throughout the Municipality to achieve the intensification and density prescribed by Provincial and Municipal plans.

4.4.1 Increased Maximum GFA

The RM2 zone permits a maximum GFA of 60%. The application proposes to increase the maximum GFA to 112% of the lot area in order to implement the development concept as proposed. The proposed increase is a result of intensification of the subject lands based on the development concept and as supported by Provincial Policy and the Official Plan. The proposed maximum GFA of 112% of the lot area is considered appropriate in order to facilitate the intensification of the lands while maintaining functionality including an appropriate amount of amenity space, landscaped open space and parking. This Special Provision will facilitate a more efficient and compact development of the lands and not detract from the usability and enjoyment of the lands by the residents, while contributing the range of housing options in the area.

4.4.2 Increased Maximum Density

Similar to above, the application aims to increase the maximum density of the site to 76 units per hectare whereas the RM2 zone permits a maximum of 53 units per hectare for walk-up apartments. As noted within this report, the subject lands are within the UGC where high density development is encouraged. Along with the proposed increased density, the concept plan maintains the ability to provide the necessary functional elements of the site including setbacks, parking

and amenity space. The RM2 density permissions were implemented prior to recent Provincial Policy which encourages higher density developments and a greater emphasis on intensification through redevelopment. Changes in Municipal policy to assist in meeting targets, including potentially increased density provisions within the Zoning By-law are anticipated. Potential updates to the City's Zoning By-law can ensure consistency and conformity with Provincial targets. Until such time, the proposed zoning by-law amendment and associated development align with the City's Official Plan and provincial policy and as such, the proposed increased density is considered appropriate and justified.

4.4.3 Maximum Front Yard Parking Coverage

The RM2 zone currently permits a maximum front yard parking coverage of 60% however reduces this to 50% for walk-up apartments. It is understood this reduction is intended to locate parking to the rear of sites and screened from view for walk up apartments as they generally require larger parking areas than other permitted built forms within the RM2 zone. This application proposes a maximum front yard parking coverage of 60% to facilitate the concept plan including 9 parking spaces, equating to 1.29 spaces per unit, one space being fully assessable. The development concept balances the need to accommodate adequate parking for residents and visitors and comply with the Metrolinx setback while offering an efficient site layout. An alternative design was considered which located the parking to the rear of the building however the result was a compromised front yard amenity area and potential for increased disturbances (garbage collection, parking area maintenance, etc.) with the parking area in the rear. Further, locating the parking in the rear would equate to additional impervious surfaces as a driveway would be required from Gowan to the rear of the lands, reducing the overall amount of landscaped open space. In consideration of the scale of the proposed development, including 9 total parking spaces and given the existing on street parking associated with the Allandale Go Station on Gowan Street, the proposed increase in front yard parking is justified.

5.0 CONCLUSION

While considered high-density in the context of the Official Plan based on the proposed 76 units per hectare, the proposed built form of 4-storey walk-up apartments is indicative of medium density development. The proposed rezoning is consistent with the intensification goals of the Province and the locational criteria for high-density development and intensification contained in the City of Barrie Official Plan. This application seeks to provide intensification within the

**ZONING BY-LAW AMENDMENT APPLICATION
79 GOWAN STREET**

UGC, along a minor collector road where public transit is immediately available and in proximity to schools, parkland, waterfront and commercial amenities all of which contribute to the suitability of the proposed development.

The proposed development will introduce additional housing units to the area, contributing to available housing stock on otherwise vacant lands. The proposed density is appropriate as it satisfies the many planning policies relative to intensification, particularly Provincial and Official Plan policies for high-density developments within identified intensification areas. The proposed application satisfies such policies while also assisting the municipality in achieving provincially mandated intensification targets. From a location perspective, the site is ideally situated to utilize existing infrastructure, services, transit and daily living amenities in an area experiencing predicted growth. The proposed seven units represent an appropriate and efficient use of the lands given the ability to satisfy the applicable Provincial and Municipal Planning policies as described in this report. In order to facilitate the development as proposed and assist in meeting both Provincial and Municipal intensification targets, three special provisions are requested. Given the scale of the development, the proposed special provisions are considered appropriate as it will facilitate a compact, efficient and compatible use of the lands which integrates into the surrounding neighbourhood. Further, the development provides an opportunity to integrate the applicable urban design guidelines in a manner that contributes to the character of the area through site plan control.

