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**TO:** **PLANNING COMMITTEE**

**SUBJECT:** **ZONING BY-LAW AMENDMENT APPLICATION – 112 AND 136  
BAYFIELD STREET, 14 SOPHIA STREET WEST, 113 AND 115 MAPLE  
AVENUE (ROCKAP HOLDINGS INC.)**

**WARD:** **2**

**PREPARED BY AND  
KEY CONTACT:** **A. GAMEIRO, B.E.S, RPP, SENIOR PLANNER, EXT. 5038**  
**C. McLAREN, RPP, MANAGER OF PLANNING (ACTING), EXT. 4719**

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

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

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

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**RECOMMENDED MOTION**

1. That the Zoning By-law Amendment Application submitted by KLM Planning Partners Inc. on behalf of Rockap Holdings Inc. to rezone lands known municipally as 112 and 136 Bayfield Street, 14 Sophia Street West, 113 and 115 Maple Avenue from 'Transition Centre Commercial - 1' (C2-1) to 'Residential Apartment Dwelling Second Density – 1, Special Provision No. XXX' (RA2-1)(SP-XXX) and 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY), be approved.
2. That the following site-specific provisions shall apply to lands zoned 'Residential Apartment Dwelling Second Density – 1, Special Provision No. XXX' (RA2-1)(SP-XXX) and be referenced in the implementing zoning by-law:
  - a) Permit a minimum front yard setback of 2 metres, whereas a minimum setback of 7 metres is required;
  - b) Permit a minimum exterior (east) side yard setback of 1.5 metres, whereas a minimum setback of 3 metres is required;
  - c) Permit a minimum rear yard setback of 2 metres, whereas a minimum setback of 7 metres is required;
  - d) Permit canopies/balconies/stairs to project a distance of not more than 1.5 metres into a required yard along the south (Sophia Street) and east (Bayfield Street) frontages;
  - e) Permit a landscaped buffer area with a minimum width of 2 metres along the rear lot line, whereas a minimum of 3 metres is required;
  - f) Permit a landscaped buffer of 0m along the exterior (east) side lot line, whereas a minimum of 3 metres is required;
  - g) Permit a maximum lot coverage of 70 percent, whereas a maximum lot coverage of 35 percent is permitted;

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- h) The maximum gross floor area provisions in section 5.3.1 shall not apply, whereas a maximum gross floor area of 200 percent of the lot area is permitted;
  - i) A minimum of 0.8 parking spaces per residential unit shall be provided, whereas a minimum of 1 parking space per unit is required;
  - j) A blended parking rate of a minimum of 1 parking space per 254 square metres of gross floor area shall be permitted for multiple commercial uses, whereas a minimum of 1 parking space per 24 square metres of gross floor area of commercial space is required for multiple commercial uses located on the same site;
  - k) Notwithstanding the maximum building height permissions identified in Section 5.3.2 (b), maximum building heights shall be provided in accordance with the following:
    - i. A maximum building height of 12 metres within 10 metres of the lot line adjacent to Maple Avenue;
    - ii. A maximum building height of 25 metres within 40 metres of the lot line adjacent to Maple Avenue;
    - iii. A maximum building height of 44 metres (12 storeys) is permitted beyond 40 metres of Maple Avenue; and
    - iv. A maximum building height of 44 metres (12 storeys) shall be permitted within 24 metres of Bayfield Street.
  - l) That the secondary means of egress provisions in section 5.3.3.2(d) shall not apply, whereas a secondary means of egress consisting of landscaped open space with a depth of 7 metres is required for a secondary means of egress in a multi-residential building;
  - m) A minimum consolidated outdoor rooftop amenity area of 185 square metres shall be provided on the 4<sup>th</sup> storey;
  - n) Notwithstanding the permitted uses identified in section 5.2.1, live/work units shall be permitted on the ground floor of an apartment building;
  - o) Notwithstanding the Definitions in Section 3.0, a live/work unit shall be defined as a residential unit that shall utilize a minimum of 25 percent of the total gross floor area of the street level floor area of the unit for office, commercial and/or accessory retail uses;
  - p) That permitted uses in live/work units shall be in accordance with the uses defined in section 5.2.10 Home Occupations. Accessory retail uses shall be permitted in association with the Home Occupation uses identified in section 5.2.10;
  - q) Notwithstanding the permitted uses identified in Sections 5.2.1 and 5.2.6, commercial uses permitted in the 'Transition Centre Commercial' (C2) Zone, as identified in Table 6.2 of the Zoning By-law, shall be permitted on the ground floor of an apartment building; and
  - r) Notwithstanding Section 5.2.6, commercial uses within an apartment building shall occupy a minimum of 25 percent of the gross floor area of the ground floor.

3. That the following site-specific provisions shall apply to lands zoned 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY) and be referenced in the implementing zoning by-law:
  - a) Permit a maximum building height of 12 metres, whereas a maximum building height of 30 metres is permitted;
  - b) Notwithstanding the uses identified in Table 5.2 and Section 5.2.6, lands zoned RA2-1 (SP-YYY) shall be restricted to an apartment dwelling; and
  - c) Notwithstanding the above, all other standards of the RA2-1(SP-XXX) zone shall apply.
4. For the purposes of this by-law, provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this by-law shall not apply.
5. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV023-21.
6. That the owner/applicant is required to provide community benefits as per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonus to the satisfaction of the Director of Development Services; and,
7. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

## **PURPOSE & BACKGROUND**

### **Report Overview**

8. The purpose of this report is to recommend approval of a zoning by-law amendment application submitted by KLM Planning Partners Inc., on behalf of Rockap Holdings Inc., for lands known municipally as 112 and 136 Bayfield Street, 14 Sophia Street West, 113 and 115 Maple Avenue (see Appendix "A" – Draft Zoning By-law Amendment).
9. 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 appropriately suited for a high-density mixed-use development, and the proposal is consistent with and conforms to Provincial and City planning policies. A summary of this development application has been provided in Appendix "B" to Staff Report DEV023-21.

### **Development Proposal**

10. 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) and 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY). A detailed analysis of the site-specific provisions is contained in paragraphs 90 to 129 of this report.

11. If approved, the subject application would facilitate the development a 12 storey mixed-use condominium building containing 282 residential apartment units, 10 live-work units and ground floor commercial uses, together with 8 ground related units fronting onto Maple Avenue. In total, the proposed development would contain 300 residential units. Additionally, the development proposal would include structured parking, along with amenity areas in the form of a large outdoor courtyard and private balconies and terraces.
12. The proposed building would be located within close proximity to the street with active commercial and residential spaces at-grade and seamless connections to the sidewalk, thereby creating a pedestrian-friendly streetscape.
13. The proposed building design includes a variation in high-quality building materials and has been designed with aesthetically pleasing architectural elements, such as the articulation of façades, provision of considerable glazing, step-backs on upper storeys, recessed and projecting balconies, and terraces. Together, these design features minimize the visual and physical impacts of the building on surrounding land uses and City streets, while also creating an attractive streetscape that is inviting to pedestrians (see Appendix "C" – Site Plan and Floor Plans and Appendix "D" – Building Elevations and Renderings).

#### Location

14. The subject lands are legally described as Part of Lots 6, 7, 8 and 9 on Registered Plan 121, and are known municipally as 112 and 136 Bayfield Street, 14 Sophia Street West, and 113 and 115 Maple Avenue. As identified in Figure 1, the subject lands are located on the northwest corner of the intersection of Bayfield Street and Sophia Street West, while also fronting onto Maple Avenue.
15. The subject lands are rectangular in shape and comprise approximately 0.88 hectares (2.18 acres) with 112 metres of frontage on Bayfield Street, 74 metres on Sophia Street West and 116 metres on Maple Avenue. The subject lands are currently occupied by a 4 storey office building on the northern portion of the property and a 2 storey office building at the corner of Maple Avenue and Sophia Street West. Additionally, most of the site is occupied by a large, paved parking area with little vegetation.
16. The site is located within close proximity to a range of residential, commercial, institutional and recreational uses (see Appendix "E" – Context & Block 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, Barrie North Collegiate, Georgian College Downtown campus), places of worship, and the Victoria Village Seniors Retirement and 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).
17. The existing land uses immediately surrounding the subject lands are as follows:  
  
**North:** A mix of residential and commercial buildings located on Bayfield Street, along with single-detached dwellings located on Maple Avenue. Commercial uses in the area include professional offices, personal services, retail, and restaurants.



**East:** Multi-unit residential buildings, a neighbourhood park (Lions Park) and single-detached dwellings, along with a development proposal for a mid-rise (8-storey) affordable housing project at the northeast corner of Bayfield Street and Sophia Street East (Site Plan File: D11-026-2020).

**South:** A mix of residential, commercial and office uses within the City Centre.

**West:** Single-detached dwelling units located on Maple Avenue and Mary Street.

**Figure 1: Aerial Photograph – 112 and 136 Bayfield Street, 14 Sophia Street, and 113 and 115 Maple Avenue**



18. 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

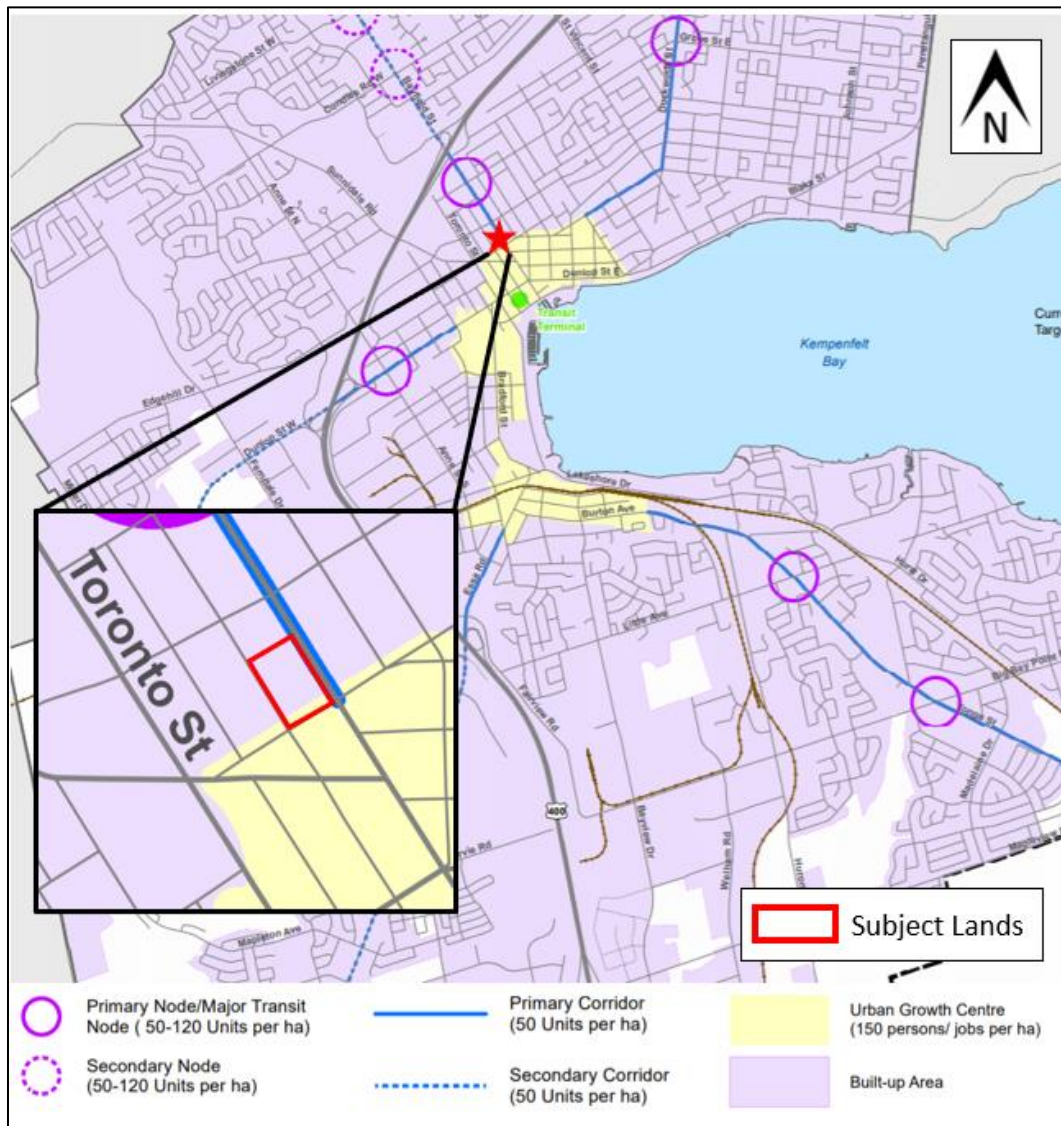
19. The subject property is designated 'City Centre' on Schedule "A" – Land Use in the City's Official Plan (Figure 2). The property is zoned 'Transition Centre Commercial - 1' (C2-1) in the City's Comprehensive Zoning By-law 2009-141, as amended.
20. The property is located within the Urban Growth Centre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

