
TO: PLANNING COMMITTEE

SUBJECT: APPLICATION FOR OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT (2596843 ONTARIO INC.) – 224 ARDAGH ROAD AND PART OF 250 ARDAGH ROAD

WARD: 6

PREPARED BY AND KEY CONTACT: C. KITSEMETRY, RPP, SENIOR PLANNER, EXT. 4430

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 Official Plan Amendment application submitted by KLM Planning Partners Inc. on behalf of 2586843 Ontario Inc. to redesignate the lands known municipally as part of 250 Ardagh Road on Schedule A - Land Use from Institutional to General Commercial, and attached as Appendix "A" to Staff Report DEV005-20, be approved.
2. That the Official Plan Amendment application submitted by KLM Planning Partners Inc. on behalf of 2586843 Ontario Inc. to add a Defined Policy Area on Schedule C – Defined Policy Areas to permit standalone residential use and high density residential on lands designated General Commercial, known municipally as 224 Ardagh Road and part of 250 Ardagh Road, and attached as Appendix "A" to Staff Report DEV005-20, be approved.
3. That the Zoning By-law Amendment application submitted by KLM Planning Partners Inc. on behalf of 2586843 Ontario Inc. to rezone the lands known municipally as 224 Ardagh Road and part of 250 Ardagh Road from General Commercial with Special Provisions and a Hold (C4)(SP-341)(H-79) and Major Institutional (I-M) to General Commercial with Special Provisions (C4)(SP-XXX), and attached as Appendix "B" to Staff Report DEV005-20, be approved.
4. That the following Special Provisions for the General Commercial (C4)(SP-XXX) Zone be referenced in the site specific zoning by-law for the lands known municipally as 224 Ardagh Road and part of 250 Ardagh Road and attached as Appendix "B" to Staff Report DEV005-20:
 - a) The lands shall be considered one lot for the purposes of zoning;
 - b) The following minimum parking standards are required:
 - i) 1.25 parking spaces per dwelling unit, whereas 1.5 spaces is the standard; and
 - ii) 1 space per 30 square metres of commercial use, whereas 1 space per 24 square metres of commercial use is the standard for multiple uses.
 - c) The following additional uses are permitted as part of a mixed-use development:
 - i) Block/Cluster/Street/Stacked Townhouse units; and

- ii) Home Occupations in accordance with Section 5.2.10 of By-law 2009-141.
 - d) The following setbacks and height standards shall be applied:
 - i) A minimum front yard setback of 2 metres shall be provided (Ferndale Drive South);
 - ii) A minimum exterior side yard setback of 2 metres shall be provided (Ardagh Road);
 - iii) A minimum interior side yard setback of 10 metres shall be provided (north property line);
 - iv) A minimum rear yard setback of 7.5 metres shall be provided (west property line);
 - v) A maximum building height of 28 metres is permitted for the mixed use building located at the south-east corner of the property; and
 - vi) A maximum building height of 12.5 metres shall be permitted for a townhouse unit.
 - e) A minimum 6%, or 290 square metres, of the total gross floor area of the mixed-use building shall be used for commercial uses, whereas 20% is required;
 - f) A minimum consolidated amenity space of 9 square metres per unit or 730 square metres, shall be provided, whereas 12 square metres per unit (972 square metres) is required;
 - g) Accessory structures shall be permitted in association with each townhouse unit and the mixed-use block whereas permissions are not provided for the C4 Zone;
 - h) Box/bay windows and any other encroachments for accessory architectural details outlined in section 5.3.3.1 (b) and (g), may project a distance of not more than 0.5 metres into a required yard, whereas the C4 Zone does not provide standards for these types of design features; and
 - i) Notwithstanding the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this By-law, the moratorium shall not apply to the C4 (SP-XXX) Zone.
5. That the owner/applicant is required to provide community benefits per Section 37, as amended or replaced, of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonusing to the satisfaction of the Director of Development Services.
6. That the written and oral submission 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, and as further detailed in Staff Report DEV005-20.
7. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Overview

8. The purpose of this Staff Report is to recommend approval of the applications, for the property known municipally as 224 Ardagh Road and part of 250 Ardagh Road to permit the development of 31 townhouse units and a 6 storey building with 50 apartments and 290 square metres of commercial space. The proposal maintains a ground floor commercial component while incorporating apartment units with a transition to townhouse units in proximity to the existing single detached neighbourhood to the north. Staff consider the change in the land use designation and zoning to permit an integrated residential and commercial development at the northwest corner of

Ardagh Road and Ferndale Drive South to be good planning and reflective of a complete community.

Location

9. The subject property is legally described as Part of Block 264 on 51M-371, Parts 1, 2 & 3 of 51R-33187 and Part 4 on 51R-24641, known municipally as 224 Ardagh Road and part of 250 Ardagh Road. The subject lands are located at the northwest corner of Ardagh Road and Ferndale Drive South and have a frontage of 64.8 metres on Ferndale Drive South and 95.4 metres on Ardagh Road. The total area of the site, including 224 Ardagh Road and part of 250 Ardagh Road, is approximately 1.08 hectares in size.
10. The existing and proposed land uses surrounding the subject property are as follows:

North

Residential Single Detached

East

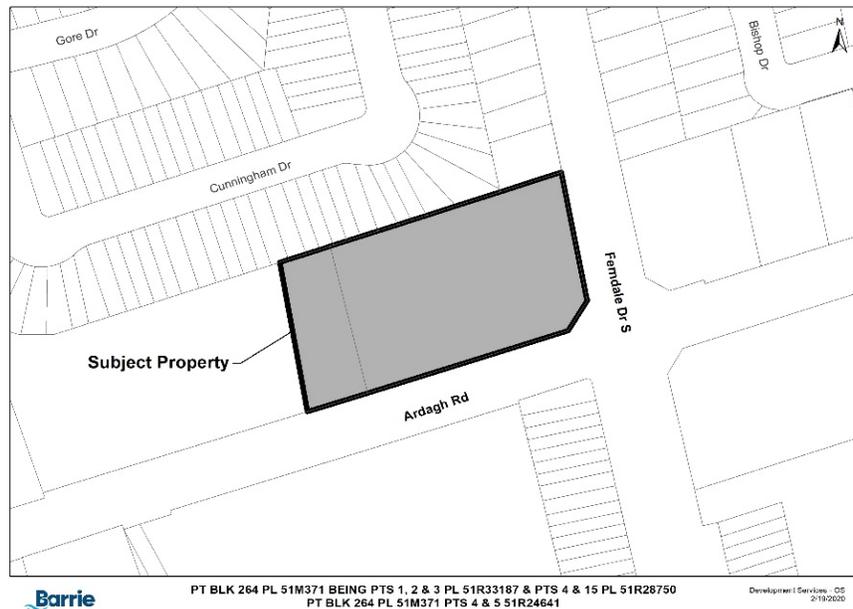
Ferndale Drive South, Commercial

South

Ardagh Road, Residential Semi-Detached, Residential Multiple (Pending)

