
TO: PLANNING COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 129 COLLIER STREET

WARD: 2

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

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

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

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Pinemount Developments on behalf of 129 Collier GP Inc. to rezone the lands known municipally as 129 Collier Street from 'Transition Centre Commercial-1' (C2-1) Zone to 'Transition Centre Commercial-1 with Special Provisions' (C2-1) (SP-XXX), be approved.
2. That the following site-specific provisions shall apply to lands zoned 'Transition Centre Commercial-1 with Special Provisions' (C2-1) (SP-XXX) and be referenced in the implementing zoning by-law:
 - a) Permit maximum building heights of 47 metres for the south tower, and 45 metres for the north tower, with a minimum 2 metre step-back taken above the third storey from street level on the front and rear lot lines, whereas 10 metres within 5 metres of the front lot line and the lot flankage, 30 metres beyond 5 metres of the front lot line and the lot flankage is the C2-1 standard;
 - b) For the north tower, permit a side yard adjoining a Commercial Zone of 9.5 metres from the west property line and 7.5 metres from the east property line, whereas a setback of 11.5 metres is required based on a requirement of 3.0 metres plus 0.5 metres for every 2.0 metres of additional height over 11.0 metres;
 - c) For the south tower, permit a side yard adjoining a Commercial Zone, 1.5 metres from the west property line and 6 metres from the east property line, whereas a setback of 12 metres is based on a requirement of 3.0 metres plus 0.5 metres for every 2.0 metres of additional height over 11.0 metres;
 - d) Permit a minimum coverage for commercial uses of 1.9% of the lot area, whereas a minimum of 50% of the lot area is required in the C2-1 zone;
 - e) Permit a variable landscape buffer width, with a minimum of 1.5 metres, whereas a minimum continuous buffer of 3.0 metres is required in the C2-1 zone;
 - f) Permit a parking ratio of 0.85 parking spaces per dwelling unit, whereas 1 space per unit is required;

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- g) Permit a parking rate of 0 spaces per 24 square metres for commercial ground floor area, whereas 1 space per 24 square metres is required;
 - h) Permit a minimum parking space width of 2.6 metres, whereas 2.7 metres is required;
 - i) Permit a minimum drive aisle width of 6.0 metres for a drive aisle with parking at a 90-degree angle, whereas 6.4 metres is required.
 3. That, for the purposes of this by-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this by-law shall not apply.
 4. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, and as identified within Staff Report DEV038-22.
 5. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required to the passing of the By-law.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this Staff Report is to recommend approval of a Zoning By-law Amendment application submitted by Pinemount Developments Inc. on behalf of 129 Collier LP, for lands known municipally as 129 Collier Street (see Appendix "A" – Proposed Zoning By-law Amendment). This report provides an analysis of the application as it relates to conformity with Provincial and City planning policies, as well as an overview of comments received through the technical review and public engagement processes. Planning staff are recommending the approval of the subject application as the lands are appropriate for high-density development and the proposal is consistent with, and conforms to, both Provincial and City planning policies.
7. As per the requirements of the *Planning Act* and the City of Barrie, the applicant will be required to submit a site plan application prior to development of the site. This applicant is required to provide the City of Barrie with a comprehensive understanding of the proposed development and its architectural, landscape and engineering details. Should Council approve the subject Zoning By-law Amendment application, Planning staff, through delegated approval, may review, approve and/or deny a subsequent site plan application.

Development Proposal

8. The application, if approved, would rezone the subject lands from 'Transition Centre Commercial-1' (C2-1) Zone to 'Transition Centre Commercial-1 with Special Provisions' (C2-1) (SP-XXX). The site-specific provisions would permit an increase to building height and reductions of side yard setbacks, landscape buffers, parking standards for required spaces and dimensions, and the percentage of required commercial coverage.
9. The application, if approved, will facilitate the development of a building with two residential towers, at 12 and 13 storeys, on a shared podium and parking structure. The development will provide a total of 297 units, pending final design of the floor plans. Due to grade change on the site, the south tower, as perceived from Dunlop Street East, would be 16 storeys. The north tower, as perceived from Collier Street, would be 12 storeys. The applicant has indicated that the building tenure is intended to be purpose-built rental. 253 parking spaces will be provided through a shared underground parking structure.

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10. The building is proposed to be located close to the street with direct connections from building entrances to the sidewalks along Collier Street and Dunlop Street East, creating pedestrian friendly streetscapes. A landscaped pedestrian mid-block connection is proposed as part of the development, along the east property line, creating an additional connectivity between Collier Street and Dunlop Street East.
 11. The proposed building is generally compatible with surrounding buildings and land uses (see Appendix "C" – Conceptual Site Plan, Appendix "D" –Elevations).
 12. The proposed building design reflects modifications that were made to address staff and resident concerns primarily regarding:
 - a) Building height (including provisions for minimum ground floor heights that could adapt to commercial uses in the future, should market conditions change);
 - b) Increased setbacks and buffers to adjacent uses.
 13. The requirement of commercial uses on site is supported by a market study and is generally considered appropriate given:
 - a) Location of the subject lands towards the periphery of the Urban Growth Centre;
 - b) Availability and accessibility of a broad range of existing and planned commercial uses within the downtown core, further to the west of the subject site; and
 - c) Applicant's architectural design considerations for future adaptable ground floors on Dunlop Street East and Collier Street, should market conditions change. These considerations included demising wall locations, building access and circulation, and increased ground floor heights.

Location

14. The subject lands are located between Dunlop Street East and Collier Street between Poyntz Street and Sampson/Berczy Street within the 'City Centre' Planning Area. The subject property is known municipally as 129 Collier Street and has an approximate lot area of 0.6 hectares and frontage of 60 metres on Dunlop Street East and Collier Street.
15. The subject lands are considered a brownfield site. Phase I and II Environmental Site Assessments have been completed and a Record of Site Condition (RSC) has been issued and registered with the Ministry of the Environment, Conservation, and Parks.
16. The existing land uses immediately surrounding the subject property are as follows:

North: Lands zoned Transition Centre Commercial-1 (C2-1) with a mixture of commercial and institutional buildings including Collier Street United Church.

South: Lands zoned Central Area Commercial-1 (C1-1) and Open Space (OS) with a mixture of parks and recreation facilities along Kempenfelt Bay including Sam Cancilla Park, Memorial Square/Meridian Place and Heritage Park. An existing 8-storey apartment building and a 10-storey building currently under construction.

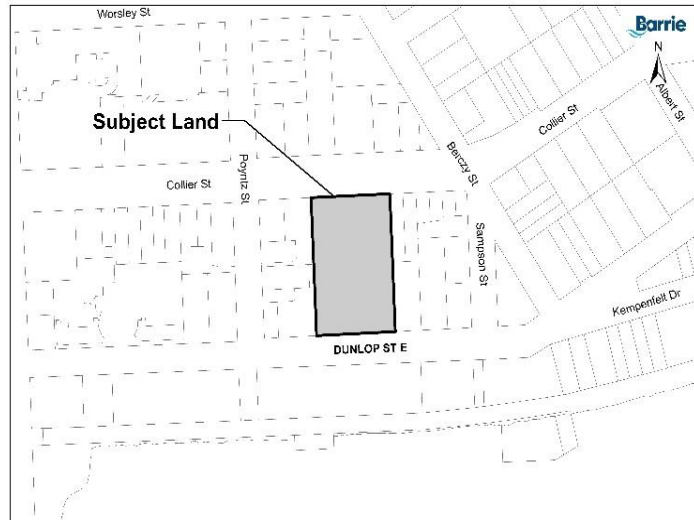


Figure 1 - Location of Subject Lands

East: Lands zoned Transition Centre Commercial-1(C2-1), Residential Multiple Dwelling Second Density (RM2), and Residential Apartment Dwelling Second Density (RA-2) including a mixture of low-rise residential, commercial conversions and low-density multiple dwellings, and taller apartment buildings further east.

West: Lands zoned Central Area Commercial-1 (C1-1) with a mixture of institutional and commercial uses and a 15-storey residential building, west of Poyntz Street.

Existing Policy

17. The subject lands are designated 'City Centre' on Schedule "A" – Land use in the City's Official Plan . The site is zoned 'Transition Centre Commercial-1' (C2-1),
18. The property is within Barrie's Urban Growth Centre (UGC) as identified on Schedule "I" – Intensification Areas of the City's Official Plan. Lands located within the Urban Growth Centre are intended to develop at a target density of 150 persons or jobs per hectare however density targets generally apply to an area rather than an individual site.

