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**TO:** PLANNING COMMITTEE

**SUBJECT:** ZONING BY-LAW AMENDMENT – 108, 116 AND 122 HARVIE ROAD

**WARD:** 6

**PREPARED BY AND KEY CONTACT:** T. BUTLER, PLANNER, EXT. 5446

**SUBMITTED BY:** M. BANFIELD, RPP,  
DIRECTOR OF DEVELOPMENT SERVICES, EXT. 5466

**GENERAL MANAGER APPROVAL:** B. ARANIYASUNDARAN, P.ENG, PMP, GENERAL MANAGER OF  
INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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### **RECOMMENDED MOTION**

1. That the Zoning By-law Amendment Application submitted by The Jones Consulting Group, on behalf of ASA Development Inc., to rezone lands municipally known as 108, 116 and 122 Harvie Road, from 'Residential Single Detached Dwelling First Density' (R1) to Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX), Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-YYY)(H-XXX), and Residential Single Detached Dwelling Fourth Density with Special Provisions, Hold (R4)(SP-XXX)(H-XXX), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Multiple Dwelling Second Density (RM2)(SP-XXX)(H-XXX) zone associated with Block '13' of the subject lands:
  - a) To permit an exterior side yard setback of 2.0 metres to the daylighting triangle for the apartment dwelling, whereas 3.0 metres is required;
  - b) To permit a front yard setback of 5.0 metres to Beacon Road, whereas 7.0 metres is required for the apartment dwelling;
  - c) To eliminate the 60% maximum gross floor area as a percentage of lot area;
  - d) To permit an exterior side yard setback of 1.8 metres to Street A, whereas 3.0 metres is required;
  - e) To permit a minimum rear yard setback and secondary means of egress of 5.0 metres, whereas 7.0 metres is required;
  - f) To permit an amenity area in an unconsolidated form, whereas an amenity area is required in a consolidated form;
  - g) To permit tandem parking and a minimum driveway length of 5.5 metres for a townhouse unit, whereas tandem parking is not permitted and a minimum 6.0 metre driveway length is required.

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- h) To permit a maximum lot coverage of 60%, whereas a maximum lot coverage of 35% is permitted;
  - i) To permit a maximum density of 75 units per hectare, whereas a maximum density of 53 units per hectare would be permitted; and
  - j) That notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
3. That the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Multiple Dwelling Second Density (RM2)(SP-YYY) (H-XXX) zone associated with Block '14' of the subject lands:
- a) To permit a front yard setback of 1.8 metres, whereas 7.0 metres is required;
  - b) To permit a secondary means of access of 5.0 metres, whereas 7.0 metres is required;
  - c) To permit tandem parking and a minimum driveway length of 5.5 metres for a townhouse unit, whereas tandem parking is not permitted and a minimum 6.0 metre driveway length is required;
  - d) To permit a maximum lot coverage of 60%, whereas a maximum lot coverage of 35% is permitted;
  - e) To eliminate the 60% maximum gross floor area as a percentage of lot area;
  - f) To permit a maximum density of 50 units per hectare, whereas a maximum density of 40 units per hectare would be permitted; and
  - g) That notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
4. That the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Single Detached Dwelling Fourth Density (R4)(SP-XXX) (H-XXX) lots associated with the subject lands:
- a) To permit a minimum lot area of 195 square metres, whereas 335 square metres is required;
  - b) To permit a minimum lot frontage of 9.0 metres, whereas 10.0 metres is required;
  - c) To permit an exterior side yard setback of 2.6 metres, whereas 3.0 metres is required;
  - d) To permit a rear yard setback of 5.0 metres, whereas 7.0 metres is required;
  - e) To permit a front yard setback to an attached garage of 5.5 metres for Lots 1 through Lot 6, whereas 7.0 metres is required;
  - f) To permit a front yard setback to dwelling unit of 3.0 metres, whereas a minimum setback of 4.5 metres is required; and

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- g) That a maximum lot coverage of 60% is permitted, whereas a maximum lot coverage of 35% is required.
5. That the By-law for the purpose of lifting the Holding Provision (H) from the Zoning By-law Amendment as it applies to the lands municipally known as 108, 116 and 122 Harvie Road shall be brought forward for approval once the owner provides the following to the satisfaction of the Lake Simcoe Region Conservation Authority and the City of Barrie:
- a) A revised scoped Environmental Impact Study, which adequately addresses any natural heritage features on site including significant wildlife habitat and habitat of endangered species.
6. For the purposes of this by-law, provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this by-law shall not apply.
7. That the written and oral submissions received relating to this application, have been on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV011-22.
8. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

## **PURPOSE & BACKGROUND**

### Report Overview

9. The purpose of this Staff Report is to recommend approval of a zoning by-law amendment application submitted by The Jones Consulting Group, on behalf of ASA Development Inc., for lands known municipally as 108, 116, and 122 Harvie Road (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 127 residential dwelling units, inclusive of twelve (12) single detached units fronting Beacon Road, 64 block townhouse units, and 51 units within a four (4) storey apartment (see Appendix "B" – Draft Plan of Subdivision). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of development in accordance with both Provincial and municipal policy, and the City of Barrie's Official Plan.
10. The applicant has also submitted an application for Draft Plan of Subdivision, which is being considered separately from the subject application. This application is required to create the 12 single detached dwellings fronting onto Beacon Road, the extension of Beacon Road, creation of a new municipal road, and creation of two blocks over the remainder of the lands that would be further subdivided [Parcels of Tied Land (POTL's)] on private roadways through further *Planning Act* applications. The applicant is proposing to develop the two separate blocks as a Plan of Condominium; however, this requires that the lands be part of a registered plan of subdivision prior to further condominium blocks and lots (POTL's) being created. Should Council approve the subject Zoning By-law Amendment application, Planning staff, through delegated approval (Council Motion 10-G-346), would be in a position to recommend approval of the associated Draft Plan of Subdivision following final approval of the implementing Zoning By-law.
11. Should Council approve the subject Zoning By-law Amendment application, staff are recommending that a Holding Provision (H) be utilized over the subject lands to address the comments received from the Lake Simcoe Region Conservation Authority (LSRCA), specifically related to the identification of any natural heritage features on site including significant wildlife habitat and habitat of endangered species. The Holding symbol (H) would be lifted following the

completion of an updated Environmental Impact Study (EIS) to the satisfaction of the LSRCA and the City.

12. With the conclusion of the technical review and public consultation process, which included a Public Meeting on December 7, 2021, staff have determined that the proposal has regard for matters of Provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020), and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), and the City of Barrie Official Plan (2010). As such, Planning staff are recommending approval of the subject application as the lands are appropriately suited for medium density residential infill development, as proposed.

#### Site and Location

13. The subject lands are rectangular in shape and are located on the north side of Harvie Road, west of Highway 400, within the Holly Planning Area. The lands comprise 2.48 hectares (6.1 acres) with approximately 115 metres of frontage on Harvie Road and 195 metres of frontage on the unopened extension of Beacon Road.
14. The existing land uses surrounding the subject property are as follows:
  - North: Montserrand Park, existing single detached residential uses, existing multi-unit residential development in the form of townhouses on Montserrand Street, and CTV Barrie Television Station and associated communications tower.
  - South: Veteran's Woods Park, existing single detached residential uses, a children's daycare located at the corner of Beacon Road and Thrushwood Drive and Trillium Woods Elementary School.
  - East: A Draft Plan Approved Business Park on lands owned by Bell Media and the recently constructed Harvie Road overpass at Highway 400.
  - West: An existing commercial plaza at Veteran's Drive and Essa Road, existing single detached residential dwellings and proposed multi unit residential development on the east side of Veteran's Drive, south of Montserrand Street.

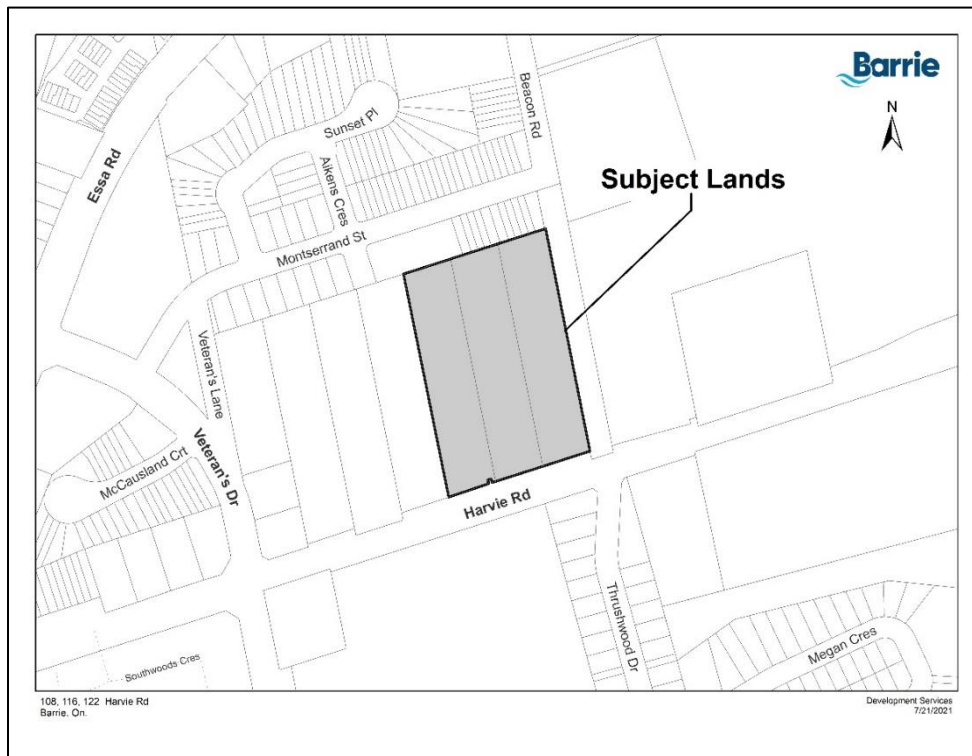


Figure 1. Location Map

### Existing Policy

15. The subject lands are designated 'Residential' within the Official Plan and are zoned 'Residential Single Detached Dwelling First Density' (R1) by the City's Comprehensive Zoning By-law 2009-141.
16. The predominant use of the 'Residential' designation shall be for all forms and tenure of housing. The 'Residential' designation encourages intensification in residential areas through residential conversions, infill, and redevelopment to promote an increase in planned and/or built densities, and to achieve a desirable compact urban form.