West

Barrie Fire Station No. 4, Environmental Protection



Existing Policy

11. The property is designated as General Commercial and Institutional in the City's Official Plan and zoned as General Commercial with Special Permissions and a Hold (C4)(SP-341)(H-79) and Major Institutional (I-M) in Comprehensive Zoning By-law 2009-141. The lands are in the Ardagh Secondary Planning Area.
12. The Institutional designation and I-M Zone represent the existing use of the lands at 250 Ardagh Road as City of Barrie Fire Station No. 4. A section of the property was declared surplus by Staff Report LGL004-19 with the permissions for the Sale of City Owned Property on Ardagh Road to 2596843 Ontario Inc. The Agreement of Purchase and Sale is conditional on the rezoning of this parcel in concert with the development plan for 224 Ardagh Road.
13. The C4(SP-341)(H-79) Zone was instituted by Zoning By-law 2005-007 for the property known municipally as 224 Ardagh Road. The By-law defines certain commercial uses that are not permitted on the subject lands, including but not limited to: an adult entertainment parlour; amusement arcade; automotive repair, sales and/or leasing; wholesale establishment and adult video store. In addition, the By-law requires a 2 metre tight board fence and minimum 4.5 metre setback adjacent the existing residential use to the north and 6 metre landscape strips along both

Ardagh Road and Ferndale Drive South. The Hold provision is to require the registration of a site plan agreement.

Supporting Information

14. In support of the applications, the following studies and supplementary information 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/Ward6/Pages/224-Ardagh-Road.aspx>
- a) Planning Justification Report (KLM Planning Partners Inc., August 2019)
 - b) Urban Design Brief (KLM Planning Partners Inc., August 2019)
 - c) Functional Servicing Report (Schaffer & Associates Ltd., June 2019)
 - d) Transportation Impact Study (Paradigm Transportation Solutions Limited, May 2019)
 - e) Hydrogeological Study (Soil Engineers Ltd., May 2019)
 - f) Geotechnical Investigation (Soil Engineers Ltd., June 2019)
 - g) Environmental Noise Impact Study (dBA Acoustical Consultants Inc., April 2018)
 - h) Phase 1 Environmental Site Assessment (Soil Engineers Ltd., April 2, 2018)

Public Consultation

15. A Neighbourhood Meeting was held on September 24, 2019 to present the proposed development concept to the local community. Approximately twelve (12) residents were in attendance in addition to the planning consultant and City staff.
16. A Public Meeting was held on October 28, 2019. There were two (2) residents that provided comments at the meeting. Since the meetings were held, the City received email correspondence requesting notification and providing general comments about the project from residents in the area.
17. The feedback expressed by residents through correspondence, the neighbourhood meeting and the public meeting are listed in the following Public Comment section in this report. The feedback has been compiled with a corresponding comment from staff to provide a summary of the public process and demonstrate that the issues have been included in the review of this application to the greatest extent possible.

Public Comments

18. **Traffic**

Significant concern and comments were received from the public regarding the existing traffic situation at the intersection of Ardagh Road and Ferndale Drive South, and generally on Ardagh Road.

As part of the supporting information for this project, a Transportation Impact Study was completed and reviewed by City staff. Staff are in general agreement that no additional traffic lanes or turning lanes are required for this development to occur, however the Ferndale Drive South access will be restricted to a right-in / right-out.

Staff note that the modeling used for the future traffic implications on the City's road network is intended to demonstrate the cumulative impact of both existing and future traffic estimates. Staff are confident that the location of this development at the intersection of two arterial roads will not cause a significant change and/or impact to the level of service for residents.

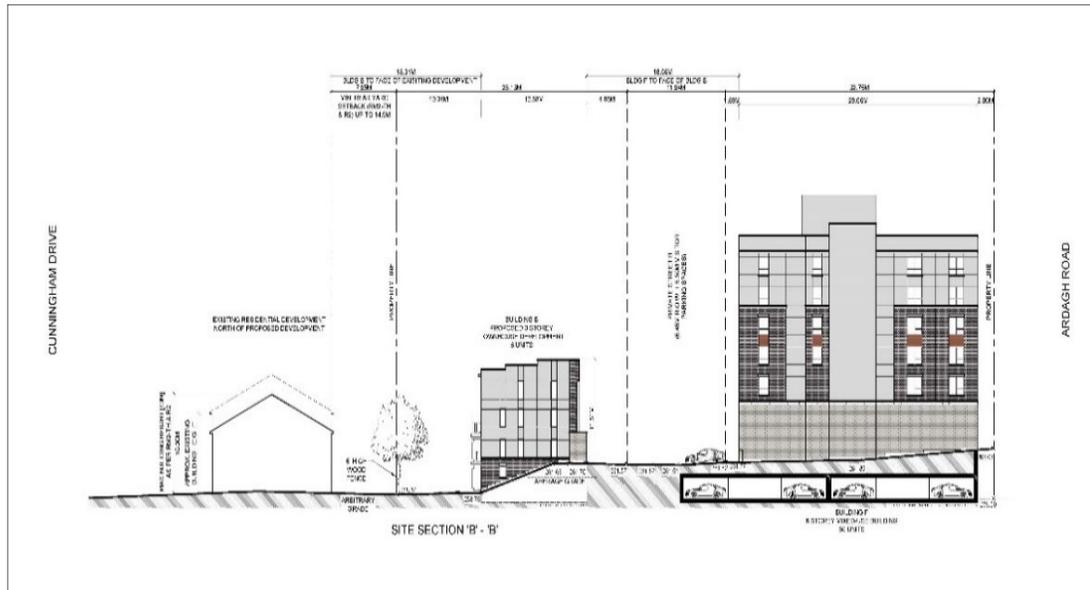
19. Viability of Commercial Use

Comments were voiced by the public that existing commercial space in the area was not occupied, and therefore how would the mixed-use component of the development succeed.

