



TO: MAYOR A. NUTTALL AND MEMBERS OF PLANNING COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 34, 36, 38, 40, 44 AND 50 BRADFORD STREET (HIP BARRIE CENTRAL INC.)

WARD: 2

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

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

GENERAL MANAGER APPROVAL: B. ARANIYASUNDARAN, P.ENG, PMP, GENERAL MANAGER, 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 MHBC Planning Inc., on behalf of HIP Barrie Central Inc., to rezone lands known municipally as 34, 36, 38, 40, 44 and 50 Bradford Street from 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-589)(H-147) to 'Central Area Commercial-2 with Special Provisions' (C1-2)(SP-XXX) and 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-XXX)(H-XXX) and as identified in Appendix "A" to Staff Report DEV022-22, be approved.
2. That the following site-specific standards be referenced in the implementing zoning by-law for subject lands:
 - a) Permit a parking standard of 0.80 parking spaces per residential unit, whereas 1.0 parking space per unit is the standard in the C1-2 zone;
 - b) A minimum building height of 4.5 metres and a maximum building height of 22 metres (5-6 storeys) within 5 metres of the Bradford Street lot line; beyond 5 metres of the lot frontage and lot flankage, a maximum building height of 75 metres (25 storeys) in addition to Phase 1 tower heights at 86 metres (26 storeys) and 101 metres (30 storeys) is permitted, whereas a maximum of 10 metres (3-4 storeys) within 5 metres of the front lot line and the lot flankage is permitted and a maximum of 45 metres (12-15 storeys) beyond 5 metres of the front lot line and the lot flankage is the C1-2 standard;
 - c) No landscape buffer requirement, whereas 3 metres of continuous landscape is required for an apartment building in the C1-2 zone;
 - d) Require a minimum of 338 square metres of ground floor commercial uses, representing approximately 30% more of the building street frontage, is required, whereas 50% of the lot area is the C1-2 standard; and,
 - e) General provisions to facilitate implementation of the zoning by-law including that the subject lands shall be considered as one lot for the purposes of zoning regardless of future land division or condominium, and parking spaces may be provided on separate lots within the same subject zoning parcel.

3. That the Hold (H-XXX) be removed from the Phase 2 lands when the following has been submitted to the satisfaction of the Director of Development Services:
 - a) A Master Site Plan demonstrating the integration of the Phase 2 lands with the proposed and/or approved Phase 1 concept and proposed and/or approved development on adjacent lands owned by the City of Barrie, including, but not limited to:
 - i. vehicular access, traffic circulation, and alignment of private and/or municipal road connections to successfully facilitate development of the entire site; and,
 - ii. a site design that provides multi-modal, pedestrian and accessible access to public streets/sidewalks, transit stops and open spaces.
 - b) A Traffic Impact Study and Parking Strategy to support the Master Site Plan requirements noted in 3. a) above, demonstrates that the proposed reduction in parking standard for Phase 1 met the needs of residents, and provides justification for the City to accept the proposed reduction in parking standards for the development of Phase 2.
 - c) A detailed Urban Design submission, consistent with the City's Urban Design policies and guidelines, including, but not limited to:
 - i. design attributes that demonstrate justification for any increase in height of buildings from 45 metres (12-15 storeys);
 - ii. buildings of various built forms and height with good placement, orientation, massing, and design to enhance transition to adjacent lower scale neighbourhood areas;
 - iii. buildings located and oriented to frame and activate public/private streets and open spaces;
 - iv. mitigation of wind and shadow impacts on adjacent streets and open spaces; and,
 - v. conditional approval of a Site Plan Control application.
4. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV022-22.
5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Overview

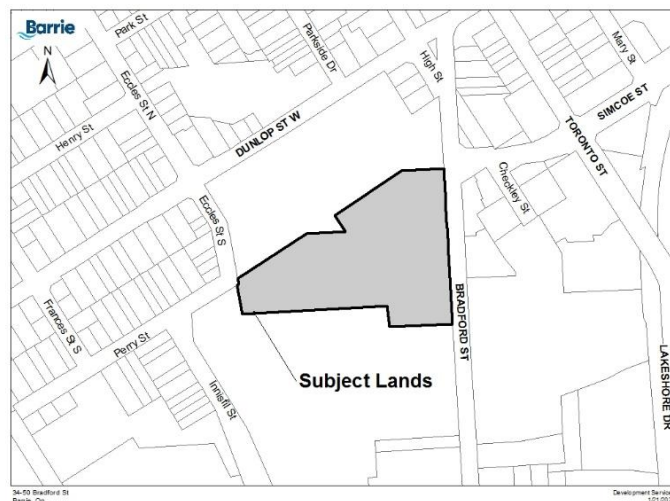
6. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by the MHBC Planning Inc., on behalf of HIP Barrie Central Inc., for lands known municipally as 34, 36, 38, 40, 44 and 50 Bradford Street. The special provisions requested are to permit an increase in building height to 75 metres (25 storeys), with additional consideration for two residential apartment towers, a reduction in parking to 0.80 parking spaces per unit, and the required inclusion of ground floor commercial uses.
7. This is a revised concept for a portion of the former Barrie Central site that had received zoning approval on May 11, 2020 (By-law 2020-041). The current development plan is proposed in phases and will no longer include the YMCA facility that was part of the previous application. The applicant has advised that they do not wish to proceed with the existing approvals and as such has submitted this revised proposal for Council's consideration.

8. The conceptual site plan for Phase 1, included for reference as Appendix “B” to Staff Report DEV022-22, proposes a development consisting of a two (2) tower 630 unit residential apartment building with a shared five (5) storey podium (110 units), Tower 1 is proposed at 30 storeys (284 units), Tower 2 is proposed at 26 storeys (236 units) and 338 square metres of ground floor commercial uses. The proposed Elevations for the Phase 1 building are attached to Staff Report DEV022-22 as Appendix “D”. The final design details for the site design will be confirmed at the time of Site Plan Control.
9. As the build-out of Phase 2 has not been determined at this time, it is recommended that a Hold provision be placed on Phase 2 until an integrated site proposal can be provided for consideration. A Block Plan has been submitted to demonstrate a potential design, attached to Staff Report DEV022-22 as Appendix “C”.
10. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on February 15, 2022, and Public Meeting on May 17, 2022, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan (2010). As such, staff are recommending approval of the rezoning application as provided in draft attached to Staff Report DEV022-22 as Appendix “A”.

Site and Location

11. The subject property known municipally as 34, 36, 38, 40, 44 and 50 Bradford Street was part of a larger parcel of land that was the former Barrie Central Collegiate Secondary School and includes the former Red Storey Field and the former Prince of Wales Elementary School. The site is approximately 2.85 hectares in size and the former school sites have been largely demolished. The immediate surrounding land uses include:

- North** Kidd’s Creek Public Open Space, site of the former Fischer Auditorium, Barrie Fire Station #1, Dunlop Street
- East** Bradford Street, commercial and office uses, Phase 2 of the future Barrie Lakeshore mixed use development
- South** Commercial and office uses, Bunkers Creek
- West** Eccles Street South and Perry Street intersection, light industrial uses



Existing Policy

12. The subject property is designated ‘City Centre’ on Schedule “A” – Land Use and in the ‘Urban Growth Centre’ on Schedule “I” – Intensification in the City’s Official Plan. The subject property is part of a larger parcel of land that was the former Barrie Central Collegiate Secondary School, and includes the former Red Storey Field, and the former Prince of Wales Elementary School.

