
TO: GENERAL COMMITTEE

SUBJECT: OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATION
– INNOVATIVE PLANNING SOLUTIONS – 40, 42, 44 AND 50 ANNE
STREET AND 124, 128 AND 130 HENRY STREET

WARD: 2

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

SUBMITTED BY: A. MILLER, RPP
DIRECTOR OF PLANNING AND BUILDING SERVICES

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

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by Innovative Planning Solutions on behalf of Hi-Way Pentecostal Church for lands known municipally as 40, 42, 44 and 50 Anne Street and 124, 128 and 130 Henry Street in the City of Barrie, legally described as Part of Lots 23 and 24, Concession 6, geographic Township of Vespra, City of Barrie, and County of Simcoe, be approved as follows:
 - a) Amend the subject lands on “Schedule A – Land Use” of the City of Barrie Official Plan from “Residential” and “General Commercial” to “Mixed Use” and “Environmental Protection Special Provision”;
 - b) Amend Official Plan “Schedule C – Defined Policy Area” to identify the subject lands as Defined Policy Area [XX] as shown in Appendix “A” to Staff Report PLN028-19 and by adding a new section to 4.8.X – Defined Policy Area (XX) identifying the following policies apply to the lands identified in Schedule C:
 - i) In addition to the uses permitted in the Environmental Protection Area designation, a bio-retention cell and associated stormwater management controls be permitted; and
 - ii) In addition to the Site Plan Control Policies in Section 6.3 of the Official Plan, the lands which are designated Environmental Protection Area are subject to a scoped Environmental Impact Study (EIS), to be completed to the satisfaction of the Lake Simcoe Region Conservation Authority, prior to site plan approval.
2. That the Zoning By-law Amendment Application submitted by Innovative Planning Solutions on behalf of Hi-Way Pentecostal Church to rezone lands known municipally as 40, 42, 44 and 50 Anne Street and 124, 128 and 130 Henry Street in the City of Barrie, legally described as Part of Lots 23 and 24, Concession 6, geographic Township of Vespra, City of Barrie, and County of Simcoe, from Residential Multiple-Family Dwelling First Density (RM1) Zone and General Commercial Special

Provision 419 Hold 109 (C4 (SP-419) (H-109)) to Environmental Protection Special Provision Hold (EP-XXX) (H-XXX) and Mixed Use Node Special Provision (MU1-XXX) as shown in Schedule "A" to Staff Report PLN028-19 be approved.

3. The following additions be made to the Mixed Use Node Special Provision (MU1-XXX) Zone:
 - a) To permit a minimum coverage of 50% for commercial and/or institutional uses on the ground floor, whereas MU1 standards require 50% ground-level commercial uses only.
 - b) To permit a 3 metres front yard setback, whereas MU1 zoning standards require a minimum of 0 metres for 75% of the frontage and a maximum of 5 metres for 25% of the frontage.
 - c) To permit soft landscaping in the front yard setback, whereas Zoning By-law 2009-141 requires hardscaping in Mixed Use zones.
4. The following additions shall be made to the Environmental Protection Special Provision Hold (EP-XXX) (H-XXX) Zone:
 - a) In addition to the uses permitted in the Environmental Protection (EP) Zone, a bioretention cell and associated stormwater management controls shall be permitted.
 - b) The lands cannot be used for a purpose permitted by this By-law until the (H) symbol is removed pursuant to Section 36 of the *Planning Act*. The (H) provision shall be lifted by the Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:
 - i) A scoped Environmental Impact Study (EIS) (Including a Restoration Plan for the watercourse corridor, Species at Risk (SAR), and Ecological Land Classification (ELC)) is required to be completed, to LSRCA satisfaction, prior to site plan approval.
5. That the subject site's Anne Street frontage be recognized as the front lot line.
6. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within a memo to Council dated September 25, 2017.
7. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the By-law. (PLN028-19) (File: D14-1622, D09-OPA066)

PURPOSE & BACKGROUND

Report Overview

8. The purpose of this report is to recommend approval of Official Plan and Zoning By-law Amendment applications submitted by Innovative Planning Solutions on behalf of Hi-Way Pentecostal Church for lands known municipally as 40, 42, 44 & 50 Anne Street and 124, 128 & 130 Henry Street. The effect of the applications would be to permit the development of a new church campus (see Appendix "C" – Revised Conceptual Site Plan). Staff are recommending approval of the subject applications as the lands are considered to be appropriate for this form of development in that it is consistent with, or does not conflict with Provincial and City policies.

Development Proposal

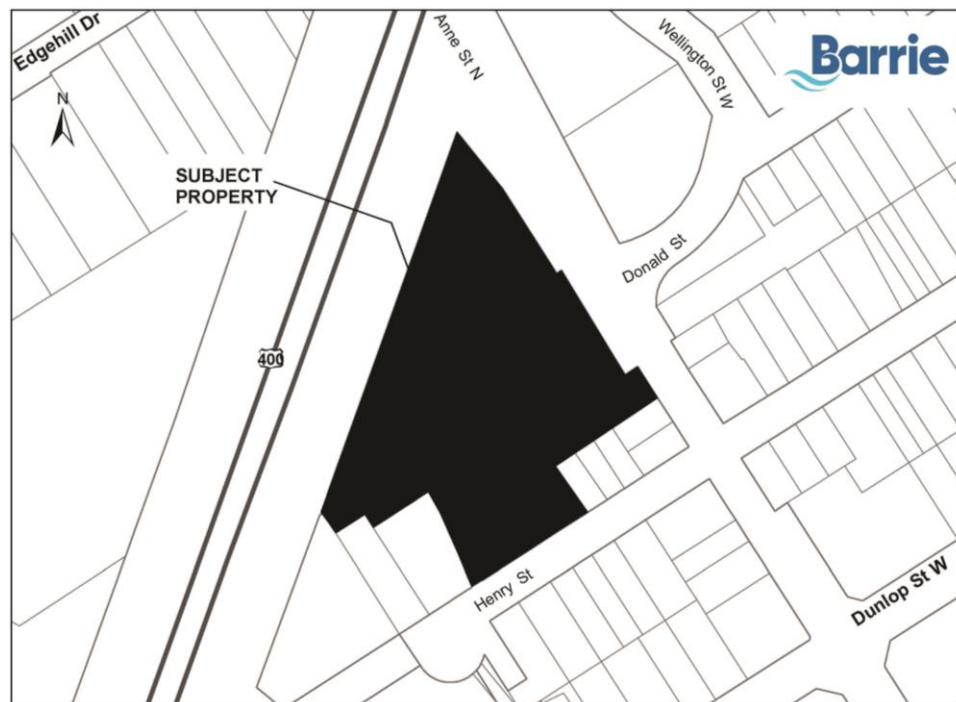
9. The applications, if approved, would permit the development of a new 2-storey church building with an approximate total area of 5,288 square metres (56,920 square feet). The new church will be constructed to the south-east portion of the site, fronting on to Anne Street. A second 'mixed use' structure connected to the principal church building will front on to Henry Street and will possess a total area of 3,414 square metres (36,745 square feet) between three floors. The new church building will include a large sanctuary which will accommodate approximately 800 attendees. The campus will also contain a gym facility for church programming, a nursery for childcare during services and necessary support spaces such as classrooms, meeting rooms and a large front foyer. Staff offices and additional meeting rooms and classrooms are also proposed.

The proposed development will possess a 14m landscaped buffer strip between the parking lot and Highway 400. The landscaped buffer along the Anne Street frontage will be a minimum of 2.9m from the required road widening zone and a maximum of 15.44m including both the Ministry of Transportation's and City of Barrie's respective required road widening allowances. A minimum 6m landscaped buffer is proposed along the entire south side of the main structure adjacent to existing residential dwellings and Henry Street. A 2m (6 foot) tight board sound attenuation fence is proposed to be constructed along all abutting residential lots to minimize any impacts.

A watercourse is located along the western portion of the subject lands. The site design including the stormwater management design, maintains a 30m setback from the open watercourse and a minimum 15m setback from a piped section of the watercourse.

Location

10. The subject lands are located in the southwest quadrant of Anne Street North and Highway 400, abutting Henry Street to the South. According to Schedule D – Road Plan in the City of Barrie Official Plan, Anne Street is identified as an Arterial Road, and Henry Street a Local Road.



11. The existing land uses surrounding the subject property are as follows:
- North: Multi-unit residential buildings and a day care exist near the intersection of Anne Street North and Edgehill Drive.
- South: Single detached dwellings on the south side of Henry Street and commercial development on the corner of Anne Street North and Dunlop Street West. Several multi-tenanted commercial plazas are located on the corners of Dunlop Street and the Highway 400 interchange.
- East: Single detached dwellings and a significant commercial development fronting on to Wellington Street including a motel, grocery store, pharmacy, non-profit retail store, dental office, bakery and other small local businesses.
- West: Highway 400 is directly adjacent to the subject site, along with single detached dwellings fronting on to Henry Street.

Existing Policy

12. The subject property is designated 'General Commercial' and 'Residential' within the City's Official Plan and is zoned Residential Multiple-Family Dwelling First Density (RM1) Zone and General Commercial Special Provision 419 Hold 109 (C4 (SP-419) (H-109)).
13. Special Zoning Provision Number 419 was created for a historical development proposal and restricts adult entertainment parlours, loading areas visible from Highway 400 and provides for a 14m setback from the Highway 400 Right-of-Way. A 9m landscape buffer along Highway 400 and a 6m buffer along Anne Street.
14. Holding Provision 109 provided that the City of Barrie would receive confirmation that the existing sanitary sewer has sufficient capacity to support development and that a site plan agreement would be registered on title.
15. The subject property is located within the Intensification Node identified on Schedule 'I' of the Official Plan which identifies a target density of 50-120 units per hectare.

Official Plan Amendment

16. The proposed Official Plan Amendment application intends to modify the existing land use designations ('Residential' and 'General Commercial') to 'Mixed Use'. Additionally, a portion of the land, adjacent to the watercourse, will be re-designated from 'General Commercial' and 'Residential' to 'Environmental Protection Special Provision'. The proposed amendment will seek to amend Section 4.8 and Schedule C – Defined Policy Area of the Official Plan to create a new Defined Policy Area on the subject lands to reflect the dedication of environmentally protected lands and required studies. Staff are recommending approval of the subject application as the lands are considered to be appropriate for this form of high density residential development in that it is consistent with, or does not conflict with Provincial and City policies.

Zoning By-law Amendment

17. The purpose of the Zoning By-law Amendment application is to amend the zoning of the subject lands from 'Multiple-Family Dwelling First Density' (RM1) and 'General Commercial Special Provision 419 Hold 109' C4 (SP-419) (H-109) to 'Mixed Use Node with Special Provision' (MU1) (SP-XXX). The special provisions seek to:

- Permit 50% minimum coverage for commercial and/or institutional uses (as a percentage of first storey Gross Floor Area) whereas Zoning By-law 2009-141 requires 50% commercial uses only, and
 - To permit a 3m a front yard setback, whereas Zoning By-law 2009-141 require a minimum of 0m for 75% of the frontage and a maximum of 5m for 25% of the frontage.
 - Permit soft landscaping in the front yard setback, whereas Zoning By-law 2009-141 only permits hardscaping.
18. In addition, a portion of lands adjacent to the watercourse will be rezoned from 'Multiple-Family Dwelling First Density' (RM1) and 'General Commercial Special Provision 419 Hold 109' C4 (SP-419) (H-109) to 'Environmental Protection Special Provision with a holding provision' EP(SP-XX)(H-X). The special provisions seek to:
- a) Add a bioretention cell and associated stormwater management controls as permitted uses.
 - b) Apply a Holding Provision (H) to the subject site barring development until the (H) symbol is removed pursuant to Section 36 of the Planning Act. The (H) provision shall be lifted upon the completion of a scoped Environmental Impact Study (EIS) (restoration plan for watercourse corridor, SAR, ELC) to the satisfaction of the City of Barrie and Lake Simcoe Region Conservation Authority prior to site plan approval.
19. Staff are recommending approval of the subject application as the lands are considered to be appropriate for mixed use development and the application is consistent with, or does not conflict with Provincial and/or City policies.

