



TO: GENERAL COMMITTEE

SUBJECT: ZONING BY-LAW AMENDMENT APPLICATION – 17 SOPHIA STREET EAST; 3, 5, 7 AND 11 MCDONALD STREET; 58 AND 60 CLAPPERTON STREET (2850124 ONTARIO INC.)

WARD: 2

PREPARED BY AND KEY CONTACT: A. GAMEIRO, RPP, SENIOR PLANNER EXT. 5038

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 Weston Consulting, on behalf of 2850124 Ontario Inc. (Black Creek Group), to rezone lands known municipally as 17 Sophia Street East; 3, 5, 7 and 11 McDonald Street; and, 58 and 60 Clapperton Street from 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179) to 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX), be approved.
2. That the following site-specific provisions be referenced in the implementing zoning By-law for the subject lands:
 - a) Permit a north side yard setback of 3 metres and a south side yard setback of 3.5 metres, whereas a minimum side yard setback of 14 metres is required;
 - b) Permit a minimum setback of 0.5 metres from the street line for an underground parking structure, whereas a minimum setback of 1.8 metres is required;
 - c) Permit a minimum interior side yard setback of 0.5 metres to a parking structure (ramp), whereas a minimum side yard setback of 3 metres is required;
 - d) Permit a maximum building height of 18 metres within 5 metres of the lot flankage, whereas a maximum building height of 10 metres is permitted within 5 metres of the lot flankage;
 - e) Permit a maximum building height of 68 metres beyond 5 metres of the lot frontage and flankage, whereas a maximum building height of 45 metres is permitted beyond 5 metres of the lot frontage and flankage;
 - f) Permit a maximum Gross Floor Area (GFA) of 580%, whereas a maximum GFA of 400% is permitted;

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- g) Permit a minimum parking ratio of 0.80 spaces per residential unit, whereas a minimum of 1 parking space per residential unit is required;
 - h) Exempt commercial uses from the parking requirements of the zoning By-law, whereas a minimum of 1 parking space per 24 square metres of GFA is required for multiple commercial uses located on the same property;
 - i) Permit a parking space length of 5.2 metres for a maximum of 3 parking spaces, whereas a minimum parking space length of 5.5 metres is required;
 - j) Permit commercial uses at an area equivalent to a minimum of 8.5% of the lot area, whereas commercial uses are required to be provided at an area equivalent to a minimum of 50% of the lot area;
 - k) Permit a landscape buffer strip with a minimum width of 1 metre along the south side yard adjacent to 54 Clapperton Street, whereas a landscape strip with a minimum width of 3 metres is required;
 - l) Permit a landscape buffer strip with a minimum width of 2.5 metres along the south side lot line where parking is proposed, whereas a landscape buffer strip with a minimum width of 3 metres is required;
 - m) Permit a landscape buffer strip with a minimum width of 0.5 metres along the interior side lot line where a parking ramp or associated structures are proposed, whereas a landscape buffer strip with a minimum width of 3 metres is required;
 - n) Permit a landscape buffer strip with a minimum width of 1 metre along the rear lot line where a parking ramp or associated structures are proposed, whereas a landscape buffer strip with a minimum width of 3 metres is required;
 - o) Permit a landscape buffer strip with a minimum width of 2 metres along the rear lot line, whereas a landscape buffer strip with a minimum width of 3 metres is required;
 - p) That the subject lands shall be considered as one property for the purposes of zoning interpretation and implementation; and
 - q) That the subject lands shall be developed generally in accordance with the Conceptual Site Plan attached as Appendix "C" to Staff Report DEV013-23, as it relates to building placement and setbacks, as well as the location and configuration of landscape strips.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV0013-23.
4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this staff report is to recommend approval of a zoning By-law amendment application submitted by Weston Consulting, on behalf of 2850124 Ontario Inc. (Black Creek Group), for lands known municipally as 17 Sophia Street East; 3, 5, 7 and 11 McDonald Street; and, 58 and 60 Clapperton Street (see Appendix "A" – Draft 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 a high-density mixed-use development and the proposal is consistent with and conforms to Provincial and City planning policies. A summary of this development application has been provided in Appendix "B".

Development Proposal

6. The application, if approved, would amend the zoning of the subject lands from 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179) to 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) with site-specific provisions. A detailed analysis of the site-specific provisions is contained in paragraphs 81 to 115 of this staff report.
7. If approved, the proposed Zoning By-law amendment would facilitate the development of a 21-storey (67 metre) mixed-use building containing 252 residential units and 257 square metres of ground floor commercial space, as illustrated in Appendix "C" – Site Plan and Ground Floor Plan and Appendix "D" – Building Elevations and Renderings attached to Staff Report DEV013-23. The proposed building would include at-grade and underground parking along with a variety of amenities and key features, such as:
 - a) A 3 to 4 storey podium with principal residential and commercial entrances, including the provision of glazing at-grade to activate the streetscape and provide prominence in the pedestrian realm;
 - b) Narrow floor plates with an area less than 850 square metres for the tower portions of the buildings to reduce visual and physical impacts on surrounding residential neighbourhoods and the public realm;
 - c) Strategic building placement along McDonald and Sophia Streets, together with the inclusion of step-backs above the building podium to provide appropriate separation distances between the high-rise portions of the building and existing buildings in the surrounding area, particularly the residential neighbourhood to the north;
 - d) An outdoor urban square located at the northeast corner of the site at the intersection of McDonald and Clapperton Streets for the use of the development and broader community;
 - e) A driveway access from Clapperton Street to the rear of the site to facilitate a better streetscape design and mitigate impacts to traffic operations and pedestrian safety on McDonald and Sophia Streets;
 - f) Parking is strategically located underground, as well as at the rear of the building to improve the aesthetic of the streetscape and foster a pedestrian-friendly environment;

- g) The provision of 253 bicycle parking spaces to encourage and provide opportunities for active transportation; and,
- h) A variety of amenity spaces provided in the form of indoor amenities, private balconies and terraces, and rooftop amenity spaces, which equates to 15 square metres of amenity space per unit.

Location and Site Description

8. The subject lands are legally described as Part Lots 11, 12, 13, 14 and 15, South Side of McDonald and Sophia Streets, on Plan 31 in the City of Barrie. As identified in Figure 1, the subject lands are located on the southwest corner of the intersection of McDonald and Clapperton Streets.

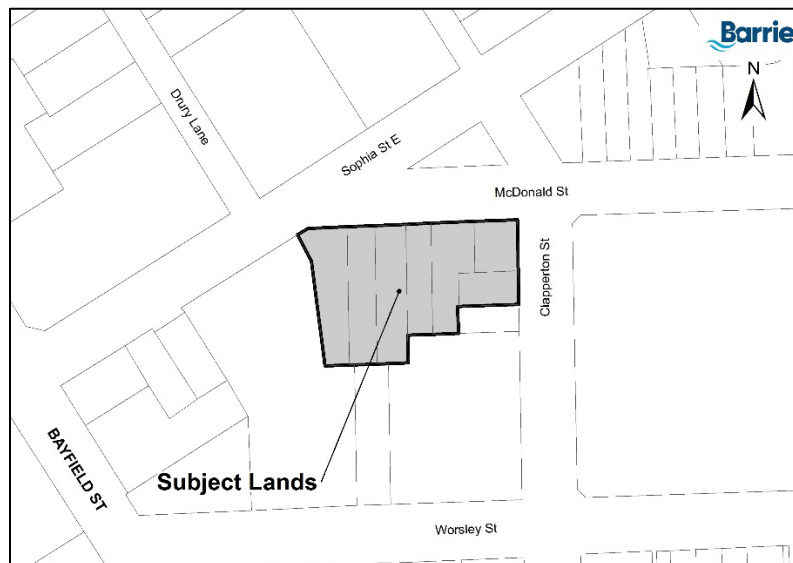


Figure 1: Key Map

9. The subject lands are irregular in shape with an area of 0.3 hectares and 64.6 metres of frontage on McDonald Street and 29.65 metres of frontage on Clapperton Street. For General Committee's reference, the subject lands are defined as a corner lot in the City's Zoning By-law, so the shorter frontage is considered the front lot line for the purpose of zoning interpretation and implementation. In this case, the Clapperton Street frontage is considered the front lot line.
10. The subject lands are composed of an assembly of 7 separate lots that form the site. Two of the lots (58 & 60 Clapperton Street) are occupied by single detached dwellings that would be demolished to facilitate the proposed redevelopment. The balance of the lands (17 Sophia Street East and 3, 5, 7 & 11 McDonald Street) are currently vacant. The vacant lands are generally flat and contain a variety of trees and shrubs, the majority of which will be removed prior to the redevelopment of the site.
11. The site is located within proximity to a variety of residential, commercial, institutional, and recreational uses. The surrounding residential uses range in type and form, including single-detached dwellings, multi-unit low-rise buildings, mixed-use buildings and medium to high-rise residential buildings. The commercial uses in proximity to the site include professional offices and services, restaurants, entertainment facilities, and retail stores. The subject lands are also located within walking distance to various institutional uses, including the Barrie Public Library, City of Barrie Municipal Offices, schools (Hillcrest Public Elementary School, Oakley Park Public School,

Georgian College Downtown campus), places of worship, and the Victoria Village long-term care facility. Lastly, the subject lands have access to recreational activities and uses such as Kempenfelt Bay, the trail network along the waterfront, and local parks (i.e. Lions and Queens Park).

12. The existing land uses immediately surrounding the subject lands are as follows:

North: An existing two (2) storey multi-residential building and the Lions Park are located immediately north of the site. To the northwest, is a vacant parcel at the intersection of Bayfield and Sophia Streets (115 Bayfield Street) which has received Site Plan Approval for an eight (8) storey affordable housing building containing 108 rental units ([File: D11-026-2020](#)). A triangular landscaped island creates a multi-intersection configuration of streets north of the subject lands, with Sophia Street continuing to the northeast and McDonald Street continuing to the east. Single detached homes are located to northeast of the subject lands, beyond the intersection.

East: Immediately east of the subject lands is a City-owned parking lot (H-Block). Further east is John Edwin Coupe Park, the Barrie Public Library's Downtown Branch and a proposed twenty (20) storey mixed-use building on the east side of Owen Street, which is currently subject to an active Site Plan Control application ([File: D11-016-2021](#)). To the northeast of the subject lands, is a mix of single detached dwelling units on the north side of McDonald Street.

South: Immediately south of the subject lands is a funeral home and a commercial business which front onto Worsley Street. Further south, across Worsley Street, are additional commercial uses, including a five (5) storey office building and surface parking lots.

West: Immediately west of the subject lands is a seven (7) storey apartment building, low-rise office buildings, and additional commercial uses that front onto Bayfield Street. Further west across Bayfield Street is a small plaza containing restaurants and a convenience store. A future twelve (12) storey mixed use building is currently proposed at the northwest corner of Bayfield Street and Sophia Street West, and is subject to an active Site Plan Control application ([File: D11-013-2020](#)).

13. The subject lands also have access to various transit routes and facilities. There are approximately seven (7) transit stops located within 500 metres of the subject lands. The Downtown Barrie Transit Terminal is also located approximately 700 metres from the subject lands providing easy access to local and regional transit routes. Finally, the subject lands are located approximately 1 kilometre southeast of the Bayfield Street and Highway 400 interchange.

Existing Policy

14. The subject lands are designated 'City Centre', as identified on Schedule A – Land Use in the City of Barrie [Official Plan](#), and are located in the Urban Growth Centre (UGC), in accordance with Schedule I – Intensification Areas in the Official Plan. Lands located within the Urban Growth Centre are intended to develop at a target density of 150 persons or jobs per hectare.
15. The northwest portion of the subject lands are partially located within a 'Level 1 Natural Heritage Resource with Existing Development', as identified on Schedule H – Natural Heritage Resources of the Official Plan. This designation corresponds to Sophia Creek which currently exists below-grade in a pipe within the Sophia Street East right-of-way.
16. The subject lands are zoned 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179)

in the City's [Comprehensive Zoning By-law 2009-141](#), as amended. The site-specific provisions for the commercial portions of the subject lands (58 & 60 Clapperton Street) permit changes in the use of the existing buildings without requiring said buildings to conform to the standards of the C2 zone, including but not limited to building setbacks, height, lot coverage, etc. The existing buildings pre-date the passing of Zoning By-law 2009-141 and therefore do not conform to the standards of the C2 zone. The site-specific provisions provide flexibility, as it relates to the use of the existing buildings, by not requiring Planning approvals for a change in use.

Background Studies

17. In support of the application, the following plans reports and studies were submitted by the applicant. Copies of the submission material are available for viewing on the City's Proposed Developments webpage under [Ward 2 – 17 Sophia Street East; 3, 5, 7 & 11 McDonald Street; and 58 & 60 Clapperton Street](#).
- a) Planning Justification Report (Weston Consulting, Prepared: April 2022)
 - b) Urban Design Brief (Weston Consulting, Prepared: April 2022)
 - c) Shadow Study (Studio JCI Architects, Prepared: February 2022)
 - d) Architectural Site Plan Set – Site Plan, Elevations and Floor Plans (Studio JCI Architects, Prepared: April 2022 & Revised: November 2022)
 - e) Conceptual Landscape Plan (Land Art Design Landscape Architects Inc., Prepared: April 2022 & Revised: November 2022)
 - f) Arborist Report (Burgess Gleason Environmental, Prepared: February 2022, Revised: August 2022)
 - g) Transportation Impact and Parking Study (Paradigm Transportation Solutions Limited, Prepared: April 2022, Revised: October 2022)
 - h) Wind Study (RWDI Inc., Prepared: April 2022)
 - i) Functional Servicing and Stormwater Management Report (Gerrit's Engineering, Prepared: April 2022, Revised: October 2022)
 - j) Hydrogeological Report (Azimuth Environmental Consulting Inc., Prepared: April 2022, Revised: November 2022)
 - k) Geotechnical Investigation Report (Azure Group, Prepared: March 2021, Revised: October 2022)
 - l) Civil Engineering Plans (Gerrit's Engineering, Prepared: April 2022, Revised: October 2022)
 - m) Phase 2 Environmental Site Assessment (Azimuth Environmental Consultants Inc. Prepared : May 2017)
 - n) Record of Site Condition & Certificate of Property Use (Ontario Ministry of the Environment, Conservation and Parks, Issued: September 2020)

PUBLIC CONSULTATION

Neighbourhood Meeting

18. A virtual neighbourhood meeting was held on April 6, 2022. Approximately 45 residents attended the meeting, along with the Ward Councillor, Planning staff, the applicant and the applicant's consultants. The following matters were raised by residents at the meeting:
- a) Residents expressed concerns with the proposed building height and felt that the built form is incompatible with the surrounding area. In particular, residents noted that the proposed building is too tall, and that greater consideration should be given to reducing the height and/or incorporating design features, such as building step-backs to provide a better transition in height from the subject lands to lower density residential neighbourhoods located north of the site.

