
TO: **PLANNING COMMITTEE**

SUBJECT: **ZONING BY-LAW AMENDMENT APPLICATION – 113 AND 117
BAYFIELD STREET AND 6, 8, 10 AND 12 SOPHIA STREET EAST
(CORAL SOPHIA LANE HOUSING INC.)**

WARD: **2**

**PREPARED BY AND KEY
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SUBMITTED BY: **M. BANFIELD, RPP
DIRECTOR OF DEVELOPMENT SERVICES**

**GENERAL MANAGER
APPROVAL:** **A. MILLER, RPP
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 The Jones Consulting Group Ltd., on behalf of Coral Sophia Lane Housing Inc., to rezone lands known municipally as 113 and 117 Bayfield Street and 6, 8, 10, and 12 Sophia Street East from 'Transition Centre Commercial 1' (C2-1) to 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(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 minimum front yard setback of 2.5 metres, whereas a minimum setback of 7 metres is required;
 - b) Permit a minimum setback of 1.8 metres to the required daylighting triangle at the intersection of Bayfield Street and Sophia Street East, whereas a minimum setback of 7 metres is required;
 - c) Permit a minimum interior side yard setback of 0.75 metres, whereas a minimum setback of 5 metres is required;
 - d) Permit a minimum exterior side yard setback of 2 metres, whereas a minimum setback of 5 metres is required;
 - e) Permit a minimum rear yard setback of 1.6 metres, whereas a minimum setback of 7 metres is required;

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- f) Permit a secondary means of egress to the exterior of ground floor residential units in the form of a landscaped open space area with a minimum depth of 3.5 metres along Sophia Street East and 3.1 metres along the interior side lot line, whereas a minimum depth of 7 metres is required;
 - g) That any landscaped open space associated with a secondary means of egress for ground floor residential units shall not be required in addition to any other required landscaped open space;
 - h) Permit a minimum landscape open space (percentage of lot area) of 22%, whereas 35% is required;
 - i) Permit a maximum lot coverage of 75%, whereas a maximum of 35% is permitted;
 - j) Permit a maximum gross floor area of 240%, whereas a maximum of 200% is permitted;
 - k) Permit a landscaped buffer area with a minimum width of 0.75 metres along the interior side lot line, whereas a minimum of 3 metres is required;
 - l) Permit a landscaped buffer area with a minimum width of 1.6 metres along the rear lot line, whereas a minimum of 3 metres is required;
 - m) Permit a minimum of 0.88 parking spaces per residential unit, whereas a minimum of 1 parking space per unit is required; and
 - n) Permit a maximum of 18 tandem parking spaces, whereas tandem parking is not permitted in multi-residential developments.
3. That the written and oral submissions received relating to the 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 DEV004-21.
4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a zoning by-law amendment application submitted by the Jones Consulting Group Ltd., on behalf of Coral Sophia Lane Housing Inc., for lands known municipally as 113 and 117 Bayfield Street, and 6, 8, 10 and 12 Sophia Street East (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, affordable rental housing 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 'Transition Centre Commercial 1' (C2-1) to 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) with site-specific provisions. The site-specific provisions would permit a reduced parking ratio and limited tandem parking, reduced building setbacks and an increased lot coverage and gross floor area, and a reduced landscape open space area and landscape buffer. A detailed analysis of the site-specific provisions is contained in paragraphs 73 to 104 of this report.
7. The application, if approved, would facilitate the development of an 8-storey rental apartment building containing 108 units, of which 65 percent (70 units) are proposed to be offered as affordable. The proposed building would include structured parking, along with a variety of amenities such as:
 - a) an off-street loading area;
 - b) bicycle and scooter parking;
 - c) a guest suite;
 - d) an outdoor off-leash dog area;
 - e) a green roof on the 3rd floor; and,
 - f) an indoor common room and outdoor amenity spaces in the form of rooftop terraces and private balconies.
8. The proposed building would be located within close proximity to the street with active residential spaces at-grade and seamless connections to the sidewalk, thereby creating a pedestrian-friendly streetscape.
9. The proposed building would include step-backs at the 3rd and 7th floors to create a human-scaled development along the street and to provide an appropriate transition to surrounding land uses. (see Appendix "C" – Proposed Site Plan & Ground Floor Plan and Appendix "D" – Proposed Building Elevations & Renderings).

Location

10. The subject lands are legally described as Part of Lots 9, 10 and 11 on Registered Plan 31, and are known municipally as 113 and 117 Bayfield and 6, 8, 10 and 12 Sophia Street, Barrie. As identified in Figure 1, the subject lands are located on the northeast corner of the Bayfield Street and Sophia Street East intersection, while also fronting onto Drury Lane.
11. The subject lands are rectangular in shape and comprise 0.37 hectares (0.92 acres) with approximately 40 metres of frontage on Bayfield Street, 80 metres on Sophia Street East and 47 metres on Drury Lane. The subject lands are currently vacant; however, they previously contained five (5) residential dwellings that had been converted to commercial uses. The former buildings were demolished in 2017.
12. The site is located within close proximity to a range of residential, commercial, institutional and recreational uses (see Appendix "E" – Context Plan). 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 close 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).

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

North: Mixed-use residential and commercial buildings fronting onto Bayfield Street, commercial uses including professional offices, personal services and a restaurant, and single-detached dwellings fronting onto Drury Lane.

East: Multi-unit residential building, a neighbourhood park (Lions) and single-detached dwellings.

South: Multi-unit residential building, professional offices, and personal services.

West: Parking lot, professional office buildings and single-detached dwelling units, along with a development proposal for a high rise, mixed-use condominium building (File: D14-1702).



Figure 1: Aerial Photograph – 113 & 117 Bayfield St, and 6, 8, 12 Sophia St. and Surrounding Area

14. 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 700 metres from the subject lands providing easy access to local and regional transit routes.

Existing Policy

15. The subject property is designated 'City Centre' and 'Residential' on Schedule "A" – Land Use in the City's Official Plan (Figure 2). The property is zoned 'Transition Centre Commercial 1' (C2-1) in the City's Comprehensive Zoning By-law 2009-141, as amended.

16. The property is located within the Urban Growth Centre and has frontage on Bayfield Street which has been identified as a Primary Intensification Corridor, as identified on Schedule “I” of the City’s Official Plan. Lands located within the Urban Growth Centre are intended to develop at a target density of 150 persons or jobs per hectare, while development on Primary Intensification Corridors are intended to develop at a target density for 50 units per hectare along the entire corridor. Some properties may develop above these target densities, while others may develop below the targets or remain unchanged.



Figure 2: City of Barrie Official Plan – Schedule ‘A’ – Land Use

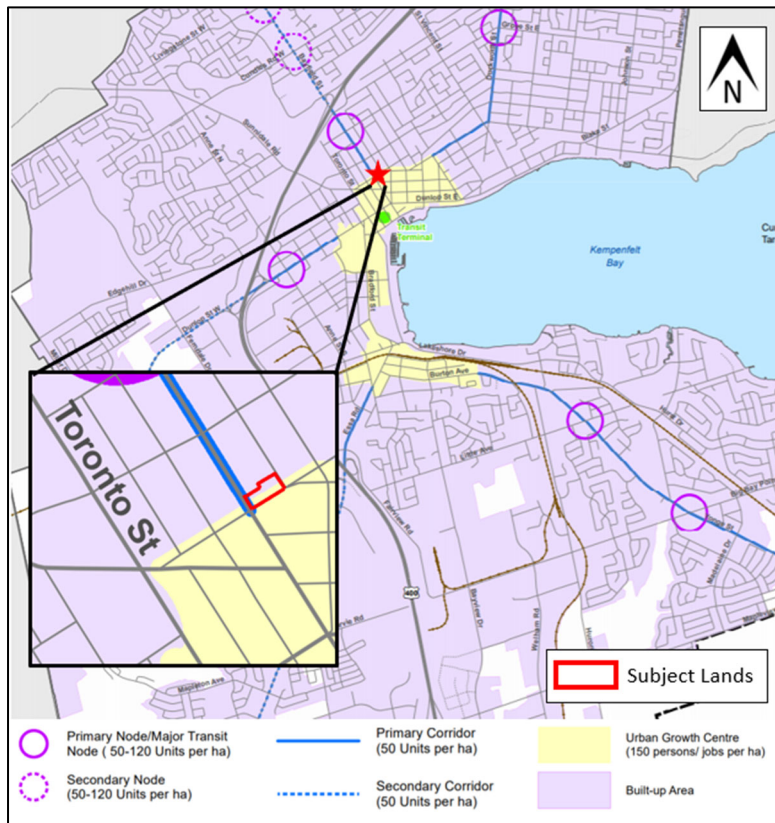


Figure 3: City of Barrie Official Plan – Schedule 'I' – Intensification Areas

Background Studies

17. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material is available online on the City's Proposed Developments webpage under Ward 2.
 - Planning Justification Report & Urban Design Review (The Jones Consulting Group Ltd., May 2020)
 - Architectural Site Plan Set – Site Plan, Floor Plans, Elevations, Shadow Study (Kirkor Architects + Planners, May 2020)
 - Functional Servicing Brief (Skelton Brumwell & Associates Inc., May 2020)
 - Preliminary Stormwater Management Report (Skelton Brumwell & Associates Inc., May 2020)
 - Transportation Impact and Parking Study (Paradigm Transportation Solutions Limited, April 2020)
 - Vegetation Management and Landscape Plan (Adesso Design Inc, April 2020)
 - Limited Phase II Environmental Site Assessment (S2S Environmental Inc., October 2016)
 - Hydrogeological Study (WSP, May 2020)

PUBLIC CONSULTATION

Neighbourhood Meeting

14. A Neighbourhood Meeting was jointly held on August 11, 2020, along with application D14-1702 for a proposed high rise, mixed-use development at the northwest corner of Bayfield and Sophia Street West. The neighbourhood meeting was divided in time to allow for each applicant to present

their respective development proposals to local residents, with a shared period for participants to ask questions and provide comments. A total of thirty-five (35) residents and the Ward Councillor were in attendance. Also in attendance were the applicants, their consultants, and Planning staff.