Background Studies

20. In support of the application, the following plans, reports and studies were submitted and will be updated at time of Site Plan Application. For additional information with respect to each of the following, please refer to Appendix "E" – Technical Study Descriptions.
- Planning Justification Report – Innovative Planning Solutions
 - Functional Servicing Report – WMI Engineering
 - Traffic Impact Assessment – JD Northcote Engineering
 - Tree Inventory and Preservation Plan Report – Kuntz Forestry Consulting Inc.
21. An Environmental Impact Study (EIS) will be required as part of a future Site Plan Application.

Neighbourhood Meeting

22. A Neighbourhood Meeting was held on April 26th, 2017, to present the originally proposed development to the local residents – which sought to redesignate and rezone the developable lands to "General Commercial". The original concept also proposed a vehicular access on Henry Street.
23. A total of twelve (12) residents were in attendance in addition to the applicant, their consultants, the Ward 2 Councillor and Planning staff.

24. Comments from the public primarily centered on ensuring that the development should become an integrated piece of the neighbourhood that offers community benefits. Main matters raised included:

- Environmental Impacts to Adjacent Watercourse:

Residents expressed concerns regarding potential impacts to the watercourse on the western edge of the site and the associated vegetation. As noted throughout the analysis section of this report, a portion of the subject lands is regulated by the Lake Simcoe Region Conservation Authority (LSRCA). The subject application was reviewed by the LSRCA to ensure that appropriate development setbacks and design measures are in place. The applicant is proposing a minimum development setback of 30m from the watercourse, as well as a 15m setback to the piped watercourse on the adjacent residential property. A minimum 15m setback from a proposed bio-retention cell on the subject property is provided. A scoped Environmental Impact Study will be completed to the satisfaction of the City of Barrie and the LSRCA prior to site plan approval. Lands located within the setbacks above are proposed to be dedicated to the City as Environmental Protection (EP). Development is prohibited within the EP zone.

- Community-Building Initiatives and Neighbourhood Amenities:

Residents noted that there is a lack of accessible open spaces in the immediate neighbourhood and that Hi-Way Church could provide community amenities by opening some of the proposed facilities such as the gym, café, and multi-purpose spaces during the week or at times when not in use by the Hi-Way Pentecostal Church.

Staff note that the site's location adjacent to Highway 400 and the requirement for EP lands to be dedicated are not conducive to neighbourhood park space. It is also noted that the Edgehill Open Space, Audrey Milligan Park, and Leacock Park are all located within a 5 minute walk, with additional open spaces such as Donald Street Park, Eccles Park and Natural Area, Anne Street and Vine Crescent Natural Area, and the Dyments Creek trails all accessible within a 10 minute walk. Members from the applicant's team have indicated that some of the facilities and site operation could be open to public use, and that this would be further considered though detail design. The amended concept provided after Public Meeting also provides a building footprint for the structure on Henry Street that would create frontage and pedestrian access from Henry Street.

- Increased Building Height and Density:

Residents expressed concern with the height of the proposed building height along Henry Street, citing that the development was not consistent or compatible with the character of the area.

As noted throughout the analysis section of this report, Planning staff are satisfied that a 3 storey building would not be out of scale in the existing context of a lower density residential neighbourhood and is appropriate given that the subject lands are located within the Dunlop and Anne Street Primary Intensification Node. A maximum building height of 8-storeys (25.5m) for mixed-use buildings and a target density of 50-120 units per hectare is permitted in intensification nodes. The subject lands are also identified in the Official Plan as an area where mixed use intensification should be encouraged, and staff note that the large site can accommodate adequate parking, landscaping, amenity spaces 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 control process without adversely impacting adjacent properties, where design strategies can be detailed to incorporate building

step-backs, increase building setbacks and landscaping to reduce shadowing, provide buffering and an appropriate transition to surrounding land uses.

- Site Access, Traffic and Safety:

Comments were received related to the proposed access from the site on to Henry Street and the potential impacts to the residential neighbourhood. Staff in the City's Engineering, Roads, Parks and Fleet, and Fire and Emergency Services Departments and the MTO have provided comments confirming that the access could be closed with traffic being handled exclusively through the signalized intersection on Anne Street. MTO provided comment recommending that the existing access on to Henry Street remain open until the planned Highway 400 improvements are completed.

Residents were concerned that the proposed development would result in increased traffic and have negative impacts on Henry Street. The property is located on Anne Street North, an arterial roadway, which is considered to be a primary traffic carrying facility, providing through routes across and within the City. Staff in the Roads, Parks and Fleet Department are satisfied that the proposed development will not negatively impact the existing transportation network in the vicinity of the proposed development. Staff in the Roads, Parks and Fleet Department have reviewed the Traffic Impact Study (TIS) submitted in support of the application and have not objected to or identified any concerns with the development, as proposed and the recommendations within.

The proposed concept plan provides a required 14m setback from Highway 400 as well as City of Barrie and MTO widenings along Anne Street for planned road and infrastructure improvements. Staff note that the road improvements identified in an Environmental Assessment (EA) for Anne Street will address some of the neighbours' concerns about pedestrian safety through provision of continuous sidewalks, marked crossings and pedestrian signalization, and dedicated bicycle lanes.

- Setbacks and Compatibility with Existing Development/Privacy:

When the application was originally submitted, the applicant was proposing to orient the building fronting on to Henry Street in a north-south direction. Neighbouring residents raised concerns with the proposed side yard setback, citing a loss of privacy, unreasonable shadowing and potential construction impacts (i.e. noise and vibration). In response to the concerns, the applicant has amended the concept plan by re-orienting the proposed building in an east-west direction. In doing so, a consistent streetwall is created with more frontage along Henry Street with potential pedestrian accesses and landscaping. This also reduces potential overlooks from windows into adjacent back yards, and minimizes solar/shadow impacts on adjacent properties.

Residents commented on the type of built-form being proposed on the site, citing that the development is not compatible with surrounding land uses and would result in a loss of privacy on adjacent lots. 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 areas. 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 building on the site is appropriate and generally compatible with the existing surrounding development. The proposed buildings will be positioned to address fronting streets, creating a more consistent neighbourhood street edge. The building will also be setback an appropriate distance from the environmentally protected lands located at the rear of the site, in accordance with the Lake Simcoe Region Conservation Authority's (LSRCA) comments, policies and technical standards.

The applicant is also incorporating landscaping, increased setbacks and building separations to address compatibility and privacy concerns on adjacent land uses. A 6m setback and landscape buffer strip is proposed between the church buildings and neighbouring residential properties, which will provide an opportunity for buffer planting and fencing to maintain privacy between the subject property and the lands immediately adjacent.

The applicant is also proposing an east side yard setback of 21m, as well as a landscape buffer strip with a width of 2m along the east side lot line. The proposed setback would provide a sufficient separation between the proposed development and adjacent lands, while the landscape buffer will provide an opportunity for buffer planting and tight board fencing to maintain privacy between neighbouring lots.

- Construction Nuisances – Noise/Dust/Vibration/Hours of Construction:

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'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 applicant's Geotechnical Consultant to quantify vibration levels and to make recommendations to mitigate the vibration levels within Industry Standards 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 at the time of Site Plan Control.

Public Meeting

25. A Statutory Public Meeting was held on September 25th, 2017 to present the subject application to General Committee. A number of written and verbal comments were received, expressing some concerns with the proposed development. The concerns expressed by the verbal comments reiterated those previously received at the Neighbourhood Meeting as referenced above, however the following additional comments were received:

- Adverse Effects on Property Values:

A neighbourhood resident raised concerns about impacts to home values. Planning staff have no comment on the perceived impact the proposed development may have on the market value of private property, as this is not a land use planning issue.

- Suitable Land Use Designation and Zoning Category and Applicant's Intent to Build

Members of Council inquired if the use was permitted in the requested 'General Commercial' zone, and if the Church's intent is to actually build the proposed campus. While places of worship are permitted in the 'General Commercial' zone, staff worked with the applicant to revise the proposed Official Plan and Zoning By-law Amendment from 'General Commercial' to 'Mixed Use' to ensure consistency with the policies of the City of Barrie's Official Plan. Additional information is provided in the analysis of this report.

- Site-Specific Provisions Allowing Only The Proposed Church Campus

Members of Council inquired if it was possible to include a site-specific provision that would only permit the church use(s) that are being applied for. The Director of Planning identified that this was possible.

Further to the comments found in the analysis section of this report, staff do not recommend creating a zoning by-law amendment with multiple special provisions. Staff note that this is an area in transition with planned MTO improvements to the Dunlop Street interchange, and that the City's Official Plan also identifies this area as a 'Primary Mixed-Use Node' intensification area. Staff note that applying numerous special provisions to a site can create impediments to future development, as they "lock-in" a specific development concept for a site which may not be feasible at later date when future development applications may be considered, and where other development types or land uses may be appropriate. In mixed use areas, staff recommend providing as much flexibility as possible to incentivize creative and innovative developments that can serve a wide range of community needs and maximize opportunities over the long-term. Staff also note that churches often have an ability to provide a wide range of land uses – including residential, commercial along with their primary institutional and assembly-type land uses.

Amended Concept – "Mixed Use" Land Use Designation and Zoning, Consolidated Site Access, Repositioned Building, Reduced Parking

26. Following the Neighbourhood and Public Meetings, an amended concept plan and Planning Justification Report were received from the applicant in an attempt to address some of the concerns raised by staff, residents and Council, as described above. In this regard, the application was amended to:

- Update the site's development limits to provide for planned City and MTO widenings.
- Provide a 6m landscape buffer along Anne Street and a 14m landscape buffer from Highway 400.
- Expand the Environmental Protection (EP) land area to include land within a 30m setback from of the open watercourse and 15m setback from the piped watercourse.
- Change the proposed designation and zoning of developable lands from "General Commercial" to "Mixed Use", and from 'General Commercial' (C4) to "Mixed Use Node" (MU1).
- Consolidate the site's access/egress to Anne Street, removing the originally proposed access on Henry Street.

- Increase the size of the building on Henry Street and reorient it east-west, instead of north-south, to provide more building frontage along the streetscape and reduce privacy concerns and shadow impacts with neighbouring properties.
- Include a 6m side yard setback and landscape buffer strip, going beyond the minimum requirements of the MU1 zone standards to provide separation between the proposed development and existing neighbouring properties. The proposed setbacks and landscape buffer strips will provide an opportunity for buffer planting and fencing between the proposed development and adjacent lots to mitigate potential privacy impacts.
- Redesign the surface parking lot for pedestrian safety, resulting in a small reduction in the total proposed parking from 264 spaces to 236 spaces, meeting the required minimum requirements of Zoning By-law 2009-141 for places of worship and office uses.

In addition to the above changes, the applicant indicated that in addition to the originally proposed uses in the Henry Street building, such as a gym, café, multi-purpose spaces and office/administrative spaces, Hi-way Church is currently exploring options to provide seniors housing on site. Staff note that the potential addition of residential units could help to maintain the existing residential character of Henry Street. Architectural design strategies for the building will also support this goal, which will be explored further through a future site plan control process.

Please refer to Appendix "C": Revised Conceptual Site Plan and Appendix "D": Original Conceptual Site Plan, for a comparison between the revised and original concept plans for the proposed development.