21. 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 (KLM Planning Partners Inc., July 2021);
- Urban Design Brief (KLM Planning Partners Inc, July 2020);
- Traffic Impact and Parking Study (JD Engineering, May 2020 & Addendum May 2021);
- Tree Inventory and Preservation Plan and Report (Kuntz Forestry Consulting Inc., February 2020);
- Architectural Site Plan Drawing Set – Site Plan, Floor Plans, Parking Plans, Elevations & Renderings, Cross-sections, Details and Statistics (Onespace Unlimited Inc., June 2021);
- Functional Servicing and Stormwater Management Report (TMIG Ltd., June 2021);
- Hydrogeological Impact Assessment (PGL Environmental Consultants, June 2021);
- Water Balance Study (PGL Environmental Consultants, June 2021);

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- Phosphorous Budget (PGL Environmental Consultants, June 2021);
  - Shadow Study (Onespace Unlimited Inc., June 2021);
  - Landscape Plans (MSA Ltd., June 2021);
  - Grading and Servicing Plans (TMIG Ltd., June 2020);
  - Vehicle Turning Analysis (JD Engineering, May 2020);
  - Pavement Marking and Signage Plans (JD Engineering, June 2021);
  - Photometric Plans (Quasar Consulting Group, July 2021);
  - Phase One Environmental Site Assessment (PGL Environmental Consultants, April 2020);
  - Phase Two Environmental Site Assessment (PGL Environmental Consultants, April 2020); and
  - Pedestrian Level Wind Study (Gradient Wind Engineering and Scientists, April 2020).

## **PUBLIC CONSULTATION**

### Neighbourhood Meeting

22. A Neighbourhood Meeting was jointly held on August 11, 2020, along with application D14-1701 for a proposed mid-rise (8 storeys), affordable housing development at the northeast corner of Bayfield and Sophia Street East. The neighbourhood meeting was divided in time to allow for each applicant to present their respective development proposals to 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.

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

a) Building Height

Residents expressed concerns with the building height in the original proposal. Specifically, residents noted that 34 storeys would not be in character with the surrounding area, would infringe upon the privacy of surrounding properties, result in unreasonable shadowing, and negatively impact the aesthetic of Barrie's skyline.

The applicant has since revised the concept plan for the development proposal, reducing the building height from 34 to 12 storeys. As discussed throughout this staff report, the reduction in the building height and the design features of the development proposal would address the concerns raised by residents.

b) Interaction with the Existing Vibrant Community

A resident expressed their support for redevelopment in the area, 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.

c) Increased Traffic and Safety Concerns

Residents expressed concerns with the amount of traffic activity that would likely result from the proposed development. Specifically, residents were concerned with increased traffic levels along Maple Avenue and Sophia Street. Residents noted that a nearby one-way intersection at Sophia Street East and MacDonald Street has already caused a number of near-miss collisions and safety concerns. Residents encouraged the introduction of traffic calming on

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Maple Avenue, as well as improvements to the intersection of Sophia Street East and McDonald Street.

The applicant submitted a Transportation Impact and Parking Study in support of the proposed development. According to the study, an intersection analysis was completed under total (2030) traffic volumes, and signal timing improvements are recommended for the intersections of Bayfield Street and Sophia Street, and Bayfield Street and Wellington Street. Additionally, the study notes that the site access will operate efficiently with one-way stop control for westbound movements. A single lane for ingress and egress movements at the site access would also provide the necessary capacity to convey the traffic volumes generated by the proposed development. The study concluded that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Finally, the City's Transportation Planning Branch has 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

24. 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:

a) Building Height

Residents and Council reiterated concerns with the proposed building height, as identified in paragraph 23(i) of this staff report. The applicant was encouraged to explore a different built form, such as providing larger floor plates with more units, thereby reducing the overall height of the building. As discussed in paragraph 25 of this staff report, the applicant has revised the development proposal by reducing the building height from 34 to 12 storeys and reducing the overall unit count from 480 to 300 units.

b) 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 west on Maple Avenue. 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.

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c) Operational Constraints for Barrie Fire and Emergency Services

Residents were concerned that the building height, as originally proposed at 34 storeys, would pose operational constraints for Barrie Fire and Emergency Services. Specifically, residents wanted assurance that the City's Fire and Emergency Services Department would be equipped to respond to emergencies on the upper storeys of the building.

As noted throughout this staff report, the applicant has reduced the proposed building height from 34 to 12 storeys. Additionally, the subject application has been reviewed by the City's Fire and Emergency Services Department to ensure that the building can be adequately serviced in the event of an emergency. Staff in the Fire and Emergency Services Department have confirmed that they do not have any concerns with the proposed development.

d) Affordable Housing

Members of the public and Council requested that the applicant confirm whether a percentage of the proposed residential units would be offered as affordable, in accordance with goals of the City's Official Plan. The applicant has confirmed that the proposed development will not include affordable housing units due to the development of an 8 storey affordable housing project across the street at the northeast corner of Bayfield Street and Sophia Street East. Given the proximity of the subject lands to this affordable housing project, the applicant does not intend on offering additional affordable units. However, the applicant has noted that the development proposal will provide a variety of apartment units, which would contribute to the mix of housing options for the community. Further, as noted in paragraphs 78-81 of this report, approval of the subject application would have the effect of permitting an increase in height from 30 metres to 44 metres over the subject lands. As such, the City can seek to secure community benefits in accordance with section 6.8 of the Official Plan. A portion of the community benefits secured through the approval of the subject application could be allocated toward the Affordable Housing Development Grant under the City's Community Improvement Plan (CIP) through discussion with the Ward Councillor and the Director of Development Services.

Revised Concept Plan – Reduction in Building Height and Unit Count

25. Following the Neighbourhood and Public Meetings, the applicant amended the concept plan for the proposed development to address concerns raised by residents and Council with respect to building height, including a loss of privacy, incompatibility with surrounding land uses and shadowing. In this regard, the proposed building height has been reduced from 34 to 12 storeys and the unit count has been reduced from 480 to 300 units. The proposed building is L-shaped, includes step-backs on upper storeys and is strategically located along Bayfield Street and Sophia Street with a large internal courtyard, thereby providing a separation from and transition to existing lower-density residential land uses along Maple Avenue. The development proposal also includes a 3 storey podium and a total of eight (8) 3 storey ground related units along Maple Avenue, which would contribute to maintaining the streetscape along Maple Avenue which is characterized by 1 and 2 storey residential dwelling units. Copies of the original site plan and building elevations are included in Appendix "F" and "G" of Staff Report DEV023-21.

**DEPARTMENT & AGENCY COMMENTS**

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



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27. 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.
  28. **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.
  29. **Development Services (Parks Planning)** staff have reviewed the site plan, tree inventory and preservation plan and landscape plans submitted in support of the subject application and do not have any objections to the approval of the subject application. If approved, technical matters such as tree preservation, landscaping (i.e. number and type of plant species), walkways and amenities would be addressed through the subsequent site plan control application.
  30. **Infrastructure Services Department (Water Operations)** staff have reviewed the site servicing plan(s) 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.
  31. The **City's Business Performance and Environmental Sustainability Department (Environmental Sustainability Branch)** has reviewed the subject application and confirmed that the proposed development may be eligible for municipal waste collection. If approved, further review will be completed as part of the subsequent site plan control application.
  32. **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. 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.
  33. The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject application.
  34. The **City's Fire and Emergency Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject application.
  35. 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.
  36. 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.

37. The **City's Business Performance and Environmental Sustainability Department (Environmental Compliance Branch)** has reviewed the proposal and has noted that as per *Ontario Regulation 153/04*, a Record of Site Condition (RSC) must be filed prior to changing the use of the property to a more sensitive property use (i.e. commercial to residential). In this case, a RSC would be required as a condition of site plan approval, should the subject application be approved. A site plan agreement would not be registered prior to the applicant filing an RSC with the Ministry of the Environmental, Conservation and Parks (MECP).
38. 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**

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

### **Ontario Planning Act, R.S.O. 1990**

40. 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>.
41. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will utilize existing and/or planned 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; provides a compact form of development that minimizes impacts to climate change; and is designed with a pedestrian-oriented built form with active ground floor uses and seamless pedestrian connections to the municipal sidewalk to support active transportation.

### **Provincial Policy Statement (2020) (PPS)**

42. 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>.

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43. 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.
  44. 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.
  45. The proposed development is consistent with the PPS as it proposes a high-density residential development with ground floor commercial uses 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 and planned municipal infrastructure and services, thereby representing efficient and cost-effective development.
  46. 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.
  47. 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)**

48. 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>
49. 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.
50. 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.

51. Staff are satisfied that the proposed development conforms to the Growth Plan as it would result in residential intensification that would make efficient use of land, utilize existing and/or planned infrastructure, and would contribute towards providing a mix of uses and housing options in the City through the provision of condominium apartment units and live-work units to serve a variety of household sizes, incomes, and ages. In staff's opinion, the proposed high-density development (341 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 and/or planned infrastructure, community services and facilities, commercial uses, 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)**

52. 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**

53. 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>
54. The subject lands are designated 'City Centre' 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.
55. 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.
56. Planning staff have conducted a density analysis for all existing and planned developments located within 500 metres of the subject lands (see Appendix "H" – Residential Density Analysis). The projected residential density for the area, including the proposed development, is approximately 75 units per hectare, in accordance with the density targets of the Official Plan.
57. 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:
- a) The Mixed Use policies will refer to lands located along the Intensification Nodes and Corridors, as identified on Schedule I – Intensification Areas; and,

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- b) 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.
58. The subject lands are designated 'City Centre' and are 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.
59. 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.
60. The proposed development is consistent with these policies in that it proposes a high-density development (341 units per hectare) with a mix of uses and housing types, 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 live-work units and ground floor commercial uses at-grade would activate the sidewalk and create an active, pedestrian-friendly streetscape.

