



TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – BARRIE OWEN SERVICE INC. – 55-57 MCDONALD STREET, 53-59 & 61-67 OWEN STREET, 70-78 WORSLEY STREET

WARD: 2

PREPARED BY AND KEY CONTACT: JORDAN LAMBIE, SENIOR URBAN DESIGN PLANNER EXT. #4324

SUBMITTED BY: A. BOURRIE, RPP
DIRECTOR OF PLANNING & BUILDING SERVICES

GENERAL MANAGER APPROVAL: D. FRIARY
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT (ACTING)

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) on behalf of Barrie Owen Service Inc. to rezone lands known municipally known as 55-57 McDonald Street, 53-59 and 61-67 Owen Street, 70-78 Worsley Street, being Part of James Street Plan 31 and Part 1 of Registered Plan 51R32355 and Part of Lot 124 southside of McDonald Street Plan 2 as in RO1287119 and Part of Lot 124 southside of McDonald Street plan 2 as in Ro653238 and Part of Lot 124 southside of McDonald Street Plan 2 as in RO1420694; subject to and together with RO1420694; Subject to interest in RO1287454 and Part of Lot 124 southside of McDonald Street Plan 2 as in RO1327580; together with RO1327580 and, Lot G eastside of Owen Street Plan 240 and Lot F eastside of Owen Street Plan 240 and Lane Plan 240 (Closed by By-law SC1010108) and Lot A northside of Worsley Street Plan 240 and Lot D northside of Worsley Street Plan 240 and Lot E northside of Worsley Street Plan 240, Part of Lot 124 southside of McDonald Street Plan 240 City of Barrie, from Transition Centre Commercial Zone C2, and Transition Centre Commercial with a site specific provision C2-1 to Transition Centre Commercial Zone with Special Provisions C2-1 (SP-XXX), be approved.
2. That the following Special Provisions be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) To permit a side yard setback adjoining a residential zone of 3.0 metres, whereas a setback of 9.13 metres is required;
 - b) To permit a side yard setback, adjoining a street of 1.0 metres, whereas a setback of 9.75 metres on the southern exposure and 6.13m along the northern exposure is required;
 - c) To permit a maximum gross floor area, as a percentage of the lot area, of 760%; whereas up to 400% is permitted;
 - d) To permit a maximum height for the north building of 13.0 metres within 3.0 metres of street lines and 35.0 metres beyond 5.0 metres of street lines; whereas 10.0 metres within 5.0 metres of the front lot line and flankage and 15.0 metres beyond 5.0 metres of the front lot line and flankage is permitted;

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- e) To permit a maximum height for the south building of 13.0 metres within 3.0 metres of street lines and 67.0 metres beyond 3.0 metres of street lines; whereas 10.0 metres within 5.0 metres of the front lot line and flankage, and 30.0 metres beyond 5.0 metres of the front lot line and flankage is permitted;
- f) To permit a 20% minimum coverage for commercial uses, as a percentage of lot area; whereas 50% is required;
- g) To permit a minimum landscape buffer area of 1.0m along the rear and side lot lines, southern exposure, and along the rear lot line; whereas 3.0 metres along the rear and side lot lines is required;
- h) To permit a minimum of 0.8 parking spaces per dwelling unit and a maximum of 1.65 spaces per dwelling unit; whereas 1 space per dwelling unit is required;
- i) To permit a parking requirement of 0 for commercial uses; whereas 1 parking space per 24 square meters of GFA, with a minimum of 2 spaces is required;
- j) To permit tandem parking, where joined parking spaces are assigned to a single unit;
- k) To permit 0.32 bicycle spaces per residential unit; whereas 0 spaces are required;
- l) To permit an underground parking structure 0.0 metres from a street line; whereas an underground parking structure not to be located within 3 metres of a street line is required;
- m) As per the provisions of Section 37 of the *Planning Act* and Section 6.8 of the City of Barrie's Official Plan, \$475,000.00 be dedicated to the following community benefits:
- *Downtown Public Library improvements:*
 - \$150,000 for public safety and public realm improvements at the public plaza in front of the Downtown Public Library which employs Crime Prevention Through Environmental Design (CPTED) strategies and best practices.
 - *Strategic Initiatives and other parks and public realm improvements:*
 - \$100,000 for public realm improvements to the nearby Coupe and/or Lions Park;
 - \$75,000 for street furnishing improvements in the downtown (e.g. garbage canisters);
 - \$75,000 for the development of a strategic Public Art Master Plan; and
 - \$75,000 for developing processes and providing supplies for creative construction hoarding improvements and beautification (to include graffiti-resistant public art), to be applied to future developments throughout the downtown and wider city.
3. 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 the following matters raised in those submissions and identified within a Memorandum to members of Council on the Circulation List dated June 11, 2018:
- Servicing capacity;
 - Garbage and Operations;
 - Traffic congestion and concerns with only one vehicular access point;
 - Construction impacts to adjacent properties;
 - Increased height, density and shadow impacts; and
 - Privacy of adjacent lots.
4. 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

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by MHBC Planning on behalf of Barrie Owen Service Inc. for lands known municipally as 55-57 McDonald Street, 53-59 & 61-67 Owen Street, and 70-78 Worsley Street (see Appendix "A" – Proposed Zoning By-law Amendment).

The effect of the application would be to permit the development of a combination mid- and high-rise building. A 20 storey mixed-use building on the southern portion of the site would have at-grade retail uses fronting onto Worsley Street and Owen Street. The northern portion of the site would consist of an 8 storey building with 8 townhouse units at-grade within a 3 storey podium base, which would front onto McDonald Street and Owen Street. Retail accesses will be located off of Owen Street and Worsley Street. Primary residential entrances and lobbies will front onto Owen Street and the proposed internal private driveway from Owen Street. The 'townhouse' units within the building podium will have individual accesses from McDonald Street and Owen Street.

Parking is provided through 2.5 levels of underground parking and two levels of the proposed podium. Parking will be accessed via an entrance ramp from McDonald Street leading up to the proposed 2 levels above grade parking levels within the podium. The 2.5 levels of underground parking will be accessed via an entrance ramp from the internal courtyard on site with connections to Owen Street. 10 parking spaces will be provided within the internal courtyard, adjacent to one of the proposed residential lobbies. Bicycle storage rooms are proposed within the underground parking area, providing 93 bicycle parking spaces.

The two principal buildings are proposed to be connected by a 9 storey mid-rise building. The concept design includes building step-backs at the 4th, 9th, and 10th stories to provide transition to the surrounding context (see Appendix "B" – Conceptual Site Plan).

6. The applicant has not yet determined a tenure type for the proposed development. Zoning standards for density could change depending on tenure, and a minimum/maximum approach for density and parking standards has been proposed. This approach provides flexibility to determine tenure at a later date, while providing the City of Barrie with certainty around an outcome for either option:

- a) **Minimum:** a 289 unit condominium building

The development would have a total Gross Floor Area (GFA) of 23,743m² resulting in a Floor Space Index (FSI) of 586% and a density of 713 units per hectare (UPH). 22,275m² of GFA would be dedicated to residential and amenity uses, with 1,467m² dedicated towards at-grade commercial uses, 867m² of which would occupy the ground floor. This option would see the higher parking ratio of 1.65 spaces per residential unit, or 447 parking spaces.

- b) **Maximum:** a 329 unit multi-unit rental building

The additional 40 units would be gained by converting some parking spaces in the podium building. This option increases the GFA to 30,683m² and results in a FSI of 757% and site density of 812 UPH. The proposed Zoning By-law acknowledges 760% to provide for slight variations in future detail design. The maximum density option would result in the lower parking ratio of 0.8 parking spaces per residential unit, or 267 parking spaces.

7. Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of development in that the proposal is consistent with Provincial and Municipal policy.
8. As per the requirements of the *Planning Act* and the City of Barrie, the applicant will be required to submit a site plan application prior to development of the site. This application is required to provide the City of Barrie with a comprehensive understanding of the proposed development and its architectural, landscape and engineering details. Should Council approve the subject Zoning By-law Amendment application, Planning staff, through delegated approval, may review, approve and/or deny the site plan application. Council may request that the site plan application be “bumped up”. This option would see staff prepare a Staff Report for Council’s consideration.

Location

9. The subject property is located on the east side of Owen Street, north of Worsley Street, within the City Centre Planning Area. The subject property is known municipally as 55-57 McDonald Street, 53-59 & 61-67 Owen Street, 70-78 Worsley Street and has a total lot area of approximately 0.39ha with approximately 101m of frontage on Owen Street, 41.3m of frontage on McDonald Street, and 40.3m of frontage on Worsley Street.



Figure 1: Location of Subject Property

10. The existing land uses surrounding the subject property are as follows:

North: Existing single detached residential fronting McDonald Street; zoned Residential Multiple 2 (RM2).

South: St. Andrew's Presbyterian Church fronting on to Worsley Street on lands zoned Transition Centre Commercial (C2); and Barrie City Hall, fronting on to Collier Street and zoned (C1-2).

East: Existing single detached residential fronting McDonald Street, zone Residential Multiple 2 (RM2) and existing commercial offices and residences in single detached houses, zoned Transition Centre Commercial with a site specific provision (C2-1) fronting on to Worsley Street.

West: Barrie Public Library, fronting on to Owen Street, zoned C1-1 and C1-1 (SP-93).

Existing Policy

11. The subject property is designated City Centre Commercial within the City's Official Plan and has a split zoning. The northern half of the site is zoned Transition Centre Commercial (C2) and the southern half is zoned Transition Centre Commercial with site specific provision (C2-1) by the City's Comprehensive Zoning By-law 2009-141.

12. The property is located within the Urban Growth Centre as identified on Schedule 'I' of the Official Plan which targets a minimum density of 150 people and jobs per hectare for the subject lands.

Background Studies

13. In support of the application, the following reports were submitted. For additional information with respect to each of the following, please refer to Appendix "C" – Technical Study Descriptions. Copies of these reports in their entirety may be found at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Proposed-Developments/Ward6/Pages/405-Essa-Road.aspx>

- Planning Justification Report (December 2017)
- Planning Justification Report Addendum (July 2018)
- Urban Design Brief (December 2017)
- Urban Design Brief (July 2018)
- Phase I Environmental Assessment (September 2017)
- Phase II Environmental Assessment (September 2017)
- Traffic Impact Study (November 2017)
- Traffic Impact Study Addendum (July 2018)
- Functional Servicing & Stormwater Management Report (November 2017)
- Concept Site Plan (December 2017)
- Concept Site Plan Addendum (July 2018)
- Concept Floor Plans (December 2017)
- Concept Floor Plans Addendum (July 2018)
- Landscape Plan (November 2017)
- Landscape Plan Addendum (July 2018)
- Shadow Impact Study (December 2017)
- Shadow Impact Study Addendum (July 2018)
- Pedestrian Wind Study (November 2017)

- Pedestrian Wind Study Addendum (July 2018)
- Full Narrative Appraisal (August, 2018)

Neighbourhood Meeting

14. A Neighbourhood Meeting was held on February 8, 2018, to present the proposed development to the local residents. Fifty (50) residents were in attendance in addition to the applicant, their consultants, Ward 2 Councillor Rose Romita, and Planning staff. The questions/concerns expressed at the Neighbourhood Meeting related to the following:

- Increased height, density and shadow impacts

The applicant has requested a site specific zoning provision for an increase in building height to 13 metres within 3 metres of a street line, and 35 beyond 3 metres of a street line in the C2 zone. In the existing C2-1 zone, the applicant is seeking 13 metres within 3 metres of a street line and 67 metres beyond 3 metres of a streetline. The City's Comprehensive Zoning By-law 2009-141 requires a maximum building height of 15m in the C2 zone and 10m within 5m of the front lot line and flankage, and 30m beyond 5m of front lot line and flankage.

Staff recognize that the site is within the Urban Growth Centre where taller buildings are encouraged. Given the transitional nature of the site, located at the northern edge of the UGC, staff are satisfied that the 8 storey building is consistent with the Intensification Area Urban Design Guidelines and provides a transition between the proposed 20 storey building on the south side of the subject site and the existing 1-3 storey single detached residential homes to the north of the UGC boundary. Staff are satisfied that the variance to the building height can be supported as noted in the Analysis section of this report. Staff are recommending the continuation of the 10m (3 storey) podium and step-backs to provide continuity between developments in the City Centre.

As noted throughout the Analysis section of this report, Planning staff are satisfied that the proposed density (586%-760% GFA, or 713-812 units per hectare) for the property is appropriate given that the subject lands are located within the Urban Growth Centre (which has no maximum density established, and a minimum target density in the Official Plan of 150 jobs and people per hectare). The Director of Planning made a presentation in April of 2018 to Council regarding updated employment and population growth projections, indicating the City of Barrie was falling short of its intensification goals. The Urban Growth Centre is an area targeted for residential intensification. Locating residential uses downtown is a critical piece of the downtown revitalization strategy outlined in City policies such as the Official Plan and Downtown Commercial Master Plan. Additionally, staff accept the conclusions of the supporting documentation provided by the applicant and noted above which concludes that the proposal provides adequate parking, landscaping and amenity space, daylighting, and pedestrian/vehicular access. Should the subject application be approved, staff are satisfied that these matters would be adequately addressed through the subsequent site plan approval process while achieving the Official Plan's vision for the City Centre, and would not have a negative impact on existing adjacent properties or their redevelopment potential.

- Traffic and Access

Comments were received through the public consultation process related to concerns with a single access provided from Owen Street being insufficient to accommodate the traffic flows generated by the subject application.

The subject property has frontage on two local streets: Owen Street and Worsley Street. It also has frontage on McDonald Street, a minor collector. McDonald Street provides connections to

other major collectors and arterials. To address the concerns from the members of the public, as well as staff; road improvements at the McDonald Street and Codrington Street intersection were designed to improve traffic flow and accommodate a second access (to the podium level parking) on McDonald Street. This design solution creates a second access without impacting any of the street level activity and animation created by the ground-related uses proposed along Owen and Worsley Streets. The resulting design changes address public concerns and staff in the City's Planning and Building Services along with Engineering, Roads, Parks and Fleet, and Fire & Emergency Services Departments have provided comments confirming that the proposed accesses will adequately service the proposed developments from both a traffic capacity and emergency access perspective. Detailed design will follow in the Site Plan stage.

- Building Materials, Site Lighting, Snow Removal, Waste Storage/Removal

Should the subject application be approved by Council, Planning staff are satisfied that the above-mentioned site plan related matters would be adequately addressed 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 removal strategies will be explored in site plan stage for on-site storage in appropriate locations, and/or lifted and removed from the site if required. 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).

- Compatibility with Existing Development/Privacy:

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 intensification corridors. 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 satisfied that the placement of the proposed buildings on the site is appropriate and generally compatible with the existing and envisioned surrounding context. Overall, the proposal optimizes development through intensification in the Urban Growth Centre that represents reinvestment and revitalization of the existing built-up area. The proposal also provides for a transition of density, recognizing that the subject lands are on the edge of the downtown, by transitioning from the tallest proposed building heights and active uses (i.e. retail/commercial uses) on the south, to ground floor residential uses and stepped down heights towards the north. The eight storey mid-rise built form on the north end of the site is also generally consistent with the vision set out in the Intensification Area Urban Design Guidelines. Lastly, the three storey podium base of the building, with step-backs above, creates a human scale that is consistent with existing buildings within the City Centre and will assist in providing some transition from mid- and high-rise built forms to the existing low-rise built forms (i.e. the surrounding 1-3 storey detached homes).