Department & Agency Comments

27. The subject application was circulated to staff in various departments and to external agencies for review and comment.
28. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that the subject lands are located within an area governed by Ontario Regulation 179/06 under the Conservation Authorities Act. The LSRCA indicated that they have no objection with the approval of the subject applications for Official Plan Amendment and Zoning By-law Amendment, provided that a scoped Environmental Impact Study (EIS) is required as part of application for Site Plan Approval and that the Official Plan Amendment and Zoning By-law Amendment appropriately designate and zone the lands adjacent to the watercourse; ensuring a 30m setback to the open watercourse and a 15m setback to the piped watercourse on the adjacent property. The proposed site specific zoning will permit a bio-retention cell within the lands zoned Environmental Protection (EP-XX) Zone. The proposed zoning also includes a provision requiring the completion of a scoped Environmental Impact Study, to the satisfaction of the LSRCA, prior to site plan approval.
29. Engineering staff provided comments indicating that a road allowance widening (approximately 4.5m) along Anne Street North frontage would be required to be conveyed to the City at the time of a subsequent site plan control. Other technical comments were also provided and will be required to be addressed at the time of a subsequent site plan application.
30. As noted above, staff in the Road, Parks and Fleet Department indicated that they had no concerns with the Traffic Impact Study submitted in support of the proposed development which concluded that the proposed development would have a good level of service.
31. Parks Planning commented on the site plan attached as Appendix "C" and confirmed that they were generally satisfied with the development as reflected on this plan, however details such as a rehabilitation plan for EP lands to be dedicated, an updated tree preservation plan, boundary

fencing, walkway connections and the location and size of infill/buffer and streetscape plantings would be addressed at the time of the subsequent site plan application.

32. The City's Fire Department reviewed the proposed development and expressed no concerns with the approval of the subject application.
33. Enbridge have 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 process.
34. The Ministry of Transportation (MTO) provided comments indicating that they had no objection to the approval of the application. MTO recommended to keep the Henry Street access open for the duration of the MTO's highway construction project as it provides a secondary access to the site. MTO reserved the right to request revisions/additional information based on the submission of any plans/reports as part of site plan control. It was noted that an MTO Building and Land Use permit is required prior to construction and that any signs visible from the highway will require a MTO sign permit.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

36. Section 2 of the Planning Act requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation; sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The Planning Act can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>
37. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; it will not have a negative impact on the adjacent watercourse; will utilize existing and available infrastructure (sewage, water and waste management systems) and public service facilities; may provide for a variety of residential units; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian oriented built form with pedestrian connections to the municipal sidewalk to support active transportation. 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 adjacent residential properties through the provision of setbacks, improved building positioning, larger landscape buffers, and opportunities for enhanced infill/buffer plantings and tight board fencing.

Provincial Policy Statement (2014) (PPS)

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38. 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>
39. 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 seniors housing, as may be further explored as the site develops, would aid in achieving a range and mix of residential development and housing tenure in the area;
 - The provision of ground-floor institutional and community spaces will serve the residents of the surrounding area;
 - The proposal does not impact the adjacent environmentally sensitive lands associated with the adjacent water feature;
 - The proposal includes compact 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 traffic generated by the proposed uses on site; and
 - Low Impact Development (LID) initiatives, such as the bio-retention cell are required by the LSRCA, thereby helping to support biodiversity, while not impacting environmentally sensitive lands.
40. 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, provides a compact form of development that minimizes impacts to climate change, and is designed with pedestrian connections to the municipal sidewalk to support active transportation.
41. 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 are located within the radius of the Primary Intensification Node at the intersection of Dunlop Street and Anne Street, where existing infrastructure is available to service the proposed development.

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42. 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 2015, Council approved the Mixed Use Nodes (MU1) and Corridor (MU2) Standards through By-law 2015-097. The proposed development is generally consistent with the MU1 zone standards with respect to building orientation and placement closer to Anne Street North and Henry Street, increased allowable building height, and parking supply. The proposed Special Provision to the MU1 zone, providing for a minimum coverage of 50% of commercial and/or institutional uses on the ground floor, instead of a requirement for 50% ground-level commercial uses only, will still provide for a mixed use building/development and create an active and animated streetscape.
 43. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The intensification target of 50-120 units per hectare is set in the Official Plan for intensification nodes. Institutional uses are permitted in the MU1 zone, and while the development may provide for some seniors housing, it is important to note that the intensification target applies to the entire corridor as a whole. While some properties may develop above the density target, others may develop below the target or remain unchanged, resulting in an overall density target of 50-120 units per hectare within the entire node.
 44. 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 proposed amendments are consistent with this policy in that they permit higher density housing in a designated intensification node with an appropriate transition to existing low and medium density residential neighbourhoods and commercial uses, can be serviced by existing infrastructure and public service facilities (such as transit and parks), and is designed with connections to the municipal sidewalk to support active transportation.
 45. 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 existing commercial developments along Dunlop Street West and Wellington Street, thereby facilitating community connectivity and active transportation.
 46. In accordance with policy 1.6.2, the proposed development will incorporate green infrastructure through the provision of a Low Impact Development (LID) approach consisting of bioretention cells in order to provide water quality control and reduce phosphorous levels on and leaving the site. Additional LIDs may be considered through detail design.
 47. Policies 1.6.3, 1.6.6.1 and 1.6.6.2 identify 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.
 48. 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 as the applicant is proposing to manage the quality by conveying run-off to bioretention trenches. Additional stormwater LID strategies may be considered and designed at the time of site plan control, following the results of the scoped EIS, completed to the satisfaction of the LSRCA and City's Engineering Department.

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49. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet has determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject lands and is therefore consistent with this policy.
 50. In accordance with policy 1.6.7.4, the proposed amendments provide for medium to high density development in the vicinity of existing commercial uses along Dunlop Street West, and Wellington Street, whereby municipal transit is available. The orientation and setback of the proposed building along Anne Street North, as well as the provision of walkway connections to the municipal sidewalk, would support the current and future use of public transit and active transportation.
 51. 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, walkable to existing commercial development and transit routes so as to be transit supportive, thereby reducing greenhouse gas emissions.
 52. In accordance with Policy 2.1.8, the LSRCA is satisfied from a Natural Heritage perspective, that the proposed Official Plan and Zoning By-law Amendments will have no negative impact on the natural features or ecological function of the watercourse on the subject lands.
 53. 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 located within a natural hazard area, and has made provision for appropriate setbacks and buffers from the watercourse.
 54. 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).

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

55. A Place to Grow: Growth plan for the Greater Golden Horseshoe (2019) (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>
56. 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 municipal sidewalks along Anne Street North for access to people's daily commercial needs. Further, the mix of community-focused uses within the development results in the efficient use of land and existing municipal infrastructure, including the existing Wellington Street and Dunlop Street West transit service. The proposed amendments to the Official Plan and Zoning By-law would also provide opportunities for the provision of a range of housing options, with Hi-Way Pentecostal Church considering potential seniors housing units within the mixed use building. The proposed amendments would also serve to create protections and eventual improvements to the watercourse adjacent to the subject site, and would see public dedication of the land at time of site plan approval.
57. 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 compact development adjacent to commercial uses, is focused in a built-up area that is serviced by transit and near public service facilities and commercial uses and is not within or adjacent to hazardous lands.

58. 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 a variety of community-focused institutional uses would contribute to accommodating the needs of the community. The proposed Official Plan and Zoning By-law amendments also permit medium to high density residential uses, further supporting the policy. Additionally, the site has multiple transportation options including active and public transportation, availability of public service facilities and commercial uses, 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 incorporating Low Impact Development (LID) features into the proposed development, such as bioretention cells for stormwater quality control.
59. Section 2.2.2 of the Growth Plan requires that a minimum of 50 percent of all residential development occurring annually within the City will be within the existing built-up area. As identified in the City of Barrie Official Plan, by the year 2031, and for each year thereafter, a minimum of 60 percent 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 amendments to the Official Plan and Zoning By-law for the subject site are within the City's built-up area and would contribute toward the required minimum 50 percent target.
60. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with the Growth Plan (2019).

Official Plan (OP)

61. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>
62. As noted above, the subject lands are currently designated 'Residential' and 'General Commercial' within the City's Official Plan. Lands designated 'Residential Area' are intended to be used primarily for residential uses, with all forms of housing permitted subject to locational criteria. Lands that are designated 'General Commercial' are intended to provide a range of retail and service commercial uses and should be easily accessible to the traveling public and connected to points within the city and beyond through a variety of modes of transportation including public transit, and active transportation infrastructure.
63. The subject site is designated as a Primary Intensification Node in 'Schedule I' of the Official Plan. Primary Intensification Nodes are intended to facilitate medium to high density residential development with densities between 50-120 units per hectare. The City approved its Mixed Use Node (MU1) and Mixed Use Corridor (MU2) zoning standards in 2015 to facilitate this planned growth and intensification within a mixed use development form. The proposed Official Plan and

supporting Zoning By-law Amendment for the subject site meet the intent of the Official Plan for the Intensification Node.

64. Lands proposed to be re-designated as 'Environmental Protection Area' are being protected and would be dedicated to the City at no cost through the site plan control process and meet the policies of the Official Plan regarding Natural Heritage and Resources and stormwater management.
65. There are a number of policies in the Official Plan that generally support the proposed development. These policies relate to providing increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of uses and housing types at appropriate locations (such as intensification areas).
66. Section 2.3 (d) identifies that there will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and more environmentally sustainable than previous development in the City. New housing stock is expected to include a growing percentage of multi-unit developments at medium and high densities in order to provide a complete range of housing options for the City's residents. Further, intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space. The proposed Official Plan and Zoning By-law Amendments are considered to be consistent with this policy in that they would permit medium to high density mixed-use residential and commercial development with alternative housing forms (seniors housing) from what currently exists in the area, utilizes existing infrastructure and services, and would support public transit use.

General Policies

67. 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 subject application adds both local services and recreation opportunities to the City of Barrie. It adds an expanded institutional sector to the area, creating a balance between employment and residential land uses. The redevelopment of an existing site takes advantage of existing services and infrastructure. The proposed Official Plan and Zoning By-law Amendments are consistent with this policy in that they permit residential intensification in an area where existing infrastructure (water, storm and sanitary services) and service facilities are available. Further, the proposed amendments would provide for a variety of housing opportunities, contribute to a safe, vibrant and pedestrian friendly Anne Street North streetscape through the provision of street-oriented development with pedestrian access connections to the municipal sidewalk and would contribute toward a complete community given the proposed institutional and community uses.
68. 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 these policies of the Official Plan given that the proposed Official Plan and Zoning By-law amendments would create opportunities for an alternative seniors housing form, would contribute to a compact urban form and the efficient use of land and resources, support transit, optimize the use of existing infrastructure and services within

an existing built-up area of the City and would intensify a site located in a designated intensification node as identified in Schedule 'I' of the Official Plan.

Affordable Housing

69. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In the case of rental housing, the criteria for affordable housing is identified as 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 the rent is at or below the market rent of a unit in the regional market area.
70. The applicant is currently exploring the feasibility of providing church-supported senior's housing units as part of the development. A price point for units has not been identified by the applicant. Staff are encouraging the applicant to further explore residential uses on site and are of the opinion that the proposed amendments to the Official Plan and Zoning By-law would support a future development proposal with, or without, the provision of a housing component.
71. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. As such, the average household income in the City of Barrie would allow for a monthly rental rate of \$1,999, representing 30 percent of household income spent on an annual basis. The average market rents in the City of Barrie are as follows: \$766 for bachelor units; \$1,035 for 1-bedroom units; \$1,205 for 2-bedrooms units; and, \$1,415 for 3-bedroom units.
72. Although the applicant has not yet made a decision on residential units, or a specific price point for the units, the building type is conducive to providing more affordable housing options. Tenure type would be identified at a later date.
73. Staff are of the opinion that the proposed amendments to the Official Plan and Zoning By-law would satisfy the affordable housing policies of the Official Plan by contributing to the affordable and rental housing stock in the City of Barrie

Energy Conservation and Renewable Energy Systems

74. 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 development that is located within walking distance to commercial uses along Dunlop Street and Wellington Street, and transit facilities. The built form would also provide future residents an opportunity to participate in active transportation as sidewalk connections are proposed to Anne Street North which would offer pedestrian access to adjacent commercial and residential uses, and the development would be serviced by the City's transit system with stops at Anne Street North on Wellington Street and Dunlop Street. The compact built form would consume less land and resources and utilize existing infrastructure and services, thus supporting overall energy conservation in the City. Additionally, the proposed development will incorporate sustainable development features, such as Low Impact Development (LID) devices, to minimize stormwater management impacts on the natural environment.

