
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR A ZONING BY-LAW AMENDMENT – 481 YONGE DEVELOPMENTS INC. – 481 YONGE STREET

WARD: 8

PREPARED BY AND KEY CONTACT: C. MCLAREN, RPP
SUPERVISOR OF PLANNING, EXT. 4719

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

GENERAL MANAGER APPROVAL: A. MILLER, RPP
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions, on behalf of 481 Yonge Street Developments Inc., to rezone lands municipally as 481 Yonge Street, from Residential Multiple Dwelling Second Density (RM2) to Mixed-Use Corridor (MU2) – Special Provision, Hold (SP-XXX)(H-XXX), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a partially paved front yard, whereas a fully paved front yard is required;
 - b) Permit a minimum north exterior side yard setback of 2.5 metres, whereas 3.0 metres is required;
 - c) Permit a maximum south side yard setback of 4.5 metres, whereas a maximum of 3.0 metres is required;
 - d) Permit a minimum street level floor height of 3.0 metres, whereas 4.5 metres is required;
 - e) Require a minimum parking ratio of 1.2 spaces/unit, whereas 1 space/unit would be permitted;
 - f) Require a minimum rear yard setback of 22 metres to 45 metres to recognize the proposed L-shaped building as identified on the Conceptual Site Plan attached as Appendix “B” to Staff Report DEV018-20, whereas 7 metres would be permitted;
 - g) Require a minimum 3 metre wide continuous landscape buffer strip, planted with minimum 4 metre high coniferous trees, spaced 3 metres on centre, along the full extent of the easterly property boundary;

- h) Permit a maximum density of 122 units per hectare; whereas a maximum density is not specified; and,
 - i) Permit a maximum building height of 16.5 metres; whereas a maximum building height of 25.5m may be permitted.
- 3. 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 **481 Yonge Street**, shall be brought forward for approval once the owner provides the following to the satisfaction of the City of Barrie:
 - a) The owner's execution of a Site Plan Agreement with the City which includes addressing matters related, but not limited to, building orientation, placement, design and materials, landscape buffering, site servicing (including adequate fire protection), access and parking.
- 4. 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 DEV018-20.
- 5. 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

- 6. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Innovative Planning Solutions, on behalf of 481 Yonge Developments Inc., for lands municipally known as 481 Yonge Street (see Appendix "A" – Proposed Zoning By-law Amendment). The effect of the application would be to permit the development of a 67-unit residential apartment dwelling fronting onto Yonge Street and MacMillan Crescent (see Appendix "B" – Conceptual Site Plan). Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of residential infill development in accordance with both Provincial and Municipal policy.
- 7. The lands have been subject to a previous Site Plan Application (File: D11-1667) and two minor variance applications submitted by previous owners. Minor Variance application A33/12 proposed to permit an increased number of dwelling units, gross floor area (GFA) and height, and a reduced front yard setback. The Committee of Adjustment approved the reduced front yard setback and denied the balance of the variances despite Planning staff's recommendation for approval. In September of 2014, a second minor variance application (A24/14) was brought forward and approved by the Committee which resulted in an increased number of permitted units for the subject lands from 29 to 34. Planning staff note that these variances were requested in advance of the Mixed Use Corridor (MU2) zone being established. The proposal was consistent with the policy planning framework that had been established for the Yonge Street Intensification Corridor. Following Committee of Adjustment approval for a reduced front yard setback and increase to the maximum permitted number of units, Site Plan Approval was granted for a 3 storey, 34-unit residential apartment building in 2014. Following several extensions to site plan approval, the lands have changed ownership and the current owner is seeking additional height and density over the subject lands in keeping with the MU2 zone standards that have since been established for the Yonge Street Intensification Corridor. The current proposal would bring the site more into compliance with the policy planning framework that has been established for the intensification corridors.

8. 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 detailed design matters such as, but not limited to, building design, including exterior finishing materials, landscape buffer/infill plantings, site servicing (including adequate fire protection) and parking. The Holding symbol (H) would be lifted following the owner's execution of a Site Plan Agreement with the City.

Location

9. The subject property is located at the northeast corner of the intersection of Yonge Street and MacMillan Crescent, south of Little Avenue and north of Big Bay in the Painswick North Planning Area. The subject property is municipally known as 481 Yonge Street and has a total lot area of approximately 0.55 hectares and a frontage of 71.3 metres along Yonge Street and 78 metres along Macmillan Crescent.
10. The existing land uses surrounding the subject property are as follows:
- North: Existing single detached residential units fronting Yonge Street and MacMillan Crescent; zoned Residential Single Detached Dwelling First Density (R1) and Residential Single Detached Dwelling Third Density (R3).
- South: Existing commercial development (restaurant) fronting onto Yonge Street; zoned General Commercial (C4) and Residential Multiple Dwelling Second Density (RM2).
- East: Existing single detached residential units fronting onto Dixon Court zoned Residential Single Detached Dwelling Second Density (R2).
- West: Existing Inniswood Baptist Church and multiple residential townhouse development; zoned Residential Hold (RH) and Residential Multiple Dwelling Second Density – Special Provision 145 (RM2) (SP-145).



File #: D14-1680

Address: 481 Yonge street

■ SUBJECT PROPERTY



Existing Policy

11. The subject lands are designated Residential Area within the City's Official Plan, are located within the Yonge Street Intensification Corridor as identified on Schedule 'I' of the Official Plan, and are zoned Residential Multiple Dwelling Second Density (RM2) by the City's Comprehensive Zoning By-law 2009-141. The predominant use of the Residential Area designation shall be for all forms and tenure of housing including senior citizen housing, long term care facilities, bed and breakfast establishments and group homes.

Background Studies

12. In support of the application, the following reports were submitted. Copies of these reports may be found in their entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward8/Pages/481-Yonge-Street.aspx>
- Planning Justification Report
 - Urban Design Brief
 - Shadow Impact Study
 - Traffic Brief
 - Noise Impact Study
 - Functional Servicing & Stormwater Management Report
 - Angular Plane Analysis
 - Tree inventory, Analysis & Preservation Report

Neighbourhood Meeting

13. A Neighbourhood Meeting was held on April 24, 2019, to present the proposed development to the local residents (see Appendix "C" – Original Concept Plan). Approximately twenty-one (21) residents were in attendance in addition to the applicant, their consultants, the Ward 8 Councillor, Jim Harris, and Planning staff. The questions/concerns expressed at the Neighbourhood Meeting related to the following:

- Increased Density:

As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (122 units per hectare) for the property is appropriate given that the subject lands are located within the Yonge Street Intensification Corridor; an area targeted for residential intensification, in particular as adequate parking, landscaping, amenity spaces and pedestrian/vehicular access can be accommodated on site. Should the subject application be approved, staff are satisfied that these matters would be adequately finalized through the subsequent site plan approval process without adversely impacting adjacent properties.

- Increased Height, Existing Topography and Shadow Impacts:

Concerns were expressed regarding the proposed increase in height, particularly as it relates to the topography of the site which slopes moderately from north to south and west to east by approximately 3-5 metres, thereby resulting in an exacerbated impact of height and potential shadow impacts on adjacent residential properties.