15. The following matters were discussed at the Neighbourhood Meeting:

i. Interaction with the Existing Vibrant Community

A resident expressed their support for redevelopment, however cautioned that the proposal must ensure it appropriately integrates and builds upon the existing vibrant community which exists in the area. The resident further detailed the existing single-detached and multi-family uses in the area and the need for protection of these uses. As discussed throughout this staff report, the proposed development includes a number of design features aimed at providing an appropriate transition and buffer to adjacent land uses and increasing compatibility with the surrounding neighbourhood.

ii. Increased Traffic and Safety Concerns

A resident expressed concerns with the amount of traffic and activity which would likely result from the proposed development. A nearby one-way intersection (at Sophia and MacDonald) has already caused a number of near-miss collisions and safety concerns. The resident would therefore encourage the introduction of traffic calming on Drury Lane and/or improvements with limited access at the intersection of Drury with Sophia Street.

The applicant submitted a Transportation Impact and Parking Study to support of the proposed development. The study concluded the amount of traffic generated from the proposed development is not expected to be heightened at peak times in comparison to the current uses that exist on the site and within the area. 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.

Public Meeting

16. A Statutory Public Meeting was held on October 20, 2020 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, however the following additional comments were received:

i. Loss of Privacy on Adjacent Residential Lots to the North on Drury Lane

Residents expressed concerns with a loss of privacy on adjacent residential lots located to the north of the subject lands on Drury Lane. As discussed throughout this report, the proposed development would include a 2-storey podium which would be setback 8.2 metres from the adjacent residential lot to the north at 12 Drury lane. Within the 8.2 metre setback is a 3 metre landscape buffer strip which would include buffer planting and a 2 metre high tight board fence along the abutting property line. Furthermore, a large building step-back is proposed on the 3rd floor of the building along the north side lot line, providing a 19.6 metre setback from the upper storeys of the proposed building to the lot line.

The proposed side yard setback to the upper storeys of the building is equivalent to approximately 78 percent of the building height. Additional step-backs are also proposed on the 7th floor of the building, further reducing height impacts on adjacent residential land uses. Based on the foregoing, Planning staff are satisfied that consideration has been given to

reducing privacy impacts on adjacent residential land uses through the provision of larger building setbacks, stepping provisions on upper-storeys and landscape buffers along the north side lot line.

ii. Light and Noise Pollution

Residents expressed concerns with potential increases in noise and light pollution and the impacts it may have on adjacent residential lots to the north of the subject lands on Drury Lane. In staff's opinion, the proposed development is not expected to generate noise beyond what is currently generated by existing land uses, traffic, and pedestrian activity in the surrounding area.

With respect to light pollution, this matter would be reviewed through the subsequent Site Plan Control Application, should the subject application be approved by Council. In accordance with City standards, the applicant would be required to provide full "cut-off" light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and City streets. Through the site plan process, the applicant would be required to submit a photometric plan along with details for all lighting fixtures which would be reviewed and approved by City staff.

iii. Proper Storage of Waste and Refuse

Residents wanted assurances that waste and refuse bins would not be stored in the north side yard, adjacent to the existing residential dwelling located at 12 Drury lane. The City's Zoning By-law requires that all waste and refuse be stored within the main building or within a fully enclosed accessory building with a roll-up door. In accordance with City standards, the applicant is proposing a waste and refuse storage room within the ground floor of the proposed building.

iv. Protection and Preservation of Shared Boundary Trees

Residents wanted assurances that all efforts would be made to preserve and protect shared boundary trees along the north side lot line. The applicant submitted a Vegetation Management Plan in support of the subject application. According to the Vegetation Management Plan, no shared boundary trees were identified along the north side lot line. Any trees that were identified are located entirely within the limits of 12 Drury Lane to the north.

Therefore, the developer has no right to harm or remove said trees without written consent from the adjacent property owner. In saying this, the applicant confirmed that they have no intentions of harming or removing any trees on the neighbouring property. Additionally, the applicant would be required to apply for a site alteration permit prior to commencing works on the subject lands. Through the site alteration process, the applicant would be required to install tree protection and erosion and sediment control fencing along the boundaries of the subject lands.

v. Increased Traffic Flow on Drury Lane

Residents expressed concerns with increased traffic flow on Drury Lane because of the proposed development. Residents questioned why access was not provided from Bayfield Street or Sophia Street East.

Through the technical review process, it was determined that access could not be safely provided on Bayfield Street or Sophia Street East due to proximity to the intersection. As such, locating the access on Drury Lane was determined to be the safest option. It is anticipated that the majority of traffic entering/exiting the site will flow onto/from Sophia Street East and vehicles

would travel north or south along Bayfield Street, rather than travelling north or south on Drury Lane.

vi. Provision of Accessible Units

Council asked the applicant if they have considered providing accessible units within the development, particularly on the ground floor along Sophia Street East. The applicant has agreed to investigate the feasibility of providing accessible units through the subsequent site plan control process, should the subject application be approved by Council.

vii. Affordable Housing – Rent Supplements

Council encouraged the applicant and staff to work with housing providers to provide rent supplements to assist with the provision of affordable housing units. This matter will be investigated further by the applicant and City staff through the subsequent site plan control process, should the subject application be approved by Council.

DEPARTMENT & AGENCY COMMENTS

17. The subject application was circulated to staff in various departments and to external agencies for review and comment.
18. 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 related to water balance, hydrogeology and the phosphorous budget would be determined through the subsequent Site Plan Control Application.
19. **Development Services (Approvals)** staff do not have any objections to the approval of the proposed application. If approved, Development Approvals staff are satisfied that any technical matters associated with the proposed development would be addressed through the subsequent Site Plan Control Application.
20. **Development Services (Parks Planning)** staff have reviewed the site plan and landscape plan submitted in support of the subject application and have requested some minor alterations to the plans to improve the proposed development's integration with neighbouring uses. The recommendations included the provision of suitable plant/tree species within the landscape buffer strip located along the north side lot line, which abuts an existing single-detached residence. Parks Planning staff also requested that landscape treatments along the street frontages be coordinated and that landscape design give special consideration to the intersection of Bayfield Street and Sophia Street East. If approved, technical matters such as landscaping, green roof and amenities, boundary fencing, and pedestrian walkways would be addressed through the subsequent Site Plan Control Application.
21. **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 Bayfield 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.

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22. **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.
23. **Development Services (Transportation Planning)** staff do not have any concerns with the Traffic Impact and Parking Justification Study submitted in support of the proposed development. In accordance with the report, a minimum of 15% of units shall be affordable to adhere to the proposed parking ratio of 0.95 parking stalls per unit for market rate units and 0.45 parking stalls for affordable units. Transportation Planning staff do not have any objections to the approval of the proposed Zoning By-law Amendment Application with further review and amendments to be completed as part of the Site Plan Control Application review process.
24. The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject application.
25. The **City's Fire and Emergency Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject application.
26. 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.
27. The **City's Risk Management Official** does not have any objections to the approval of the proposed application. If approved, any technical matters associated with the proposed development would be addressed through the subsequent Site Plan Control Application process.
28. 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

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

Ontario Planning Act, R.S.O. 1990

30. 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>.

31. 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 units and tenure, including affordable housing; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian-oriented built form with seamless pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

32. 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>.
33. 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.
34. 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.
35. The proposed development is consistent with the PPS as it proposes a high-density residential use in a designated intensification area (Urban Growth Centre and Intensification Corridor), 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.
36. 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.
37. Although not included in detail, Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Policy Statement (2020).

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

38. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment and natural resources, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link:

<https://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>

39. 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.
40. The Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. 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. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
41. 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 and affordable housing options in the City through the provision of rental units to serve a variety of household sizes, incomes, and ages. In staff's opinion, the proposed high-density development (279 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% of new growth within the existing built boundary.

Lake Simcoe Protection Plan (LSPP)

42. 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

43. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>
44. 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, while the 'Residential' designation is intended to allow for all forms and tenure of housing.

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45. The subject property is located within the Urban Growth Centre (UGC) and the Bayfield Street Primary Intensification Corridor 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, while Primary Intensification Corridors are intended to develop at a target density of 50 units per hectare, collectively.
46. Planning staff have conducted a density analysis for all existing and planned developments located within 500 metres of the subject lands (see Appendix "F" – Residential Density Analysis). The projected residential density for the area, including the proposed development, is approximately 53 units per hectare, in accordance with the density targets of the Official Plan.
47. On October 5, 2015, the City approved Official Plan Amendment No. 44 that introduced Section 4.9 Mixed Use policies to the City's Official Plan. The Mixed Use policies came into effect in 2019 and state the following:
- i. The Mixed Use policies will refer to lands located along the Intensification Nodes and Corridors, as identified on Schedule I – Intensification Areas; and,
 - ii. For lands identified as Mixed Use, the policies of Section 4.9 will take precedence over other Land Use policies contained in Section 4.2 Residential and 4.3 Commercial but shall have consideration for Section 4.2.1 (g) of this Plan.
48. The subject lands are designated 'City Centre' and 'Residential' and located along an Intensification Corridor as a result, the Mixed Use Policies apply. Lands identified as Mixed Use are intended to develop with medium and high-density developments that provide an appropriate mix of uses.
49. There are several policies in the Official Plan that generally support the proposed development. Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing and 4.9 Mixed Use 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.
50. The proposed development is consistent with these policies in that it proposes a high-density development (297 units per hectare) with alternative housing forms (i.e., rental housing including affordable 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 residential units with terraces would activate the sidewalk and create a pedestrian-friendly streetscape.