#### Affordable Housing

61. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- a) A unit for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
  - b) A unit for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
62. As noted in paragraph 24(iv) above, the applicant has confirmed that the proposed development would provide appropriate market-based housing as there is currently an active development proposal at the northeast corner of Bayfield Street and Sophia Street East, which includes an 8 storey building with 108 rental units. Of those units, approximately 70 are to be offered as affordable. Due to the proximity of the subject lands to this affordable housing project, the proposed development does not include the provision of affordable units. While City staff encourage applicants to include affordable units in new housing developments, it is acknowledged that not every development proposal can be made affordable. Additionally, it is important to note that policy 3.3.2.2 represents a target of the Official Plan, not a requirement. While the applicant is not providing affordable units, the proposed development would introduce a variety of condominium apartment units, including ground related and live/work units, which would contribute towards providing a mix of housing options for the community. Further, approval of the subject application would have the effect of permitting an increase in height from 30 metres to 44 metres over the subject lands and as such, the City can seek to secure community benefits in accordance with section 6.8 of the Official Plan. As noted above, a portion of the community benefits secured through the approval of the subject application could be allocated toward the Affordable Housing Development Grant under the City's Community Improvement Plan (CIP) through discussion with the Ward Councillor and the Director of Development Services.



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Brownfields

63. 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 a mix of residential and commercial uses along an intensification corridor. Phase I and II Environmental Site Assessments were 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. Additionally, building permits would not be issued until the applicant has satisfied all applicable law, including the filing of an RSC.

Residential

64. The Mixed Use policies of the Official Plan 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 City's Intensification Areas while continuing to support the integrity of stable neighbourhoods.
65. The subject application conforms to this policy as the development proposal includes design features intended to reduce the visual and physical impact of the proposed building on the surrounding neighbourhood (see Appendix "C" – Site Plan and Floor Plans and Appendix "D" – Building Elevations and Renderings). The proposed building is "L-shaped" and would be strategically located along the Bayfield Street and Sophia Street West frontages, providing a considerable distance separation between the highest points of the building and the existing residential dwellings located on Maple Avenue. Specifically, the 12 storey portion of the proposed building would be setback approximately 66 metres from existing lots on Maple Avenue, while the 9 storey portion of the building, which is located closest to Maple Avenue and Sophia Street, would be setback approximately 26 metres from said lots. Additionally, the proposed development includes a large internal amenity space (i.e. court yard) on the 4<sup>th</sup> storey along with eight, ground related units which would front onto Maple Avenue. The amenity area would not only provide a buffer between the proposed development and existing dwellings on Maple Avenue, but it would also provide an appropriate transition in height to adjacent low-density residential land uses. The ground related units proposed along Maple Avenue would also maintain the streetscape, building height and massing that currently exists in the area, which is characterized by one and two storey residential dwellings. The proposed building also includes a 3 storey podium at the intersection of Sophia Street West and Maple Avenue in an effort to provide an appropriate transition in building height and to ensure consistency in building height and massing along the Maple Avenue streetscape.
66. The proposed building is designed to provide setbacks at a pedestrian scale and would include active ground floor commercial uses and live-work units with direct access to the municipal sidewalk along Bayfield and Sophia Streets. The building and site design also incorporate the use of appropriate transitioning downward in building height from the south to the north of the site, with the highest point(s) of the building being concentrated at the intersection of Bayfield Street and Sophia Street West. Additionally, the proposed building design includes a podium height which ranges from 3 to 6 storeys along Sophia Street West and 5 to 6 storeys along Bayfield Street. The podium is designed such that it is cantilevered over the ground floor at the intersection of Bayfield and Sophia Streets, thereby providing pedestrians with protection from climatic impacts. These features are continued along the Bayfield Street façade of the building in the form of awnings/canopies above the ground floor. Together with considerable glazing along the ground floor and the provision of landscaping, the proposed building would activate the streetscape and create an inviting setting for pedestrians. Additionally, the building design includes a variation in



shape through the provision of step-backs on upper stories and a mix of building materials and colours, including the use of considerable glazing, which reduces the visual and physical impact of the building. Finally, the building design, including building materials and colours, would be reviewed in greater detail through the subsequent site plan control process to ensure there is harmony between the proposed development and existing buildings in the surrounding neighbourhood.

#### Mixed Use

67. 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:
- a) To plan for new medium and high-density residential development that supports an appropriate mix of residential, commercial, and institutional uses;
  - b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures;
  - c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit; and
  - d) To establish the intensification nodes and corridors as the focal points of activity and a destination for surrounding neighbourhoods.
68. 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:
- a) Achieve a pedestrian-oriented environment through a combination of appropriate development standards and design features;
  - b) Buildings shall be sited to frame streets and sidewalks to achieve a generally consistent setback and continuous built form;
  - c) 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 toward the public realm;
  - d) Achieve an active streetscape through the provision of prominent building entrances, active uses at-grade and seamless connections to the sidewalk;
  - e) New development shall be generally compatible with the scale of adjacent properties, incorporating a built form transition to lower density residential areas; and
  - f) 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.

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69. The subject application is consistent with these goals and policies as it proposes a high-density mixed use development in a compact and efficient form that utilizes existing infrastructure, public facilities, and transit. The proposed development would also introduce new residential and commercial 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 (condominium apartment units) 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 commercial uses and live-work units at-grade.
70. The proposed development is also generally compatible with the scale of adjacent properties as it provides an effective use of building materials, suitable setbacks, landscape buffers and, step-backs on upper storeys to break up the visual and physical impacts of the building and provides 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

71. 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 commercial and residential land uses. As identified on the site plan (Appendix "C" – Site Plan & Floor Plans) and conceptual building renderings (Appendix "D" – Building Elevations & Renderings) submitted in support of the application, the proposed building is massed along Bayfield and Sophia Streets, 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 and increased setbacks to surrounding residential land uses 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.
72. Further, the proposed parking area would be strategically located within the podium with access from Maple Avenue to reduce the visual impacts of vehicles along the streetscape. Refuse and loading areas would be located internal to the building to ensure that there are no impacts to transportation or pedestrian safety on City streets. 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.
73. Should Council approve the subject application, staff are confident that the abovementioned design objectives would be adequately addressed through the subsequent site plan control process.

#### Tall Buildings and Height Control

74. 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.

75. The proposed development conforms to the tall buildings policies of the Official Plan for the following reasons:
- a) The proposed building design includes a podium ranging from 3 to 6 storeys in height along Bayfield and Sophia Streets, as well as step-backs on upper storeys to provide an appropriate transition to surrounding land uses and minimize impacts to the pedestrian realm;
  - b) Portions of the podium are cantilevered over the first floor of the building and awnings/canopies are also proposed above the ground floor. Together, these design features would reduce climatic impacts, thereby enhancing the pedestrian realm;
  - c) The visual and physical impact of the building is mitigated through the provision of a mix of building materials, along with façade articulation and fenestration techniques;
  - d) The proposed building is “L-shaped” and is strategically sited within close proximity to the street, with much of the height concentrated at the intersection of Bayfield and Sophia Street;
  - e) The site design includes a large internal amenity area (courtyard) at the 4<sup>th</sup> storey which provides a considerable distance separation between the highest points of the building and existing low density residential land uses located on the west side of Maple Avenue;
  - f) The proposed development includes pedestrian-scaled setbacks, along with the provision of outdoor amenities, walkways, awnings/canopies, and landscape treatments. Together, these features would enhance the streetscape;
  - g) The height and design of the proposed building is not expected to have a negative impact on the City’s skyline or obstruct view corridors from Kempenfelt Bay. Instead, the proposed building would contribute to the creation of a visually appealing street corner within the downtown core through quality design, building materials and architectural treatments;
  - h) According to the shadow impact study, no property is shadowed for more than 4 hours during the fall/spring equinoxes and summer/winter solstices. Shadow impacts are most significant during the winter solstice for all buildings in the area, including the proposed development. Additionally, minimal shadowing impacts would be realized over portions of the public realm on Bayfield Street, Sophia Street West and Maple Avenue (see Appendix “H” - Shadow Impact Study); and
  - i) The proposed development includes structured parking and an internal loading area, thereby minimizing impacts on the public realm along Bayfield Street, Sophia Street West, and Maple Avenue.

#### Height and Density Bonusing

76. Recent enactment of provincial legislation has changed the manner in which municipalities are authorized to collect funds for community benefits as a result of land use approvals during the planning process. These changes have resulted in the replacement of Section 37 of the *Planning Act* in place of a Community Benefits Charge policy. The draft regulations to implement the Community Benefits Charge policy have not been finalized.
77. It is generally understood that municipalities will be required to pass community benefits by-laws, which, among other items, would require municipalities to report on the community benefits being charged/collected and to which community benefits the funds are allocated.

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78. In the meantime, Section 6.8 of the Official Plan permits the City to negotiate community benefits when considering passing an amending zoning by-law to increase the height and/or density of a development beyond what is currently permitted. The proposed zoning provides the opportunity for increased height provisions beyond the permissions of Zoning By-law 2009-141, and therefore, the Bonusing Policies contained within the Official Plan are applicable.
79. In accordance with Section 6.8 of the Official Plan, upon the City determining that an application would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the *Planning Act* provided that:
- a) The development constitutes good planning and is consistent with the goals, objectives, and policies of the Official Plan;
  - b) The community benefit provided bears a reasonable planning relationship to the increase in height and/or density of the proposed development having an appropriate geographic relationship to the development; and,
  - c) Adequate infrastructure exists or will be provided by the developer to support the proposed development.
80. The Height and Density Bonusing Policy sets out several community benefits that may be secured. These include, but are not limited to, the provision of affordable housing units; arts and cultural facilities; public art; streetscape improvements; local improvements to transit facilities; parks facilities and equipment; enhanced on-site tree planting or landscaping; and, amenities for active transportation such as pedestrian or cycling facilities.
81. As noted above, staff are of the opinion that the proposed development conforms to the Official Plan goals and policies as it relates to residential intensification. Staff recommend that the applicant proceed with the process to determine applicability of community benefits for this project as it pertains to the proposed increase in height for this project from 30 to 44 metres.