Staff appreciate the comments related to surrounding commercial uses however, also note that the existing property is designated and zoned General Commercial (C4). A commercial component is required as part of this development unless an alternative land use is proposed.

20. Height, Built Form and Density

Various comments were received regarding the type of development proposed, the height of the apartment building at the intersection of Ardagh Road and Ferndale Drive South, and the transition of built form to the single detached residential uses to the north. As part of the supporting information submitted for this project, the applicant provided an Urban Design Brief. In addition, the rendering shown below was provided at the public meeting to demonstrate the transition of development on the subject lands and surrounding neighbourhood.



Staff appreciate the concerns expressed related to the introduction of an alternative built form into the community. The integration of a variety of residential uses and a mixed-use building at the intersection of Ardagh Road and Ferndale Drive South is consistent with the policy objectives for creating a complete community, and in the opinion of staff, could be considered to have less of an impact on adjacent residential uses than a large scale commercial development as currently permitted in the C4 Zone.

21. Fire Station Lands, Greenspace

General comments were voiced regarding the long-term location of the fire station and the potential use of the lands declared surplus by the City as greenspace or parkland rather than for development.

Staff can confirm that the fire station will remain in its current location. Only a section of the lands known municipally as 250 Ardagh Road, as identified as part of this application, was deemed surplus by the City. The City did not contemplate an alternative use for this parcel, nor was it identified as a parcel to be preserved as part of a natural resource feature or a City park.

Departmental and Agency Comments

22. The applications were circulated to staff in various departments and to several external agencies for review and comment. Comments received include the following:
- a) City of Barrie Development Services (Transportation Planning)

City staff are generally satisfied with the findings of the Transportation Impact Study, however, have commented that the Ferndale Drive South access will be restricted to a right-in / right-out. Staff are confident that the location and use proposed for this property, at the intersection of two arterial roads being Ardagh Road and Ferndale Drive South, will not cause a significant change and/or impact to the level of service for residents.
 - b) City of Barrie Development Services (Approvals Branch)

City staff are satisfied with the findings of the Functional Servicing Report that identify that the proposed development can be accommodated by existing municipal infrastructure.
23. Should Council approve the subject application, all technical matters associated with the development of these lands, including infrastructure design, traffic, stormwater management (LIDs, water budget, phosphorus loading), built-form and urban design will be examined at the Site Plan Control stage.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

25. 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 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>.
26. The proposed development is consistent with this policy as it is located within the settlement area of the City of Barrie; will utilize existing and available infrastructure (sewage, water) and public service facilities such as transit, recreation facilities and schools; provides a compact form of development that minimizes impacts to climate change; is designed with a pedestrian oriented built

form with direct access to transit and active transportation connections; and will contribute to employment opportunities by providing ground floor commercial space.

Provincial Policy Statement (2020) (PPS)

27. 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 can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
28. Policy 1.1.1 outlines the means by which healthy, livable, and safe communities are sustained. This proposal is consistent with this policy as the development is within the settlement area of the City of Barrie; is a vacant parcel fully serviced by municipal infrastructure and transit; promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term; contributes to the range of medium to high density residential units in the form of apartments and townhouses; and includes compact, medium to high density development that utilizes serviced lands, thereby promoting cost efficiency and minimizing the consumption of land.
29. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. The proposed development is consistent with these policies as it is located within the settlement area, will utilize existing and available infrastructure and facilities, has the density to be transit supportive with direct access to transit and the active transportation network, and provides a mix of land uses including employment opportunities.
30. Policies 1.1.3.3, 1.1.3.4 and 1.1.3.5 identify a requirement to identify appropriate locations and promote opportunities for intensification and redevelopment, and to establish minimum targets for intensification within built-up areas. The high and medium density residential use in coordination with commercial uses will contribute to achieving the overall intensification targets for the built boundary.
31. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy in that it is providing medium and high density housing in an area where sufficient infrastructure exists, has commercial uses, and access transit and the active transportation network.
32. Policy 1.8.1 identifies the promotion of energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through compact built form, the use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this policy in that it is a compact built-form and located on a transit route.
33. Based on the foregoing, the proposed development is consistent with the Provincial Policy Statement (2020).

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

34. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (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://files.ontario.ca/mmah-greater-golden-horseshoe-place-to-grow-english-15may2019.pdf>
35. In accordance with the Guiding Principles found in Section 1.2 of the Growth Plan, the proposed development supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout their lifetime. The provision of a variety of residential dwelling options and commercial uses results in the efficient use of land and existing municipal infrastructure.
 36. 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, and has commercial uses.
 37. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses; the provision of a range and mix of housing options to accommodate the needs of all household sizes and incomes; provision of a range of transportation options and public service facilities; and integration of green infrastructure and low impact development as much as possible. This proposal has multiple transportation options including active and public transportation and the compact built form with commercial uses will aid in mitigating climate change impacts by efficiently using land and municipal services.
 38. Policy 2.2.2 of the Growth Plan requires that a minimum of 40% of all residential development occurring annually within the City will be within the existing built-up area until such time that the next municipal comprehensive review is approved and in effect. At that time, this minimum target will be increased to 50%. By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within the City will be required to be within the delineated built-up area. This proposal conforms to this policy in that the proposed development is within the City's built-up area and would contribute toward the required minimum 40% target.
 39. 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 commercial uses and home occupations which contribute to the mix of land uses that makes a complete community.
 40. Based on the foregoing, the proposed development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

Official Plan (OP)

41. 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 Official Plan 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>

42. The proposed official plan amendment will redesignate a portion of City-owned lands from Institutional to General Commercial and to permit additional uses in the General Commercial designation for the entirety of the subject lands as noted in Appendix "A" attached to this report. There are a number of policies in the Official Plan that support the proposed development. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure and the provision of mixed land uses to development complete communities.