Background Studies

19. In support of the application, the applicant has submitted a concept plan attached to Staff Report DEV038-22 as Appendix "C", in addition to the following reports to support the application under consideration. Copies of the submission material are available online on the City's Proposed Developments webpage under Ward 2 – 129 Collier Street.
 - a) Planning Justification Report (MHBC Planning dated February 23, 2022)
 - b) Retail and Economic Development Study (Three-Sixty Collective dated December 15, 2021)
 - c) Urban Design Brief and Block / Context Plan (MHBC Planning dated February 23, 2022) (Updated Block Plan dated September 2022)
 - d) Shadow Study (Raw Design dated February 16, 2022)

- e) Wind Study (SLR dated February 18, 2022)
- f) Topographic Survey (MTE dated October 24, 2019)
- g) Transportation Impact Study and Parking Needs Study (Nextrans dated February 18, 2022)
- h) Architectural Drawings (Raw Design dated February 15, 2022) (Updated September 9, 2022, and November 8, 2022)
- i) Landscape Plan (LandArtDesign dated February 15, 2022) (Updated September 1, 2022)
- j) Tree Inventory Report & Plan (Kuntz Consulting dated September 9, 2020) (Updated September 19, 2022)
- k) Functional Servicing & Stormwater Management Report (Counterpoint Engineering dated February 15, 2022)
- l) Site Servicing (Counterpoint Engineering dated January 2022) (Updated September 14, 2022)
- m) Site Grading (Counterpoint Engineering dated January 2022) (Updated September 14, 2022)
- n) Geotechnical Report (Landtek Limited dated September 25, 2019)
- o) Hydrogeological Report (DS Consultants dated February 11, 2022)
- p) Record of Site Assessment (February 2020)
- q) Record of Site Condition Letter to City of Barrie (Landtek dated September 12, 2022)
- r) Phase I Environmental Site Assessment (MTE dated September 10, 2019)
- s) Phase 2 Environmental Site Assessment Report (Landtek Consultants dated September 2019)

Public Consultation

- 20. A neighbourhood meeting was held virtually on February 2, 2022. Approximately thirty-seven (37) residents attended the meeting, along with the Ward 2 Councillor Keenan Aylwin, Planning staff, the applicant, and the applicant's consultants. The applicant had also privately engaged the community prior to the neighbourhood meeting to identify key issues to inform their design.
- 21. A Statutory Public Meeting was held virtually on June 6, 2022, to present the subject application to Planning Committee. The comments expressed by members of the public reiterated those previously received at the neighbourhood meeting.
- 22. The comments and concerns expressed by residents at both the neighbourhood meeting and the public meeting, as well as those received in writing related to this proposal, are outlined in the public comment section of Staff Report DEV038-22. This list provides a summary of the comments as well as a corresponding response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible.

Public Comments

23. **Architectural Design** that relates to the existing neighbourhood with focus on:
- a) Pedestrian scale and experience; where the design establishes a human scale with podiums and step-backs.
 - b) Historic character of the neighbourhood; where the design proposes building materials in keeping with the character of the neighbourhood, such as brick and stone.
 - c) Street activation through permeable street edges, no blank walls, and use of quality materials at the human-scale; where the design provides multiple entrances along the street edges and quality materials.
 - d) Integrating height and density into the neighbourhood and focusing on mitigating impacts on existing residents; where the design is in keeping with other existing tall buildings in the UGC, and utilizes step-backs to mitigate height.
24. **Active Ground Floor Uses and Streetscape Design**
- a) Further to 23 c) above, the proposal includes approximately 1,200 square feet of retail space, ground floor residential units with access at grade that are designed to consider possible future conversions to retail, should the market require. High quality streetscaping and landscape design around the building is also proposed.
25. **Affordable Housing**
- a) While no affordable units are proposed, rental units with a mix of unit sizes and rates will be provided, which will help to provide a range of housing to the residents of Barrie at various market points.
26. **Traffic Impacts**
- a) As per the submitted Transportation Impact Study, the design will not have significant impacts on area traffic.
27. **Parking**
- a) As per the submitted Parking Study, the proposed parking rate is suitable for the uses on the lands and is comparable to other projects in Barrie, and in other urban centres.
28. **Active Transportation Infrastructure**
- a) Sidewalk improvements to both Collier and Dunlop Streets and an interior pedestrian mid-block connection are proposed, which will improve the connections in the area and facilitate greater movement to surrounding amenities, services, transit, open spaces and trails.

DEPARTMENT & AGENCY COMMENTS

29. The subject application was circulated to staff in various departments and to external agencies for review and comment.
- a) **Development Services (Approvals)** staff do not have any objections to the approval of the proposed application. If approved, Development Approvals staff are satisfied that any technical matters associated with the proposed development would be addressed through Site Plan Control.
 - b) **Development Services (Parks Planning)** staff do not have any objections to the approval of the proposed application. If approved, Parks Planning staff are satisfied that any technical matters associated with the proposed development would be addressed through Site Plan Control.
 - c) **Development Services (Transportation Planning)** staff do not have any objections to the approval of the proposed application. If approved, Transportation Planning staff are satisfied that any technical matters associated with the proposed development would be addressed through Site Plan Control.
 - d) The **City's Building Department** reviewed the submitted materials and expressed no concerns with the approval of the subject application. If approved, further review will be completed as part of a subsequent Site Plan Control Application.
 - e) **Infrastructure Services Department (Water Operations)** staff do not have any objections to the approval of the proposed Zoning By-law Amendment Application. If approved, further review will be completed as part of the subsequent Site Plan Control Application.
 - f) **City's Business Performance and Environmental Sustainability Department (Environmental Sustainability Branch)** has reviewed the subject application and confirmed the proposed development would be eligible for municipal waste collection. Private collection is proposed. If approved, further review will be completed as part of the Site Plan Control Application.
 - g) The **City's Business Performance and Environmental Sustainability Department (Environmental Compliance Branch)** has reviewed the proposed development and has no objections to the rezoning.
 - h) The **City's Risk Management Official** reviewed the proposed development and is satisfied that any technical matters associated with the proposed development would be addressed through the Site Plan Control.
 - i) The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject application.
 - j) The **City's Fire and Emergency Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject application.
 - k) The **Simcoe County District School Board** has no concerns with the approval of the proposed Zoning By-law Amendment.
 - l) The **Lake Simcoe Region Conservation Authority** has no objection to the approval of the proposed Zoning By-law Amendment.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

31. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other things, 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 adaption to a change climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>,
32. The proposed development for a 297 unit residential building in the City Centre is consistent with the *Planning Act* as follows:
- a) Located within the Urban Growth Centre where growth and intensification are directed;
 - b) Utilizes existing and available infrastructure (water, wastewater and waste management systems) and public service facilities such as transit and schools;
 - c) Expands the range of available residential units within the downtown core;
 - d) Provides an energy efficient and compact built form that minimizes impacts to climate change; and
 - e) Designed with a pedestrian-oriented built form with direct pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

33. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3(35) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions “shall be consistent with” all policy statements issued under the Act and shall conform with the provincial plans that are in effect on that date or shall not conflict with them. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
34. Section 1.1.1 of the PPS recognizes that communities are sustained by promoting efficient development and land use patterns and providing a range and mix of residential types, including multi-unit housing.
35. Section 1.1.3 identifies settlement areas as the focus of growth and development with land use patterns based on densities and a mix of uses that efficiently use land and resources and that are appropriate for and efficiently use infrastructure and public service facilities, support active transportation and public transit and reduces climate change impacts. Land use patterns within settlement areas also must be based on opportunities for intensification and redevelopment where it can be appropriately accommodated and as identified by planning authorities.