- Construction Nuisances – Noise/Dust/Vibration/Hours of Construction: (Sundays/Holidays)

Concerns were expressed by area residents related to the construction nuisances that may be realized during site development. Staff note that construction practices will be limited to the hours of 7am to 7pm, Monday through Saturday, and will be prohibited on Sundays and statutory holidays in accordance with the City of Barrie's Noise By-law 2006-140. Typical construction vibrations, particularly related to roadway compacting, may be realized during construction. However, the expectation is that any complaint of vibration would be required to be reviewed and addressed by the developer's geotechnical consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standard to avoid any structural damage. Further, the applicant will be required to submit an erosion control plan which will identify stockpile locations, construction access and mud mats to reduce the sprawling of dirt onto the City's right-of-way. The applicant would also be required to submit a security deposit for road cleanup as a condition of site plan approval.

Public Meeting

15. A statutory Public Meeting was held on April 9, 2018 to present the subject application to General Committee. Two verbal comments were received in support of the proposed development.
16. The applicant underwent an extensive public engagement process prior to submitting a formal development application to the City. Many members of the public noted in the Neighbourhood Meeting that the original proposal submitted to the city achieved many of the community goals identified during the engagement process and two members of the public voiced their support of the development at the Public Meeting.

Amended Concept – Inclusion of Above Ground Parking

17. Following the public engagement initiatives, the applicant endeavoured to further address concerns expressed by area residents and City staff. Significant design changes were required to address the poor soils conditions on site, identified in the applicant's geotechnical report. Only 2.5 levels of underground parking could be supported (without financially unfeasible engineering solutions, such as raft slabs), as opposed to the originally proposed 4 levels of underground parking.
18. Following the Public Meeting, an addendum to the applicant's submission was received by the City which addressed concerns identified by area residents through the public consultation process and staff concerns identified through technical review. The updated plans demonstrate 2.5 levels of underground parking, with 2 levels of structured parking proposed on levels 2 and 3. This ensures that the ground level will remain animated with active retail/commercial uses on the southern half of the development and residential units and accesses on the north half. The above ground parking structure is proposed to be screened by a special façade treatment of the podium building. Staff note that this can be done in a variety of ways - either through high quality "dummy" residential facades, or through more creative and artistic architectural expressions. The design of this feature would be further examined and evaluated at Site Plan stage.
19. Through the submission of the addendum materials, the applicant has also proposed a second vehicular access; a right-in, right-out access from McDonald Street which would be used to access the above ground parking structure. The concept plan (please refer to Appendix B) illustrates the required street and intersection improvements to accommodate the access. The originally proposed access from Owen Street would remain and provide access to the underground parking levels.
20. The proposed zoning by-law amendment has built-in flexibility by seeking to permit the highest form of density while providing a range for parking standards to address either condominium or rental tenure types. Staff note that parking demand can vary by tenure and that the proposed above ground parking structure has the ability to be converted into 40 additional residential units. While

the proposed zoning by-law amendment provides for a range of permissible parking (0.8-1.65 parking spaces per residential unit, or 267-477 parking spaces), staff would require a detailed parking demand analysis at the Site Plan stage to ensure that the development, whatever the type of tenure, has adequate parking.

21. Due to the transitional location of the subject site, at the edge of the Urban Growth Centre, and potential shadow impacts created by buildings higher than the originally requested 8 and 20 storeys, staff did not support additional building height to accommodate the reduction in units resulting from the relocation of 2 levels of underground parking into the above-ground parking structure in the podium of the building. The applicant added to the middle section of the building, creating a 9 storey mid-rise connection between the 8 storey building and the 20 storey building to maintain approximately the same number of units as the original proposal (307 units in the original proposal, 289-329 units in the current proposal).
22. Three-dimensional perspectives were also submitted to provide a conceptual representation of the proposed building envelope within the context of the surrounding existing conditions. (See Appendix "E" and "F" – Building Envelope Perspectives).

Department & Agency Comments

23. The Lake Simcoe Region Conservation Authority (LSRCA) confirmed that the proposed development is outside of the regulatory floodplain, as identified in the Sophia Creek Watershed & Mulcaster Drainage Area Environmental Assessment Update (2017). The LSRCA confirmed that they are satisfied from a watershed management and Natural Heritage perspective that the proposed zoning is appropriate and they have no concerns with the proposed development. Additional technical comments related to Engineering and Hydrogeology were also provided which would be required to be addressed through a subsequent site plan application.
24. The Engineering Department provided comments relating to their servicing standards and guidelines. An evaluation of a downstream 250mm diameter sewer section examined the specific flow evaluation criteria "depth of flow/pipe diameter", which is not to exceed 70% according to the City guidelines. Engineering Staff identified that the proposed development would result in a depth of flow/pipe diameter ratio of 76% for projected/calculated future flows. The Engineering Department identified that they are satisfied with this level of performance for the purposes of rezoning, and would not require the 250mm diameter sanitary sewer to be updated to a 300mm diameter pipe. Engineering staff noted that the guidelines are not meant to evaluate existing systems in order to initiate upgrades, but were formulated to provide guidance for new infrastructure installations, to provide a conservative level of confidence (factor of safety) that maintenance issues would not develop in a new system.

Engineering staff also provided comments on Storm Water Management (SWM) considerations for the site and comments related to the adjacent Sophia Creek Watershed and Spillway. In addition to a desktop analysis, where it was determined the City did not have sufficient data on existing storm water facilities, the Engineering Department performed a visual inspection of catch basins and manholes on site and determined that there is no existing connection to the storm water pipes on the north side of McDonald at Owen Street. Staff note that the drainage from the east end of McDonald will therefore need to continue to be accommodated by a pipe. This may be designed and implemented in conjunction with the proposed street realignment at Codrington/McDonald and may require that the developer take on additional intersection works at McDonald/Owen to connect to the storm sewer on McDonald Street, on the west side of Owen. Engineering staff are satisfied that the design of the storm water servicing can be accommodated in detail design in the Site Plan stage.

It was also noted that a Hydrant Flow test indicated large water flow capacity available for servicing and fire protection. Detailed building design specifications will still be required during Site Plan to confirm that the required fire flow supply for the built form.

A number of other technical comments related to the proposed development were also provided and would be required to be addressed at the time of a subsequent site plan application to the satisfaction of the City's Engineering Department and the LSRCA.

25. The Roads, Parks and Fleet Department indicated that they had no concerns with the Traffic Impact Study and Addendum submitted in support of the proposed development. The addendum considered two access points on the site from Owen Street and from McDonald Street, instead of the original proposal of one access from Owen Street. To accommodate the second access, the developer will be required to construct some road improvements to the McDonald/Codrington intersection. Using this design, the Traffic Impact Study addendum concluded that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.
26. Parks Planning commented on the conceptual site plan (Appendix "B" – Conceptual Site Plan) and confirmed that they were generally satisfied with the development as reflected on this plan, however details such as amenity area locations and sizes, boundary fencing, walkway connections and the location and size of buffer and streetscape plantings would be addressed at the time of the subsequent site plan application.
27. The City's Fire Department provided comments and noted no concerns.
28. Alectra Utilities and Enbridge reviewed the proposed development and have expressed no objection to the approval of the subject application as they are satisfied that any technical revisions or outstanding matters would be adequately addressed through the subsequent site plan approval process.
29. The Simcoe County District School Board provided comments indicating they had no concerns with the proposed Zoning By-law Amendment application and confirmed that their normal notification clauses would be required to be inserted into all Purchase and Sale Agreements advising prospective purchasers that pupils generated by the proposed development may be transported to/accommodated in temporary facilities outside of the neighbourhood.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

31. 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.

32. The proposed development is consistent with this policy in that it is located within the settlement area of Barrie; it will not have a negative impact on Lake Simcoe; will utilize existing and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential forms (high-rise units as well as ground-related townhouses); 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, and supports active transportation through their use and through the provision of bicycle facilities within the development. Further, the amended concept plan submitted in support of the application would, in staff's opinion, mitigate the impacts the proposed development may have on the adjacent single detached residential properties through the provision of step-backs and architectural transitions and improved vehicular access points.

Provincial Policy Statement (2014) (PPS)

33. The Provincial Policy Statement 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: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>
34. Policy 1.1.1 outlines the means by which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- The use of serviced land, surrounded by developed parcels, promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term;
 - The provision of a variety of medium to high density residential units in the form of mid- to high-rise buildings and ground-related 'townhouse' units within the building's podium, aids in achieving a range and mix of residential units in the area;
 - The proposal does not impact any adjacent environmentally sensitive lands associated with the Sophia Creek watershed or Lake Simcoe;
 - The proposal includes compact, high density development that utilizes serviced lands within the settlement area, thereby promoting cost efficiency and minimizing the consumption of land;
 - Comments received from the City's Engineering Department confirm that the proposal can be serviced by existing municipal services (sanitary/storm sewers and watermain). In addition, the existing transportation system can accommodate the proposed increase in traffic generated by the additional units on site; and
 - Sustainable design strategies for the siting and orientation were used to design the proposed building envelope. The applicant has also indicated that further Low Impact Development initiatives and architectural strategies will be further explored at the site plan stage.
35. 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 in that it is located within the settlement area of Barrie, will utilize existing and available infrastructure and public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with pedestrian connections to the municipal sidewalk and the nearby walkable downtown to support walkability, active transportation.
36. Policy 1.1.3.3 provides that Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. In this regard, Schedule 'I' of the City's Official Plan identifies designated nodes and corridors throughout the City where intensification is to be targeted. In accordance with Schedule 'I', the subject lands, a brownfield site, are located within the Urban Growth Centre where existing infrastructure is available to service the proposed development.
 37. In accordance with policy 1.1.3.4, appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. In this regard, Schedule 'I' of the City's Official Plan identifies designated areas throughout the City where intensification is to be targeted. In accordance with Schedule 'I', the subject lands are located within the Urban Growth Centre where existing infrastructure is available to service the proposed development.
 38. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the proposed density is 713-812 units per hectare, thereby contributing toward to the intensification targets set in Official Plan for the Urban Growth Centre of a minimum of 150 persons and jobs per hectare.
 39. 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 high density housing and considering potential tenure types that may increase affordability in the City. The proposal is also located where sufficient infrastructure and public service facilities (such as transit, parks, library and City Hall) exist, and is designed with walkway connections to the municipal sidewalk to support active transportation. Bicycle facilities are also proposed.
 40. Policy 1.5.1 encourages healthy, active communities through the provision of public streets, spaces and facilities to meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity, and a distribution of publicly-accessible built and natural settings for recreation. In this regard, the proposed development provides pedestrian connections to the municipal sidewalk for easy access to proposed commercial uses within the building at street level and existing commercial development Owen Street, thereby facilitating community connectivity and active transportation to the City Centre.
 41. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID) strategy and approach consisting of rooftop infiltration with native species plantings.
 42. Policy 1.6.3, 1.6.6.1 and 1.6.6.2 identifies the promotion of intensification in areas serviced by existing infrastructure and public service facilities, including municipal sewage and water services.

- The proposal is consistent with this policy as the subject lands will be serviced by existing municipal sewage and water services.
43. Policy 1.6.6.7 identifies the requirements for stormwater management, particularly as it relates to stormwater quality controls. The proposed development is consistent with this policy in that storm drainage from the site will be conveyed through improvements to the City's existing storm pipe network and any works will be done to the satisfaction of the Engineering Department and the LSRCA. Reduction in phosphorous entering the Sophia Creek watershed and Lake Simcoe will be further explored at site plan and will minimize contaminant loads, changes in water balance and erosion, and promote stormwater management best practices. Any stormwater management system will be designed to prevent threats to human health and safety and mitigate any risk to property.
 44. Policy 1.6.7.2 identifies the efficient use of existing traffic infrastructure. The Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject land and is therefore consistent with this policy.
 45. Policy 1.6.7.3 identifies integration with a multimodal transportation system, connectivity within and among transportation systems, and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries. In addition to vehicular, cycling, and walking considerations noted above, the development is within 500m of the existing downtown transit terminal, which currently provides access to cross-jurisdictional transit services. Staff note that this facility may relocate in the future, but that the nearby Collier Street is also a significant transit route with connections to major transit stations.
 46. In accordance with policy 1.6.7.4, the proposed development provides for high density development in the vicinity of existing commercial uses in the City Centre where municipal transit is available. The orientation and small setback of the building, as well as the provision of walking and cycling connections to the municipal sidewalk, would support the current and future use of public transit and active transportation in the City Centre.
 47. 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, adjacent to existing commercial development and located along a transit route so as to be transit supportive, thereby reducing greenhouse gas emissions.
 48. In accordance with policy 2.1.8, the LSRCA is satisfied that from Natural Heritage perspective, that development of this site will have no negative impact on the natural features or ecological function of the Sophia Creek watershed, or Lake Simcoe, located west and south of the subject lands, respectively.
 49. Policies within section 3.1 Natural Hazards, require development to be directed outside of natural hazards. The proposal is consistent with this section as the property is not within a natural hazard area.
 50. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict with, the Provincial Policy Statement (2014).

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51. The Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. 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:
<http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>
52. 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 through the provision of pedestrian connections to the City Centre and waterfront trail system and municipal sidewalks along Owen Street for access to people's daily commercial needs in the City Centre. Further, the density of the proposed development results in the efficient use of land and existing municipal infrastructure, including the existing Collier Street transit services. The proposal also provides a range of housing options through a variety of mid-rise, high-rise and townhouse options to serve a variety of sizes, incomes and ages of households, protects the abutting Sophia Creek watershed/spillway, and proposes an energy efficient building.
53. 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, supports complete communities by providing medium and high density development adjacent to commercial uses, is focused in a built-up area that is serviced by transit and near public service facilities (local parks, public library, City Hall), and is not within or adjacent to hazardous lands.
54. 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; high quality compact built form; mitigation of climate change impacts; and integration of green infrastructure and low impact development. The provision of medium to high density mixed use residential with ground floor commercial, as proposed, would contribute to accommodating the needs of various household sizes and incomes. Additionally, the site has multiple transportation options including active and public transportation, availability of public service facilities (local parks, public library and City Hall), and the inclusion of a compact built form would aid in the mitigation of climate change impacts by efficiently using land and municipal services. Finally, the applicant is supportive of innovative LID through the provision of a rooftop gardens and stormwater quality control.
55. Section 2.2.2 of the Growth Plan requires that a minimum of 40 percent 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 per cent 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 percent target.
56. To support the development 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 provision of a variety of unit sizes, ranging from 1-3 bedroom units.

57. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan (OP)

58. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>
59. As noted above, the subject lands are designated City Centre Commercial within the City's Official Plan. Lands that are designated Commercial are intended to be used primarily for commercial uses, residential uses permitted subject to locational criteria.
60. There are a number of policies in the Official Plan that generally support the proposed development. These policies relate to providing increased densities, mixed use development, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations.
61. 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 multiple 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, community facilities, and open space. The proposed development is considered to be consistent with this policy in that it proposes a higher density multiple unit development with alternative housing forms ('townhouse' units at grade within the podium building) from what currently exists in the area, utilizes existing infrastructure and services, and would support public transit.

General Policies

62. 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 (transit, public library, City Hall) are available. Further, the proposed development provides a variety of housing options on site, contributes to a safe, vibrant and pedestrian friendly streetscape on McDonald, Owen and Worsley Streets through the provision of ground floor activation and "eyes on the street" by way of street-oriented development, multiple pedestrian accesses and connections to the municipal sidewalk. The development would contribute toward a complete community given the existing commercial and community uses located along Owen Street and further into the City Centre.
63. Sections 3.3.2.1 (a), (b), (c) and (g) of the Official Plan encourage 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. Staff are satisfied the proposal conforms to the above policies of the Official Plan given that the proposed development:

- provides for alternative housing forms with a variety of unit sizes (1-3 bedroom units);
- contributes to a compact urban form and 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, which targets the highest densities in the Urban Growth Centre.