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13. The lands are currently zoned as 'Central Area Commercial with Special Provisions, Hold' (C1-2)(SP-589)(H-147) in the City's Comprehensive Zoning By-law 2009-141, as amended. Site specific By-law 2020-041 (File D14-1681) was approved on May 11, 2020, to implement the C1-2 zone with the following special provisions identified as SP-589:
- a) No minimum coverage for commercial uses;
 - b) Minimum building height of 4.5 metres and a maximum building height of 22 metres within the first 5 metres of the front lot line and flankage;
 - c) Maximum building height of 70 metres beyond the first 5 metres of the front lot line and flankage;
 - d) No minimum landscape buffer area shall be required;
 - e) Land shall be considered as one lot for the purposes of zoning; and,
 - f) Parking spaces may be provided on separate lots within the same subject zoning parcel.
14. A Holding Provision H-147 was placed on the zoning of the lands that required the satisfactory submission of:
- a) Record of Site Condition filed to the Province;
 - b) Construction Phasing Plan; and,
 - c) Community Benefits Contribution Agreement.

Background Studies

15. In support of the application, the following plans, reports, and studies were submitted. Additional addendum and briefs have been provided in response to City and agency comments during detailed review. Copies of the submission material are available online on the City's Proposed Developments webpage under [Ward 2 - 34, 36, 38, 40, 44 and 50 Bradford Street](#).
- a) Planning Justification Report (MHBC Planning Inc., February 2022 / October 28, 2022);
 - b) Urban Design Brief, Shadow Study (MHBC Planning Inc., February 2022 / July 29, 2022);
 - c) Development Plans and Building Perspectives, Site Block Plan (Martin Simmons Architects, February 23, 2022 / October 28, 2022);
 - d) Functional Servicing Report (Pearson Engineering Ltd., February 2022);
 - e) Transportation Impact Study and Parking Justification (C.F. Crozier & Associates Inc., January 28, 2021 / October 21, 2022);
 - f) Pedestrian Wind Assessment (SLR Consulting, February 24, 2022);
 - g) Cultural Heritage Evaluation Letter Addendum (MHBC Planning Inc., February 25, 2022 / October 27, 2022);
 - h) Geotechnical Investigation (Chung & Vander Doelen Engineering Inc., January 31, 2022); and,
 - i) Supplemental Hydrogeological Site Assessment (Peto MacCallum Ltd., March 21, 2022).

Public Consultation

16. A neighbourhood meeting was held on February 15, 2022, as part of the requirements for a complete application. The meeting was attended by approximately forty-nine (49) residents as well as the applicant, consultant team, Ward 2 Councillor Keenan Aylwin, and Planning staff.

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17. A statutory Public Meeting was held on May 17, 2022, to present the subject application to Planning Committee and the public. Committee heard verbal comments from a member of the public and were provided with one piece of correspondence from a local resident.
 18. 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 DEV022-22. 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

19. **Reduction in Parking Spaces**

Questions were raised about the challenges with a reduced parking rate and potential for on-street parking in the neighbourhood to the west of the site.

The applicant has submitted additional justification to support a reduction in the parking space standard of 1 parking space per residential unit to 0.80 spaces per residential unit. A reduced parking standard is considered an appropriate design consideration to encourage walkable communities, multi-modal transportation options and transit use and is understood to support overall affordability.

20. **Preserving the cultural heritage of the former Prince of Wales School**

Clarification was requested about the proposed treatment of the Prince of Wales School site and activating the space for public access.

Staff have encouraged improved integration of the school into the redevelopment of the site to create a more engaging treatment of the feature, address the potential community safety implications, and the apparent instability of the remaining façade walls. An updated Heritage Evaluation has been provided that details the identified architectural characteristics of the building and considers that alternatives to maintaining the remaining façade walls in a ruined condition may be contemplated. Staff will continue to work with the owner/applicant on a respectful treatment to recognize the heritage significance of the school site, to be confirmed through detailed design at Site Plan Control.

21. **Shadow Impacts**

Questions were raised about the potential shadow impacts of the proposed towers.

Staff have also identified that the building massing and height in the location proposed may have shadow impacts on the adjacent public open space block. The block was established for the open channel restoration of Kidd's Creek and Infrastructure staff have identified special consideration for protection of the fish lunger structure established in the creek, and a group of trees that were preserved. Confirmation and/or mitigation of shadow impacts will be verified and explored in more detail as part of the Site Plan Control process.

22. **Simcoe Street extension and pedestrian linkages**

Questions were raised about the potential for the extension of Simcoe Street to Eccles Street, proposed to facilitate the previous design, and the potential for pedestrian connection from Perry Street/Eccles Street to Bradford Street.

Staff note that Simcoe Street is not proposed to be extended as a municipal road to connect with Eccles Street at this time. In addition, a public trail system is not proposed as part of this development. However, future linkages could be considered as part of the block development to access the intersection of Simcoe Street which is City property. The Block Plan submitted as part of this application, attached to Staff Report DEV022-22 as Appendix "C", demonstrates the potential for an integrated network of vehicular and pedestrian linkages to be established as part of the future development of this neighbourhood.

23. **Need for a food store**

Questions were asked about including commercial uses, specifically a food store, in the development.

Staff acknowledge that there is a need for a grocery store to service the downtown residents. Ground floor commercial space is included in this development, but it is unlikely to facilitate a full size grocery store use.

24. **10% Affordable housing goal in Official Plan, Proposed size and tenure for units**

General discussion was had regarding affordable housing and the target market for units in this development.

No designated affordable units are proposed for this development. Housing supply would be at market rates. The tenure for the units is currently undetermined and will be based on market demand. It is understood that a general increase in housing supply is needed in the City and has the potential to impact affordability by providing more supply. This proposal would increase the housing supply in the area with 630 additional units in Phase 1 alone and more contemplated in Phase 2.

Department and Agency Comments

25. The subject application was circulated to staff in various departments and to external agencies for review and comment.

a) **Development Services – Approvals** staff have reviewed the Functional Servicing Report submitted to support the proposed application and generally concur with the recommendations that support the proposed development. Servicing will be reviewed further through subsequent detailed design submission. The owner shall be responsible for the provision of all works and services, including connection to the existing municipal services, in accordance with current City of Barrie development standards and policies, and to the satisfaction of the municipality.

b) **Development Services – Transportation Planning** staff do not oppose the results to the Transportation Impact Study (TIS) completed for Phase 1 of the proposed development, including the requirement for a north left turn lane at the Simcoe Street intersection. An addendum to the TIS is required for the balance of lands to assess the future impacts of Phase 2 on the road network. It should be noted that the extension of Simcoe Street is not currently proposed by the City or the applicant, which may result in insufficient vehicular access and circulation to service Phase 2. The technical standards for access requirements, location, width, and internal traffic movement will be confirmed during the detailed design process as part of the Site Plan Control application(s) and the submission required to satisfy the proposed Hold provision on the Phase 2 lands.

Transportation Planning is generally supportive of the site specific request to reduce the parking standard from 1 space per unit to 0.80 spaces per unit as justified by the addendum

justification dated October 21, 2022. The recommendation to approve this request aligns with policy direction and recently endorsed or approved parking ratios within the City's 'Urban Growth Centre'. Details for parking space locations, vehicular circulation and integrated walkability will be confirmed in more detail as part of the Site Plan Control process.