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36. The proposed zoning by-law amendment is consistent with these policies as the subject lands are located within the City Centre and are designated Urban Growth Centre (Schedule 'I' – Intensification Areas) in the City of Barrie where growth and intensification are directed by both provincial and municipal planning policies. Development will be based on and more efficiently use the existing and available infrastructure and will provide direct connection to the available transit and active transportation network. The site has been designed to provide a compact, sustainable built form.
37. Section 1.4.2 states that planning authorities must provide for an appropriate range and mix of housing to meet projected housing needs through the following:
- a) Permitting and facilitating all housing options and all types of residential intensification,
 - b) Directing new development towards locations where appropriate levels of infrastructure and public service facilities are available,
 - c) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit areas, and
 - d) Requiring transit supportive development and prioritizing intensification.
38. The proposed zoning by-law amendment will facilitate the development of an efficient, high density residential project on existing infrastructure within the eastern boundary of the downtown core and within proximity to public transit as well as to the services and amenities within the urban centre of Barrie. The development plan contemplates direct access and connections to the pedestrian sidewalk system along Dunlop Street East and Collier Street, along with a pedestrian mid-block connection between the two streets.
39. Section 1.7.1 supports long term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and providing necessary housing supply and range of housing options for a diverse workforce, maintaining, and enhancing vitality and viability of downtowns and main streets and by promoting the re-development of brownfield sites. The subject lands are located on a brownfield site within the downtown core and the proposed development will expand the range of housing available in this area.
40. Section 1.8.1 directs planning authorities to support energy conservation, air quality and climate change through development patterns which promote compact built form, the use of active transportation and transit, transit-supportive development and design and orientation that maximizes energy efficiency and conservation. The development as contemplated proposes compact built form with residential uses on an arterial road where public transportation and active transportation are available and accessible.
41. Consideration also must be given to Section 2.0 of the PPS which provides policies that ensure the wise use and management of resources and Section 3.0 which provides policies that protect public health and safety. The Hydrogeological Assessment Report identified no impacts on the quantity or quality of water. Section 3.0 addresses natural and man-made hazards that have the potential to impact public health and safety. Phase I and II ESA's have been completed and a Record of Site Condition (RSC) has been issued by the Province.
42. Staff have reviewed all relevant policies and are of the opinion that the proposed zoning by-law amendment is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

43. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment and helps communities achieve a high

quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>.

44. Section 2.2.1.2 directs growth to settlement areas with existing water and wastewater systems that can support complete communities, and, within settlement areas, growth is focused within the delineated built-up area, strategic growth areas and locations with transit and public service facilities. The City of Barrie is identified as a Primary Settlement Area with an Urban Growth Centre in the downtown core. The Urban Growth Centre is identified as a strategic growth area in the Growth Plan and the subject lands are located within this area. The proposed development will utilize the existing services and support this area as a complete community by providing a high density residential development in close proximity to commercial uses and public services, public transit and within the boundaries of the Urban Growth Centre.
45. Policies in Section 2.2.1.4 support the achievement of complete communities through:
- a) a diverse mix of land uses and convenient access to services;
 - b) the provision of a range and mix of housing options to meet all household sizes and income levels;
 - c) convenient access to a range of transportation options, public service facilities and an appropriate supply of publicly accessible recreational spaces;
 - d) compact built form and vibrant public realm; and
 - e) mitigation of climate change and integration of green infrastructure and low impact development.

A compact built form is proposed that will efficiently use resources and will expand the range of housing available within the downtown core of Barrie by proposing purpose-built rental units. These units are in proximity to public transit, services, and amenities.

46. Section 2.2.2 of the Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the city must be within the existing built boundary. Furthermore, until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017, will continue to apply which in this case is 40%. Municipalities are directed to identify strategic growth areas, encourage intensification, and identify appropriate locations for intensification and the appropriate type and scale of development in strategic growth areas and transition of built form. The proposal will support these growth targets through an intensification project within the Urban Growth Centre of the City.
47. Policies in Section 2.2.3 apply specifically to Urban Growth Centre which are planned to accommodate significant population and employment growth and support the transit network and to achieve a minimum density target of 150 residents and jobs per hectare within Downtown Barrie. The proposed development will assist the City of Barrie in achieving this target by providing 487 units per hectare.
48. Staff have reviewed the relevant policies and are satisfied that the proposed development conforms to the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

Lake Simcoe Protection Plan (LSPP)

49. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The proposed development meets the definition of "Major Development" as provided by the LSPP as well as the Phosphorus Offsetting Policy and, therefore, Designated Policies 4.8 and 6.40 apply. The LSRCA has reviewed the application and advised that they have no objection to the proposed zoning by-law amendment. Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan

50. 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 provides 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%202018.pdf>.
51. The subject lands are designated as 'City Centre' on Schedule "A" – Land Use in the City's Official Plan. The 'City Centre' designation is intended to provide a broad range of retail, service office, institutional, public and residential uses. The property also is located within the Urban Growth Centre (UGC) as identified on Schedule "I" - Intensification Areas of the City's Official Plan. Lands within the UGC are intended to develop at densities of 150 units per hectare or greater.
52. Several policies in the Official Plan generally support the proposed development including the provision of increased densities, directing growth to maximize the use of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations within the City.
53. Section 2.3 provides assumptions upon which the City's Official Plan are based including the growing need to provide residential densities that are higher, more cost effective, energy efficient and environmentally sustainable than previous development. The City's new housing stock is expected to include a growing percentage of multiple family development at medium and high densities in addition to single detached homes to diversify the range of housing options available to residents. Intensification is an essential component of the City's growth management strategy to maximize the use of municipal infrastructure and existing services. The proposed development is consistent with this policy given that high density residential development on existing services is proposed at a density that supports public transit.

Growth Management

54. Growth Management policies in Section 3.1 generally support the efficient use of existing infrastructure and require that a minimum gross density target of 150 residents and jobs combined per hectare be achieved within the Downtown Barrie Urban Growth Centre. The application will assist the City of Barrie in meeting these objectives.

Housing

55. Housing policies in Section 3.3 encourage the provision of an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to meet the needs and income levels of residents. Building designs and densities that are efficient and support

pedestrians are encouraged and development is directed towards locations where infrastructure and public services are available. The proposed development is located within an area identified for intensification and will provide a high-density residential building which efficiently uses infrastructure and is near the services in Downtown Barrie and public transit. The development has been designed to provide pedestrian access to the sidewalk network. The development will expand the range of housing units available within the Urban Growth Centre.

56. Policy 3.3.2 (d) promotes the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule "A" – Land Use in the City's Official Plan. It is noted that commercial uses have not been included as part of the development proposal. The subject lands are located towards the periphery of the downtown core and within proximity to the existing commercial services available in Downtown Barrie directly to the west. The subject lands provide an appropriate location for a multi-unit residential building. Further, the applicant has demonstrated through architectural drawings that the ground floor spaces have been designed to adapt to market changes over time and could accommodate future ground floor conversions to retail spaces on both Collier Street and Dunlop Street East.

Affordable Housing

57. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. Regarding affordable housing ownership, affordability is defined as the least expensive of:
- housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross income for low to moderate income households; or
 - housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.
58. 2021 Median Adjusted Total Household Income for Barrie, as set by the County of Simcoe, was \$86,320, which would result in a maximum affordable purchase price of \$319,800 per unit (this is equal to 30% of household income spent on accommodation on an annual basis.) By comparison, the affordable purchase price, calculated using 10% below average resale price of homes in the region in 2021, was \$593,879.
59. The proposed development proposes purpose-built rental units and does not include any affordable housing units. The goal of 10 percent of all new housing units be affordable is measured City-wide and is not required for individual applications. Although there are no formally recognized affordable units identified for this site, this project may assist with overall affordability, as apartments are a more attainable form of housing, thereby increasing affordable options in the area.

Brownfields

60. Section 3.8 of the Official Plan provides goals to encourage the redevelopment of brownfield sites within the city. As discussed earlier, the proposed development will revitalize this vacant site and the Province has issued a Record of Site Condition (RSC).

Intensification

61. Section 4.2.2.6 states that intensification can be achieved through residential conversions, infill, and redevelopment to promote an increased in planned or built densities and to achieve a desirable compact urban form. Residential intensification is focussed in the Urban Growth Centre, Intensification Nodes, Intensification Corridors and the Major Transit Station Areas identified by the Official Plan. It is anticipated 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 subject lands are located within the Urban Growth Centre and redevelop a brownfield site. The proposed development has been designed to be compact and efficiently use available land, resources, and infrastructure.

62. Within the Urban Growth Centre, a target density of 150 persons and jobs combined per hectare is identified with an anticipation that this additional density will occur in the high-density categories averaging 150 to 200 units per net hectare (u/ha). The development proposes a density of 487 units per hectare which will support the City's density targets for the Urban Growth Centre.

City Centre

63. Section 4.3.2.2 provides the policies that guide lands uses within the 'City Centre' designation. Lands designated 'City Centre' are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area.
64. Residential uses including a variety of housing types at medium and high densities are encouraged to locate within the City Centre to increase the resident population, provide live/work opportunities, ensure the downtown is used after business hours and to create a local market for convenience and service goods. All new development in the City Centre shall respect the physical scale and characteristics of existing structures and any redevelopment shall be in keeping with the existing character.
65. The residential goals and policies of Section 4.2 shall guide residential development within the City Centre which permit all forms and tenure of housing and direct high-density development more than 150 u/ha to the City Centre. Design guidelines require onsite parking, functional open space amenities, graduated densities and, where high density uses are located adjacent to low density, buffering protection to ensure minimal impact on lower density uses.