Affordable Housing

64. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units, per annum, 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.

In the case of rental housing, the least expensive of:

- A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
- A unit for which rent is at or below the average market rent of a unit in the regional market area

65. The County of Simcoe has identified that the median household income for the City of Barrie (2017) 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.

Similarly affordable rents are;

- Bachelor - \$766
- 1 Bedroom - \$1035
- 2 Bedroom – \$1205
- 3 Bedroom - \$1415
- 30% of annual gross household income - \$1999

66. The applicant has expressed an interest in providing affordable housing, but has not yet identified a preferred tenure type for the development. Therefore an average price of the units has not been identified as part of this application for Zoning By-law Amendment. Tenure is not a land use matter and Staff are of the opinion that the provision of affordable units may be further explored with the applicant during the site plan approval process.

Energy Conservation and Renewable Energy Systems

67. Section 3.7.2.1 promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. This proposal conforms to this policy as it provides a compact built development in the form whose future residents would support active transportation with sidewalk connectivity to adjacent commercial uses, and transit use. The compact built form supports energy conservation. Further sustainable design and development strategies will be explored through site plan approval.

Land Use Policies

68. 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. In accordance with these provisions, the proposed development represents a density of approximately 713-812 units per hectare, and as such, would be considered to be high density residential in accordance with the Official Plan. Staff note that the proposed zoning standards result in a higher density development that is able to use the land more efficiently, while maintaining practical separation distances and transitions to the surrounding neighbourhood. Staff also note that adequate amenity areas to service the proposed development.
69. Section 4.2.2.3 (c) of the Official Plan further provides that high density development in excess of 150 units per hectare shall be restricted to locations within the City Centre. The proposed development meets this locational criteria with respect to high density development as the subject property is located within the City Centre.
70. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary onsite parking, graduated densities and functional open space amenity areas including landscaping, screening and buffering. As illustrated on the amended concept plan submitted in support of the subject application (Appendix "B" – Conceptual Site Plan), the concept will provide adequate onsite parking and open space amenity areas have been provided on the site.

The applicant is proposing a parking ratio between 0.8-1.65 spaces per unit, whereby a minimum parking ratio of 1 space per unit would be permitted in the urban growth centre. Staff will require the provision of a detailed parking study at site plan to ensure parking needs of the development, with any tenure, are adequately met.

Regarding amenity space, in addition to a private balcony/patio space for individual units, approximately 665m² of consolidated amenity space is also proposed on the 8th and 9th floor roof of the development. Staff note that Comprehensive Zoning By-law 2009-141 does not require a minimum consolidated amenity space for residential units with a C2 zone. The general intent for not requiring amenity spaces in C1 or C2 zones are that these zones are located in the City Centre where residents would utilize the public spaces and amenities along the waterfront and in the downtown. Through the site plan process, staff will be requesting further study of the proposed location(s) for the proposed amenity areas; namely on top of the 3rd floor roof, to mirror the rooftop

garden across the street at the public library and further animate Owen Street, as well as consideration for amenity space on top of the 20th floor roof to capitalize on lake views.

Graduated densities have been accommodated on site, as consideration has been given to providing transition to surrounding low density neighbourhoods through the siting and orientation of the taller building elements and provision of building step-backs at the 4th, 9th, and 10th stories as well as provisional setbacks and landscaping.

71. Staff are of the opinion that the combination of the abovementioned features, in addition to the envisioned future build-out of the Urban Growth Centre will ensure that the proposed development functions effectively in both existing and future contexts and will provide an appropriate transition to the surrounding low density neighbourhood, north of McDonald Street.

Intensification Policies

72. 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.
73. The development, if approved, would serve to address many of the criteria outlined in the Intensification Study and the Intensification Policies of the Official Plan. The subject property is located within the Urban Growth Centre, which in accordance with Schedule "I" of the Official Plan, is identified as an Intensification Area and targets the highest densities. The proposed development would also contribute to a more compact urban form and efficiently use land and resources, support transit, and optimize the use of existing infrastructure and services.
74. Further, Section 4.2.2.6(c) identifies that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, and contribute to improving air quality and promoting energy efficiency.
75. In Planning staff's opinion, the proposed development would satisfy the intensification policies noted above, as it provides for a density of 812 units per hectare through a compact built form; the project is considered infill development that utilizes existing municipal infrastructure; is adjacent to and supports public transit; supports active transportation given its proximity to commercial uses, parks and libraries and proposed walkway connections; and, promotes energy efficiency through compact design.
76. Planning staff are of the opinion that the development proposal adheres to the above policies of the Official Plan as it relates to location, density, landscaping and amenity areas, and providing an appropriate transition and buffering between adjacent land uses.

Servicing and Transportation

77. 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 municipal and other public utilities.
78. 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 stormwater management for the proposed development can be adequately addressed in accordance with these policies through the subsequent site plan process.

79. The Official Plan further identifies goals to promote healthy communities, activating living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms with these policies through the provision of increased densities to support the local transit service and by providing pedestrian connections to municipal sidewalks whereby local transit stops are nearby and provide connections to inter-regional transit systems, such as GO Transit.
80. Policy 5.4.2.4 (b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms with this policy through the provision of connections to all three surrounding streets where existing commercial and community uses are present as well as the nearby waterfront trail system. Detailed items such as bicycle parking are considered in the proposed by-law amendment with 0.32 bicycle parking spaces provided per unit. Detailed design of all bicycle facilities would be considered through a subsequent site plan process.

Urban Design Guidelines

81. Policy 6.5.2.2 (a) identifies that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design, the design of a building's roof should screen mechanical equipment from public view, the avoidance of large exposed blank walls, provision of well-defined entrances, and pedestrian links shall be designed to promote safety of the user and be fully accessible between commercial and residential properties. Conceptual building elevations have been provided by the applicant (Appendix "D" – Conceptual Elevations) to this report. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through a subsequent site plan process.
82. Policy 6.5.2.2 (g) encourages energy efficiency through a compact built form that encourages the use of transit, active transportation, and focusing major development along transit routes. The proposal conforms to this policy by providing a compact built form whose population supports transit use, sidewalk connections and proximity of commercial and public services that promote active transportation, and transit routes that travel along Owen Street, Collier Street and Bayfield Street.
83. Policy 6.5.2.3 (a-k) identifies guidelines for the City Centre focusing on high quality building and public space and streetscape design, pedestrian-oriented development, consideration of viewsheds to the lake, enhancing visual and physical connectivity to the waterfront. Planning staff are of the opinion that the proposed zoning by-law amendment generally achieves these high level guidelines, and that they can all be achieved through detail design in the site plan process.

Tall Buildings and Height Control

84. In January of 2014, the City introduced new policies for Tall Buildings within Section 6.6 of the Official Plan. 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.

85. Section 6.6.3 (b) provides that tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

The first submission from the applicant originally proposed “point towers” on a podium. This is typically the form of development that Planning staff encourages in the City Centre to most effectively mitigate shadow impacts and maintain views in higher density environments. However, poor soils quality impacted the applicant’s ability to feasibly provide 4 levels of underground parking. The applicant therefore submitted a revised concept illustrating 2.5 levels of underground parking and 2 levels of structured parking located within the building’s podium level. The revised concept proposes that displaced residential units from the podium, would be relocated in a mid-rise 9 storey building connecting the 8 storey building on the north side of the subject lands and the 20 storey building on the south side.

In staff’s opinion, the applicant’s resubmitted design works to maintain both the north and south buildings as unique architectural features at the end of the block by setting the 9 storey building further behind these structures, after the 3rd floor podium, creating a more human scale development and improved pedestrian experience at the street level. Staff note that no important viewsheds east or west will be blocked by the slab style building.

86. Although concept plans which included taller “point towers” as an alternative to the slab style building were shared with the City, Planning staff are of the opinion that additional height beyond the requested 35m and 67m (8 and 20 storeys) should not be considered at this location, as it is a transitional area between the Urban Growth Centre and the existing stable residential neighbourhoods to the north. Any additional height will have impacts on the existing low-rise residential neighbourhood to the north of the subject lands.
87. 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 visual interest.
88. 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. In this regard, buildings should be located away from areas directly adjacent to lower scale buildings. 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 the same height and densities of surrounding areas - particularly in areas of transition, such as intensification areas.
89. In staff’s opinion, the proposed development is consistent with the Tall Building Policies. The transition of building heights and provision of step-backs from lot lines adjacent to the street provide a transition to the abutting low density residential neighbourhood to the immediate north. Staff note that the low-rise buildings directly east of the subject lands are also located within the Urban Growth Centre, and are subject to the same intensification policies and standards.
90. All parking is proposed to be located internal to the site within underground and structured parking facilities.

91. 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. The report concludes that shadows cast by the proposed development would have no impact on public open spaces and the single-detached residential properties to the north and east would be ensured a minimum 6 hours of unobstructed daylight in the equinoxes. Minimal impacts may occur to the property on the north side of McDonald, however, Staff believe that additional measures could be taken in detail design during site plan process. Based on the shadow analysis provided, Planning staff are satisfied that the proposed development is considered to be consistent with the Tall Building Shadowing policies of the Official Plan.
92. A Pedestrian Wind Comfort Study was also submitted in support of the subject application which assessed impacts of the built form in creating potentially adverse or unsafe wind conditions. The report identifies that wind conditions are manageable, and outlines a number of strategies to be further detailed in the site plan stage. Staff are of the opinion that the proposed Zoning By-law Amendment will not have negative impacts for pedestrian comfort or safety with regard to wind.

Height and Density Bonusing

93. The Bonusing Policies in Section 6.8 of 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 zoning on the subject lands permits. As such, the Bonusing Policies for the purpose of obtaining community benefits apply.
94. In accordance with the procedures outlined in the Bonusing Implementation Guidelines, staff have reviewed the application and feel that the principle of increased density at this location can be supported on the basis of good planning. Consequently, the applicant has provided an appraisal which estimates the current market value and the proposed uptake in the assessed value of the property should the Zoning By-law Amendment be approved by Council.

The appraisal, submitted by Colliers International, identifies the uplift of the proposed increase in density as approximately \$1,900,000.00. The general guidelines for Bonusing recommend that the value of community benefits be approximately 25% of the value uplift, which in this case is approximately \$475,000.00.

95. On August 15, 2018 the City of Barrie's Bonusing Committee convened to review the appraisal and provide Staff, and the applicant, with a direction as to identifying the Section 37 community benefit. The Bonusing Committee determined that \$475,000.00 should be dedicated for the following uses:

Downtown Public Library improvements:

- \$150,000 for public safety and public realm improvements at the public plaza in front of the Downtown Public Library which employs Crime Prevention Through Environmental Design (CPTED) strategies and best practices.

Strategic initiatives and other parks & public realm improvements:

- \$100,000 for public realm improvements to the nearby Coupe and/or Lions Park.
- \$75,000 for street furnishing improvements in the downtown (e.g. garbage cannisters).
- \$75,000 for the development of a strategic Public Art Master Plan.
- \$75,000 for developing processes and providing supplies for creative construction hoarding improvements and beautification (to include graffiti-resistant public art), to be applied to future developments throughout the downtown and wider city.

96. 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.

Intensification Area Urban Design Guidelines

97. In June of 2013, Council received the Urban Design Guidelines for the Intensification Areas as prepared by Brook McIlroy, October 2012. These guidelines are intended to ensure that new development is compatible with the existing built fabric while creating an attractive and safe public realm that supports alternative modes of transportation and is environmentally sustainable. One of the consistent themes throughout these guidelines is to create higher density, mixed-use, pedestrian friendly streetscapes throughout the intensification areas. In this regard, buildings should be positioned to frame abutting streets, main entrances should be directly accessible from public sidewalks and the front street wall of buildings should be built to the front property line. The Guidelines further suggest that development on prominent streets should meet a high standard of design. The variety of townhouse and retail units proposed at grade will ensure an active and animated street.

Transition to Low-Density Residential Land Uses

98. The subject lands are located in the Urban Growth Centre in which medium and high density developments ranging eight (8) storeys in height and above 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 side 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.
99. As noted in the analysis above, several design elements have been incorporated into the proposed design in order to provide an appropriate transition to the existing single-detached dwellings to the immediate north and east, such as building siting and orientation and side step-back provisions. As such, Planning staff are satisfied that the proposed development will provide an appropriate transition from the Urban Growth Centre to the residential lands to the north and adjacent single detached commercial and residential properties within the UGC to the immediate east.

Zoning Rationale for Special Provisions (SP)

100. As noted above, the applicant has requested a Transition Centre Commercial with Special Provisions (C2)(SP) zoning over the subject lands to permit the proposed development. A number of site specific provisions have been requested and are discussed below.

Maximum Gross Floor Area

101. The proposal contemplates an increase of gross floor area between 586% to a maximum of 760% of the lot area. Comprehensive Zoning By-law 2009-141 currently permits up to 400%. Planning staff are of the opinion that the proposed increase is appropriate for the context of the Urban Growth Centre and Downtown Barrie and would allow for the redevelopment of underutilized lands in keeping with the vision of the City Centre designation. Staff are also of the opinion that the proposal, and detail design in the subsequent site plan process will ensure adequate amenity and landscape space are provided and that suitable parking can be supported on site through future detailed parking demand studies.

Maximum Building Height

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102. in order to achieve the desired design and built form, the applicant is proposing that the maximum permitted height of the development be increased to:
- 13m within 3m of the street lot lines, and 35m beyond 3m of street lot lines within the existing Transition Centre Commercial (C2) zone.
 - 13m within 3m of street lines and to 67m beyond 3m of street lines within the existing Transition Centre Commercial with a Site Specific (C2-1) zone.
103. Staff note that additional height and density is contemplated by the City's Official Plan and is generally in keeping with other high-rise buildings and high-rise proposals in the City. The proposed height will provide an opportunity to enhance the city's skyline and will meet the tall building guidelines of the City.
104. As noted throughout the analysis section of this report, Planning staff are satisfied that the proposed increase in height is appropriate in the downtown context. As per the findings in the applicant's Urban Design Brief, Shadow Impact Study and Pedestrian Wind Study, Planning staff are of the opinion that the proposed development will not have a negative impact on the adjacent public realm or on private properties to the immediate north and east of the subject site, given the development's proposed design of separation distances, transition of building heights, and building setbacks and step-backs.
105. In addition, Planning staff are of the opinion that the proposed transition of building heights from 35m height at the north end of the site, to 67m on the south, would provide for a desirable, intensified built form along McDonald Street that provides a sufficient transition from the existing residential neighbourhood north of the UGC boundary, while also maintaining consistency with the Intensification Area Urban Design Guidelines for Mixed-Use Main Street areas in the UGC. These guidelines provide that taller buildings above 8-storeys may be appropriate on sites where lot size, setbacks, step-backs and building transitions can be made to respect the neighbouring properties.
106. While the existing east-west height transition is starker, Planning staff are off the opinion that properties to the east of the subject site fall within the Urban Growth Centre and are subject to the same intensification goals and objectives in the Official Plan for future redevelopment. Given that the subject site is located at the western end of the block, it is suitable for higher built forms to capitalize on view corridors down Owen Street to Lake Simcoe. However, staff note that the proposed development's datum lines for the 3rd storey podium and 8th and 9th stories will be used to align future redevelopment and built form on the block.