- c) **Development Services – Parks Planning** if approved, technical matters such as landscaping, amenity areas, boundary fencing, and planting density will be addressed through the subsequent Site Plan Control application(s).
- d) **Transit and Parking Strategy** staff noted that they are supportive of the proposed development and have provided details for the required bus pad on Bradford Street that will be implemented through the subsequent Site Plan Control application.
- e) **Business Performance and Environmental Sustainability – Risk Management Official** staff identified that the property is located in Well Head Protection Area B, an Issues Contributing Area for Sodium & Chloride, a Significant Groundwater Recharge Area, a Highly Vulnerable Aquifer, and is a site flagged with known contaminants. Caution is required when designing building supports to ensure the municipal aquifer is not impacted. Additional review will take place at or prior to Site Plan Control submission, including but not limited to completing the risk management screening for depth of excavation, snow storage location, use of low impact development techniques for stormwater management, as well as stating that permanent dewatering of the site is not permitted.
- f) **Business Performance and Environmental Sustainability – Environmental Compliance** staff identified that due to the proximity of the Bunkers Creek Historic Waste Site, and the adjacent private properties containing unknown fill material, the submission and peer review of a study under the Ministry of the Environment Guideline D-4 (Land Use On or Near Landfills) is required as part of a complete submission for Site Plan Control, as well as noting requirements for future construction activities such as erosion controls, compliance with the sewer use by-law, and that permanent dewatering of the site is not permitted.
- g) **Business Performance and Environmental Sustainability – Environmental Sustainability** provided comments indicating the options for municipal waste collection.
- h) **Infrastructure Department – Developer & Special Projects** staff identified areas for special consideration from the Kidd's Creek Open Channel restoration project, including protections for the fish lunger structure established in the creek, and a group of trees that were preserved.
- i) The City's **Fire Services Department** has identified that fire hydrant, fire route, water supply, FDC connections, principal firefighting entrance and CACF will be reviewed in detail at Site Plan Control. A phasing plan will be required with staging, temporary fire access route, tower crane swing information and timing of the new road construction. The first phase of the development will adversely affect Barrie Fire and Emergency Service radio communications and system modifications will be required. The design of Phase 2 will need to provide the required number of access routes for residential areas.
- j) The **Lake Simcoe Region Conservation Authority (LSRCA)** as the technical support for the City on environmental matters and provincial policy related to hazard lands and flood plain delineation, has reviewed the project and the technical information submitted in support of this proposal. Comments from LSRCA to date have indicated no objection to the proposed application from a watershed management perspective. The site is

considered major development and the relevant policies regarding water balance and phosphorus loading will apply. Specific design details, including but not limited to hydrogeological and geotechnical review will be addressed through the subsequent Site Plan Control application.

ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

27. 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>.
28. The proposed development is consistent with this legislation as it is located within the settlement area of Barrie; the concept for Phase 1 includes residential apartment units in the 'City Centre' which will contribute to the availability of a variety of housing options; will utilize planned and available infrastructure (sewage, water and waste management systems); provides a compact form of development that minimizes impacts to climate change; and is in a location supported by transit and active transportation initiatives.

Provincial Policy Statement (2020) (PPS)

29. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for managing growth for regulating the development and use of land. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
30. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e., transit) to accommodate projected needs. Intensification and redevelopment are also promoted to meet projected population growth for the next 30 years.
31. The proposed development is consistent with the PPS as the lands are within built boundary of this community and the redevelopment of these lands promotes intensification in the 'Urban Growth Centre'. The proposed development aligns with the policies of a healthy, liveable, and compact community and would be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.

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

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

33. 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 natural resources, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>
34. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas with a focus on strategic growth areas, including 'Urban Growth Centre's and major transit station areas. The primary focus of the plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
35. 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. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
36. The proposed amendment will permit the development of mixed use, high density residential development in the existing built boundary, more specifically the designated 'Urban Growth Centre', at an estimated density of approximately 369 units per hectare. The development is proposed to utilize existing municipal servicing infrastructure, public facilities and is directly located on an active transportation link, transit route and in proximity to the Allandale GO Station. High density development at this location will contribute to the City's intensification targets required by the Growth Plan and enhance our goal to create a complete community. This proposal will also provide employment opportunities with the planned development of commercial uses as part of the project.
37. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it contributes to the residential growth in the 'Urban Growth Centre', will utilize available and planned infrastructure, supports the downtown and access municipal and provincial transit services.

City of Barrie Official Plan (OP)

38. The Official Plan provides guidance for the 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%202018.pdf>.
39. The subject lands are designated 'City Centre' as identified on Schedule "A" – Land Use and are part of the 'Urban Growth Centre' outlined on Schedule "I" – Intensification in the City's Official Plan. The 'City Centre' designation is intended to promote a mix of land uses including commercial;

cultural and institutional uses; leisure and recreational uses; major office uses and all levels of government and special purpose agencies. It is also a general policy of the Official Plan to promote the creation of residential units in conjunction with other uses within this area. The special provisions proposed do not restrict the ability of the site to include a greater mix of land uses as permitted in the 'Central Area Commercial' zone.

Affordable Housing

40. Section 3.3.2.2 identifies the goal to achieve a minimum target of 10% of all new housing units to be affordable. 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 for prospective homebuyers, thereby increasing affordable options in the area.

Energy Conservation and Renewable Energy Systems

41. 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. The proposed development conforms to this policy as it provides opportunities for future residents and occupants to support active transportation and transit use. In addition, the compact built form supports energy conservation. Further sustainable design and development strategies will be reviewed upon the submission of a Site Plan Control application.

Intensification Policies

42. Section 4.2.2.6 of the Official Plan states that residential intensification shall be focused in the 'Urban Growth Centre', Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified by the Official Plan. Intensification is intended to promote 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.
43. The subject lands are located within the 'Urban Growth Centre' and with the concept proposed will provide 630 residential units, making the density an estimated 369 residential units per hectare for Phase of this development, with employment opportunities available in the ground floor commercial space proposed. The Residential Density Analysis is included as Appendix "E" to Staff Report DEV022-22, which calculates the current residential density of the area at 41.81 residential units per hectare, increased to 53.76 units per hectare when including the Phase 1 units. The proposed development is therefore consistent with the intent of these policies and exceeds the minimum target densities anticipated by the Official Plan (i.e. 150 persons and jobs combined per hectare within the 'Urban Growth Centre').
44. Staff consider that there is opportunity to increase the residential presence in the 'City Centre' by ensuring higher density mixed use developments are constructed to meet the goal is to provide a minimum of 150 residents and jobs per hectare in the 'Urban Growth Centre'. It is therefore also appropriate to encourage high density development on the Phase 2 lands.

The 'City Centre'

45. Section 4.3.2.2 of the Official Plan encourages a variety of residential housing types at medium and high densities within the 'City Centre' to increase the resident population, provide live/work opportunities, ensure the downtown is used after business hours and create a local market for convenience and service goods. The area is comprised of the traditional central business district, historic downtown as well as some of the City's older residential areas. The 'City Centre' and in

particular, the downtown, is recognized as a strategic priority in terms of focusing community interest and investment to encourage land use, infrastructure, and linkages with the waterfront.

Urban Design Guidelines

46. Policy 6.5.2.3 [a) to k)] identifies guidelines for the 'City Centre' focusing on high quality buildings, public space and streetscape design, pedestrian-oriented development, consideration of viewsheds to the lake, and enhancing visual and physical connectivity to the waterfront. Staff generally concur that the Phase 1 concept conforms to these high-level guidelines, with the final plan to be confirmed with detailed design at the time Site Plan Control, and with the submission required to satisfy the proposed Hold provision on the Phase 2 lands.