Urban Design

66. Section 6.5 of the Official Plan provides that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design. City Centre Guidelines in Section 6.5.2.3 requires that new development be of high-quality design and that buildings and public areas be designed in consideration of pedestrian traffic and linkages to the waterfront and downtown, and that views within the City shall be preserved. New development must connect the downtown to the waterfront, create an attractive urban presence along the waterfront and enhance streetscape aesthetics.
67. The proposed development generally satisfies the urban design policies through the following:
 - a) Pedestrian entrances will provide access to Collier Street and Dunlop Street East and proposed mid-block pedestrian connections will provide improved access between Collier and Dunlop Street East.
 - b) The proposed design will create a pedestrian friendly public realm by featuring a 3-storey podium with a continuous street wall of built form frontage along Collier Street and Dunlop Street East with building facades incorporating doors, and windows, glazing, high quality building materials and articulation in the massing and materials that respects a pedestrian scale.

68. An Urban Design Brief has been submitted with the application that addresses urban design policies within the City's Official Plan in greater detail. Staff are satisfied that the City's design objectives will further be addressed through the site plan control.

Tall Buildings and Height Control

69. Policies in Section 6.6 of the Official Plan applies to any building proposed to be greater than three (3) storeys in height. General design policies require that innovative architectural design 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 underground or at the rear of buildings with appropriate screening.
70. The proposed development conforms to the tall buildings policies of the Official Plan for the following reasons:
- a) The proposed building design includes articulations and step-backs along the front, rear and side lot lines to create visual transitions in the building mass and mitigate the impacts of down drafts.
 - b) The proposed building mass includes a step-back after the 3rd floor from street level, accommodating recessed balconies as well as another step-back on the penthouse level of the north building, mitigating visual impacts of the height by providing a transition to surrounding built form and public realm by clearly defining the bottom, middle, and top of the building.
 - c) The building is sited within proximity to the street, along with the provision of landscaped transition spaces, walkways, awnings, and entranceways.
 - d) The height and design of the proposed building is not expected to have a negative impact on the City's skyline and maintains and creates view corridors through the site via a mid-block connection, as well as greater circulation and connectivity in the City Centre.
 - e) According to the shadow study, the small building footprints create fast moving shadows with minimal impacts on the public realm on surrounding streets or open spaces. Additionally, no shadow impacts would be realized over the waterfront or North Shore Trail. Shadow impacts are most significant during the winter solstice for all buildings in the area, including the proposed development.
 - f) Pedestrian-level wind mitigation measures will be further explored and implemented through Site Plan Control. The proposed building massing includes articulations and small step-backs to break up any down drafts and provides weather protected entrance(s).
 - g) The proposed development includes parking below grade, and internal to the site, and is treated architecturally and with landscaping for screening, thereby minimizing impacts on the public realm.
71. Staff are of the opinion that the development generally meets the intent and goals of the Official Plan policies of Section 6.6. Detailed urban design matters will be addressed further in collaboration with the applicant through the site plan process.

City of Barrie Intensification Area Urban Design Guidelines

72. The subject lands are identified as "Mixed-Use Main Streets" intensification typology within the Intensification Areas Urban Design Guidelines (2012). Section 2.5.2 of the guidelines provides an

- overview of the intensification typologies which includes priority directions for the Mixed-Use Main Streets. As re-development occurs, streets within the Urban Growth Centre should transition to Mixed-Use Main Streets or downtown commercial streets with active, pedestrian-supportive streetscapes.
73. As noted, the subject lands are located on the border of the Urban Growth Centre and within a predominantly Residential neighbourhood. The proposed building will be residential, creating a transition between the adjacent residential uses on the east and north of the subject lands and the commercial and mixed uses to the west, with easy access to a broad range of existing commercial uses within Downtown Barrie.
74. Intensification must be compatible with the existing heritage fabric including building height, scale, façade design and key architectural characteristics. New developments should reinforce the neighbourhoods and land uses identified in the City of Barrie Downtown Commercial Master Plan (2006) including Dunlop Street – Main Shopping. Priority directions for this typology include the following:
- a) Ensure a consistent, high-quality urban frontage along the waterfront and downtown main streets.
 - b) New buildings, open space and street design will build on the unique character of the Downtown (i.e. a human scaled building base, street trees, active at-grade uses, waterfront views, etc.), adjacent neighbourhoods and the waterfront setting by being context specific, appropriately scaled, and containing an appropriate mix of uses.
 - c) In the Mixed-Use Main Street areas, taller buildings above 8-storeys may be appropriate on sites where lot size, set-backs, step-backs and building transitions (i.e., step-backs) can be made to respect the neighbouring properties. Taller building sites are anticipated adjacent to the waterfront where existing tall buildings are located, and at primary street intersections.
 - d) Ensure building mass and height, and street and open space design, contributes to compatible development within the existing downtown and waterfront. Additional studies are recommended to ensure new buildings do not limit sunlight access to waterfront parks, or views to Kempenfelt Bay.
75. The proposed development generally satisfies the City's Intensification Area Urban Design Guidelines for the Mixed-Use Main Streets intensification typology as follows:
- a) Providing a built form generally compatible with the surrounding existing and planned context.
 - b) Providing a high-quality frontage on both Collier Street and Dunlop Street East.
 - c) Creating a pedestrian-supportive streetscape with landscaping and direct access from the building to municipal sidewalks and trails.
 - d) Providing new/improved connections to the waterfront on the unopened Sampson Street right-of-way.
 - e) The proposed massing will not create shadow impacts on adjacent open spaces.
76. Should Council approve the subject application, the building design, materials and landscaping would be reviewed in greater detail and approved through the subsequent site plan control process.

City of Barrie Comprehensive Zoning By-law 2009-141

77. The application proposes to amend the zoning of the subject lands from 'Transition Centre Commercial' (C2-1) zone to 'Transition Centre Commercial' with Special Provisions No. XXX (C2-1) (SP-XXX) with site specific provisions.
78. Zoning By-law No. 2009-141 can be found in its entirety at the following link: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Zoning-Bylaw/Zoning-By-Law-2009-141.pdf>
79. Table 1 below illustrates the required zone provisions and the proposed site specific zone provisions as it relates to the proposed development.

Table 1: Site Specific Zoning Provisions

Standard	C2-1 Zone	Proposed
Side Yard (min.)	11.5m – North Tower 12m – South Tower	9.5m/7.5m – North Tower 1.5m/6m – South Tower
Min Area of the Lot for Commercial Purposes	50%	1.9%
Building Height	10m with 5m of the front lot line, 30m beyond 5m of the front lot line (only applies along Dunlop Street)	45m with min. 2m step-backs – North Building 47m with min. 2m step-backs – South Building
Parking	1 space per dwelling unit (297 spaces including 10 barrier-free) 1 space per 24 square metres of Commercial GFA	253 spaces provided (0.85 per unit) 0 Commercial Parking Spaces.
Landscape Buffer	3m wide and 2m high fence required along the sides	Variable width to a minimum of 1.5m along west lot line adjacent to south building
Drive Aisle (min.)	6.4m	6m in underground parking garage
Parking Stall Width	2.7m	2.6m

Rationale for Special Provisions (SP)

Minimum Side Yard Adjoining Commercial Zone (Section 6.3.1, Table 6.3)

80. The intent of this provision is to ensure sufficient space for access between the front and rear yard, to allow for maintenance of the building façade, and to provide sufficient separation between buildings on abutting lots and to mitigate overlook and protect for privacy. In the case of the westerly side yard, only the southerly building requires this relief, and contextually, the abutting property is an existing commercial use with a non-active frontage. Furthermore, the proposal will not have any primary windows or balconies along the westerly frontage, protecting for privacy and limiting overlook between both properties. The 1.5 metre setback continues to provide sufficient space for access and maintenance and access between the building and the property line. Along the easterly side yard, this setback of 7.5 metres exceeds the recommended 5.5 metre setback from the City's Intensification Area Urban Design Guidelines demonstrating compliance with current City design objectives.

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81. Staff are of the opinion that the requested variance generally meets the intent of the by-law, providing an adequate setback and buffer to adjacent properties, which are also located within the UGC boundaries and subject to its policies. Staff note that the by-law requirements to increase setbacks as building height increases does not facilitate a built form consistent with the vision outlined in the City's Intensification Area Urban Design Guidelines with continuous built frontage along streets.