### Background Studies

17. In support of the application, the following reports were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under [Ward 6 – 108, 116, 122 Harvie Road](#).
  - Planning Justification Report (The Jones Consulting Group Ltd., dated September 2021)
  - Functional Servicing and Stormwater Management Report (Pearson Engineering, dated September 2021)
  - Traffic Impact Study (JD Northcote Engineering Inc., dated September 2021)
  - Archaeological Property Assessment (Stage 3) (Earthworks Archaeological Services Inc., dated January 2021)
  - Geotechnical Report (Peto MacCallum Ltd. Dated February 2021)
  - Hydrogeological Assessment (R.J. Burnside & Associates Ltd., dated June 2021)
  - Scoped Environmental Impact Study (Roots Environmental, dated December 2020)

- Noise Impact Study (R.Bouwmeester & Associates, dated September 2021)
- Tree Inventory and Preservation Plan (JDB Associates Inc., dated July 2021)

#### Public Meeting

18. A neighbourhood meeting was held on August 12, 2021 in a virtual format and was attended by 24 residents, Ward 7 Councillor Gary Harvey, the applicant's planning consultant, and City Planning staff.
19. A Public Meeting was held on December 7, 2021. There was one (1) resident that provided comment at the meeting and one resident provided written comment regarding traffic calming measures associated with the extension of the Beacon Road.
20. The comments and concerns expressed by residents at both the neighbourhood meeting and the public meeting, as well as those received in writing related to this proposal, are outlined in the public comment section of Staff Report DEV011-22 (paragraphs 22-24). This list provides a summary of the comments as well as a corresponding response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible.
21. Previous concept plans have been reviewed by Planning staff prior to the current proposal being submitted for consideration. The applicant has made numerous changes to the original concept plan submitted to address staff's recommendations. These changes include:
  - Reducing the proposed number of dwelling units from 141 to 127 dwelling units;
  - A modified built form ranging from single detached dwelling units to apartment dwelling units that will contribute to the City's overall rental housing stock;
  - Relocating and increasing the size of the proposed amenity areas; and
  - A reconfigured internal private roadway to account for a new municipal road extension from Beacon Road to the unopened Kemp Street Road Allowance.

Attached to Staff Report DEV011-22 as Appendix "C-1" is the original concept plan, the second revision to the concept plan is attached as Appendix "C-2", and the final concept plan submitted is attached as Appendix "C-3".

#### Public Comments

##### 22. Increased Traffic

Concern was raised with the current and addition of more traffic on Ardagh Road and the existing usage of Montserrand Street at Beacon Road.

Staff have reviewed and support the Traffic Impact Study submitted in support of the application to demonstrate that Harvie Road and the proposed extension of Beacon Road can accommodate the traffic anticipated by the proposed increase in density in the area. In addition, traffic calming measures will be implemented along the proposed Beacon Road extension.

##### 23. Amenity Areas

Concerns were raised about the ability of existing Montserrand Park to accommodate current and future residents.

The proposed development includes private amenity areas inclusive of open surface areas, rear yards and balconies that will service each of the proposed condominium blocks that will meet or exceed the requirements of the Zoning By-law.

24. Shadows and Privacy

Concerns were expressed regarding potential shadowing and privacy impacts resulting from the proposed apartment dwelling.

In support of the application Shadow Plans were submitted that illustrate no off-site shadow impact is anticipated on any adjacent developed residential lot. The apartment building has been oriented towards the intersection of Harvie Road and Beacon Road to mitigate any anticipated impacts on the adjacent single detached residential lots.

Department and Agency Comments

25. The subject application was circulated to staff in various departments and to external agencies for review and comment.
26. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating they have concerns with the proposal as it related to protecting any natural heritage features located on the subject lands that they wish to have addressed. At the request of the LSRCA, staff are recommending that a Hold (H) be placed over on the lands through a zoning by-law amendment approval and only lift the hold at such a time that any required field work, specifically related to any natural heritage features on site including significant wildlife habitat and habitat of endangered species has been completed to the satisfaction of the Lake Simcoe Region Conservation Authority.
27. Development Services – Approvals staff noted no concern with the proposed rezoning and indicated the proposed development can be adequately serviced with municipal water and sanitary services. All technical matters associated with the proposed development can be addressed through a subsequent Site Plan Control application and the consideration of the draft plan of subdivision application.
28. Development Services – Parks Planning staff noted no concern with the proposed rezoning and if approved, technical matters associated with landscaping, amenity area programming, boundary fencing and buffering of the property boundary (rear lot line) will be addressed through a subsequent Site Plan Control application. Parks Planning staff are satisfied with the required amenity space locations on the site.
29. Environmental Sustainability (Business Performance and Environmental Sustainability) provided comments indicating the proposed single detached units will be eligible for Municipal Curbside Collection Services, including recycling and organics programs, however the proposed condominium blocks will not be eligible for Municipal Curbside Collection Services, including recycling and organics programs. Waste collection for these blocks would be addressed through a subsequent Site Plan Control application.
30. Environmental Compliance (Business Performance and Environmental Sustainability) noted that information regarding internal stormwater management and site drainage, erosion and sediment controls, and sanitary connections must be provided for full review. These matters will be addressed through the Site Plan Control process. It is noted that a Site Alteration Permit, Discharge Agreement, and a Fill Management Plan will be required.
31. The City's Fire Services Department indicated no concerns with the proposed rezoning.

32. The City's Finance Department provided applicable development charges/fees associated with the future development of this site.
33. The Infrastructure Department - Water Operations Branch have indicated no concerns with the proposed rezoning and noted that a detailed review will be provided through the Draft Plan of Subdivision approval and subsequent Site Plan Control application.
34. Transportation Planning is supportive of the application and provided comments regarding traffic measures on Beacon Road including road widening requirements. Detailed design will be dealt with through the Draft Plan of Subdivision process and subsequent Site Plan Control application.
35. Transit Staff noted that they are supportive of the proposed development and have no further comments on the proposal.
36. The Simcoe County District School Board and the Simcoe Muskoka Catholic District School Board provided comments indicating no objection to the proposed Zoning By-law Amendment. Both school boards confirmed that their standard notification clauses would be required to be inserted into all purchase and sale agreements advising prospective purchasers that pupils generated by the proposed development may need to be transported to/accommodated in facilities outside of the neighbourhood, if required.
37. Bell Canada and Canada Post outlined conditions to be incorporated into the conditions of approval of the Draft Plan of Subdivision and have no objection to the application.

## **ANALYSIS**

### **Policy Planning Framework**

38. The following provides a review of the application in accordance with applicable Provincial and municipal policy documents.

### **Ontario Planning Act, R.S.O. 1990**

39. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation; sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; 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; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>
40. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will utilize planned and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential units; provides a compact form of development that minimizes impacts to climate change; and will not impact the natural heritage features or their ecological function.

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Provincial Policy Statement (2020) (PPS)

41. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
42. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
43. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e. transit) to accommodate projected needs. Intensification and redevelopment is also promoted to meet projected population growth for the next 20 years.
44. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended

45. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
46. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
47. Policies 2.2.1.2 (a), (c), (d) and (e) direct growth to settlement areas with existing water and wastewater systems that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing municipal water and wastewater systems, is focused in a built-up area that is serviced by transit, is close to public service facilities,
48. To support the achievement of complete communities, Policy 2.2.6.3 provides that municipalities require multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development conforms to this policy

through the addition of townhouses, a variety of apartment unit sizes and the opportunity for home occupations which contribute to the mix of land uses that makes a complete community.

49. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it would make efficient use of land and utilize available and planned infrastructure, including the City's transit service. The proposal provides alternative housing options through the provision of a variety of single-detached, townhouse, and apartment dwellings.
50. Although not included in detail, staff have reviewed the relevant policies in detail and are of the opinion that the development conforms with all of the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

#### Lake Simcoe Protection Plan (LSPP)

51. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has provided comments noting that they do not have any objections to the approval of the subject application with the use of a Holding symbol subject to a revised scoped Environmental Impact Study, specifically related to any natural heritage features on site including significant wildlife habitat and habitat of endangered species being provided. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

#### City of Barrie Official Plan (OP)

52. The 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. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>
53. There are a number of policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, and 4.2 Residential, relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
54. Section 2.3 (d) and (e) of the Official Plan identifies that there will be a growing need to provide higher residential densities than previous development within the City and Barrie and new housing stock will include a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options within the City. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools and open space.
55. Section 2.3 (g) of the Official Plan identifies that mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan. The proposed development is consistent with this policy in that it proposes a medium-density development with appropriate built form, utilizes existing and planned infrastructure and services, and would support the use of public transit.