The justification for the approval of this Zoning By-law Amendment application is based on conformity with the goals and objectives of the Provincial Growth Plan, Provincial Policy Statement, and the City of Barrie Official Plan. It is my professional opinion that the following Zoning By-Law Amendment application represents good planning.

Respectfully submitted,

Innovative Planning Solutions

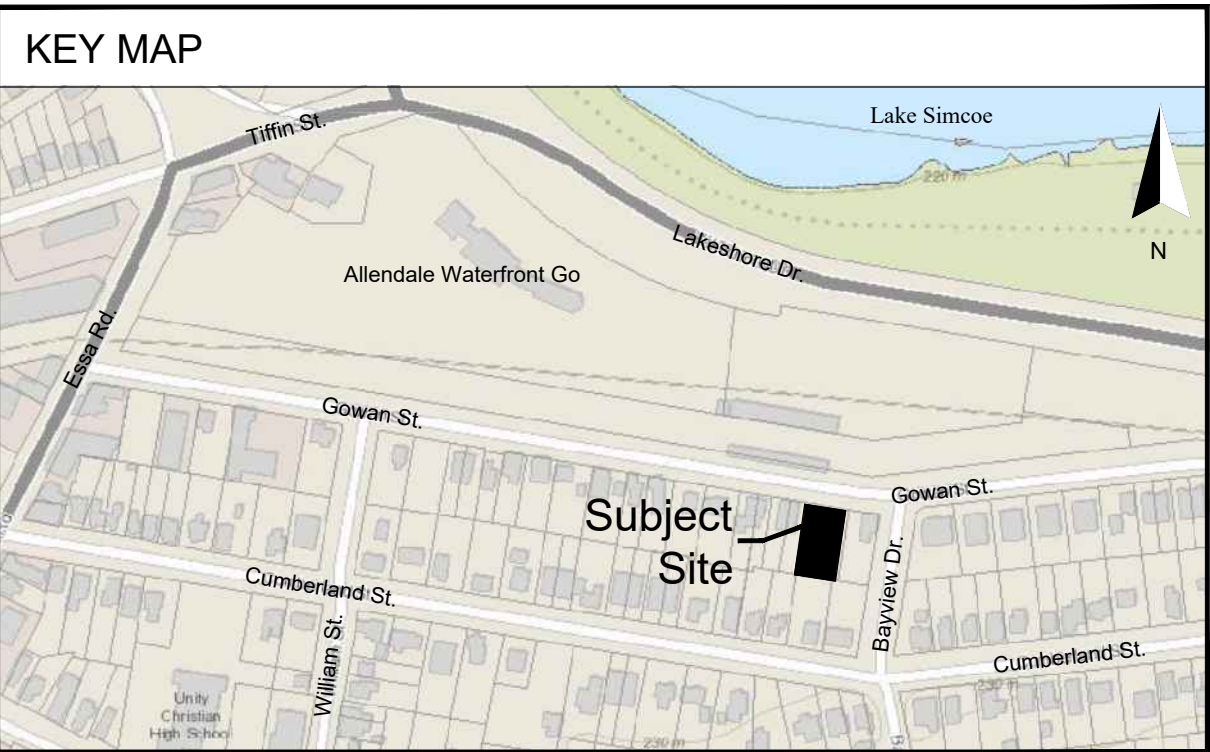


Greg Barker, B.A.A.
Associate



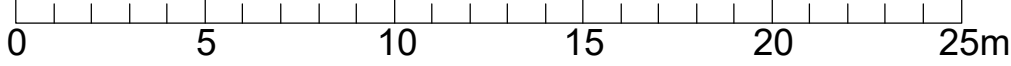
Tyler Kawall, B.E.S.
Planner

**APPENDIX 1 – CONCEPTUAL SITE PLAN AND
CONTEXT SKETCH**



CONCEPTUAL SITE PLAN

Lot 19 and Part of Lot 18,
Registered Plan 40
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE
Scale