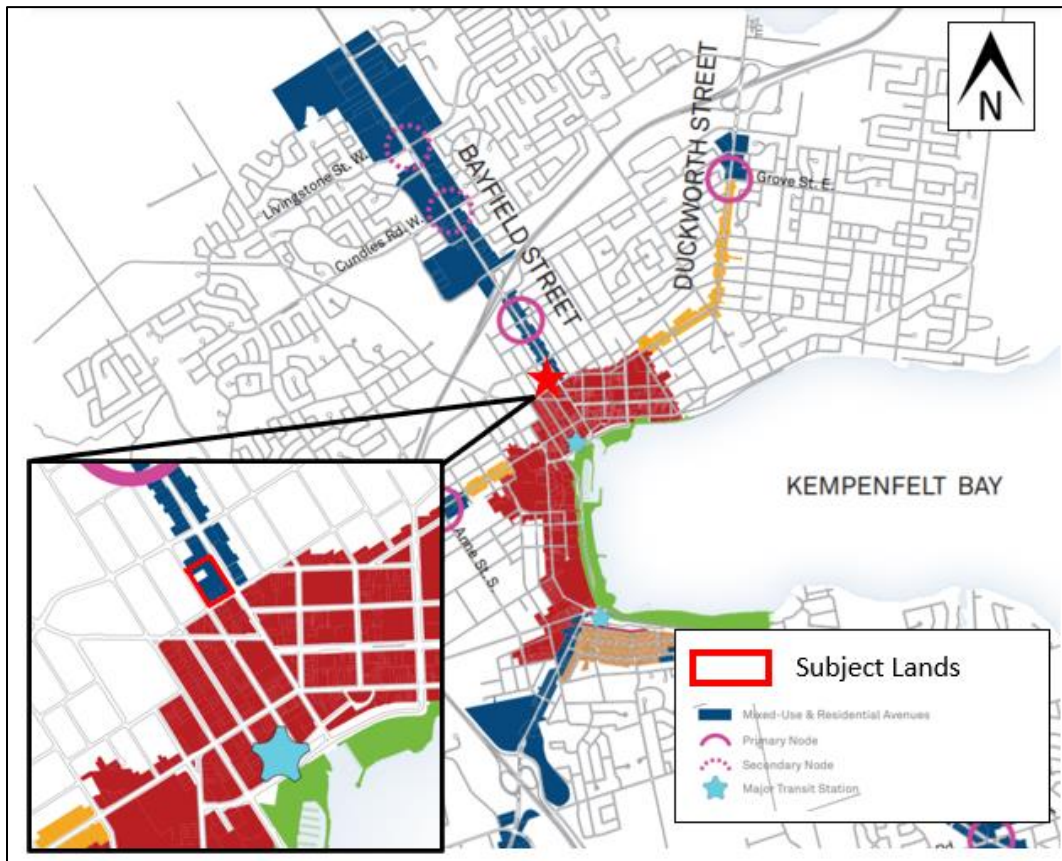
#### Summary

82. 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.
83. 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 341 units per hectare adheres to a high quality 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.
84. 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

85. 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:
- Establish building height transition where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas;
  - Recognize the long-term evolution/change of these mixed-use corridors, through short-term design that supports longer term development opportunities;
  - Focus initial development at the street edge and at key intensification nodes;
  - The design of the right-of-way should balance the requirements for vehicles, transit, and cycling while providing pedestrian amenities on the boulevards; and
  - 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**





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86. Below is a summary of how the proposed development satisfies the City's Intensification Area Urban Design Guidelines for the 'Mixed Use and Residential Avenues' intensification typology:
- a) The proposed building is located within close proximity to the street edge to activate the Bayfield Street and Sophia Street West frontages.
  - b) The proposed building height transitions down from south to north, with the highest point of the building concentrated at the intersection of Bayfield Street and Sophia Street West;
  - c) The proposed building is "L-shaped" and is strategically sited along the Bayfield Street and Sophia Street West frontages. The site design also includes a large amenity area (courtyard), which provides a considerable distance separation between the proposed building and the existing low-density residential land uses located on the west side of Maple Avenue.
  - d) The development proposal includes eight, 3 storey ground related units on Maple Avenue, thereby maintaining consistency in the existing building height and massing along the streetscape.
  - e) The proposed building design includes step-backs on upper storeys to minimize the impact of building height and massing, and to provide an appropriate transition to surrounding land uses and the public realm.
  - f) The proposed development includes commercial units, live-work units and ground related units to activate the streetscape. The ground floor of the proposed building also includes considerable glazing, numerous entry doors with direct access to the sidewalk, high quality materials, and weather protection features such as awnings/canopies.
  - g) Landscape treatments are proposed around the building with an emphasis on the Bayfield Street, Sophia Street West and Maple Avenue frontages, as well as the internal amenity area (courtyard). 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.
  - h) Reduced setbacks are proposed along Bayfield Street, Sophia Street East, and Maple Avenue which would contribute to the urbanization of the street, enhancement of the public realm, and increase in pedestrian traffic.
  - i) The proposed parking area is provided within the building and accessed from the rear off Maple Avenue which eliminates the visual impact of surface parking.
  - j) The building design includes a variation in high-quality building materials and has been designed with aesthetically pleasing architectural elements, such as the articulation of façades, provision of considerable glazing, step-backs on upper storeys, recessed and projecting balconies, and terraces.
  - k) 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.
87. 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**

88. 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) and 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY) as reflected in Table 1 and Table 2 below. The site-specific zoning provisions being requested are discussed in paragraphs 90 to 129 below.
89. Planning staff, though consultation with the applicant, have made minor adjustments to the site-specific provisions, to provide some flexibility at the time of construction. The actual figures, as reflected on the plans, are noted in 'brackets' in the paragraphs below.

**Table 1: Site-Specific Zoning Provisions – RA2-1 (SP-XXX) Zone**

Standard	Required – RA2-1 Zone	Proposed – RA2-1 (SP-XXX)
<b>Front Yard Setback (min.)</b>	7 m	2 m (2.5 m)
<b>Exterior Side (East) Yard Setback (min.)</b>	3 m	1.5 m (1.6 m)
<b>Rear Yard Setback (min.)</b>	7 m	2 m
<b>Canopies/Balconies/Stairs Encroachment (max.)</b>	1.5 m (balconies) 0.6 (canopies) 3 m setback (min.) for stairs	1.5 metres encroachment into a required yard
<b>Lot Coverage (max.)</b>	35%	70% (68%) (after road widenings)
<b>Gross Floor Area (max.)</b>	200%	Shall not apply (438% proposed)
<b>Building Height (max.)</b>	30 m	44 m (+41 m)
<b>Secondary means of Egress (min.)</b>	7 m of unobstructed landscaped open space from the building face where residential units have a secondary access at-grade	Shall not apply
<b>Continuous Landscape Buffer (min.)</b>	3 m	2 m – North Rear Yard (2.55 m)  0 m – East Side Yard
<b>Commercial Uses in Apartment Buildings</b>	A convenience store, personal service store and dry-cleaning distribution outlet shall be permitted commercial uses within an apartment building provided that the commercial uses do not occupy in excess of 25% of the ground floor area of the building.	Commercial uses permitted in the C2 Zone, as identified in Table 6.2, shall be permitted on the ground floor.  Commercial uses shall occupy a minimum of 25% of the ground floor area.
<b>Residential Parking (min.)</b>	1 space per unit	0.8 parking spaces per unit
<b>Commercial Parking (min.)</b>	1 space per 24 m <sup>2</sup> of gross floor area (GFA) for multiple commercial uses.	1 space per 254 m <sup>2</sup> of GFA for multiple commercial uses.
<b>Residential Permitted Uses</b>	Home Occupations are permitted	Request to specify that 'live/work units' shall be permitted

**Table 2: Site-Specific Zoning Provisions – RA2-1(SP-YYY) Zone**

Standard	Required – RA2-1 Zone	Proposed – RA2-1(SP-YYY)
<b>Building Height (max.)</b>	30m	12m (10.1m)
<b>Permitted Uses</b>	Residential, Accessory, Institutional and Commercial Uses in accordance with Table 5.2 and Section 5.2.6	Permitted uses shall be restricted to an apartment dwelling

**Site-specific Zoning Provisions for the ‘Residential Apartment Dwelling Second Density – 1, Special Provision No. XXX’ (RA2-1) (SP-XXX) Zone**

90. The subject lands are currently made up of five separately conveyable parcels, however staff note that these parcels will be consolidated prior to site development in order to implement the proposed zoning and overall development concept for the lands. As such, for purposes of the site-specific zoning analysis below, the parcels are considered to be one lot. In this regard, according to section 3 of Zoning by-law 2009-141, as amended, a front lot line is defined as “the lot line that divides a lot from the street, provided that in the case of a corner lot, the shorter lot line that abuts a street shall be deemed to be the front lot line, and the longer lot line that so abuts shall be deemed to be a side lot line.” In this case, the Sophia Street West frontage is considered to be the front lot line.

Front Yard Setback (Sophia Street West)

91. The subject application is proposing a minimum front yard setback of 2 metres, whereas a minimum setback of 7 metres is required in the RA2-1 Zone.
92. As identified on the site plan in Appendix “C” of Staff Report DEV023-21, the reduced front yard setback of 2 metres would permit the proposed building to be located within close proximity to Sophia Street West, thereby creating a strong street edge. Additionally, the ground floor commercial uses proposed along Sophia Street West would benefit from a reduced setback as it would facilitate the provision of direct access and connections to the sidewalk, while providing space to accommodate landscaping. In staff’s opinion, the reduction to the front yard setback would facilitate a building design which activates the streetscape and enhances the public realm.

Exterior (East) Side Yard Setback (Bayfield Street)

93. A minimum exterior side yard setback of 1.5 metres is proposed adjacent to Bayfield Street, whereas a minimum exterior side yard setback of 3 metres is required in the RA2-1 zone.
94. The subject lands are unique in that they have frontage on three streets. As noted in paragraph 90, Sophia Street West is deemed to be the front lot line, therefore the Maple Avenue and Bayfield Street frontages are deemed to be exterior side yards. Although the Bayfield Street frontage is considered an exterior side yard, it in fact would function as a front lot line. Generally, staff encourage reduced front yard setbacks to create a strong street edge, frame intersections, provide a smooth transition between public and private realms and facilitate an active streetscape through the provision of active ground floor commercial uses.
95. The proposed setback would facilitate a building design that creates a strong street edge and frames the intersection of Bayfield Street and Sophia Street West. Additionally, a 1.5 metre setback would benefit the commercial spaces and live/work units proposed on the ground floor of the building by providing greater visibility to said uses from the street. A reduced setback also aids in creating a soft transition between the public and private realms through the provision of hardscaping with seamless connections to the sidewalk. As identified on the landscape plan in Appendix “J”, the proposed setback would also provide space to accommodate landscaping and street furniture in select locations on the site. In staff’s opinion, the proposed exterior (east) side

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yard setback would contribute towards the creation of an active streetscape and enhance the pedestrian realm along Bayfield Street.

Rear Yard Setback (North)

96. The subject application proposes a minimum rear yard setback of 2 metres, whereas a minimum rear yard setback of 7 metres is required.
97. As identified on the site plan in Appendix “C”, the subject lands are located adjacent to an existing Bell Communications office building to the north. The proposed building would be located adjacent to the south façade of the neighbouring office building which is made up primarily of brick with only six (6) windows on one half of the third floor façade. Given the use of the neighbouring property (i.e. commercial office) and the physical characteristics of the existing building (i.e. blank brick façade), the reduction in the rear yard setback is not expected to generate negative impacts on the structure or result in privacy concerns for the occupants of both buildings. Additionally, the proposed setback would provide sufficient space to accommodate landscaping (see Appendix “J” – Landscape Plan). Finally, the height of the proposed building transitions down from 12 storeys at the southern limit of the site to 5 and 3 storeys at the northern limit of site, ensuring consistency with the height and massing of the neighbouring building.