Community Context

43. Policies 2.3 (d) and (g) identify 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. Intensification represents an opportunity to develop complete communities and is an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services. The proposed development meets the locational criteria for intensification and proposes a higher density multiple dwelling built form that utilizes existing infrastructure and services, supports the use of public transit, and contributes to the complete community objectives by providing commercial uses.

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 transit are available and will contribute to the development of a vibrant pedestrian friendly streetscape with ground floor commercial uses.
45. Policies 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage the maintenance of reasonable housing costs by encouraging a wide range of housing opportunities 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-utilized 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 with a variety of unit sizes that 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 is generally consistent with the density targets of the Official Plan.

Affordable Housing

47. Section 3.3.2.2 identifies the goal that a minimum target of 10% 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% of gross annual household income for low and moderate income households; or
 - Housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.

48. Based on the median household income in the City of Barrie (\$79,984.00), the residential housing units would not be considered “affordable” as defined by the 30% household income calculation. However, the target price of \$350,000 for a one-bedroom apartment, as well as the anticipated provisions of retail apartments could be considered as contributing to the type of residential housing that is more affordable than traditional single detached housing in the City of Barrie.

Land Use Policies

49. Although residential uses are permitted in association with general commercial uses, due to the proposed number of residential and mixed uses proposed for the site, staff have also evaluated the general criteria for residential intensification as it applies to the subject lands. Section 4.2.2.3 (b) outlines the locational criteria for intensification, stating that medium and high-density residential development should be encouraged to locate in the Intensification Nodes and Corridors and generally directed to areas that are:
- a) Adjacent to arterial and collector roads;
 - b) In close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
 - c) Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.

The subject lands comply with this policy as the proposed development is located at the intersection of Ardagh Road and Ferndale Drive South, both arterial roads with transit routes; access to schools and parks; commercial uses in proximity to, and on, the site; and adequate municipal services and facilities are available.

50. Section 4.3.2.5 states that lands designated as General Commercial are intended to provide a range of retail and service commercial uses, be serviced through a variety of modes of transportation, and permits residential uses within or above commercial uses at grade. The subject lands are intended to develop with a six (6) storey, 50-unit apartment building with commercial uses at grade, supplemented with additional standalone residential units.
51. As part of this application, a Defined Policy Area is to be included in the text of Section 4.8 and shown on Official Plan Schedule C to permit high density residential uses, as well as standalone residential uses as part of a mixed use development for the lands known municipally as 224 Ardagh Road and part of 250 Ardagh Road. The high density permission is to represent the target site density of 90 residential units per hectare, while the standalone units include the 31 townhouses proposed for the site.
52. Staff are confident that the scale and character of the development can be integrated into the surrounding neighbourhood as a mixed-use development proposal. The Urban Design Brief and implementing zoning by-law provisions requested in support of the application demonstrate that the development is intended to provide an appropriate transition to the existing residential single detached neighbourhood while including quality design elements that will be enhanced and confirmed through the Site Plan Control process.

Servicing and Transportation

53. It is a goal of the Official Plan to ensure that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1 (j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by existing municipal and other public utilities.

54. The Official Plan identifies goals to protect and enhance water quality, encourage effective stormwater management, and ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2 (a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline applicable design criteria. Staff are satisfied that detailed technical investigation for the proposed development, including the implementation of innovative stormwater management measures as permitted, will adequately address these policies through the Site Plan Control process.
55. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.1 (d), 5.4.2.3 (a), (c), and (f) detail how new development, specifically in intensification areas, shall encourage and promote public transit. This development conforms to these policies through the provision of increased densities that supports the local transit service, provides pedestrian connections to municipal sidewalks, and the active transportation network in accordance with policy 5.4.2.4 (b).

Height and Density Bonusing

56. Recent enactment of provincial legislation has changed the manner in which municipalities are authorized to collect funds for community benefits as a result of land use approvals during the planning process. These changes have resulted in the replacement of Section 37 of the *Planning Act* in place of a Community Benefits Charge policy. The draft regulations to implement the Community Benefits Charge policy have not been finalized but are anticipated shortly.
57. It is generally understood that municipalities will be required to pass community benefits by-laws, which, among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits the funds are allocated. The deadline for this transition is anticipated as January 1, 2021.
58. In the meantime, Section 6.8 of the Official Plan permits the City to negotiate community benefits when considering passing an amending zoning by-law to increase the height and/or density of a development beyond what is currently permitted. The proposed development exceeds the maximum building height and density provisions of Zoning By-law 2009-141, and therefore, the bonusing policies contained with the Official Plan are applicable.
59. In accordance with Section 6.8 of the Official Plan, upon the City determining that an application that would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the *Planning Act* provided that:
- a) The development constitutes good planning and is consistent with the goals, objectives and policies of the Official Plan;
 - b) The community benefit provided bears a reasonable planning relationship to the increase in height and/or density of the proposed development having an appropriate geographic relationship to the development; and,
 - c) Adequate infrastructure exists or will be provided by the developer to support the proposed development.
60. The Height and Density Bonusing Policy sets out several community benefits that may be secured. These include, but are not limited to the provision of affordable housing units; arts and cultural facilities; public art; streetscape improvements; local improvements to transit facilities; parks

facilities and equipment; enhanced on-site tree planting or landscaping; and, amenities for active transportation such as pedestrian or cycling facilities.

61. Based on the foregoing, the proposed development, if approved, is considered to be consistent with the City's Official Plan goals and policies as it relates to commercial development and mixed-use residential infill opportunities in the built boundary.

Comprehensive Zoning By-law 2009-141

62. As noted in the recommendation for this application, as well as identified in previous sections, the applicant has proposed a rezoning of the subject lands from General Commercial with Special Provisions and a Hold (C4)(SP-341)(H-79) and Major Institutional (I-M) to General Commercial with Special Provisions (C4)(SP-XXX). The proposed concept plan, attached as Appendix "C" to this report, illustrates 31 townhouse units and a six (6) storey building with 50 apartments and 290 square metres of commercial space.