Minimum Coverage for Commercial Uses

107. The proposal provides a minimum commercial use coverage of 20% of the total lot area. The commercial use encompasses 794 square metres of net floor area of the proposed development. The proposed commercial use will provide services for the residents of the proposed development and the surrounding area. Staff note that the commercial use has been focused to the south portion of the Subject Lands to support the objectives of an animated City Centre and Downtown Barrie, while the design of the development ensures that the street experience transitions to an active residential character (with ground floor townhouses) further north, adjacent to the existing stable residential neighbourhood outside of the UGC. Staff support the reduction in required commercial use.

Minimum Landscaped Buffer

108. The required minimum landscaped buffer width is 3m. The proposed development contemplates a series of landscape buffers up to 3m around the property. As noted previously the proposed

reduction is suitable within Downtown Barrie as the setback is in keeping with existing setbacks along Owen Street and generally more urbanized environments. The development will maintain a continuous streetwall and provide an urban streetscape that will enhance the public realm.

Minimum Underground Parking Setback

109. The required minimum setback from the street is 3.0m in Comprehensive Zoning By-law 2009-141. The proposal is to reduce the setback to the property line (0.0 m). The reduction supports the optimization of the underground parking to accommodate adequate vehicle storage on site, avoiding the need for surface parking or potential multilevel structures. The applicant has illustrated that the encroachment will not extend to the surface level and therefore will not be viewed from the street.
110. Staff note that 0m lot line conditions for underground are more common in urban locations and settings. Staff also note that similar 0m setbacks for underground structures have been used in the downtown at the Collier Centre, and are currently being considered by staff on other development applications in the downtown.

Required Parking

111. The required amount of commercial/retail parking proposed is at the rate of 1 space per 24 sq m of GFA, or a minimum of 2 spaces. 36 parking spaces would be required. The proposal is reducing the required parking to 0 parking spaces. Currently the required amount of residential parking in Comprehensive Zoning By-law 2009-141 is at the rate of 1 space per dwelling unit. The proposal seeks to provide residential parking at the minimum rate of 0.8 space per dwelling unit, and the maximum rate of 1.65 space per dwelling unit.
112. Staff support the proposed reductions as the proposed density and the reduced standards would support the usage of existing public transit and promote walkability in the City Centre, with direct connections to the pedestrian network. Generally, staff do not support increasing parking requirements in intensification areas. However, staff note that the 1 space per residential unit required by Zoning By-law 2009-141 for residential uses in the Urban Growth Centre is currently a minimum. The applicant is therefore able to provide more than this amount. The proposed maximum parking standard works to provide a cap on the proposed parking. The proposal also contemplates bicycle parking where feasible to promote active transportation to and from the development.
113. The proposal seeks to permit tandem parking, as the By-law currently does not permit tandem parking within a commercial zone. Staff support this provision so long as tandem parking spaces are assigned to single units, such that no space is without access to drive aisles. A parking demand study and detailed design of the parking will be considered at site plan.

Minimum Required Side Yard Setback Adjoining Residential Zone

114. The proposal intends to provide a 3m setback along the eastern lot line, between the adjoining a Multiple Residential (RM2) zone and the Transition Centre Commercial (C2) zone. The reduction is required in order to provide adequate space for the townhouse unit and to align with the southern portion of the proposed development. The reduction of side yard setback is reasonable in this context as the subject lands are in within the City Centre Revitalization Centre and Downtown Barrie. The reduction from the minimum required side yard setback continues to provide for an adequate transition between the proposed development and the adjacent single detached dwelling. Privacy of the adjacent single detached dwelling unit will be maintained as no pedestrian movement is anticipated within the side yard setback.

Minimum Required Side Yard Setback Adjoining Street

115. The proposed development requires a 1m setback along the western lot line, between the street and the proposed development. The proposed reduction is suitable within Downtown Barrie as the setback is in keeping with existing setbacks along Owen Street. The development will maintain a continuous streetwall and provide an enhanced urban public realm. Staff are satisfied that this proposed reduction is supported by the City's Intensification Area Urban Design Guidelines. The intent of the side yard setback is to ensure that the building has adequate distance from the travelled portion of the street, while at the same time providing a pedestrian connection to the residential units. The reduced front yard setback would result in buildings with a strong street presence, and the applicant has demonstrated that well-defined connections/entrances to the proposed dwelling units along Owen Street would be provided.
116. In staffs' opinion, the proposed site layout is functional and the proposed site specific zoning over the subject lands represents an appropriate form of development for the Urban Growth Centre. 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
117. Subject to Council approval of the proposed Zoning By-law Amendment application, the property 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, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
118. The concept plan and conceptual building elevation drawings submitted in support of the subject application provide an understanding of the building envelope and a general indication of how the property would be developed with a very conceptual design of the future building(s). 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. In the interim, staff note that consideration has been given to appropriate urban design matters through the submitted Urban Design Brief, while outlines at a high level the provision of design elements such as various building façade materials, (brick/siding/aluminium/glass railings), reduced setbacks, orientation of the buildings adjacent to and toward street frontages, provision of private amenity spaces, along with a parking considerations and architectural treatments of above-grade parking structures.

Summary

119. 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 staffs' professional Planning opinion that the provision for a mixed-use residential development on the subject lands 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.
120. In staffs' professional opinion, the proposed design of the development envelope mitigates adverse impacts to the surrounding existing single detached residential properties, particularly those to the north of McDonald Street, and provides for good urban design. Should the application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

ENVIRONMENTAL MATTERS

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

ALTERNATIVES

122. There are two alternatives available for consideration by General Committee:

Alternative #1

General Committee could refuse the proposed Zoning By-law Amendment application and maintain the existing Transition Centre Commercial (C2) and Transition Centre Commercial with Site Specific (C2-1) zoning over the subject property.

This alternative is not recommended as the subject property is ideally suited for this form and density of infill residential development given the full range of services and facilities available in the City Centre. 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 send the application back to staff with proposed changes or approve the subject Zoning By-law Amendment application with additional conditions, or recommended changes to the proposal.

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 access, servicing, stormwater management, landscaping, setbacks, building orientation/placement/massing, parking, etc. The 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

123. The proposed rezoning of the subject parcel would permit the development of 329 residential units on the subject lands. The annual municipal property tax revenue based on an average selling price of approximately \$375,000.00 - \$400,000.00 per unit, is estimated to be \$1,269,295 for the site. The current tax revenue is \$20,961.43. Therefore, the estimated municipal property tax increase would be approximately \$1,248,333.57 based on 2018 tax rates.
124. Current development charges for apartment units range between \$19,743.00 for bachelor and 1 bedroom units and \$27,612.00 for 2+ bedroom units. The final design and number of each type of unit will be determined at site plan and development charges will be calculated and collected at the time of issuance of the building permit. However development charge will be between \$6,495,447.00 and \$9,084,348.00 for the proposed development. This rate would be adjusted for inflation each year as of January 1st.
125. The Education levy is currently \$1,759.00 per unit which will be calculated and collected at the time of issuance of the building permit. This development will incur an approximate levy ranging from \$508,351.00 - \$578,711.00. An increase to this levy is anticipated following the passing of a new Education By-law.

-
126. A redevelopment DC credit is available for the existing residential dwellings on the subject lands, a may be available provided the existing dwelling is demolished and building permits are issued within 60 months of the last date of occupancy of the current dwelling.
127. Cash in lieu of parkland is currently calculated at \$5,150 per unit (subject to an annual inflationary adjustment on January 1st of each year), which represents a maximum total contribution of \$1,694,350.00 for 329 residential units. 2% of the appraised land value for the ground floor commercial will also be calculated. Cash in lieu of parkland will be calculated and collected at the issuance of the building permit.
128. Given that the subject lands, when developed, will be subject to Site Plan Control and further subdivision of the lands would be necessary by way of Condominium, all costs associated with the approval and development of the site would be the owner's responsibility. The developer would be responsible for all capital costs for any new infrastructure, or improvements 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 developer/future condominium corporation.
129. The City will also incur minimal additional operating costs associated with increased demand for municipal services outside of the development limits. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are actively planned throughout the City's Capital Plan and Forecasting Plan.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

130. The recommendations included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
- Inclusive Community
131. In accordance with Council's goals, the proposed development would provide for a compact form of development that is considered to be a more affordable form of housing, promotes and facilitates community connections and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Proposed Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Technical Study Descriptions
Appendix "D" – Conceptual Building Elevations
Appendix "E" – Building Envelope Perspective
Appendix "F" – Concept Floor Plans

APPENDIX "A"

Proposed Zoning By-Law Amendment



BY-LAW NUMBER 2018-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: the lands identified as Part of James Street Plan 31 and Part 1 of Registered plan 51r32355 and Part of lot 124 southside of McDonald Street plan 2 as in Ro1287119 and Part of lot 124 southside of McDonald Street plan 2 as in Ro653238 and Part of lot 124 southside of McDonald Street plan 2 as in Ro1420694; subject to and together with Ro1420694; Subject to interest in Ro1287454 and Part of lot 124 southside of McDonald Street plan 2 as in Ro1327580; together with Ro1327580 and, Lot G eastside of Owen Street plan 240 and Lot F eastside of Owen Street plan 240 and Lane plan 240 (Closed by by-law SC1010108) and Lot A northside of Worsley Street plan 240 and Lot D northside of Worsley Street plan 240 and Lot E northside of Worsley Street plan 240, Part of lot 124 southside of McDonald Street plan 240 City of Barrie, being all from PINS: 588170174; 588170024, 588170025; 588170026; 588170027; 588170045; 588170046; 588170183; 588170049; 588170048; 588170047 from Transition Centre Commercial C2, and Transition Centre C2-1 to Transition Centre Commercial C2-1 (SP-XXX);

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion XX-X-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 the lands identified as Part of James Street Plan 31 and Part 1 of Registered plan 51r32355 and Part of lot 124 southside of McDonald Street plan 2 as in Ro1287119 and Part of lot 124 southside of McDonald Street plan 2 as in Ro653238 and Part of lot 124 southside of McDonald Street plan 2 as in Ro1420694; subject to and together with Ro1420694; Subject to interest in Ro1287454 and Part of lot 124 southside of McDonald Street plan 2 as in Ro1327580; together with Ro1327580 and, Lot G eastside of Owen Street plan 240 and Lot F eastside of Owen Street plan 240 and Lane plan 240 (Closed by by-law SC1010108) and Lot A northside of Worsley Street plan 240 and Lot D northside of Worsley Street plan 240 and Lot E northside of Worsley Street plan 240, Part of lot 124 southside of McDonald Street plan

240 City of Barrie, being all from PINS: 588170174; 588170024, 588170025; 588170026; 588170027; 588170045; 588170046; 588170183; 588170049; 588170048; 588170047 from the Transition Centre Commercial C2 and Transition Centre C2-1 to Transition Centre Commercial C2-1 (SP-XXX) in accordance with Schedule "1" attached to this By-law being a portion of the zoning map.

2. **THAT** notwithstanding the provisions set out in Table 6.3 of By-law 2009-141, a minimum side yard setback adjoining a residential zone of 3.0 metres shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Table 6.3 of By-law 2009-141, a minimum side yard setback adjoining a street of 1.0 metres shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Table 6.3 of By-law 2009-141, a maximum permitted gross floor area of seven hundred sixty (760) times the lot area shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Table 6.3, and Section 6.3.2 of By-law 2009-141, the minimum coverage for commercial uses of 20% of the lot area shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) zone.
6. **THAT** notwithstanding the provisions set out in Section 4.6.2.3b) in By-law 2009-141, the minimum required parking spaces for a retail store in the Transition Centre Commercial C2-1 (SP-XXX) zone shall be:
 - 0 spaces for Commercial/Retail Space
7. **THAT** notwithstanding the provisions set out in By-law 2009-141, the following provisions for bicycle parking in the Transition Centre Commercial C2-1 (SP-XXX) zone shall be:
 - 0.32 bicycle parking space for every suite; and,
8. **THAT** notwithstanding the provisions set out in Section 4.6.1, a minimum parking standard for residential units in an urban growth centre shall be 0.8 space per dwelling unit, and a maximum parking standard for residential units in an urban growth centre shall be 1.65 space per dwelling unit.
9. **THAT** notwithstanding the provisions set out in Table 4.6 of By-law 2009-141, tandem parking shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) zone and shall count towards required parking.
10. **THAT** notwithstanding the provisions set out in Table 6.3 and Section 6.3.2 of By-law 2009-141, a maximum building height shall be 13.0 metres within 3.0 metres of a street line, and 67.0 metres beyond 3.0m of a street line for the south building, and 13.0 metres within 3.0 metres of a street line and 35.0 metres beyond 3.0m of a street line for the north building, shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) zone.
11. **THAT** notwithstanding the provisions set out in Section 6.3.7.1 of By-law 2009-141, a minimum landscaped buffer width shall be:

- 1.0 metres to Owen Street, McDonald Street and Worsley Street;
- 3.0 metres adjoining the residential zone on the northern exposure; and
- 0.0 metres to the side lot line adjoining the commercial zone.

in the Transition Centre Commercial C2-1 (SP-XXX) zone.

12. **THAT** notwithstanding the provisions set out in Section 4.6.5.2 of By-law 2009-141, a parking structure underground is permitted 0.0 metre to a street line.
13. **THAT** as per the provisions of Section 37 of the Planning Act and Section 6.8 of the City of Barrie's Official Plan, \$475,000.00 be dedicated to the following community benefits:
 - \$150,000 for public safety and public realm improvements at the public plaza in front of the Downtown Public Library.
 - \$100,000 for public realm improvements to the nearby John Edwin Coupe Park and/or Lions Park.
 - \$75,000 for street furnishing improvements in the downtown.
 - \$75,000 for the development of a strategic Public Art Master Plan.
 - \$75,000 for developing processes and providing supplies for creative construction hoarding improvements and beautification.
14. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "1" to this By-law shall continue to apply to the said lands except as varied by this By-law.
15. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ___ day of _____, 2018.

READ a third time and finally passed this ___ day of _____, 2018.