Encroachment into a Required Yard – Canopies, Balconies and Stairs

98. The subject application proposes a site-specific provision to permit canopies, balconies and stairs to encroach a maximum of 1.5 metres into a required yard. This provision would accommodate the inclusion of canopies, balconies and stairs along the Bayfield Street, Maple Avenue and Sophia Street frontages. The requested standard would facilitate the provision of key design features that create a more interesting façade through building articulation, provide weather protection features along the street for pedestrians, and enhance accessibility to and from the building via the municipal sidewalk. The encroachment of canopies, balconies and stairs would not negatively impact the streetscape and would not restrict the provision of landscaping along the street frontages. As such, Planning staff are of the opinion that the requested provision is desirable and appropriate given the urban context of the subject lands.

Building Height

99. The subject application proposes a maximum building height of 44 metres (12 storeys), whereas a maximum building height of 30 metres is permitted in the RA2-1 zone.
100. It is important to note that the building height differs at various points of the building given the grade of the site (i.e. sloping down from north to south). As identified on the building elevation plans and renderings in Appendix “D” of Staff Report DEV023-21, the tallest point of the building (44 metres maximum) is concentrated at the intersection of Bayfield Street and Sophia Street West. The building height transitions down to 25 metres on the north end of the site, and to 33 and 12 metres on the west side of the site. Additionally, the site is designed such that the proposed building is “L-shaped” and massed along the Bayfield Street and Sophia Street West frontages with a large internal courtyard, which provides a considerable separation between the tallest points of the building and the existing low-density residential land uses located on Maple Avenue. Specifically, the 12 storey portion of the proposed building would be setback approximately 66 metres from existing lots on Maple Avenue, while the 9 storey portion of the building, which is located closest to Maple Avenue, would be setback approximately 26 metres from said lots.
101. As discussed throughout this report, the proposed building includes design features which help to break up the visual and physical impact of the building. As such, staff are of the opinion that the proposed building height is appropriate given the context of the site and is not expected to generate negative impacts on surrounding land uses. However, in order to ensure that these design features

(step backs and height transitions) are realized at the time of site construction, staff are recommending that the approval be tied to the concept plans submitted in support of the application. In this regard, staff are recommending the following site-specific zoning provisions related to maximum building height in the RA2-1(SP-XXX) zone as reflected in the recommended motion:

- a) A maximum building height of 12 metres within 10 metres of the lot line adjacent to Maple Avenue;
- b) A maximum building height of 25 metres within 40 metres of the lot line adjacent to Maple Avenue;
- c) A maximum building height of 44 metres (12 storeys) is permitted beyond 40 metres of Maple Avenue; and
- d) A maximum building height of 44 metres (12 storeys) shall be permitted within 24 metres of Bayfield Street.

#### Consolidated Outdoor Amenity Area

102. In addition to the maximum building height permissions identified above, staff are also recommending that a minimum consolidated outdoor rooftop amenity area of 185 square metres be provided as reflected in recommended motion. As illustrated on Appendix "C" of this report, the proposed rooftop amenity area on the 4<sup>th</sup> storey was incorporated as a building design feature to address appropriate separation distances and height transition from the existing residential development on Maple Avenue and the proposed 12 storey tower associated with the subject development. As such, staff are recommending that this feature be realized at the time of site development through the provision of a site-specific zoning requirement.

#### Secondary Means of Egress for Residential Buildings

103. The City's zoning by-law requires that 7 metres of unobstructed landscaped open space shall be provided from a secondary means of egress located at-grade in a multi-residential building. The applicant has requested that this provision shall not apply to the subject property.
104. 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, such as in this case.
105. Secondary means of egress for the proposed development would be provided in the form of private and communal doors along the Bayfield Street, Sophia Street West and Maple Avenue frontages. As discussed throughout this report, the subject application proposes to reduce building setbacks along the street frontages to create a strong street edge, activate the streetscape and encourage pedestrian activity. As such, Planning staff are of the opinion that the requested provision is appropriate for this site and is not expected to generate negative impacts on adjacent properties, as it relates to privacy, noise and frequency of contact.

#### Commercial Uses in Apartment Buildings

106. The subject application proposes commercial uses which occupy approximately 40% of the gross floor area (GFA) of the ground floor of the building, whereas a maximum of 25% of the GFA of the ground floor is permitted to be occupied by only a convenience store, personal service store and/or a dry cleaning distribution outlet. Additionally, the subject application proposes to include permissions for commercial uses permitted in the 'Transition Centre Commercial' (C2) Zone.

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107. The requested provisions would not only permit more commercial space on the ground floor of the proposed building, but would also expand the types of commercial uses that would be permitted on the subject lands. As a comparison, the current C2-1 zone over the subject lands requires that commercial uses shall occupy 50% of the lot area. Similarly, the Mixed-Use Zone (MU1 and MU2) provisions for the City's intensification corridors requires that 50% of the GFA of the ground floor of mixed-use buildings shall be occupied by commercial uses. The requested provisions are generally consistent with what would otherwise be permitted on the subject lands. Additionally, the provision of a variety of ground floor commercial uses would contribute toward creating a thriving urban environment in the UGC and along the Bayfield Street Intensification Corridor. To ensure that ground floor commercial uses are provided along the Bayfield Street and Sophia Street West frontages, staff are recommending that a minimum of 25% of the gross floor area of the ground floor shall be occupied by commercial uses.

Live/Work Units

108. The subject application proposes to include live/work units as a permitted use on the subject lands. The proposed live-work units would include a dedicated workspace at-grade along Bayfield Street with direct access to the sidewalk. The provision of live/work units represents a positive addition to the development, as the units would contribute toward creating a thriving mixed-use environment where residents can both live and work in the UGC and the Bayfield Street Intensification Corridor. If approved, Planning staff recommend that the zoning by-law amendment include a definition for live-work units, as the City's zoning by-law does not define such a use. As noted in the recommended motion, Planning staff recommend that live-work units be defined as "a residential unit that shall utilize a minimum of 25 percent of the total gross floor area of the street level floor area of the unit for office, commercial and/or accessory retail uses". Planning staff also recommend that the permitted uses in live-work units shall be in accordance with uses defined in Section 5.2.10 (Home Occupations) and that accessory retail uses shall be permitted in association with the Home Occupation uses identified in Section 5.2.10 of the City's zoning by-law.

Lot Coverage (Percentage of Lot Area)

109. The subject application proposes a maximum lot coverage of 70%, 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.
110. 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 and amenities, and safe access is provided for pedestrians and vehicles, therefore staff have no concerns with the maximum lot coverage proposed.

Gross Floor Area (Percentage of Lot Area)

111. The subject application is requesting that the GFA provisions of the zoning by-law shall not apply to the site, whereas a maximum GFA of 200% is permitted. The GFA of the proposed development is approximately 438%.



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112. 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 a maximum limit for GFA. Accordingly, the proposed GFA is generally consistent with what otherwise would be permitted on the subject lands and/or on surrounding properties along Bayfield Street.

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

113. The subject application proposes a landscaped buffer area with a minimum width of 2 metres along the rear (north) and 0 metres along the side (east) lot lines, whereas a minimum width of 3 metres is required. The general intent of requiring landscape buffers for apartment buildings is to accommodate planting on-site and to provide a buffer to surrounding land uses. In this case, the rear lot line abuts an existing office building, whereas the side (east) lot line abuts Bayfield Street. A 0 metre landscape buffer has been proposed adjacent to Bayfield Street.
114. As identified on the site plan in Appendix “C” of Staff Report DEV023-21, the width of the landscape buffer proposed along the north rear yard is approximately 2.5 metres. In order to provide some flexibility during the detailed design stage, the applicant has requested a reduced landscape buffer of 2 metres as a precaution, should any minor adjustments need to be made to the site design through the site plan control process. Given the urban context of this development, the proposed 0 metre landscape buffer along the Bayfield Street frontage would facilitate the provision of direct access and connections to the sidewalk, thereby providing a smooth transition between the public and private realms and would facilitate an active streetscape.
115. As identified on the landscape plan in Appendix “J” of Staff Report DEV023-21, the applicant has demonstrated that the proposed landscape buffer can accommodate viable planting in accordance with the planting densities in the City’s Urban Design Manual. The proposed planting will both enhance and provide a soft buffer between the proposed development and the existing office building located immediately north of the subject property. Additionally, the City’s Parks Planning Branch has reviewed the proposal and is satisfied that the width of the landscape buffers is appropriate given the urban context of the site.

Parking Ratio - Residential

116. The subject application proposes a minimum of 0.8 parking spaces per residential unit, whereas a minimum of 1 parking space per unit is required.
- A parking study was submitted in support of the application and has been reviewed by the City’s Transportation Planning staff. The parking study reviewed parking standards from comparable municipalities (i.e. Cambridge, Kitchener, Newmarket, North Bay and Orillia), along with comparable proxy sites (i.e. 37 Johnson Street, 15 Maple Avenue, 101 Kozlov Street, 262 Rose Street, 135/139 Wellington Street and 35 Blake Street). The study notes that parking requirements for similar municipalities range from 0.75 to 1.2 spaces per unit for resident parking and 0 to 0.25 spaces for visitor parking. The study also notes that peak parking demands on proxy sites in the City of Barrie range from 0.61 to 1 space per unit.
117. The parking study identifies the surrounding neighbourhood as being well-suited for a car-free lifestyle. The parking capacities projected in the City’s Parking Strategy Update indicate that the proposed development would have access to municipal parking lots located within close proximity to the subject lands. The study also notes that the development would include a higher proportion of one and two-bedroom units, which generally require less parking.



118. The parking study concludes that the anticipated demand for the site is expected to be lower than the Zoning By-law requirement of 1 space per unit. Specifically, the study recommends a total of 240 parking spaces (0.8 spaces per unit) be provided, whereas a total of 300 spaces are required. A total of 242 residential parking spaces have been proposed.
119. According to the study, residential parking spaces would be sold separately from the proposed units, which would provide a disincentive to private vehicle ownership. Additionally, to facilitate the reduced dependence on private vehicle travel, the study recommends that the following additional measures be implemented:
- a) Bicycle parking supply (65 parking spaces);
  - b) Pre-loaded transit passes are to be included with the sale of each unit;
  - c) Provision of dedicated car-share spaces; and,
  - d) Provision of an information display board in the lobby of the building to share updated transportation information, such as bicycle maps, local transit maps/schedules and other information.
120. Table 3 summarizes the parking allocation for the site, as recommended by the parking study submitted in support of the application. As identified in Table 3, the City's Transportation Planning Branch has recommended that the parking allocation for the development be adjusted to ensure a better distribution of parking spaces among the residential unit types proposed by the applicant. The applicant has agreed with staff's recommendation and will implement the parking distribution identified in Table 3.