56. Policies 3.3.2.1(a), (b), and (g) encourage a varied selection of housing types with regard to size, density, and tenure, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, and directs new residential development be at densities that are consistent with the Official Plan.
57. This proposal conforms to this policy as the applicant is proposing a mix of housing types, which include single-detached units, a range of townhouse units, and an apartment building. Housing types such as townhouse units and apartments are considered to be more attainable forms of housing than traditional single-detached dwelling units.

#### Affordable Housing

58. Section 3.3.2.2 identifies a goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criteria for affordable housing is identified as the least expensive of:
- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
  - Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan, not a requirement. However, as noted above, the developer has included more attainable forms of housing such as small-lot single detached dwelling units, townhouse dwelling units and apartment dwelling units. These forms of housing are considered more attainable forms of housing and will provide a range of housing options in this area of the city.

#### Intensification

59. The subject property is not located within an intensification node or along an intensification corridor and as such is intended to develop at the standard target density of 40 to 53 units per hectare for the RM2 zone. The proposed concept would not exceed this standard as the overall density of the proposed development would be 52.1 units per net hectare, however, the inclusion of the municipal cross street identified as Street 'A' (Concept Plan – Appendix "C-3") and creation of two (2) condominium blocks, increases the calculated density of Block '13' (Concept Plan Block 'A' – Appendix "C-3") to 75 units per hectare. For reasons noted throughout this report, the increased density can be supported at the proposed density of 75 units per hectare while mitigating impacts to the existing neighbourhood.
60. The Official Plan contains six criteria in the assessment of development applications outside of intensification areas including:
- a) The scale and physical character of the proposed development is compatible with and can be integrated into the surrounding neighbourhood.

Compatibility between properties is not intended to be interpreted as restricting new development to the same height and densities of surrounding areas. Consequently, Planning staff are of the opinion that the scale and character of the residential uses proposed as part of this development is generally consistent with the existing single detached and multi-unit built form of the area and can be integrated into the surrounding neighbourhood. In addition, staff are of the opinion that sufficient buffers and separation distances exist between the existing low rise residential properties and the proposed walk-up apartment dwelling.

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

Staff have concurred with the assessment outlined in the Functional Servicing Report that confirms municipal services are available for the proposed increase in density to facilitate the subject development.

- c) That public transit is available and accessible.

Harvie Road is not a major transit route currently, and a bus pad installation is not required as part of the development of the subject lands. Transit staff have confirmed that transit stops exists within 300.0 metres of the subject lands at the intersection of Harvie Road and Veteran's Drive.

- d) That the development will not detract from the City's ability to achieve increased densities in areas where intensification is focused.

The overall residential density will not have a negative impact on the City's ability to encourage intensification within the Urban Growth Centre and the Intensification Nodes and Corridors. The overall development, inclusive of a new municipal cross street meets the target density of 40 to 53 units per hectare for the Residential Multiple Dwelling Second Density (RM2) zone.

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

Staff have provided guidance and recommendations for the revisions to the current concept renderings attached to Staff Report DEV011-22 as Appendix "D" and will continue to ensure high quality urban design is incorporated into this development as part of the Site Plan Control process.

- f) That consideration is given to the preservation of heritage resources.

As noted in previous sections, the archaeological significance of the general area has been identified and represented. No archaeological resources have been encountered on the subject lands.

#### Holding Provision

61. In accordance with section 6.7 of the Official Plan, the City may utilize Holding Provisions (H) in accordance with the *Planning Act*, where the specific use of land has been identified but where the details of the development have not yet been fully resolved. In this regard, staff are recommending that a Holding symbol (H) be utilized over the subject lands to address the additional field work required with respect to natural heritage information, specifically related to any natural heritage features on site including significant wildlife habitat and habitat of endangered species requested by the Lake Simcoe Region Conservation Authority. As identified in the recommended motion, the Holding symbol (H) would be lifted following the completion of any additional field reporting work and an updated EIS being submitted to the satisfaction of the Lake Simcoe Region Conservation Authority and the City of Barrie.

#### Height and Density Bonusing

62. The Bonusing Policies (Section 6.8) within the Official Plan permit City Council to negotiate community benefits when considering passing a By-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. With respect to the subject

development, the applicant is proposing a Zoning By-law Amendment that includes permission for increased density within Block '13' (75 units per hectare) over and above what the current and proposed zoning on the subject lands permits (maximum 53 units per hectare). As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied.

63. While the proposed density of Block '13' exceeds the maximum density provisions of the RM2 zones, this is a result of the provision of the proposed municipal Street 'A' as identified in paragraph 59 above. As such, Planning staff are of the opinion that the application, if approved, should not be subject to the height and density bonusing policies of the Official Plan as the proposed density over the entirety of the lands would comply with the maximum provisions of the Zoning By-law.

### **Comprehensive Zoning By-law 2009-141**

64. As noted above, the application proposes to rezone the lands from 'Residential Single Detached Dwelling First Density' (R1) to Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP-XXX), Residential Multiple Dwelling Second Density with Special Provisions (RM2)(SP-YYY) and Residential Single Detached Dwelling Fourth Density with Special Provisions (R4)(SP-XXX). The site specific provisions (SP) have been requested to implement the proposed development concept and are discussed below.

#### Block 13 – RM2(SP-XXX)

##### Maximum Density – 75 Units Per Hectare

65. As previously discussed in consideration of Official Plan policies, intensification may occur within areas of the City outside of the Urban Growth Centre and identified Intensification areas, where services are available, and impacts upon surrounding land uses are minimized. The requested special provision would not be necessary if the lands were developed as a single condominium block. At the request of staff, a municipal cross street (Street 'A') was included in the proposed development that will encourage the development of the Kemp Street unopened road allowance located west of the subject lands. The municipal cross street requires two separate condominium blocks to be created (Block 13 and Block 14). The overall density of the site when the municipal road is included is 52 units per hectare. The Zoning By-law would permit a maximum density of 53 units per hectare within the RM2 zone. The density analysis included as Appendix "E" identifies the overall density of the neighbourhood at approximately 14.12 units per hectare. If the subject development is included, the overall density of the neighbourhood will be 15.84. Including already approved developments that have not yet been built, the overall density of the neighbourhood would become 20.56. As such, staff are satisfied that the maximum density provision of 75 units per hectare for Block 13 is appropriate.

##### Unconsolidated Amenity Space

66. While the Zoning By-law requires a minimum consolidated amenity space of 12m<sup>2</sup> per unit, staff are satisfied that the site provides adequate amenity space in an unconsolidated form through the provision of private rear yards, balconies and consolidated surface areas. Within Block 13, a consolidated amenity area of 549m<sup>2</sup> has been provided in addition to private rear yard amenity spaces associated with the townhouse units totally 715m<sup>2</sup> of amenity space, and balconies as part of the apartment building for an additional 506m<sup>2</sup> of amenity space. In total, Block 13 provides 1770m<sup>2</sup> of unconsolidated amenity space, whereas a consolidated amenity area of 549m<sup>2</sup> would be required.

##### Gross Floor Area (GFA) and Lot Coverage

67. The applicant has requested the elimination of the gross floor area requirement to accommodate the apartment building whereas a maximum GFA of 60% is permitted. The purpose of the GFA

requirement is to control massing and built form within an area and to ensure compatibility with adjacent uses. In staff's opinion the elimination of the GFA permissions are appropriate as provisions for amenity space, landscape open space, and pedestrian and vehicular access would be accommodated on site. In addition, the minimum parking requirements for the site would be met through the provision of underground structured parking, surface visitor parking, and tandem parking within private driveways and garages.

68. The proposal contemplates a maximum lot coverage of 60%, whereas the Comprehensive Zoning By-law 2009-141 permits a maximum coverage of 35% in the RM2 zone. The purpose of the lot coverage requirement is to control the scale of development on a site and ensure compatibility with adjacent uses. The proposed built form is appropriate based on the configuration of the site and the surrounding uses. Staff note that the lot coverage and gross floor area provisions would be refined through a subsequent site plan control process when detailed building designs have been completed.

#### Minimum Driveway Length and Tandem Parking

69. While the Zoning By-law requires a minimum driveway length of 6.0 metres, the applicant is proposing reduced driveway lengths of 5.5 metres within Block 13 and has requested tandem parking be permitted for the townhouse units. The intent of this special provision is to reduce the requirement for visitor surface parking. Subsequently, the parking associated with the block townhouse units would be located internal to the units by way of private parking within a private garage and driveway. Given that a minimum of two (2) parking spaces per unit would be accommodated for each of the proposed townhouse units, staff have no concerns with the provision of tandem parking within the driveways for the townhouse units. The applicant has not requested a reduced parking ratio and the proposed apartment dwelling will be required to provide parking at a ratio of 1.5 spaces per dwelling unit. This will provide flexibility at the time of detailed design during the site plan process for parking areas that serve the apartment dwelling.