Land Use Policies

75. Section 4.2.2.3 (b) of the Official Plan provides that medium and high density development is encouraged to locate within the Intensification Nodes and Corridors and should be directed to

locate adjacent to arterial and collector roads, in close proximity to public transit, schools, parks, commercial development and where planned services and facilities such as roads, sewers and water mains, or other municipal services are adequate. The proposed development meets the City's locational criteria with respect to medium and high density development as the subject property is located on Dunlop Street West; a designated Intensification Corridor and arterial roadway whereby public transit is available. Commercial development is located to the south and east of the subject lands. The subject lands are also serviced by local schools and are located within close proximity to parks and natural heritage areas.

76. The General Design Policies in Section 4.2.2.4 of the Official Plan require residential development to provide necessary on-site parking, graduated densities and functional amenity areas including landscaping, screening and buffering. As illustrated on the amended concept plan submitted in support of the subject application (Appendix "C" – Revised Conceptual Site Plan), adequate on-site parking and amenity areas (rooftop terraces, balconies and landscaped open space) have been provided on site. In this regard, the applicant is proposing a parking ratio of 1 space per residential unit in accordance with the MU2 zone standards, as well as 5 visitor parking spaces. The applicant is also proposing a parking rate of 1 space per 30 square metres of gross floor area for commercial uses, which applies to the majority of the retail commercial and office uses permitted in Zoning By-law 2009-141, as amended. In addition, the proposed private balconies, rooftop terraces and landscaped open space on the site exceed the minimum amount of unconsolidated amenity area (12 m² per unit) required within the MU2 zone. Finally, the applicant is proposing upper floor building step-backs and increased building setbacks, as well as landscaped areas and privacy fencing to provide an appropriate transition and buffering to surrounding land uses and City streets.
77. The Goals of the Mixed Use designation in Section 4.9.1 seek to create medium and high density development that supports an appropriate mix of residential, commercial, and institutional uses to create complete communities that support multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures. The Mixed Use designation is intended to foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit. The policies also establish that Intensification nodes and corridors are the focal points of this activity and a destination for surrounding neighbourhoods.
78. The proposed development will expand Barrie's institutional sector by providing services and creating employment opportunities. The redevelopment of this institutional use will better diversify the site while adding a renewed destination place within the intensification node. The proposed development form would contribute to the creation of a complete community within the City of Barrie, as it will be walkable, community-focused and offer a range of diversified land uses on site. The site design is compact, functional and accessible. Additional details about the buildings and architecture will be established through a subsequent site plan approval process.
79. Staff note that the proposed amendments to the Official Plan and Zoning By-law would result in a higher density than that of the existing low and medium density developments located in the surrounding neighbourhoods. It is important to note that the subject lands are located in an Intensification Node in which higher density mixed-use pedestrian-oriented developments with a strong street presence are encouraged, and that the entire neighbourhood is an area in transition. Staff anticipate that the Dunlop Street Intensification Corridor and the Dunlop and Anne Street Intensification Node will continue to evolve and develop with higher density buildings. When an area is in transition, it is important to recognize and be sensitive to existing conditions, while at the same time encouraging appropriate new, high quality development applications to proceed. Consideration has been given to providing an appropriate transition and buffering to adjacent residential and environmentally protected lands through adequate separation distances/building setbacks, and opportunities for landscape buffers and privacy fencing.

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80. Engineering Staff have advised that a 2007/2008 Environmental Assessment (EA) for Anne Street North identified several road improvements for the corridor. Several improvements will address many of the concerns from residents raised at the Neighbourhood and Public Meetings, such as signalized pedestrian crossings at Anne Street and Wellington Street. The City's Multi-Modal Active Transportation Master Plan also seeks to see dedicated bicycle lanes along Anne Street North in the ultimate build-out. Staff note that the MTO is currently designing the Anne Street overpass as part of the Highway 400 improvements, and are currently including 5 lanes of traffic over the highway with buffered bicycle lanes.
81. The proposed building(s) has been strategically placed to maximize streetscape frontages and connections to improve walkability and create a stronger community presence by integrating the church and surrounding community. Following the Neighbourhood and Public Meetings, the applicant relocated the proposed building on Henry Street. The concept plan was amended in response to comments and concerns received from property owners immediately east of the subject lands with respect to shadowing and a loss of privacy. The applicant has increased the east side yard setback to 6m, providing a greater separation distance between the proposed development and existing residential dwellings immediately east and south of the subject lands. The location of the building has also allowed the applicant to increase the width of the landscape buffer strip, so as to provide more opportunities for buffer planting and privacy fencing. A 14m landscape buffer is also provided, as required by the MTO, from Highway 400. A 6m landscape strip has also been provided along the Anne Street frontage, excluding planned road widenings.
82. Through requirements from the LSRCA, the applicant is proposing a 30m development setback from the adjacent open watercourse, as well as 15m setback from the piped watercourse. The lands located within setback areas will be designated and zoned as 'Environmental Protection' (EP) lands and will be dedicated to the City at no cost through the site plan process. The EP area would also provide a buffer between the proposed development and Highway 400.
83. Staff are of the opinion that the combination of the above mentioned features will ensure that the proposed development functions effectively and would provide an appropriate transition to the abutting low and medium residential land uses, as well as an appropriate buffer from environmentally protected lands, thereby minimizing the impacts on surrounding land uses.

Intensification Policies

84. 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.
85. Intensification nodes are defined as areas of intensification "located at the intersections of major arterial roads radiating out from the Urban Growth Centre which serve as planned or potential areas of increased intensification."
86. 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 has frontage on Anne Street North, which in accordance with Schedule 'I' of the Official Plan, is identified as an Intensification Node.
87. 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. 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.

88. In Planning staff's opinion, the proposed amendments to the Official Plan and Zoning By-law would satisfy the intensification policies noted above, as they provide the adequate policy tools to implement the envisioned growth and development through a compact built form; provide capacity on the site to accommodate up to 120 units per hectare of residential development; utilize existing municipal infrastructure; support public transit and active transportation given its proximity to commercial uses, parks and proposed walkway connections; and, promote energy efficiency through compact design.

Servicing and Transportation

89. 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.
90. 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 control process. The LSRCA has also required a scoped EIS as part of any future site plan approval process.
91. The Official Plan further identifies goals to promote healthy communities, active living, public transit, all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3 (a), (c), and (f) detail how new development shall encourage and promote the use of 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 present and provide connections to inter-regional transit systems, such as GO Transit.
92. Policy 5.4.2.4 (b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms to this policy through the provision of walkway connections to Anne Street North and its proximity to Dunlop Street West and Wellington Street where existing commercial uses are present. Detailed items such as bicycle racks would be considered through a subsequent site plan control process should Council approve the subject Official Plan and Zoning By-law amendment applications.

Urban Design Guidelines

93. Policy 6.5.2.2 (a) identifies that buildings should be designed to enhance 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 and are attached as Appendix "G" to this report. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan process.

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94. Policy 6.5.2.2 (b) identifies the linking of driveways to reduce the number of turns onto and off of major roads, adequate accessible parking, smaller parking areas for larger properties, and major parking and loading areas confined to the rear of the building. The proposal conforms to this policy in that the site would have only one access point from Anne Street North, which would be signalized. Accessible parking has also been provided in accordance with the MU2 zone standards in the Zoning By-law. Finally, all parking is proposed to be located towards the rear of the site where it will be screened from the street by the building and provide additional separation distance between Highway 400 and the building.
95. Policy 6.5.2.2 (c) states that planting strips shall be provided along the street frontage and should contain planting materials and street furniture, commercial uses abutting residential uses should be screened by way of landscaping and fencing, and Environmental Protection Areas should not be included in the minimum landscaping standard. The proposal conforms to this policy as the front yard will be landscaped to accommodate planting features in the planned road widening areas and a 3m setback. Landscape buffer strips are also proposed along the side lot lines to accommodate buffer planting and fencing which will assist in screening the building from adjacent uses. The Environmental Protection Area is being protected, does not form part of the proposed development and is not being included in the minimum landscaped open space standard.
96. 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 Dunlop Street West.
97. Planning staff are of the opinion that the development proposal adheres to the design 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.

Tall Buildings and Height Control

98. 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 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.
99. 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.
100. Section 6.6.4 (e) of the Official Plan states that where taller buildings are proposed adjacent to lower 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 buildings. As referenced above in paragraph 14 of this report, it is important to note that the policies further state that the compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of

transition such as Intensification Nodes and Corridors. The proposed concept illustrates sensitivity to its context and location at the outer edge of an intensification node by proposing a 3 storey mixed use building and 2 storey church building, which would not immediately compete or impact on the surrounding 2-3 storey residential dwellings.

101. In staff's opinion, the proposed development is consistent with the Tall Building Policies of the Official Plan and that the site is located in an area where the City anticipates and encourages higher forms of development.

Height and Density Bonusing

102. On May 29, 2017, a memorandum was provided to Council which identified that development proposals within the City's Intensification nodes and corridors that generally comply with the 'Mixed Use' zoning standards would not be subject to Bonusing Policies. Given that this parcel is considered to be within a Primary Intensification Node and generally complies with the MU1 zoning standards, particularly as it relates to maximum building height and density, the Bonusing Policies of the Official Plan would not apply.
103. The application for amendments to the Official Plan and Zoning By-law, if approved, would serve to address many of the criteria outlined in the Official Plan, and more specifically, the Intensification Policies of the Official Plan and the vision outlined for Intensification Areas in Schedule I of the Official Plan. 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

104. 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.
105. The proposed development concept generally satisfies the City's Urban Design Guidelines for the Intensification in that a multi-storey compact development with a strong street presence is provided along Anne Street North. The proposed building would also include street-oriented active institutional and/or commercial uses on the ground floor and pedestrian connections to the municipal sidewalk to encourage active transportation such as walking and cycling. The proposed development is considered to be pedestrian-friendly, compact and efficient in that it will utilize existing services and infrastructure and is transit-supportive.
106. Staff note that site design, building materials and landscaping would be refined through a subsequent site plan process, where the Intensification Area Urban Design Guidelines will be applied, should the proposed amendments be approved.

Transition to Low-Density Residential Land Uses

107. While the subject lands are located in the Dunlop Street and Anne Street Primary Intensification Node in which medium and high density developments ranging from five (5) to eight (8) storeys in

height are encouraged, new developments are expected to provide an appropriate transition to low-density residential land uses. There are many ways in which a new development can provide an appropriate transition to low-density residential land uses, including the provision of building setbacks to reduce height and shadowing impacts of tall buildings, increased building setbacks to provide appropriate spatial separation between buildings, and buffering in the form of infill plantings/vegetation and tight board fencing.

108. As noted throughout the analysis section of this report, several design elements have been incorporated into the proposed development in order to provide an appropriate transition to the existing two and three storey single-detached residential dwellings to the immediate south and east, such as increased side yard setbacks and building separations, provision of landscaping and tight board privacy fencing. As such, Planning staff are satisfied that the proposed development will provide an appropriate transition from the Primary Intensification Node to adjacent lands. Further design elements may also be considered during site plan, such as exploring step-back provisions for the proposed buildings.

Zoning Rationale for Special Provisions (SP)

109. As noted above, the applicant has requested a Mixed Use Node with Special Provisions (MU1) (SP-XXX) zone to apply to the subject lands to permit the proposed development. The site-specific zoning provisions being requested are discussed below.