**Table 3: Parking Allocation – Parking Study Recommendation vs. Staff Recommendation**

Unit Type	Unit Count or Area	Parking Study Recommendation	Staff Recommendation
One Bedroom	142	0.25 spaces/unit (36 spaces)	0.75 spaces/unit (107 spaces)
One Bedroom, plus Den	69	1 space/unit (69 spaces)	0.9 spaces/unit (62 spaces)
Two bedroom	30	1 space/unit (30 spaces)	0.9 spaces/unit (27 spaces)
Two Bedroom, plus Den	8	1 space/unit (8 spaces)	1 space/unit (8 spaces)
Three Bedroom	21	2 spaces/unit (42 spaces)	1 space/unit (21 spaces)
Three Bedroom, plus Den	12	2 spaces/unit (24 spaces)	1 space/unit (12 spaces)
Live/Work	10	1 space/unit (10 spaces)	1 space/unit (10 spaces)
Townhouse	8	1 space/unit (8 spaces)	1 space/unit (8 spaces)
Commercial	760 m <sup>2</sup>	1 space/47.5 m <sup>2</sup> (16 spaces)	1 space/254 m <sup>2</sup> (3 spaces)
Visitor	-	15 spaces	0 spaces
<b>Total</b>	<b>300 units</b>	<b>258 spaces</b>	<b>258 spaces</b>

121. Based on the foregoing, Planning staff are of the opinion that the proposed parking rate for the residential uses on-site is appropriate given the nature of the development and the location of the subject lands in the UGC and Bayfield Street Intensification Corridor. Staff are satisfied that the transportation demand management measures recommended for the proposed development would adequately manage parking demand on-site.

Parking Ratio - Commercial

122. The subject application is proposing a commercial parking rate of 1 space per 254 square metres of gross floor area for multiple commercial uses, whereas a minimum of 1 parking space per 24 square metres of gross floor area is required. Initially, the applicant was proposing a parking rate of 1 space per 48 square metres of gross floor area for multiple commercial uses, however, the City's Transportation Planning Branch has recommended that the parking distribution be adjusted to maximize parking for residential units (see Table 3).
123. As noted in the applicant's parking study, the City's Parking Strategy Update indicates that the proposed development would have access to municipal parking lots located within close proximity to the subject lands. These municipal parking lots would provide adequate parking for the commercial uses, while also encouraging pedestrians to walk and utilize public transit.
124. Finally, as a comparison, the City's zoning by-law does not require parking for commercial uses located within the 'Central Area' (C1) Commercial Zone. It is important to note that lands located south of Worsley Street are zoned C1 in the City's zoning by-law. These lands are located approximately 100 metres from the subject property. The built form and associated uses proposed for the subject lands are generally consistent with those permitted on lands zoned C1 in the City Centre. As such, the commercial parking provisions of the C1 Zone are considered to be appropriate for the subject lands.
125. Based on the foregoing, Planning staff are of the opinion that the proposed parking ratio for commercial uses is appropriate. The proposed development contains a mix of uses, is designed to be pedestrian-friendly and is located within close proximity to transit stops and municipal parking lots.

**Site-specific Zoning Provisions for the 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1) (SP-YYY) Zone**

Building Height

126. The subject application proposes a building height of 12 metres for the ground related units identified within the RA2-1(SP-YYY) zone, whereas a maximum building height of 10 metres is permitted.
127. The proposed ground related units abutting Maple Avenue are currently identified as measuring 10.1 metres in height, which is slightly greater than the maximum height permissions of the zoning by-law. The applicant is seeking to increase the maximum building height to 12 metres to accommodate rooftop terraces, as well as any minor adjustments that may be made to the building design through the subsequent site plan control process, should the subject application be approved by Council. As identified on the site plan in Appendix "C" of Staff Report DEV023-21, the proposed ground related units would be located approximately 26 metres away from the existing low density residential dwellings that currently exist on the west side of Maple Avenue. As such, the minor increase in building height is not anticipated to generate negative impacts on the existing low density residential land uses in the area.

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Permitted Uses

128. In addition to the maximum height restrictions proposed for the ground related units abutting Maple Avenue, staff are also recommending that the permitted uses within the RA2-1(SP-YYY) zone be restricted to an apartment dwelling as currently proposed. This will ensure an appropriate transition between the proposed mix-use development and abutting residential neighbourhood on the west side of Maple Avenue is realized at the time of site development.
129. Notwithstanding the above site-specific provisions referenced above for the RA2-1(SP-YYY) zone, staff are recommending that all other standards of the RA2-1 (SP-XXX) zone would apply, where applicable.

Moratorium on Amendments or Variances to the Provisions of the Zoning By-law

130. The applicant is requesting a site-specific zoning provision which would exempt the subject lands from the provisions of the *Planning Act* respecting a moratorium for the amendment of, or variance to, the standards and uses of the Zoning By-law. The *Planning Act* prohibits amendments or variances to a privately initiated By-law for a period of two (2) years. The applicant has requested this provision as a precaution, should an amendment or variance to the provisions of the zoning by-law be required to accommodate any minor adjustments that may be made to the plan through the site plan process. The requested provision would permit the landowner to pursue an amendment or variance to the zoning provisions at any time over the next two (2) years. Planning staff do not have any concerns with the requested provision as any amendments or variances to the zoning provisions would be subject to review and Council and/or Committee of Adjustment approval.

Summary

131. Based on the foregoing, Planning staff are of the opinion that the requested site-specific provisions represent 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

132. The 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/materials, parking, etc. Should Council approve the subject application, the applicant would be required to submit a site plan control application to further review all technical design matters associated with the proposed development.

Summary

133. 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.
134. Planning staff recommend the approval of the proposed zoning by-law amendment application for the development of a 12 storey mixed-use building consisting of 292 residential (apartment) units, along with 8 ground related units fronting Maple Avenue, 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**

135. The subject application, if approved, would result in the redevelopment of an underutilized site in the City Centre which is serviced by existing and planned 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**

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

<b><u>Alternative #1</u></b>	<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 members of 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>
<b><u>Alternative #2</u></b>	<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**

137. The subject application, if approved, would permit the development of 292 residential apartment units, along with 8 ground related units fronting Maple Avenue and ground floor commercial 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.
138. Building permit application fees for the proposed development are estimated to be approximately \$589,524. 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.
139. Current development charges are \$54,316 for a townhouse unit, \$26,980 for bachelor or 1-bedroom units, and \$38,430 for 2 or more-bedroom units (2021 rates). 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 \$9,149,638.
140. Current development charges for retail commercial uses are \$353.80 per square metre. Based on a commercial GFA of 760 square metres, development charge revenue for the proposed commercial uses is estimated to be approximately \$268,888.

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141. The education levy for residential uses is currently \$3,559 per unit (2021 rate), which represents a total levy of \$1,067,700.
142. The education levy for commercial uses is currently \$5.92 per square metre (2021 rate), which represents a total levy of \$4,499.
143. Cash in lieu of parkland is currently calculated at \$5,726 per residential unit, which represents a total contribution of \$1,717,800 for the proposed development.
144. Cash in lieu of parkland for commercial uses is based on 2 percent of the appraised land value and would be calculated and collected at the time of the submission of a building permit application.
145. The proposed development would be subject to a Finance Administration fee of \$24,160.
146. 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**

147. The recommendations included in this staff report support the following goal identified in the 2018-2022 Strategic Plan:
- ☒ Fostering a Safe & Healthy City
    - i) Build a greener Barrie while mitigating and adapting to climate change
  - ☒ Building Strong Neighbourhoods
    - i) Build walkable, diverse neighbourhoods that encourage community connections
    - ii) Grow Responsibly
148. 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 mix of housing options, promotes and facilitates community connections, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

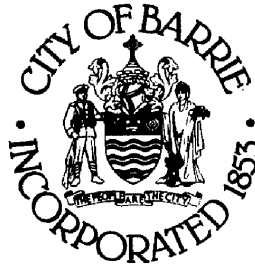
Attachments: Appendix "A" – Draft Zoning By-law Amendment  
Appendix "B" – Application Summary  
Appendix "C" – Site Plan & Floor Plans  
Appendix "D" – Building Elevations & Renderings  
Appendix "E" – Context and Block Plan  
Appendix "F" – Original Site Plan  
Appendix "G" – Original Building Elevations & Renderings  
Appendix "H" – Residential Density Analysis  
Appendix "I" – Shadow Impact Study  
Appendix "J" – Landscape Plan



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APPENDIX "A"

Draft Zoning By-Law Amendment



Bill No. XXX

BY-LAW NUMBER 2022-XXX

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

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being Part of Lots 6, 7, 8 and 9 on Registered Plan 121, known municipally as 112 and 136 Bayfield Street, 14 Sophia Street West, and 113 and 115 Maple Avenue, 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 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY).

**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 6, 7, 8 and 9 on Registered Plan 121, known municipally as 112 and 136 Bayfield Street, 14 Sophia Street West, and 113 and 115 Maple Avenue from 'Transition Centre Commercial' (C2-1) to 'Residential Apartment Dwelling Second Density – 1, Special Provision No. XXX' (RA2-1)(SP-XXX) and 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the obtaining of any future land division under the provisions of the Planning Act, R.S.O. 1990, C.P.13 as amended from time to time, or the registration at any time of any Condominium Declaration, a Plan of Subdivision, or conveyance with respect to any portion of said land, the land zoned RA2-1(SP-XXX) and RA2-1(SP-YYY) by this By-law shall be considered to be one lot for the purposes of zoning.
3. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum front yard setback of 2 metres is required in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
4. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum exterior (east) side yard setback of 1.5 metres is required in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.

5. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum rear yard setback of 2 metres is required in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
6. **THAT** notwithstanding any provision set out in By-law 2009-141, balconies, canopies and stairs may project a maximum of 1.5 metres into a required yard in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
7. **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 2 metres is required along the rear (north) lot line in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
8. **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 metres is permitted along the exterior (east) side lot line in the 'Residential Apartment Dwelling Second Density – 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
9. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum lot coverage of 70% of the lot area is permitted in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
10. **THAT** the maximum gross floor area provisions in Section 5.3.1 of By-law 2009-141 shall not apply in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
11. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, a minimum of 0.80 parking spaces per residential unit is required in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
12. **THAT** notwithstanding the provisions set out in Section 4.6.2.3(b) of By-law 2009-141, a minimum of 1 parking space per 254 square metres of gross floor area is required for multiple commercial uses located on the same property 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 Sections 5.3.1 and 5.3.2(b) of By-law 2009-141, a maximum building height of 12 metres shall be permitted within 10 metres of the lot line adjacent to Maple Avenue in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
14. **THAT** notwithstanding the provisions set out in Sections 5.3.1 and 5.3.2(b) of By-law 2009-141, a maximum building height of 25 metres shall be permitted within 40 metres of the lot line adjacent to Maple Avenue in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
15. **THAT** notwithstanding the provisions set out in Sections 5.3.1 and 5.3.2(b) of By-law 2009-141, a maximum building height of 44 metres (12 storeys) shall be permitted beyond 40 metres of the lot line adjacent to Maple Avenue in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.