Tall Building and Height Control (Section 6.6)

47. The subject lands are designated as a 'Height Review Study Area' on Schedule 'C' (Defined Policy Areas) of the City of Barrie Official Plan. Accordingly, the submission of technical studies and plans, including but not limited to, an Urban Design Report and Shadow Study were submitted in support of the application.
48. The general design policies of Section 6.6 of the Official Plan have been considered for this project. These require that innovative architectural design is used 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. In addition, the orientation and stepping provisions for buildings to mitigate shadow impacts on parks and open spaces, private amenity areas, and surrounding streets.

Summary

49. Based on the foregoing staff are of the opinion that the proposed development conforms with the Official Plan. More specifically, the proposed development provides for an appropriate density that would serve to utilize existing services and infrastructure in accordance with the intensification policies of the City's Official Plan.

Comprehensive Zoning By-law 2009-141

50. A Zoning Amendment (File: D14-1681) was previously approved for the subject lands by By-law 2020-041 on May 11, 2020, with the following special provisions identified as (SP-589) with a Holding provision (H-147):
- a) SP-589
 - i. No minimum coverage for commercial uses;
 - ii. Minimum building height of 4.5 metres and a maximum building height of 22 metres within the first 5 metres of the front lot line and flankage;
 - iii. Maximum building height of 70 metres beyond the first 5 metres of the front lot line and flankage;
 - iv. No minimum landscape buffer area shall be required;
 - v. Land shall be one lot for the purposes of zoning; and,
 - vi. Parking spaces may be provided on separate lots within the same subject zoning parcel.
 - b) Holding Provision (H-147) was also applied to the zoning for the site that required the satisfactory submission of:

- i. Record of Site Condition filed to the Province;
- ii. Construction Phasing Plan; and,
- iii. Community Benefits Contribution Agreement.

51. The applicant is proposing to amend the zoning on the subject lands from 'Central Area Commercial with Special Provisions' (C1-2)(SP-589)(H-147) to 'Central Area Commercial with Special Provisions' (C1-2)(SP-XXX) to facilitate Phase 1 of the proposed development for a two (2) tower residential apartment building with shared 5 storey podium (110 units), Tower 1 at 30 storeys (284 units), and Tower 2 at 26 storeys (236 units) for a total of 630 residential units. The Phase 2 lands would have similar provisions with a Hold as described below. The requested special provisions are as follows:

Standard	C1-2 zone	SP-569	Proposed
Parking spaces	1 space per residential unit on the lot it serves Commercial parking is not required	Parking spaces can be located within the same zone if land division or condominium occurs	0.80 parking spaces per residential unit Parking spaces can be located within the same zone if land division or condominium occurs
Building Height & Step backs	10 metres within 5 metres of the lot frontage and lot flankage, 45 metres (12-15 storeys) beyond 5 metres of the lot frontage and lot flankage	Minimum building height of 4.5 metres and a maximum building height of 22 metres (5-6 storeys) within the first 5 metres of the front lot line and flankage; beyond 5 metres of the lot frontage and lot flankage, a maximum building height of 70 metres (20 storeys)	A minimum building height of 4.5 metres and a maximum building height of 22 metres (5-6 storeys) within 5 metres of the Bradford Street lot line; beyond 5 metres of the lot frontage and lot flankage, a maximum building height of 75 metres (25 storeys) in addition to Phase 1 tower heights at 86 metres (26 storeys) and 101 metres (30 storeys)
Ground Floor Commercial	50% of the lot area	0%	Minimum 338 square metres, equal to approximately 30% of the street frontage
Landscape Buffer	3.0 metres continuous	Not required	Not required

52. The Conceptual Site Plan and proposed Elevations have been attached to this memorandum as Appendix "B" and Appendix "D" respectively.

Zoning Rationale for Special Provisions (SP)

53. The site specific zoning standards requested to facilitate this plan are outlined below followed by a brief explanation and justification of support by staff.

- a) Permit a parking standard of 0.80 parking spaces per residential unit, whereas 1 space per unit is required.

Planning and Transportation planning staff are supportive of this proposed reduction. In addition to an analysis of potential unit type and vehicle use, the development is targeting a minimum bicycle parking rate of 0.2 spaces per unit and to provide a 10-day pass per unit to provide financial incentive to encourage public transit.

- b) Permit a minimum building height of 4.5 metres and a maximum building height of 22 metres within 5 metres of the Bradford Street lot line; and beyond 5 metres of the lot frontage and lot flankage, a maximum building height of 75 metres (25 storeys) in addition to Phase 1 tower heights at 86 metres (26 storeys) and 101 metres (30 storeys).

Staff have been in detailed discussions with the applicant and have determined that the proposed height of the buildings can be incorporated in accordance with the general parameters of the policy direction for the 'Urban Growth Centre', the City's Tall Buildings policies and Intensification Urban Design Guidelines for both Phase 1 and Phase 2. It is anticipated additional review will take place through the Site Plan Control process.

- c) A minimum of 338 square metres, equal to approximately 30% of the street frontage of the building, whereas 50% of the lot area is required.

Staff consider this reduction to meet the intent of the standard by providing approximately 30% of the ground floor frontage of the building for commercial uses, preferably focused along Bradford Street. Furthermore, existing and proposed commercial uses are on lands to the south and east, and the City's downtown core is less than a 10 minute walk from the subject lands. Future residents are anticipated to support the existing commercial uses in the downtown.

- d) No minimum landscape buffer area shall be required.

Staff have agreed to remove this requirement in principle to allow flexibility during detailed design. During the Site Plan Control process, the landscape buffers shall be confirmed or alternatively demonstrating ways to activate the landscape area to meet the intent of the buffer requirement and ensuring that the planting densities are still being met for the development.

- e) The subject lands shall be considered as one lot for the purposes of zoning regardless of future land division or condominium, and parking spaces may be provided on separate lots within the same subject zoning parcel.

Staff recommend these general provisions to facilitate implementation of the zoning by-law.

Zoning Rationale for Hold

- 54. Staff have reviewed the existing Holding Provision (H-147) applied to development on these lands, and can advise the following:

- a) Record of Site Condition filed to the Province;

Staff acknowledge that a Record of Site Condition (B-404-5137002505) has been filed in the Environmental Site Registry and Certificate of Property Use has been issued. This provision is no longer required as a Hold on the zoning permissions.

- b) Construction Phasing Plan; and,

Staff require this Plan as part of the complete application for Site Plan Control at each phase of the development. This provision is no longer required as a Hold on the zoning permissions.

c) Community Benefits Contribution Agreement.

Staff are no longer able to implement Community Benefits under Section 37 of the *Planning Act*. A new zoning application cannot have this requirement imposed until the City approves a Community Benefit Charges by-law; therefore, this provision is no longer included as a Hold on the zoning permissions.