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- i. The applicant has made minor adjustments to the building design, such as increasing the size of the proposed building step-backs and reducing the floor area of the tower floor plates to provide a better transition to lower density residential neighbourhoods to the north and mitigate visual impacts and shadowing.
 - b) Residents identified the existing intersection of Clapperton, McDonald and Sophia Streets immediately north of the site as problematic from a traffic operations perspective. According to residents, the configuration of the intersection poses safety concerns, resulting in several collisions and near-misses each year. Residents fear that the proposed development would result in increased traffic volumes, thereby exacerbating the issue. Residents suggested that the City consider improving the intersection by closing the one-way section of Sophia Street East.
 - i. When the applicant initiated the pre-consultation process with City staff, access to the site was proposed via McDonald Street. City staff encouraged the applicant to acquire and consolidate parcels of land along Clapperton Street to provide safer access to the site. The applicant was successful in doing so and site access is now proposed via Clapperton Street to minimize impacts on traffic operations and safety on McDonald and Sophia Streets.
 - ii. The applicant submitted a Transportation Impact and Parking Study to support the proposed development. The study confirmed that the proposed development can be supported by the existing transportation network with minimal impacts to traffic operations, as all traffic movements are forecast to operate at an acceptable level of service and within capacity up to the year 2034. The City's Transportation Planning Branch has also reviewed the development proposal and is satisfied that the access to/from the proposed development will operate at an acceptable level of service and is not expected to have a negative impact on traffic or pedestrian safety on City streets.
 - c) Residents expressed concerns with the demolition of the existing single-detached dwellings at 58 and 60 Clapperton Street, citing that the dwellings may have some heritage significance. If the dwellings are to be demolished, some residents suggested salvaging different components of the building (i.e. windows, building materials, etc.) so they may be incorporated into the development or used elsewhere in buildings located in the City's historic neighbourhoods.
 - i. The existing buildings at 58 and 60 Clapperton Street are not listed on the City's Municipal Heritage Register, nor are they designated under the *Ontario Heritage Act*. As such, the applicant is proposing to demolish the buildings to facilitate the development of the subject lands. Planning staff can facilitate discussions between the City's Heritage Committee and the applicant to discuss salvaging components of the existing buildings so they may be used elsewhere in buildings located in the City's historic neighbourhoods.
 - d) Residents wanted assurances that the proposed development would include sufficient parking, in accordance with the provisions of the Zoning By-law, to ensure that parking would not spill-over onto local roads within existing residential neighbourhoods.
 - i. As discussed in paragraphs 95 to 106, the proposed development will contain sufficient vehicular and bicycle parking. The site is also serviced by City transit and is located within a 500 metre radius of 800 municipal off-street parking spaces and 300 on-street parking spaces. Additionally, alternative transit services exist in the UGC, including taxis and rideshare services such as Uber and Lyft. Finally, the UGC is a well-connected walkable environment with an extensive pedestrian

transportation network. If approved, residents of the proposed development would have access to various modes of transportation.

- e) Some residents expressed concerns with the provision of ground-floor commercial uses within the proposed development. In this regard, residents noted that the UGC is oversaturated with commercial space, much of which is vacant, and expressed a desire to see more residential units to support existing businesses in the downtown core.
 - i. The proposed development is a high-density built form that would help increase the housing stock and population base in the UGC, which will provide more customers to support existing businesses. Additionally, the proposed commercial space is intended to function as an ancillary use to serve the residents of the development and the surrounding neighbourhood. Development activity within the vicinity of the subject lands is increasing and commercial space, as proposed, would be a positive addition to the neighbourhood.
- f) Residents wanted assurances that the proposed development would not result in unreasonable shadowing over lower density residential neighbourhoods, City streets and public parks in the surrounding area.
 - i. According to the shadow impact study submitted in support of the application, no property is shadowed for more than 4 hours during the fall/spring equinoxes and summer/winter solstices. Shadow impacts are most significant during the winter solstice for all buildings in the area, including the proposed development. Minimal shadowing impacts would be realized over Lions Park, John Edwin Coupe Park, the Downtown Library, and portions of the public realm on Bayfield Street, Sophia Street East, McDonald Street, Clapperton Street, Worsley Street, and Drury Lane.
- g) A loss of privacy on lots in surrounding low-density residential neighbourhoods in the area, due to the height of the proposed building.
 - i. As discussed throughout this report, considerable separation distances are proposed between the tower portions of the proposed building and existing residential buildings located north of the subject lands to mitigate privacy concerns.
- h) Residents expressed a desire to see the applicant provide affordable units.
 - i. As noted in paragraphs 52 to 55, the applicant has confirmed that the proposed development would provide appropriate market-based housing because an affordable rental housing building currently exists at 14 Worsley Street and another is proposed at 115 Bayfield Street.

Public Meeting

- 19. A Statutory Public Meeting was held on June 14, 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, as referenced above.

DEPARTMENT & AGENCY COMMENTS

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

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21. The **Lake Simcoe Region Conservation Authority (LSRCA)** provided comments indicating that the subject lands are partially located within an area governed by *Ontario Regulation 179/06* under the *Conservation Authorities Act*. As such, an approval from LSRCA may be required and consultation to determine the requirement for a permit will be necessary. The LSRCA is satisfied from a watershed management perspective that the Zoning By-law Amendment application is consistent with the natural heritage and hazard policies of the PPS, and in conformity with the provincial policies and Lake Simcoe Protection Plan (LSPP). If approved, additional technical review and comments from the LSRCA may be required as part of the subsequent Site Plan Control application.
 22. **Development Services (Approvals)** staff do not have any objections to the approval of the proposed application. If approved, Approvals staff are satisfied that any technical matters associated with the proposed development would be addressed through the subsequent Site Plan Control application.
 23. **Development Services (Parks Planning)** staff have reviewed the site plan, conceptual landscape plan and arborist's report submitted in support of the subject application and have no concerns. If approved, technical matters such as landscaping, amenities, boundary fencing, and pedestrian walkways would be addressed through the subsequent Site Plan Control application.
 24. **Infrastructure Services Department (Water Operations)** staff have reviewed the Site Servicing Plan and confirmed that site will be adequately serviced by existing infrastructure located within the McDonald Street right-of-way. As such, 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.
 25. **City's Business Performance and Environmental Sustainability Department (Environmental Sustainability Branch)** has reviewed the subject application and confirmed that the proposed development would be eligible for municipal waste collection. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 26. **Development Services (Transportation Planning)** staff do not have any concerns with the Transportation Impact and Parking Study submitted in support of the proposed development. If approved, further review will be completed as part of the subsequent Site Plan Control application.
 27. The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject application.
 28. The **City's Fire and Emergency Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject application.
 29. The **Building Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject application. If approved, a building permit application would be required following the approval of the subsequent Site Plan Control application.
 30. The **City's Risk Management Official (RMO)** does not have any objections to the approval of the proposed application. The RMO noted that deep drilling and/or construction activities are not permitted to occur on-site without formal consultation with the City. Additionally, building supports are not permitted to be constructed within the municipal supply aquifer, and permanent dewatering is not permitted. Finally, given the past contamination of the site, infiltration of clean water run-off or infiltration of run-off from impervious surfaces is not permitted. If approved, any technical matters associated with the proposed development would be addressed through the subsequent Site Plan Control application process.

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31. The City's **Information Technology Department** has advised that the proposed development may interfere with the City's communication systems. Through the subsequent Site Plan Control application process, an easement would need to be established over the rooftop of the building in favour of the City, along with the installation of communications equipment to reroute the City's communications system(s).
32. The **Simcoe County District School Board** and the **Simcoe Muskoka Catholic District School Board** provided comments indicating they had no concerns with the proposed Zoning By-law amendment application. Both school boards confirmed that their standard notification clauses would be required to be inserted into all purchase and sale agreements advising prospective purchasers that pupils generated by the proposed development may need to be transported to/accommodated in facilities outside of the neighbourhood, if required.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

34. 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>.
35. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will utilize existing and available infrastructure (sewage, water and waste management systems) and public service facilities such as transit and schools; provides for a variety of residential unit types and sizes; provides a compact form of development that minimizes impacts to climate change; and, is located within close proximity to a variety of commercial uses and is designed with a pedestrian-oriented built form with connections to the municipal sidewalk network to encourage walkability and active transportation.

Provincial Policy Statement (2020) (PPS)

36. 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>.
37. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve compact development and efficient land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of

residential and employment uses; avoiding land use patterns which may cause public health and safety concerns; and, promotes efficient and cost-effective development.

38. 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.
39. The proposed development is consistent with the PPS as it proposes a high-density residential use with ground floor commercial space in a designated intensification area (Urban Growth Centre), located within the built-up area. The proposed development would also be serviced by existing municipal infrastructure and services, thereby representing efficient and cost-effective development.
40. Policy 2.1 references the importance of protection and enhancement of the natural heritage system and Policy 3.1 identifies the protection of public health and safety as it pertains to locating development in hazard lands. The property includes an area of natural features and hazards (piped Sophia Creek), however, the Lake Simcoe Region Conservation Authority is satisfied that the Zoning By-law Amendment application is consistent with the natural heritage and hazard policies of PPS. The proposed development would not result in impacts to Sophia Creek, which is located in a pipe below grade within the Sophia Street and McDonald Street right-of-way.
41. 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 (2020) (Growth Plan)

42. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (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://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>
43. 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 centres and major transit station areas. The primary focus of the Growth Plan is on building complete communities that are well-designed to meet people's daily needs; offer a variety of transportation choices; and 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.
44. 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 percent of all residential development occurring annually within the City must be within the existing built boundary. Section 2.2.2 further states that 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. In this case, the current minimum intensification target for the City is 40 percent, as prescribed by Policy 3.2.1.3(b) of the City of

Barrie Official Plan. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.

45. Staff are satisfied that the proposed development is conforms to Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing infrastructure, and would provide alternative housing options in the City through the provision of condominium apartment units to serve a variety of household sizes, incomes, and ages. In staff's opinion, the proposed high-density development (840 units per hectare) is appropriate, as it would be located within an existing built-up area of the City that is supported by the availability of existing infrastructure and public transit along Bayfield Street. The proposed development will contribute to the City's current intensification target of 40 percent new growth within the existing built boundary.

Lake Simcoe Protection Plan (LSPP)

46. 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 LSRCA has provided comments noting that they do not have any objections to the approval of the subject application. Consequently, Planning staff are of the opinion that the subject application is consistent with the policies of the LSPP.

City of Barrie Official Plan

47. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing By-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link: <https://www.barrie.ca/government-news/adopted-strategies-plans/official-plan-amendments>.
48. The subject lands are designated 'City Centre' and 'Residential' as identified 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.
49. The subject property is located within the Urban Growth Centre (UGC), as identified on Schedule "I" – Intensification Areas of the City's Official Plan. Lands located within the UGC are intended to develop at densities of 150 units per hectare or greater. The density of the proposed development is 840 units per hectare, in accordance with the policies of the Official Plan. Planning staff have also conducted a density analysis on all existing and planned developments surrounding the subject lands (see Appendix "E" – Residential Density Analysis). The projected residential density for the area, including the proposed development, is approximately 59 units per hectare, which is below the density target of the Official Plan.
50. There are several policies in the Official Plan that generally support the proposed development. Sections 2.3 – Assumptions, 3.1 – Growth Management, 3.3 – Housing, 4.2 – Residential and 4.3 – Commercial relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of uses and housing types at appropriate locations.
51. The proposed development is consistent with these policies in that it proposes a high-density development (840 units per hectare) with alternative housing forms (i.e., condominium apartment units) from what currently exists in the area, utilizes existing infrastructure and services, and would support the use of public transit. Additionally, the design and siting of the building, along with the

provision of bicycle parking and ground floor commercial uses with an outdoor urban square would activate the sidewalk and create a pedestrian-friendly streetscape.

Affordable Housing Policies

52. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- a. A unit for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
 - b. A unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
53. The applicant has confirmed that the proposed development would provide appropriate market-based housing, as the subject lands are located adjacent to an existing affordable housing building at 14 Worsley Street (Coral Non-profit Homes) and there is currently an approved development proposal at the northeast corner of Bayfield Street and Sophia Street East, which includes an 8 storey building with 108 rental units (115 Bayfield Street). Of those units, approximately 70 are to be offered as affordable. Due to the proximity of the subject lands to these affordable housing projects, the proposed development does not include the provision of affordable units.
54. While City staff encourage applicants to include affordable units in new housing developments, it is acknowledged that not every development proposal can be made affordable. Additionally, it is important to note that Policy 3.3.2.2 represents a target of the Official Plan, not a requirement. Although the applicant is not providing affordable units, the proposed development would introduce a mix of condominium apartment units, which would contribute towards increasing the City's housing stock and providing a mix of housing options for the community. The proposed development includes a mix of unit types which can be attractive housing options for many demographics. Furthermore, apartment units are typically more affordable than low-density housing forms that exist in many areas of the City, while still being suitable for a variety of demographics and households. Finally, the proposed development is also located in the UGC and is surrounded by various businesses, community amenities and services, all of which would benefit from the proposed development by way of an increased customer base, additional users of community facilities and better efficiency of services.
55. If approved, the proposed development would contribute towards creating a complete community in the UGC by increasing the City's housing stock and providing a mix of unit types at different scales of affordability to meet the needs of the community.