Front Yard Setback

110. Given the predominantly institutional use of the proposed development, the applicant is proposing a front yard setback of 3m, whereas the front yard setback areas in the MU1 zone are required to be 0m for 75% of the frontage and a maximum of 5m for 25% of the frontage. The general intent and purpose of the zoning by-law is to ensure that there are immediate connections between private developments and the sidewalk/street in the City's intensification nodes that create an urban streetscape. The City's intensification nodes are intended to function as pedestrian-friendly and transit supportive areas, characterized by mixed-use medium and high density developments with a strong street presence, pedestrian connections to the municipal sidewalk. The maximum 5m setback for 25% of the frontage is intended to accommodate urban street furniture and outdoor spaces such as patios.
111. In this case, the subject site is located on the periphery of the designated Intensification Node, abuts Highway 400 and the Anne Street North overpass, and proposes predominantly institutional uses. A 3m setback on Anne Street North can accommodate a mix of both hard and soft landscape options (to adapt to future detail designs) while still facilitating a new urban streetscape condition along Anne Street and pedestrian connections between the development and the municipal sidewalk.

Landscaping in the Front Yard

112. Given the predominantly institutional use of the proposed development, the applicant is proposing a front yard area that is not fully paved, whereas front yard setback areas in the MU1 zone are required to be fully paved and seamlessly connected with the abutting sidewalk. The general intent and purpose of the zoning by-law is to ensure that there are connections between private developments and the sidewalk/street in the City's intensification nodes. The City's intensification nodes are intended to function as pedestrian-friendly and transit supportive areas, characterized by mixed-use medium and high density developments with a strong street presence, pedestrian connections to the municipal sidewalk, street furniture and outdoor spaces such as patios.

113. In this case, the proposed building has a strong street presence and ground-floor institutional and community uses are proposed along the Anne Street and Henry Street frontages. Possible residential uses for seniors housing may be explored by the applicant and would be located in the mixed use building along Henry Street. Multiple connections are also proposed from the building(s) to the municipal sidewalk which will encourage active transportation and pedestrian activity. There is also sufficient space in the front yard (3m) to accommodate outdoor amenity spaces to service any institutional or commercial uses in the building should the applicant choose to incorporate such elements into the development. If approved, such matters would be addressed through a subsequent site plan process. Reducing paved surfaces in the front yard will provide more opportunities for landscaping, which would not only contribute to creating an attractive streetscape, but would also assist in site drainage and stormwater management. Landscaped treatment of the front yard will also help to create a consistent frontage while the City protects lands for expansion of the road allowances, until such a time as construction is completed. Consequently, Planning staff are of the opinion that the requested site-specific provision is consistent with the general intent and purpose of the zoning by-law.

Minimum Ground Floor Commercial Use Requirements

114. The applicant is proposing that a 50% minimum coverage for commercial and/or institutional uses (as a percentage of first storey Gross Floor Area) be permitted, whereas Zoning By-law 2009-141 requires a minimum 50% coverage for commercial uses only. The general intent and purpose of requiring 50% minimum commercial uses on the ground floor is to ensure active and animated streetscapes that create a vibrant public realm.
115. Staff note that there are existing significant commercial areas along Dunlop Street West to the south of the subject site, and further to the east, on Wellington Street that currently serve the area and which would make viable commercial spaces difficult to sustain.
116. The proposed special provision seeks to expand the number of viable 'active' uses that are permitted on the ground floor by including institutional uses, which could be used in addition to commercial uses – creating even more opportunities to provide active streetscapes. As such, Planning staff are of the opinion that the requested site-specific provision maintains the general intent and purpose of the zoning by-law.

Special Provisions for Environmental Protection Zone

117. At the direction of LSRCA, a bioretention cell and associated stormwater management controls shall be permitted uses. A holding symbol (H) will be applied to the site and will be removed pursuant to Section 36 of the Planning Act upon completion a scoped Environmental Impact Study (including a Restoration Plan for the watercourse corridor, a Species at Risk, and Ecological Land Classification), to LSRCA and City of Barrie satisfaction, prior to site plan approval.

Site Plan Control

118. Subject to Council approval of the proposed Official Plan and Zoning By-law Amendment applications, 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 and parking.
119. The concept plan and conceptual building elevation drawings submitted in support of the subject application provide a general indication of how the property would be developed and the ultimate design of the future buildings. Should the subject Official Plan and Zoning By-law Amendment applications 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 provision of detailed design elements such as various building façade materials, a reduced front yard setback, orientation of the buildings adjacent to and toward Dunlop Street West, provision of private amenity areas, along with a combination of surface and structured parking.

Summary

120. Staff have reviewed the comments received and considered the proposed Official Plan and Zoning By-law Amendment applications, having regard to conformity with relevant Provincial Policy and the City's Official Plan. In staffs' professional opinion, the provision for a mixed-use development on the subject lands is considered appropriate and would conform to relevant Provincial Policy and the City's Official Plan.

ENVIRONMENTAL MATTERS

121. The environmentally sensitive lands associated with the adjacent watercourse will be zoned 'Environmental Protection' (EP) and will be required to be conveyed to the City at the time of Site Plan Approval in order to help ensure the protection of the feature in perpetuity.

ALTERNATIVES

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

Alternative #1 General Committee could alter the proposed recommendation or refer it back to staff for additional consultation with the owner/applicant and the public.

Although this alternative is available, a Neighbourhood Meeting and Public Meeting have been held, as well staff have been available for discussion and have received comments from the public. It is not anticipated that additional consultation would address the matters raised to date by residents any more than already considered by the applicant by way of revised plans. As noted in the recommendation, staff are satisfied that the supporting documentation submitted by the owner/applicant, including updates as requested, supports the development as proposed.

Alternative #2 General Committee could deny the proposed amendments and maintain the existing land use designations and zoning standards.

This alternative is not recommended as the subject property is ideally suited for mixed use development. The proposed amendments are 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. Should the applicant appeal the Council decision with this

alternative, City Planning staff will not be in a position to offer supporting evidence.

FINANCIAL

123. A cash in lieu of parkland contribution will be required at the time of issuance of the building permit. The amount is currently 5% of the assessed land value.
124. The subject applications, if approved, would also permit the development of residential, commercial and institutional uses on the subject site.
125. Development Charges will be calculated and collected at the time of issuance of the building permit. The current fee for non-retail space is \$21.75 per square foot (applicable for the church building).
126. Development Charges are subject to an annual inflationary adjustment on January 1st of each year. It is also anticipated that a new DC by-law will be passed June 17, 2019 that will result in revisions to the DC rates. There may be redevelopment DC credits available for buildings that are demolished, if the building permit is issued within 60 months of the last date of occupancy.
127. Current development charges for a bachelor or 1-bedroom unit are \$20,770.00 and \$29,048.00 for 2 or more bedroom units. Development charges are calculated and paid at the time of issuance of the building permit.
128. Development charges for ground-floor commercial space is calculated at \$31.66 per square foot. Development charges are calculated and paid at the time of issuance of the building permit.
129. Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee for non-residential use is \$0.49 per sq. ft., and \$2,059 per residential unit.
130. The education levy for residential uses is currently \$1,759.00 per residential unit.
131. The education levy for retail commercial uses is \$0.47 per square foot of gross floor area.
132. Given that the subject lands, when developed, will be subject to Site Plan Control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant. Land dedication of the Environmental Protection lands will be at the applicant's cost.

LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

133. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
 - Fostering a Safe and Healthy City
 - i) Collaborate to address social issues, especially homelessness and the opioid crisis
 - ii) Get more affordable housing built
 - iii) Build a greener Barrie while mitigating and adapting to climate change

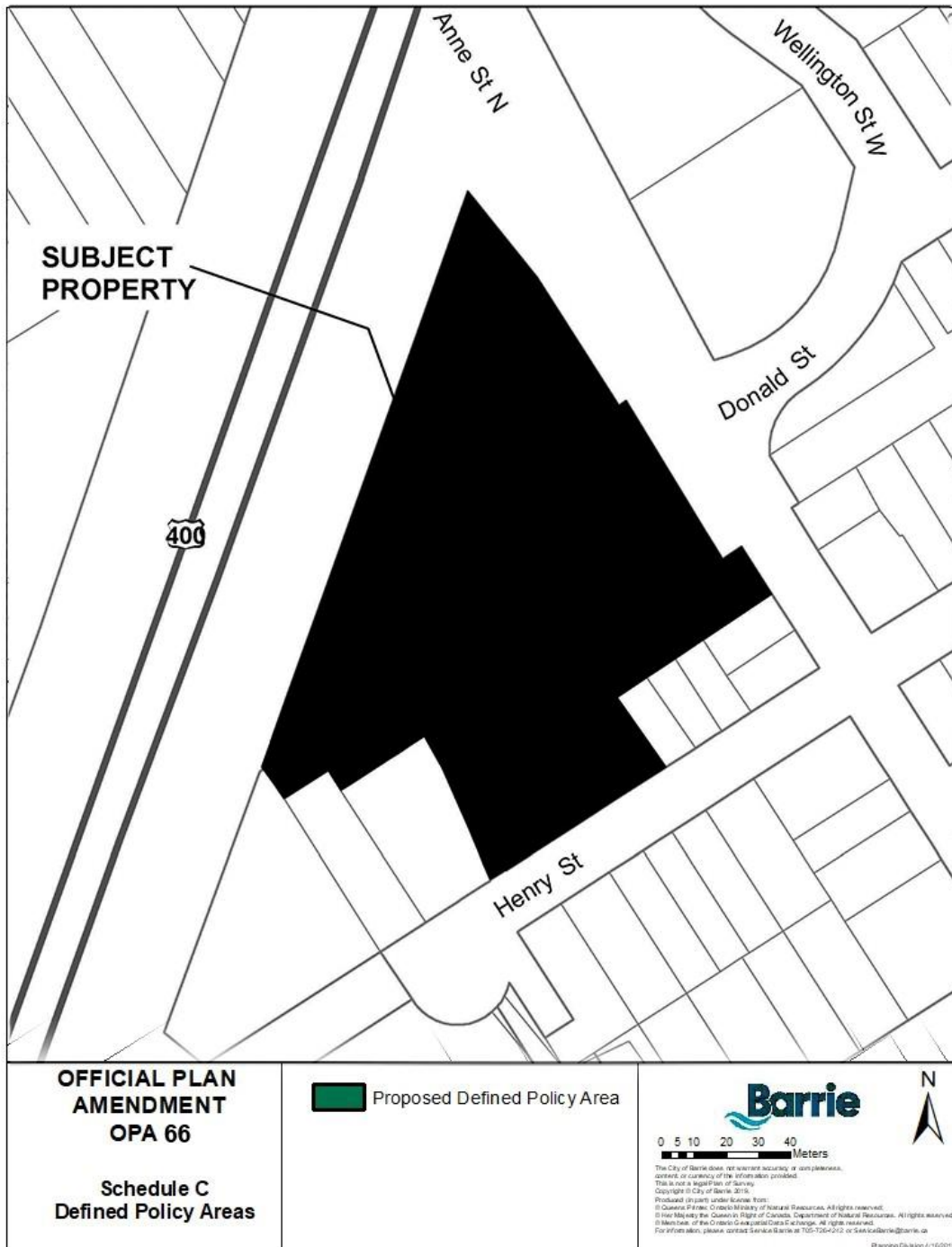
-
- Building Strong Neighbourhoods
 - i) Build Walkable, diverse neighbourhoods the encourage community connections; and,
 - ii) Grow responsibly.

134. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development is considered to be a more affordable form of housing, promotes and facilitates community connections, supports the use of active transportation and public transit, and would support diverse and safe neighbourhoods.

Attachments: Appendix "A" – Proposed Defined Policy Area
Appendix "B" – Proposed Zoning By-law Amendment
Appendix "C" – Revised Conceptual Site Plan
Appendix "D" – Original Conceptual Site Plan
Appendix "E" – Technical Study Descriptions
Appendix "F" – Conceptual Block Plan

APPENDIX "A"

Proposed Defined Policy Area – Official Plan Amendment





**AMENDMENT NO. 66 TO THE
OFFICIAL PLAN FOR THE
CITY OF BARRIE**

The attached explanatory text and Schedule "A" constituting Amendment No.66 to the Official Plan for the City of Barrie, was prepared and adopted by the Council of the Corporation of the City of Barrie by By-law No. 2019-____ in accordance with the provisions of Section 17 and 22 of the Planning Act, R.S.O. 1990 c.P. 13 as amended.