55. With respect to the new application for development on the subject lands, staff are recommending a Hold on the zoning permissions for the future development of the Phase 2 lands, as the land use and site design remain undermined. In principle, the increase height and reduced parking, if appropriately justified, will meet the policy objectives of the City for development in the 'Urban Growth Centre'. The key challenge is to ensure appropriate and effective integration of the Phase 2 lands with Phase 1 and the future development of the City lands. The recommended requirements of the Hold are as follows:

- a) A Master Site Plan demonstrating the integration of the Phase 2 lands with the proposed and/or approved Phase 1 concept and proposed and/or approved development on adjacent lands owned by the City of Barrie, including, but not limited to:
 - i. vehicular access, traffic circulation, and alignment of private and/or municipal road connections to successfully facilitate development of the entire site; and,
 - ii. a site design that provides multi-modal, pedestrian and accessible access to public streets/sidewalks, transit stops and open spaces.
- b) A Traffic Impact Study and Parking Strategy to support the Master Site Plan requirements noted above in section a), that demonstrates the proposed reduction in parking standard for Phase 1 met the needs of residents and provides justification for the City to accept the proposed reduction in parking standards for Phase 2.
- c) A detailed Urban Design submission, consistent with the City's Urban Design policies and guidelines, including, but not limited to:
 - i. design attributes that demonstrate justification for any increase in height of buildings from 45.0 metres (12-15 storeys);
 - ii. buildings of various built forms and height with good placement, orientation, massing, and design to enhance transition to adjacent lower scale neighbourhood areas;
 - iii. buildings located and oriented to frame and activate public/private streets and open spaces;
 - iv. mitigation of wind and shadow impacts on adjacent streets and open spaces; and,
 - v. Conditional approval of a Site Plan Control application.

Site Plan Control

- 56. The subject property will be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands regarding access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
- 57. Should Council approve the rezoning application, the applicant will be required to submit a Site Plan Control Application for each phase of development that includes, but is not limited to, satisfactory demonstration of the following:

- a) vehicular access, traffic circulation, and alignment of private and/or municipal road connections to successfully facilitate the development;
- b) site design that provides multi-modal, pedestrian, and accessible access to public streets/sidewalks, transit stops and open spaces;
- c) design attributes that support the justification for any increase in height of buildings from 45.0 metres (12-15 storeys);
- d) buildings located and oriented to frame and activate public/private streets and open spaces;
- e) mitigation of wind and shadow impacts on adjacent streets and open spaces; and,
- f) for Phase 1, an integrated, respectful, and engaging heritage treatment for the former Prince of Wales School site.

Summary

58. 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 and 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.
59. Planning staff therefore recommend approval of the Zoning By-law Amendment application to add special provisions to the 'Central Area Commercial-2' zone for the subject lands as it is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Barrie Official Plan. The implementation of the requested site specific standards and Hold provision will be confirmed through detailed design at the time of Site Plan Control.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

60. The subject lands are adjacent the recent City stormwater project that included the Kidd's Creek Open Channel restoration. Site design is required to respect the feature and ensure no shadow or wind impacts on the Creek, remaining tree cover or supporting vegetative plantings.
61. Due to the change to a more sensitive land use on the site, as well as the identified potential for contaminants, the existing Hold Provision (H-147) required that a Record of Site Condition be filed with the Environmental Site Registry. This action has been completed (B-404-5137002505), and Certificate of Property Use (CPU) has been issued. The Record requires that:
 - a) A property specific soil and groundwater management plan shall be developed for the property and implemented during all intrusive activities potentially in contact with or exposing concentrations of contaminants on the property.
 - b) A property specific health and safety plan shall be developed for the property and implemented during all planned intrusive activities potentially in contact with concentrations of contaminants in soil.
 - c) Hard cap barrier or fill cap barrier shall be installed, inspected, and maintained (as per the CPU and Risk Management Plan), over all areas where contaminants of concern are present at or within 1 metre below the soil surface.

62. Through the Species at Risk review for the site, Chimney Swift habitat was identified in the chimney for the former Barrie Central School. The chimney remains on site and was not demolished with the rest of the buildings. It is intended that the habitat for the Swifts be relocated to an alternate location, which has not yet been confirmed. Staff and the applicant are working together on this detail.

ALTERNATIVES

63. The following alternative is available for consideration by Planning Committee:

<p><u>Alternative #1</u></p>	<p>Planning Committee could deny the request to rezone the subject lands with special provisions to reflect an alternative redevelopment concept from that contemplated under the 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-589)(H-147) zone.</p> <p>This alternative is not recommended as the redevelopment of the subject property to include the YMCA facility is no longer being pursued but the demolition of structures has been undertaken, leaving the site generally vacant in a strategic location in the city. An alternative concept needs to be considered for this site. The 'Urban Growth Centre' is the target location for projects that include buildings of greater height, and reduced parking is a design objective to encourage walkability, active transportation, and transit use. Staff will confirm the final design through the Site Plan Control process.</p>
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FINANCIAL

64. It is not possible to estimate the assessed value of the subject property following development, however, the assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this staff report.
65. The current rate for the applicable development charges depends on the number of bedrooms in each apartment, Apartments 2+ bedrooms are charged \$42,886.00 per unit, Apartments Bachelor and 1 Bedroom are charged \$30,111.00 per unit. The concept attached as Appendix "B" to Staff Report DEV022-22 for Phase 1, taken at a 50-50 split of unit type would total \$22,994,055.00. The current rate for retail space is \$394.83 per square metre for a total of \$133,452.54 for the proposed 338 square metres of ground floor commercial space.
66. 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 costs associated with upsizing to municipal water and sewer mains already installed, and traffic turning lanes or signals if required.
67. Cash in lieu of parkland dedication per unit is calculated at \$6,390.00 per apartment unit (2022 rate, subject to an annual inflation adjustment on January 1st of each year). This fee will be confirmed through the subsequent review of the proposed Phase 1 and Phase 2 development proposals through the Site Plan Control process
68. The Education levy is currently \$3,983.00 per unit (2022 rate). This fee will be confirmed through the subsequent review of the proposed Phase 1 and Phase 2 development proposals through the Site Plan Control process

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69. If approved, building permit fees will be collected at the time of submission of building permit applications. Sufficient details are not available to estimate building permit fees for the entire site. This fee will be confirmed through the subsequent review of the proposed Phase 1 and Phase 2 development proposals through the Site Plan Control process.
70. The City will also incur additional operating costs associated with extending municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process

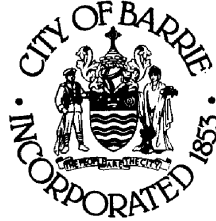
LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

71. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Fostering a Safe and Healthy City
 - Get more affordable housing built
 - Building Strong Neighbourhoods
 - Build walkable, diverse neighbourhoods that encourage community connections
 - Grow Responsibly
72. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure, will add the potential for more affordable and attainable housing options, support transit and active transportation alternatives, and contribute to activating the downtown, encourage diversity and community connections.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Conceptual Site Plan
Appendix "C" – Block Plan
Appendix "D" – Elevations
Appendix "E" – 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 Firstly: Lots 101, 105, 106 and 107 and Lot 108 and Part Lot 101 West Side Bradford Street, Lots 1, 5 and 6 and Part of Lots 2, 3, 4, 7 and 8 East Side of Graham Street, Part of Lot 24 West Side of Graham Street, Part of Graham Street (Closed by By-law 1517, BA26776) All Robert Ross Unregistered Plan, Part East Part Lot 24 Concession 5 Vespra, Parts 1 and 2 51 R41863, subject to an Easement over Part 2 Plan 51 P41 863 as in ROI 137903, subject to an Easement over Part Lot 100 West Side Bradford Street Robert Ross Unregistered Plan, Part East Part Lot 24 Concessions Vespra, Part 1 51 R41 890 in favour of Lots 81, 82 and 83 West Side High Street Registered Plan 115, Part Lot 100 West Side Bradford Street Robert Ross Unregistered Plan, Part East Part Lot 24 Concessions Vespra, Parts 10 and 11 51 R41 863 as in SC1 568333, together with an Easement over Part Lot 100 West Side Bradford Street Robert Ross Unregistered Plan, Part East Part Lot 24 Concession S Vespra, Part Lot 83 West Side High Street Registered Plan 115, Part 2 51 R41 890 as in SC1568332; Secondly: Lots 102, 103 and 104 West Side Bradford Street Robert Ross Unregistered Plan and Part Lots 2, 3 and 4 East Side Graham Street Robert Ross Unregistered Plan, Part 1 Plan 51 R42328, together with an Easement over Part Lot 100 West Side Bradford Street Robert Ross Unregistered Plan, Part East Part Lot 24 Concession 5 Vespra, Part Lot 83 West Side High Street Registered Plan 115 Part 251 R42328 as in SC1568332; Thirdly: Lots 21,22 and 23 and Part Lots 20 and 24 West Side Graham Street and Part Lot 7 East Side Graham Street and Part Lots 1, 2 and 3 North Side Bob Street and Part of Graham Street (Closed by By-law 1517, 6A26776) All Robert Ross Unregistered Plan; Part Lots 1,2 and 3 West Side Eccles Street, Part Eccles Street (Closed by By-law 1517, BA26776 and 1715, BA35249), Part Perry Street (Closed by By-law 1715, BA35249) All Registered Plan 27; Part East Part Lot 24 Concession 5 Vespra Part 1 51 R42330, together with an easement over Part Lot 100 West Side Bradford Street Robert Ross Unregistered Plan, Part East Part Lot 24 Concession S Vespra, Part Lot 83 West Side High Street Registered Plan 115 Part 2 51 P42330 as in SC1 568332; City of Barrie being described as all of PIN 58797-0094, and municipally known as 34, 36, 38, 40, 44 & 50 Bradford Street as shown on Schedule "A" to this By-law, from 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-589)(H-147) to 'Central Area Commercial-2 with Special Provisions' (C1-2)(SP-XXX) and 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-XXX)(H-XXX); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 22-P-XXX.

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

1. **THAT** the Zoning map be amended to change the zoning from 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-589)(H-147) to 'Central Area Commercial-2 with Special Provisions' (C1-2)(SP-XXX) and 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-XXX)(H-XXX), pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking in By-law 2009-141, the minimum required parking standards shall be 0.80 parking spaces per residential unit.
3. **THAT** notwithstanding the provisions set out in Section 4.6.2.1 in By-law 2009-141, parking spaces may be provided on separate lots within the same subject zoning parcel, should they be established on the subject lands through the registration of plans of condominium, or consent applications.
4. **THAT** notwithstanding the provisions set out in Section 6.3.2 in By-law 2009-141, a minimum building height of 4.5 metres and a maximum building height of 22 metres (5-6 storeys) within 5 metres of the Bradford Street lot line; and beyond 5 metres of the lot frontage and lot flankage, a maximum building height of 75 metres (25 storeys) in addition to Phase 1 tower heights at 86 metres (26 storeys) and 101 metres (30 storeys) is permitted.

5. **THAT** notwithstanding the provisions set out in Section 6.3.2 in By-law 2009-141, a minimum of 338 square metres of ground floor commercial uses, representing approximately 30% or more of the building street frontage, is required.
6. **THAT** notwithstanding section 6.3.7.1 of By-law 2009-141, a continuous landscape buffer of 3 metres is not required along the side and rear lot lines.
7. **THAT** the Holding symbol (H-XXX) can be removed from that part of the lands zoned as 'Central Area Commercial-2 with Special Provisions, Hold' (C1-2)(SP-XXX)(H-XXX), when the following has been submitted to the satisfaction of the Director of Development Services:
 - a) A Master Site Plan demonstrating the integration of the Phase 2 lands with the proposed and/or approved Phase 1 concept and proposed and/or approved development on adjacent lands owned by the City of Barrie, including, but not limited to:
 - i. vehicular access, traffic circulation, and alignment of private and/or municipal road connections to successfully facilitate development of the entire site; and,
 - ii. a site design that provides multi-modal, pedestrian and accessible access to public streets/sidewalks, transit stops and open spaces.
 - b) A Traffic Impact Study and Parking Strategy to support the Master Site Plan requirements noted above in section 7. a) of this By-law, demonstrates that the proposed reduction in parking standard for Phase 1 met the needs of residents, and provides justification for the City to accept the proposed reduction in parking standards for Phase 2.
 - c) A detailed Urban Design submission, consistent with the City's Urban Design policies and guidelines, including, but not limited to:
 - i. design attributes that demonstrate justification for any increase in height of buildings from 45 metres (12-15 storeys);
 - ii. buildings of various built forms and height with good placement, orientation, massing, and design to enhance transition to adjacent lower scale neighbourhood areas;
 - iii. buildings located and oriented to frame and activate public/private streets and open spaces;
 - iv. mitigation of wind and shadow impacts on adjacent streets and open spaces; and,
 - v. conditional approval of a Site Plan Control application.
8. **THAT** notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition, or division had occurred.
9. **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.
10. **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.

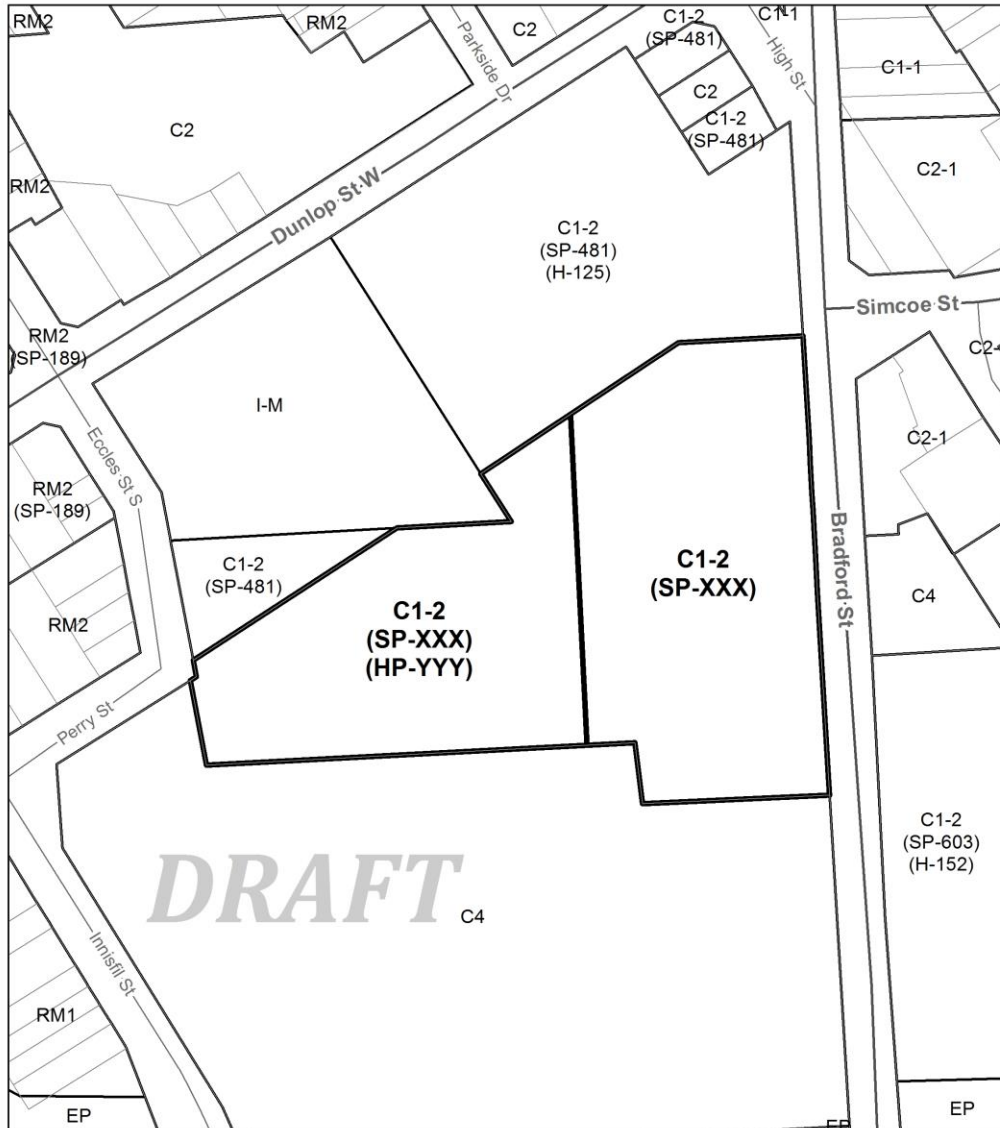
READ a third time and finally passed this ____ day of _____, 2022.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2022-XXX