63. To ensure the most appropriate and flexible standards are provided to successfully guide the development of this property for mixed use, staff recommended that a new zoning by-law be drafted rather than revising the existing site-specific By-law 2005-007. However, it should be noted that the general intent of the (C4)(SP-341)(H-79) Zone is being maintained through the proposed development concept for the subject lands, including the limitations to certain commercial uses through the design of the site and the increased setbacks and fencing requirements adjacent the existing residential development to the north.

64. The variances requested to the General Commercial (C4) Zone include:

- a) A reduced parking ratio of 1.25 spaces per residential unit, whereas 1.5 parking spaces are required;

This variation to the parking standard takes the place of the request by the applicant for tandem parking. Generally, the tandem parking permissions would only be applied to the townhouse units as each unit has a garage and is therefore counted as 2 spaces, being 1 in the driveway and 1 in the garage. Staff are not recommending approval of the tandem parking provision as it does not facilitate additional parking spaces to be used for visitor or short-term parking needs. Justification has been provided in that 2 spaces are technically available for residents in the townhouse units, and the mix of size and tenure of the apartments may facilitate less parking needs. Staff have therefore recommended that the parking ratio be 1.25 parking spaces per unit.

- b) A parking ratio of 1 space per 30 square metres of commercial space is required, whereas 1 space per 24 square metres is the blended rate;

The blended rate is an option for multi-use commercial buildings to ensure parking is available for all permitted commercial uses without the need to recalculate the parking ratio when a business changes. Most retail, office and personal service type uses require 1 space per 30 square metres of commercial space. Staff consider this parking standard to be representative of the commercial uses that would be likely to occupy the space proposed and can support the increased ratio as the blended rate for this project.

- c) That the additional uses of Block/Cluster/Street/Stacked Townhouse units and Home Occupations be permitted;

As identified in this report, the General Commercial designation does not permit the development of stand-alone residential uses. The Conceptual Site Plan attached to this report as Appendix "C" illustrates a development that includes a six (6) storey mixed-use

building at the intersection that transitions to residential uses in the form of freehold 3-storey townhouse units. Staff consider the proposed townhouses units to be an appropriate interface and transition between the larger mixed-use building and existing residential uses to the north. The permissions for home occupations will also provide the opportunity for additional commercial enterprise on this property.

- d) the following standards shall be applied to the development of the subject lands as one parcel for zoning purposes:
- i) A minimum front yard setback of 2 metres shall be provided (Ferndale Drive South);
 - ii) A minimum exterior side yard setback of 2 metres shall be provided (Ardagh Road);
 - iii) A minimum interior side yard setback of 10 metres shall be provided (north property line);
 - iv) A minimum rear yard setback of 7.5 metres shall be provided (west property line);
 - v) A maximum building height of 28 metres is permitted for the mixed use building located at the south-east corner of the property; and
 - vi) A maximum building height of 12.5 metres shall be permitted for a townhouse unit.

The mixed use concept, including stand-alone residential uses, has required the development of standards that are outside of the general parameters for development in a commercial zone. These standards have been recommended to ensure the proposed development can be constructed with the appropriate residential specifications, as well as respect the existing residential community.

- e) A minimum 6%, or 290 square metres, of the total gross floor area of the mixed-use building shall be used for commercial uses, whereas 20% of the total gross floor area is required for a building of three (3) storeys or more in height that has residential uses;

As part of the design and massing for the project, the commercial space has been included on the ground floor of the mixed use building facing the surrounding public street system. The six (6) storey height of the proposed building provides a more significant ratio of commercial space to total gross floor area, and staff are satisfied with the opportunity for commercial uses prominently located at the intersection of Ferndale Drive South and Ardagh Road, given the site topography and opportunity to focus this taller building at the intersection rather than elsewhere on the site.

- f) A minimum consolidated amenity space of 730 square metres, equal to 9 square metres per residential unit, shall be provided, whereas 972 square metres is required based on the standard of 12 square metres per residential unit;

The site design includes a consolidated amenity space adjacent the mixed-use apartment building. As the townhouse units have private amenity space in the form of rear yards, staff are supportive of reducing the outdoor amenity space provisions for this development from the 972 square metres required. An outdoor amenity space of 600 square metres would be required if the 12 square metres was based solely on the 50 apartment units, therefore the 730 square metres provided can be considered acceptable.

- g) Accessory buildings and structures shall be permitted in association with each townhouse unit and the mixed-use block in accordance with the standards of Section 5.3.5, whereas the C4 Zone does not provide standards for this use; and,

The mixed-use concept, including standalone residential uses, has required staff to consider standards that are outside of the general parameters for development in a

commercial zone. This special provision has been recommended to ensure the development can support the residential uses proposed by keeping similar type residential standards.

- h) Box/bay windows and any other encroachments for accessory architectural details outlined in section 5.3.3.1 (b) and (g), may project a distance of not more than 0.5 metres into a required yard, whereas the C4 Zone does not provide standards for these types of design features; and,

The mixed-use concept, including stand-alone residential uses, has required staff to consider standards that are outside of the general parameters for development in a commercial zone. This special provision has been recommended to ensure the development can support the residential uses proposed by keeping similar type residential standards.

65. Planning staff are of the opinion that the development proposal adheres to the design policies of the Official Plan as it relates to incorporating additional residential uses into this mixed-use development. It is the opinion of staff that the preliminary submissions meet the intent of good design needed to support the change in zoning to (C4)(SP-XXX) with the associated special provisions recommended in Staff Report DEV005-20.
66. Although several special provisions have been requested, staff do not consider the variation to the standards to be significant in terms of the site development or impact on the surrounding properties. The development concept will be further evaluated to the satisfaction of the City during the Site Plan Control process.