In accordance with the MU2 zoning that has been established for the City's Intensification Corridors, the applicant is proposing a maximum building height of approximately 16.2m,

whereas 16.5m would be permitted in the MU2 zone for a standalone residential development. Staff note that if ground floor commercial uses were proposed, a maximum building height of 25.5m would be permitted in accordance with the MU2 zone standards established for the Yonge Street intensification corridor. Staff are satisfied that the proposed height is appropriate for the subject lands given the spatial separation provided between the proposed building and existing residential properties in the area. As noted in paragraph 61 of this report, the applicant has also demonstrated that a 45 degree angular plane can be achieved for the proposed development. This industry standard has been established to ensure an appropriate transition in height from mid-rise buildings to low-rise residential development.

In addition the angular plane analysis, a Shadow Impact Study Analysis was also submitted in support of the subject application as noted in paragraph 58 below. This report demonstrates that minimal shadowing will occur on adjacent low-rise residential properties prior to 5pm which is considered acceptable as this is typically when residents tend to enjoy their private outdoor amenity spaces.

- **Increased Traffic / Proposed Access:**

Concerns were raised about increased traffic on MacMillan Crescent as a result of the proposed development and residents were of the opinion that access to the proposed development should be secured via Yonge Street. Transportation Planning staff have reviewed the Traffic Brief and conceptual site plan submitted in support of the subject application and are satisfied that the proposed development will not negatively impact the existing transportation network in the vicinity of the proposed development. Further, staff would not be in support of access to the proposed development via Yonge Street. The proposed access on MacMillan Crescent would serve to reduce traffic conflicts associated with an additional access being provided on Yonge Street given proximity to the intersection of MacMillan Crescent and existing entrances in this area of Yonge Street.

- **Insufficient Parking / Spill-over Parking / Location and Noise Associated with Underground Parking Structure:**

Concerns were raised regarding insufficient parking for the proposed development, the location and noise associated with the proposed underground parking structure, and concerns about visitor and overflow parking on adjacent residential streets. While a minimum of 67 parking spaces would be required to be provided in accordance with the City's Comprehensive Zoning By-law 2009-141 (1 space/unit), the applicant is proposing a total of 83 parking spaces on site which represents a parking ratio of approximately 1.2 spaces per unit. Since the Neighbourhood Meeting, the total number of parking spaces has been increased from 79 to 83 spaces on site, thereby exceeding the minimum requirements of the Zoning By-law by 16 spaces. Staff note that the proposed development is located on Yonge Street, an arterial roadway where access to public transit is available and a variety of commercial and institutional uses are located within walking distance of the subject development, thereby reducing dependency on the automobile. As such, staff are satisfied that the proposed parking ratio is appropriate for the proposed development.

Concerns were also expressed regarding the potential spill-over of parking onto adjacent residential streets. The purpose of municipal roadways is to ensure the safe and efficient movement of goods and people. The City does not regulate on-street parking for specific residents or administer residential passes. Should a vehicle be parked on a municipal roadway and adheres to all posted signage and general provisions within Traffic By-law 80-138, vehicles would be lawfully permitted to park. As the City moves toward a larger

modal share split (automobile, transit, pedestrian, cycling), residential built form is anticipated to increase in density to provide the concentration of population required to encourage transit ridership and active transportation. Increased densities are anticipated to occur along intensification corridors prior to the complete implementation of the active transportation network, however the City is planning for this growth within the Transportation Master Plan. Developers are also encouraged to include various facilities to promote active transportation such as bicycle storage and pedestrian connectivity to sidewalks and trails. Transportation Planning staff have confirmed that they have no concern with the proposed parking ratio (1.2 spaces/unit) and are satisfied with the provision of bicycle racks and pedestrian connections to the municipal sidewalk to encourage active transportation. Should on-street parking become an issue on adjacent residential streets, enforcement signage may be considered.

In an effort to address the concerns expressed by area residents related to the location and noise associated with the overhead door for the underground parking structure, access to the underground parking structure has been relocated to the south westerly corner of the building (see Appendix "B" – Conceptual Site Plan). This change has been proposed so as to eliminate the perceived traffic conflict associated with the MacMillan Crescent access and to provide a significantly greater separation from the existing Dixon Court residences to address the noise concerns expressed.

- **Building Design/Materials, Site Lighting, Snow Storage, Stormwater Management and Refuse Storage:**

Should the subject application be approved by Council, staff are satisfied that the abovementioned site plan related matters would be adequately addressed and finalized at the time of a subsequent site plan approval process. In accordance with the City's Official Plan and Urban Design Guidelines, development applications that propose residential intensification will be of high quality urban design, all exterior lighting is required to be dark sky friendly and directed away from adjacent properties and streets, snow is to be stored on-site in appropriate locations, stormwater management will be required to be addressed to the satisfaction of the City and the Lake Simcoe Region Conservation Authority, and all waste and recyclables are required to be maintained indoors or within an external enclosure (fully enclosed with a roof, roll-up door and constructed of similar materials to the main buildings). It should be noted that following the public consultation phase associated with the subject application, the applicant has removed the proposed external waste enclosure and is now proposing that all waste, recycling and organics be stored indoors and wheeled out to a designated location area at the north east corner of the building to be removed by a private contractor on designated waste removal days. This change has been accommodated to address the nuisance concerns expressed by area residents with respect to noise and odour that may have been associated with a proposed external waste enclosure.

- **Proposed Tenure (rental vs. ownership):**

While the applicant is proposing a condominium tenure for the proposed development, the issue of tenure is not a land use planning matter to be considered when making a decision on the appropriateness of zoning and has not been considered as part of this application review.

- Adverse Effects on Property Values:

Planning staff have no comment on the perceived impact the proposed development may have on the market value of private property as this is not a land use planning issue.

Public Meeting

14. A statutory Public Meeting was held on September 9, 2019 to present the subject application to General Committee and the public. A number of written and verbal comments were received in opposition of the proposed development. The concerns expressed by both the verbal and written comments reiterated those previously received at the Neighbourhood Meeting as referenced above, however, the following additional comments were received:

- Urban Design:

Concerns were expressed regarding the blank wall proposed adjacent to the site access which would face the existing residential lots on Dixon Court. Since the Public Meeting, the proposed building elevations have been amended to reflect additional window glazing on the north-easterly elevation (see Appendix "D" – Proposed Building Elevations). Should Council approve the proposed Zoning By-law Amendment, staff are satisfied that the detailed building design elements would be adequately addressed and finalized at the time of a subsequent site plan approval in accordance with the City's Intensification Area Urban Design Guidelines.

- Reduced Privacy – Rooftop Amenity Area:

Concerns were expressed regarding the location of the proposed rooftop amenity area and the impact it may have on the privacy of the existing residences fronting Dixon Court. In response to this concern, the applicant has proposed that the rooftop amenity area be relocated from the north-easterly portion of the building (adjacent to MacMillan Crescent) to the westerly portion of the building adjacent to Yonge Street. This will ensure that maximum separation distance is provided to the adjacent single detached residential properties fronting Dixon Court.

- Neighbourhood Compatibility:

Concerns were expressed regarding the compatibility of the proposed development with the adjacent single detached residential properties in the area. Section 6.6.4 (e)(i) of the City of Barrie Official Plan serves to assist in addressing the issue of compatibility of new development within existing developed areas of the City. This policy states that;

- i) *Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. **Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas**, particularly in areas of transition such as the intensification corridors.*

Staff are of the opinion that the proposed development would provide an appropriate form of development and mid-rise transition, and could serve to buffer the existing residential lands to the east from the traffic noise and higher activity uses associated with and located along Yonge Street.