Brownfield Policies

56. Section 3.8 of the Official Plan provides goals to encourage the redevelopment of brownfield sites within the City. The proposed development will revitalize an underutilized property by intensifying the site with residential uses along an intensification corridor. A Phase II Environmental Site Assessment was submitted to ensure the site can be redevelopment in a manner consistent with applicable standards and regulations. A Record of Site Condition (RSC) has also been filed with the Ministry of the Environment, Conservation and Parks (MECP). Further, a Certificate of Property Use (CPU) has been issued by the MECP confirming that the site may be developed with residential uses, provided appropriate risk management measures (RMM) are implemented on-site. Should the subject application be approved, a subsequent application for Site Plan Control would be

required to be filed with the City. As a condition of Site Plan Approval, the applicant would be required to adhere to the RMM's prescribed by the CPU.

Historic Neighbourhood Policies

57. The subject lands are located within the Historic Neighbourhood Defined Policy Area, as identified in Schedule "C" – Defined Policy Areas the Official Plan. However, Policy 4.8.24.1 states that the UGC is not included in the Historic Neighbourhood Defined Policy Area, as it is a key intensification area identified in the Growth Plan. The policy further notes that the focus of the Historic Neighbourhood Defined Policy Area is the existing low-density residential areas surrounding the UGC.
58. Although the Historic Neighbourhood policies do not apply to the subject lands, consideration has been given to the existing neighbourhoods located within proximity to the site. In this regard, the proposed building design has ensured an appropriate transition to lower density neighbourhoods by incorporating setbacks from property lines, and minimizing shadowing and massing through the provision of step-backs and high-quality building design. Additionally, the proposed podium height of 3-4 storeys will frame the street and activate the streetscape, while also being considerate of the height of existing and proposed buildings in the surrounding area. The tower portions of the building also have narrow floor plates to minimize the visual and physical impacts of the building.

Natural Heritage Resource Policies

59. The northwest portion of the subject lands are partially located within a 'Level 1 Natural Heritage Resource with Existing Development', as identified on Schedule H – Natural Heritage Resources of the Official Plan. This designation corresponds to Sophia Creek which currently exists below-grade in a pipe within the Sophia Street East right-of-way.
60. In accordance with Policy 3.5.2.4(d), an Environmental Impact Study (EIS) is generally required for any development or site alteration within 120 metres of a 'Level 1 Natural Heritage Resource with Existing Development' to establish the development limits on a property and implement an appropriate buffer to a natural heritage resource. In this case, City staff and the Lake Simcoe Region Conservation Authority (LSRCA) determined that an EIS is not required for the proposed development because the project would not result in further impacts to Sophia Creek, as the creek is currently piped below grade within the Sophia Street East right-of-way.

Commercial Policies

61. In accordance with Policy 4.3.2.2(a), the proposed development includes a mix of residential and commercial uses which will contribute towards the City Centre's intended function which is to provide a range of uses to serve the general needs of downtown residents as well as specialized functions for the entire community and market area. Additionally, the proposed development, if approved, will help the City achieve its minimum gross density target of 150 residents and jobs combined per hectare in the UGC. As noted in Policy 4.3.2.2(c), high-density residential uses are encouraged in 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 commercial goods.
62. Policies 4.3.2.2(e) and 4.3.2.2(f) encourage the preservation of existing front yards as landscaped open space rather than for parking, along with the provision of high-quality street furniture and landscape features. The proposed development does not include any parking in the front or exterior

side yards. Instead, these areas will include landscaping, street furniture and an urban square to beautify the streetscape and foster a pedestrian-friendly environment.

63. In accordance with Policy 4.3.2.2, consideration has been given to the Residential goals and policies of Section 4.2 of the Official Plan, which guide residential development in the City Centre. Further discussion regarding the policies of Section 4.2 is contained in paragraphs 64 to 70 of this staff report.

Residential Policies

64. The proposed development, if approved, would assist the City in achieving its goals for Residential development, as identified in Section 4.2.1. These goals include encouraging the creation of complete communities through a mix of land uses, developing at higher densities within intensification areas to achieve intensification targets and support transit use and active transportation, and to plan the location and design of residential development to enhance compatibility between dwelling types at different densities.
65. In accordance with Section 4.2.1, the proposed development would assist in creating a complete community in the UGC by increasing the number and type of residential units, as well as providing more commercial space to serve the needs of the community and provide opportunities for businesses. Additionally, the UGC is well-suited to accommodate a high-density mixed-use development, as proposed, because it includes the community services, facilities and local businesses required to support such a development. In this regard, the proposed development would increase the population of the downtown area, thereby supporting the use of existing transit and active transportation infrastructure. Finally, as discussed throughout this report, the proposed development incorporates good site and building design to enhance compatibility with surrounding land uses, which range from lower density single detached dwelling units to multi-storey residential and mixed-use buildings.
66. The proposed development is considered a high-density built form, as defined Policy 4.2.2.2(e), which identifies high-density development as development that exceeds 54 units per hectare. As noted previously in this staff report, the proposed development has a density of 840 units per hectare. Section 4.2.2.3 contains locational criteria to guide the delivery of new residential development projects. Policy 4.2.2.3(c) states that high-density residential developments in excess of 150 units per hectare shall be restricted to locations within the City Centre. Similarly, Policy 4.2.2.3(b) states that high-density developments are encouraged to locate in areas are near public transit, community facilities such as parks and schools, and where municipal services and infrastructure are adequate.
67. The policies of Section 4.2.2.3 are echoed by Section 4.2.2.6, which includes policies to guide residential intensification across the City. Policies 4.2.2.6(b) and 4.2.2.6(c) identify that residential intensification shall be focused in intensification areas – such as the UGC – and that new development shall be compact, efficiently use land and resources, optimize the use of existing infrastructure and services, support public transit and active transportation, contribute to improving air quality, and promote energy efficiency.
68. The proposed development can be supported by existing water and sanitary services on McDonald and Clapperton Streets, as confirmed by the Functional Servicing Report submitted in support of the application. Additionally, the Transportation Impact Study submitted in support of the application confirmed that the proposed development can be supported by the existing transportation network with minimal impacts to traffic operations, as all traffic movements are forecast to operate an acceptable level of service and within capacity up to the year 2034.

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69. As discussed in paragraphs 8 to 12, the subject lands are also located in proximity to a variety of community facilities such as parks, schools and libraries, as well as commercial businesses, transit stops and the transit terminal. Further, the proposed development proposes a high-density with a functional design that includes key elements which are fundamental to the long-term operation of the development, including but not limited to: sufficient parking and safe access, pedestrian circulation, landscaping, snow storage areas, waste management facilities, and amenity areas. Finally, the proposed development contributes to improving air quality and the promotion of energy efficiency by intensifying an underutilized site in a serviced area such as the UGC to deliver more housing units to the community. If approved, the proposed development would reduce demand for greenfield development and encourage the use of transit and active transportation rather than the use of private automobiles.
70. Based on the foregoing, the proposed development conforms to the locational and criteria for high and medium-density development and intensification policies, as identified in Sections 4.2.2.3 and 4.2.2.6 of the Official Plan.

Urban Design Guidelines, Tall Buildings and Height Control

71. Sections 6.5 and 6.6 of the Official Plan guide building and site design for tall buildings across the City by providing a framework for the development and maintenance of a healthy, safe, convenient, efficient, and aesthetically pleasing urban environment. These policies require innovative architectural design to reduce the visual and physical impacts of building height on the public realm and low-density neighbourhoods; encourage the beautification of streetscapes through the provision of landscaping, pedestrian connections and active uses at-grade; and, the screening of loading and parking areas, site servicing, utilities and waste facilities.
72. As illustrated on the Site Plan, Building Elevations, and Conceptual Landscape Plan (see Appendix "C", "D" and "F"), the proposed development conforms to the urban design guidelines and tall buildings policies of the Official Plan for the following reasons:
- a) The proposed building design includes a podium which ranges from 3 storeys on the east side of the site to 4 storeys on the west side of the site. The podium includes active commercial uses at-grade with considerable glazing, together with landscaping along the streetscape and an urban square to reduce visual and physical impacts on the pedestrian realm.
 - b) The building design incorporates step-backs above the podium to provide an appropriate separation distance and transition to the existing buildings on surrounding lands, as summarized below:
 - i. A separation distance ranging from approximately 40 to 50 metres to existing buildings in the low-density residential neighbourhood to the north;
 - ii. A separation distance of approximately 27 metres to the existing 7-storey multi-residential building located to the west on lands known municipally as 14 Worsley Street;
 - iii. A separation distance of approximately 20 metres to the existing funeral home building to the south on lands known municipally as 30 Worsley Street; and,
 - iv. A separation distance of approximately 7 metres to the rear of the existing CUPE Office building located to the south on lands known municipally as 54 Clapperton Street.

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- c) The floor plates of the towers are relatively narrow with gross floor areas of less than 850 square metres to reduce visual impacts and shadowing on the public realm and low-density residential neighbourhoods to the north.
 - d) The proposed building is sited within close proximity to and well integrated with the street through the provision of well-defined entrances and pedestrian walkways with seamless connections to the municipal sidewalks on McDonald and Clapperton Streets. The site and building design prioritize pedestrians and active transportation over motorized vehicles.
 - e) Parking, loading areas and associated drive aisles would be located at the rear of the building and underground, thereby mitigating impacts on the streetscape and public realm along Clapperton, McDonald and Sophia Streets. Utilities would also be located at the rear of the building and appropriately screened.
 - f) Landscape buffer strips and a 2-metre tight board fence are proposed along the interior side (south) and rear (west) lot lines to provide buffering and screening to commercial uses to the south and the existing multi-residential building to the west. While the subject application proposes a reduction in the width of these landscape buffer strips, the applicant has demonstrated sufficient snow storage areas and that the minimum planting density for the site can be achieved, in accordance with the City's Urban Design Manual.
 - g) The proposed development will utilize existing services and infrastructure. Additionally, the subject lands are located in close proximity to commercial businesses, and community facilities and services such as parks, schools and libraries. As such, the proposed development adheres to the objective of achieving energy efficiency by supporting the use of transit and active transportation, and efficiently using existing City services and resources.
 - h) According to the shadow impact study, no property is shadowed for more than 4 hours during the fall/spring equinoxes and summer/winter solstices. Shadow impacts are most significant during the winter solstice for all buildings in the area, including the proposed development. Additionally, minimal shadowing impacts would be realized over the Lions Park, John Edwin Coupe Park, the Downtown Library, and portions of the public realm on Bayfield Street, Sophia Street East, McDonald Street, Clapperton Street, Worsley Street, and Drury Lane (see Appendix "G" - Shadow Impact Study).
73. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan control process.

Summary

74. The development, if approved, would serve to address many of the criteria outlined in the Official Plan. In this regard, Schedule "I" of the Official Plan identifies the subject lands to be located within the UGC. In reviewing such applications, emphasis shall be placed on the design and functionality of a development, including but not limited to: the availability of infrastructure, public services and facilities; providing a variety of housing types and tenure; adhering to a high standard of design through the use of attractive building materials and architectural treatments; providing a mix of uses; providing a transition and buffer to lower-density residential land uses, activating the streetscape and enhancing the public realm; pedestrian connectivity; and, the provision of sufficient parking, landscaping and amenities.
75. Based on the foregoing and for reasons outlined in this report, staff are satisfied that the proposed built-form and site design at a density of 840 units per hectare adheres to a high level of urban

design, would function effectively, and represents the efficient use of land and resources. Therefore, the proposal represents an appropriate form of development in an area where intensification has been targeted.

76. Staff have reviewed the relevant policies and are of the opinion that the development conforms with the applicable policies of the Official Plan.

New City of Barrie Official Plan (2022)

77. The new City of Barrie Official Plan was adopted by City Council on February 14, 2022. The Official Plan is not yet in effect, as approval by the Ministry of Municipal Affairs and Housing (MMAH) has not been provided. Given that the subject application was submitted prior to the approval of the new Official Plan, it shall be reviewed against the policies of the current Official Plan (2010).
78. While the new Official Plan does not apply to the subject application, Planning staff have identified the proposed land use designation and the density and height permissions for the subject lands for General Committee's reference. The new Official Plan identifies the subject lands within the 'Proposed Urban Growth Centre' on Map 1 – Community Structure. Additionally, the subject lands are designated 'High Density' on Map 2 – Land Use Designations.
79. The 'High Density' land use designation permits mixed-use developments containing residential and commercial uses. Section 2.6.3.3 of the new Official Plan requires a minimum residential density of 300 units per hectare in the 'High Density' land use designation. Further, Section 2.6.3.3 permits heights in excess of 25 storeys in the Urban Growth Centre, if justified and supported by evidence.
80. While staff have not conducted a full review of the subject application as it relates to conformity with the new Official Plan, the proposed land use permissions for the subject lands suggest that high-density developments would be permitted in the form of tall buildings, similar to the proposed development.

City of Barrie Comprehensive Zoning By-law 2009-141 – Site-specific Zoning Provisions

81. The subject application proposes to amend the zoning of the subject lands from 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179) to 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) with site-specific provisions, as identified in Table 1. The site-specific zoning provisions being requested are discussed in paragraphs 81 to 115 below.