Affordable Housing

51. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. In the case of rental housing, the criteria for affordable housing are identified as the least expensive of:
- a) A unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or,
 - b) A unit for which the rent is at or below the market rent of a unit in the regional market area.
52. The County of Simcoe has identified that the median household income for the City of Barrie is \$79,984. As such, the average household income in the City of Barrie would allow for a monthly rental rate of \$1,999, representing 30 percent of household income spent on an annual basis.

53. According to data from the Canada Mortgage and Housing Corporation (CMHC), the average market rents in the City of Barrie, as of October 2019, were \$1,161 for 1-bedroom units and \$1,336 for 2-bedroom units.
54. The subject application proposes 108 residential rental units, of which 70 would be offered as affordable. The affordable units would be offered in the form of 1 and 2-bedroom units, as identified in Table 1. Although not all units will not be offered as affordable, they are still considered to be a more attainable form of housing than traditional residential forms of development such as single, semi-detached and townhouse dwelling units.

Table 1: Proposed Affordable Units by Type

Unit Type	Unit Count	% Affordable	Affordable Unit Count
1-bedroom	8	100%	8
1-bedroom + den	52	100%	52
2 bedroom	15	27%	4
2-bedroom + den	33	18%	6
Total	108	65%	70

55. If approved, the proposed development would contribute to the affordable and rental housing stock and would satisfy the affordable housing policies of the Official Plan.

Brownfields

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 commercial 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. Should the subject application be approved, the applicant would be required to file a Record of Site Condition (RSC) with the Ministry of the Environment, Conservation and Parks (MECP) prior to the registration of a site plan agreement with the City.

Residential

57. The Mixed Use policies state that consideration shall be given to Residential Policy 4.2.1(g). This policy states that it is a goal of the City to plan for new development in the medium and high-density categories which encourage mixed use and high-quality urban design within the Intensification Areas while continuing to support the integrity of stable neighbourhoods.
58. The subject application conforms to this policy as the proposed building includes design features intended to protect the integrity of the surrounding neighbourhood. The building design includes step-backs on the 3rd and 7th floors, along with an 8.2 metre north side yard setback and a landscape buffer (see Appendix "C" – Site Plan & Ground Floor Plan and Appendix "D" – Building Elevations & Renderings). Additionally, the building design includes a 2-storey podium with residential units at-grade and seamless connections to the sidewalk, thereby resulting in a human-scaled development that does not overpower lower-density buildings or the street. Finally, the proposed building would also include high quality building materials and a variety of architectural treatments to enhance the overall aesthetic of the building and improve the streetscape.

Mixed Use

59. Section 4.9 of the Official Plan provides goals and policies for lands located along Intensification Nodes and Corridors as identified on Schedule "I" – Intensification Areas. The following are the goals of the Mixed-Use designation:

-
- i. To plan for new medium and high-density residential development that supports an appropriate mix of residential, commercial, and institutional uses;
 - ii. To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures;
 - iii. To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit; and,
 - iv. To establish the intensification nodes and corridors as the focal points of activity and a destination for surrounding neighbourhoods.
60. The policies in Sections 4.9.2.1, 4.9.2.2 and 4.9.2.3 identify that Mixed Use areas shall be developed with medium and high-density developments containing a mix of uses. New developments are encouraged to locate in areas where required infrastructure and community services are available. Additionally, a variety of residential unit types, tenure, and range of affordability is encouraged in Mixed Use areas to increase the resident population, accommodate for the City's population growth, and to create a local market for commercial uses. Finally, new developments in Mixed Use areas are required to adhere to a high standard of design, in accordance the City's Intensification Area Urban Design Guidelines. In this regard, new development in Mixed Use areas shall meet the following design criteria:
- i. Achieve a pedestrian-oriented environment through a combination of appropriate development standards and design features;
 - ii. Buildings shall be sited to frame streets and sidewalks to achieve a generally consistent setback and continuous built form;
 - iii. Front yard and exterior side yard areas shall accommodate outdoor patio space, publicly accessible plazas, weather protection features such as awnings or building overhands, or other features which positively contribute towards the public realm;
 - iv. Achieve an active streetscape through the provision of prominent building entrances, active uses at-grade and seamless connections to the sidewalk;
 - v. New development shall be generally compatible with the scale of adjacent properties, incorporating a built form transition to lower density residential areas; and,
 - vi. Parking shall be located in the rear yard or internal to the main building to reduce the presence of surface parking areas along the streetscape.
61. The subject application is consistent with these goals and policies as it proposes a high-density residential development in a compact and efficient form that utilizes existing infrastructure, public facilities, and transit. The proposed development would also introduce new units to the UGC, thereby contributing the mixed use environment that exists in the downtown area. The proposed residential units provide a greater range of housing types and tenures in the neighbourhood (rental and affordable rental) to accommodate the needs of current and future residents. Additionally, the application proposes development at transit-supportive densities and activates the streetscape through site layout, building placement and design, and the provision of active residential uses and amenity areas at-grade.

The proposed development is also generally compatible with the scale of adjacent properties as it provides suitable setbacks, landscape buffers and, step-backs on upper storeys to provide an appropriate transition to adjacent land uses. The development supports active transportation by

providing bicycle parking and seamless pedestrian connections to the sidewalk for convenient walking access to nearby transit stops and a range of uses in the downtown area. Finally, the site is located within the UGC and an Intensification Corridor; therefore, the proposed development will support Bayfield Street and the City Centre as a destination for surrounding neighbourhoods.

Urban Design Guidelines

62. Section 6.5 of the Official Plan provides that buildings should be designed to enhance and contribute to a desirable community character in terms of massing and conceptual design. The proposed site layout and architectural design of the building would compliment the surrounding existing commercial and residential land uses. As identified on the site plan (Appendix "C" – Site Plan & Ground Floor Plan) and conceptual building renderings (Appendix "D" – Building Elevations & Renderings) submitted in support of the application, the proposed building is massed along the street frontage, thereby creating an active and aesthetically pleasing streetscape and incorporates a generous amount of glazing. Transitions in building height through the provision of step-backs reduce the impacts of building height and massing. Additionally, the subject application proposes a building with animated façades, well defined entrances, and pedestrian walkways with seamless connections to the municipal sidewalk.
63. Further, the proposed parking area would be strategically located within the podium with access at the rear of the building off Drury Lane to reduce the visual impacts of vehicles. Refuse areas would be located internal to the building, while a loading area is proposed at the rear of the building off Drury Lane to ensure that there are no impacts on the intersection of Bayfield Street and Sophia Street East. Additionally, adequate landscaping and buffers would be provided, and the compact built form encourages energy efficiency through the use of existing infrastructure and services, transit, and active transportation.
64. 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.

Tall Buildings and Height Control

65. Section 6.6 of the Official Plan is applicable to any proposed building greater than 3-storeys in height. The general design policies of this section require that innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and where possible, parking, site servicing, loading areas and building utilities should be located underground or at the rear of buildings with appropriate screening.
66. The proposed development conforms to the tall buildings policies of the Official Plan for the following reasons:
- i. The proposed building design includes a 2-storey podium with 3 metre step-backs along the front and rear lot lines, and a 2 metre step-back along the exterior side lot line;
 - ii. The proposed building design includes a 1.2 metre step-back on the 7th floor, further mitigating potential height impacts by providing a transition to surrounding land uses and the public realm;
 - iii. The building is sited within close proximity to the street with reduced setbacks, along with the provision of patios, walkways, awnings and landscape treatments;
 - iv. The proposed development includes an 11.3 metre step-back on the 3rd floor on the north side of the building, together with an 8.2 metre interior side yard setback along 50 percent

of the north side lot line. These features provide an appropriate separation from and relief to the adjacent residential dwelling at 12 Drury Lane;

- v. A 3 metre wide landscape buffer strip and a 2 metre high tight board fence is proposed along the eastern half of the north side lot line, which abuts an existing single detached dwelling unit at 12 Drury Lane;
- vi. The height and design of the proposed building is not expected to have a negative impact on the City's skyline or obstruct views from Kempenfelt Bay;
- vii. 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 portions of the public realm on Bayfield Street, Sophia Street East and Drury Lane (see Appendix "H" - Shadow Impact Study); and,
- viii. The proposed development includes structured parking and a loading area at the rear of the building off Drury Lane, thereby minimizing impacts on the public realm along Bayfield Street and Sophia Street East.

Summary

- 67. 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 and the Bayfield Street Primary Intensification Corridor. 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 street and enhancing the public realm; pedestrian connectivity; and, the provision of sufficient parking, landscaping and amenities.
- 68. 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 297 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.
- 69. Staff have reviewed the relevant policies and are of the opinion that the development conforms with the applicable policies of the Official Plan.

Intensification Areas Urban Design Guidelines

- 70. The subject lands are identified as 'Mixed Use and Residential Avenues' intensification typology within the Intensification Areas Urban Design Guidelines (2012). Section 2.5.1 of the guidelines provides an overview of the intensification typologies which includes priority directions for the Mixed-Use and Residential Avenues. The following apply to the proposed development:

- i. Establish building height transition where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas;
- ii. Recognize the long-term evolution/change of these mixed-use corridors, through short-term design that supports longer term development opportunities;
- iii. Focus initial development at the street edge and at key intensification nodes;
- iv. The design of the right-of-way should balance the requirements for vehicles, transit, and cycling while providing pedestrian amenities on the boulevards; and,
- v. When surface parking lots are developed for new buildings or public open space, plan for the relocation of parking in structured facilities, including parking decks and below grade.