THE CORPORATION OF THE CITY OF BARRIE

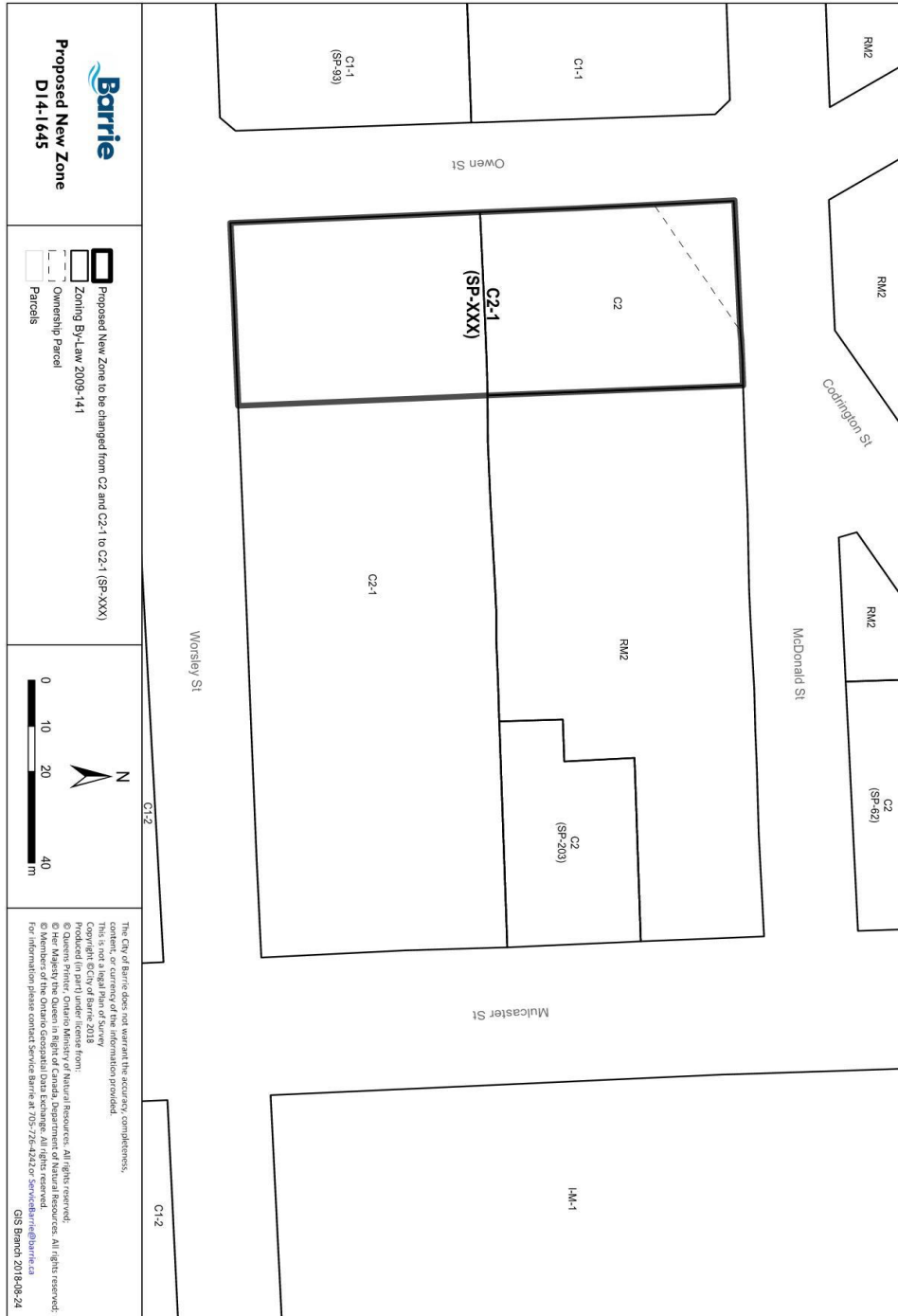
MAYOR

CITY CLERK

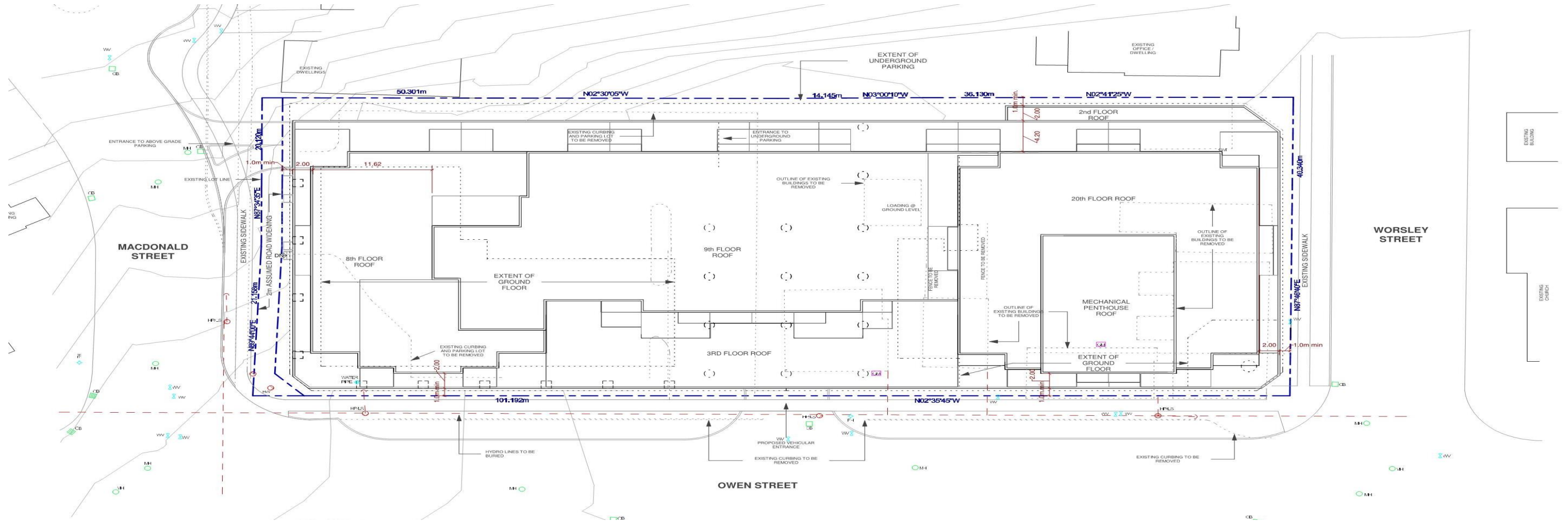


SCHEDULE 1 TO BY-LAW 2018-XXX

Schedule "A" to Attached By-law 2018-XXX



Schedule "B" to Attached By-law 2018-XXX

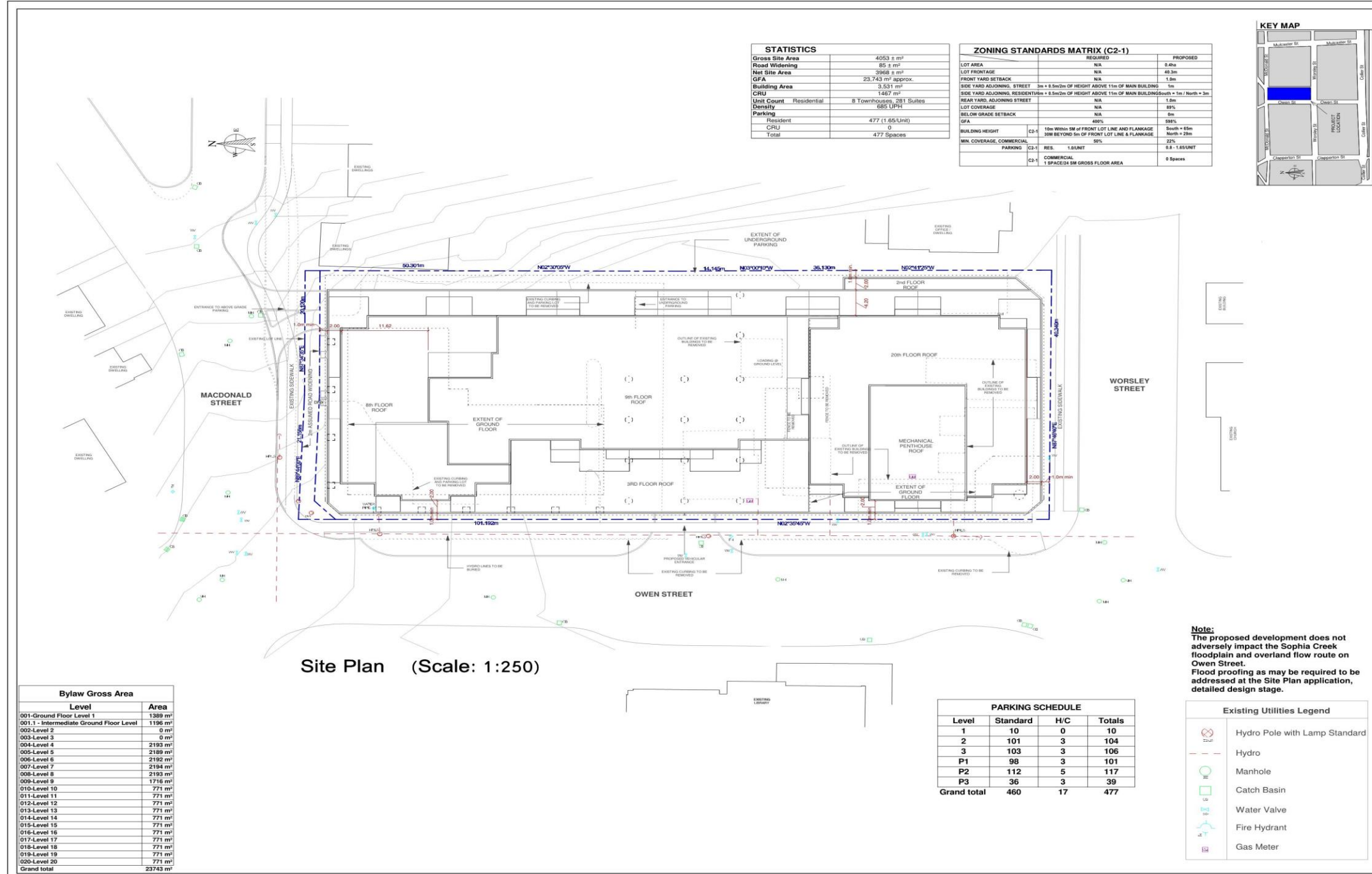


MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX "B"

Conceptual Site Plan (16 units)



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ISSUES

No.	Date	Description
1	11/14/17	Issued for Review
2	11/16/17	Issued for co-ordination
3	11/23/17	Revised
4	12/01/17	Issued for ZBA
5	12/08/17	Revised Issue for ZBA
6	07/11/18	Revised Issued for Coordination
7	07/12/18	Revised Issued for ZBA

FORREST GROUP
ASSERTIVELY GREEN

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Markham, Ont.
Tel. 416.497.6776 Fax. 416.497.8974
e-mail: bobfor@bobfor.com

www.forrestgroup.ca

CLIENT:
We Merchandise Space, Inc.

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT, OWEN ST. BARRIE

DRAWING:
Concept Site Plan

Designer: Project number: DRAWING NO:
PR 2489 A-01

Drawn by: Date: 07/19/18
LMG

Checked by: SCALE: As indicated
PR

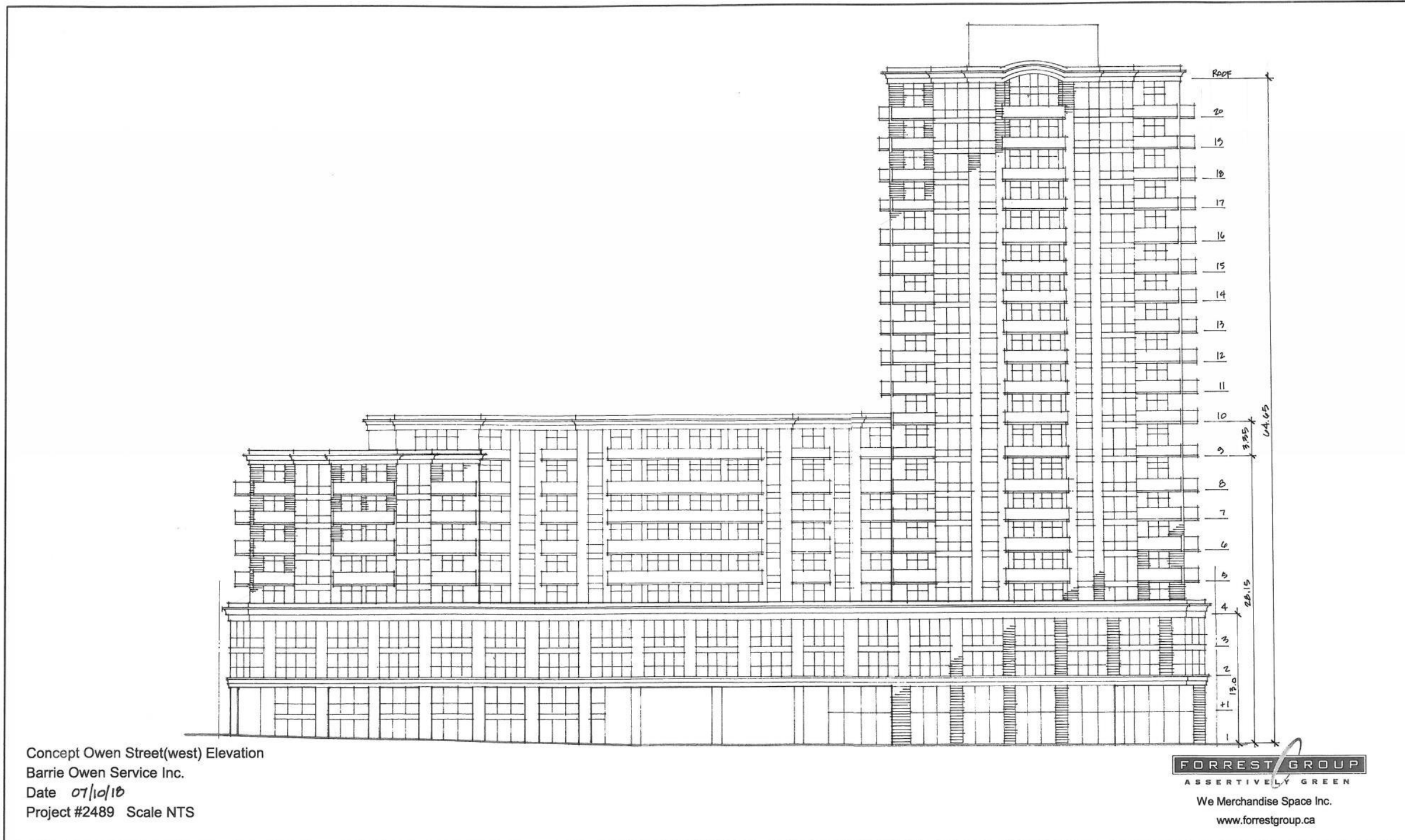
APPENDIX "C"

Technical Study Descriptions

- a) **Planning Justification Report** – provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of MHBC Planning, that the proposal is an appropriate form of multiple residential development and an appropriate location for residential intensification within a designated Intensification Area.
- b) **Urban Design Brief** - provides an overall review of the built form and the design elements of the development and provides the opinion of MHBC Planning that the proposed design of the site is appropriate for this location. The Urban Design Brief also includes a Block Plan and Context Plan, and includes recommendations to mitigate any shadow and/or wind impacts identified in the Shadow Impact Study and Pedestrian Wind Study.
- c) **Phase I and II Environmental Site Assessment Studies** – provides the professional opinion of Terraprobe consultants that there is some form of contamination in earth fill on the subject site, requiring either remediation or a Risk Assessment prior to a Record of Site Condition being filed for the property.
- d) **Traffic Impact Study and Addendum** – Provides the opinion of JD Engineering that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.
- e) **Functional Servicing & Stormwater Management Report** – Provides the opinion of Counterpoint Engineering, concluding that the subject lands will require the connection of storm, sanitary and watermain services to the existing services. The report further provided the opinion that servicing is feasible for the proposed development.
- f) **Shadow/Shade Impact Study** – conclusions provided by MHBC that shadows cast by the proposal will have no impact on nearby public spaces, minimal impact on properties to the north, some shadowing over adjacent private properties to the east, and, no impact to the south. All adjacent properties receive a minimum of 6 hours of solar access during the solstices.
- g) **Pedestrian Wind Study** – conclusions provided by RWDI that the proposed development would not create unsafe, or uncomfortable, wind conditions around the proposed development. The report provides additional strategies to consider in detail design.