Site Plan Control

67. Subject to Council approval of the proposed official plan amendment and zoning by-law amendment applications, the development of the project 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 detailed design and technical development of the site in accordance with current policy, standards and design guidelines. An application for Site Plan Control (D11-021-2019) was submitted concurrently with the applications for official plan amendment and zoning by-law amendment.
68. Subject to the approval of the official plan and zoning amendment applications for the subject lands, additional discussion is intended to take place to finalize the detailed design to be applied at the site plan stage, including but not limited to:
- a) Streetscape and built form design;
 - b) Access from Ardagh Road and Ferndale Road South and general traffic movement;
 - c) Pedestrian accessibility, walkability and linkage to transit;
 - d) Required resident parking and the adequate provision of visitor parking;
 - e) Service infrastructure and stormwater management; and
 - f) Location and availability of waste storage/collection and snow storage.

Summary

69. Staff have reviewed the comments received and considered the proposed zoning by-law amendment application, having regard to conformity and consistency with relevant provincial policies and the City's Official Plan. In staff's opinion, the development of 31 townhouses, 50 apartment units and commercial uses on the subject lands is considered appropriate and would conform and be consistent with relevant provincial policies and the City's Official Plan while being respectful of the existing land uses and intended use of the subject lands for commercial uses. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed through the Site Plan Control process.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

70. There are no environmental and/or climate change impact matters related to the recommendation.

ALTERNATIVES

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

Alternative #1 Planning Committee could deny the proposed Official Plan Amendment to create a Defined Policy Area on the lands designated, and to be designated, as General Commercial, known municipally as 224 Ardagh Road and part of 250 Ardagh Road.

This alternative is not recommended as the defined policy area provides the opportunity to incorporate a variety of residential dwelling types with an appropriate transition of form to the surrounding community while maintaining the opportunity for commercial uses at the intersection of two arterial roads being Ardagh Road and Ferndale Drive South.

Alternative #2 Planning Committee could approve the proposed Official Plan Amendment and deny all or part of the Zoning By-law Amendment to permit the General Commercial with Special Provisions (C4)(SP-XXX) Zone for the lands known municipally as 224 Ardagh Road and part of 250 Ardagh Road.

This alternative is not recommended as the rezoning for these properties incorporates the variations to the zoning standards needed to effectively develop the site with commercial uses in concert with a variety of residential uses that transition to the existing development to the north of the site. The existing site specific zoning provisions C4(SP-341)(H-79) do not represent the current policy context or development opportunities for incorporated a mix of uses at this location.

FINANCIAL

72. The proposed rezoning of the subject parcel would permit the development of 31 townhouse units, 50 apartment units and 290 square metres of commercial space. The annual property tax revenue based on the average selling price of approximately \$475,000.00 for the townhouse units, \$425,000.00 for the apartment units and \$4.90 per square foot of commercial development is \$325,550.00. The current municipal tax revenue from the existing property is \$5,293.00. Therefore, the estimated municipal property tax increase would be approximately \$320,257.00. (2019 rate)
73. Cash in lieu of parkland dedication per unit is calculated at a maximum of \$5,597.00 per unit, which represents a total contribution of \$453,357.00 for the 81 units proposed (31 townhouses and 50 apartment units), plus 5% of the assessed land value for the commercial space. (2020 rate, subject to an annual inflation adjustment on January 1st of each year).

74. Building permit application fees as an average are estimated to be in the order of \$2,536.05 per townhouse unit, \$2,400 per apartment unit, and \$18.93 per square metre of commercial space, which would represent a total fee of approximately \$204,145.11 for the mixed-use development proposed (Fees are estimated based on average unit size and do not include underground parking). (2020 rate, subject to an annual inflation adjustment on January 1st of each year).
75. To provide an approximate value of current development charges, it was estimated that out of the 50 apartment units, 25 would be bachelor and/or 1 bedroom apartments, 25 would be 2+ bedrooms, 31 townhouse units are proposed, as well as 290 square metres of commercial space. Therefore, the total development charge revenue is estimated to be \$3,291,152.32 for the development of these lands for mixed use.

Development Charges - Bachelor and 1 Bedroom	\$ 648,350.00
Development Charges - Apartments 2+ Bedrooms	\$ 923,575.00
Development Charges - Townhouses	\$ 1,618,572.00
Development Charges - Retail Use	\$ 100,655.32
Total Estimated Development Charges	\$ 3,291,152.32

(2020 rate, calculated at time of building permit issuance, subject to an annual inflation adjustment on January 1st of each year)

76. The Education levy is currently costs associated with \$2,959.00 per unit and \$0.52 per square foot of commercial which represents a total levy of \$241,313.39. (2020 rate)

LINKAGE TO COUNCIL STRATEGIC PRIORITIES 2018-2022

77. The recommendations included in this staff report support to the following goals identified in the 2018-2022 Strategic Plan:
- Building Strong Neighbourhoods
 - i) Build walkable, diverse neighbourhoods that encourage community connections
 - ii) Grow Responsibly
78. In accordance with Council's goals, the proposed development would provide for a compact form of development that would maximize the use of the subject lands, utilize existing services and infrastructure, supports public transit use and active transportation. The proposal integrates with the existing residential development and aids in creating a complete community by maintaining the opportunity for ground level commercial uses that frame an intersection of the arterial road network.

Attachments:

Appendix "A" – DRAFT Official Plan Amendment – Part B

Appendix "B" – DRAFT Zoning By-law Amendment

Appendix "C" – Proposed Concept Plan

APPENDIX "A"