- Conformity with the Housing, Residential and Intensification Policies of the Official Plan:

Comments were received suggesting that the proposed development does not comply with the Housing, Residential and Intensification Policies of the City's Official Plan. Planning staff are satisfied that the proposed development does comply with the City's Official Plan and would represent an appropriate form of residential intensification on a vacant and underutilized property within the designated Yonge Street Intensification Corridor as noted throughout the Analysis section of this report.

Amended Concept/Supporting Information

15. Following the concerns expressed by local residents at the Neighbourhood and Public Meetings, and the comments received from staff through the technical review process, the applicant has made several changes to the original concept plan submitted and has provided a subsequent shadow analysis, fire flow calculations and angular plane analysis to address the comments/concerns identified to date (see Appendix "B" – Conceptual Site Plan). Most notably, the applicant has:
 - relocated the proposed rooftop amenity area from the MacMillan Crescent frontage to the Yonge Street frontage so as to address the privacy concerns expressed by adjacent residents;
 - removed the outdoor waste enclosure and relocated all refuse storage within the main building;
 - relocated the underground parking access to the south-easterly end of the building so as to address the potential traffic conflict associated with the site access and to reduce the impact of noise associated with the overheard door and vehicular access on the adjacent Dixon Court residences. The revised location has been substantially setback from the Dixon Court properties and the outdoor parking area has been reconfigured to keep vehicle movements further away from the residents on Dixon Court;
 - provided a minimum 3 metre wide landscape buffer, planted with 4m high coniferous trees (spaced 3m on centre), along the easterly limit of the proposed development to ensure a mature year round landscape buffer is maintained between the subject lands and the existing residential properties fronting Dixon Court;
 - increased the proposed parking spaces on site from 79 to 83 spaces;
 - relocated the building stairwell from the north-easterly elevation adjacent to the proposed site access to the south elevation;
 - provided window glazing on the north-easterly elevation to address the blank wall previously proposed; and,
 - reduced the exterior side yard setback adjacent to MacMillan Crescent to 2.59 metres (3.0 metres required) at the north westerly corner of the building to accommodate the proposed building modifications/architectural features focused at the intersection.

Department and Agency Comments

16. The subject application was circulated to staff in various departments and to external agencies for review and comment.
17. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject lands are not located within an area governed by Ontario Regulation 179/06 under the

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- Conservation Authorities Act and that they have no concerns with the proposed rezoning. Detailed functional servicing and stormwater management comments may be addressed at the time of a subsequent site plan approval application.
18. Development Services – Approvals staff provided comments surrounding sufficient fire flow supply for the proposed development and have confirmed that they have no concerns with the proposed rezoning. Detailed engineering design matters would be addressed at the time of site plan approval.
 19. Transportation Planning staff have indicated that they have no concern with the Traffic Brief submitted in support of the subject application which concluded that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network. A 3 metre road widening has been identified on the Conceptual Site Plan and would be required to be conveyed to the City at the time of Site Plan approval should Council approve the proposed zoning by-law amendment.
 20. Development Approvals – Landscape staff commented on the site plan attached as Appendix “B” to this report and confirmed that they were generally satisfied with the development as reflected on this plan. However, details such as boundary fencing and the location and size of infill/buffer and streetscape plantings would be further addressed and finalized at the time of the subsequent site plan approval.
 21. The City’s Risk Management staff noted that the subject property is not located within any Source Water Protection vulnerable areas and that no policies within the South Georgian Bay Lake Simcoe Protection Plan apply to this site, however road salt contamination concerns can be addressed at the site plan approval stage.
 22. The City’s Environmental Services Department provided comments indicating that a Site Alteration Permit would be required, any existing wells on site would need to be decommissioned in accordance with Ontario Regulation 903, and stormwater management and other detailed design matters would be addressed at the time of site plan approval. Additional comments were provided indicating that the development does not currently meet the requirements for municipal waste collection services.
 23. The City’s Accessibility and Diversity Specialist provided comments indicating no concerns with the application but provided comments noting that a minimum of four accessible barrier-free parking spaces, two Type A (van accessible) and two Type B (standard accessible), would be required. Additional comments were made in regards to the required signage, access paths, location of stairs, and to ensure all common amenity spaces are accessible (ex. garbage, recycling, gazebo etc.). These comments may be further addressed at the time of site plan approval should Council approve the proposed Zoning By-law Amendment.
 24. The City’s Building and Fire & Emergency Services Departments provided comments indicating no concern with proposed rezoning.
 25. Enbridge and Alectra Utilities have reviewed the proposed development and have expressed no objection to the approval of the application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through a subsequent site plan approval application.
 26. The Simcoe County District School Board (SCDSB) provided comments indicating no objection to the proposed Zoning By-law Amendment.

ANALYSIS

Policy Planning Framework

27. The following provide a review of the application in accordance with applicable Provincial and Municipal policy documents.

Ontario Planning Act, R.S.O. 1990

28. 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>
29. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; is not located within or adjacent to any environmental features; will utilize existing and available infrastructure (sewage, water and waste water 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 is designed with a pedestrian-oriented built form with pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

30. The Provincial Policy Statement (2020) (PPS) provides overall policy directions 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 can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
31. 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.
32. 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.
33. The proposed development is consistent with the PPS as it proposes residential intensification on a designated intensification corridor within a built-up area. The proposed development would also be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

34. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with or does not conflict with the applicable policies of the Provincial Policy Statement (2020).

Growth Plan for the Greater Golden Horseshoe (2017) (The Growth Plan)

35. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (The Growth Plan) 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>
36. 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.
37. The Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. Section 2.2.2 further states that until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply. In this case, the current minimum intensification target for the City is 40 percent. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
38. Based on the foregoing, staff are of the opinion that the proposed development conforms to The Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing infrastructure, and would provide alternative housing options in the City through the provision of condominium units to serve a variety of household sizes, incomes and ages. Further, the proposed development is appropriate as it would be located within an existing built-up area of the City that is supported by the availability of existing infrastructure and public transit along Yonge Street and would contribute to the City's current intensification target of 40% of new growth within the existing built boundary.

Official Plan

39. The Official Plan (OP) 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>
40. As noted above, the subject property is designated Residential Area in accordance with the City's Official Plan. Lands designated Residential are intended to be used primarily for residential uses, with all forms and tenure of housing permitted subject to locational criteria.

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41. The subject lands are located with the Yonge Street Primary Intensification Corridor as identified on Schedule 'I' of the City's Official Plan and are intended to develop at a target density of 50 units per hectare, collectively.
 42. 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.
 43. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include a growing percentage of multi-unit development at medium and high densities in order to provide a complete range of housing options for the City's residents. Further, 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. The proposed development is considered to be consistent with this policy in that it proposes a high density residential development with an alternative housing form (apartment units) from that which currently exists in the area, utilizes existing infrastructure and services, and would support public transit use.