APPENDIX "D"

Conceptual Building Elevations



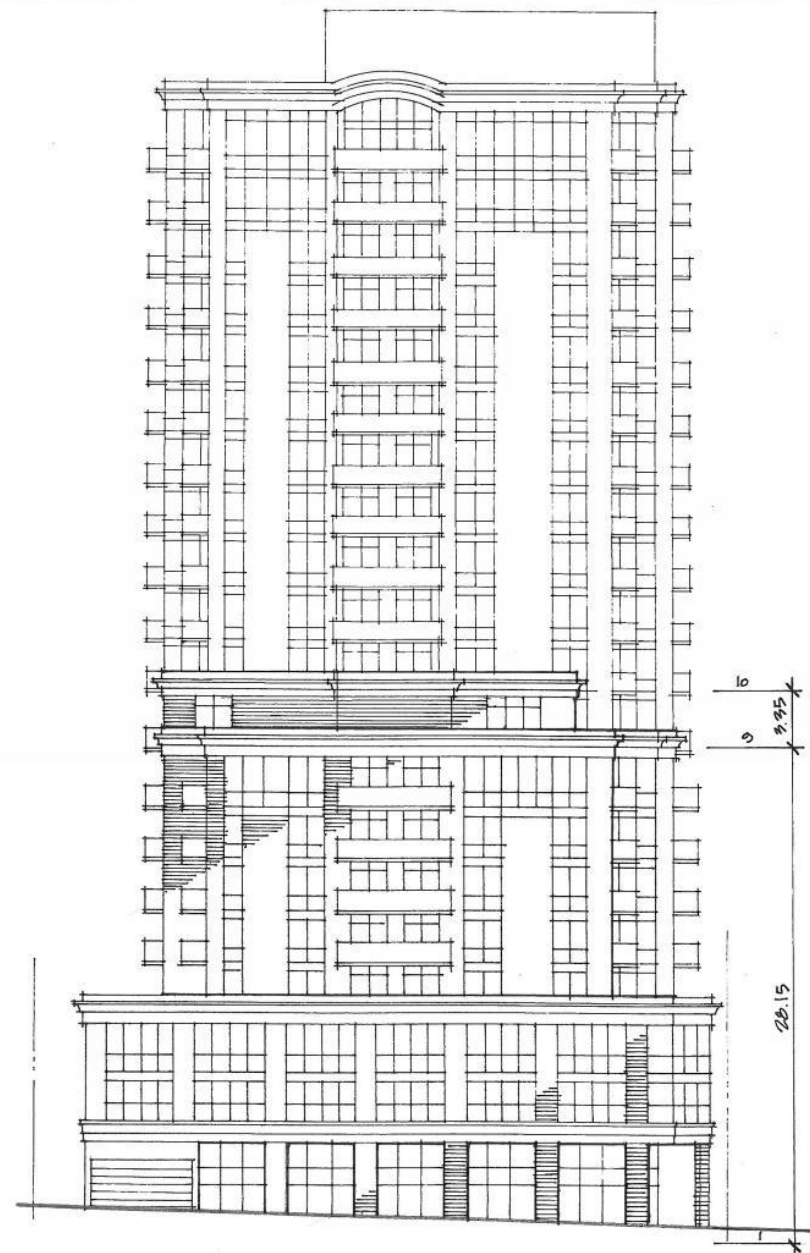
Concept Owen Street(west) Elevation
Barrie Owen Service Inc.
Date 07/10/18
Project #2489 Scale NTS



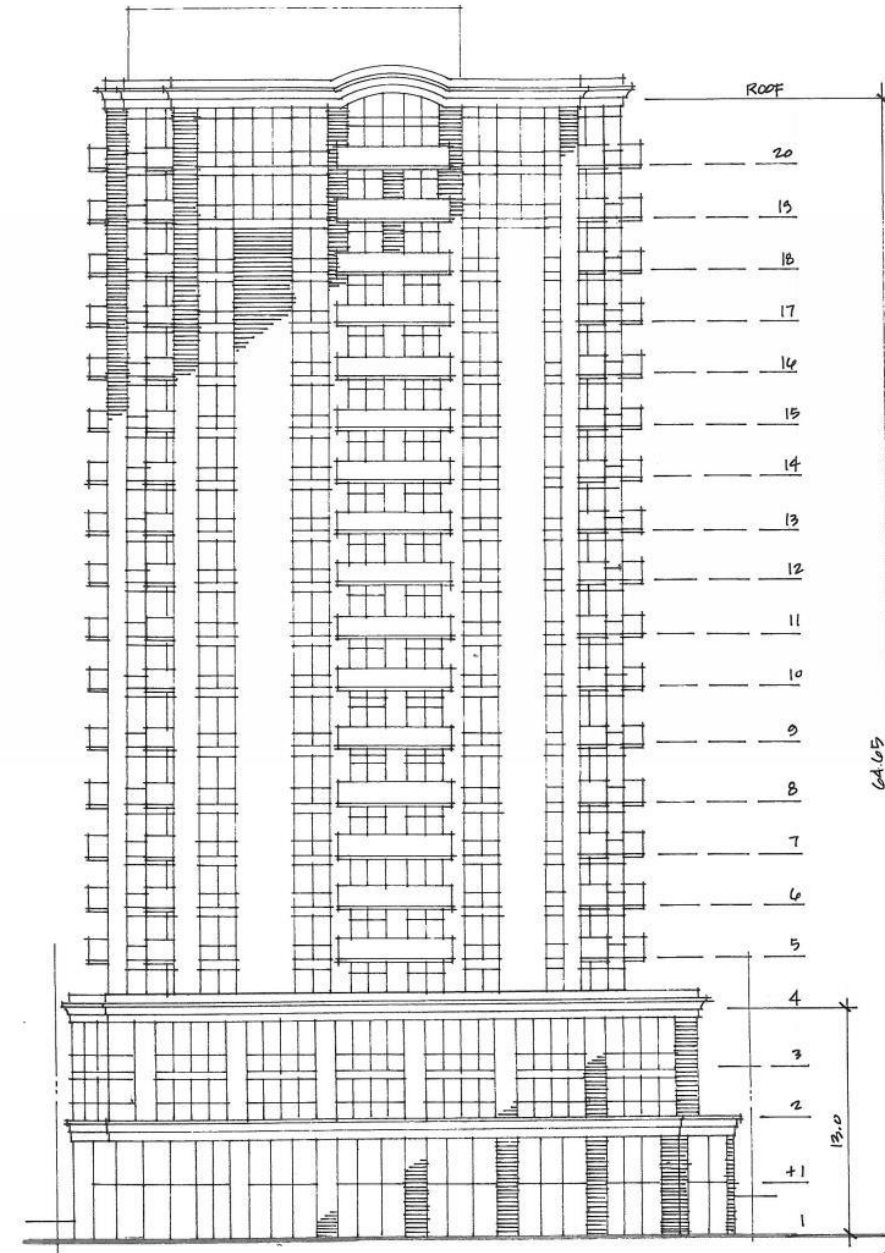
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www.forrestgroup.ca

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Conceptual Building Elevations



Concept McDonald Street (North) Elevation
Barrie Owen Service Inc.
Date 07/10/18
Project #2489 Scale NTS



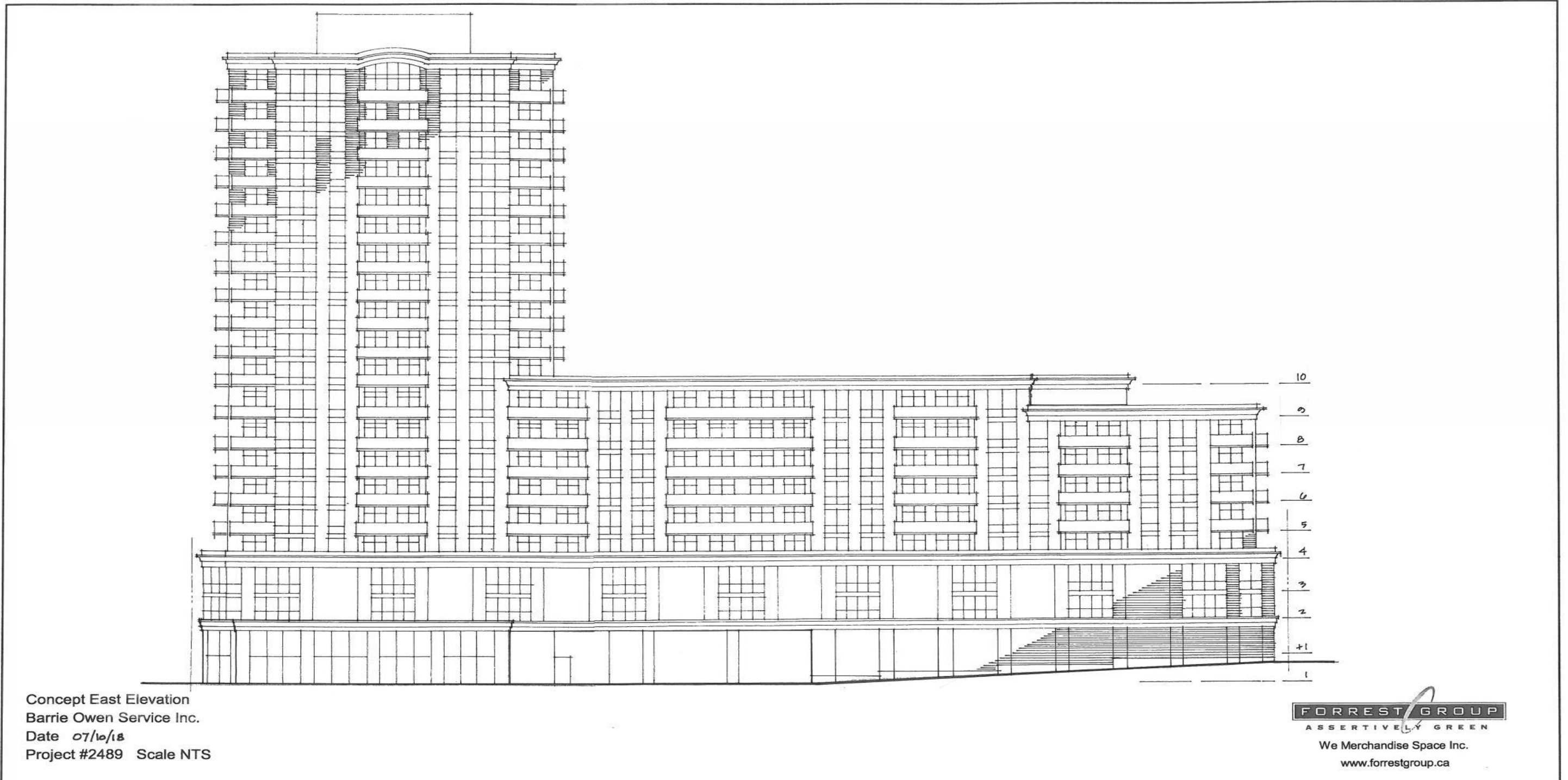
Concept Worsley Street (South) Elevation



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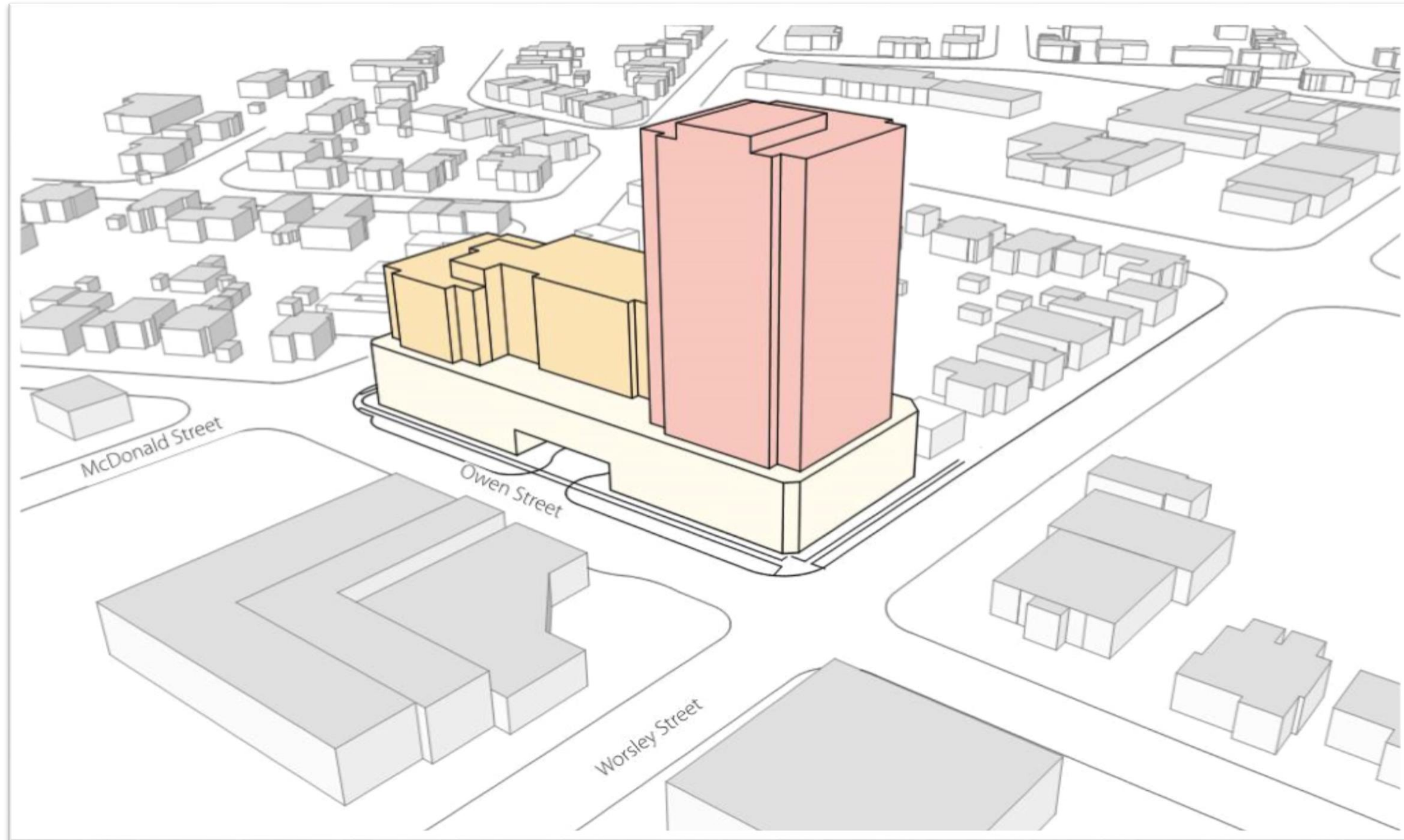
Conceptual Building Elevations



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APPENDIX "E"