LEGEND

- Subject Lands
Area: 924.43m²
- Proposed 4-Storey Walk-Up Apartment
- Building Footprint: 258.11m²
- 7 units
- Main Entrance
- Secondary Entrance
- Amenity Area
(Area: 162.4m²)
- Open Space
- Sidewalk

Zoning Table - RM2

	Required	Provided
Lot Area (min.)	720.0m2	924.4m2
Lot Frontage (min.)	21.0m	23.2m
Front Yard (min.)	7.0m	19.7m
Side Yard (min.)	1.8m	1.8m
Rear Yard (min.)	7.0m	7.0m
Landscape Open Space (min.)	35%	42%
Lot Coverage (max.)	35%	28%
Gross Floor Area (max.)	60%	112%
Height of Bldg. (max.)	20.0m	15.0m
Density	53	76
Parking Spaces	7 (1 / unit)	9
Amenity Area	84.0m ²	162.4m ²
Landscaped Buffer Areas	3.0m	3.9m
Front Yard Parking Coverage	50%	60%

Source: Simcoe County Interactive Mapping, 2016
Note: Information shown is for discussion purposes only.

CONCEPTUAL SITE PLAN - 7 UNITS

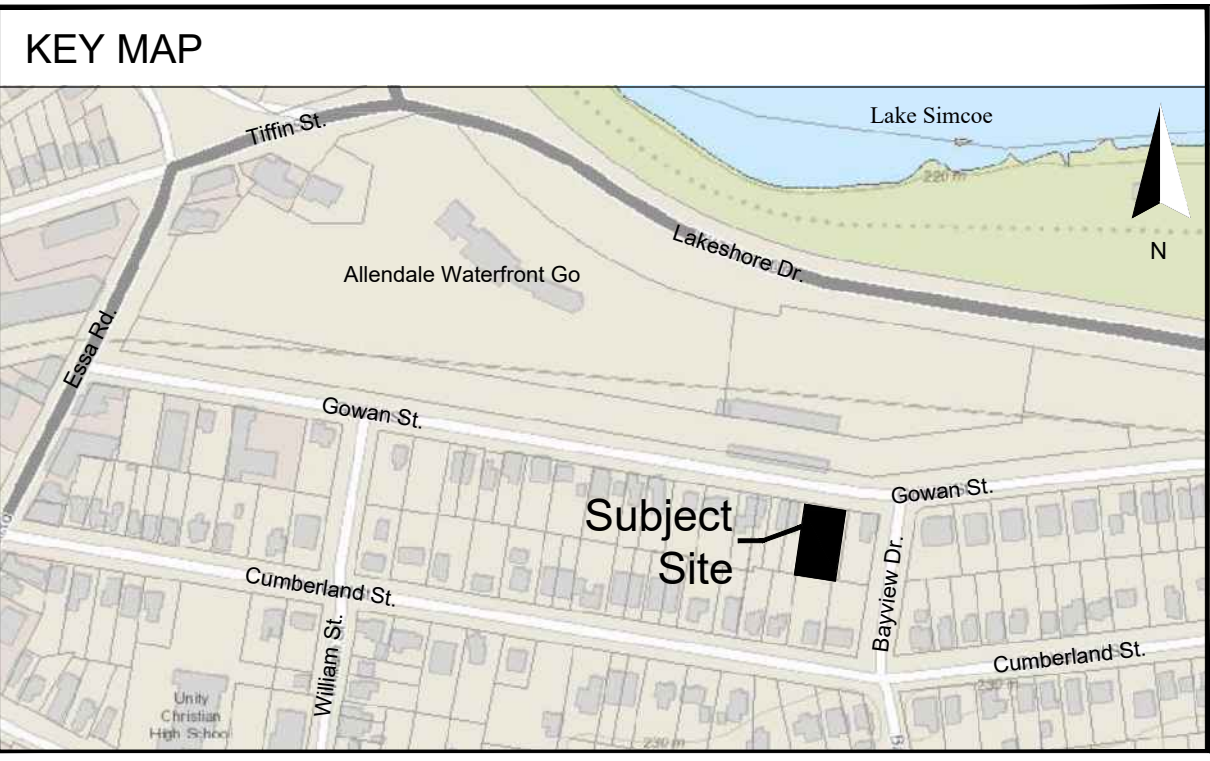
79 GOWAN STREET, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