DRAFT Official Plan Amendment – Part B

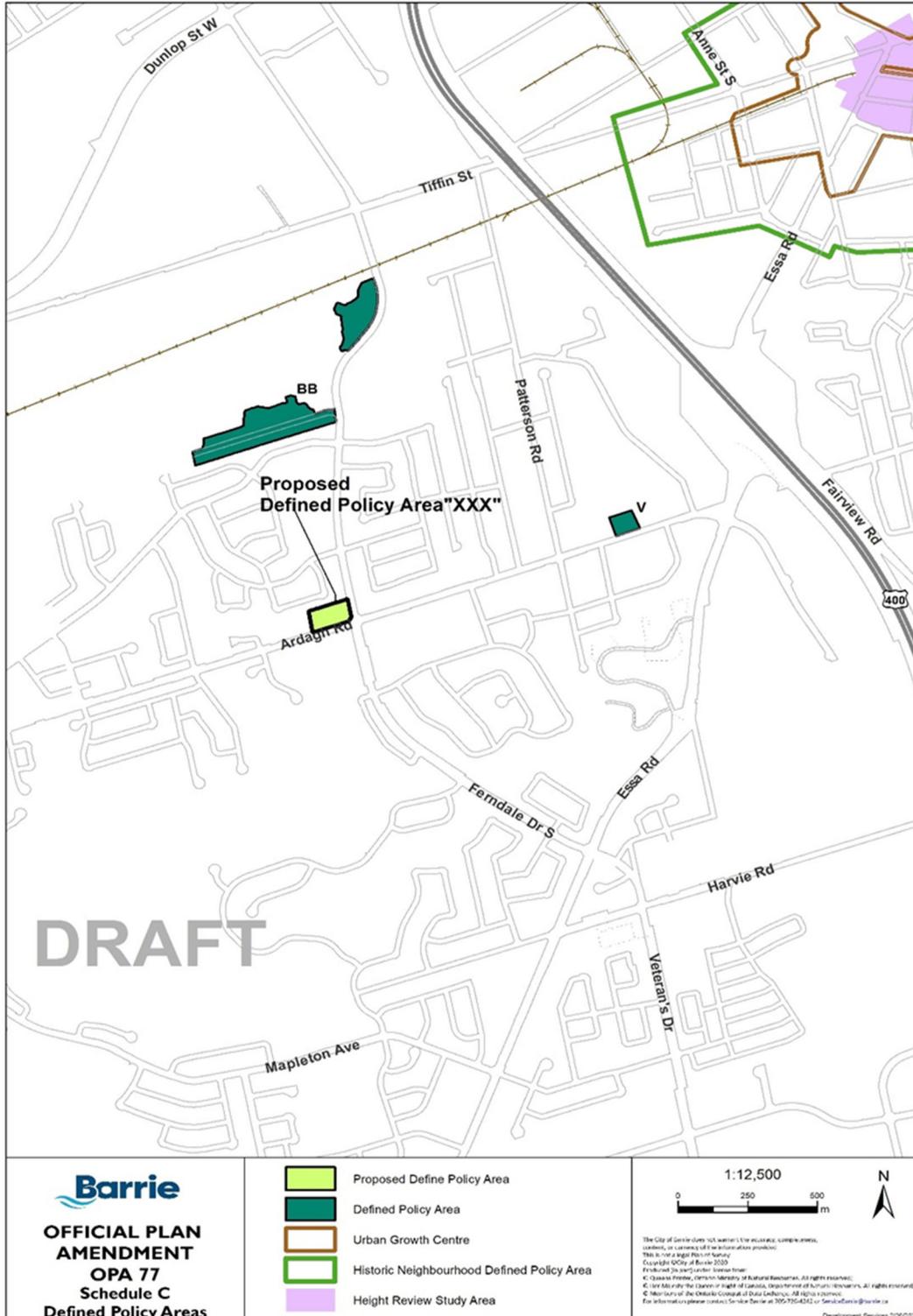
PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

1. Schedule A – Land Use to the Official Plan, as amended is hereby further amended by redesignating part of the lands known municipally as part of 250 Ardagh Road in the City of Barrie to General Commercial, as shown on Schedule "A" attached hereto and forming Part of this Amendment.
2. Schedule C – Defined Policy Areas, as amended is hereby further amended by adding Defined Policy Area XX on the lands known municipally as 224 Ardagh Road and part of 250 Ardagh Road, as shown on Schedule "B" attached hereto and forming Part of this Amendment.
3. Section 4.8 Defined Policy Areas, as amended is hereby further amended by adding the following text to describe the permitted uses in Defined Policy Area XX for the lands known municipally as 224 Ardagh Road and part of 250 Ardagh Road:
 - a. **THAT** notwithstanding Section 4.3.2.5 (b) high density residential uses are permitted in Defined Policy Area XX; and
 - b. **THAT** notwithstanding Section 4.3.2.5 (d) residential uses may be permitted as a standalone use as part of a mixed use development in Defined Policy Area XX.

Schedule "B"
City of Barrie Official Plan Schedule C – Defined Policy Areas



APPENDIX "B"

Draft 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 delete By-law 2005-007 and amend By-law 2009-141 to rezone lands known municipally as 244 Ardagh Road and Part of 250 Ardagh Road, as shown on Schedule "A" to this By-law, from General Commercial (C4)(SP-341)(H-79) and Major Institutional (I-M) to General Commercial with Special Provisions (C4)(SP-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:

2. **THAT** the zoning map is amended to change the zoning of 244 Ardagh Road and Part of 250 Ardagh Road from General Commercial (C4)(SP-341)(H-79) and Major Institutional (I-M) to General Commercial with Special Provisions (C4)(SP-XXX) pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the Zoning Map Schedule.
3. **THAT** notwithstanding the obtaining of any future land division under the provisions of the *Planning Act*, R.S.O. 1990, C.P.13 as amended from time to time, or the registration at any time of any Condominium Declaration, a Plan of Subdivision, or conveyance with respect to any portion of said land, the land zoned C4 (SP-XXX) by this By-law shall be considered to be one lot for the purposes of zoning.
4. **THAT** notwithstanding the provisions set out in Section 4.6 Parking Standards of By-law 2009-141, the following minimum parking standards are required for uses in the C4 (SP-XXX) zone:
 - a) 1.25 parking spaces per dwelling unit; and,
 - b) 1 space per 30 square metres of commercial use.
5. **THAT** notwithstanding Table 6.2 Permitted Uses of By-law 2009-141, the following additional uses are permitted in the C4(SP-XXX) zone as part of a mixed use development:
 - a) Block/Cluster/Street/Stacked Townhouse units; and,
 - b) Home Occupations in accordance with Section 5.2.10 of By-law 2009-141.