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16. **THAT** notwithstanding the provisions set out in Sections 5.3.1 and 5.3.2(b) of By-law 2009-141, a maximum building height of 44 metres (12 storeys) shall be permitted within 24m of Bayfield Street in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
  17. **THAT** the secondary means of egress provisions set out in Section 5.3.3.2(d) of By-law 2009-141 shall not apply in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone.
  18. **THAT** a minimum consolidated outdoor rooftop amenity area of 185 square metres shall be provided on the 4<sup>th</sup> story of an apartment dwelling in the in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone, in accordance with Schedule "B" attached to this By-law.
  19. **THAT** notwithstanding the permitted uses identified in Section 5.2.1 of By-law 2009-141, live/work units shall be permitted in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone.
  20. **THAT** notwithstanding the definitions in Section 3.0 of By-law 2009-141, a live/work unit shall be defined as a residential unit that shall utilize a minimum of 25 percent of the total gross floor area of the street level floor area of the unit for office, commercial and/or accessory retail uses in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone.
  21. **THAT** permitted uses in live/work units shall be in accordance with the uses defined in Section 5.2.10 Home Occupations of By-law 2009-141, and Accessory Retail Uses shall be permitted in association with the Home Occupation uses identified in Section 5.2.10 in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone.
  22. **THAT** notwithstanding the permitted uses identified in Sections 5.2.1 and 5.2.6 of By-law 2009-141, commercial uses permitted in the 'Transition Centre Commercial' (C2) Zone, as identified in Table 6.2 of By-law 2009-141, shall be permitted on the ground floor of an apartment building in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone.
  23. **THAT** notwithstanding Section 5.2.6 of By-law 2009-141, commercial uses within an apartment building shall occupy a minimum of 25 percent of the gross floor area of the ground floor in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone.
  24. **THAT** notwithstanding the provisions set out in Sections 5.3.1 and 5.3.2(b) of By-law 2009-141, a maximum building height of 12 metres shall be permitted in the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. YYY' (RA2-1)(SP-YYY) zone, in accordance with Schedule "B" attached to this By-law.
  25. **THAT** notwithstanding the provisions set out in Section 5.2 and Section 5.2.6 of By-law 2009-141, lands zoned 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY) zone, shall be restricted to an apartment dwelling.
  26. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, all other standards of the 'Residential Apartment Dwelling Second Density 1 – Special Provision No. XXX' (RA2-1)(SP-XXX) zone shall apply to the lands zoned 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY).



- 
27. **THAT** the owner/applicant is required to provide community benefits as per Section 37 of the *Planning Act* and Section 6.8 Height and Density Bonusing of the City of Barrie Official Plan to the satisfaction of the Director of Development Services.
28. **THAT** for the purposes of this by-law, the provisions of the *Planning Act* respecting the moratorium for amendment of, or variance to, this bylaw shall not apply.
29. **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.
30. **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 January, 2022.

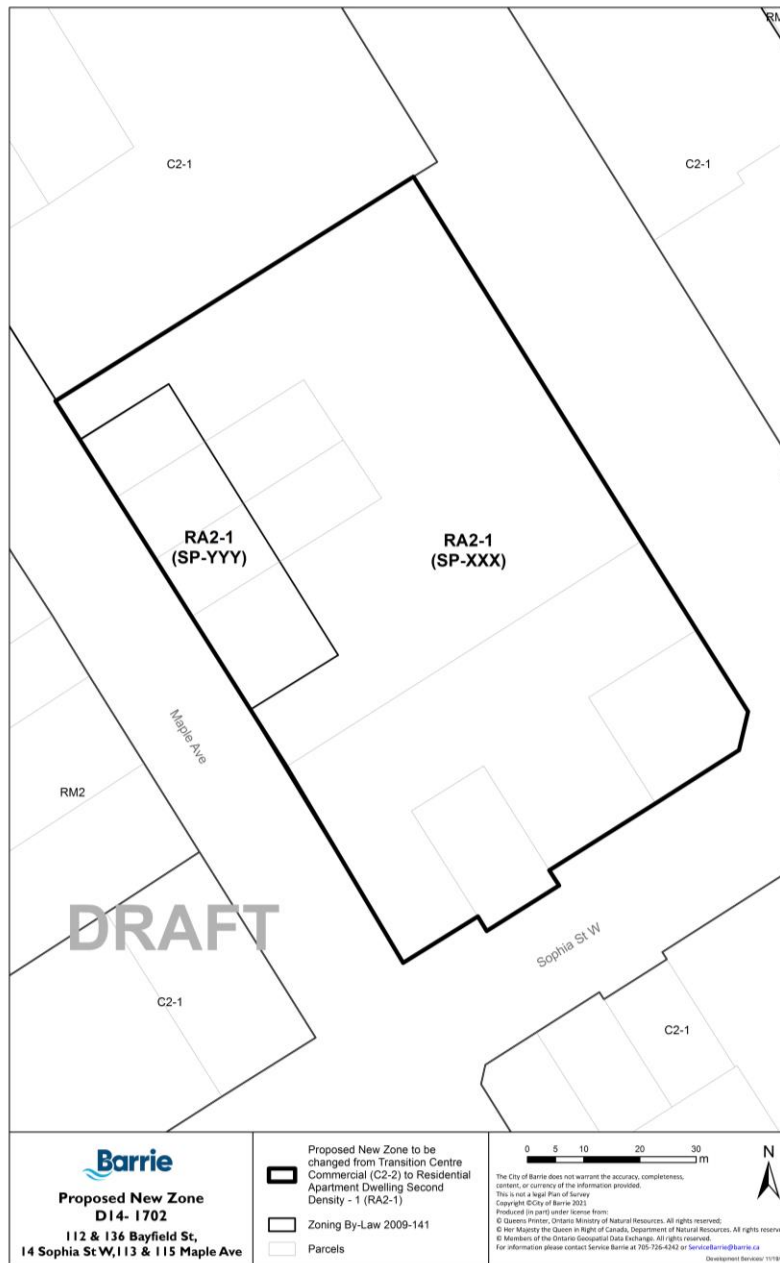
**READ** a third time and finally passed this \_\_\_\_ day of January, 2022.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – J. R. LEHMAN**

\_\_\_\_\_  
**CITY CLERK – WENDY COOKE**

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



MAYOR – J. R. LEHMAN

CITY CLERK – WENDY COOKE



[illegible]

**CITY CLERK – WENDY COOKE**

**APPENDIX "B"**

**Application Summary**

The subject lands are located at the northwest corner of Bayfield Street and Sophia Street West, known municipally as 112 and 136 Bayfield Street, 14 Sophia Street, and 113 and 115 Maple Avenue 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) and 'Residential Apartment Dwelling Second Density – 1, Special Provision No. YYY' (RA2-1)(SP-YYY) with site-specific provisions (see Tables 1 and 2 below). The rationale for the site-specific zoning provisions is discussed in paragraphs 90 to 129 of this staff report.

**Table 1: Site-Specific Zoning Provisions – RA2-1 (SP-XXX) Zone**

Standard	Required – RA2-1 Zone	Proposed – RA2-1 (SP-XXX)
<b>Front Yard Setback (min.)</b>	7 m	2 m (2.5 m)
<b>Exterior Side (East) Yard Setback (min.)</b>	3 m	1.5 m (1.6 m)
<b>Rear Yard Setback (min.)</b>	7 m	2 m
<b>Canopies/Balconies/Stairs Encroachment (max.)</b>	1.5 m (balconies) 0.6 (canopies) 3 m setback (min.) for stairs	1.5 metres encroachment into a required yard
<b>Lot Coverage (max.)</b>	35%	70% (68%) (after road widenings)
<b>Gross Floor Area (max.)</b>	200%	Shall not apply (438% proposed)
<b>Building Height (max.)</b>	30 m	44 m (+41 m)
<b>Secondary means of Egress (min.)</b>	7 m of unobstructed landscaped open space from the building face where residential units have a secondary access at-grade	Shall not apply
<b>Continuous Landscape Buffer (min.)</b>	3 m	2 m – North Rear Yard (2.55 m)  0 m – East Side Yard
<b>Commercial Uses in Apartment Buildings</b>	A convenience store, personal service store and dry-cleaning distribution outlet shall be permitted commercial uses within an apartment building provided that the commercial uses do not occupy in excess of 25% of the ground floor area of the building.	Commercial uses permitted in the C2 Zone, as identified in Table 6.2, shall be permitted on the ground floor.  Commercial uses shall occupy a minimum of 25% of the ground floor area.
<b>Residential Parking (min.)</b>	1 space per unit	0.8 parking spaces per unit
<b>Commercial Parking (min.)</b>	1 space per 24 m <sup>2</sup> of gross floor area (GFA) for multiple commercial uses.	1 space per 254 m <sup>2</sup> of GFA for multiple commercial uses.
<b>Residential Permitted Uses</b>	Home Occupations are permitted	Request to specify that 'live/work units' shall be permitted

Table 2: Site-Specific Zoning Provisions – RA2-1(SP-YYY) Zone

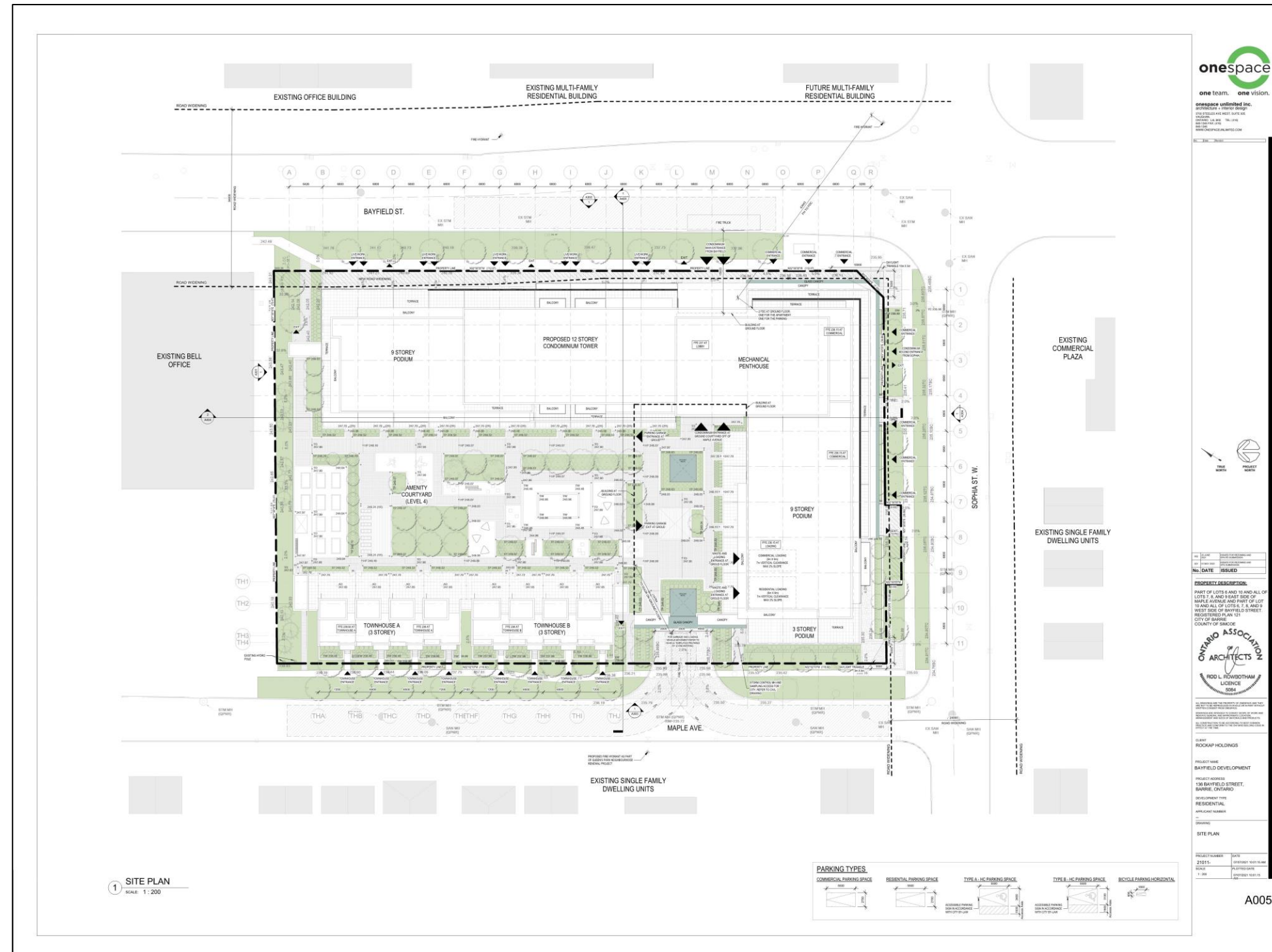
Standard	Required – RA2-1 Zone	Proposed – RA2-1(SP-YYY)
Building Height (max.)	30m	12m (10.1m)
Permitted Uses	Residential, Accessory, Institutional and Commercial Uses in accordance with Table 5.2 and Section 5.2.6	Permitted uses shall be restricted to an apartment dwelling

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 on Schedule "I" of the City's Official Plan. The Official Plan policies are discussed in paragraphs 53 to 84 of this staff report.