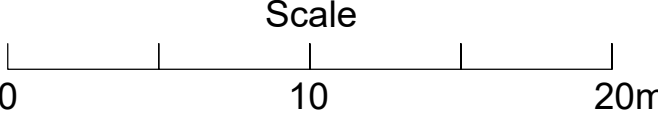
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Date: January 10, 2020	Drawn By: A.S.
File: 19-842	Checked: GB



SITE CONTEXT SKETCH

Lot 19 and Part of Lot 18,
Registered Plan 40
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE



- LEGEND
- Subject Lands
Area: 924.43m²
 - Proposed 4-Storey Walk-Up Apartment
- Building Footprint: 258.11m²
- 7 units
 - Main Entrance
 - Secondary Entrance
 - Amenity Area
(Area: 162.4m²)
 - Open Space
 - Sidewalk

Source: Simcoe County Interactive Mapping, 2016
Note: Information shown is for discussion purposes only.

SITE CONTEXT SKETCH
79 GOWAN STREET, BARRIE



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Date: January 10, 2019	Drawn By: A.S.
File: 19-842	Checked: GB

APPENDIX 2 – DRAFT ZONING BY-LAW AMENDMENT

ZONING BY-LAW AMENDMENT APPLICATION
79 GOWAN STREET

THE CORPORATION OF THE CITY OF BARRIE
ZONING BY-LAW NUMBER _____-2020

“A By-law of the City of Barrie to amend Zoning By-Law 2009-141 by rezoning portions of the lands legally described as Lot 19 and Part of Lot 18, Concession 14, Registered Plan 40 in the City of Barrie from Residential Multiple Dwelling First Density (RM1) to Residential Multiple Dwelling Second Density Exception ____ (RM2-SP-____) as depicted on Schedule A attached hereto”

WHEREAS the Council of the Corporation of the City of Barrie is empowered to pass By-laws to regulate the use of land pursuant to Section 34 of the Planning Act, R.S.O 1990, cP.13, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone the lands described above;

AND WHEREAS the Council of the Corporation of the City of Barrie deems 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 City of Barrie hereby enacts as follows:

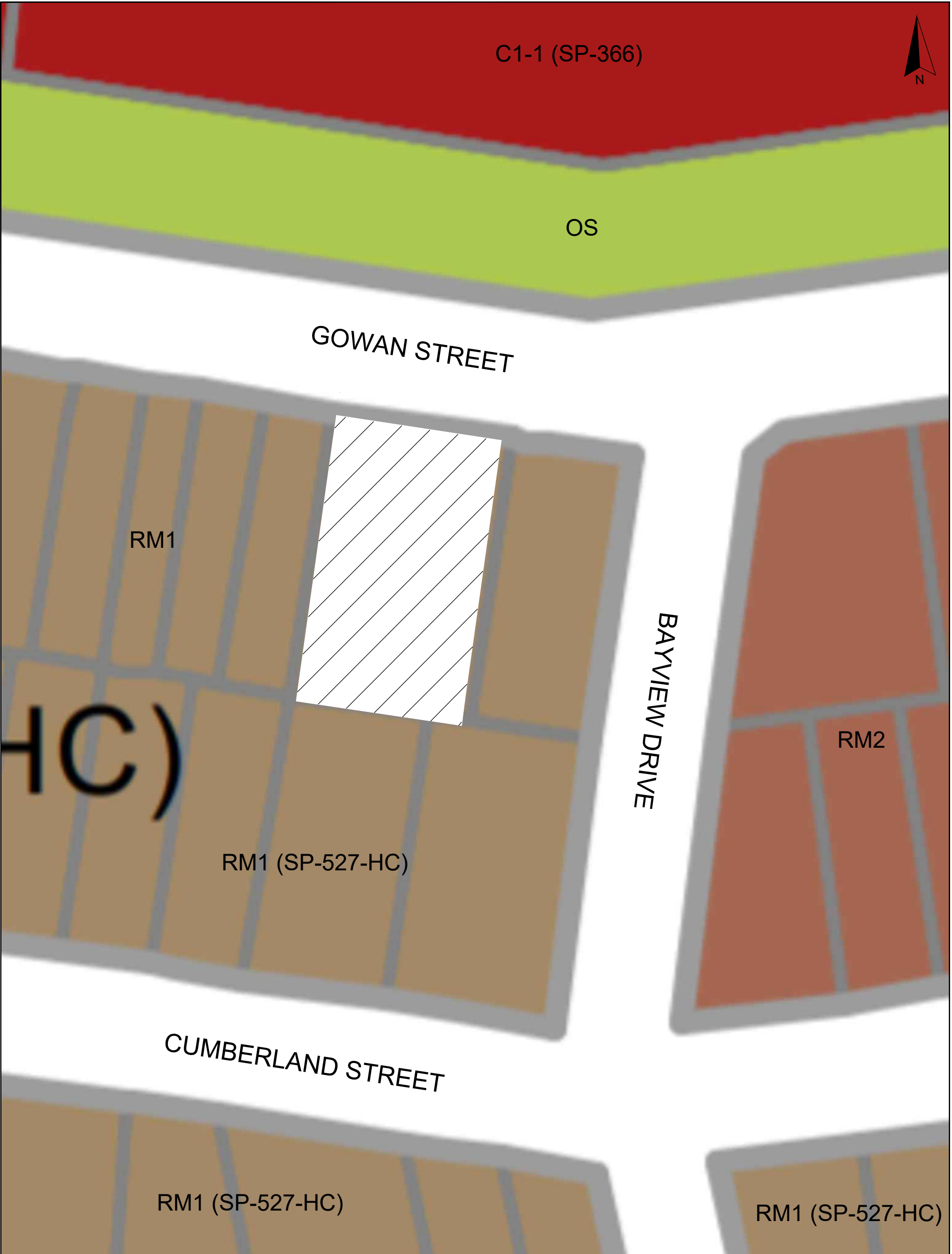
That the South Section Map to By-law 2009-141 is hereby further amended by rezoning those lands described as Lot 19 and part of Lot 18, Concession 14, Registered Plan 40 in the City of Barrie from Residential Multiple Dwelling First Density (RM1) to Residential Multiple Dwelling Second Density Exception ____ (RM2-SP-____) as shown on Schedule “A” to this By-law.

1. Notwithstanding the provisions as set out in Zoning By-law 2009-141, walk-up apartments on lands zoned Residential Multiple Dwelling Second Density Exception ____ (RM2-SP-____) shall be permitted the following provisions:
 - Maximum Gross Floor Area: 112%
 - Maximum Density: 76 uph
 - Maximum Front Yard Parking Coverage: 60%
2. That all other provisions of the Zoning By-law 2009-141, as amended, shall apply.
3. That Schedule “A”, attached, does and shall form part of this By-law.
4. That this By-law shall come into force and take effect on the date of passing thereof, subject to the provisions of Section 34 of The Planning Act, R.S.O., 1990, as amended.

BY-LAW READ A FIRST, SECOND AND THIRD TIME THIS ____ DAY OF _____, 2020.

Mayor

Clerk



LEGEND

Subject Lands
Area: 924.43m²

Lands to be rezoned from Residential Multiple Dwelling First Density 'RM1' zone to Residential Multiple Dwelling Second Density with Special Provisions 'RM2 - XX' zone

SCHEDULE "A"
ZONING BY-LAW AMENDMENT
79 Gowan Street,
Lot 19 and Part of Lot 18,
Registered Plan 40
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE

Scale

0510152025m

Source:

City of Barrie Comprehensive Zoning By-Law 2009-141, South Section

Note:

Information shown in approximate and subject to change.

IPS

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Date:

December 23, 2019

Drawn By:

AS

File:

19-842

Checked:

GB



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