<p>Proposed New Zone D30-006-2022 34-50 Bradford St Barrie - ON</p>	<p> Zoning By-Law 2009-141</p> <p>Subject Lanes Proposed to be rezoned from Central Area Commercial -2 with Special Provision and Holding provision C1-2 (SP-589) (H-147), to:</p> <p> Central Area Commercial- 2 with Special Provision C1-2 (SP-XXX)</p> <p> to Central Area Commercial- 2 with Special Provision and Holding Provision C1-2 (SP-XXX) (H-YYY)</p>	<p>0 25 50 100</p> <p>N</p> <p><small>The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided. This is not a legal Plan of Survey. Copyright ©City of Barrie 2022 Produced (in part) under license from: © Queens Printer, Ontario Ministry of Natural Resources. All rights reserved. © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved. © Members of the Ontario Geospatial Data Exchange. All rights reserved. For information please contact Service Barrie at 705-726-4342 or Service@barrie.on.ca</small></p> <p>Development Services 10/24/2022</p>
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APPENDIX "B"

Conceptual Site Plan (Phase 1)



HIP Developments
Barrie Central
Barrie, ON
Oct. 28, 2022

Gross Areas

PARKING GFA TOTAL: 132,741 ft²
RESIDENTIAL TOTAL: 667,400 ft²
- UNIT TOTAL: 458,743 ft²
FREE STREETS/COMMERCIAL TOTAL: 3,859 ft²

TOTAL GFA: 804,000 ft²
NET LEASABLE TOTAL: 462,602 ft²

Typ. Floor Plate Efficiency: 86% PER FLOOR
8,592 ft² (Leaseable) / 10,021 ft² (Gross Floor Area) = 86%

Phase 1 Area: 161,257 ft² (3.702 ACRES)
Future Phase Area: 145,761 ft² (3.346 ACRES)
Total Site Area: 307,018 ft² (7.048 ACRES)

Units

Building	1-BR	2-BR	Free Sts.	Unit Count
Podium	24	86	3	113
Tower 1	188	96	0	284
Tower 2	156	80	0	236
Total Units	368	255	3	626
Total Beds	368	510	0	878
Residential Units:				630

Parking

	Surface	Podium	Total
Residential	120	384	504
Residential Parking Ratio:			0.8/ Unit
Bicycle	50	150	200

Storage Lockers

L3	132
L4	132
L5	30
L6	30
Total	324

Zoning Setbacks

Zone: C1-2
Front Yard: None
Rear Yard: None
-Minimum building height of 4.5 metres and maximum building height of 22 metres within the first 5 metres of **Simcoe Extension**
-Minimum building height of 4.5 metres and a maximum building height of 22 metres within the first 5 metres for the **Bradford lot line**

Commercial Parking Req.:

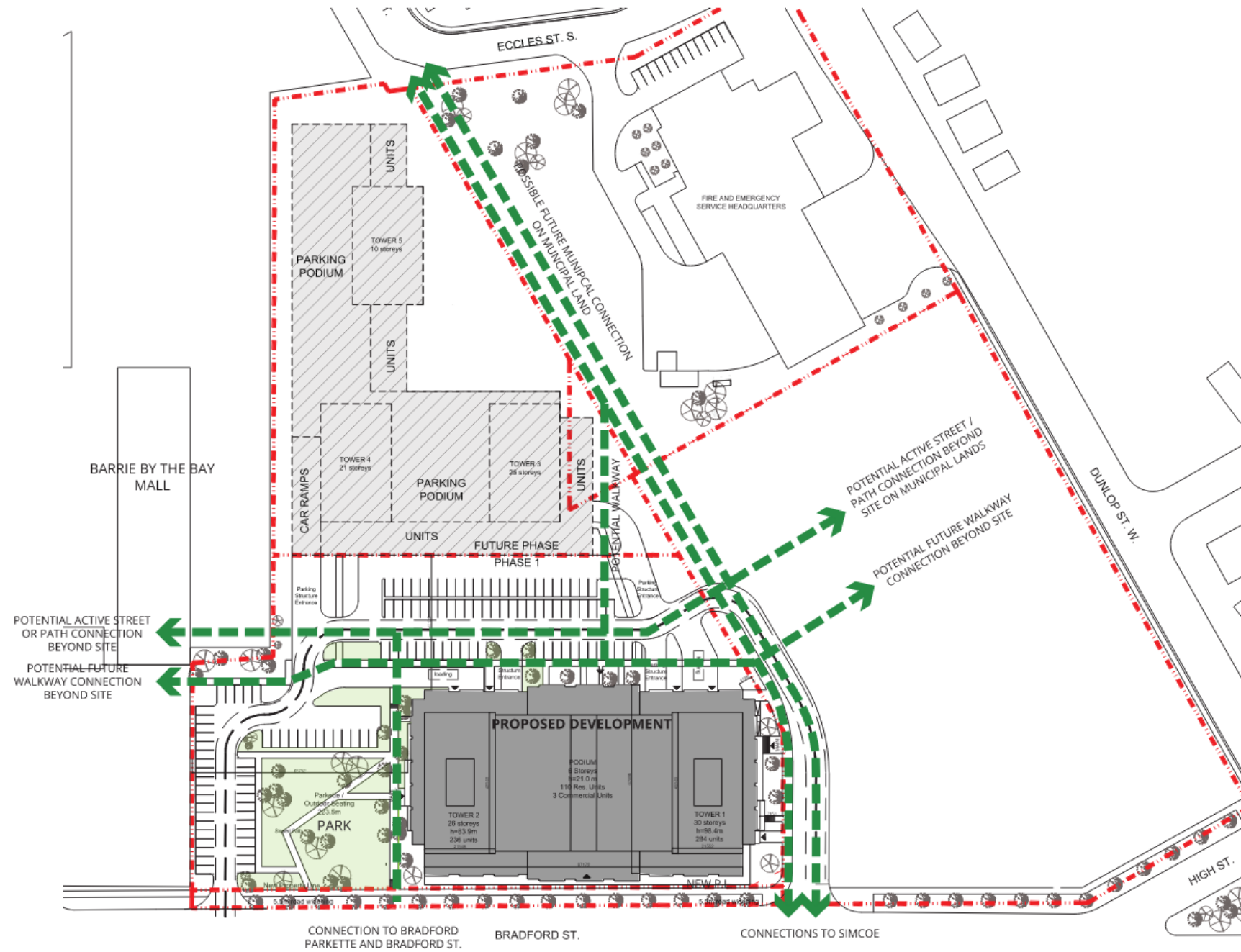
*None required per Section 6.3.6.1 of the City Bylaw