General Policies

44. Section 3.3.1 encourages complete communities with an appropriate range of housing types; building design and densities which efficiently use land, resources, infrastructure and public service facilities; contributes to safe, vibrant and pedestrian friendly streetscapes; and directs development toward locations where infrastructure and public service facilities are available. The proposed development is consistent with this policy in that it proposes residential intensification in an area where existing infrastructure (water, storm and sanitary services) and service facilities (public transit, local schools and Brunton Park) are available. Further, the proposed development provides a variety of apartment options (1, 2 and 2+ den bedroom units ranging in size from 920 square feet to 1,190 square feet) and would contribute toward a complete community with the exiting commercial uses located along Yonge Street.
45. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourages the maintenance of reasonable housing costs by encouraging a varied selection of housing with regard to size, density and tenure. The provision of innovative housing and a wide range of housing opportunities is encouraged in order to meet identified housing needs where it is recognized to be in accordance with good land use planning principles. The Official Plan further encourages residential intensification in built-up areas in order to support the viability of neighbourhoods and provide opportunities for a variety of housing types at densities consistent with the Official Plan. Residential intensification includes infill development, which refers to the development of vacant or under-used parcels within existing urban areas.
46. Staff are satisfied the proposal conforms to these policies of the Official Plan given that the proposed development provides for an alternative housing form in the area, would contribute to a compact urban form and the efficient use of land and resources, supports transit, optimizes the use of existing infrastructure and services within an existing built-up area of the City, and would result in the development of a vacant underutilized site located on a designated intensification corridor.

Affordable Housing

47. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In the case of 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.
48. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. This household income would allow the purchase of an affordable unit to a maximum price of \$305,000 per unit, representing 30% of household income spent on accommodation on an annual basis. The regional maximum of 10% below average resale price of a home in Barrie is \$445,582. While the purchase price of the units has not been confirmed at this time, it should be noted that apartment units are generally considered a more affordable form of housing compared to lower density housing options. That said, the applicant anticipates a selling price of \$329,900 - \$549,900.00 per unit. In this regard, a minimum of five (5), one-bedroom units would be offered for sale at 10 percent below the average purchase price of a resale unit in the regional marked area given the estimated price of \$329,900 - \$359,900 per unit. Fifty-nine (59) two bedrooms units are estimated to be sold for \$399,900 - \$479,900, while the remaining units, would exceed \$500,000 per unit. Based on the above, a minimum of 7% of the overall units associated with the proposed development would be considered affordable, thereby contributing to the 10% target identified in the Official Plan.

Land Use Policies

49. In accordance with Section 4.2.2.2 of the Official Plan, 'net residential hectare' for medium and high density residential development shall mean the area of land measured in hectares utilized solely for the residential dwelling units, excluding local residential streets, Open Space and Environmental Protection Areas. High density residential development shall consist of developments which are in excess of 54 units per hectare. The Official Plan further states that high density developments in excess of 150 units per hectare shall be restricted to locations within the City Centre. In this regard, the proposed development represents a density of approximately 122 units per hectare and is located outside of the City Centre. As such, the proposed development would be considered high density residential in accordance with the Official Plan.
50. Section 4.2.2.3 (b) of the Official Plan further provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to locate adjacent to arterial and collector roads, in close proximity to public transit, schools, parks, commercial development and where planned services and facilities such as roads, sewers and watermain, or other municipal services are adequate. In staff's opinion, the proposed development meets the City's locational criteria with respect to high density development as the subject property is located within the Yonge Street Intensification Corridor, is located within walking distance to Brunton Park (less than 500m), and is located in proximity to two schools (Assikinack Public School and Warnica Public School) and many commercial and institutional facilities along Yonge Street. The property is also located along an arterial roadway (Yonge Street) whereby municipal transit services are available.
51. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional amenity areas including

landscaping, screening and buffering. Staff are of the opinion that the combination of these features will ensure that the proposed development functions effectively and would provide an appropriate transition to the abutting single detached residential properties fronting Dixon Court.

Intensification Policies

52. The proposed development was reviewed in association with the Intensification policies of the Official Plan. These policies implement the City of Barrie Intensification Study that was completed in 2009 which encourages residential intensification to be directed to the Urban Growth Centre (UGC), Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas.
53. Intensification corridors are defined as *"Intensification areas along major roads, arterial or higher order transit corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels"*.
54. The development, if approved, would address many of the Intensification Policies of the Official Plan. In this regard, Schedule I of the Official Plan identifies Yonge Street as a Primary Intensification Corridor which has a targeted density of 50 units per hectare in accordance with Section 4.2.2.6(f)(iii). It is important to note that while 50 units per hectare is the target density, not all properties are intended to redevelop at this density. Depending on individual site circumstances, properties may potentially develop at densities both above and below this target with the understanding that the target density is to be achieved over the entire corridor.
55. It is anticipated that these types of development will be more common along the Intensification Corridors and densities may exceed 50 units per hectare on a site by site basis but would be consistent with the density target which is calculated over the entire corridor. Therefore, staff are satisfied that the proposed density (122 units per hectare) would contribute to a more compact urban form that supports transit, and efficiently uses land and resources by optimizing the use of existing infrastructure and services in an area where intensification has been targeted.

Tall Buildings and Height Control

56. Section 6.6 of the Official Plan provides policies related to tall buildings and height control. These policies are applicable to any proposed building above 3-storeys in height; particularly within the Urban Growth Centre and the Intensification Nodes and Corridors. The general design policies of this section require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located towards the rear of buildings with appropriate screening. The policies further state that the use of underground parking is strongly encouraged and tall buildings are to be held to a high standard of design excellence by using quality urban design, architectural treatments and building materials in order to promote a visually interesting skyline.
57. In accordance with Section 6.6.4 (a), the tall building policies further state that buildings will be designed to best mitigate the shadows on public parks and open spaces, private amenity areas and surrounding streets throughout the day and buildings will make use of setbacks, stepping provisions and other such design measures in order to reduce shadow impacts. Tall buildings will also incorporate building articulations, massing and materials that respect the pedestrian scale and create interest.
58. As noted above, a Shadow Impact Study was submitted in support of the subject application which assessed the impacts of the shadows cast on the abutting properties by the proposed development (see Appendix "E" – Shadow Impact Study). It should be noted that following the concerns identified at the public meeting by a local resident, a revised shadow analysis was submitted which

provided further assessment of the proposed shadows on six calendar days (March 8, April 21, June 21, September 21, November 1, and December 21). In accordance with the tall building policies of the Official Plan, particular attention is to be given to the effects of shadowing between March 21 and September 21 (Spring/Autumn Equinoxes). March 21 is the midway point between the longest day of the year (June 21) and the shortest day of the year (December 21), and is interpreted as representative of the average shadow impact cast by a building. The report demonstrates that minimal shadowing will occur on adjacent low-rise residential properties given that the proposed building has been located toward the westerly limits of the property. More specifically, shadowing on the adjacent residential properties to the east would not be realized until approximately 5pm which is not considered to be unreasonable.