#### Minimum Front Yard and Exterior Side Yard Setbacks (Beacon Road)

70. The requested reduction in front yard setback (5.0m, whereas 7m is required), and exterior side yard setback (2.0, whereas 3m is required) to a daylighting triangle are required to accommodate the apartment building requested by staff. The reduced setbacks facilitate the provision of direct pedestrian access to Harvie Road, while providing space to accommodate landscaping thereby creating a strong street edge which will activate the streetscape and enhance the public realm.

#### Minimum Rear Yard Setback and Secondary Means of Egress – 5m

71. The general intent and purpose of requiring minimum rear yard setbacks is to provide an appropriate separation between buildings and to ensure that new developments do not infringe upon the private rear yard amenity areas of existing residential lots. With respect to the subject site, the rear yard is deemed to be the westerly lot line abutting the property of 126 Harvie Road. The abutting land is developed with an existing single detached dwelling. The requested reduction to 5.0 metres for a secondary means of egress is to ensure that rear yard amenity areas associated with townhouse units are provided. In this case, a 5.0 metre setback provides adequate separation distance and amenity area for the townhouse units proposed.

#### Minimum Exterior Side Yard Setback (Street 'A')

72. The requested reduction to the exterior side yard setback (1.8m, whereas 3m is required) is due to the orientation and configuration of the proposed development due to the municipal cross street provided. There is an expectation that the front doors and internal layout of the townhouse units associated with Block 13 would be oriented towards the municipal street (Street 'A'). These details would be further addressed through a subsequent site plan application. Staff are satisfied that the

daylighting triangle required at the intersection of the municipal cross street and the private lanes will ensure sight lines are not impacted by the reduced building setbacks. As such, staff are satisfied that this reduction is appropriate as it relates to the conceptual site plan submitted in support of the subject application.

#### Block 14 – RM2(SP-YYY)

##### Maximum Density – 50 Units Per Hectare

73. The Zoning By-law permits a maximum density of 40 units per net hectare for block/cluster townhouse development. Within Block 14 the applicant has proposed 38 townhouse units, with an overall density of 50 units per net hectare. As previously discussed, at the request of staff, a municipal cross street (Street 'A') was included in the proposed development that will encourage the development of the Kemp Street unopened road allowance. This created a separate block for zoning purposes that requires that maximum density be increased slightly to permit the development as proposed. As noted in paragraph 62 above, the density analysis included as Appendix "E" identifies the overall density of the neighbourhood at approximately 14.12 units per hectare. As such, staff are satisfied that the maximum density provision of 50 units per hectare for Block 14 is appropriate.

##### Minimum Front Yard Setback (Street A)

74. The requested reduction to the front setback (1.8m, whereas 7m is required) and front yard setback to a porch (1.5m, whereas 3m is required, is due to the orientation and configuration of the proposed development as it relates to the provision of the municipal cross street (Street 'A') and how lot lines/yards are interpreted. In accordance with Section 3 of the Zoning By-law, *front lot line* is defined as 'the lot line that divides a lot from the street, provided that in the case of a corner lot, the shorter lot line that abuts a street shall be deemed to be the front lot line. While Street 'A' is considered the front lot line, it is technically a side yard based on the orientation of the townhouse units on a private lane. The zoning by-law requires a side yard setback of 3.0 metres and 1.5 metres to a porch.
75. There is an expectation that the front doors and internal layout of the townhouse units associated with Block 14 would be oriented towards the municipal street. These details would be further addressed through a subsequent site plan application. Staff are satisfied that the daylighting triangle required at the intersection of the municipal cross street and the private lanes will ensure sight lines are not impacted by the reduced building setbacks. As such, staff are satisfied that this reduction is appropriate as it relates to the conceptual site plan submitted in support of the subject application.

##### Secondary Means of Egress – 5m

76. The general intent and purpose of requiring a secondary means of egress is to ensure there is adequate setbacks applied to multi-unit residential buildings to provide an appropriate separation between buildings and to ensure that new infill developments do not infringe upon the private rear yard amenity areas of existing residential lots. With respect to the subject site, the rear yard is deemed to be the northern lot line abutting the properties located on Montserrat Street. The abutting lands are developed with existing multi-residential dwellings. The requested reduction to 5.0 metres for a secondary means of egress is to ensure that rear yard amenity areas associated with the proposed townhouse units are provided. In this case, a 5.0 metre setback provides adequate separation distance and private amenity areas for each of the townhouse units proposed.

##### Driveway Length and Tandem Parking

77. Similar to Block '13', the applicant is requesting that reduced driveway lengths of 5.5m be permitted in conjunction with tandem parking for the proposed townhouse units. Justification for these site specific provisions is provided in paragraph 70 above.

#### Gross Floor Area and Lot Coverage

78. The proposed increase in lot coverage and gross floor area (GFA) is associated with the proposed increase in density for the site. Staff are of the opinion that the increase in the lot coverage (60%, from 35% maximum) and GFA (no maximum) as proposed, is appropriate as provisions for adequate consolidated amenity space, landscape open space, and pedestrian and vehicular access would be accommodated on site. In addition, the minimum parking requirements for the site would be exceeded through the provision of surface visitor parking, and tandem parking within private driveways and garages. Staff note that the lot coverage and gross floor area provisions would be refined through a subsequent site plan control process when detailed building designs have been completed.

#### Lots 1 to 12 - R4(SP-XXX)

#### Minimum Lot Area, Lot Frontage

79. The applicant has requested site specific zoning provisions related to a reduced lot area (195m<sup>2</sup>), and lot frontage (9.0m). The general intent and purpose of requiring a minimum lot area and minimum lot frontage are to ensure that adequate area is provided to accommodate rear yard amenity space, building separations, and parking areas in the front yard. The City's Comprehensive Zoning By-law requires a minimum lot area of 335m<sup>2</sup> and a minimum lot frontage of 10.0m within the R4 zoning category. Staff note that the requested special provisions are consistent with the R5 zoning standards established for single detached residential lots in the Salem and Hewitt's Secondary Planning Areas. The intent of the R5 zoning category is to recognize smaller single detached residential lots that utilize land more efficiently. Staff consider the variation to the standards to be appropriate to support the development of the site as proposed.

#### Front Yard Setback to Dwelling Unit, Front Yard Setback to Attached Garage, Rear Yard Setback, and Exterior Side Yard Setback

80. The applicant has requested site specific zoning provisions related to a reduced rear yard setback (5.0m), exterior side yard setback (2.6m), front yard setback to dwelling unit setback (3.0m), and front yard setback to an attached garage (5.5m). In this regard, the City's Comprehensive Zoning By-law requires a minimum rear yard setback of 7.0m, exterior side yard setback of 3.0m, front yard setback to dwelling unit of 4.5m, and front yard setback to an attached garage of 7.0m within the R4 zoning category.
81. Staff note that adequate rear yard amenity area can be accommodated on the reduced lot size and rear and front yard area, and that separation distances between the proposed single detached dwellings will be maintained in accordance with the Zoning By-law. Given that the R5 zoning category is restricted to lands within the Salem and Hewitt's Secondary Planning Areas per Section 14.1(a) of the City's Comprehensive Zoning By-law, the applicant has requested site specific provisions associated with the proposed R4 zone to permit the construction of single detached dwellings consistent with the R5 zoning category.
82. The proposed single detached residential dwellings have required the development of standards that are outside of the general parameters for development within the Residential Single Detached Dwelling Fourth Density (R4) zone. It is noted, that if the Residential Single Detached Dwelling Fifth Density (R5) zone were applicable outside of the Secondary Plan Areas (Hewitt's and Salem), the requested special provisions would not be required. With respect to the existing development on the subject lands, the lands are currently developed as large size single detached lots and

represent an opportunity to incorporate zoning standards for residential development that efficiently, and effectively use land.

#### Maximum Lot Coverage

83. The applicant is proposing an overall lot coverage of 60%, whereas the zoning by-law permits a maximum lot coverage of 45%. The general intent and purpose of a maximum lot coverage is to ensure that amenity space, front yard parking areas, and building separations can be accommodated. The applicant has proposed small lot singles that includes private amenity space, front yard parking areas, and meets the required interior side yard setbacks required. As such staff believe that a lot coverage of 60% is appropriate.

#### Draft Plan of Subdivision and Site Plan Control

84. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346), and staff would be in a position to recommend approval of the associated Draft Plan of Subdivision following detailed design of the lands with regard to access, servicing, stormwater management, landscaping, and lighting is provided.
85. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.
86. The proposed development blocks (Block 13 and Block 14) would be subject to Site Plan Control per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control will address the development and design of the residential blocks and lots with regard to building design, parking, landscaping and lighting. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.

#### Summary

87. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial and City planning policies. In staff's opinion, the provision of 127 dwelling units is considered appropriate, is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Lake Simcoe Protection Plan, the City's Official Plan and complies with the planning policy framework established for intensification.
88. In staff's professional opinion, the proposed development represents an appropriate form of residential infill development for the subject lands and is compatible with the adjacent single detached residential properties in the area. Should the application be approved, staff are satisfied that the outstanding natural heritage evaluation would be completed prior to the Holding symbol (H) being removed and detailed design elements would be adequately addressed through a subsequent Site Plan Control application and the details of the draft plan of subdivision.
89. At this time, there are no further matters that impact the processing of the subject rezoning application and as such, it is being recommended for approval.