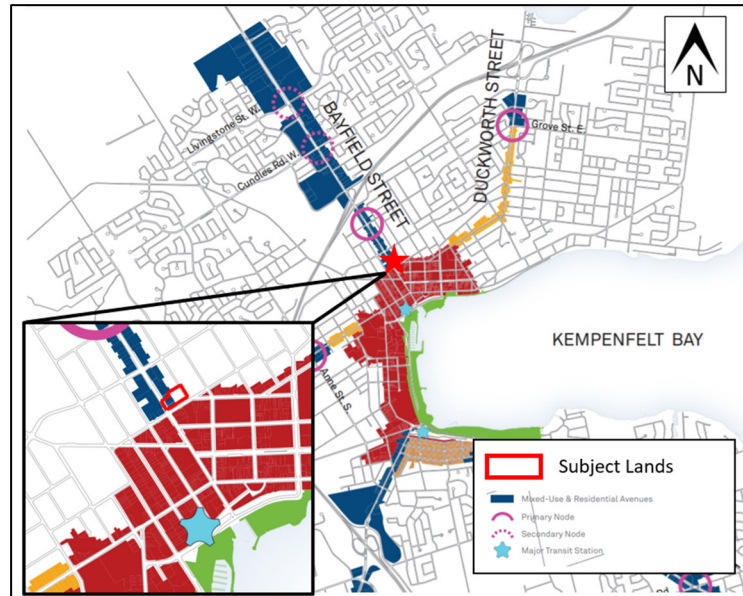


Figure 4: Intensification Area Urban Design Guidelines - Intensification Typologies

71. Below is summary of how the proposed development satisfies the City's Intensification Area Urban Design Guidelines for the 'Mixed Use and Residential Avenues' intensification typology:
 - i. The proposed building is located within close proximity to the street edge to activate the Bayfield Street and Sophia Street East frontages.
 - ii. The proposed building design contains step-backs at the 3rd and 7th floors, along with an increased interior side yard setback and a landscape buffer adjacent to the existing low density residential land uses to the north on Drury Lane. Together, these features minimize the impact of building massing and provide a transition to surrounding land uses and the public realm.
 - iii. The proposed building contains residential units at-grade with patios, as well as a guest suite, two lobbies and a property management office to activate the streetscape. The ground floor also includes considerable glazing, numerous entry doors with direct access to the sidewalk, high quality materials, and weather protection features such as awnings.

- iv. Landscape treatments are proposed around the building with an emphasis on the Bayfield Street, Sophia Street East and Drury Lane frontages. In this regard, the development proposal includes hardscaping that is seamlessly connected to the sidewalk, along with landscape features such as planters, shrubs, and street trees.
 - v. Reduced setbacks are proposed along Bayfield Street and Sophia Street East helps to urbanize the street, enhance the public realm, and increase pedestrian traffic.
 - vi. The proposed parking area is provided within the building and accessed from the rear off Drury Lane which eliminates the visual impact of surface parking.
 - vii. The building includes a variation in high-quality building materials and has been designed with aesthetically pleasing architectural elements, including step-backs on upper-storeys, a green roof, recessed and projecting balconies, terraces, and considerable glazing on all facades.
 - viii. The site is designed to include direct pedestrian connections from the building to the sidewalk, along with the provision of bicycle parking facilities and storage areas to encourage active transportation.
72. Should Council approve the subject application, the building design, materials, and landscaping would be reviewed in greater detail and approved through the subsequent site plan control process.

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

73. The subject application proposes to amend the zoning of the subject lands from 'Transition Centre Commercial 1' (C2-1) to 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) with site-specific provisions. The site-specific zoning provisions being requested are discussed in paragraphs 73 to 104 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 2: Site Specific Zoning Provisions

Zoning Standard	Required – RA2-1 Zone	Proposed
Front Yard Setback	7 m (min.)	2.5 m – front lot line 1.8 m (1.9 m) – daylight triangle
Interior Side Yard Setback	5 m (min.)	0.75 m (1 m)
Exterior Side Yard Setback	7 m (min.)	2 m (2.4 m)
Rear Yard Setback	7 m (min.)	1.6 m (1.7 m)
Landscaped Open Space (% of lot area)	35% (min.)	22%
Landscaped Open Space Area for Ground Floor Units with Secondary Access	7 m (min.)	3.5 m – Sophia St E 3.1 m – north side lot line
Lot Coverage (% of lot area)	35% (max.)	75%
Gross Floor Area (% of lot area)	200% (max.)	240% (235%)
Continuous Landscape Buffer Area	3 m (min.)	0.75 m (1 m) - interior side yard 1.6 m (1.7 m) – rear yard
Parking	1 space/unit (min.)	0.88 spaces/unit

	108 spaces	96 spaces
Tandem Parking	Not Permitted	Permitted – 18 tandem spaces

Front Yard Setback and Daylight Triangle

74. The subject application is proposing a minimum front yard setback of 2.5 metres as well as a minimum setback of 1.8 metres (1.9 metres) to the daylighting triangle at the intersection of Bayfield Street and Sophia Street, whereas a minimum setback of 7 metres is required in the RA2-1 Zone.
75. As identified on the Site Plan and Ground Floor Plan in Appendix “C”, the front yard setback is 4 metres when measured to the building façade. However, the decorative awnings that are proposed are setback 2.5 metres from the front lot line. For the ease of interpretation, Planning staff recommend that a front yard setback provision of 2.5 metres along Bayfield Street and 1.8 metres to the daylighting triangle be applied, inclusive of the decorative awnings.
76. The proposed building would be sited close to the street, creating a strong street edge, and framing the intersection of Bayfield Street and Sophia Street East. The front yard area would accommodate hardscaping with seamless connections to the sidewalk, along with landscape treatments to beautify the streetscape and enhance the public realm.

Interior (North) Side Yard Setback

77. The subject application proposes a minimum interior (north) side yard setback of 0.75 metres (1 metre), whereas a minimum setback of 5 metres is required.
78. As identified on the Site Plan in Appendix “C”, the proposed development would provide an interior side yard setback ranging from 1 metre to over 8 metres. It is important to note that the 0.75 metre side yard setback applies to approximately 50% of the interior side lot line. Specifically, the 0.75 metre setback is proposed along the western half of the interior side lot line which is located adjacent to an existing underground parking garage for the neighbouring 6-storey building located at 125 Bayfield Street. Additionally, the owner of 125 Bayfield Street has submitted comments to the City citing no objections to the proposed interior side yard setback, provided it applies only to the podium of the building. In this case, the 0.75 metre interior side yard setback would apply only to the podium of the building. An 11.3 metre building step-back is proposed on the 3rd floor along the north side of the subject lands, thereby providing an appropriate separation between the proposed development and the neighbouring property at 125 Bayfield Street.
79. The proposed development provides an 8.2 metre setback along the balance (eastern half) of the interior side lot line, which abuts an existing single-detached residential dwelling to the north at 12 Drury Lane. Additionally, the proposed step-back on the 3rd floor of the building would result in a 19.6 metre setback from the upper-storeys of the building to the adjacent residential property.

Exterior (South) Side Yard Setback

80. The subject application proposes a minimum exterior side yard setback of 2 metres (2.4 metres), whereas a minimum setback of 5 metres is required.
81. As identified on the Site Plan and Ground Floor Plan in Appendix “C”, the exterior side yard setback is 3 metres when measured to the building façade. However, the decorative awnings that are proposed are set back 2 metres from the exterior side lot line. For the ease of interpretation, Planning staff recommend that an exterior side yard setback provision of 2 metres along Sophia Street East be applied, inclusive of the decorative awnings. Planning staff are supportive of this site-specific provision for the reasons outlined in paragraph 76 above.

Rear (East) Yard Setback

82. The subject application proposes a minimum rear yard setback of 1.6 metres (1.7 metres), whereas a minimum setback of 7 metres is required.
83. The subject lands are unique in that they have frontage on three sides, including Drury Lane, which is considered the rear lot line. The 1.6 metre rear yard setback would apply only to the entrance to the parking garage, and the remainder of the rear yard would have a larger setback of 3.8 metres. As identified in the Landscape Plan in Appendix "G", the rear yard area would accommodate landscape treatments along the Drury Lane frontage. Additionally, the rear lot line is located approximately 17 metres from neighbouring residential buildings located on the east side of Drury Lane, thereby providing an appropriate separation between land uses.

Secondary Means of Egress – Landscaped Open Space

84. The subject application proposes a secondary means of egress to the exterior of the ground floor of the building in the form of a landscaped open space with a minimum depth of 3.5 metres along Sophia Street East and 3.1 metres along the interior (north) side lot line, whereas a minimum depth of 7 metres is required. The subject application also proposes that any landscaped open space associated with a secondary means of egress shall not be required in addition to any other landscaped open space on-site. As noted in paragraphs 90 to 91 below, the applicant is seeking permission to reduce the minimum amount of landscaped open space required for the subject lands.
85. The purpose of requiring a 7 metre landscaped area adjacent to a ground floor entryway is to direct higher pedestrian traffic away from property lines, particularly when a property is located adjacent to other residential land uses. This provision has been varied on site-specific basis because it often restricts the provision of entrance points that encourage pedestrian movement.
86. Secondary means of egress for the proposed development would be provided in the form of 8 private and communal doors along the Sophia Street East frontage, as well as a communal door on the north side of the building adjacent to the loading space.
87. The proposed access points along Sophia Street East would include a 3.5 metre landscaped open space with patios and walkways that are seamlessly connected to the sidewalk. Given the context of the site, the intent of providing access points along Sophia Street East is to activate the streetscape and create a pedestrian-friendly environment. The access points along Sophia Street East abut the municipal right-of-way and therefore are not expected to impact adjacent properties.
88. The access door located on the north side of the building, adjacent to the loading space, is set back approximately 8 metres from the north property line. However, it does not benefit from a continuous landscaped open space area due to the location of the loading space. Instead, a 3.1 metre wide landscape buffer strip, which includes a walkway, planting and fencing, is proposed along the north side lot line. Although the setback to the north side door is not fully landscaped, the separation distance and buffering proposed would mitigate impacts associated with privacy, noise and frequency of contact.
89. With respect to the applicant's request to not require additional landscaped open space for the purposes of providing a secondary means of egress, Planning staff do not feel that additional landscaped open space is required given the urban context of the site. The proposed development would include landscaping treatments at-grade, in addition to a green roof, and terraces. The

subject application has been reviewed in detail by the City's Parks Planning Branch and they have confirmed that the amount of landscaping proposed on-site is sufficient and can be supported.