MAYOR,

**CORPORATE
SEAL OF CITY**

CLERK,



THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the City of Barrie consists of three parts:

PART A – THE PREAMBLE

Consists of the purpose, location and basis for the Amendment and does not constitute part of the actual Amendment.

PART B – THE AMENDMENT

Consisting of the following text and Schedule “A” constitute Amendment No.66 to the Official Plan of the City of Barrie.

PART C – THE APPENDICES

Consists of the background information and planning considerations associated with this Amendment. This section does not constitute part of the actual amendment.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of the Official Plan Amendment is to alter Schedule A of the City of Barrie Official Plan. The amendment intends to alter the Land Use Designations for 40, 42, 44 & 50 Anne Street North as well as 124, 128 & 130 Henry Street.

2.0 LOCATION

The lands affected by this Amendment are known as Part of Lots 23 & 24, The subject properties encompass an area of 1.98 ha (4.89 acres) possessing 150m of frontage on Highway 400, 176m (578.9 feet) of frontage on Anne Street North, and 72m (235.69 feet) of total frontage on Henry Street.

The property is situated in the southwest quadrant of Anne Street North and Highway 400, abutting Henry Street to the south. According to Schedule 'D' in the City of Barrie Official Plan, Anne Street is identified as an arterial road while Henry Street is classified as a local road.

Current uses on the site include Hi-way Pentecostal Church on the north half of the subject lands, adjacent to Highway 400, as well as Anne Street. Access to the Church is gained from the signalized intersection of Anne & Wellington Streets respectively, as well as a secondary paved access from Henry Street, along the western lot line.

A total of four detached residential dwellings, and several accessory storage structures can be found on the southern half of the subject lands, fronting both Anne and Henry Streets. Each of these dwellings are on individual lots and possess access points to the respective streets they front.

The subject land is relatively flat in nature with minimal tree and shrub coverage sporadically located on the individual parcels of land. A drainage watercourse is adjacent to the property at the northwest corner. These lands and the associated watercourse setback are currently zoned Environmental Protection and were dedicated to the City of Barrie through previous planning approvals of the Church site in 2008 (OPA No. 83).

3.0 BASIS

The purpose of this Official Plan Amendment is to permit a new church campus. The proposed Official Plan Amendment is required as the lands are currently designated 'Residential' and 'General Commercial' in the City of Barrie Official Plan Land Use Schedule 'A'.

The Official Plan Amendment application will:

1. Amend the subject lands on Schedule A – Land Use of the City of Barrie Official Plan from Residential and General Commercial to Mixed Use and Environmental Protection Special Provision.
2. Amend Official Plan Schedule C – Defined Policy Area to identify the subject lands as Defined Policy Area [XX] as shown in Appendix "A" and add a new section to 4.8.X – Defined Policy Area (XX) identifying that the following policies shall apply to the lands identified in Schedule C;
 - i) That, in addition to the uses permitted in the Environmental Protection Area designation, a bio-retention cell and associated stormwater management controls be permitted.

- ii) That, in addition to the Site Plan Control Policies in Section 6.3 of the Official Plan, the lands which are designated Environmental Protection Area are subject to a scoped Environmental Impact Study (EIS), to be completed to the satisfaction of the Lake Simcoe Region Conservation Authority, prior to site plan approval.

The site plan proposed for this development has been designed to create a modern and fresh streetscape along Anne Street, as well as Highway 400. A new 2-storey church building with an approximate total area of 5,288 square metres (56,920 square feet) (main floor to be 3022m² and the upper floor to be 2266m²) will be located in the south-east portion of the site. The new church building will include a large sanctuary which will accommodate approximately 800 attendees. The building will also contain a gym facility for church programming. In addition, there will be a nursery for childcare during services and necessary support spaces such as classrooms, meeting rooms and a large front foyer.

A second structure will possess a total area of 3,414 square metres (36,748 square feet) between three floors, and will be located along Henry Street, just south of the new church building. This building will contain staff offices and additional meeting rooms and classrooms. The existing entrance from Anne Street will be enlarged and upgraded to reflect current standards. The existing entrance onto Henry Street will also be upgraded to meet current standards and provide a secondary access to the site. Parking spaces are provided in accordance with the use 'Place of Worship'.

The proposed development will possess a 14m landscaped buffer strip between the parking lot and Highway 400. The landscaped buffer along the Anne Street frontage will range from 2.9m to 6m to the road widening protection zone. A minimum 6m landscaped buffer is present along the entire south side of the main structure adjacent to existing residential dwellings and Henry Street. A 2m (6 foot) tight board sound attenuation fence is proposed to be constructed along all abutting residential lots to minimize any impacts.

When analyzing the subject lands in relation to the surrounding neighbourhood and land uses, as well as its position in relation to surrounding transportation networks, the redevelopment for this area provides a suitable and logical development for the community. The subject applications and proposed development will vastly improve the streetscape as seen from all directions, most importantly as seen from Highway 400 and Anne Street. This development proposes to revitalize an aging area of the City, assisting the surrounding area in becoming a complete community and promoting further revitalization.

Within the subject lands, the area which is currently designated and zoned Commercial is not large enough nor of the required configuration to accommodate a large scale church facility and its required parking. The current commercial portion of the site is triangular in shape, with significant setbacks both to Anne Street and Highway 400, within which no structures of substance can be constructed.

A watercourse, is located north west of the subject lands. The site design including the stormwater management design, maintains a minimum 15m setback from this natural heritage feature.

The LSRCA had requested an Environmental Impact Study to be completed as part of this application submission. It was through further discussions with the LSRCA, that an EIS would not be required as part of the OPA application, provided the following changes to the application were made; the OPA schedule was revised to reflect designating the lands adjacent to the watercourse corridor Environmental Protection. The EP lands provide a 30m setback to the open watercourse and a 15m setback to the piped watercourse on the adjacent residential property. Within the EP lands, on the Church's property, a bio-retention cell is permitted. A minimum 15m setback from the bio-retention cell to the watercourse has been provided. This site can showcase a well designed and developed site to the travelling public, both city residents and passers-by. As such, it should be developed to its full potential. In order to achieve this type of development, the Church has purchased a number of the adjacent residential properties to increase the buildable area and site.

3.1 THE PLANNING ACT – PROVINCIAL INTEREST

The Planning Act (The Act) is provincial legislation that describes how land uses are controlled, and by whom. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial policy framework focussed on provincial interests and fairness.

Section 2 and of The Act specifies that all parties partaking in land use planning activities under the Act shall have regard to matters of provincial interest. These interests include the protection, conservation, efficient use, orderly development, co-ordination, resolution of conflict, accessibility, promotion, minimization of, and adequate provisions for land and resources. Land use planning principles are created based on these provincial interests. These applications align with the province's interests in land use planning given that the plan's design:

- Protects the ecological system by designating an 'Environmental Protection' land use from the neighbouring watercourse corridor which serves as a buffer from the developable area,
- Efficiently conserves and utilizes the supply of water and energy by better maximizing existing and planned water, wastewater, sewage and waste management infrastructure and services,
- Concentrates growth and development to the built up area that best utilizes existing services and infrastructure,
- Promotes development that is sustainable, walkable, supportive of public transit while being pedestrian oriented,
- Supports a built form that is well-designed, encourages a sense of place through strategic design, provides high-quality public spaces that are accessible, safe, attractive, and aims to reduce greenhouse gas emissions by being more compact in form,
- Is within the public interest to redevelop a viable institutional use that is valuable to the community,
- Conforms to the Province's direction surrounding land use planning, the City's Official Plan and the Lake Simcoe Protection Plan,
- Fosters mixed uses while redeveloping an underutilized site, and;
- Will be on full municipal services.

The proposed Plan aligns with the Province's Interests in land use planning according to the Planning Act.

3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement has been reviewed relative to this application with particular emphasis placed on the following sections. The Provincial Policy Statement (PPS) outlines the importance for building strong communities, and managing and directing land use to achieve efficient development and land use patterns.

Section 1.1 of the PPS seeks to sustain healthy, liveable and safe communities by promoting efficient development and land use patterns. Section 1.1.3 of the PPS detailing Settlement Area policies as they relate to the subject development are as follows:

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

1.1.3.3 Planning authorities shall identify 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.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.3.1 a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs; and
c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;

2.1.1 Natural features and areas shall be protected for the long term

The proposed development represents growth in a designated growth area and revitalization in a built-up area of the City. The site plan acknowledges and respects the surrounding lot fabric and structures, while possessing compact form to allow the maximum development potential. Public infrastructure and service facilities are readily available to the subject lands. These applications introduce vitality, investment, and regeneration to the site and surrounding community.

These applications propose to redevelop an important and highly visible parcel of land. This development proposal conforms to the intent and policies of the PPS.

3.2 A PLACE TO GROW – A GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe has been prepared and approved under the Places to Grow Act. The Government of Ontario recognizes that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life for all Ontarians, planning must occur in a rational and strategic way.

In order to address the above challenges the Growth Plan has provided direction with the following goals:

- Direct growth to built-up areas.
- Promote a healthy mix of residential and employment land uses.
- Building compact, vibrant and complete communities.

The Growth Plan has been reviewed relative to this application with particular emphasis placed on the following sections outlined below.

Section 1.2.1 of the Growth Plan outlines the vision for residents of the Greater Golden Horseshoe (GGH). The Plan states the GGH will be supported by the pillars of a strong economy. The evolving regional economy of the GGH will have matured into an economic powerhouse. Thriving, liveable, vibrant and productive urban areas will foster community and individual well-being. An integrated transportation network will allow people choices for easy travel. Walking and cycling will be practical elements of our urban transportation systems. A healthy natural environment will characterize the GGH.

Redeveloping this site will assist Barrie in pursuit of a thriving, liveable, vibrant urban area within the community. While the church already serves the surrounding neighbourhoods, a new modern building, with facilities like a gymnasium will provide additional services to the local area contributing to the growing needs of Barrie. The proposed land use change from Residential to Mixed Use will support the redevelopment of the site contributing to the goals of the Growth Plan.

The proposed redevelopment will revitalize a decaying area of the City, create vibrant views and streetscapes, offer multiple transportation choices to and from the site, accommodate people of all ages and walks of life, and provide services to the surrounding residents. Due to these facts, the proposed development will contribute to building a complete community and is fully supportive of the vision of the Growth Plan.

The subject applications support Section 2.2.2 of the Growth Plan by creating new growth within a built-up area of Barrie. The redevelopment of the site, within the city limits, as well as, having close proximity to extensive residential developments and neighbourhoods, allows those accessing the facility to reduce dependence on the automobile by using the major inter-city transit route. The site itself will provide a pedestrian-friendly urban environment linked in with pedestrian corridors on adjacent streets.

The development conforms to the direction provided in the Provincial Growth Plan.

3.3 LAKE SIMCOE PROTECTION PLAN

The Lake Simcoe Protection Plan (LSPP) came into effect on June 2, 2009. This document provides direction on ways to ensure a healthy Lake Simcoe. The basis of the plan is to protect Lake Simcoe, its watershed and various tributaries. While the area covered by the Lake Simcoe watershed is vast, the plan provides details on how to ensure its overall health and preserve its key features.

Settlement areas are urban areas and rural settlement areas (e.g. cities, towns, villages and hamlets) where development is concentrated and lands are designated in municipal official plans for development over the long term. Given that the subject lands are located within the City of Barrie, Policies 6.32-DP through 6.34-DP applies.

Policies 6.32-DP through 6.34-DP require development to do such things as:

- Increase or improve fish habitat
- Include landscaping and habitat restoration
- Increase the ability of plants and animals to use valley lands as movement corridors
- Avoid or mitigate impacts of quality and quantity run-off into streams, lakes, and wetlands
- Compose and maintain buffers as natural self-sustaining vegetation

The Functional Servicing Report, which can be reviewed under separate cover with this application, addresses Water Quality objectives with respect to the Lake Simcoe Protection Plan. The proposed development will achieve and adhere to the LSPP. No development is proposed to occur within proximity to the natural heritage feature.