Maximum Building Heights

82. The intent of this provision is to control building heights and massing and ensure that built form fits within the area context.
83. While the maximum permitted height is currently 30 metres, it is with recognition that the height permissions in the by-law are generally out of date, that taller buildings are encouraged in the City Centre designation, and that there are existing buildings and approved plans in the area already taller than 30 metres. The height limit of 30 metres permits a 9-storey building from average grade. In staff's view, the proposed increase in maximum building height is modest, and is consistent with existing 15-storey buildings already in the area (e.g. 140 Dunlop Street East, 108 Collier Street).
84. Furthermore, the building utilizes step-backs after the third storey to establish a human-scale condition along the surrounding streets. The top floor along Collier Street is also stepped back by 6 metres, allowing it to read as a 10-storey building from the street, and promoting a transition of height north.
85. As part of the City's considerations for removing requirements for commercial coverage, staff requested street level floors on both buildings be designed to be flexible and adaptable for changing market demands. In addition to architectural design considerations in the floor plans, this also included increasing ground floor ceiling heights to 4.5 metres from the originally proposed 2.8 metres. To achieve this, the applicant proposed to merge two floors in the podium on Dunlop Street East and add an additional storey on the tower to offset unit count (see Appendix "B" – Sketch Site Section). This will ensure a consistent urban experience and street cross-section with the adjacent Lakhouse development (185 Dunlop Street East) and ensures that ground level spaces are attractive for both residential and future commercial spaces as the market for commercial space in the City Centre grows, along with its population.
86. Staff are of the opinion that the requested variance generally meets the intent of the by-law, providing a building mass that is compatible with its existing and planned surroundings.

Minimum Coverage for Commercial Uses

87. The intent of this provision is to ensure that the ground floor of buildings offer active uses to engage the public realm and contribute to activity, liveliness, and animation in the City Centre. The proposal includes a small unit (approximately 1,250 square feet) of ground floor commercial. The proposed street level residential and amenity uses represent the majority of the building's ground floor façade along Collier Street and Dunlop Street East, where animation will be promoted through units with access at grade, at the eastern edge of the City Centre.
88. The proposed residential terraces and rooftop amenity area are in keeping with the historically residential character in this area (where commercial uses are in converted dwellings), while still promoting activity and informal surveillance along the public realm.
89. The requested reduction in commercial coverage was supported by a Market Study that assessed the health of the downtown and concluded that it would be appropriate to proceed with this amendment to avoid challenging the health of existing commercial uses in the City Centre.

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90. Architectural plans have considered futureproofing the street level residential units, by incorporating a framework for potential future conversion to commercial uses by strategically locating structural walls, identifying demising partitions, and incorporating taller floor heights on the ground level.

Minimum Parking Size

91. The intent of this provision is to ensure that parking spaces are appropriately sized to accommodate vehicles, including ingress and egress for said vehicles. The proposed stall width reduction from 2.7 metres to 2.6 metres is in keeping with parking standards in other urban contexts found in Ontario, such as the City of Toronto. The reduced width will continue to provide sufficient access in and out of vehicles.
92. Staff are of the opinion that the intent of the by-law is maintained, and Transportation Planning staff support the amendment.

Minimum Drive Aisle width

93. The intent of this provision is to ensure that the drive aisle is wide enough to accommodate vehicular access to and from a parking space, and to ensure two-way movement and emergency access is protected.
94. As mentioned previously, the proposed reduction is in keeping with parking standards in other urban contexts. Furthermore, the reduction is only required in limited locations such as the parking ramps, which are 6.0 metres. In all other cases, the drive aisle averages 6.2 metres or greater. Vehicles can continue to manoeuvre in and out of parking spaces without issue within a 6.0 metres drive aisle and the width meets the minimum standard two-way movement.
95. Staff are of the opinion that the intent of the by-law is maintained, and Transportation Planning staff support the variance.

Minimum Parking Requirement

96. The intent of this provision is to ensure sufficient parking can be accommodated on the same property.
97. In this case, the proposed residential parking rate is like other proposed parking rate reductions in the City Centre, including 0.82 parking spaces per dwelling unit for 79 Collier Street, 0.8 parking spaces per dwelling unit for 136 Bayfield Street and 0.89 parking spaces per dwelling unit for 39-67 Dunlop Street West & 35-37 Mary Street.
98. To ensure that any future conversions of the ground floor units to commercial spaces are feasible, staff have also included a provision removing the requirement for commercial parking stalls, like other developments in the Urban Growth Centre.
99. Staff are of the opinion that the intent of the by-law is maintained, and Transportation Planning staff support the variance.

Summary

100. Based on the foregoing, Planning staff are of the opinion that the requested site-specific provisions represent good planning and would facilitate development that is consistent with the City's policies, guidelines, and goals.

Site Plan Control

101. The subject property is subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands regarding access, servicing, stormwater management, landscaping, lighting, setbacks, building design and materials, parking, etc.
102. Should the subject application be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan application.

Summary

103. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed.
104. Staff have reviewed the comments received and considered the proposed Zoning By-law Amendment application, having regard to conformity with relevant Provincial Policy and the City's Official Plan. Staff are of the opinion that the provision for a residential development on the subject lands at the density proposed is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and the City's Urban Design Guidelines for Intensification Areas.
105. The implementation of the requested site-specific standards will be confirmed through detailed design at the time of Site Plan Control.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

14. The subject application, if approved, would result in the redevelopment of a vacant brownfield site in the City Centre which is serviced by existing infrastructure, transit and public services facilities. The proposed development may help to reduce the demand for greenfield development, which would otherwise require the extension of municipal infrastructure and services.

ALTERNATIVES

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

<p><u>Alternative #1</u></p>	<p>Planning Committee could alter the proposed recommendation by suggesting a reduced density or a different built-form or send the application back to staff for additional consultation with the owner/applicant and the public.</p> <p>Although this alternative is available, a neighbourhood meeting and public meeting have been formally held, and staff have been available for discussion and have addressed comments from the public. It is not anticipated that additional consultation would result in alterations to the application. Staff are satisfied that the supporting documentation submitted by the owner/applicant, including updates as requested, justifies consideration of the development, as proposed.</p>
<p><u>Alternative #2</u></p>	<p>Planning Committee could refuse the application and maintain the existing 'Transition Centre Commercial-1' (C2-1) zoning over the subject lands.</p> <p>This alternative is not recommended as the subject property is suited for this form and density of development, given the full range of services and facilities available in the area. 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.</p>

FINANCIAL

107. Finance estimated an assessment for 129 Collier Street of \$85,751,500. This would result in a total tax levy of \$1,080,839.58. Below is the tax breakdown, based on the value estimations:

- a) Municipal - \$940,427.11
- b) Education - \$130,588.56
- c) Total - \$1,071,015.67

The above tax estimations are based on information available to staff at this time, including current assessments of comparable properties provided by MPAC and current 2022 tax rates. Thus, these estimations are based on a valuation date of 2016. The tax levies on these properties may be different when they are built and reviewed by MPAC.

108. Building permit application fees for the proposed development are estimated to be approximately \$ 635,000.00. If approved, building permit fees will be confirmed through the subsequent site plan control process, and collected at the time of the submission of a building permit application.

109. An estimate of the Development Charges for this development is provided in the chart below:

D30-005-2022 - 129 Collier Street - Estimate of Applicable Development Charges as of November 14, 2022			
Rates frozen as of March 23, 2022 with 4.93% interest			
Development Charge Calculations	Per Dwelling Unit/m ² Charge	Number of Units/Gross Floor Area (m ²)	Total Invoiced
Development Charges - Bachelor and 1 Bedroom	\$ 30,001.00	163	\$ 4,890,163.00
Development Charges - Apartments 2+ Bedrooms	\$ 42,726.00	134	\$ 5,725,284.00
Crystallized Rate Indexing - Interest up to November 14, 2022			\$ 338,379.73
Total Applicable DC's with Interest up to November 14, 2022			\$ 10,953,826.73
Education Levies	\$ 4,283.00	297	\$ 1,272,051.00
Cash In Lieu of Parkland	\$ 6,390.00	297	\$ 1,897,830.00
Finance Administration Fee	\$ 82.50	297	\$ 24,502.50
Total Estimate of Applicable DC's with Interest up to November 14, 2022 and Education Levies, Cash in Lieu of Parkland, and Finance Administration Fee			\$ 14,148,210.23

Additional Development Charges Information:

Frozen Development Charges: The Development charge rates have been **frozen with interest at a rate of 4.93% per annum for a maximum of two years** from the date of Zoning By-law Amendment Application being March 23, 2022, at the rates provided in the estimate above. The frozen rates will **expire on March 23, 2024**. If the building permit is issued after the expiry date the current rates in effect will become applicable to this development.