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## **ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

90. The following environmental and climate change impact matters have been considered in the development of the recommendation:
- a) As noted in paragraphs 26 and 61 of this report, the Lake Simcoe Region Conservation Authority (LSRCA) has identified that additional information be provided with respect to any unidentified natural heritage features existing on site, including but not limited to significant wildlife habitat and habitat of endangered species. Staff are satisfied that this information would be provided to the satisfaction of LSRCA and the City of Barrie prior to the Holding symbol (H) being removed from the subject lands and any site alteration, tree removals or development proceeding.
  - b) Smaller lots, alternative built forms for residential dwellings, and maximizing the use of land, services and resources reduces pressures on greenfield development and the extension of municipal services where they do not already exist.

## **ALTERNATIVES**

91. The following alternatives are available for consideration by General Committee:

**Alternative #1** Planning Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing " (R1) zoning over the subject properties.

This alternative is not recommended as this proposal includes a range and mix of housing units that efficiently and effectively use land and are expected to provide additional opportunities for housing affordability.

**Alternative #2** Planning Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions (SP).

This alternative is not recommended as the applicant has responded to the comments received through the technical review and public consultation process and staff are satisfied that the proposed special provisions are appropriate for the subject lands as they relate to the amended concept plan submitted. Further, staff are of the opinion that the concept plan is generally consistent with the City's guidelines for intensification and City standards with respect to access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc., however as noted throughout this report, these matters would be required to be addressed further at the time of a subsequent Site Plan Control application and the details of the draft plan of subdivision.

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## **FINANCIAL**

92. The subject application, if approved, would permit the development of a 4 storey apartment building containing 50 units, 65 townhouse units, and 12 single detached dwellings. Currently, it is not possible to estimate the assessed value of the subject property, following redevelopment. However, the assessed value of the future development is anticipated to be greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of this staff report.
93. Current development charges for the proposed development are \$71,073 per single/semi-detached unit, \$56,260 per townhouse unit, and \$26,980 to \$38,430 for apartment units. The development charge revenue for the proposed development is estimated to be in the order of \$ 7,199,938.00. Development charges are calculated and paid at the time of issuance of building permit.
94. The education levy for residential uses is currently \$3,559 per unit, representing a total education levy of approximately \$505,841.00.
95. The cash in lieu of parkland contribution will be required and is currently \$6,390.00 per residential unit, representing a total cash in lieu of parkland contribution of \$811,530.00.
96. A Finance Administration fee will be collected at the time of issuance of the building permit at a rate of \$80.00 per dwelling unit, totaling \$10,160.00.
97. Given that the subject lands (Blocks 13 and 14) when developed, will be subject to site plan control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.
98. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, and snow clearing of the municipal roadway. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process.

## **LINKAGE TO 2018–2022 STRATEGIC PLAN**

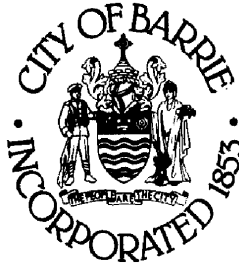
99. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Fostering a Safe and Healthy City
    - i) Build a greener Barrie while mitigating and adapting to climate change.
  - Building Strong Neighbourhoods
    - ii) Build walkable, diverse neighbourhoods that encourage community connections;
    - iii) Grow Responsibly

- 
100. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize and extend existing services and infrastructure. The proposed development offers a more affordable and attainable form of housing, promotes and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Draft Zoning By-law Amendment  
Appendix "B" – Proposed Draft Plan of Subdivision  
Appendix "C" – Concept Plan Iterations  
Appendix "D" – Concept Renderings  
Appendix "E" – Neighbourhood Density Analysis

APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2022-XX

**A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.**

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being Part of Lots 5, 6 and 7, Plan 1200, known municipally as 108, 116 and 122 Harvie Road, shown on Schedule "A" to this By-law from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX), Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-YYY)(H-XXX), and Residential Single Detached Dwelling Fourth Density with Special Provisions, Hold (R4)(SP-XXX)(H-YYY).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 22-P-XXX.

**NOW THEREFORE** the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map is amended to change the zoning of 108, 116, 122 Harvie Road, shown on Schedule "A" to this By-law from Residential Single Detached Dwelling First Density (R1) to Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-XXX)(H-XXX), Residential Multiple Dwelling Second Density with Special Provisions, Hold (RM2)(SP-YYY)(H-XXX), and Residential Single Detached Dwelling Fourth Density with Special Provisions, Hold (R4)(SP-XXX)(H-XXX), in accordance with Schedule "A" attached to this By-law.
2. **THAT** the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Multiple Dwelling Second Density, Hold (RM2)(SP-XXX)(H-XXX) zone associated with Block '13' of the subject lands, in accordance with Schedule "A" attached to this By-law:
  - a) That notwithstanding the provisions of Table 5.3, a minimum exterior side yard setback of 2.0 metres to the daylighting triangle shall be permitted.
  - b) That notwithstanding the provisions of Table 5.3, a minimum front yard setback of 5.0 metres to Beacon Road shall be permitted.
  - c) That notwithstanding the provisions of Table 5.3, the gross floor area maximum as percent of lot area shall not apply.
  - d) That notwithstanding Section 5.3.3.2, an exterior side yard setback of 1.8 metres to Street 'A' shall be permitted.
  - e) That notwithstanding Table 5.3 and Section 5.3.3.2 (d), a rear yard setback and secondary means of access of 5.0 metres shall be permitted.
  - f) That notwithstanding Section 5.2.5.2 b), an amenity area in an unconsolidated format shall be permitted.
  - g) That notwithstanding Table 4.6, tandem parking shall be permitted for a townhouse unit.
  - h) That notwithstanding Section 5.2.5.2 d), a driveway length of 5.5 metres shall be permitted for a townhouse unit.
  - i) That notwithstanding Table 5.3, a maximum lot coverage of 60% shall be permitted.
  - j) That notwithstanding Section 5.2.5.1 c), a maximum density of 75 units per hectare shall be permitted.

- k) That notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
3. **THAT** the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Multiple Dwelling Second Density, Hold (RM2)(SP-YYY)(H-XXX) zone associated with Block '14' of the subject lands, in accordance with Schedule "A" attached to this By-law:
- a) That notwithstanding Table 5.3, a front yard setback of 1.8 metres shall be permitted.
  - b) That notwithstanding Section 5.3.3.2. d), a secondary means of access of 5.0 metres shall be permitted.
  - c) That notwithstanding Section 5.2.5.2 d), a minimum driveway length of 5.5 metres shall be permitted for a townhouse unit.
  - d) That notwithstanding Table 4.6, tandem parking shall be permitted for a townhouse unit.
  - e) That notwithstanding Table 5.3, a maximum lot coverage of 60% shall be permitted.
  - f) That notwithstanding the provisions of Table 5.3, the gross floor area maximum as percent of lot area shall not apply.
  - g) That notwithstanding Section 5.2.5.1 a), a maximum density of 50 units per hectare shall be permitted.
  - h) That notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
4. **THAT** the following Special Provisions be referenced in the implementing Zoning By-law for the proposed Residential Single Detached Dwelling Fourth Density (R4)(SP-XXX) (H-XXX) zone associated with the subject lands, in accordance with Schedule "A" attached to this By-law:
- a) That notwithstanding Table 5.3, a minimum lot area of 195 metres squared shall be permitted.
  - b) That notwithstanding Table 5.3, a minimum lot frontage of 9.0 metres shall be permitted.
  - c) That notwithstanding Table 5.3, a minimum exterior side yard setback of 2.6 metres shall be permitted.
  - d) That notwithstanding Table 5.3, a minimum rear yard setback of 5.0 metres shall be permitted.
  - f) That notwithstanding Table 5.3, a minimum front yard setback to dwelling unit of 3.0 metres shall be permitted.
  - e) That notwithstanding Table 5.3, a front yard setback to an attached garage of 5.5 metres shall be permitted for Lot 1, Lot 2, Lot 3, Lot 4, Lot 5, and Lot 6.
  - f) That notwithstanding Table 5.3, an overall maximum Lot Coverage of 60% is permitted.
5. **THAT** the (H) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the Planning Act, R.S.O. 1990, c.P.13. This indicates that the lands so zoned cannot be used for a purpose permitted by the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2)(SP-XXX)(H-XXX) zone, the Residential Multiple Dwelling Second Density – Special Provision, Hold (RM2)(SP-YYY)(H-XXX) zone, and the Residential Single Detached Fourth Density – Special Provision, Hold (R4)(SP-XXX)(H-XXX) zone until the (H) symbol is removed pursuant to Section 36 of the Planning Act. The (H) provision shall be lifted by The Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Lake Simcoe Region Conservation Authority and the Corporation of the City of Barrie:
- a. The completion of an updated and scoped Environmental Impact Study as it relates to natural heritage information, including significant wildlife habitat and habitat of endangered species.
6. **THAT** for the purposes of this by-law, provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this by-law shall not apply.