Planning staff have made minor adjustments to the site-specific provisions, at the applicant's request, to provide flexibility at the time of construction. The actual figures, as reflected on the plans, are noted in 'brackets' in the paragraphs below.

Table 1: Site-specific Zoning Provisions

Zoning Standard	Required – C2-2 Zone	Proposed
Side Yard Setback (min.)	14 m (3 m is the standard. However, where building height is in excess of 11 m, the minimum side yard shall be increased by 0.5 m for every 2 m of additional height over 11 m)	3 m - North 3.5 m (3.9 m) - South
Setback from an Underground Parking Structure to the Street Line (min.)	1.8 m	0.5 m (0.7 m & 0.8 m)
Interior Side Yard Setback for a Parking Structure/Ramp (min.)	3 m	0.5 m (0.7 m)
Building Height Within 5 m of the Lot Flankage (max.)	10 m	18 m (17.6 m)
Building Height Beyond 5 m of the Lot Frontage and Flankage (max.)	45 m	68 m (66.7 m)
Gross Floor Area (max.)	400%	580% (577%)
Residential Parking (min.)	1 space per unit	0.80 (0.81) spaces per unit
Commercial Parking (min)	1 space per 24 m ² of GFA	Not Required
Parking Space Dimensions (min.)	2.7 m x 5.5 m	2.7 m x 5.2 m (3 spaces)
Commercial Uses – Percentage of Lot Area (min.)	50%	8.5%
Landscape Buffer Strip (min.)	3 m	1 m (interior side lot line, adjacent to 54 Clapperton Street) 2.5 m (2.8 m) (interior side lot line, adjacent to parking) 0.5 m (0.7 m) (interior side and rear lot lines, adjacent to parking ramp) 2 m (rear lot line)

Side Yard Setbacks – North and South

82. The subject application proposes a north side yard setback of 3 metres and a south side yard setback of 3.5 metres (3.9 metres), whereas a minimum setback of 14 metres is required. The general side yard setback requirement for the C2 zone is 3 metres; however, the Zoning By-law requires that a side yard setback be increased by 0.5 metres for every additional 2 metres of height for buildings in excess of 11 metres. The general intent and purpose of this provision is to ensure that step-backs are provided on the upper storeys of tall buildings to provide an appropriate transition and relief to lower density residential neighbourhoods and City streets.

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83. The subject lands are considered a corner lot for the purpose of zoning interpretation and implementation. In this regard, the Clapperton Street frontage is considered the front lot line. However, the site is designed such that Sophia and McDonald Street frontages function as the front lot line. If the Sophia and McDonald Street frontages were deemed to be the front line, the provisions for increased setbacks would not apply, as the Zoning By-law does not prescribe increased setbacks from front and rear lot lines in the C2 Zone. In this scenario, the setback reductions if measured from the east and west lot lines would be less significant numerically.
84. The proposed building design achieves the intent of the By-law, which is to provide a transition to lower density residential neighbourhoods and to reduce visual impacts and shadowing. This is achieved through step-backs above the podium and narrow floor plates for the tower portions of the building. As discussed in this staff report, an appropriate separation distance is provided between the proposed buildings and surrounding buildings in the neighbourhood. Additionally, the proposed development would result in improvements to the streetscape to create a pedestrian-friendly environment.

Setback from the Street Line – Underground Parking Structure

85. The subject application proposes a setback of 0.5 metres (0.7 metres along Sophia/McDonald Street & 0.8 metres along Clapperton Street) from the street line for an underground parking structure, whereas a minimum setback of 1.8 metres is required. The general intent and purpose of requiring minimum setbacks from the street line for underground parking structures is to ensure that tie-backs that may be required during the shoring and excavation processes do not impact City infrastructure or utilities within the municipal right-of-way.
86. Through the Site Plan Control process, applicants are required to submit a survey plan which identifies the location of tiebacks that may be required during the shoring and excavation processes. The survey plan is also required to identify the location of City infrastructure and utilities within the municipal right-of-way. City staff review the survey plan to ensure that any required tie-backs are installed in appropriate locations to prevent impacts to City infrastructure and utilities. As such, Planning staff are satisfied that the site-specific provision is minor in nature and any potential impacts will be identified and mitigated through the Site Plan Control process.

Interior (South) Side Yard Setback – Underground Parking Structure Ramp

87. The subject application proposes a 0.5 metre (0.7 metre) interior side yard setback for a ramp which provides access to the proposed underground parking structure, whereas a minimum setback of 3 metres is required. The City's Zoning By-law requires that an above-ground parking structure shall comply with the standards of zone in which it is located. The general intent and purpose of requiring above-ground parking structures to comply with the standards of the zone in which they are located is to provide an appropriate separation from neighbouring properties and City streets.
88. In this case, the proposed parking structure is located underground. The site-specific provision would apply only to a portion of the access ramp, which will consist of a wall which protrudes slightly above-grade. The wall is not expected to generate impacts on adjacent properties and would be screened by a tight board fence along the interior side and rear lot lines.

Building Height – Within 5 Metres of the Lot Flankage (McDonald and Sophia Streets)

89. The subject application proposes a maximum building height of 18 metres (17.6 metres) within 5 metres of the lot flankage, whereas a maximum height of 10 metres is permitted within 5 metres of the lot flankage. The general intent and purpose of restricting building height along the streetscape

is to achieve human-scaled development to create a pedestrian-friendly public realm. Such restrictions also require the provision of step-backs on the upper storeys of a building, which assist in providing a transition in height and density to lower density land uses and the street.

90. As demonstrated throughout this staff report, the proposed development incorporates a variety of site and building design features to improve the streetscape and provide an appropriate transition to surrounding land uses and City streets. These features include step-backs above the third and fourth storeys, narrow floor plates for the tower portions of the building to reduce physical and visual impacts, the use of high-quality building materials, and the provision of commercial uses and glazing at grade, along with attractive landscape treatments along the front and exterior side yards.

Building Height – Beyond 5 Metres of the Lot Frontage and Flankage (Clapperton and McDonald/Sophia Streets)

91. The subject application proposed a maximum building height of 68 metres (66.7 metres) beyond 5 metres of the lot frontage and flankage, whereas a maximum building height of 45 metres is permitted beyond 5 metres of the lot frontage and flankage. The general intent and purpose of restricting maximum building height is to achieve compatibility between land uses, particularly when a site is located adjacent to lower density residential land uses. In this regard, maximum building height provisions ensure that an appropriate transition is provided to surrounding land uses and to mitigate shadow impacts.
92. As discussed in paragraphs 71 to 73, the design of the proposed development provides an appropriate transition to surrounding land uses, including existing low-density residential neighbourhoods located north of Sophia and McDonald Streets. Additionally, it has been demonstrated that the proposed building would not result in unreasonable shadowing over surrounding land uses or City streets.

Maximum Gross Floor Area (GFA) – Percentage of Lot Area

93. The subject application proposes a maximum GFA of 580% (577%), whereas a maximum GFA of 400% is permitted. The general intent and purpose of restricting GFA on a property is to ensure that a site is not overdeveloped.
94. The applicant has provided a functional site design that includes key elements which are fundamental to the long-term operation of the development, including but not limited to: sufficient parking and safe access, pedestrian circulation, landscaping, snow storage areas, waste management facilities, and amenity areas. Additionally, the proposed development utilizes building placement, step-backs and smaller tower floor plates to minimize visual impacts and provide a transition to lower density residential neighbourhoods north of the subject lands. As such, Planning staff are of the opinion that the GFA is not a true representation of the development capacity of the subject lands.

Residential Parking

95. The subject application proposes a minimum parking ratio of 0.80 (0.81) spaces per residential unit, whereas a minimum of 1 parking space per residential unit is required. The subject application proposes a total of 205 parking spaces, as identified in Table 2. It is important to note that parking for the development will be unbundled, meaning that the sale of parking spaces will be driven by the demand of purchasers. In this regard, some purchasers may require parking while others may not.

96. As identified in Table 2, the proposed development would include 3 carshare spaces which are equivalent to 12 parking spaces. As such, the effective parking rate for the site would in fact be 0.85 spaces per unit.

Table 2: Proposed Parking Supply

Location	Parking Space Type	Number of Spaces	Parking Supply
At-grade	Carshare	3	12
	Two-Vehicle Parking Stackers	20	20
	Barrier-free (Type B)	1	1
Underground	Typical Parking Space (2.7 m x 5.5 m)	170	170
	Compact Parking Space (2.7 m x 5.2 m)	3	3
	Barrier-free (Type A)	3	3
	Barrier-free (Type B)	5	5
Total Parking Supply		205	214
Effective Parking Rate		0.81 spaces/unit	0.85 spaces/unit

97. A Parking Study was submitted in support of the subject application and has been reviewed by the City's Transportation Planning staff. To justify and support the proposed residential parking supply, the Parking Study conducted a comprehensive review which considered the following:
- a) Residential parking standards adopted by other municipalities;
 - b) Parking demands per the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition) data;
 - c) Trends and approved parking rates within the adjacent area of the site; and,
 - d) Key findings from other parking studies.
98. The Parking Study reviewed the parking standards of the City of Hamilton, City of Kitchener, Town of Newmarket, City of North Bay, City of Orillia and the City of Peterborough. Based upon the review, minimum parking rates ranged from 0.30 to 1.35 spaces pr unit. The report found that lower parking rates are generally applied within urban growth centres and downtown cores which are typically better serviced by transit and are located in close proximity to amenities and services. Historically, the City of Barrie has employed this approach for development proposals in its strategic growth areas, including the UGC. The Parking Study concluded that a parking rate of 0.80 spaces per unit is not uncommon in an urban area such as the UGC when compared to municipalities such as the City of Hamilton, Town of Newmarket, City of North Bay, City of Orillia, and the City of Peterborough.
99. The Parking Study reviewed the ITE Parking Generation Manual (5th Edition) which provides data on surveys conducted across North America on peak parking demands for different land uses. The survey data identified that the average parking supply for multi-family (high-rise) housing is 0.60 spaces per unit, while the peak parking demand range is 0.51 to 0.73 spaces per unit. Based upon the data for average parking supply, the proposed development (252 units) would require 139

parking spaces. When considering the higher range of the peak parking demand rates, the estimated parking demand for the proposed development is 184 parking spaces. The proposed parking supply of 205 parking spaces for the subject lands exceeds the parking rates identified in the ITE Parking Generation Manual (5th Edition).

100. The Parking Study also identified comparable parking rates that have been approved for similar developments within the City of Barrie's UGC, which include:
- a) A minimum parking rate of 0.8 spaces per unit and a maximum parking rate 1.65 spaces per residential unit, along with an exemption for commercial parking at 55-57 McDonald Street; 61-67 Owen Street; and, 70-78 Worsley Street. These lands are currently subject to an active Site Plan Control application ([File: D11-016-2021](#)) for a 20-storey mixed use building containing 118 apartment units, 160 assisted living units and ground floor commercial space.
 - b) A minimum parking rate of 0.85 spaces per residential unit at 136 and 112 Bayfield Street; 14 Sophia Street West; and, 113 and 115 Maple Avenue. These lands are currently subject to an active Site Plan Control application ([File: D11-013-2020](#)) for a 12-storey mixed use building containing 300 units and ground floor commercial space.
 - c) A minimum parking rate of 0.88 spaces per residential unit at 115 Bayfield Street. These lands have received Site Plan Approval for an 8-storey affordable housing building containing 108 rental units ([File: D11-026-2020](#)).
101. The Parking Study evaluated off-site parking availability within the vicinity of the subject lands. According to the study, there are 10 municipal off-street parking lots providing approximately 800 parking spaces within a 500 metre radius of the subject lands. The study also notes that there are approximately an additional 300 on-street parking spaces within a 500 metre radius of the subject lands. Municipal parking could be utilized by the residents of the proposed development, as required, particularly to accommodate visitors. The availability of municipal parking within the vicinity of the site provides opportunities for reduced demand for parking spaces.
102. Finally, the Parking Study considers a variety of site context and transportation demand management (TDM) factors that assist in maintaining lower parking demands. These factors include proximity to commercial businesses and community facilities, availability of transit, a well-connected pedestrian network, and ride-share programs to reduce vehicle ownership. In this regard, the subject lands are located within the UGC which is well served by local and regional transit services. Further, the subject lands are surrounded by various services, amenities, and employment opportunities. The UGC is also well connected and walkable in comparison to other areas of the City which are more auto-dependent. Additionally, several viable alternative transportation services are available to residents, including taxis and ride-share programs (i.e. Uber and Lyft) which further reduce the demand for private vehicle ownership. By leveraging the alternate travel modes that exist in the UGC, it is reasonable to expect that a reduced residential parking rate can be supported for the proposed development.
103. Based upon the information presented in the Parking Study, Planning staff and Transportation Planning staff are of the opinion that the proposed residential parking supply is sufficient to serve the needs of the proposed development.

Commercial Parking

104. The subject application is proposing an exemption from the commercial parking requirements of the Zoning By-law, whereas a minimum of 1 parking space per 24 square metres of GFA is required for multiple commercial uses located on the same property. The general intent and purpose of

requiring commercial parking is to ensure that commercial uses have sufficient parking for employees and customers to prevent an overflow of on-street parking. Minimum parking standards are also required to prevent conflicts between uses, particularly in mixed use developments.

105. The Parking Study submitted in support of the subject application confirms that the parking exemption for the 257 square metre commercial space can be supported. In this case, it is important to consider the locational context of the site, as well as the nature and intended function of the commercial space. The proposed commercial space is not intended to function as a major destination in the UGC. Instead, the space would function as an ancillary use for the residential component of the building and the surrounding neighbourhood. No vehicular parking demand would be generated by the building's residents and it is anticipated that demand from the surrounding neighbourhood would likely be generated from walking or cycling. Additionally, there is a generous amount of on-street and off-street municipal parking available within a 500 metre radius of the site. In particular, there is a municipal off-street parking lot (H-Block) located immediately east of the subject lands. Finally, it should be noted that commercial parking is not required in the 'Central Area Commercial' (C1) Zone, which applies to lots on the south side of Worley Street.
106. Based on the foregoing, parking demands generated by the commercial use(s) would be minor and could be accommodated by the available on-street and off-street municipal parking that is available within the vicinity of the subject lands.