3.4 CITY OF BARRIE OFFICIAL PLAN

The subject property is designated 'General Commercial' and 'Residential' in the City of Barrie Official Plan. The applicable policies of the Official Plan are outlined below.

Section 3.1.1 of the Official Plan details policies relating to Goals of Growth Management for Barrie. As they relate to the subject applications, they are as follows:

- (b) To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities.
- (c) To encourage and accommodate the continued expansion and diversification of the City's economic base with regard to the industrial, commercial, tourism, and institutional sectors in order to strengthen the City's role as the area's principal employment centre and to achieve an appropriate balance between employment and residential land uses.
- (e) To direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.

The subject application adds both local services and recreation opportunities to the City of Barrie. It adds an expanded institutional sector to the area, creating a balance between employment and residential land

uses. The redevelopment on the existing and adjacent sites takes advantage of the existing services and infrastructure.

Section 3.1.2.1 (d) of the Official Plan relative to Balanced Growth is as follows:

All proposed development located adjacent to and in the vicinity of a provincial highway within the Ministry of Transportation's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited.

The portion of land adjacent to Highway 400 subject to this application was also subject to files D14-1395 & D09-OPA83 in 2008. At this time, the MTO was consulted. As a result of these consultations and final decisions, a minimum 14m setback for structures was established from Highway 400. In addition to this, the respective decisions implemented a minimum 9m landscape buffer strip along the Highway 400 frontage. The development is intended to respect these previous requirements.

The Goals of the Mixed Use designation are covered in Section 4.9.1 as follows:

- (a) To plan for new medium and high density development that supports an appropriate mix of residential, commercial, and institutional uses.
- (b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.
- (c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit.
- (d) To establish the Intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods.

The proposed development will expand Barrie's institutional sector by providing services and employment opportunities created by the private sector. The redevelopment of this institutional use will better diversify the site while adding a renewed destination place within the node. The aim is to contribute to the creation of complete communities within the City of Barrie through the redevelopment of this site as it will be walkable, community focussed and offer diversified land uses on site. The design aims to be compact, attractive, functional and accessible.

The position of the subject lands and development along Anne Street and in relation to Dunlop Street as well as local transit routes, make it easily accessible and convenient for Barrie's residents. Most of the traffic for this development will be directed to Anne Street, an arterial road within the City, with limited traffic onto Henry Street. This should be considered the optimal and logical traffic configuration. This application well achieves the Goals of the Mixed Use designation.

Buffering and screening will be implemented via landscaped buffers around the entire perimeter of the property, with the exception of the aforementioned existing entrance from Henry Street. A 2m tight board sound attenuation fence to serve as noise protection will be constructed along all adjacent residential lot lines.

Pedestrian accessibility is provided in the form of a concrete sidewalk and pad running the full length of the church, to the Anne Street intersection and along Henry Street. The front façade of the large church building faces Highway 400 so as to provide the highest quality aesthetics and view to the travelling public along this extensively travelled highway. The façade of the smaller building facing south on to Henry Street will blend into the existing neighbourhood with its residential dwelling like design features.

This development will in fact decommission several existing residential access points onto Anne and Henry Streets respectively, thus improving general traffic flow and safety. Significant off street parking, including 266 parking spaces, 8 of which are barrier free handicapped spaces are provided in this development plan. All urban services are available to the subject lands, or will be provided for through this development.

The uses proposed are permitted under the Mixed Use designation. Per Official Plan policy, the proposed site plan includes development in two separate buildings, with no residential uses being proposed. Public transit is available along the frontage of the property, while this Section of Anne Street serves as a significant pedestrian artery within the City. The proposed development allows for far more on-site parking than is required by the operative Zoning Bylaw.

For the above stated reasons, the proposed development conforms to the City of Barrie Official Plan.

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

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

1. Schedule A – Land Use to the Official Plan, as amended is hereby further amended by designating the lands known as Part of Lots 23 & 24, Concession 6, geographic Township of Vespra, City of Barrie, and County of Simcoe, municipally known as 40, 42, 44 & 50 Anne Street North as well as 124, 128 & 130 Henry Street to “Mixed Use” and “Environmental Protection Special Provision” as shown on Schedule “A” attached hereto and forming Part of this Amendment.
2. Schedule C – Defined Policy Area is hereby further amended to identify the subject lands as Defined Policy Area [XX] as shown in Appendix “B” and add a new section to 4.8.X – Defined Policy Area (XX) identifying that the following policies shall apply to the lands identified in Schedule C;
 - i. That, in addition to the uses permitted in the Environmental Protection Area designation, a bio-retention cell and associated stormwater management controls be permitted.
 - ii. That, in addition to the Site Plan Control Policies in Section 6.3 of the Official Plan, the lands which are designated Environmental Protection Area are subject to a scoped Environmental Impact Study (EIS), to be completed to the satisfaction of the Lake Simcoe Region Conservation Authority, prior to site plan approval.

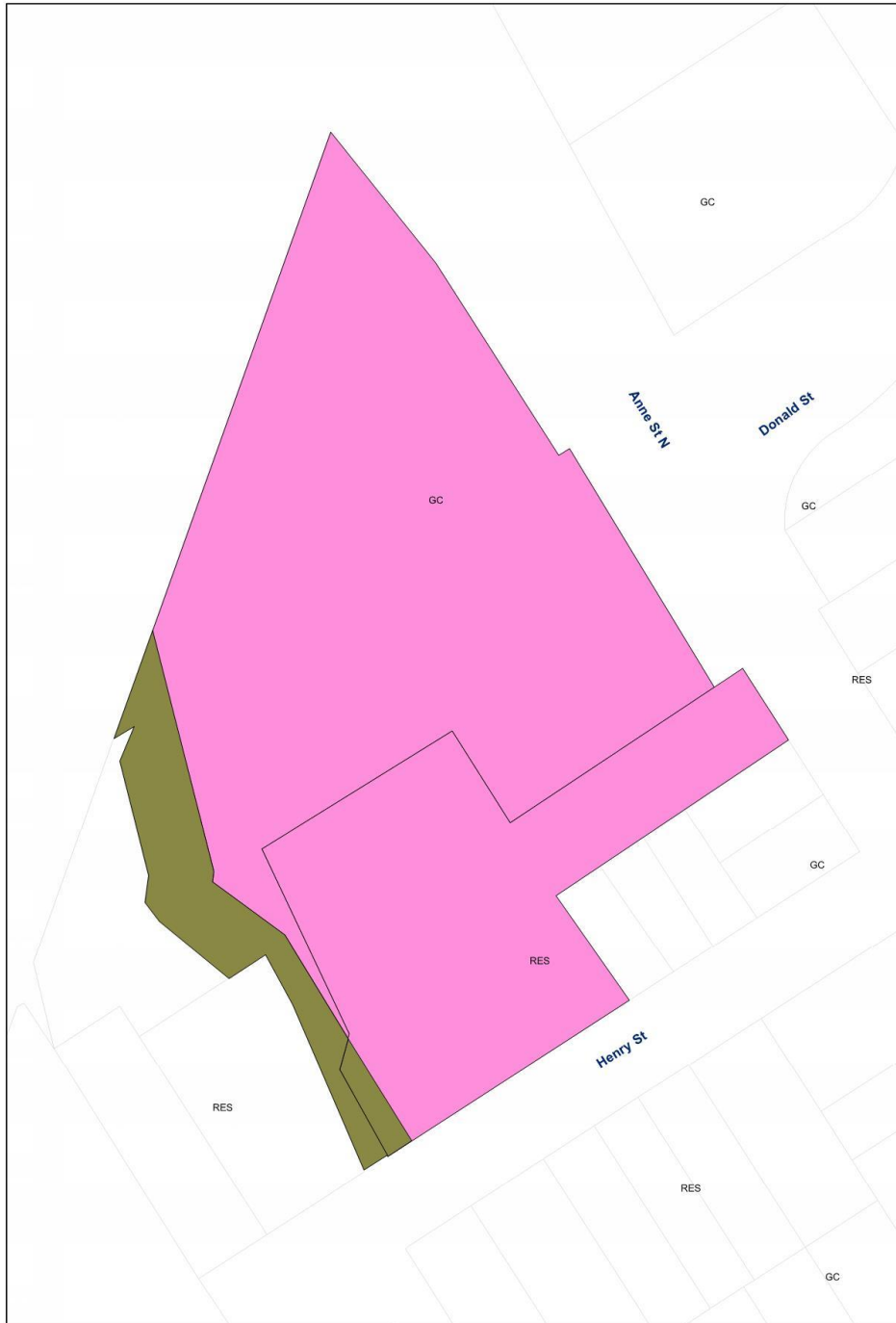
2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

3.0 INTERPRETATION

The provisions of the Official Plan as amended from time to time shall apply in regard to this Amendment.

Appendix "A" to OPA 66



<p>Proposed Official Plan Amendment to Schedule "A" D09-OPA-066 40, 42, 44, 50 Anne Street & 124, 128, 130 Henry Street</p>	<p>Proposed Land Use Designation</p> <ul style="list-style-type: none"> Environmental Protection Area Mixed Use Nodes and Corridors Parcels 		<p><small>The City of Barrie does not warrant the accuracy, completeness, or currency of the information provided. This is not a legal plan of survey. Copyright © City of Barrie 2019. All rights reserved. All other trademarks and registered trademarks are the property of their respective owners. For information please contact service@barrie.ca or 705.633.2222. Department Name or Branch Name 2019-05-29</small></p>
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APPENDIX "B"

Proposed Zoning By-Law Amendment



Bill No. XXX

BY-LAW NUMBER 2019-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands described as Part of Lots 23 & 24, Concession 6, geographic Township of Vespra, City of Barrie, and County of Simcoe, municipally known as 40,42,44, & 50 Anne Street North and 124, 128 & 130 Henry Street, in the City of Barrie, from the Multiple-Family Dwelling First Density (RM1) Zone and General Commercial Special Provision 419 Hold 109 (C4 (SP-419) (H-109)) Zone to Environmental Protection Special Provision (EP-X) Zone and Mixed Use Node (MU1-X) Zone."

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 19-G-XXX.

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

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Part of Lots 23 & 24, Concession 6, geographic Township of Vespra, City of Barrie, and County of Simcoe, municipally known as 40, 42, 44 & 50 Anne Street North and 124, 128 & 130 Henry Street, in the City of Barrie, from the Multiple-Family Dwelling First Density (RM1) Zone and General Commercial Special Provision 419 Hold 109 (C4 (SP-419) (H-109)) Zone to Environmental Protection Special Provision Hold (EP-X) (H-X) Zone and Mixed Use Node (MU1) Zone as shown in Schedule "A" attached hereto, and Schedule "A" attached hereto forms part of By-Law 2009-141 as amended;
2. **THAT** the following additions shall be made to Environmental Protection Special Provision (EP-X) Zone:
 - a. In addition to the uses permitted in the Environmental Protection (EP) Zone, a bioretention cell and associated stormwater management controls shall be permitted.
 - b. The lands cannot be used for a purpose permitted by this By-law until the (H) symbol is removed pursuant to Section 36 of the Planning Act. The (H) provision shall be lifted by the Corporation of the City of Barrie upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:

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- i. A scoped Environmental Impact Study (EIS) (restoration plan for watercourse corridor, SAR, ELC) is required to be completed, to LSRCA satisfaction, prior to site plan approval.
3. **THAT** the following modifications and additions shall be made to Mixed Use Node (MU 1):
- 5.4.4.X**
MU1 (SP-X)
40, 42, 44 and 50 Anne Street North and 124, 128 & 130 Henry Street
- a. Shall have a minimum 50% first storey coverage for commercial and/or institutional uses (as a percentage of first storey Gross Floor Area).
 - b. A 3m front yard setback shall be permitted.
 - c. Soft landscape treatments shall be permitted in the front yard setback.
4. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chapter P.13 as amended.

READ a first and second time this ____ day of June, 2019.

READ a third time and finally passed this ____ day of June, 2019.