- 
7. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.
  8. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

**READ** a first and second time this \_\_\_\_ day of \_\_\_\_, 2022.

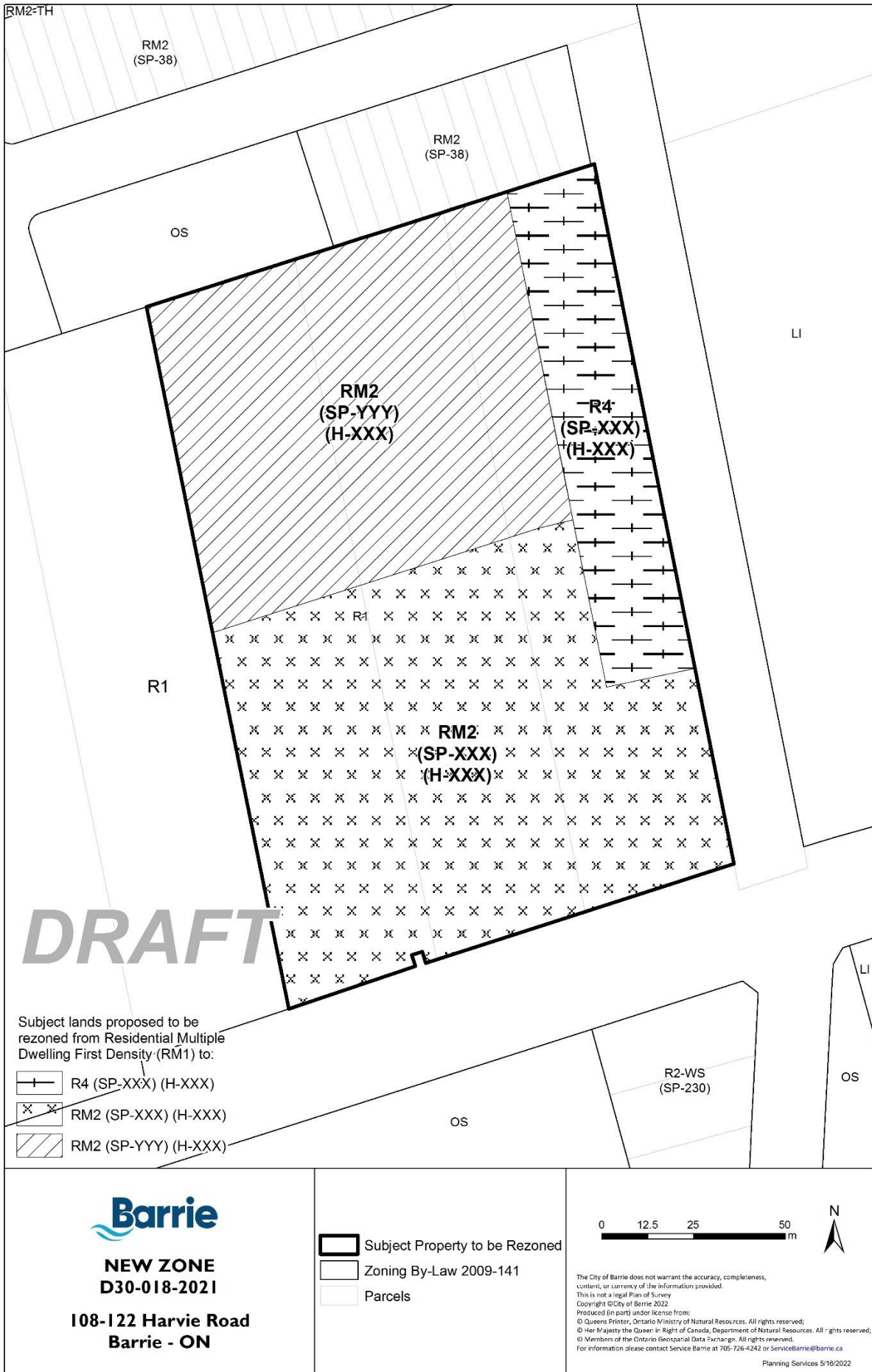
**READ** a third time and finally passed this \_\_\_\_ day of \_\_\_\_, 2022.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**DEPUTY MAYOR – B. WARD**

\_\_\_\_\_  
**CITY CLERK – WENDY COOKE**

Schedule "A"

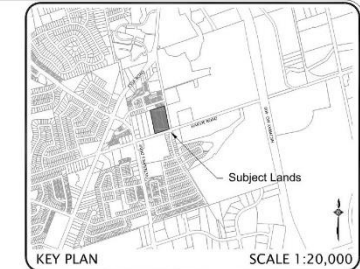


Schedule "A" to attached By-law 2022-XXX

DEPUTY MAYOR – B. WARD

CITY CLERK – WENDY COOKE

APPENDIX "B"  
Draft Plan of Subdivision



Draft Plan of Subdivision  
of Part of  
Lots 5, 6 and 7  
Registered Plan 1200  
City of Barrie  
County of Simcoe  
2021

OWNERS' CERTIFICATE  
WE, THE UNDERSIGNED, BEING THE REGISTERED OWNERS OF THE SUBJECT LANDS, HEREBY AUTHORIZE THE JONES CONSULTING GROUP LTD. TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT SAME TO THE CITY OF BARRIE FOR APPROVAL.

SEPT. 22, 2021  
DATE  
ASA DEVELOPMENT INC.

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

SEPT. 22, 2021  
DATE  
R.P.P.

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 111(2) OF THE PLANNING ACT
- (a) SHOWN ON DRAFT PLAN
  - (b) SHOWN ON DRAFT PLAN
  - (c) SHOWN ON DRAFT PLAN TO BE PROVIDED
  - (d) SHOWN ON KEY PLAN
  - (e) SAND
  - (f) SINGLE & MEDIUM DENSITY RESIDENTIAL
  - (g) SHOWN ON DRAFT PLAN
  - (h) ALL MUNICIPAL SERVICES TO BE PROVIDED
  - (i) SHOWN ON DRAFT PLAN
  - (j) SHOWN ON DRAFT PLAN
  - (k) NONE

STATISTICS	AREA (ha.)	UNITS
SINGLE RESIDENTIAL - 9.0m	0.18 ha.	9 units
SINGLE RESIDENTIAL - 10.0m	0.07 ha.	3 units
MEDIUM DENSITY RESIDENTIAL	1.89 ha.	115 units
DRAINAGE BLOCK	0.02 ha.	
0.3m RESERVE, WIDENINGS & DAYLIGHTING	0.09 ha.	
ROADS	0.23 ha.	
TOTAL	2.48 ha.	127 units

SCALE 1:400 (A1)  
HARVIE ROAD  
DRAFT PLAN OF SUBDIVISION

Date Issued: SEPT. 22, 2021

Checked By: RD

Project No.: ASA-20533

Drawn By: m.c.r.