As per Section 26.2(4) of the *Development Charges Act* – Regarding: “More than one application”; If a development was the subject of more than one application (i.e. Zoning By-law Amendment Application or Site Plan Application), the later one is deemed to be the applicable application for the purpose of determining the date the Development Charge rate have been frozen and the applicable interest.

We expect that there will be a Site Plan Application and the frozen rates will be determined as of the date of Site Plan Application at the interest rate in effect on the date of Site Plan Application.

Deferral of Development Charge Payments: For Rental Housing that is Not Non-Profit Housing (minimum 4 units - all of which are intended for Rental use): DCs will be due in 6 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

Please note that Interest is determined using the City's 5 year moving average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City typically updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 5.15%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application.

The total deferred Development Charges will be finalized and calculated at the rate in effect on the day that the 1st building permit is issued. If Development Charges were crystallized the crystallized

rates will be indexed from the date of Site Plan Application or Zoning By-Law Amendment Application at the WACC rate in effect on date of application.

Installment dates and the interest rate applicable to the total deferred Development Charges (outlined above) will be established at the time of occupancy.

The deferral of Development Charge payments does not apply to Education Levies, Cash in Lieu of Parkland, non-residential development charges, or the Finance Administration Fees.

LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

110. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Fostering a Safe and Healthy City
 - Building Strong Neighbourhoods
 - Supporting a Vibrant Downtown
111. 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 supports active transportation and public transit and would support a vibrant downtown by providing more residents, and foster safe neighbourhoods with more 'eyes on the street'.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Conceptual Renderings
Appendix "D" – Elevations
Appendix "E" – Residential Density Analysis

APPENDIX "A" –

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2022-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 legally described as PLAN 2 LOTS 27 TO 29 AND 37 TO 39 AND RP 51R8164 PARTS 1 TO 3 and municipally known as 129 Collier Street as shown on Schedule "A" to this By-law, from 'Transition Centre Commercial-1 (C2-1) to 'Transition Centre Commercial-1 with Special Provisions' (C2-1)(SP-XXX); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 22-G-XXX;

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

1. **THAT** the zoning map is amended to change the zoning of the lands identified as 129 Collier Street from Transition Centre Commercial-1 (C2-1) to Transition Centre Commercial-1 with Special Provisions (C2-1)(SP-XXX) in accordance with Schedule "A" attached to this By-law.
2. **THAT** for the north tower, a side yard adjoining a Commercial Zone of 9.5 metres from the west property line and 7.5 metres from the east property line shall be permitted.
3. **THAT** for the south tower, a side yard adjoining a Commercial Zone, of 1.5 metres from the west property line and 6 metres from the east property line shall be permitted.
4. **THAT** notwithstanding the provisions set out in Table 6.3 and Section 6.3.2 of By-law 2009- 141, a maximum building height of 45 metres for the south building, and 47 metres for the north building shall be permitted with a minimum 2 metre step-back taken above the third storey from street level on the front and rear lot lines.
5. **THAT** notwithstanding the provisions set out in Table 6.3.2 of By-law 2009-141, a minimum coverage for commercial uses of 1.9% shall be permitted.
6. **THAT** notwithstanding the provisions set out in Section 4.6.2.5 of By-law 2009-141, a minimum parking space width of 2.6 metres shall be permitted.
7. **THAT** notwithstanding the provisions set out in Section 4.6.2.5 of By-law 2009-141, a minimum drive aisle width of 6.0 metres for a drive aisle with parking at a 90-degree angle shall be permitted.
8. **THAT** notwithstanding the provisions set out in Table 4.6 and Section 4.6.1 of By-law 2009- 141, the following provisions for minimum parking space per dwelling unit(s) for residential dwelling(s) shall be 0.85 parking space per dwelling unit.
9. **THAT** notwithstanding the provisions set out in Table 4.6 and Section 4.6.2 of By-law 2009- 141, the following provisions for minimum parking spaces for commercial uses shall be 0 parking spaces per 24 square metres of commercial GFA.
10. **THAT** for the purposes of this by-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this bylaw shall not apply.
11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands as shown in Schedule "A" to this By-law shall continue to apply to the said lands except as varied by this By-law.



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

READ a first and second time this _____ day of _____, 2022.

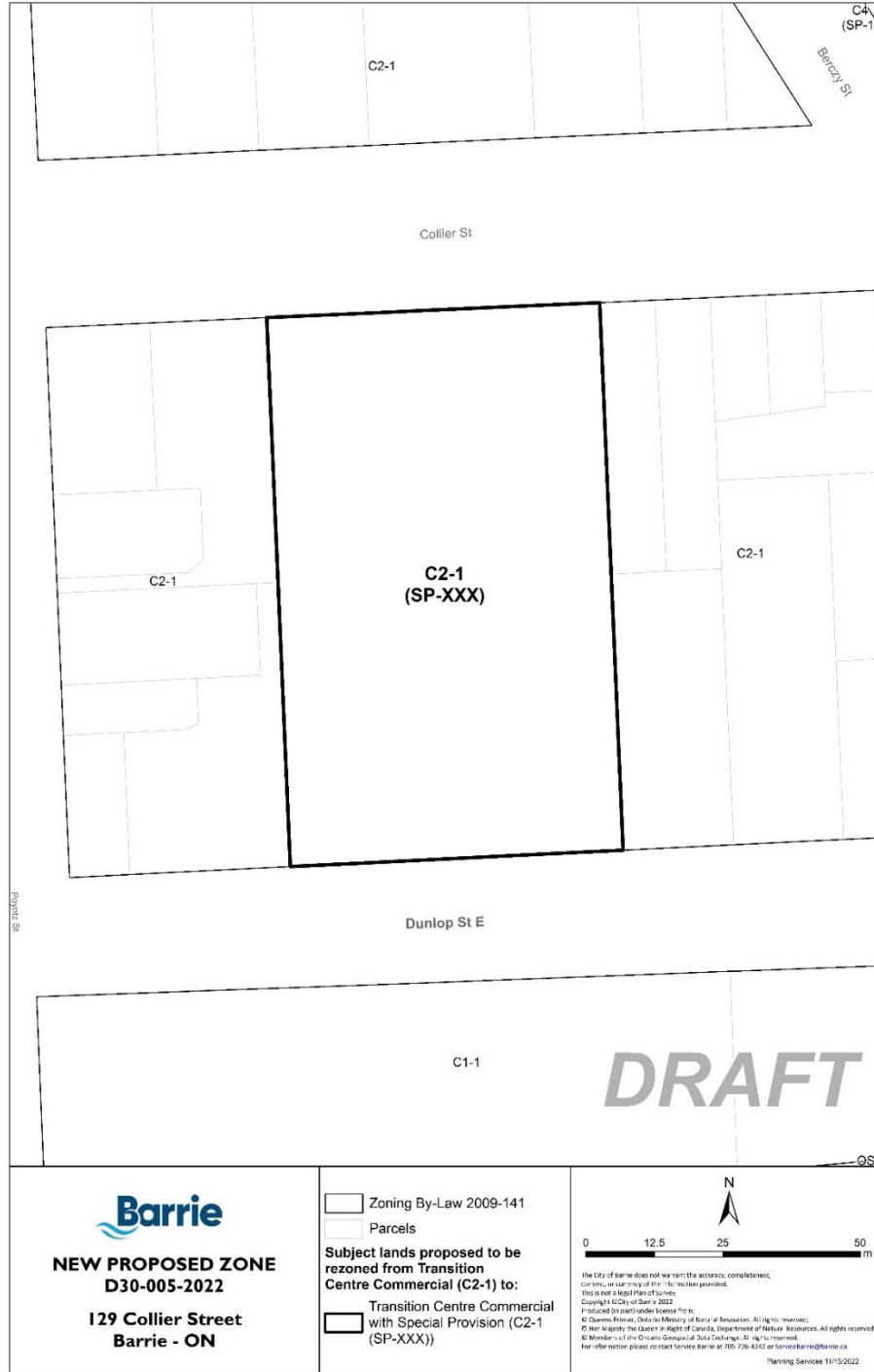
READ a third time and finally passed this _____ day of _____, 2022.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR A. NUTTALL