Landscaped Open Space (Percentage of Lot Area)

90. The subject application proposes a minimum landscaped open space (percentage of lot area) of 22%, whereas a minimum of 35% is required. For infill projects in dense urban areas, it is often difficult to provide landscaped open space at-grade. As such, landscaping is generally provided in the form of smaller hard-scaped and greenspace areas at-grade, green roofs, and rooftop terraces. Parking areas are generally located underground or within structures, thereby avoiding the need for landscape buffers and screening.
91. The proposed development has been designed to eliminate surface parking, and careful attention has been given to ensure that functional amenity areas exist. These include a pedestrian space in front of the building, an off-leash dog walking area, a large communal rooftop terrace, an indoor amenity room, as well as private balconies and terraces. The landscaped open space area increases to 33% when the proposed green roof is included in the calculation. Finally, the proposed development will include landscape treatments along the front, side and rear lot lines.

Lot Coverage (Percentage of Lot Area)

92. The subject application proposes a maximum lot coverage of 75%, whereas a maximum of 35% is permitted. In some zones, such as the current C2-1 zoning on the subject property, or in Mixed Use areas such as Bayfield Street (MU1 and MU2 Zones), the City does not prescribe a maximum lot coverage because those areas are intended to develop at higher densities.
93. The subject lands are located within the UGC and the Bayfield Street Intensification Corridor where higher densities and taller buildings are encouraged. The proposed increase in lot coverage is directly attributable to a high groundwater table and the inability to feasibly construct underground parking. In exchange for the increased lot coverage, all of the parking has been located within the proposed building. As discussed throughout this report, special attention has been given to the placement, height, massing, and design of the building. The proposed development includes an acceptable amount of landscaping, amenity space, and safe access is provided for pedestrians and vehicles.

Gross Floor Area (Percentage of Lot Area)

94. The subject application proposes a maximum gross floor area (GFA) of 240% (235%), whereas a maximum of 200% is permitted.
95. Similar to the lot coverage analysis above, the current C2-1 zoning on the subject lands permits a GFA of 400% of the lot area, and the Mixed Use (MU1 and MU2) zoning provisions do not prescribe any GFA maximum. Accordingly, the proposed 240% GFA is less than what otherwise is permitted adjacent to this site on Bayfield Street or by the current zoning on the subject lands.

Landscaped Buffer Area – Interior (North) Side and Rear (East) Lot Lines

96. The subject application proposes a landscaped buffer area with a minimum width of 0.75 metres (1 metre along) the western portion of the interior (north) side lot line and 1.6 metres (1.7 metres) along a portion of the rear (east) lot line.
97. As identified in the Site Plan in Appendix "C", the proposed development would provide a landscape buffer strip ranging from 0.75 metres to over 8 metres along the interior (north) side lot line. It is important to note that the 0.75 metre landscape buffer strip applies to approximately 50% of the

interior side lot line. Specifically, the 0.75 metre landscape buffer strip is proposed along the western half of the interior side lot line which is located adjacent to an existing underground parking garage for the neighbouring 6-storey building located at 125 Bayfield Street. Given the abutting land use, the reduction in the landscape buffer strip is considered appropriate in this case. A landscape buffer strip ranging from 3 metres to 8 metres would be provided along the balance (eastern half) of the interior (north) side lot line, adjacent to 12 Drury Lane.

98. The 1.6 metre landscape buffer strip along the rear lot line would apply only to the entrance to the parking garage, and the remainder of the rear yard would have a larger landscape buffer strip with a width of 3.8 metres. As identified in the Landscape Plan in Appendix "G", the landscape buffer strip in the rear yard area would accommodate landscape treatments along the Drury Lane frontage.

Parking Ratio

99. The subject application proposes a minimum of 0.88 parking spaces per residential unit, whereas a minimum of 1 parking space per unit is required.
100. The proposed development includes 96 parking spaces which would have unobstructed access to a drive aisle or driveway. The proposed development also includes 18 tandem parking spaces, which bring the parking total to 114 spaces. The tandem parking provisions are discussed in greater detail in paragraphs 102 to 103 below.
101. A Parking study was submitted in support of the application and has been reviewed by the City's Transportation Planning staff. The study reviewed comparable proxy sites in the City of Barrie (14 Worsley Street and 15 Maple Avenue) and City of Mississauga. The parking study concluded that the anticipated demand for the site is expected to be lower than the Zoning By-law requirements of 1 space per unit. More specifically, the study concluded that if 65% of the proposed residential units are affordable, the development is estimated to generate a parking demand of 68 parking spaces, which would result in a surplus of 28 regular spaces and 18 tandem spaces. If the site were developed at only 15% affordability, then the parking demand would be 94 spaces, leaving a surplus of 2 spaces plus 18 tandem spaces. The City's Transportation Planning staff have confirmed that the proposed parking ratio is acceptable given the nature and location of the proposed development.

Tandem Parking

102. The subject application proposes a maximum of 18 tandem parking spaces, whereas tandem parking is not permitted in multi-residential developments. The zoning by-law requires that all parking spaces have unobstructed access to a drive aisle or private laneway.
103. The provision of 18 tandem parking spaces is considered appropriate and is not expected to have a negative impact on the proposed development. The applicant has confirmed that tandem parking spaces would only be assigned to dwelling units that have a primary parking space. This ensures that tandem parking will not result in operational concerns for the future residents of the development.

Summary

104. Based on the foregoing, Planning staff are of the opinion that the requested site-specific provisions represents good planning and would facilitate the development of a building that is consistent with the City's policies, guidelines and goals for the UGC and Intensification Nodes and Corridors.

Site Plan Control

105. The subject property is subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands regarding access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
106. The applicant has recently submitted a Site Plan Control Application to the City for the proposed development (File: D11-026-2020). The application is currently under review by staff, but approval is subject to Council's approval of the proposed zoning by-law amendment.

Summary

107. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed.
108. Planning staff recommend the approval of the proposed zoning by-law amendment application for the development of an 8-storey residential building consisting of 108 residential (rental) units, as it is consistent with the Provincial Policy Statement (2020), and conforms to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City's Urban Design Guidelines for Intensification Areas, while also being respectful of existing land uses adjacent to the proposed development.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

109. 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 services 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

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

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

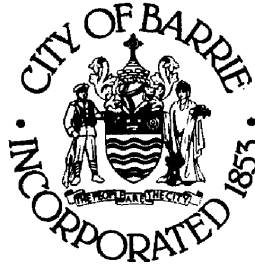
111. The subject application, if approved, would permit the development of 108 residential apartment units on the subject lands. Currently, it is not possible to estimate the assessed value of the subject property, following redevelopment. However, the assessed value of the future development is anticipated 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.
112. Building permit application fees for the proposed development are estimated to be approximately \$251,546. 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.
113. Current development charges for a bachelor or 1-bedroom unit are \$25,934 and \$36,943 for 2 or more-bedroom units. Based on the preliminary floor plans submitted in support of the application, development charge revenue for the proposed residential uses is estimated to be approximately \$3,329,304. Development charges are calculated and paid at the time of issuance of the building permit.
114. The education levy for residential uses is currently \$3,559 per unit (2020 rate), which represents a total levy of \$384,372.
115. Cash in lieu of parkland is currently calculated at \$5,597 per residential unit, which represents a total contribution of \$604,476 for the proposed development.
116. The proposed development would be subject to a Finance Administration fee of \$8,370.
117. 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 2018-2022 COUNCIL STRATEGIC PLAN

118. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
 - ☒ Fostering a safe and healthy City
 - ☒ Building Strong Neighbourhoods
 - i) Build walkable, diverse neighbourhoods that encourage community connections
 - ii) Grow Responsibly
119. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure. The proposed development offers a more affordable and attainable form of housing, promotes, and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

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" – Context Plan
 Appendix "F" – Residential Density Analysis
 Appendix "G" – Landscape Plan
 Appendix "H" – Shadow Impact Study

APPENDIX "A" - DRAFT ZONING BY-LAW AMENDMENT



Bill No. XXX

BY-LAW NUMBER 2021-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 of Lots 9, 19 and 11 on Registered Plan 31, known municipally as 113 and 117 Bayfield Street and 6, 8, 10 and 12 Sophia Street East, shown on Schedule "A" to this By-law from 'Transition Centre Commercial' (C2-1) to 'Residential Apartment Dwelling Second Density - 1 – Special Provision No. XXX' (RA2-1)(SP-XXX).

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 21-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 of Lots 9, 19 and 11 on Registered Plan 31, known municipally as 113 and 117 Bayfield Street and 6, 8, 10 and 12 Sophia Street East from 'Transition Centre Commercial' (C2-1) to 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(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 5.3.1 of By-law 2009-141, a minimum front yard setback of 2.5 metres is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
3. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum setback of 1.8 metres to a daylighting triangle is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
4. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum north interior side yard setback of 0.75 metres is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
5. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum south exterior side yard setback of 2 metres is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.

6. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum rear (east) yard setback of 1.6 metres is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
7. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum landscaped open space area of 22% of lot area is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
8. **THAT** notwithstanding the provisions set out in Section 5.3.3.2(d) of By-law 2009-141, a landscaped open space area with a minimum depth of 3.5 metres from the exterior of the building along Sophia Street and 3.1 metres along the north interior side lot line is required to provide a secondary means of egress at-grade for multi-residential developments in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
9. **THAT** notwithstanding the provisions set out in Section 5.3.3.2(d) of By-law 2009-141, any landscaped open space area associated with a secondary means of egress at-grade for a multi-residential development shall not be required in addition to any other required landscaped open space in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
10. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum lot coverage of 75% of the lot area is permitted in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
11. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum gross floor area of 240% of the lot area is permitted in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
12. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of By-law 2009-141, a landscaped buffer strip with a minimum width of 0.75 metres is required along the interior (north) side lot line in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
13. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of By-law 2009-141, a landscaped buffer strip with a minimum width of 1.6 metres is required along the rear (east) lot line in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
14. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, a minimum of 0.88 parking spaces per unit is required in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
15. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, a maximum of 18 tandem parking spaces are permitted in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) Zone.
16. **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.