59. Section 6.6.4 (e) of the Official Plan states that where taller buildings are proposed adjacent to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Buildings should be located on site away from areas directly adjacent to lower scale buildings. As referenced in paragraph 14 of this report, it is important to note that the policies further state that the compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as intensification corridors.
60. While the subject lands are located along the Yonge Street Intensification Corridor in which medium and high density developments ranging from five (5) to eight (8) storeys in height are encouraged, new developments are expected to provide an appropriate transition to low-density residential land uses. There are many ways in which a new development can provide an appropriate transition to low-density residential land uses, including the provision of building step-backs to reduce height and shadowing impacts of tall buildings, increased setbacks to provide appropriate spatial separation between buildings, and buffering in the form of oversized infill plantings/vegetation and tight board fencing.
61. In this regard, and in accordance with the Urban Design Guidelines established for the Intensification Areas as prepared by Brook McIlroy, October 2012, where intensification projects are proposed adjacent to stable residential neighbourhoods, the application of a 45 degree angular plane is recommended to provide a transition in height from mid-rise buildings to low-rise residential homes. The intent of this provision is to provide appropriate separation distances and to reduce shadow impacts on abutting residential properties as well as the perception of height. As illustrated on Appendix "F" of this report, the applicant has demonstrated that the 45 degree angular plane has been achieved for the proposed development adjacent to both the Yonge Street frontage and the residential properties to the immediate east fronting Dixon Court given the significant distance separation (approximately 23-50m) afforded by the proposal.
62. In staff's opinion, the proposed development is consistent with the Tall Building Policies identified above. As illustrated on the proposed site plan and building elevations (attached as Appendix "B" & "D" to this report), all required parking is proposed to be located at the rear of the property and within the underground structured parking. The articulated roof with varying parapet heights would provide for a more visually interesting skyline and the horizontal and vertical variation in building materials is intended to reduce the visual and physical impact of height while providing a more pedestrian scale façade adjacent to the pedestrian realm of Yonge Street. In addition, there are no public parks/open spaces immediately abutting the proposed development which would be impacted by shadows and the shadowing on the adjacent residential properties to the east would not be realized until approximately 5pm between the Spring and Fall equinoxes.

Holding Provisions

63. 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 finalized. In this regard, staff are recommending that a Holding symbol (H) be utilized over the subject lands to address detailed design matters that would be addressed through a subsequent site plan control application. These matters relate specifically to building design, including exterior finishing materials, and landscape buffer/infill plantings as it relates specifically to the minimum size, species type and quantities. In addition to these matters, the subsequent site plan approval process would address detailed design matters related, but not limited to, site servicing and stormwater management. As identified in the recommended motion, the Holding symbol (H) would be lifted following the owner's execution of a Site Plan Agreement with the City.

Height and Density Bonusing

64. 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 height and density over and above what the current Residential Multiple Dwelling Second Density (RM2) zoning on the subject lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied. Notwithstanding the above, on May 29, 2017, a memorandum was provided to Council which identified that development proposals within the City's Intensification nodes and corridors that generally comply with the 'Mixed Use Corridor' (MU2) zoning standards would not be subject to Bonusing Policies. Given that this parcel within the Yonge Street Intensification Corridor and generally complies with the MU2 zoning standards, particularly as it relates to maximum building height (16.2m proposed, whereas 16.5m would be permitted for standalone residential uses), the Bonusing Policies of the Official Plan would not apply. It should be noted that there is no maximum density provision associated with the MU2 zoning standards.
65. Based on the provisions identified above, staff are of the opinion that the proposed development, if approved, is considered to be consistent with or does not conflict with the City's Official Plan.

Zoning Rationale for Special Provisions (SP)

66. As noted above, the applicant has requested a Mixed-Use Corridor with Special Provisions (MU2)(SP-XXX) zoning over the subject lands. The site specific provisions (SP) are discussed below and have been requested to implement the proposed development concept. In many cases these SP reflect an increase to a required standard or stipulate a standard where none would normally apply.

Front Yard Setback – Partially Paved

67. The applicant is proposing that the front yard setback be partially paved, whereas the City's Comprehensive Zoning By-law requires that the front yard setback to be fully paved. This request would result in the provision of soft landscaped space between the municipal right-of-way and the proposed development so as to provide an inviting pedestrian environment and soften the elevation of the proposed building at the pedestrian level. While staff recognize that the intent of the fully paved front yard setback provision is to allow for a seamless transition between the sidewalk and the adjacent development, this provision would be considered more appropriate for commercial and/or mixed use development where unfettered at grade access to the development is secured at various locations along the ground floor elevation. Given the standalone residential use of the proposed development, staff are satisfied that the proposal to provide a combination of both soft and hard landscape areas adjacent to Yonge Street is appropriate. Further, continuous pedestrian access/connections would be provided along the full extent of the Yonge Street frontage and substantial hardscaping is proposed to be provided at the intersection of Yonge Street and MacMillan Crescent where the main at grade access would be provided to the building.

Maximum Interior Side Yard Setback

68. The applicant is proposing a maximum interior side yard setback of 4.5 metres, whereas a maximum interior side yard setback of 3.0 metres would be required to the adjacent commercial lands to the south. The general intent and purpose of the maximum side yard setbacks is to ensure that the City's intensification corridors develop with compact built form that creates a continuous urban landscape with a defined street edge. Recognizing this, Planning staff also feel it is important to have regard for existing land uses and to ensure that appropriate building transitions and buffering are provided between new and existing developments and uses. The increased side yard setback has been requested to ensure adequate space is provided to accommodate additional landscape features along the boundary to buffer the proposed residential use from the existing commercial development to the south, while incorporating a retaining wall within this setback for grading purposes. Based on the forgoing, Planning staff are satisfied that a maximum interior side yard setback of 4.5m is appropriate for the subject lands and would represent good planning.

Minimum Street Level Floor Height

69. While the Mixed Use Corridor (MU2) zone requires a minimum street level floor height of 4.5m, the applicant is proposing a minimum street level floor height of 3.0 metres. The intent of the minimum 4.5m street level floor height is to ensure that adequate height is provided for ground floor commercial uses within mixed use buildings. Given the standalone residential use of the proposed development, Planning staff are satisfied that a street level floor height of 3m is appropriate. Further, this proposed reduction would assist in reducing the overall height of the building to respond to the concerns expressed by adjacent residents through the public consultation phase. As such, the proposed reduction has been reflected in the recommended motion.

Reduced Exterior Side Yard Setback

70. The applicant is proposing a minimum exterior side yard setback of 2.59 metres, whereas the by-law requires a minimum exterior side yard setback of 3.0 metres adjacent to MacMillan Crescent. The intent of the exterior side yard setback is to ensure adequate separation distances and sightlines are provided adjacent to municipal roadways. Given the slightly irregular configuration of the property (wider toward the easterly limit of the property), staff recognize that the reduced exterior side yard setback is only required for the north-westerly corner of the proposed building at the intersection. As you move east along MacMillan Crescent toward Dixon Court, the proposed side yard setback increases beyond the minimum required 3m setback. Further, staff note that the chamfered building design proposed to frame the intersection of Yonge Street and MacMillan Crescent, will result in an increased building setback from the intersection and adequate sight lines would be provided. As such, staff are satisfied that the reduced exterior side yard setback is appropriate as it relates to the conceptual site plan submitted in support of the subject application. However, in order to provide some flexibility at the time of detailed design, staff are recommending that an exterior side yard setback of 2.5m be reflected in the implementing zoning by-law for the subject lands, as referenced in the recommended motion.
71. While no other site specific zoning provisions would be required to implement the proposed development concept in accordance with the proposed MU2(SP-XXX)(H-XXX) zoning over the subject lands, staff are recommending that the approval of the subject application be tied to the proposed concept plan (see Appendix "B"). In this regard, staff are recommending that the following additional and more restrictive site specific zoning provisions be incorporated into the implementing zoning by-law for the subject lands:
- a) That a minimum parking ratio of 1.2 spaces/unit be provided, whereas a minimum parking ratio of 1 space/unit would be permitted;