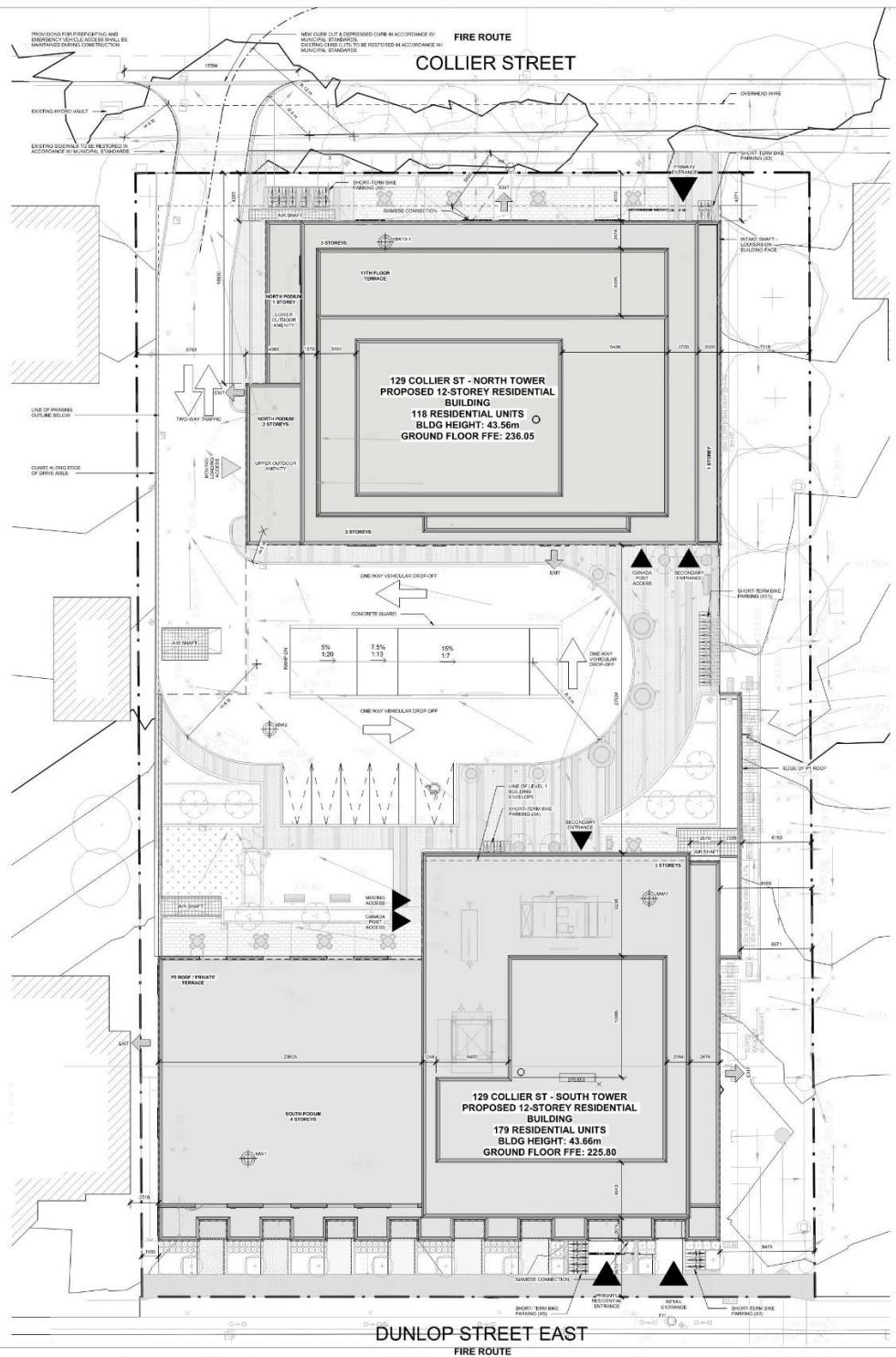
CITY CLERK – WENDY COOKE

SCHEDULE "A" TO BY-LAW 2022-XXX



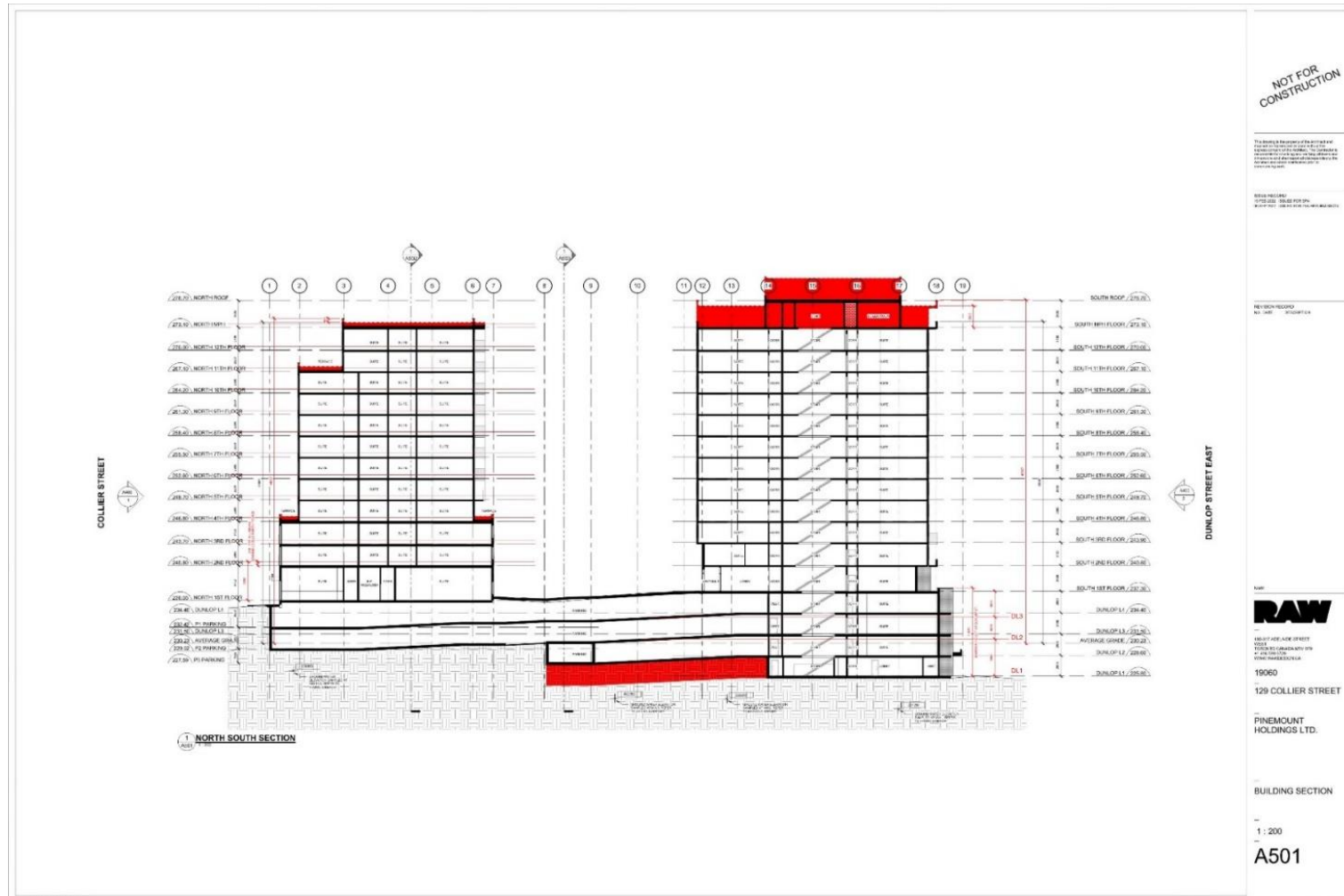
APPENDIX "B-1"