Parking Space Length – Three (3) Compact Spaces in the Underground Parking Structure

107. The subject application proposes to reduce the length of 3 parking spaces to 5.2 metres (whereas 5.5 metres is required) in the underground parking structure to offer said spaces as 'compact spaces' for smaller vehicles. The general intent and purpose of regulating parking space length is to ensure that parking spaces can accommodate all vehicle types to prevent encroachment into drive aisles.
108. The Parking Study submitted in support of the application confirms that the proposed compact parking spaces can accommodate a variety of passenger vehicles without impacting the functionality of the proposed parking areas and associated drive aisles. According to the research data in the Parking Study, the 85th percentile size for passenger vehicles in the marketplace is reported as 1.85 metres in width by 4.9 metres in length. Given the low volume of compact parking spaces proposed (3 max.), it is anticipated that there will be demand for said spaces by residents who own smaller vehicles. In this regard, parking for the development will be unbundled, so the compact spaces would likely be offered to purchasers who own smaller vehicles. As such, the proposed 0.3 metre reduction in the length of 3 parking spaces is minor and would not impact the functionality of the development.

Percentage of Commercial Uses (Percentage of Lot Area)

109. The subject application proposes commercial uses at an area equivalent to a minimum of 8.5 percent of the lot area, whereas commercial uses are required to be provided at an area equivalent to a minimum of 50 percent of the lot area. The general intent and purpose of prescribing percentages for commercial uses in the City Centre is to ensure that viable commercial spaces are available for local businesses to serve the needs of the community. Such provisions are also required to promote the provision of ground floor commercial uses in the City's strategic growth areas, such as the UGC, to activate the streetscape and foster a pedestrian-friendly environment.
110. The proposed commercial space is strategically located on the ground floor of the building to help activate the streetscape. The space is also located in the northeast corner of the site at the intersection of Clapperton and McDonald Streets where it will be complimented by an outdoor urban

square which can be utilized seasonally, thereby increasing the usable area of the commercial space. Additionally, the proposed commercial use is not intended to function as a major destination, but rather as an ancillary use for residents of the proposed building and the surrounding neighbourhood. For these reasons, Planning staff are of the opinion that the reduction in the commercial space is appropriate and satisfies the intent and purpose of the Zoning By-law.

Landscape Buffer Strips – Interior Side and Rear Lot Lines

111. The subject application is proposing the following reductions to the width of landscape buffer strips located along the interior side and rear lot lines of the subject lands, as summarized in Table 3.

Table 3: Proposed Site-specific Provisions for Landscape Buffer Strips

Zoning Standard	Required – C2-2 Zone	Proposed – C2-2(SP-XXX) Zone
Landscape Buffer Strip (min.)	A continuous 3 metre wide landscape strip along the side and rear lot lines.	1 metre along the south side yard adjacent to 54 Clapperton Street.
		2.5 metres (2.8 metres) along the south side lot line where parking is proposed.
		0.5 metres (0.7 metres) along the interior side lot line where a parking ramp or associated structures are proposed.
		1 metre along the rear lot line where a parking ramp or associated structures are proposed.
		2 metres along the rear lot line.

112. In accordance with the urban design guidelines and policies of the Official Plan, the site design prioritizes the enhancement and beautification of the streetscape in an effort to create a safe, warm and welcoming environment for pedestrians. In this regard, the required landscape strips along the street frontages exceed the minimum standards of the Zoning By-law. While the provision of landscape strips along the rear and interior side lot lines is important to provide viable planting areas, space for snow storage and screening/buffering to adjacent land uses, it is important to consider the context of the site. In this case, the site is located in the UGC which is an urban environment where rear yards are generally utilized for laneways, waste enclosures, and loading areas.
113. To accommodate the proposed streetscape enhancements, the subject application is requesting varying reductions to the width of the landscape strips along the interior side and rear lot lines. Although reductions are proposed, sufficient landscaped open space is being provided to meet the minimum required planting densities for the site, in accordance with the City's Urban Design Manual. As identified on the Conceptual Landscape Plan in Appendix "F", the landscape strips along the interior side and rear lot lines will be planted and a 2 metre tight board fence will be installed to provide screening and buffering to adjacent land uses. Further, adequate snow storage areas have been identified on the site.

Deeming the Subject Lands as One Property – Zoning Interpretation and Implementation

114. Planning staff are recommending that the subject lands, which encompass 7 separate lots, be considered as one property for the purpose of zoning interpretation and implementation. This site-

specific provision would simplify the interpretation and implementation of the Zoning By-law for the subject lands, as the proposed provisions would apply to the subject lands collectively.

Development Generally in Accordance with the Conceptual Site Plan

115. Planning staff are recommending that the subject lands be developed generally in accordance with the Conceptual Site Plan submitted in support of the application, as it relates to building placement and setbacks, as well as the location and configuration of landscape strips (see Appendix "C"). The Conceptual Site plan would be included as a schedule to the implementing Zoning By-law. This site-specific provision would provide clarity as it relates to the zoning provisions for site and ensure that the development, as proposed, is realized at the time of construction.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

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

ALTERNATIVES

117. The following alternatives are available for consideration by General Committee:

<u>Alternative #1</u>	<p>General 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>
<u>Alternative #2</u>	<p>General Committee could refuse the application and maintain the existing 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179) zoning over the subject lands.</p> <p>This alternative is not recommended as the subject property is ideally 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. Should the applicant appeal the Council decision with this alternative, City planning staff would not be in a position to offer supporting evidence.</p>

FINANCIAL

118. The subject application, if approved, would permit the development of 252 residential apartment condominium units and 257 square metres of ground floor commercial space on the subject lands. Currently, it is not possible to estimate the assessed value of the subject property, following redevelopment. However, the assessed value of the future development is anticipated to be 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 this staff report.

119. Building permit application fees for the proposed development are estimated to be approximately \$332,646.17. 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.
120. Current development charges (DC) for a bachelor or 1-bedroom units are \$34,319 and \$48,878 for 2 or more-bedroom units. The current DC rate for commercial retail space is \$454.41 per square metre. Based on the preliminary floor plans submitted in support of the application, development charge revenue for the proposed residential and commercial uses is estimated to be approximately \$9,769,742. Development charges are calculated and paid at the time of issuance of the building permit.
121. Education levies are \$4,283 per residential unit and \$0.60 per square foot for non-residential uses, which represents a total levy of \$1,080,975.60
122. Cash in lieu of parkland is currently calculated at \$3,693 per residential unit, which represents a total contribution of \$930,636 for the residential component of the development. Cash in lieu of parkland for the commercial retail portion of the development will be determined based on 5 percent of the appraised land value.
123. The proposed development would be subject to a Finance Administration fee of \$20,790.
124. Given that the subject lands, when developed, will be subject to Site Plan Control, all costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the frontage costs associated with upsizing to municipal water and sewer mains already installed, if required. Costs associated with the ongoing maintenance and operational costs of the new internal infrastructure, snow removal, landscape maintenance and site lighting would be the responsibility of the applicant.

LINKAGE TO 2022-2026 STRATEGIC PLAN

125. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
 - ☒ Affordable Place to Live – Encourage a range of housing options to make housing more attainable
 - The proposed development would introduce a mix of condominium apartment units which are attractive options for many demographics and are typically more affordable than low-density housing forms that exist in many areas of the City. If approved, the proposed development would contribute towards increasing the City's housing stock and providing a variety of housing options for the community.
 - ☒ Thriving Communities – Continue to support a vibrant downtown
 - The proposed development is located in the UGC and is surrounded by various businesses, community amenities and services, all of which would benefit from the

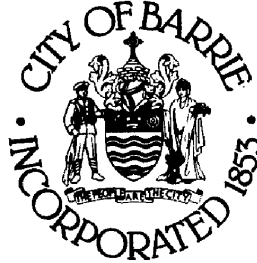
proposed development by way of an increased customer base, additional users of community facilities, and more pedestrian activity on City streets.

- ☒ Infrastructure Investments – Support active transportation and pedestrian connections
 - The proposed development is a high-density built-form that would increase the population of the UGC, which may translate into increased transit ridership. The proposed development is also designed with a human-scaled podium and an enhanced streetscape, including an urban square and pedestrian connections to the municipal sidewalk network to foster a pedestrian-friendly environment and promote active transportation.

Attachments: Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Application Summary
Appendix "C" – Site Plan & Ground Floor Plan
Appendix "D" – Building Elevations & Renderings
Appendix "E" – Residential Density Analysis
Appendix "F" – Conceptual Landscape Plan
Appendix "G" – Shadow Impact Study

APPENDIX "A"

Draft Zoning By-Law Amendment



Bill No. XXX

BY-LAW NUMBER 2023-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 being Part Lots 11, 12, 13, 14 and 15, South Side of McDonald and Sophia Streets, on Plan 31, known municipally as 17 Sophia Street East; 3, 5, 7 and 11 McDonald Street; and, 58 and 60 Clapperton Street from 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179) to 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 23-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 on lands described as Part Lots 11, 12, 13, 14 and 15, South Side of McDonald and Sophia Streets, on Plan 31, known municipally as 17 Sophia Street East; 3, 5, 7 and 11 McDonald Street; and, 58 and 60 Clapperton Street from 'Residential Apartment Dwelling Second Density – 1' (RA2-1) and 'Transition Centre Commercial – 1 – Special Provision No. 175 and 179' (C2-1)(SP-175)(SP-179) to 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) 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 Section 6.3.1 of By-law 2009-141, a minimum north exterior side yard setback of 3 metres is required in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
3. **THAT** notwithstanding the provisions set out in Section 6.3.1 of By-law 2009-141, a minimum south interior side yard setback of 3.5 metres is required in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
4. **THAT** notwithstanding the provisions set out in Section 4.6.5.2 of By-law 2009-141, a minimum setback of 0.5 metres from the street line to an underground parking structure is required in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
5. **THAT** notwithstanding the provisions set out in Section 6.3.2 of By-law 2009-141, a maximum building height of 18 metres within 5 metres of the lot flankage is permitted in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
6. **THAT** notwithstanding the provisions set out in Section 6.3.2 of By-law 2009-141, a maximum building height of 68 metres beyond 5 metres of the lot frontage and flankage is permitted in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
7. **THAT** notwithstanding the provisions set out in Section 6.3.1 of By-law 2009-141, a maximum gross floor area (GFA) of 580% is permitted in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
8. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, a minimum of 0.80 parking spaces per residential unit is required in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.

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9. **THAT** notwithstanding the provisions set out in Sections 4.6.1 and 4.6.2.3 of By-law 2009-141, parking is not required for commercial uses in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 10. **THAT** notwithstanding the provisions set out in Sections 4.6.2.5 of By-law 2009-141, a maximum of 3 of the required residential parking spaces may have a minimum length of 5.2 metres in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 11. **THAT** notwithstanding the provisions set out in Sections 6.3.2 of By-law 2009-141, commercial uses shall be provided at an area equivalent to a minimum of 8.5% of the lot area in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 12. **THAT** notwithstanding the provisions set out in Sections 6.3.7.1 of By-law 2009-141, a landscape buffer area with a minimum width of 1 metre shall be provided along the south interior side lot line adjacent to 54 Clapperton Street in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 13. **THAT** notwithstanding the provisions set out in Sections 6.3.7.1 of By-law 2009-141, a landscape buffer area with a minimum width of 2.5 metres shall be provided along the south interior side lot line where parking spaces are proposed in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 14. **THAT** notwithstanding the provisions set out in Sections 6.3.7.1 of By-law 2009-141, a landscape buffer area with a minimum width of 0.5 metres shall be provided along the south interior side lot line where a parking ramp or associated structures are proposed in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 15. **THAT** notwithstanding the provisions set out in Sections 6.3.7.1 of By-law 2009-141, a landscape buffer area with a minimum width of 1 metre shall be provided along the west rear lot line where a parking ramp or associated structures are proposed in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 16. **THAT** notwithstanding the provisions set out in Sections 6.3.7.1 of By-law 2009-141, a landscape buffer area with a minimum width of 2 metres shall be provided along the west rear lot line in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 17. **THAT** notwithstanding the provisions set out in Sections 4.0 and 6.0 of By-law 2009-141, lands known municipally as 17 Sophia Street East; 3, 5, 7 and 11 McDonald Street; and, 58 and 60 Clapperton Street shall be considered one property for purposes of zoning interpretation and implementation in the 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) zone.
 18. **THAT** lands zoned 'Transition Centre Commercial – 2 – Special Provision No. XXX' (C2-2)(SP-XXX) shall be developed generally in accordance with the Conceptual Site Plan attached as Schedule "B", as it relates to building placement and setbacks, as well as the location and configuration of landscape strips.
 19. **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 apply to the said lands except as varied by this By-law.
 20. **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 April, 2023.