- b) That a minimum rear yard setback of 22 metres to 45 metres be required to recognize the proposed L-shaped building as identified on the Conceptual Site Plan attached as Appendix "B" to this report, whereas 7m would be permitted;
 - c) That a minimum 3 metre wide continuous landscape buffer strip, planted with minimum 4 meter high coniferous trees, spaced 3 metres on centre, be provided along the full extent of the easterly property boundary;
 - d) That a maximum density of 122 units per hectare be permitted; whereas the MU2 zone does not have a maximum density provision; and
 - e) That a maximum building height of 16.5m be permitted, whereas a maximum building height of 25.5 would be permitted in the MU2 zone if ground floor commercial or institutional uses were provided.
72. While the conceptual site plan attached as Appendix "B" to this report identifies a rear yard setback of 23m to 51.36m for the proposed L-shaped building, staff are recommending that a minimum rear yard setback of 22m to 45m be permitted so as to provide some flexibility at the time of detailed design. All other provisions identified above are reflective of the conceptual site plan submitted in support of the subject application.
73. In staff's opinion, the proposed site layout is functional and the proposed site specific zoning provisions over the subject lands represent an appropriate form of residential infill development within an existing established area of the City on a site that is currently vacant and underutilized. The above noted site specific provisions have been reflected in the recommended motion in order to provide local residents with some level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Site Plan Control

74. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the development and design of the lands with regard to access, servicing (including adequate fire protection), stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
75. The concept plan and preliminary reports submitted in support of the subject application provide a general indication of how the property would be developed. However, should the subject Zoning By-law Amendment application be approved, the applicant would be required to submit a site plan application which would be further reviewed by City staff and applicable external agencies to ensure that the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets. Additionally, as noted above in paragraph 63, staff are recommending that a Holding symbol (H) be utilized over the subject lands so as to ensure that the above noted matters are adequately addressed through the subsequent site plan application prior to the Holding symbol (H) being removed.

Summary

76. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial Policy and the City's Official Plan. In staff's opinion, the provision of 4-storey, 67-unit residential apartment building at the density proposed, is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for residential Intensification.

77. In staff's professional opinion, the proposed development represents an appropriate form of residential infill development for the subject lands and would be considered compatible with the adjacent single detached residential properties in the area. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed and finalized through a subsequent site plan control application prior to the Holding symbol (H) being removed.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

78. There are no environmental matters related to the recommendation.

ALTERNATIVES

79. The following alternatives are available for consideration by Planning Committee:

Alternative #1 Planning Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing RM2 zoning over the subject property.

This alternative is not recommended as the subject property is ideally suited for the proposed form and density of residential intensification. The proposed amendment is also in keeping with both the Provincial and Municipal policy framework established for the City's intensification areas as noted throughout the Analysis section of the report.

Alternative #2 General 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 submitted a detailed concept plan which is generally consistent with the Urban Design Guidelines for the City's Intensification Areas and current City standards with respect to building orientation/placement/massing, setbacks, access, parking, landscaped areas, etc. The additional site specific provisions have been recommended to provide residents with some level of assurance that the concept plan submitted will be realized at the time of site development.

FINANCIAL

80. The subject application, if approved, would permit the development of a 4-storey, 67 unit residential apartment dwelling. The current annual property tax revenue generated from the subject lands is \$8,561.00. The proposed development would generate an annual tax revenue of approximately \$314,000.00, representing an increase of \$305,439.00, based on 2019 tax rates.
81. Building permit application fees for the proposed development are estimated to be approximately \$177,718.78. If approved, building permit fees will be confirmed through the subsequent Site Plan Control process, and collected at the time of the submission of a building permit application.
82. Current development charges for the proposed development are \$25,934.00 per unit for the proposed 1 bedroom units and \$36,943.00 for the proposed 2 and 2+ bedroom units as of April 1, 2020. The development charge revenue for the proposed development is estimated to be approximately \$2,420,136.00. Residential Development Charges are subject to an annual inflationary adjustment on January 1st of each year. Development charges are calculated and paid at the time of issuance of the building permit.

-
83. The education levy for residential uses is currently \$2,959.00 per unit, which represents a total levy of \$198,253.00.
84. Cash in lieu of parkland is currently calculated at \$5,597.00 per residential unit, which represents a total contribution of \$374,999.00 for the proposed development (2020 rate, subject to an annual inflationary adjustment on January 1st of each year).
85. The proposed development would be subject to a finance administration fee of \$5,192.50, which would be collected at the time of issuance of a building permit.
86. Given that the subject lands, 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.
87. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process and will be presented to Council during the annual budget cycle for approval.

LINKAGE TO 2018–2022 STRATEGIC PLAN

88. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- ☒ Fostering a Safe & 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
89. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize 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" – Proposed Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Original Concept Plan
Appendix "D" – Proposed Building Elevations
Appendix "E" – Shadow Impact Study
Appendix "F" – Angular Plane Analysis

APPENDIX "A"

Proposed Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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 known municipally as 481 Yonge Street, shown on Schedule "A" to this By-law from Residential Multiple Dwelling Second Density (RM2) to Mixed Use Corridor – Special Provision, Hold (MU2)(SP-XXX)(H-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 20-G-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 481 Yonge Street, shown on Schedule "A" to this By-law from Residential Multiple Dwelling Second Density (RM2) to Mixed Use Corridor – Special Provision, Hold (MU2)(SP-XXX)(H-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 of by-law 2009-141, a minimum of 1.2 parking spaces per dwelling unit shall be provided in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
3. **THAT** a maximum density of 122 units per hectare (or a maximum of 67 units) shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a maximum building height of 16.5 metres (4-storeys) shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a minimum rear yard setback of 22 metres to 45 metres shall be required in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone, in accordance with the L-shaped building identified on Schedule "B" attached to this By-law.

6. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a minimum side yard setback abutting a street of 2.6 metres shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
7. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a maximum side yard setback of 4.5 metres shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
9. **THAT** notwithstanding the provisions set out in Section 5.4.3.1 of By-law 2009-141, a minimum street level floor height of 3.0 metres shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
9. **THAT** notwithstanding the provisions set out in Section 5.4.3.2 a) of By-law 2009-141, a partially paved front yard shall be permitted in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
10. **THAT** a minimum 3.0 metre wide continuous landscape buffer, planted with minimum 4.0 metre high coniferous trees, spaced 3.0 metres on centre, shall be provided along the east rear lot line in the Mixed Use Corridor – Special Provision, Hold (SP-XXX)(H-XXX) zone.
11. **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 Mixed Use Corridor – Special Provision, Hold (MU2)(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 Corporation of the City of Barrie:
 - a) The execution of a Site Plan Agreement which includes matters relating to, but not limited to, the building orientation, placement, design and materials, landscape buffering, site servicing (including adequate fire protection), access and parking.
12. **THAT** the remaining provision of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule “A” to this by-law shall apply to the said lands except as varied by this By-law.
13. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____th day of ____, 2020.