Building Envelope Perspective

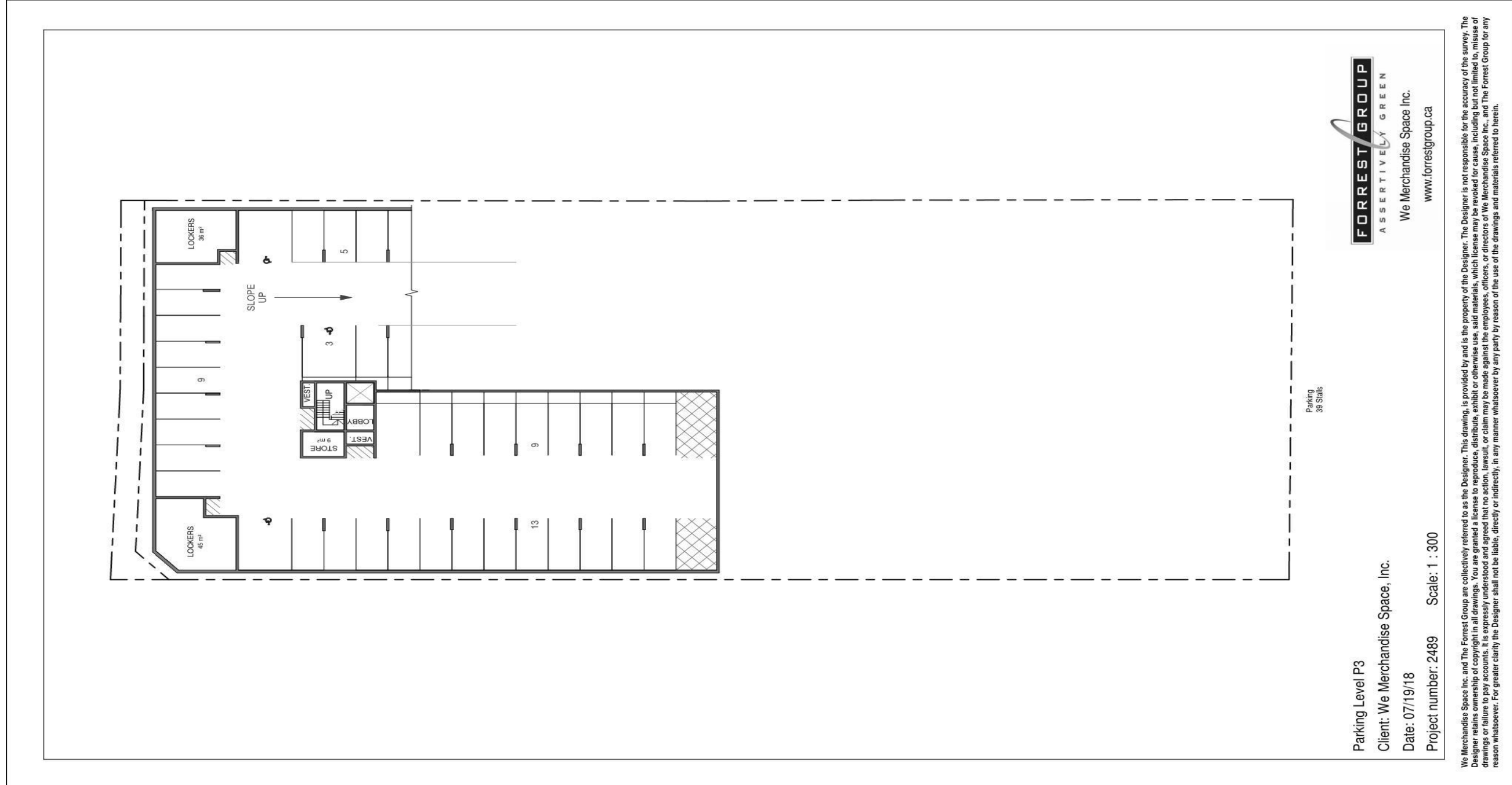


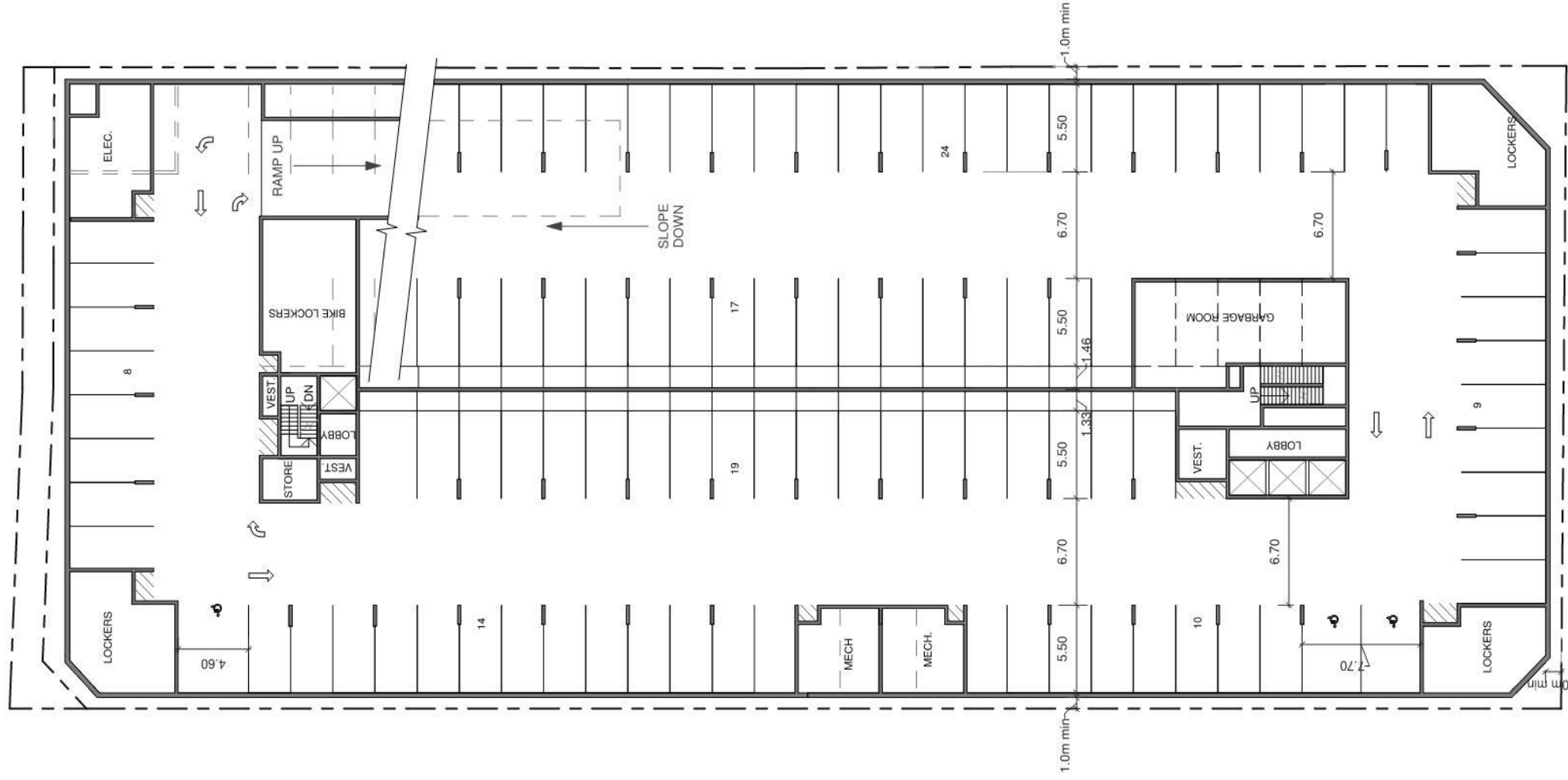
APPENDIX "F"

Building Envelope Perspective



APPENDIX "F"
Concept Floor Plans





Parking
P1 - 101 Stalls
P2 - 117 Stalls



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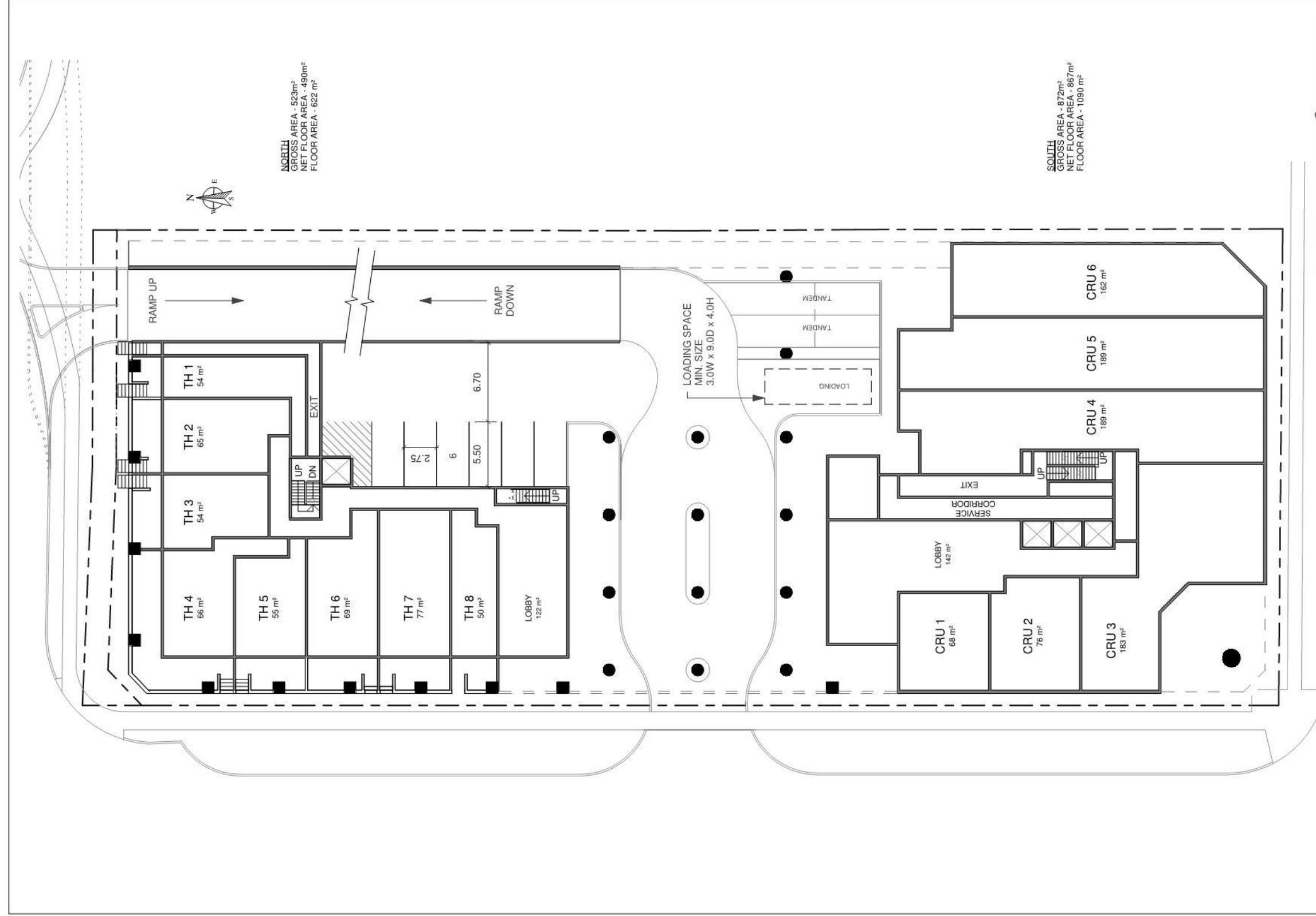
Parking Level P1 (P2 Similar)

Client: We Merchandise Space, Inc.

Date: 07/19/18

Project number: 2489 Scale: 1 : 300

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NORTH
GROSS AREA - 523m²
NET FLOOR AREA - 490m²
FLOOR AREA - 622 m²

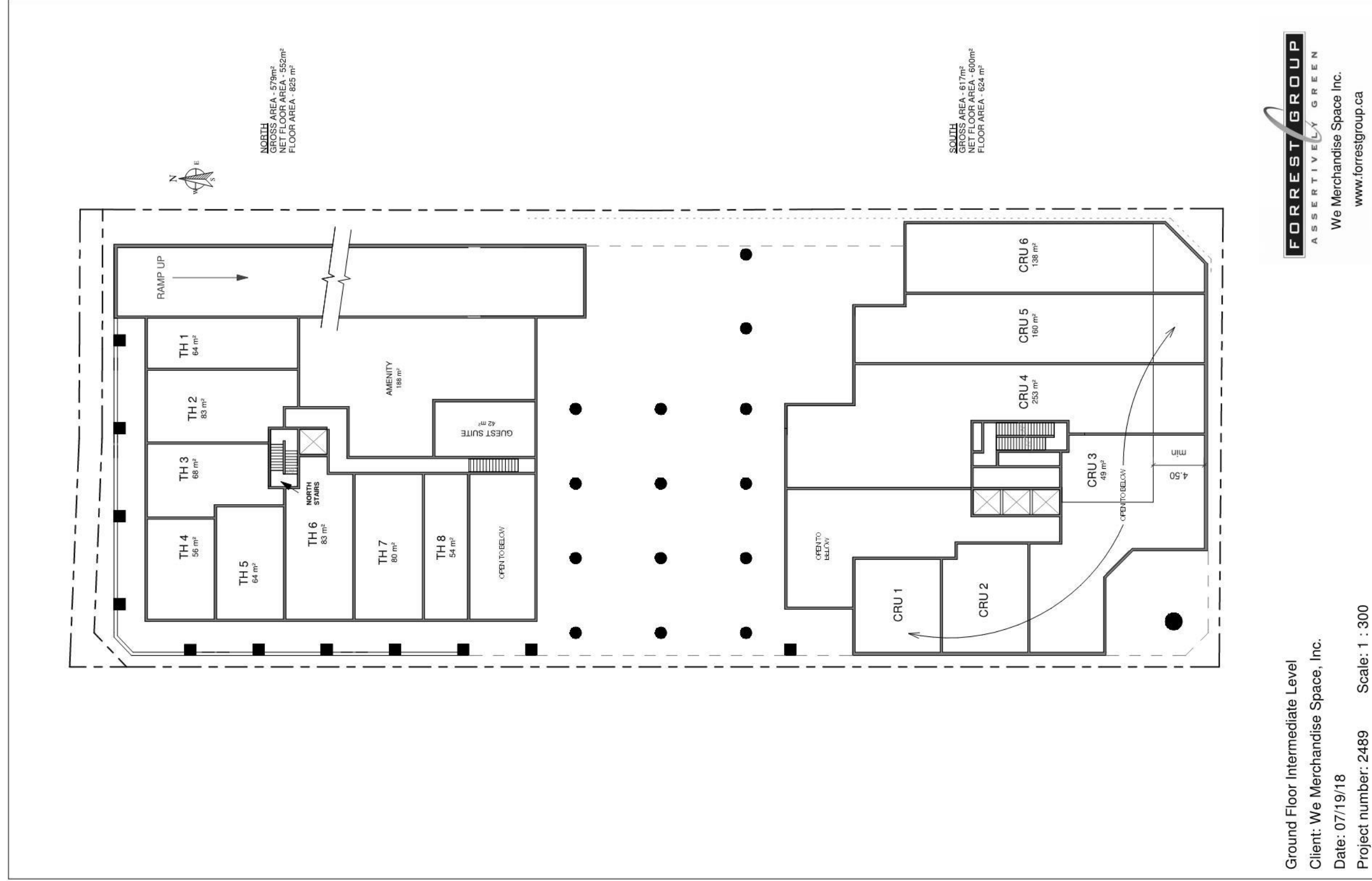
SOUTH
GROSS AREA - 872m²
NET FLOOR AREA - 867m²
FLOOR AREA - 1090 m²