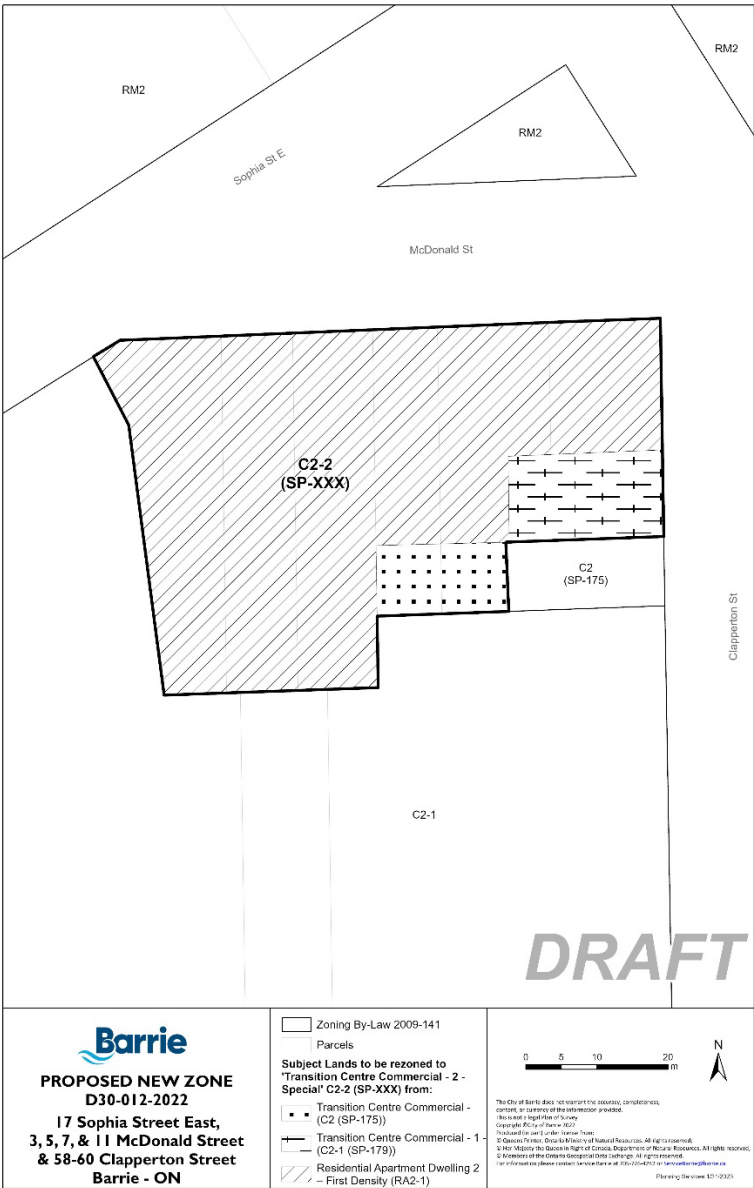
READ a third time and finally passed this ____ day of April, 2023.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule “A” to Attached By-law 2023-XXX



THE CORPORATION OF THE CITY OF BARRIE

MAYOR – A. NUTTALL

CITY CLERK – WENDY COOKE

Schedule "B" to Attached By-law 2023-XXX

[Conceptual Site Plan to be Inserted]

APPENDIX “B”

Application Summary

The subject lands are located on the southwest corner of the intersection of McDonald and Clapperton Streets, and are known municipally as 17 Sophia Street East; 3, 5, 7 and 11 McDonald Street; and, 58 and 60 Clapperton Street.

The subject lands are designated ‘City Centre’, as identified on Schedule A – Land Use in the City of Barrie [Official Plan](#), and are located in the Urban Growth Centre (UGC), in accordance with Schedule I – Intensification Areas. Lands located within the Urban Growth Centre are intended to develop at a minimum target density of 150 persons or jobs per hectare. The subject lands are zoned ‘Residential Apartment Dwelling Second Density – 1’ (RA2-1) and ‘Transition Centre Commercial – 1 – Special Provision No. 175 and 179’ (C2-1)(SP-175)(SP-179) in the City’s [Comprehensive Zoning By-law 2009-141](#), as amended. The Official Plan policies are discussed in paragraphs 47 to 76 of this staff report.

The application proposes to amend the zoning of the subject lands from ‘Residential Apartment Dwelling Second Density – 1’ (RA2-1) and ‘Transition Centre Commercial – 1 – Special Provision No. 175 and 179’ (C2-1)(SP-175)(SP-179) to ‘Transition Centre Commercial – 2 – Special Provision No. XXX’ (C2-2)(SP-XXX) with site-specific provisions. The rationale for the site-specific zoning provisions is discussed in paragraphs 81 to 115 of this staff report.

If approved, the proposed Zoning By-law amendment would facilitate the development of a 21-storey (67 metre) mixed-use building containing 252 residential units and 257 square metres of ground floor commercial space, as illustrated in Appendix “C” – Site Plan and Ground Floor Plan and Appendix “D” – Building Elevations and Renderings. The proposed building would include at-grade and underground parking along with a variety of amenities and key features, such as:

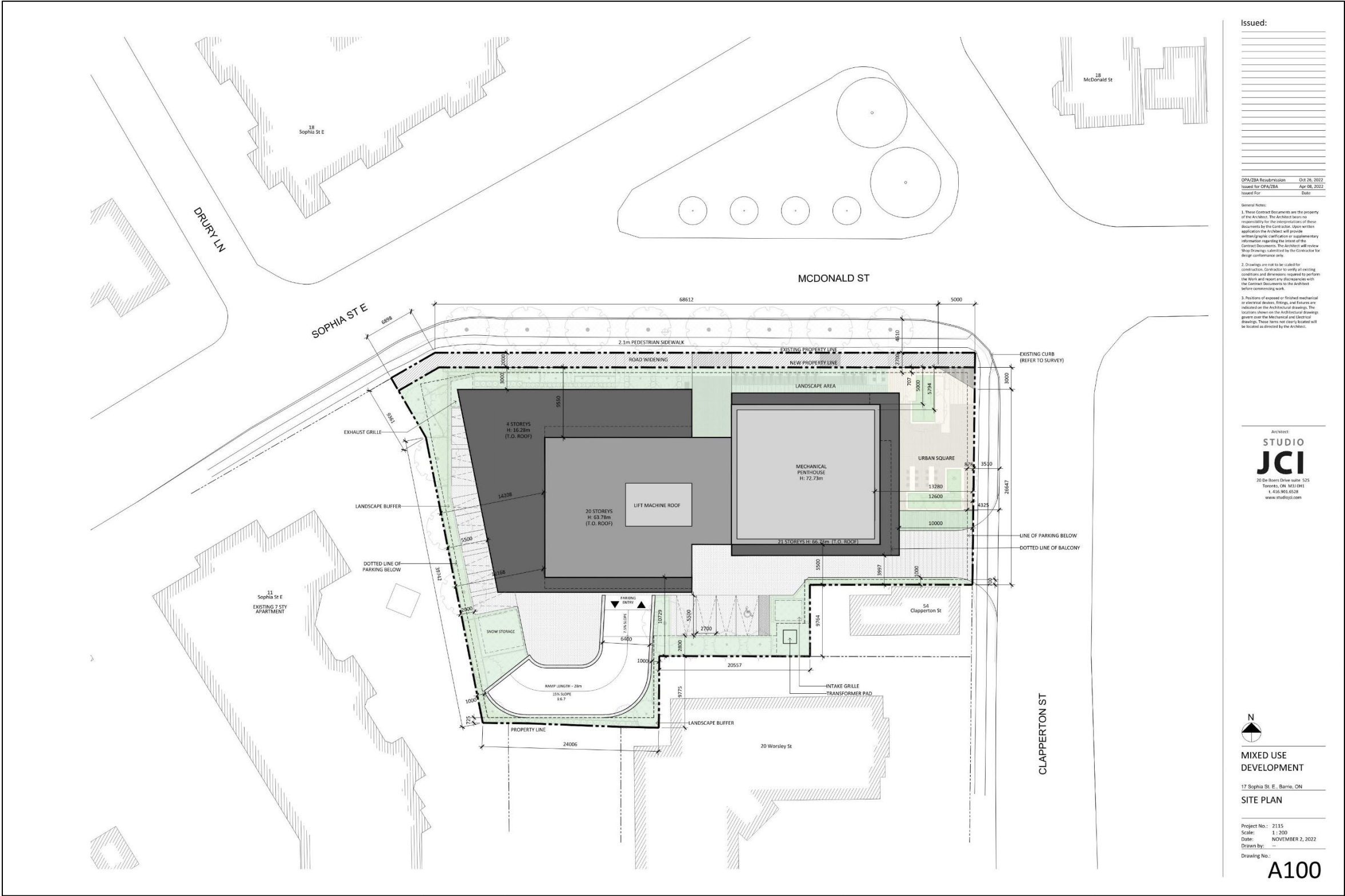
- a) A three (3) to four (4) storey podium with principal residential and commercial entrances, including the provision of glazing at-grade to activate the streetscape and provide prominence in the pedestrian realm;
- b) Narrow floor plates with an area less than 850 square metres for the tower portions of the buildings to reduce visual and physical impacts on surrounding residential neighbourhoods and the public realm;
- c) Strategic building placement along McDonald and Sophia Streets, together with the inclusion of step-backs above the building podium to provide appropriate separation distances between the high-rise portions of the building and existing buildings in the surrounding area, particularly the residential neighbourhood to the north;
- d) An outdoor urban square located at the northeast corner of the site at the intersection of McDonald and Clapperton Streets for the use of the development and broader community;
- e) A driveway access from Clapperton Street to the rear of the site to facilitate a better streetscape design and mitigate impacts to traffic operations and pedestrian safety on McDonald and Sophia Streets;
- f) Parking is strategically located underground, as well as at the rear of the building to improve the aesthetic of the streetscape and foster a pedestrian-friendly environment;
- g) The provision of 253 bicycle parking spaces to encourage and provide opportunities for active transportation;

-
- h) A variety of amenity spaces provided in the form of indoor amenities, private balconies and terraces, and rooftop amenity spaces, which equates to 15 square metres of amenity space per unit; and,
 - i) Will utilize existing sanitary, water and transit services and community facilities located in the UGC.

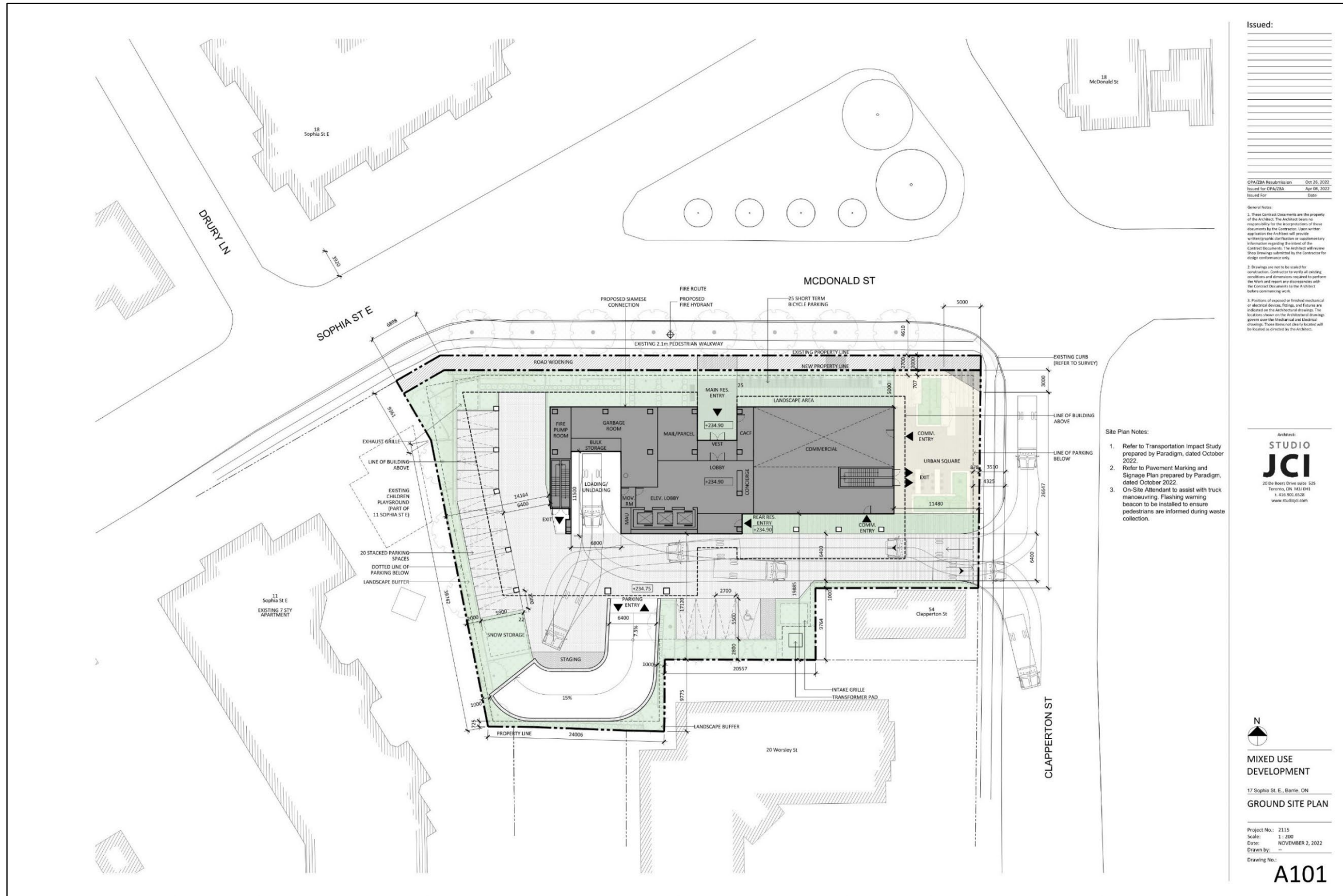
Together, these features result in a human-scaled development that enhances the public realm, provides an appropriate transition to adjacent land uses and City streets, and utilizes existing services and infrastructure.

The Planning rationale provided throughout this staff report demonstrates that the proposed Zoning By-law amendment is consistent with the Provincial Policy Statement (2020) and conforms to The Growth Plan (2020), as amended, and the City of Barrie Official Plan, while also being respectful of existing land uses adjacent to the proposed development.