Conceptual Site Plan



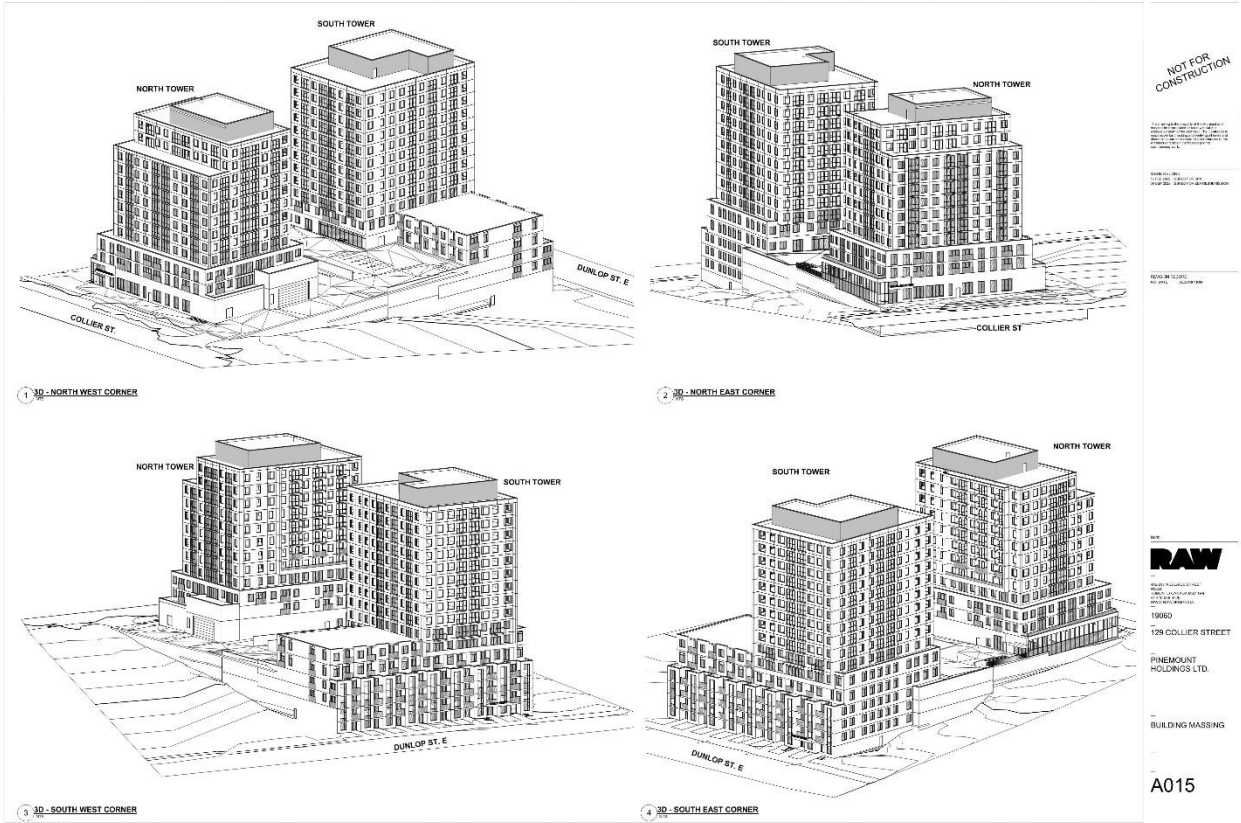
APPENDIX "B-2" –

Red Line Site Section Illustrating Additional Building Height Required to Accommodate Recommended Min. Ground Floor Heights



APPENDIX "C"

Conceptual Renderings



APPENDIX "D"

Elevations





NOT FOR CONSTRUCTION

This drawing is the property of the architect and is not to be used for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions in this drawing and is not liable for any damages or losses resulting from its use.

ISSUE RECORD
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01/07/2022 06:00:00 PM REVISED/REVISION

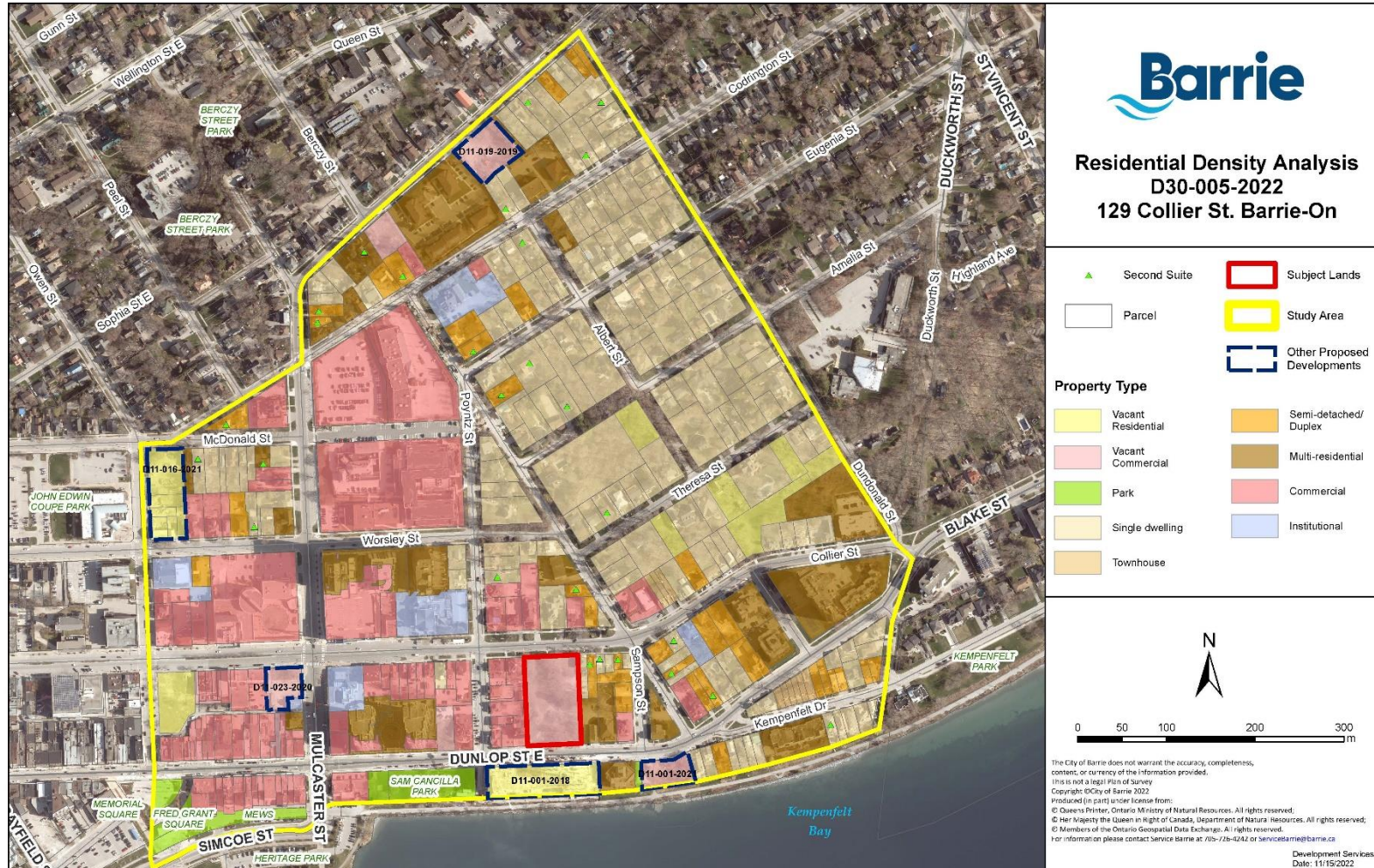
REVISION RECORD
NO. DATE REVISION

RAW
19060
129 COLLIER STREET
PINEMOUNT HOLDINGS LTD.

EAST & WEST ELEVATION
1 : 200
A401

APPENDIX "E"

Density Analysis



RESIDENTIAL DENSITY ANALYSIS
D30-005-2022
129 COLLIER STREET, BARRIE -ON

Total Study Area	51.21 ha
Total Developable Area - <i>Only residential</i> (Private properties)	25.95 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	37.53 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	0.92 ha
Total Area Roads right of way	12.75 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	202	13.25	15.25
Semis/ Duplex	78	2.05	38.06
Townhouse Dwelling Unit	9	0.22	41.47
Multiresidential	1042	7.36	141.66
Vacant residential and Commercial lands		1.13	
Non- residential areas(Commercial/ Institutional)		11.58	
Parks/ Open Space/ Walkway / Laneway		0.92	
Other Proposed Developments in the area			
<i>D11-001-2018 - 185-205 Dunlop St E (A 10-storey, 178 residential building with 1,764.0 m2 of ground floor commercial.)</i>	178	0.47	381.48
<i>D11-019-2019 - 45 Penetang St (A 6-storey residential apartment building with 50 units.)</i>	50	0.28	175.99
<i>D11-001-2021 - 217 Dunlop St E (A 14 storey condominium building with 41 residential units.)</i>	41	0.19	216.70
<i>D11-016-2021 - Municipal address (20 storey mixed use residential with assisted living and ground floor commercial with total of 278 residential units)</i>	118	0.41	289.51
Subject Property 129 Collier St - D30-005-2022 <i>Two residential towers, 12 storeys in height with 293 residential units</i>	293	0.61	483.54
Current Residential Density <i>(Only Residential Lands included)</i>	1331	25.95	51.28
Current Residential Density <i>(All Residential and Non-residential lands included)</i>	1331	37.53	35.46
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	1624	25.95	62.57
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non-residential lands included)</i>	1624	37.53	43.27
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(Only Residential Lands included)</i>	2011	25.95	77.48
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(All Residential and Non-residential lands included)</i>	2011	37.53	53.58

Prepared by: Development Services
Date: November 15, 2022

Note:

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