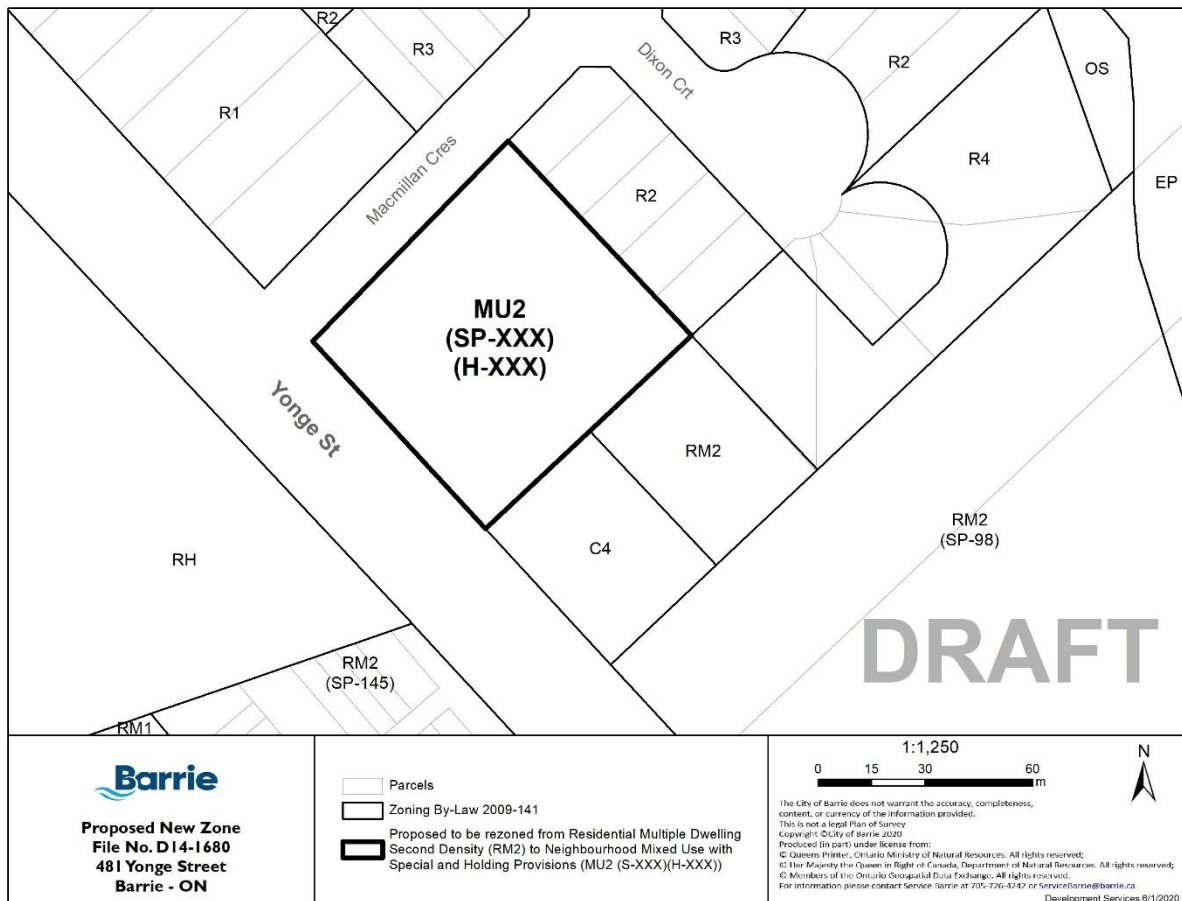
READ a third time and finally passed this ____th day of ____, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2020-XXX

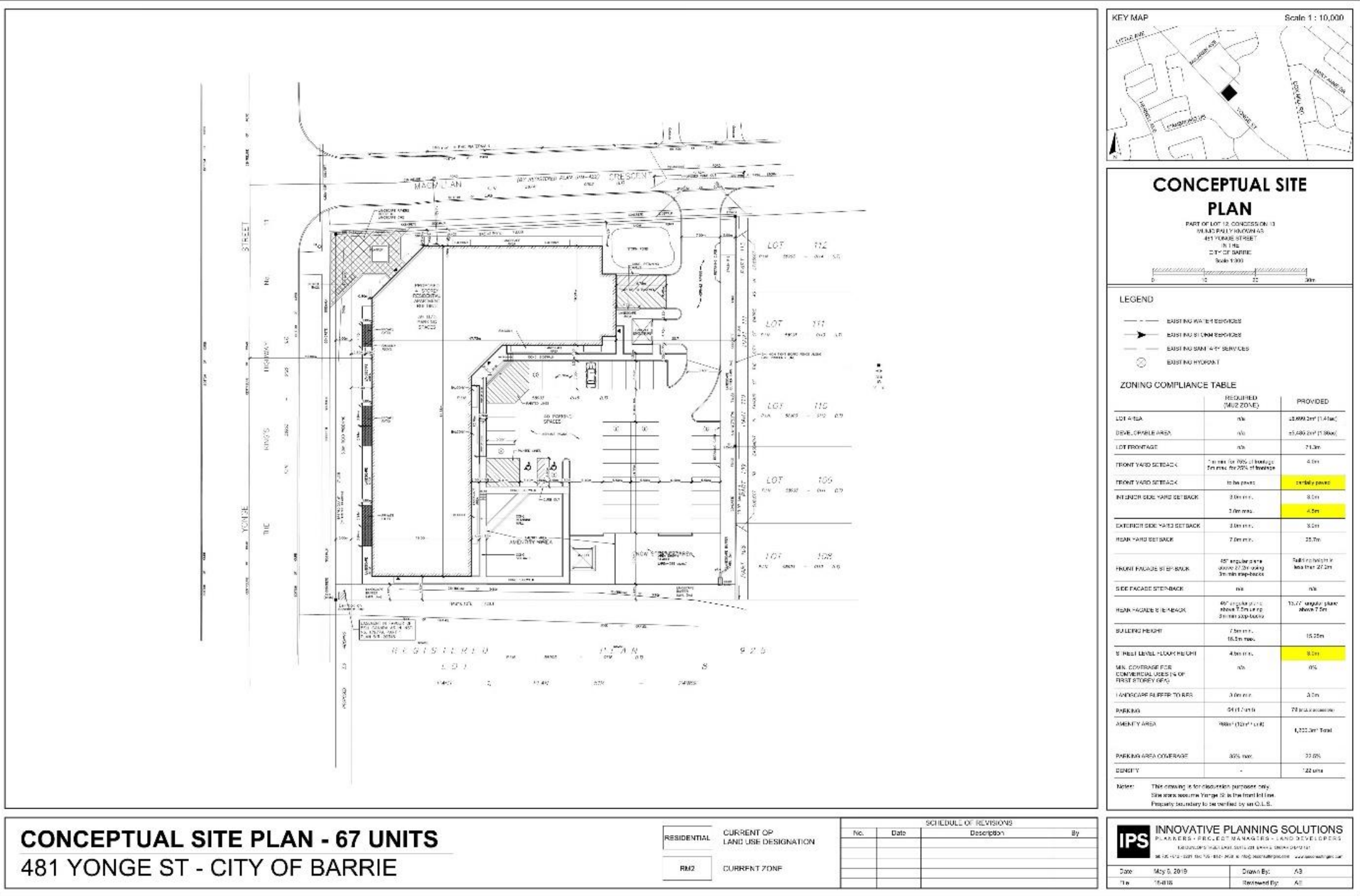


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APPENDIX "C"

Original Concept Plan



APPENDIX "D"

Proposed Building Elevations

Conceptual Artist Rendering – Perspective from the Intersection of Yonge Street and MacMillan Crescent



Conceptual Artist Rendering – Aerial Perspective



Front/Yonge Street (West) and Exterior Side/MacMillan Crescent (North) Building Elevations



Rear (East) and Side (South) Building Elevations




APPENDIX “E”


Shadow Impact Study



Shadow Study
April 21
481 Yonge St.
City of Barrie, ON

LEGEND

 Proposed 4 storey building

 Existing buildings less than 4 storeys

Note: This drawing is for discussion purposes only.
Time zone UTC -04:00

Date: June 1st, 2020
Drawn By: AS
File: 18-816

IPS

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
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Tel: 705-112-3231 Fax: 705-812-3404 e: info@innovativeps.com www.innovativeps.com



5:34am, June 21
No shadow encroaching onto surrounding properties.