APPENDIX "C"
Site Plan and Ground Floor Plan

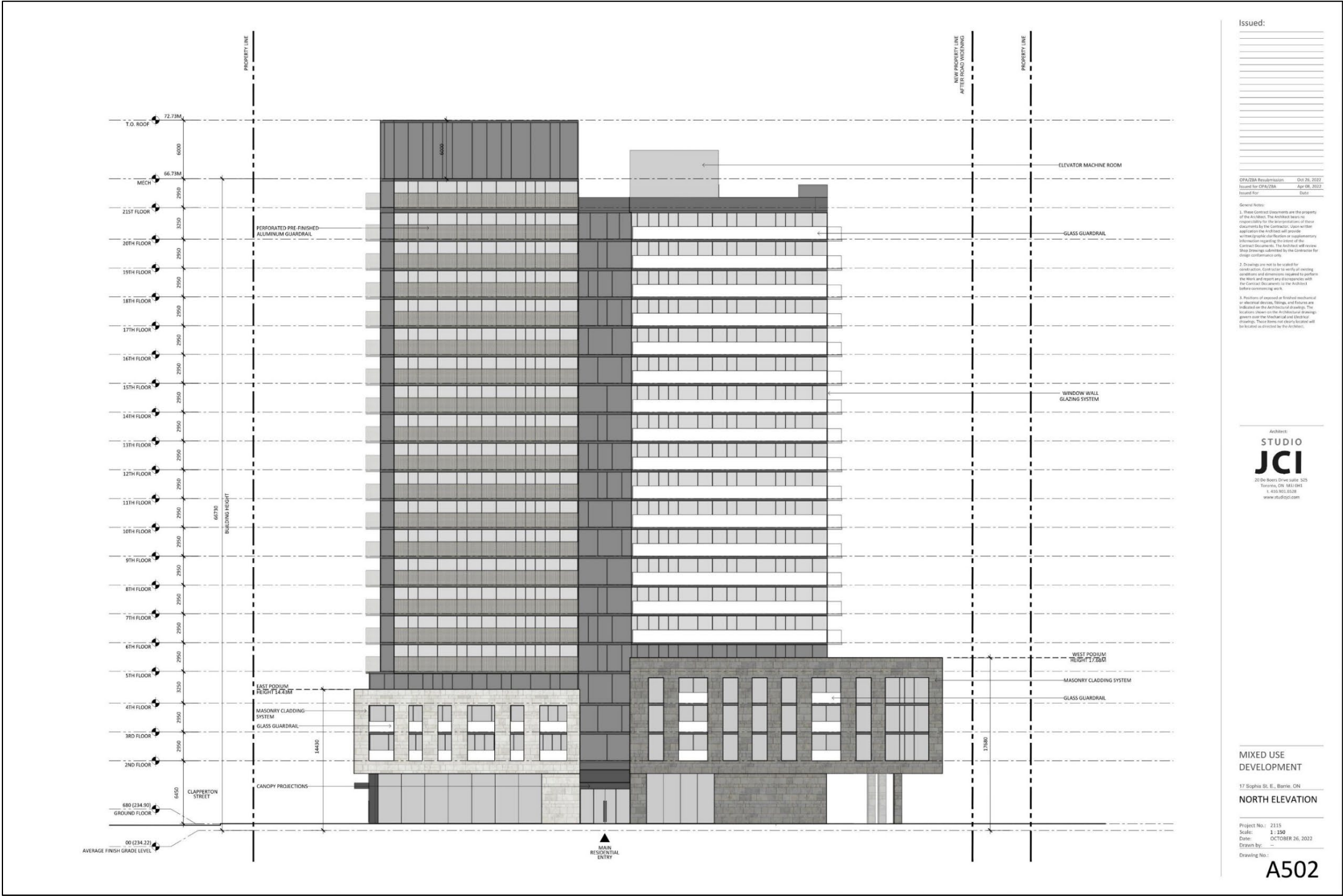


APPENDIX "C"
Site Plan and Ground Floor Plan

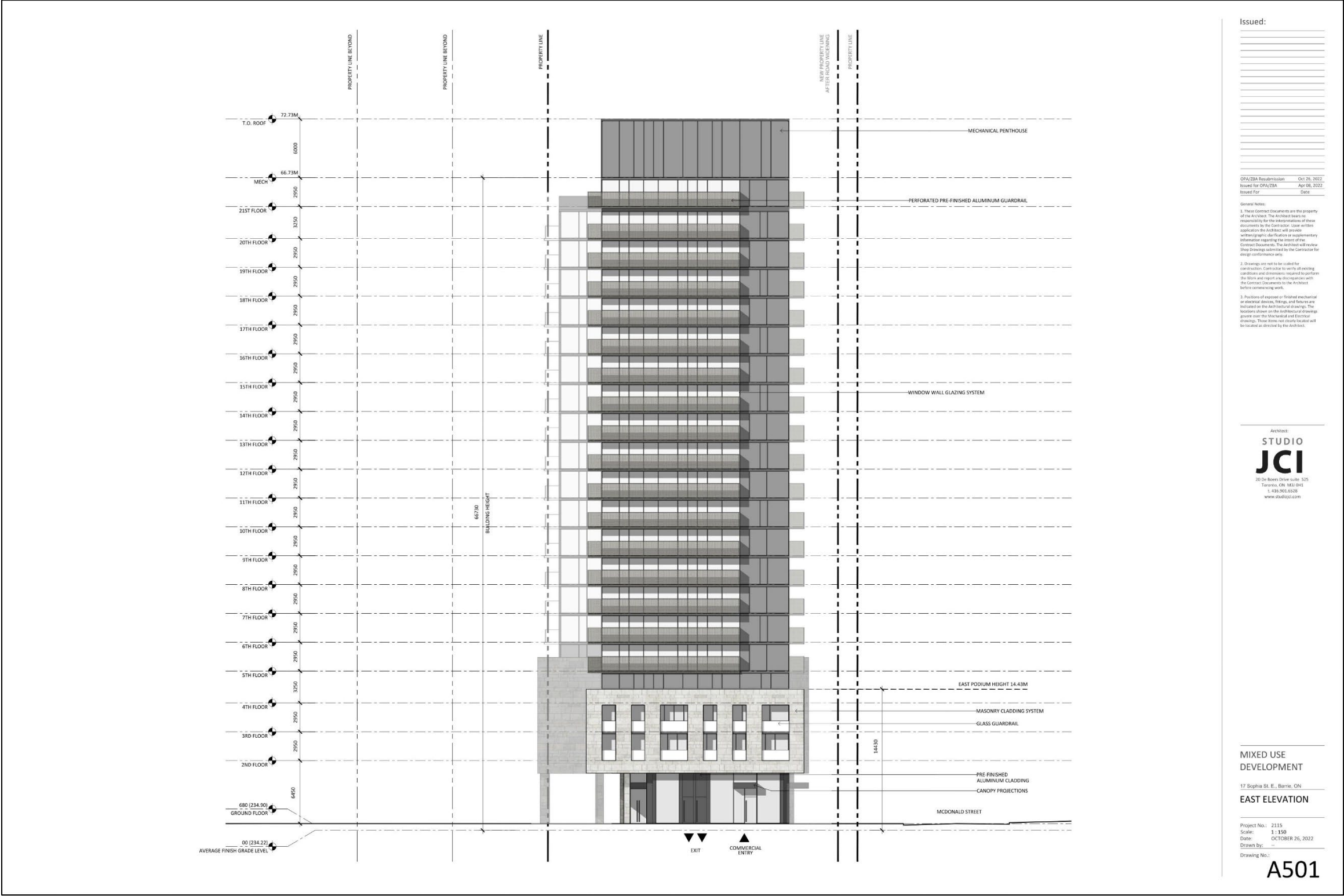


Architectural drawing of the South Elevation of a building. The drawing shows a multi-story structure with a central core and two side wings. The left wing has a height of 17.88m, and the right wing has a height of 14.43m. The building is situated on a lot with a width of 17.88m and a depth of 14.43m. The drawing includes floor levels from the Ground Floor to the 21st Floor, with corresponding elevations. Key features include a Mechanical Penthouse, Perforated Pre-Finished Aluminum Guardrail, Window Wall Glazing System, Glass Guardrail, and Masonry Cladding System. The drawing also shows the location of the Loading/Unloading area, Residential Entry, and Commercial Entry. The drawing is dated October 26, 2022, and is labeled A500.

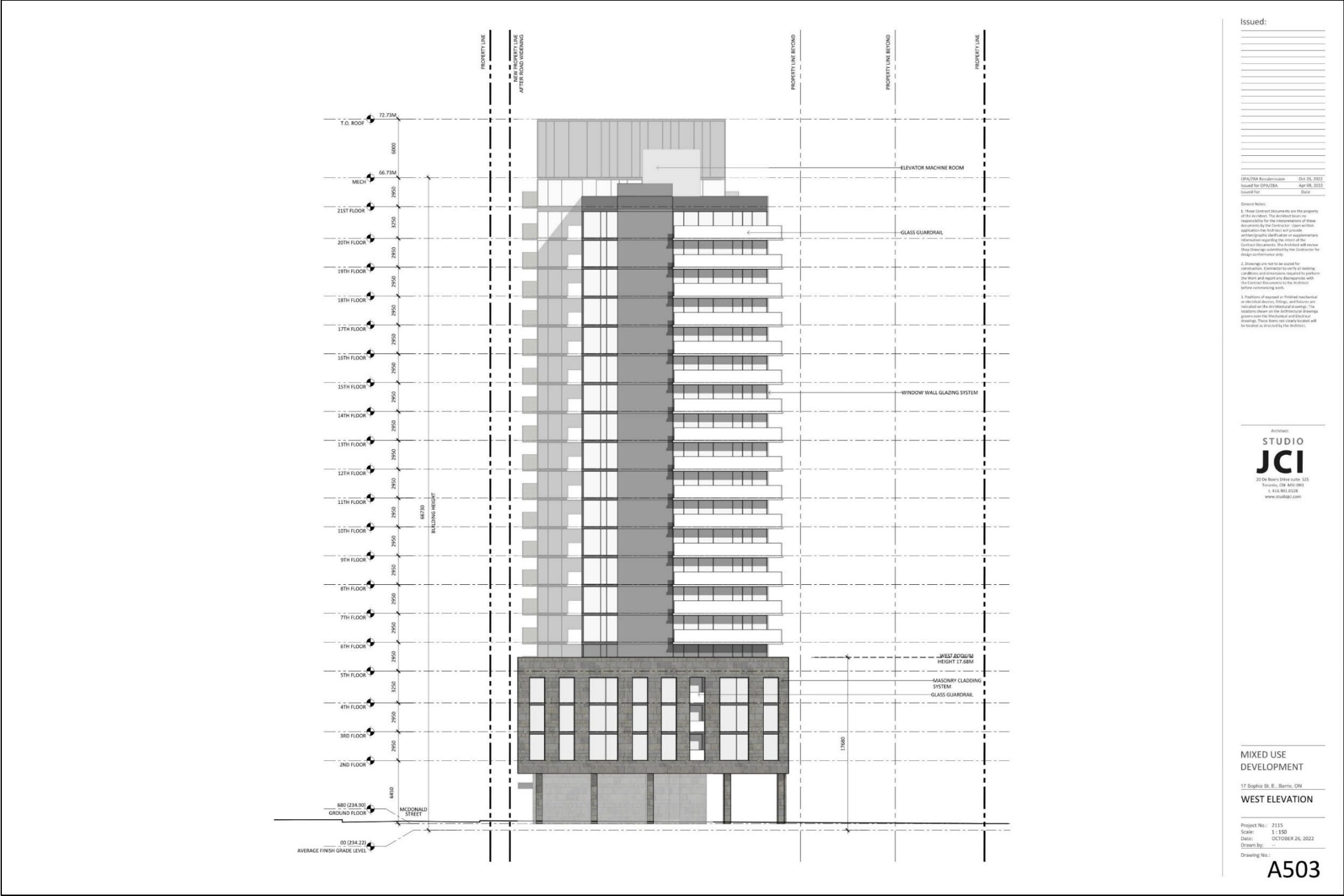
APPENDIX "D"
Building Elevations and Renderings