APPENDIX "C"

Block Plan

35-50 Bradford St
Barrie, ON
October 28, 2022



SITE BLOCK PLAN

APPENDIX "D"

Elevations



APPENDIX "E"

Density Analysis

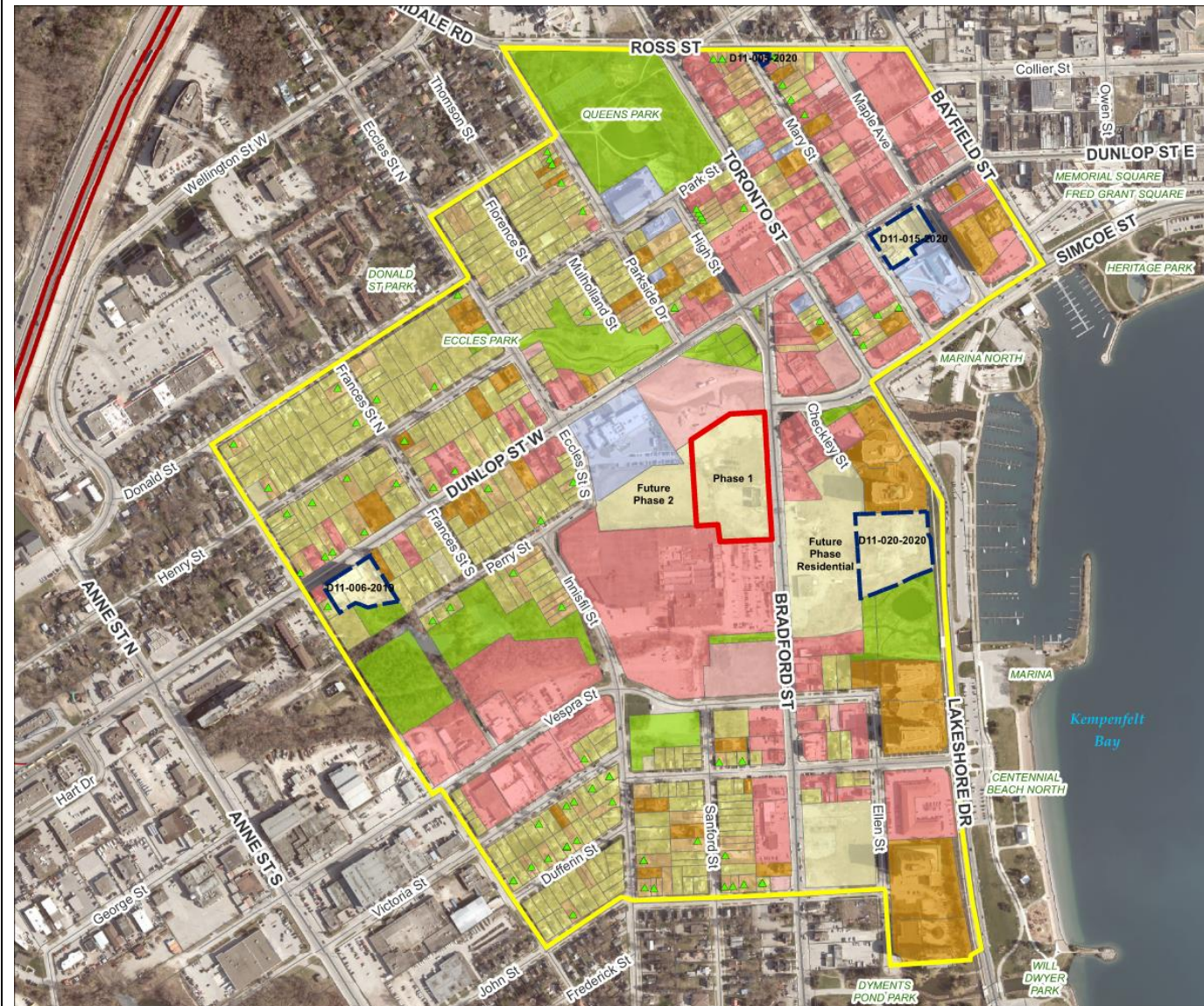
RESIDENTIAL DENSITY ANALYSIS
D30-006-2020
34 BRADFORD STREET, BARRIE -ON

Total Study Area	102.46 ha
Total Developable Area - <i>Only residential</i> (Private properties)	41.07 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	68.48 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	10.26 ha
Total Area Roads right of way	23.72 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	451	18.17	24.82
Semis/ Duplex	173	4.88	35.42
Multiresidential	1609	7.52	213.91
Rooming or boarding house/ Group Home	3	0.15	
Retirement Home	1	0.13	
Vacant residential and Commercial lands		6.39	
Non-residential areas(Commercial/ Institutional)		27.41	
Parks/ Open Space/ Walkway / Laneway		10.26	
Other Proposed Developments in the area			
D11-006-2019 - Municipal address <i>A 8-storey mixed-use building with 93 residential units and 138 square metres of ground-floor commercial space.</i>	93	0.47	195.98
D11-015-2020 - Municipal address <i>Proposed mix use / residential project consisting of two - 33 storey towers with ground floor commercial space and 5 levels of above grade parking. Total units 495.</i>	495	0.45	1107.41
D11-020-2020 - Municipal address <i>first phase of a proposed multi-phased project at the subject site. This phase proposes development of a twenty-five storey mixed-use building, consisting of 230 apartment units, 145 hotel suites, and 532.7 m² of retail.</i>	230	1.09	210.73
Subject Property 34 Bradford St - D30-006-2020 <i>two towers (26 and 30 storeys) with a shared podium with a total fo 630 residential units</i>	630	1.80	349.46
Current Residential Density <i>(Only Residential Lands included)</i>	2233	41.07	54.37
Current Residential Density <i>(All Residential and Non-residential lands included)</i>	2233	68.48	32.61
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands included)</i>	2863	41.07	69.71
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non-residential lands included)</i>	2863	68.48	41.81
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(Only Residential Lands included)</i>	3681	41.07	89.63
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area <i>(All Residential and Non-residential lands included)</i>	3681	68.48	53.76

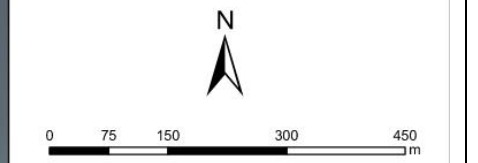
Note:
MPAC property Code was used to identify the number of residential units in the Area.
Second Suite units registered in the area were also added; they were counted on the dwelling unit were they exist.
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.
Areas of future phase developments with application in process counted on Vacant Lands.

Prepared by: Development Services
Date: November 15, 2022



Residential Density Analysis
D30-006-2022 (Phase 1)
34 Bradford St. Barrie-On

- Second Suite
 - Subject Lands
 - Parcel
 - Study Area
 - Other Proposed Developments
- Property Type**
- Vacant Residential
 - Park
 - Vacant Commercial
 - Single dwelling
 - Semi-detached/ Duplex
 - Multi-residential
 - Commercial
 - Institutional



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For information please contact Service Barrie at 705-726-4242 or ServiceBarrie@barrie.ca
Development Services
Date: 11/15/2022