96. **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 March, 2021.



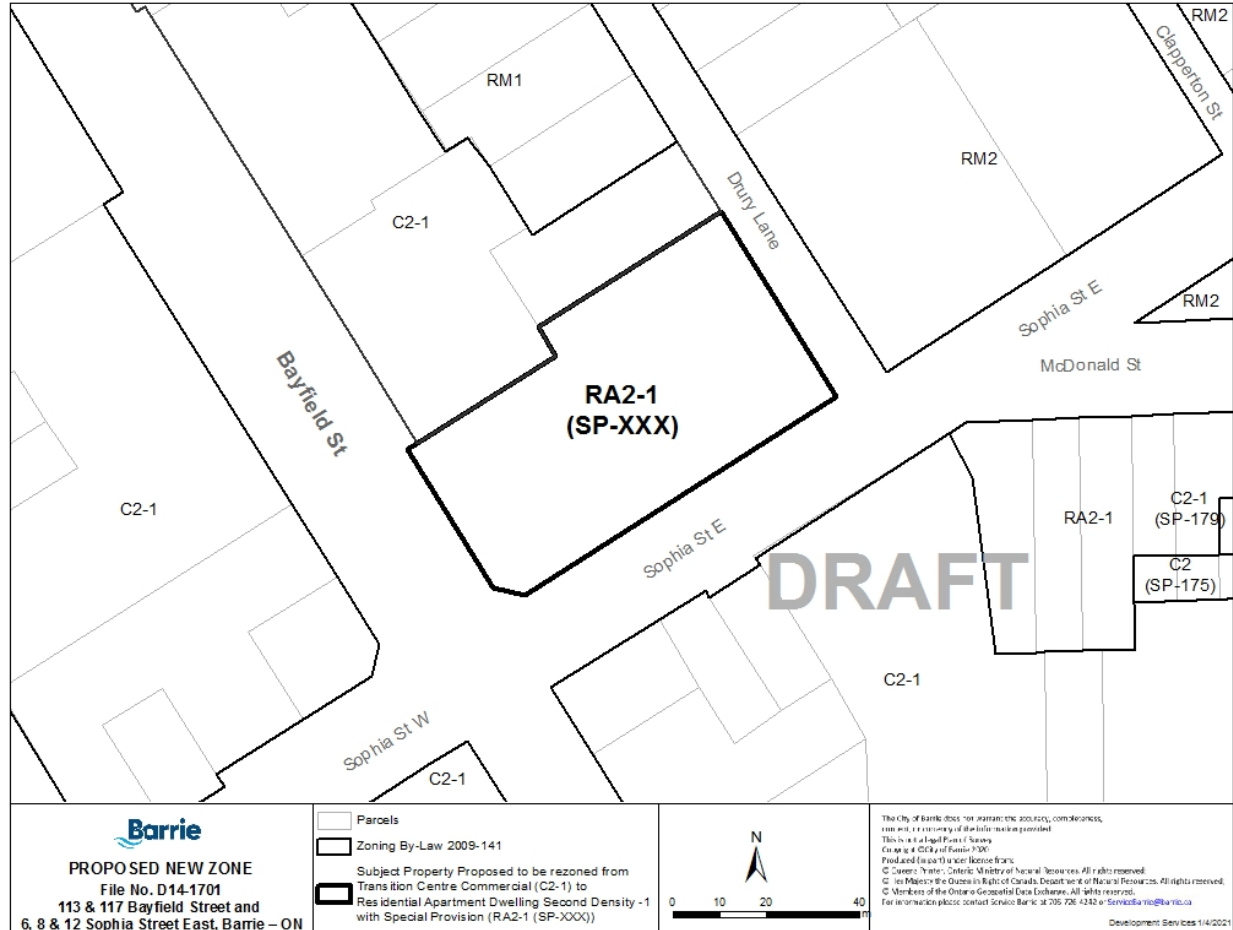
READ a third time and finally passed this ____ day of March, 2021.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

Schedule "A" to Attached By-law 2021-XXX



MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX “B” – APPLICATION SUMMARY

The subject lands are located at the northeast corner of Bayfield Street and Sophia Street East, known municipally as 113 and 117 Bayfield Street and 6, 8, 10 and 12 Sophia Street East in the City of Barrie.

The application proposes to amend the zoning of the subject lands from ‘Transition Centre Commercial 1’ (C2-1) to ‘Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX’ (RA2-1)(SP-XXX) with site-specific provisions (see Table 1). The rationale for the site-specific zoning provisions is discussed in paragraphs 73 to 104 of this staff report.

Table 1: Site-specific Zoning Provisions

Zoning Standard	Required – RA2-1 Zone	Proposed
Front Yard Setback	7 m (min.)	2.5 m – front lot line 1.8 m (1.9 m) – daylight triangle
Interior Side Yard Setback	5 m (min.)	0.75 m (1 m)
Exterior Side Yard Setback	7 m (min.)	2 m (2.4 m)
Rear Yard Setback	7 m (min.)	1.6 m (1.7 m)
Landscaped Open Space (% of lot area)	35% (min.)	22%
Landscaped Open Space Area for Ground Floor Units with Secondary Access	7 m (min.)	3.5 m – Sophia St E 3.1 m – north side lot line
Lot Coverage (% of lot area)	35% (max.)	75%
Gross Floor Area (% of lot area)	200% (max.)	240% (235%)
Continuous Landscape Buffer Area	3 m (min.)	0.75 m (1 m) - interior side yard 1.6 m (1.7 m) – rear yard
Parking	1 space/unit (min.) 108 spaces	0.88 spaces/unit 96 spaces
Tandem Parking	Not Permitted	Permitted – 18 tandem spaces

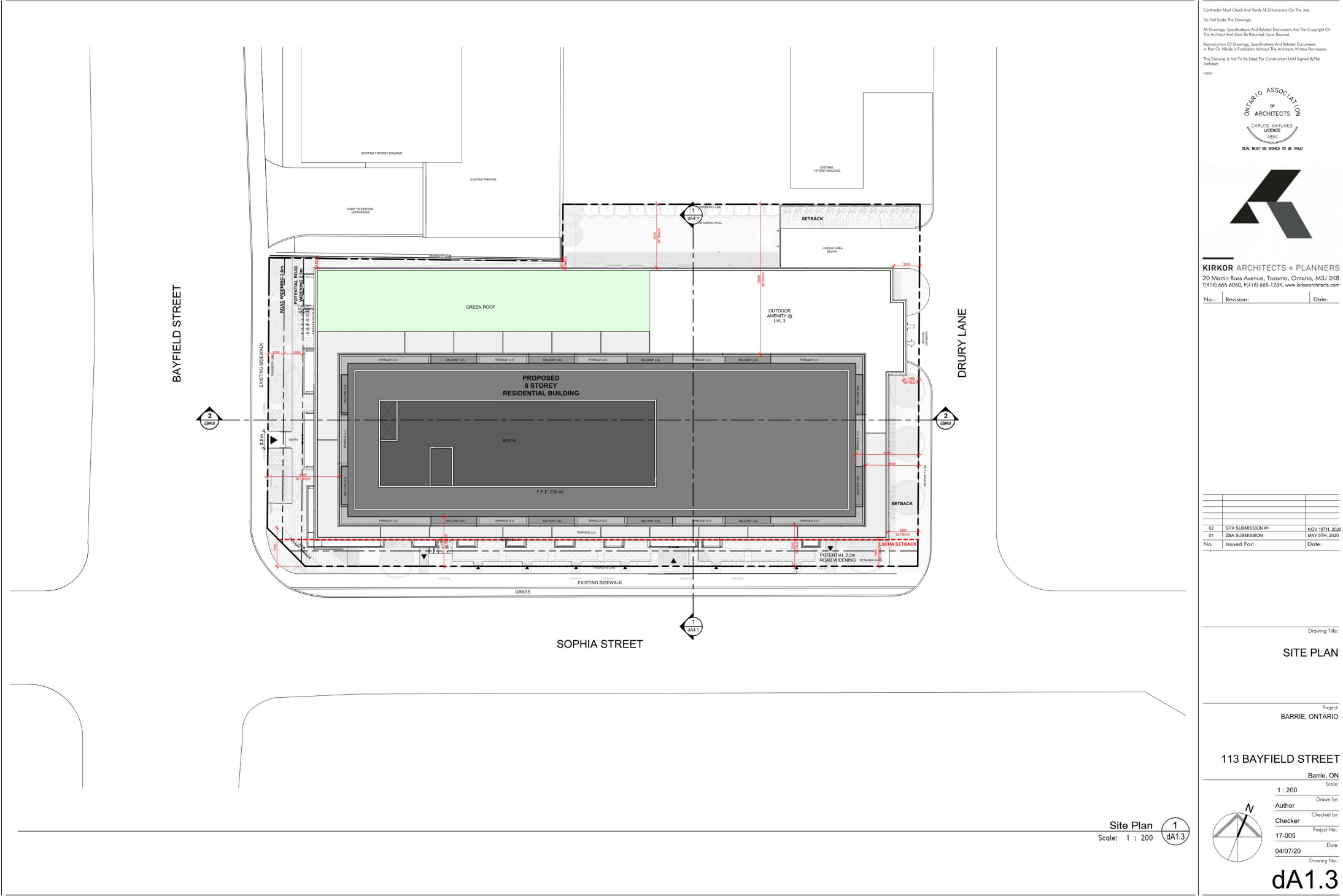
The subject property is designated ‘City Centre’ and ‘Residential’ on Schedule “A” – Land Use in the City’s Official Plan. The property is zoned ‘Transition Centre Commercial 1’ (C2-1) in the City’s Comprehensive Zoning By-law 2009-141, as amended. The property is also located within the Urban Growth Centre and has frontage on Bayfield Street which has been identified as a Primary Intensification Corridor, as identified on Schedule “I” of the City’s Official Plan. The Official Plan policies are discussed in paragraphs 43 to 69 of this staff report.