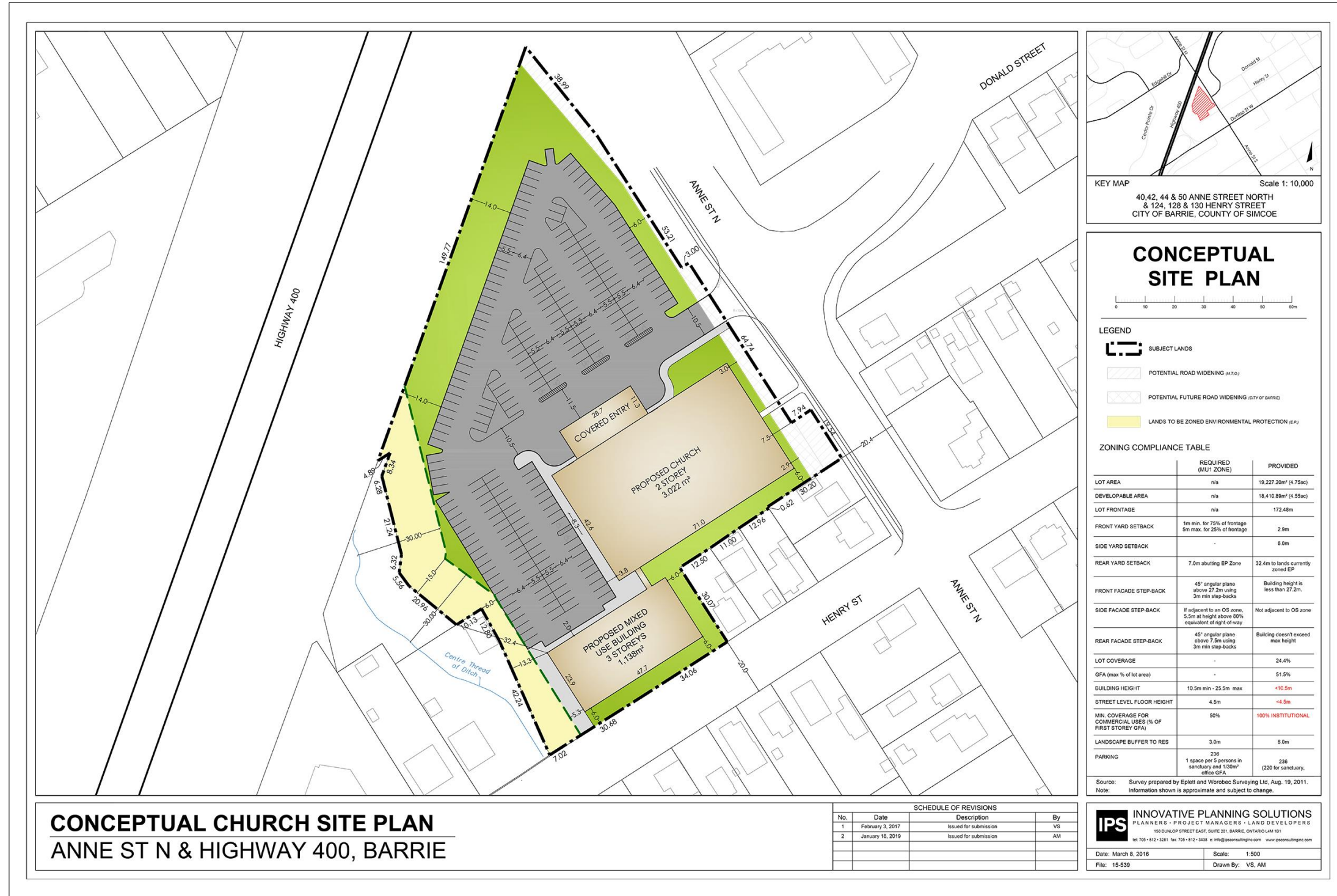
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

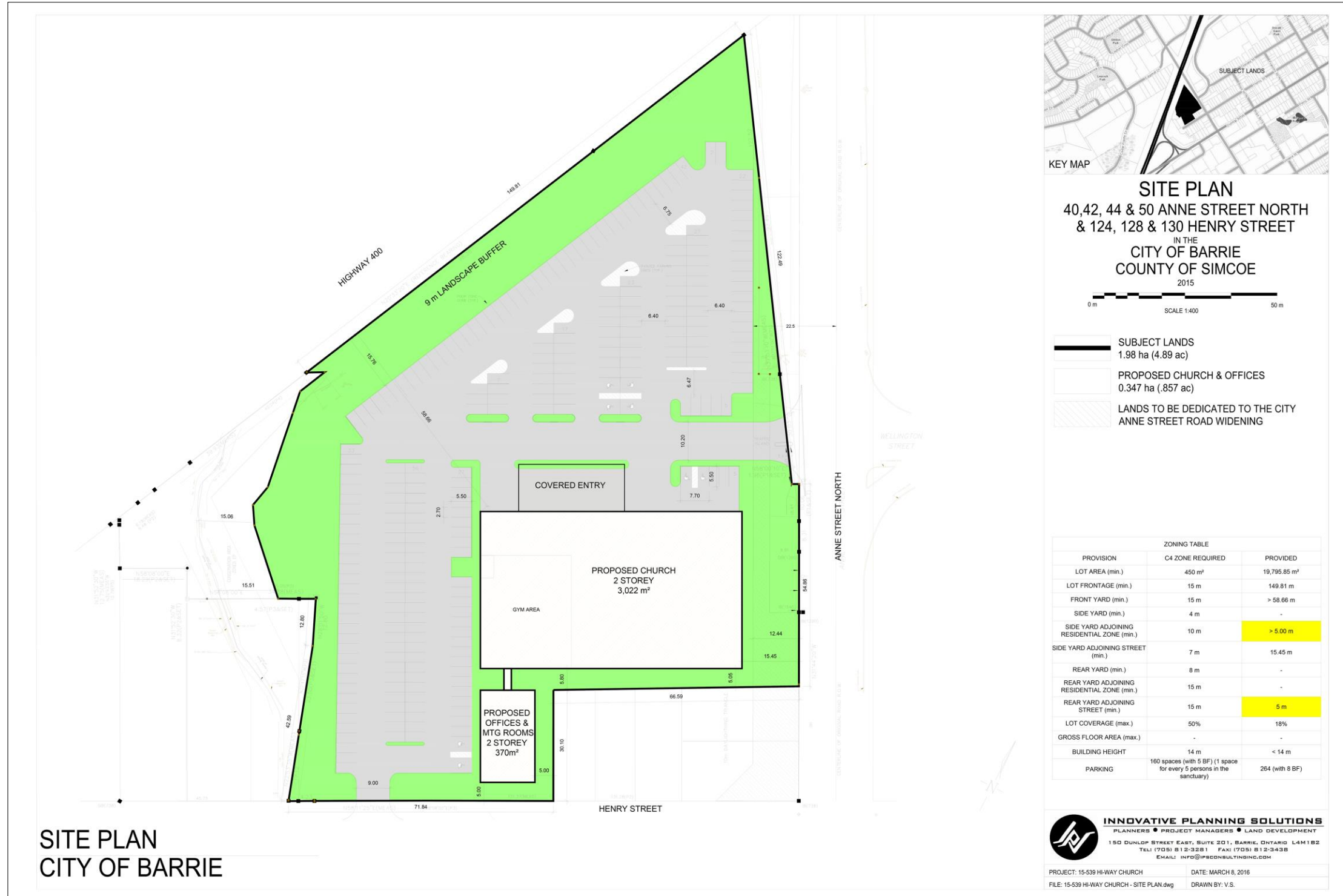
CITY CLERK – WENDY COOKE

APPENDIX "C"

Revised Conceptual Site Plan



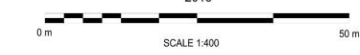
APPENDIX "D"
Original Conceptual Site Plan



SITE PLAN
CITY OF BARRIE



SITE PLAN
40,42, 44 & 50 ANNE STREET NORTH
& 124, 128 & 130 HENRY STREET
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE
2015



- SUBJECT LANDS
1.98 ha (4.89 ac)
- PROPOSED CHURCH & OFFICES
0.347 ha (.857 ac)
- LANDS TO BE DEDICATED TO THE CITY
ANNE STREET ROAD WIDENING

ZONING TABLE		
PROVISION	C4 ZONE REQUIRED	PROVIDED
LOT AREA (min.)	450 m²	19,795.85 m²
LOT FRONTAGE (min.)	15 m	149.81 m
FRONT YARD (min.)	15 m	> 58.66 m
SIDE YARD (min.)	4 m	-
SIDE YARD ADJOINING RESIDENTIAL ZONE (min.)	10 m	> 5.00 m
SIDE YARD ADJOINING STREET (min.)	7 m	15.45 m
REAR YARD (min.)	8 m	-
REAR YARD ADJOINING RESIDENTIAL ZONE (min.)	15 m	-
REAR YARD ADJOINING STREET (min.)	15 m	5 m
LOT COVERAGE (max.)	50%	18%
GROSS FLOOR AREA (max.)	-	-
BUILDING HEIGHT	14 m	< 14 m
PARKING	160 spaces (with 5 BF) (1 space for every 5 persons in the sanctuary)	264 (with 8 BF)

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT
150 DUNDAS STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B2
TEL: (705) 812-3281 FAX: (705) 812-3438
EMAIL: INFO@IPSONBUILTINC.COM

PROJECT: 15-539 HI-WAY CHURCH DATE: MARCH 8, 2016
FILE: 15-539 HI-WAY CHURCH - SITE PLAN.dwg DRAWN BY: V.S.

APPENDIX "E"

Technical Study Descriptions

- a) **Planning Justification Report** (Innovative Planning Solutions, May 2019) – 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 Innovative Planning Solutions, that the proposal is an appropriate form of development and location within a designated Intensification Area.
- b) **Tree Inventory and Preservation Plan and Report** (Kuntz Forestry Consulting, November 2016) – The findings of the study indicate a total of 109 trees and two tree polygons on and within 6m of the subject property. The report identifies that the removal of 48 trees is required to accommodate the proposed development. An additional 23 trees are recommended due to their condition regardless of the site plan. One tree was deemed 'hazardous', immediate attention is recommended prior to any construction. The remaining trees can be saved provided appropriate tree protection measures are installed prior to the development. The City of Barrie's Engineering Department recommended several additional trees to be preserved based on the changed concept plan.
- c) **Functional Servicing & Stormwater Management Report** (Pearson Engineering Ltd., April 2016) – concludes that the subject lands will require the connection of sanitary and watermain services to existing municipal infrastructure in adjacent right-of-ways. The stormwater management system can be accommodated with the storm outlet indicated in the report. Stormwater quality control, quantity control, phosphorus reduction and overall water balance as per City/LSRCA standards will be provided via the use of parking lot surface storage (quantity control), deep sumps in each of the storm structures (quality control) and a bioretention cell (quantity and quality control). The use of a bioretention cell as part of the overall SWM design approach and maximized pervious surface cover consisting of landscaping as per the Landscaping Plans (by others), have been provided in order to match as closely as possible the post- to pre-development water balance (evapo-transpiration and infiltration) volumes on-site. The proposed grading scheme for the site can be achieved while maintaining existing drainage patterns. The report further provided the opinion of Pearson Engineering Ltd., that necessary utility and electrical plants can also be provided to the subject lands via existing infrastructure within the Anne Street ROW. is feasible for the proposed development.
- d) **Traffic Impact Study** (JD Northcote Engineering, April 2018) – concludes that the existing lane configuration and unsignalized traffic control for the Secondary Access will provide the necessary capacity to service the proposed redevelopment. JD Northcote Engineering summarizes that the proposed redevelopment will not cause any operational issues and will not add significant delay or congestion to the local roadway network. The City of Barrie's Traffic Services staff identified that the updated concept plan, removing the secondary access onto Henry Street would not create significant impact and that the signalized intersection at Anne Street and Wellington Street would provide the necessary capacity to service the proposed development.

APPENDIX "F"
Conceptual Block Plan