7:00am, June 21
Shadow encroaching south onto Inniswood Baptist Church along Yonge Street.



8:00am, June 21
Shadow encroaching southwest onto Yonge St., no impact on surrounding properties.



9:00am, June 21
Shadow encroaching southwest onto Yonge St., no impact on surrounding properties.



10:00am, June 21
Shadow encroaching west onto Macmillan Cres., and Yonge St., no impact on surrounding properties.



11:00am, June 21
Shadow encroaching west onto Macmillan Cres., no impact on surrounding properties.



12:00pm, June 21
Shadow encroaching west onto Macmillan Cres., no impact on surrounding properties.



1:00pm, June 21
No shadow encroaching onto surrounding properties.



2:00pm, June 21
No shadow encroaching onto surrounding properties.



3:00pm, June 21
No shadow encroaching onto surrounding properties.



4:00pm, June 21
No shadow encroaching onto surrounding properties.



5:00pm, June 21
Minor shadow impact east on adjacent property along Yonge Street.



6:00pm, June 21
Minor shadow impact east on adjacent property along Yonge Street.



7:00pm, June 21
Shadow impact northeast onto Dixon Ct., and adjacent property along Yonge Street.



8:00pm, June 21
Shadow impact northeast onto Dixon Ct., and adjacent property along Yonge Street.



9:06pm, June 21
No shadow encroaching onto surrounding properties.

Shadow Study
June 21

481 Yonge St,
City of Barrie, ON

LEGEND



Proposed 4 storey building



Existing buildings less than 4 storeys

Note: This drawing is for discussion purposes only.

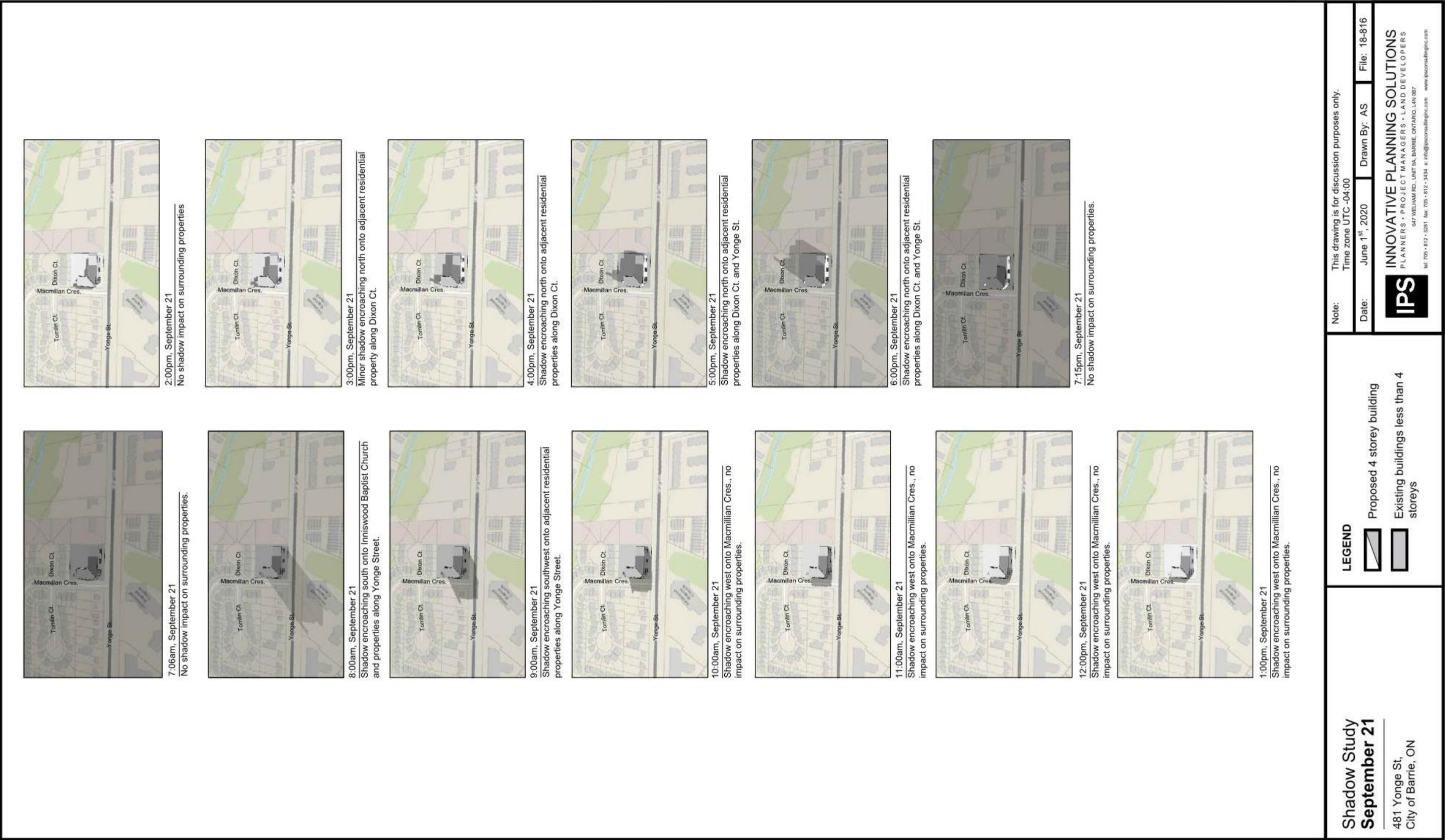
Time zone UTC -04:00

Date: June 1st, 2020 Drawn By: AS File: 18-816



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647 WELHAM RD. UNIT 8A, BARRIE, ONTARIO, L4N 0B7
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7:51am, December 21
No shadow encroaching on surrounding properties.



9:00am, December 21
Shadow encroaching west onto residential properties along Yonge Street.



10:00am, December 21
Shadow encroaching west onto residential properties along Yonge Street. Minor shadow encroaching onto residential property along Macmillan Cres.



11:00am, December 21
Shadow encroaching west onto residential property along Yonge Street and Macmillan Cres.



12:00am, December 21
Shadow encroaching west onto residential properties along Yonge Street and Macmillan Cres.



1:00pm, December 21
Minor shadow encroaching northwest onto residential properties along Macmillan Cres.



2:00pm, December 21
Shadow encroaching northwest onto residential properties along Dixon Ct.



3:00pm, December 21
Shadow encroaching north onto residential properties along Dixon Ct.



4:42pm, December 21
No shadow encroaching on surrounding properties.

Shadow Study
December 21

481 Yonge St,
City of Barrie, ON

LEGEND



Note: This drawing is for discussion purposes only.
Time zone UTC -05:00

Date: June 1st, 2020 Drawn By: AS File: 18-816



INNOVATIVE PLANNING SOLUTIONS
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APPENDIX “F”

Angular Plane Analysis



1 ANGULAR PLANES @ FRONT WEST ELEVATION
SCALE: 1:150



2 ANGULAR PLANES @ SIDE SOUTH ELEVATION
SCALE: 1:150