The application, if approved, would facilitate the development of an 8-storey rental apartment building containing 108 units, of which 65 percent (70 units) are proposed to be offered as affordable. The proposed development includes key design features such as: a 2-storey podium; reduced setbacks to the street to create a strong street edge; step-backs on the 3rd and 7th storeys; increased setbacks and landscape buffers to adjacent low-density residential lands uses; and a green roof. Together, these features result in a human-scaled development that enhances the public realm and provides an appropriate transition to adjacent land uses and City streets.

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 A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and the City’s Urban Design Guidelines for Intensification Areas, while also being respectful of existing land uses adjacent to the proposed development.

APPENDIX “C” – SITE PLAN & GROUND FLOOR PLAN

Site Plan



APPENDIX "C" – SITE PLAN & GROUND FLOOR PLAN

Ground Floor Plan

WASTE MANAGEMENT NOTES

Trash Room / Bin Requirements

Trash collection will be done in the trash room on the ground floor. A trash compactor will be used to minimize the number of bins for garbage storage. 10m² area for storage of bulky wastes will be located in the trash room. The waste storage room will be locked and inaccessible to residents.

Type	Waste Container	Quantity	Notes
Organics	30cm Automated Cans (120 L)	6	
Recycling	95 gallon carts	18	Paper separated
Garbage	8 cubic yard front-load bins	4	To be compacted

Building to utilize a single chute equipped with a tri-sorter system for disposal of trash, organics and recycling (not including paper). Residents will have access on each floor thru a trash intake room and chute in-sensor system. Ground floor unit will have chute for all three streams of waste with access outside the trash room.

Trash collection / Loading Area:

Trash collection will occur in an outdoor staging and loading area outside of the building with no overhead obstructions. The loading area will be flat with minimal grade within the (± 2% grade). Trash bins, recycling and organic carts will be stored in the intermediate trash room and rolled out to this staging/loading area on trash day for collection by municipal residential trash pickup.

Waste collection vehicles will access the loading area off Drury Lane with the required 13m turning radius and access into the loading area with a 6m approach turn-off. The loading area dimensions of 13m in depth and 6m width will allow for large waste collection vehicles safe unobstructed access into the trash staging area.

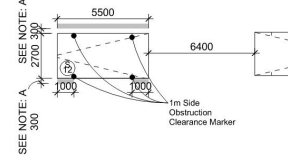
LEGEND:

- L1 LEVEL 1 PARKING SPACE
- AOA ACCESSIBLE OCCUPANT SPACE TYPE A
- AOB ACCESSIBLE OCCUPANT SPACE TYPE B
- L2 LEVEL 2 PARKING SPACE
- T Tandem Parking Space

- HORIZONTAL STACKED BIKE SPACE
- VERTICAL BIKE SPACE

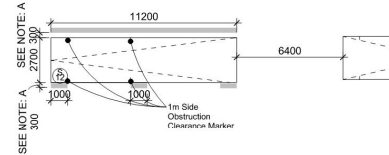
TYPICAL PARKING SPACE IN A PARKING AREA:

Drive Aisle @ 6.4m min.

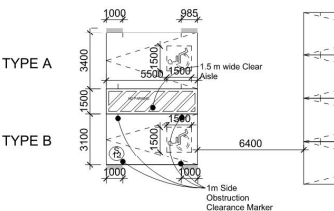


TANDEM PARKING SPACE IN A PARKING AREA:

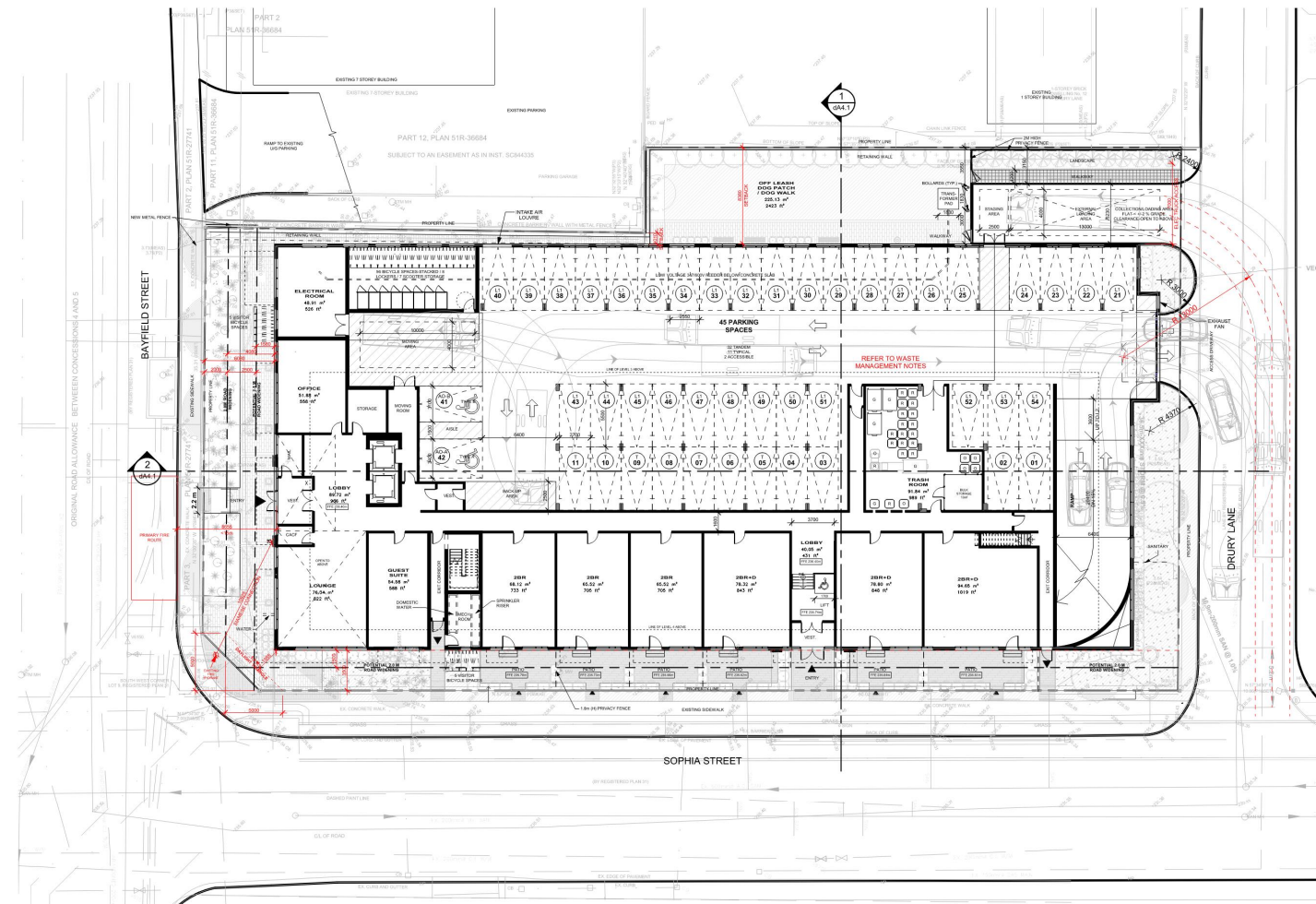
Drive Aisle @ 6.4m min.



HANDICAP PARKING SPACE:



Plot Date: 11/18/2020 1:41:39 PM File Path: C:\Real\2019\T005-P11-113 Bayfield SL_RV2019_shorley\MBUW.rvt



GROUND FLOOR PLAN 1
Scale: 1 : 200 dA2.1

Contractor Must Check And Verify All Dimensions On The Job.
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No.: Revision: Date:

02	SPA SUBMISSION #1	NOV. 18TH 2020
01	2BA SUBMISSION	MAY 8TH 2020
No	Issued For:	Date:

Drawing Title:

GROUND FLOOR PLAN

Project:
BARRIE, ONTARIO

113 BAYFIELD STREET

Barrie, ON

As indicated

Drawn by:

Author

Checked by:

Checker

Project No.:

17-005

Date:

09/14/20

Drawing No.:

dA2.1



APPENDIX "D" – BUILDING ELEVATIONS & RENDERINGS

Building Elevations



APPENDIX “D” – BUILDING ELEVATIONS & RENDERINGS
Building Renderings



View from the intersection on Bayfield Street and Sophia Street
NTS 4 dA5.1



View of the southeast façade along Sophia Street
NTS 3 dA5.1



View looking south along Bayfield Street
NTS 2 dA5.1



View at the residential entry off Bayfield Street
NTS 1 dA5.1

Contractor Must Check And Verify All Dimensions On The Job.
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No.: _____ Revision: _____ Date: _____

02	SPA SUBMISSION #1	NOV-18TH, 2020
01	ZBA SUBMISSION	MAY 6TH, 2020
No.	Issued For:	Date:

Drawing Title:
3D PERSPECTIVES

Project:
BARRIE, ONTARIO

113 BAYFIELD STREET
Barrie, ON
Scale:
1 : 1

Author _____ Drawn by: _____
Checked by: _____
Checker _____ Project No.: _____
17-005 Date: _____
04/22/20 Drawing No.: _____