6. **THAT** notwithstanding Table 6.3 Commercial Standards of By-law 2009-141, the following standards shall be applied to the property zoned as C4 (SP-XXX):
 - a) A minimum front yard setback of 2 metres shall be provided (Ferndale Drive South);
 - b) A minimum exterior side yard setback of 2 metres shall be provided (Ardagh Road);
 - c) A minimum interior side yard setback of 10 metres shall be provided (north property line);
 - d) A minimum rear yard setback of 7.5 metres shall be provided (west property line);
 - e) A maximum building height of 28 metres is permitted for the mixed use building located at the south-east corner of the property; and
 - f) A maximum building height of 12.5 metres shall be permitted for a townhouse unit.
7. **THAT** notwithstanding Section 6.3.4.3 d) of By-law 2009-141, a minimum 6%, or 290 square metres, of the total gross floor area of the mixed use building shall be used for commercial uses in the C4 (SP-XXX) zone.
8. **THAT** notwithstanding Section 6.3.4.3 e) of By-law 2009-141, a minimum consolidated amenity area of 730 square metres shall be required in the C4 (SP-XXX) zone.
9. **THAT** notwithstanding the provisions in By-law 2009-141, accessory structures in association with each townhouse unit and the mixed-use block shall be permitted in accordance with Section 5.3.5 of By-law 2009-141.
10. **THAT** notwithstanding any other provision of this By-law 2009-141, box/bay windows and any other encroachments identified in 5.3.3.1 (b) and (g), may project a distance of not more than 0.5 metres into a required yard.
11. **THAT** notwithstanding the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this By-law, the moratorium shall not apply to the (C4)(SP-XXX) zone.
12. **THAT** the owner/applicant is required to provide community benefits per Section 37, as amended or replaced, of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonus to the satisfaction of the Director of Development Services.
13. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.

THAT this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this **date** day of **month**, 2020.

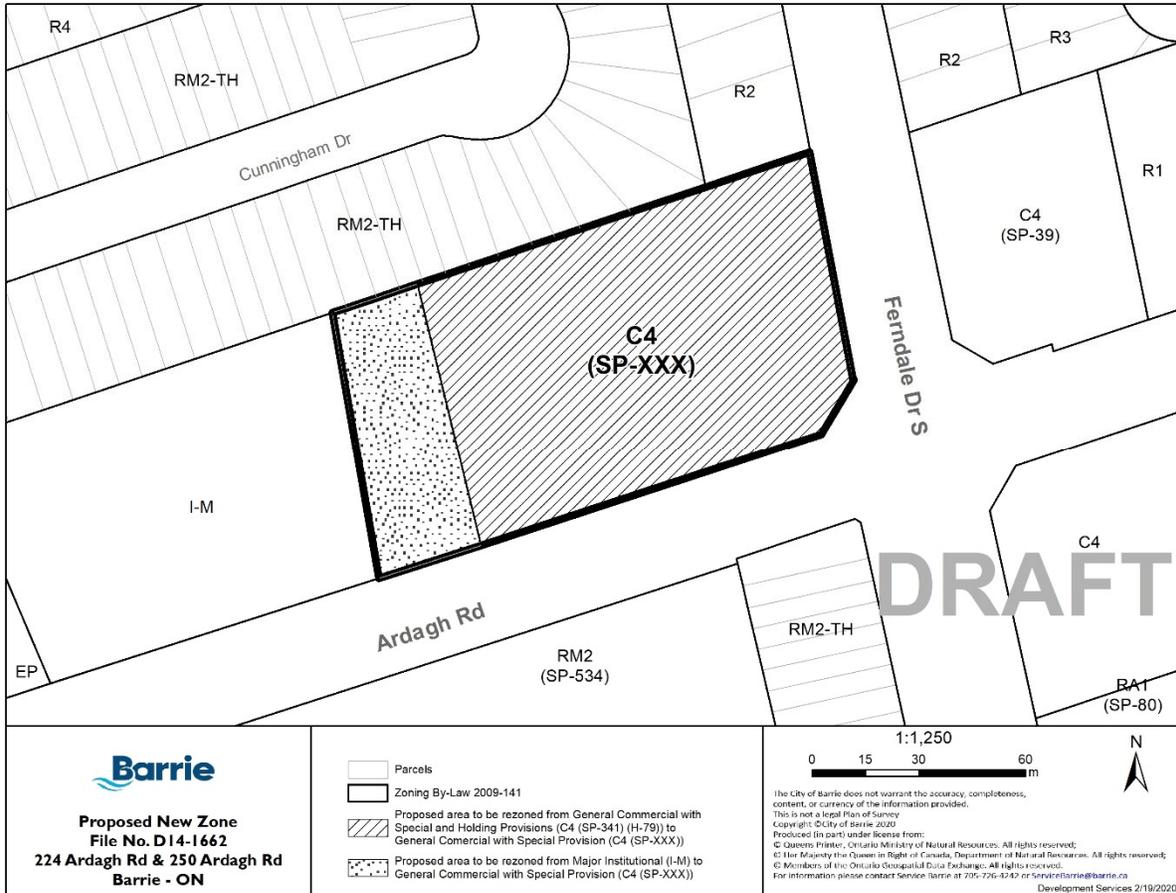
READ a third time and finally passed this this **date** day of **month**, 2020.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

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



Barrie
Proposed New Zone
File No. D14-1662
224 Ardagh Rd & 250 Ardagh Rd
Barrie - ON

- Parcels
- Zoning By-Law 2009-141
- Proposed area to be rezoned from General Commercial with Special and Holding Provisions (C4 (SP-341) (H-79)) to General Commercial with Special Provision (C4 (SP-XXX))
- Proposed area to be rezoned from Major Institutional (I-M) to General Commercial with Special Provision (C4 (SP-XXX))

1:1,250
0 15 30 60 m

The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided.
This is not a legal Plan of Survey.
Copyright © City of Barrie 2020
Produced (in part) under license from:
© Queen's Printer, Ontario Ministry of Natural Resources. All rights reserved;
© Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved;
© Members of the Ontario Geospatial Data Exchange. All rights reserved.
For information please contact Service Barrie at 705-726-4242 or Service@barrie.ca

Development Services 2/19/2020

DRAFT

APPENDIX "C"

Conceptual Site Plan