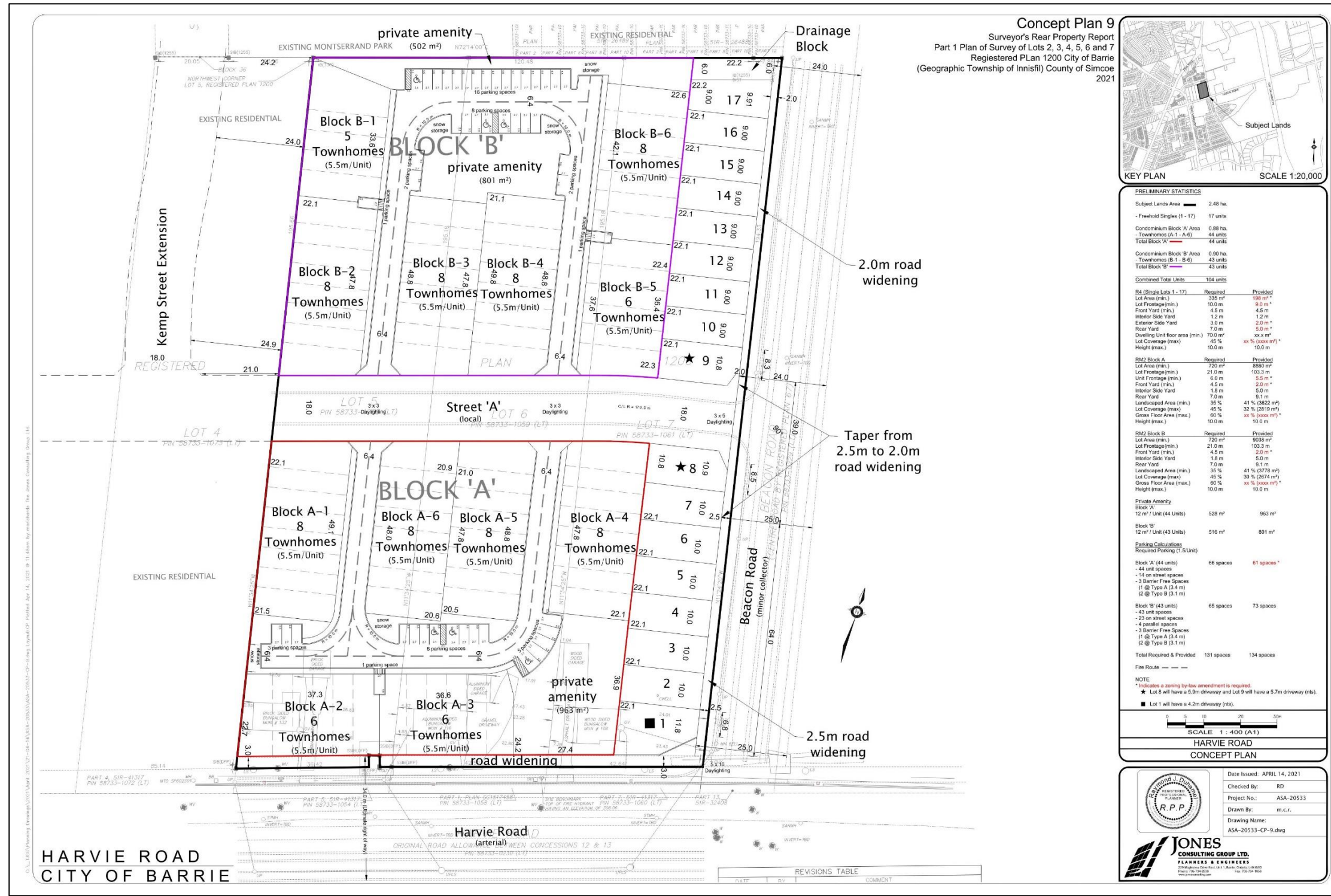
Drawing Name: ASA-20533-DP-1a.dwg

**JONES CONSULTING GROUP LTD.**  
PLANNERS & ENGINEERS  
1000 Highway 10 East, Unit 1, Simcoe, ON N2W 1G9  
Phone: 519-271-2222 Fax: 519-271-2222

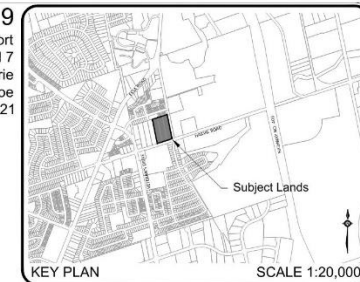
HARVIE ROAD  
CITY OF BARRIE



APPENDIX "C"  
Concept Plan – Second Iteration (C-2)



Concept Plan 9  
Surveyor's Rear Property Report  
Part 1 Plan of Survey of Lots 2, 3, 4, 5, 6 and 7  
Registered PLAN 1200 City of Barrie  
(Geographic Township of Innisfil) County of Simcoe  
2021



**PRELIMINARY STATISTICS**

Subject Lands Area	2.48 ha.
- Freehold Singles (1 - 17)	17 units
Condominium Block 'A' Area	0.88 ha.
- Townhomes (A-1 - A-6)	44 units
Total Block 'A'	44 units
Condominium Block 'B' Area	0.80 ha.
- Townhomes (B-1 - B-6)	43 units
Total Block 'B'	43 units
<b>Combined Total Units</b>	<b>104 units</b>

R4 (Single Lots 1 - 17)	Required	Provided
Lot Area (min.)	335 m²	138 m²
Lot Frontage (min.)	10.0 m	9.0 m
Front Yard (min.)	4.5 m	4.5 m
Interior Side Yard	1.2 m	1.2 m
Exterior Side Yard	3.0 m	2.3 m
Rear Yard	7.0 m	5.0 m
Dwelling Unit floor area (min.)	70.0 m²	xx x m²
Lot Coverage (max)	45 %	xx % (xxxx m²)
Height (max.)	10.0 m	10.0 m

RM2 Block A	Required	Provided
Lot Area (min.)	720 m²	8860 m²
Lot Frontage (min.)	21.0 m	103.3 m
Unit Frontage (min.)	6.0 m	5.5 m
Front Yard (min.)	4.5 m	2.0 m
Interior Side Yard	1.8 m	5.0 m
Rear Yard	7.0 m	9.1 m
Landscaped Area (min.)	35 %	41 % (2822 m²)
Lot Coverage (max)	45 %	32 % (2819 m²)
Gross Floor Area (max.)	80 %	xx % (xxxx m²)
Height (max.)	10.0 m	10.0 m

RM2 Block B	Required	Provided
Lot Area (min.)	720 m²	9038 m²
Lot Frontage (min.)	21.0 m	103.3 m
Unit Frontage (min.)	6.0 m	5.5 m
Front Yard (min.)	4.5 m	2.0 m
Interior Side Yard	1.8 m	5.0 m
Rear Yard	7.0 m	9.1 m
Landscaped Area (min.)	35 %	41 % (2778 m²)
Lot Coverage (max)	45 %	30 % (2674 m²)
Gross Floor Area (max.)	80 %	xx % (xxxx m²)
Height (max.)	10.0 m	10.0 m

Private Amenity  
Block 'A' 12 m² / Unit (44 Units) 528 m² 963 m²  
Block 'B' 12 m² / Unit (43 Units) 516 m² 801 m²

Parking Calculations  
Required Parking (1.5/Unit)

Block 'A' (44 units)	66 spaces	61 spaces*
- 44 unit spaces		
- 14 on street spaces		
- 3 Barrier Free Spaces (1 @ Type A (3.4 m) (2 @ Type B (3.1 m))		

Block 'B' (43 units)	65 spaces	73 spaces
- 43 unit spaces		
- 23 on street spaces		
- 4 parallel spaces		
- 3 Barrier Free Spaces (1 @ Type A (3.4 m) (2 @ Type B (3.1 m))		

Total Required & Provided 131 spaces 134 spaces

Fire Route - - - - -

NOTE  
\* Indicates a zoning by-law amendment is required.  
\* Lot 8 will have a 5.0m driveway and Lot 9 will have a 5.7m driveway (n/s).  
\* Lot 1 will have a 4.2m driveway (n/s).

SCALE 1 : 400 (A1)  
HARVIE ROAD  
CONCEPT PLAN

Date Issued: APRIL 14, 2021

Checked By: RD  
Project No.: ASA-20533  
Drawn By: m.c.r.  
Drawing Name: ASA-20533-CP-9.dwg

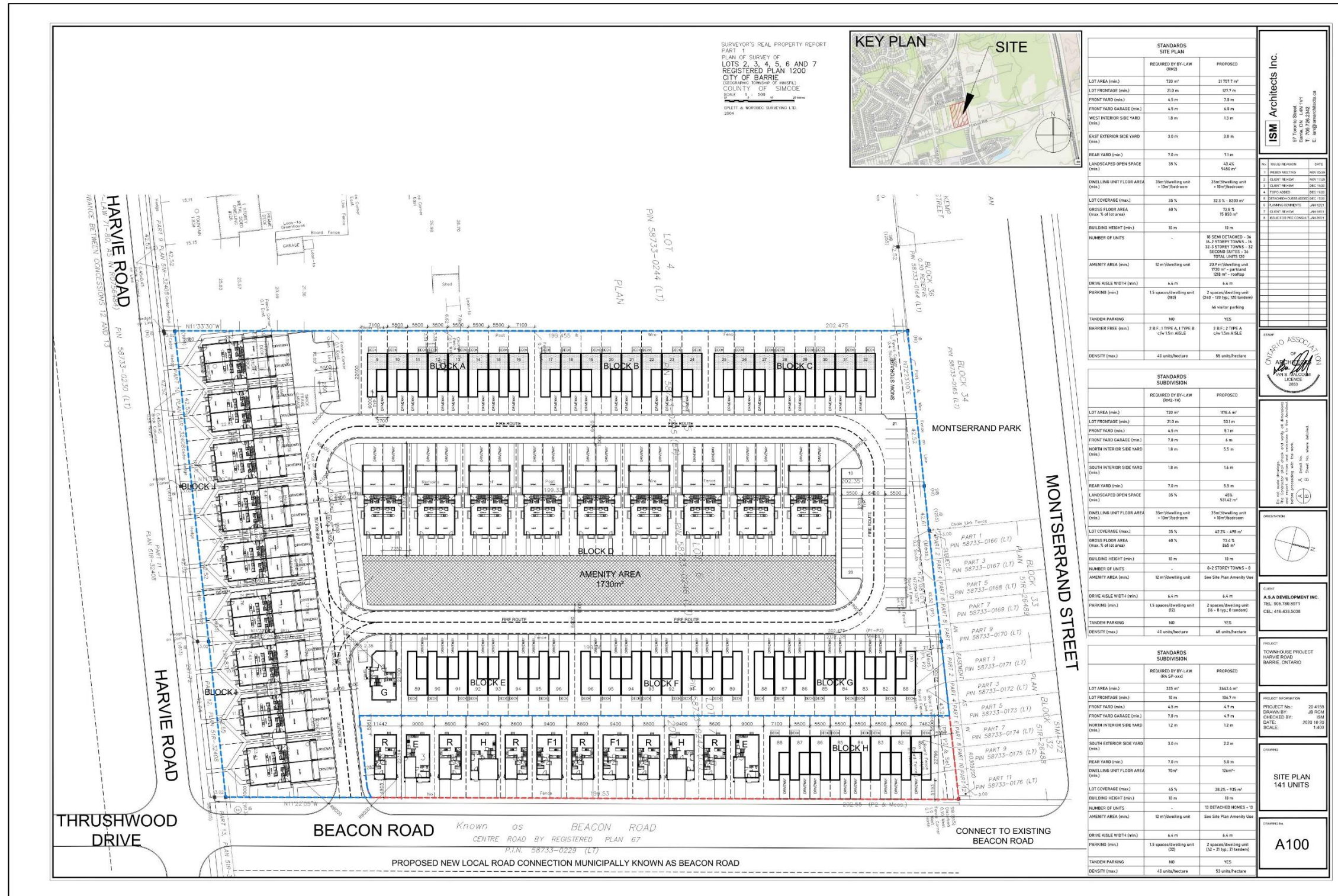
**JONES CONSULTING GROUP LTD.**  
PLANNERS & ENGINEERS  
270 Wellington Street West, Suite 1101, Barrie, Ontario, Canada L4N 2R5  
Phone: 705.734.2288 Fax: 705.734.8888