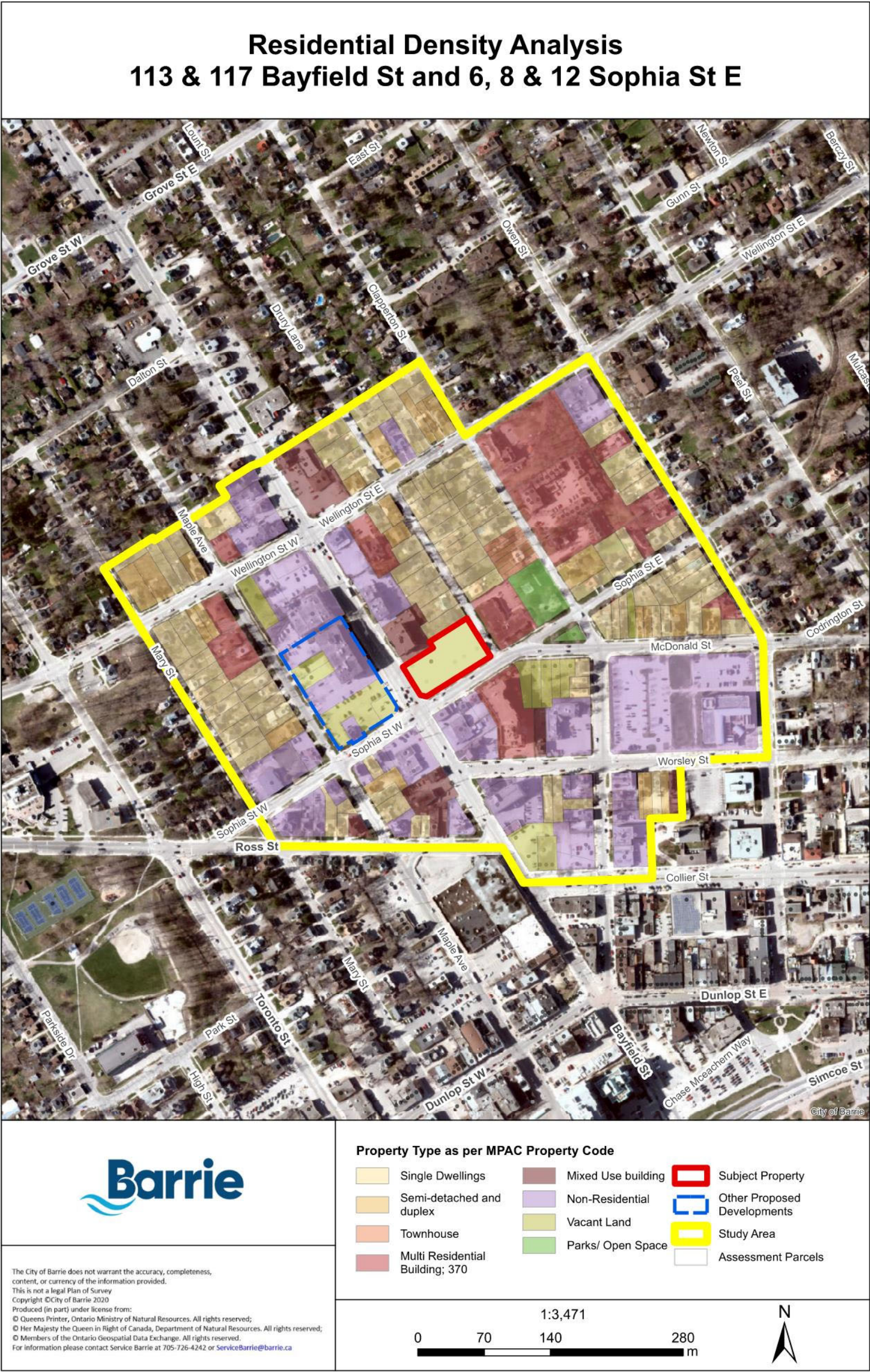
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APPENDIX “E” – CONTEXT PLAN



APPENDIX “F” – RESIDENTIAL DENSITY ANALYSIS

Map of Analysis Area



APPENDIX “F” – RESIDENTIAL DENSITY ANALYSIS

Analysis of Existing and Proposed Densities

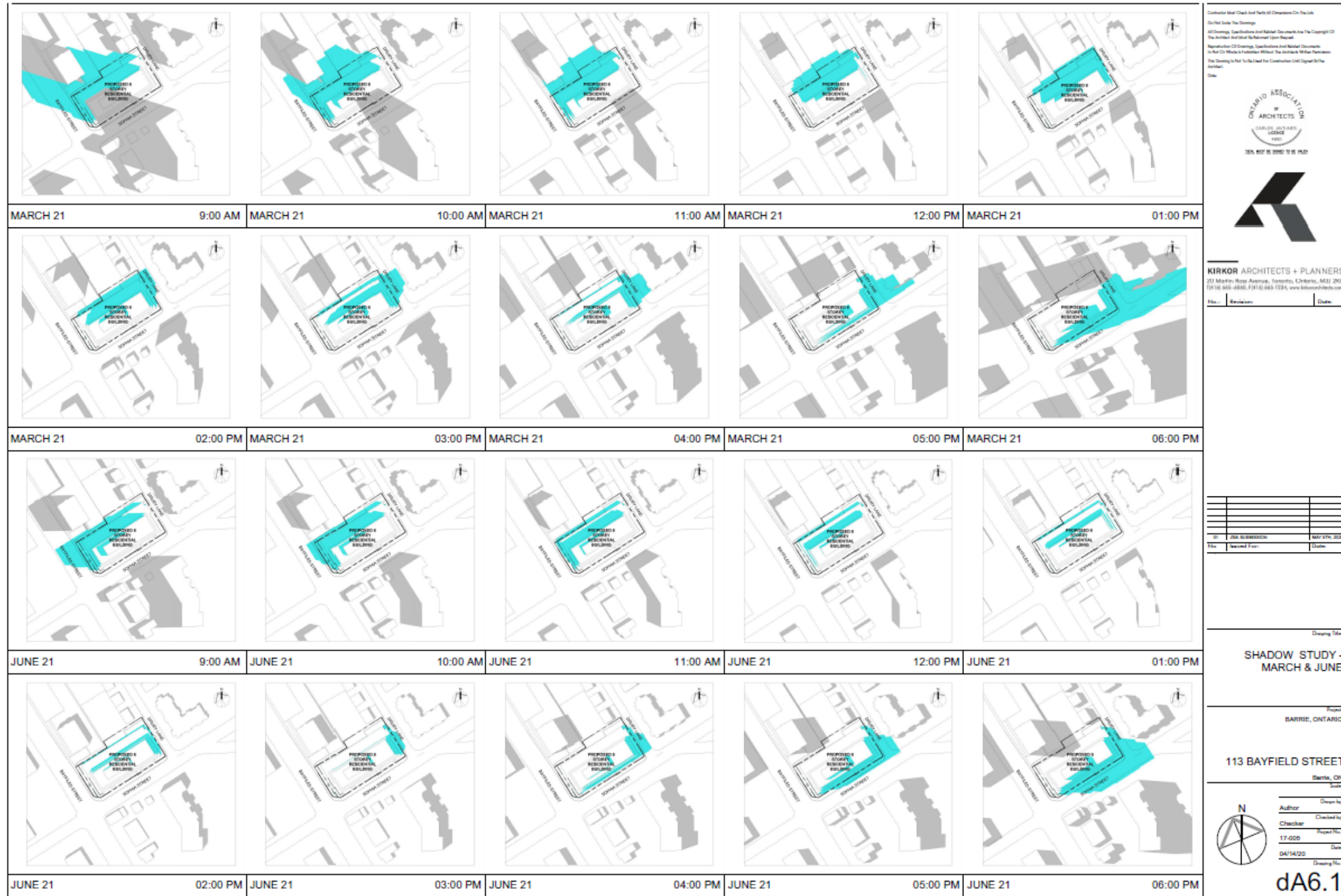
RESIDENTIAL DENSITY ANALYSIS			
D14-1701			
113 & 117 Bayfield St and 6, 8 & 12 Sophia St E			
PROPERTY USAGE TYPE	Total Units	Land Area (ha)	Density Dwelling Units/ha
Single Dwelling Unit	90	5.32	16.91
Townhouse Dwelling Unit	6	0.18	32.65
Semi-detached and duplex residential units	37	1.26	29.45
Multi-residential Buildings	201	3.09	65.14
Mixed use Building	57	0.95	59.72
Non- residential areas(Commercial/ Institutional)		5.71	
Vacant Lands		0.60	
Other Proposed Developments with Residential Dwellings 136 & 112 Bayfield St, 113 & 115 Maple Ave, and 14 Sophia St E (8 townhouses and 472 Apartment Units)	480	0.88	543.82
Subject Property (113 & 117 Bayfield St and 6, 8 & 12 Sophia St E) (8-storey residential building with 108 units)	108	0.37	290.18
Current Residential Density	391	18.36	21.30
Projected Residential Density Including only Proposal for Subject Lands	499	18.36	27.18
Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area	979	18.36	53.32
Total Study Area		25.68 ha	
Total Developable Area (Private properties)		18.36 ha	
Total Area Parks/ Open Space		0.27 ha	
Total Area Roads right of way		7.05 ha	

Prepared by: Development Services
Date: February 4, 2021

Note:
Please note that this Density Analysis is based on the Assessment Database and the MPAC property Code was used to determine the number of residential units in the Area.
Additionally, residential units from any current development proposed in the area were also included.
Parks/ Open Space and Road areas were not included in the density calculations.

APPENDIX "H" – SHADOW IMPACT STUDY

Spring Equinox (March 21st) and Summer Solstice (June 21st) – 9:00 am to 6:00 pm



APPENDIX “H” – SHADOW IMPACT STUDY

Fall Equinox (September 21st) and Winter Solstice (December 21st) – 9:00 am to 6:00 pm