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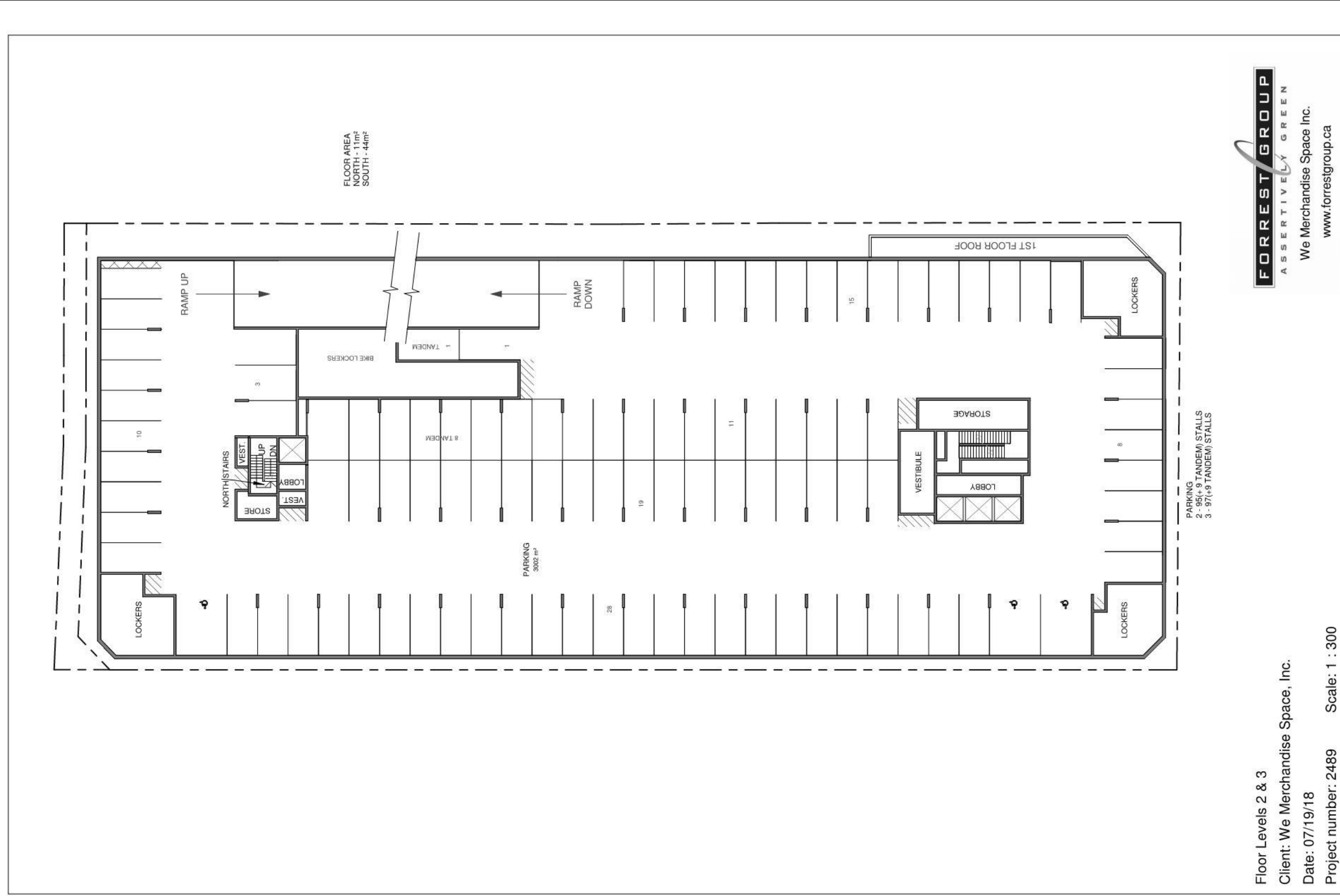
We Merchandise Space Inc.
www.forrestgroup.ca

Ground Floor Level
Client: We Merchandise Space, Inc.
Date: 07/19/18
Project number: 2489 Scale: 1 : 300

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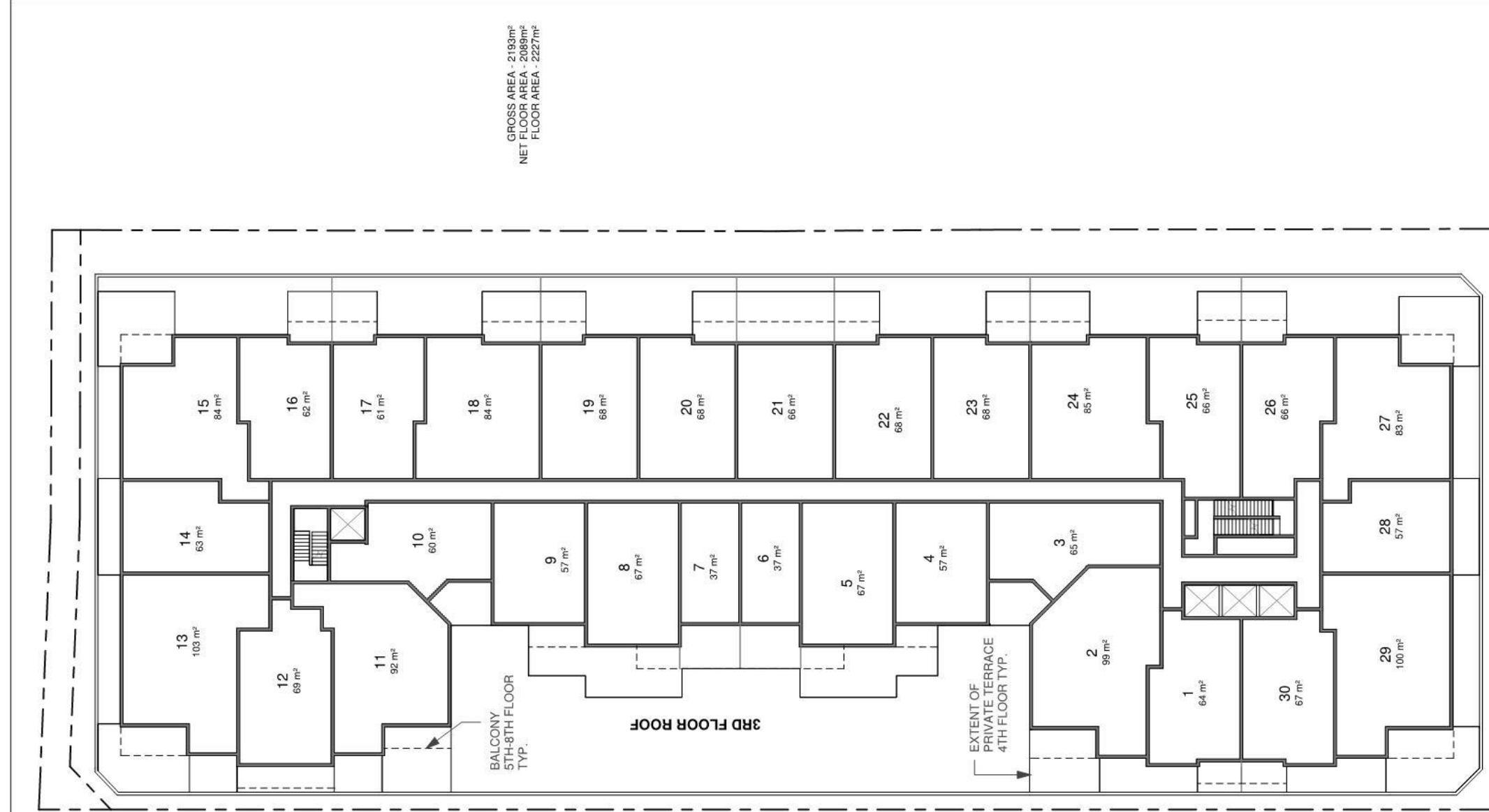


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Floor Levels 2 & 3
Client: We Merchandise Space, Inc.
Date: 07/19/18
Project number: 2489 Scale: 1 : 300

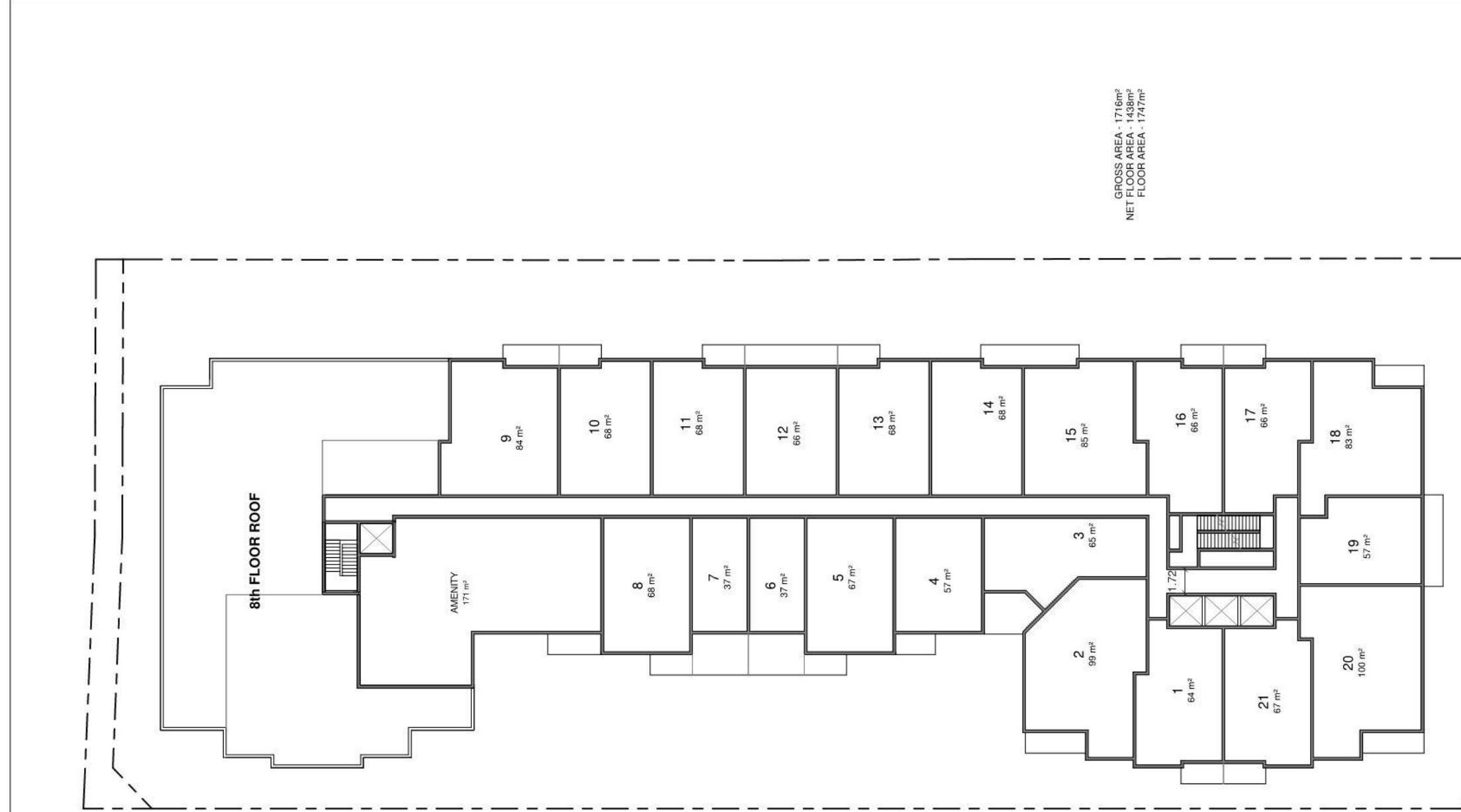
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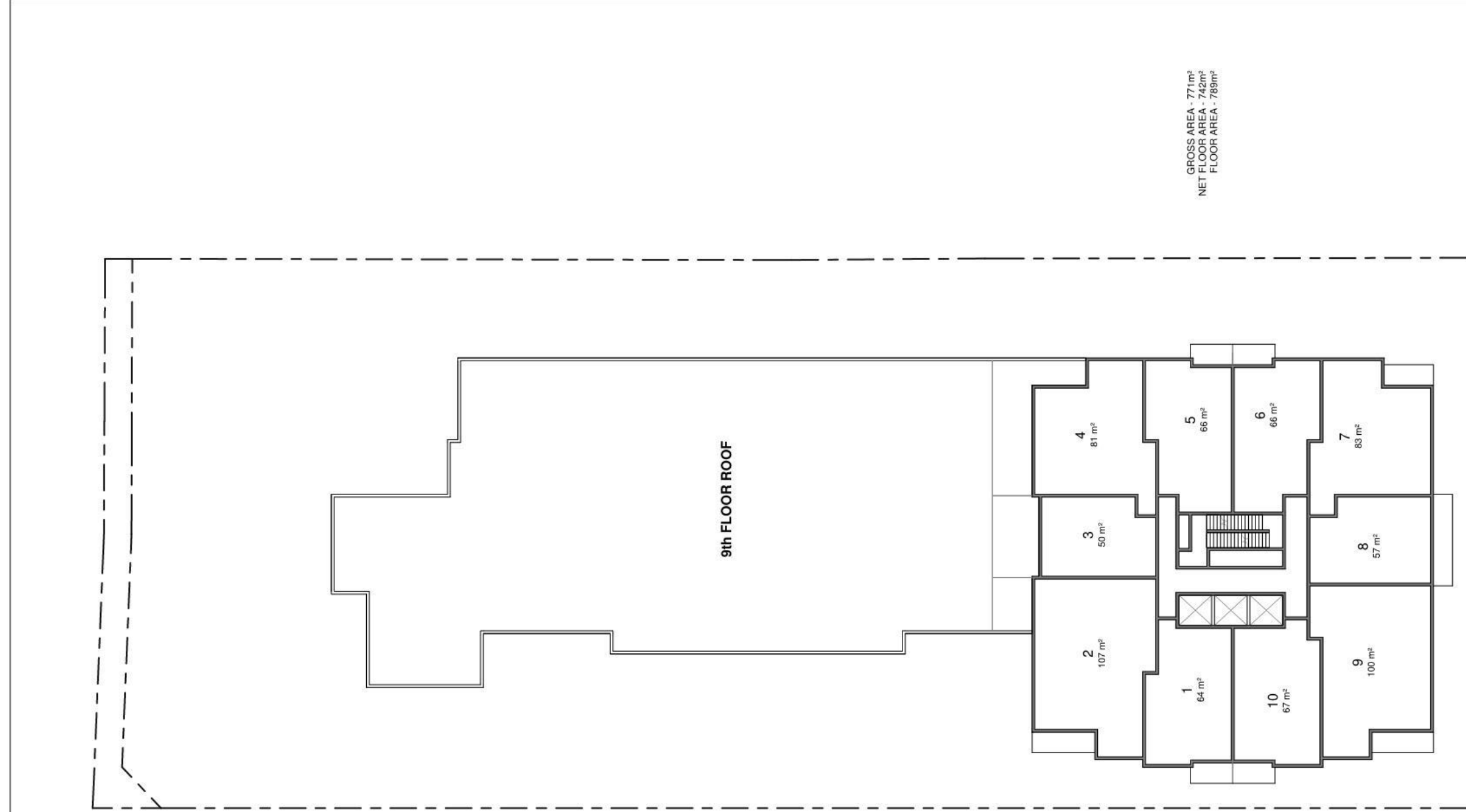
4th Floor, Levels 5-8 Similar
Client: We Merchandise Space, Inc.
Date: 07/19/18
Project number: 2489 Scale: 1 : 300

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Floor 9
Client: We Merchandise Space, Inc.
Date: 07/19/18
Project number: 2489 Scale: 1 : 300

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Typical Tower Floors 10 - 20
Client: We Merchandise Space, Inc.
Date: 07/19/18
Project number: 2489 Scale: 1 : 300

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