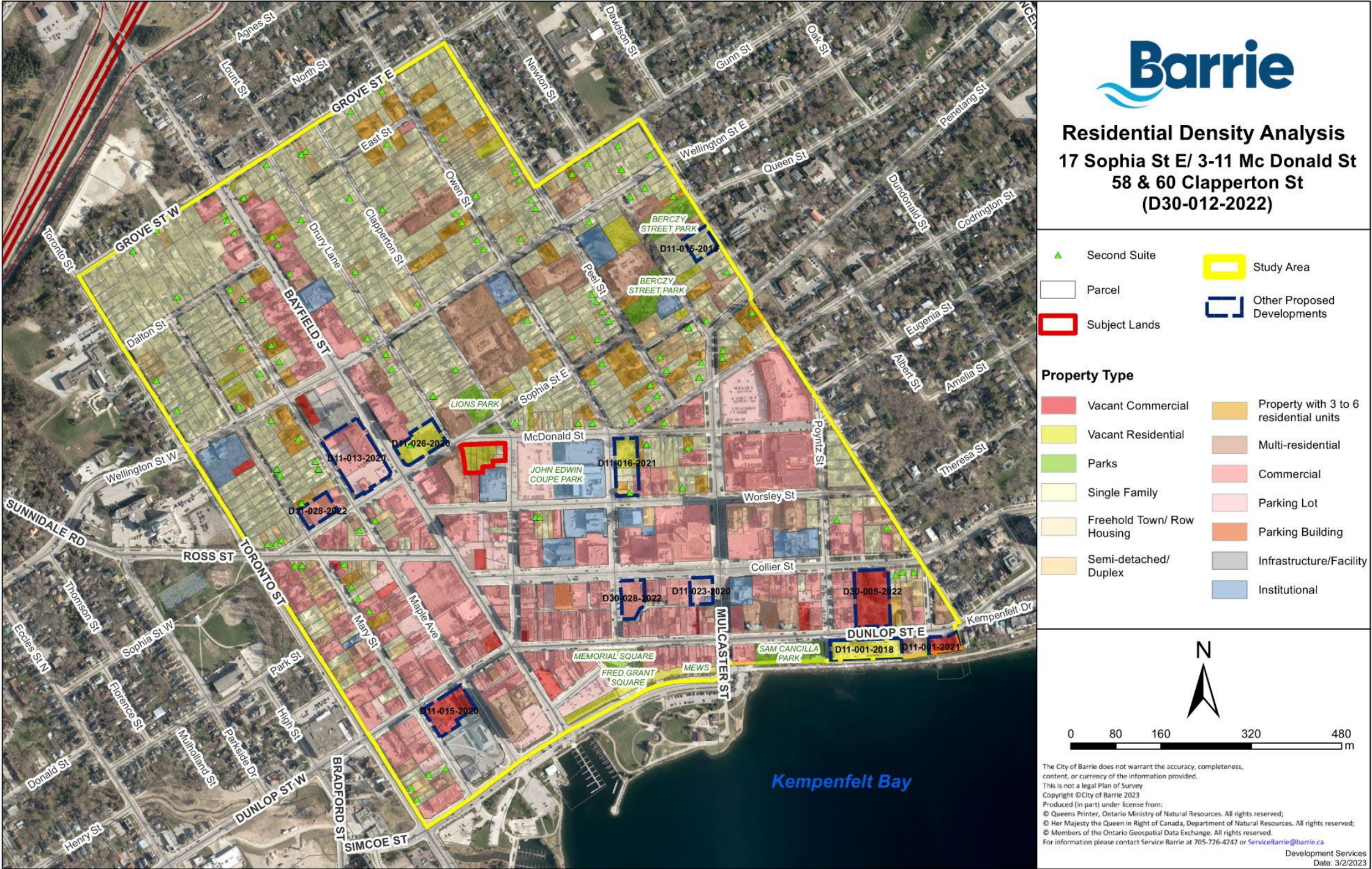
APPENDIX "D"
Building Elevations and Renderings



APPENDIX "D"
Building Elevations and Renderings



APPENDIX “E”
Residential Density Analysis



APPENDIX “E”
Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-012-2022
17 SOPHIA ST E, 3-11 MCDONALD ST, 58 & 60 CLAPPERTON ST, BARRIE - ON

Total Study Area	115.22 ha
Total Developable Area - <i>Only residential</i> (Private properties)	72.91 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	83.92 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	1.81 ha
Total Area Roads right of way	29.49 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit*	569	42.01	14
Semis/ Duplex*	186	5.32	35
Townhouse Dwelling Unit*	32	0.80	40
multi-residential building (3 to 6 units)	207	4.01	
Multiresidential/ Mixed use building (7 or more residential units)	1705	11.26	151
Vacant residential and Commercial lands		4.96	
Non- residential areas(Commercial/ Institutional)		9.20	
Parks/ Open Space/ Walkway / Laneway		1.81	
Other Proposed Developments in the area			
D11-001-2018 - 185–205 Dunlop St E (10-storey, 178 residential building with 1,764.0 m2 of ground floor commercial)	178	0.47	381
D11-015-2019 - 134, 136 & 138 Berczy St (14 3-storey townhouses)	14	0.21	68
D11-013-2020 - 136 Bayfield Street; 14 Sophia St W & 113 & 115 Maple Ave (12- storey mixed-use condominium building with 292 units and ground floor commercial space, associated parking and 8 townhouse units fronting onto Maple Avenue, for a total of 300 units.)	300	0.88	340
D11-015-2020 - 39-67 Dunlop St W & 35-37 Mary St (Two 33-storey towers with ground floor commercial space and 5 levels of above grade parking. Total units 490. Phase 1 Registered)	495	0.45	1107
D11-023-2020 - 79 Collier Street (15-storey mixed-use building containing 136 residential units (28units will be affordable housing units), and approximately 404 square metres of ground floor commercial space)	136	0.17	808
D11-026-2020 - 113 & 117 Bayfield St and 6,8 & 12 Sophia St E (8-storey residential building containing 108 purpose-built rental units;70 to be Affordable Units as per final site plan drawings.)	108	0.36	296
D11-001-2021 - 217 Dunlop St E (13-storey condominium building with 24 residential units)	24	0.19	127
D11-016-2021 - 67 Owen St (20-storey mixed use residential with 118 residential units and 160 assisted living and ground floor commercial)	118	0.41	290
D11-028-2022 - 30 Sophia St W (4-storey mixed use building with 39 residential units and 400m2 ground floor commercial)	39	0.23	167
D30-005-2022 - 129 Collier St (ZBA from C2-1 to C2-1 (SP) to permit two residential towers, 12-storeys in height with 293 residential units)	293	0.61	484
D30-028-2022 - 49 Collier St (ZBA to permit a 32-storey mixed-use building with 253 residential units and 1,271m2 ground floor retail)	253	0.26	986
Subject Property			
17 Sophia St E, 3,5,7,11 McDonald St, 58 & 60 Clapperton St - D30-012-2022 ZBA to permit a 21 storey tower with a 4-storey podium and a total of 253 residential units. (Currently 2 residential units existing on the site)	253	0.31	815

RESIDENTIAL DENSITY ANALYSIS
D30-012-2022
17 SOPHIA ST E, 3-11 MCDONALD ST, 58 & 60 CLAPPERTON ST, BARRIE - ON

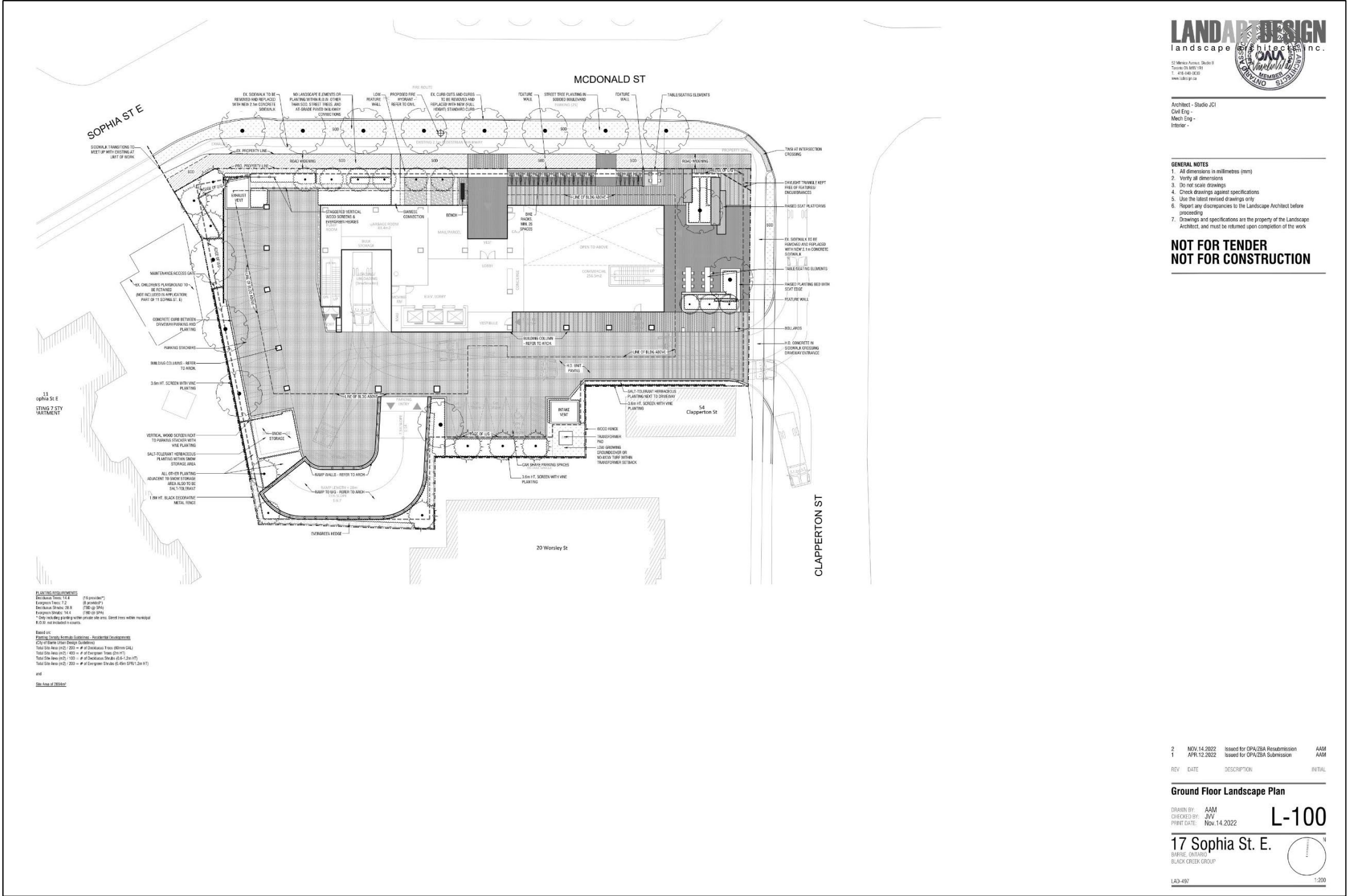
Current Residential Density (Only Residential Lands included)	2704	72.91	37
Current Residential Density (All Residential and Non- residential lands included)	2704	83.92	32
Projected Residential Density Including Proposal for Subject Lands (Only Residential Lands included)	2957	72.91	41
Projected Residential Density Including Proposal for Subject Lands (All Residential and Non- residential lands included)	2957	83.92	35
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1) (Only Residential Lands included)	4915	72.91	67
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area (OPTION 1) (All Residential and Non- residential lands included)	4915	83.92	59

Note:

Prepared by: Development Services
Date:March 2, 2023

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.
Vacant lands includes all surface parking lots.

APPENDIX "F"
Conceptual Landscape Plan



APPENDIX “G”
Shadow Impact Study

APRIL 21ST [UTC-4]
Sunrise: 6:24 AM Sunset: 8:11 PM



ARPIL 21, 7:54 AM



ARPIL 21, 8:54 AM



ARPIL 21, 9:54 AM



ARPIL 21, 10:54 AM



ARPIL 21, 11:54 AM



ARPIL 21, 12:54 PM



ARPIL 21, 1:54 PM



ARPIL 21, 2:54 PM



ARPIL 21, 3:54 PM



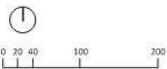
ARPIL 21, 4:54 PM



ARPIL 21, 5:54 PM



ARPIL 21, 6:41 PM



- SHADOWS OF PROPOSED BUILT FORM
- APPROVED BUILDINGS AND STRUCTURES
- PROPOSED BUILDINGS AND STRUCTURES
- SUBJECT PROPERTY

APPENDIX "G"
Shadow Impact Study

JUNE 21ST [UTC-4]
Sunrise: 5:35 AM Sunset: 9:07 PM



June 21, 7:05 AM



June 21, 8:05 AM



June 21, 9:05 AM



June 21, 10:05 AM



June 21, 11:05 AM



June 21, 12:05 PM



June 21, 1:05 PM



June 21, 2:05 PM



June 21, 3:05 PM



June 21, 4:05 PM



June 21, 5:05 PM



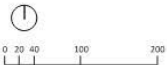
June 21, 6:05 PM



June 21, 7:05 PM



June 21, 7:37 PM



- SHADOWS OF PROPOSED BUILT FORM
- APPROVED BUILDINGS AND STRUCTURES
- PROPOSED BUILDINGS AND STRUCTURES
- SUBJECT PROPERTY

APPENDIX “G”
Shadow Impact Study

SEPTEMBER 21ST [UTC-4]
Sunrise: 7:05 AM Sunset: 7:18 PM



SEPTEMBER 21, 8:35 AM



SEPTEMBER 21, 9:35 AM



SEPTEMBER 21, 10:35 AM



SEPTEMBER 21, 11:35 AM



SEPTEMBER 21, 12:35 PM



SEPTEMBER 21, 1:35 PM



SEPTEMBER 21, 2:35 PM



SEPTEMBER 21, 3:35 PM



SEPTEMBER 21, 4:35 PM



SEPTEMBER 21, 5:35 PM



SEPTEMBER 21, 5:48 PM



- SHADOWS OF PROPOSED
BUILT FORM

APPROVED BUILDINGS
AND STRUCTURES

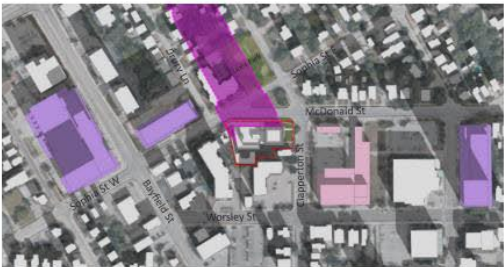
PROPOSED BUILDINGS
AND STRUCTURES
- SUBJECT PROPERTY

APPENDIX “G”
Shadow Impact Study

DECEMBER 21ST [UTC-5]
Sunrise: 7:52 AM Sunset: 4:42 PM



DECEMBER 21, 9:22 AM



DECEMBER 21, 10:22 AM



DECEMBER 21, 11:22 AM



DECEMBER 21, 12:22 PM



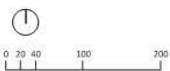
DECEMBER 21, 1:22 PM



DECEMBER 21, 2:22 PM



DECEMBER 21, 3:12 PM



- SHADOWS OF PROPOSED BUILT FORM
- APPROVED BUILDINGS AND STRUCTURES
- PROPOSED BUILDINGS AND STRUCTURES
- SUBJECT PROPERTY