HARVIE ROAD  
CITY OF BARRIE

REVISIONS TABLE

DATE	BY	COMMENT

APPENDIX "C"  
Concept Plan – First Iteration (C-1)



STANDARDS SITE PLAN		
	REQUIRED BY BY-LAW (RM2)	PROPOSED
LOT AREA (min)	720 m <sup>2</sup>	21797.7 m <sup>2</sup>
LOT FRONTAGE (min)	21.0 m	127.7 m
FRONT YARD GARAGE (max)	4.5 m	7.0 m
FRONT YARD GARAGE (max)	4.5 m	4.5 m
NORTH INTERIOR SIDE YARD (min)	1.8 m	1.3 m
EAST EXTERIOR SIDE YARD (min)	3.0 m	3.0 m
REAR YARD (min)	7.0 m	7.1 m
LANDSCAPED OPEN SPACE (min)	35%	43.4%
		9450 m <sup>2</sup>
DWELLING UNIT FLOOR AREA (min)	35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> /bedroom	35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> /bedroom
LOT COVERAGE (max)	35%	32.3% - 8200 m <sup>2</sup>
GROSS FLOOR AREA (max % of lot area)	40%	72.8% 15 838 m <sup>2</sup>
BUILDING HEIGHT (max)	10 m	10 m
NUMBER OF UNITS	-	18 SEMI DETACHED - 1A 16-2 STOREY TOWNS - 1A 16-2 STOREY TOWNS - 1B SECOND SUITES - 54 TOTAL UNITS 108
AMENITY AREA (min)	12 m <sup>2</sup> /dwelling unit	20 m <sup>2</sup> /dwelling unit 1730 m <sup>2</sup> - parking 128 m <sup>2</sup> - rooftop
DRIVE AISLE WIDTH (min)	4.4 m	4.4 m
PARKING (min)	1.5 spaces/dwelling unit (80)	2 spaces/dwelling unit (242 - 227 typ, 120 tandem)
TANDEM PARKING	NO	YES
GARBER FREE (min)	2.8 m <sup>2</sup> , TYPE A, TYPE B MIN 1.5m AISLE	2.8 m <sup>2</sup> , TYPE A, TYPE B MIN 1.5m AISLE
DENSITY (max)	44 units/hectare	55 units/hectare

STANDARDS SUBDIVISION		
	REQUIRED BY BY-LAW (RM2-10)	PROPOSED
LOT AREA (min)	720 m <sup>2</sup>	1076.4 m <sup>2</sup>
LOT FRONTAGE (min)	21.0 m	53.1 m
FRONT YARD GARAGE (max)	4.5 m	5.1 m
FRONT YARD GARAGE (max)	7.0 m	6 m
NORTH INTERIOR SIDE YARD (min)	1.8 m	5.1 m
SOUTH INTERIOR SIDE YARD (min)	1.8 m	1.8 m
REAR YARD (min)	7.0 m	5.5 m
LANDSCAPED OPEN SPACE (min)	35%	40%
		531.42 m <sup>2</sup>
DWELLING UNIT FLOOR AREA (min)	35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> /bedroom	35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> /bedroom
LOT COVERAGE (max)	35%	42.2% - 498 m <sup>2</sup>
GROSS FLOOR AREA (max % of lot area)	40%	73.4% 845 m <sup>2</sup>
BUILDING HEIGHT (max)	10 m	10 m
NUMBER OF UNITS	-	0-2 STOREY TOWNS - 0
AMENITY AREA (min)	12 m <sup>2</sup> /dwelling unit	See Site Plan Amenity Use
DRIVE AISLE WIDTH (min)	4.4 m	4.4 m
PARKING (min)	1.5 spaces/dwelling unit (32)	2 spaces/dwelling unit (16 - 8 typ, 8 tandem)
TANDEM PARKING	NO	YES
DENSITY (max)	44 units/hectare	48 units/hectare

STANDARDS SUBDIVISION		
	REQUIRED BY BY-LAW (RM SP-10)	PROPOSED
LOT AREA (min)	330 m <sup>2</sup>	2444.4 m <sup>2</sup>
LOT FRONTAGE (min)	10 m	95.7 m
FRONT YARD GARAGE (max)	4.5 m	4.7 m
FRONT YARD GARAGE (max)	7.0 m	4.7 m
NORTH INTERIOR SIDE YARD (min)	1.2 m	1.2 m
SOUTH EXTERIOR SIDE YARD (min)	3.0 m	2.2 m
REAR YARD (min)	7.0 m	5.0 m
DWELLING UNIT FLOOR AREA (min)	70m <sup>2</sup>	120m <sup>2</sup>
LOT COVERAGE (max)	45%	38.2% - 135 m <sup>2</sup>
BUILDING HEIGHT (max)	10 m	10 m
NUMBER OF UNITS	-	13 DETACHED HOMES - 13
AMENITY AREA (min)	12 m <sup>2</sup> /dwelling unit	See Site Plan Amenity Use
DRIVE AISLE WIDTH (min)	4.4 m	4.4 m
PARKING (min)	1.5 spaces/dwelling unit (20)	2 spaces/dwelling unit (13 - 2 typ, 2 tandem)
TANDEM PARKING	NO	YES
DENSITY (max)	44 units/hectare	53 units/hectare

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LICENCE 3903

CLIENT: A.S.A. DEVELOPMENT INC.  
TEL: 905.790.9071  
CELL: 416.438.5033

PROJECT: TOWNHOUSE PROJECT  
HARVIE ROAD  
BARRIE, ONTARIO

PROJECT INFORMATION:  
PROJECT No.: 20 4159  
DRAWN BY: JB-PCB  
CHECKED BY: JSM  
DATE: 2022 10 05  
SCALE: 1:400

SITE PLAN  
141 UNITS

DATE: 10/5/22

A100

APPENDIX "D"  
Concept Rendering – Townhouse Block



APPENDIX "D"  
Concept Rendering – Apartment (Harvie Road)



APPENDIX "D"  
Concept Rendering – Single Detached Dwellings (Beacon Road)



**APPENDIX “E”**  
**Neighbourhood Density Analysis**

RESIDENTIAL DENSITY ANALYSIS D30-018-2021 108, 116 and 122 Harvie Rd, BARRIE -ON			
Total Study Area		120.86 ha	
Total Developable Area - <i>Only residential (Private properties)</i>		71.54 ha	
Total Developable Area - <i>All Residential and Non-Residential (Private properties)</i>		86.31 ha	
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways/ EP lands		13.15 ha	
Total Area Roads right of way		21.39 ha	
PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	536	27.94	19.19
*Including Second Suite			
Semis/ Duplex	16	0.59	26.96
Townhouse Dwelling Unit	279	7.24	38.52
Multiresidential units	179	3.71	48.23
Vacant residential and Commercial lands		27.56	
Non- residential areas(Commercial/ Institutional)		14.77	
Parks/ Open Space/ Walkway / Laneway/ EP lands <i>Municipal park (Montserrat Park, Mapleton Park)</i> <i>EP Lands/ Open Space</i> <i>Walkways</i>		13.15	
Other Proposed Developments in the area			
D11-023-2017 - 430 Essa Rd <i>4-storey mixed-use building with ground floor commercial and 71 residential units above</i>	71	0.58	122.39
D11-027-2020 - 440 Essa Rd <i>eight (8) storey mixed-use residential and commercial building, containing 194 residential apartment units and 1,208 square metres of ground floor commercial space, along with underground and surface parking.</i>	194	0.51	
D11-015-2021 - 339 Veteran's Dr/ 341 Veteran's Lane and 19 Montserrat St <i>Residential development for a 73-unit residential block/cluster townhouse (35 units) and 5-storey walk-up apartment (38 units) development.</i>	73	0.92	
Subject Property <b>108, 116 &amp; 122 Harvie Rd -D30-018-2021</b> <i>The proposal is for a residential development with 126 units: 63 townhouse units, a 4-storey apartment building with 51 units and 12 single units</i>	126	2.48	50.78
Current Residential Density <i>(Only Residential Lands included)</i>	1010	71.54	14.12
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	1010	86.31	11.70
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	1133	71.54	15.84
Projected Residential Density Including Proposal and other project in the area <i>(Only Residential Lands included)</i>	1471	71.54	20.56
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	1133	86.31	13.13
Projected Residential Density Including Proposal for Subject Lands and other projects in the area <i>(All Residential and Non- residential lands included)</i>	1471	86.31	17.04

Prepared by: Development Services  
Date: April 22, 2022

Note:  
For the purpose of this analysis the existin single dwellings (3 units) existing in the subject lands were included to get the current density and it they were excluded for the projected densities.

This Density Analysis is based on the Assessment Database.  
MPAC property Code was used to identify the number of residential units in the Area.  
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.  
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

APPENDIX "E"  
Neighbourhood Density Analysis