The application, if approved, would facilitate the development of a 12 storey mixed-use condominium building containing 282 residential apartment units, 10 live/work units and ground floor commercial uses, together with 8 ground related units fronting onto Maple Avenue. In total, the proposed development would contain 300 residential units. The development proposal also includes structured parking, along with amenity areas in the form of a large outdoor courtyard and private balconies and terraces. Additionally, the proposed mixed-use building would be located within close proximity to the street with active commercial and residential spaces at-grade and seamless connections to the sidewalk, thereby creating a pedestrian-friendly streetscape.

The proposed building design includes a variation in high-quality building materials and has been designed with aesthetically pleasing architectural elements, such as the articulation of façades, provision of considerable glazing, step-backs on upper storeys, recessed and projecting balconies, and terraces. Together, these design features minimize the visual and physical impacts of the building on surrounding land uses and City streets, while also creating an attractive streetscape that is inviting to pedestrians. The Urban Design policies of the Official Plan and the Intensification Area Urban Design Guidelines are discussed in paragraphs 71 to 73 and 85 to 87 of this staff report.

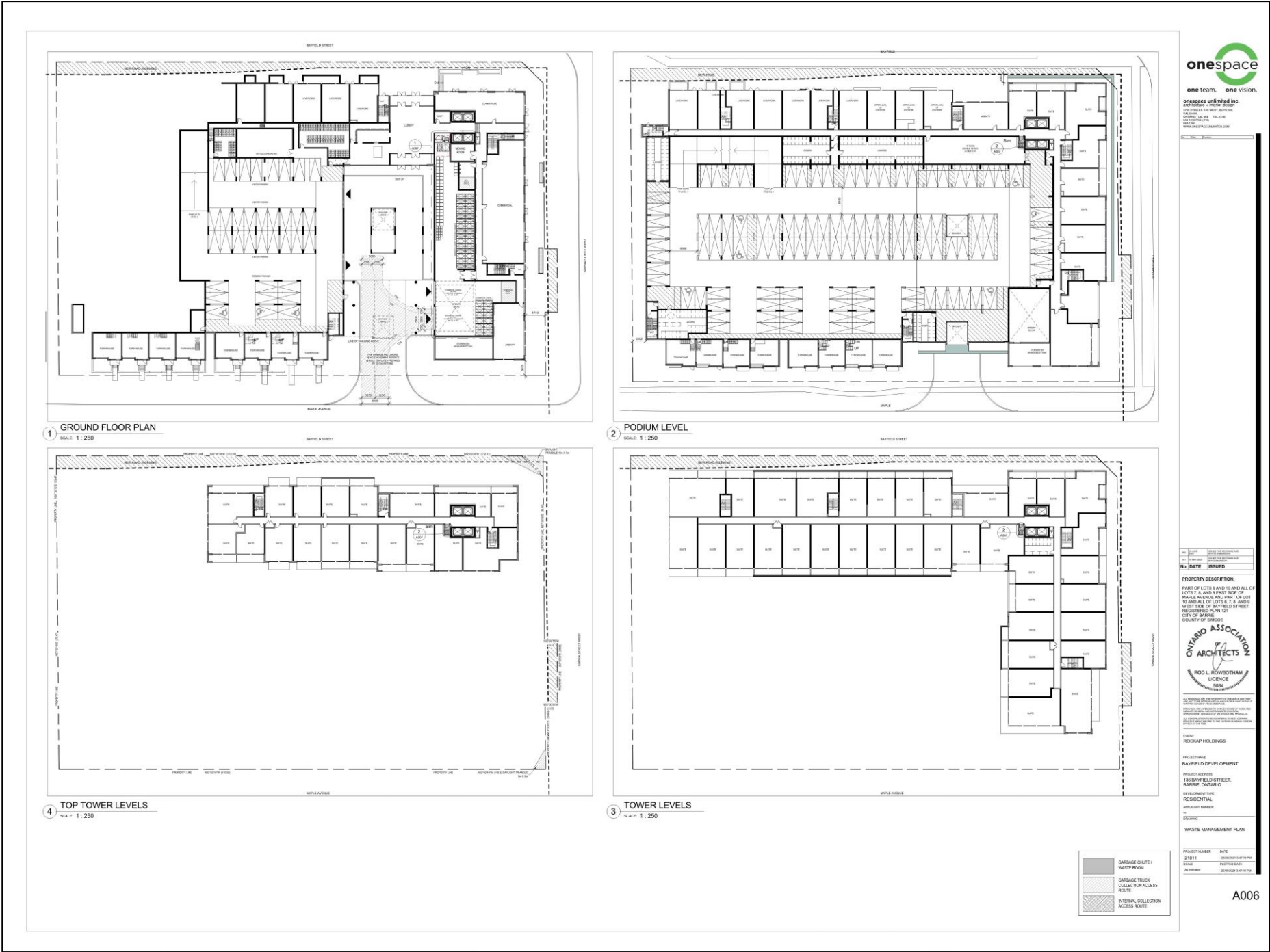
The Planning rationale provided throughout this staff report demonstrates that the proposed zoning by-law amendment is consistent with the Provincial Policy Statement (2020) and conforms to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, the City of Barrie Official Plan and the City's Urban Design Guidelines for Intensification Areas, while also being respectful of existing land uses adjacent to the proposed development.





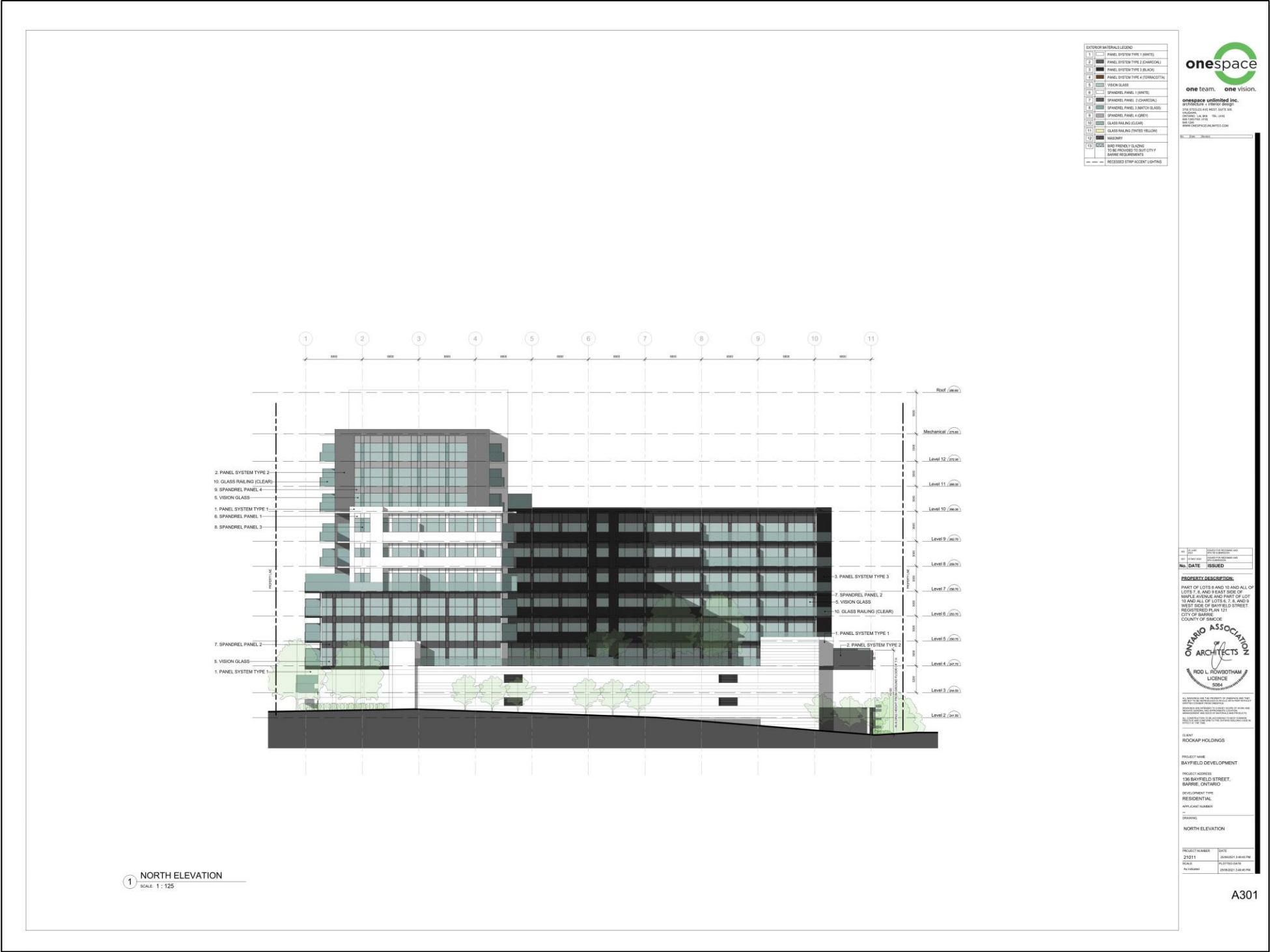
APPENDIX “C” – SITE PLAN & FLOOR PLANS

Ground Floor Plan, Podium Level, Tower Levels & Top Tower Levels





APPENDIX "D"  
Building Elevations and Renderings











**EXISTING DEVELOPMENT AND STATISTICS**

UNIT TYPE	COUNT	TOTAL FLOOR AREA (sq.ft.)
CONDOMINIUM	126	(ESTIMATED 211 FLOOR INCLUDING LEVEL 1)
TOWNHOUSE	10	
<b>TOTAL</b>	<b>136</b>	

**PROPOSED DATA**

UNIT TYPE	COUNT	TOTAL FLOOR AREA (sq.ft.)
CONDOMINIUM	1,830	(177,337 sq.ft.)
TOWNHOUSE	2,490	(25,330 sq.ft.)
<b>TOTAL</b>	<b>4,320</b>	<b>(202,667 sq.ft.)</b>

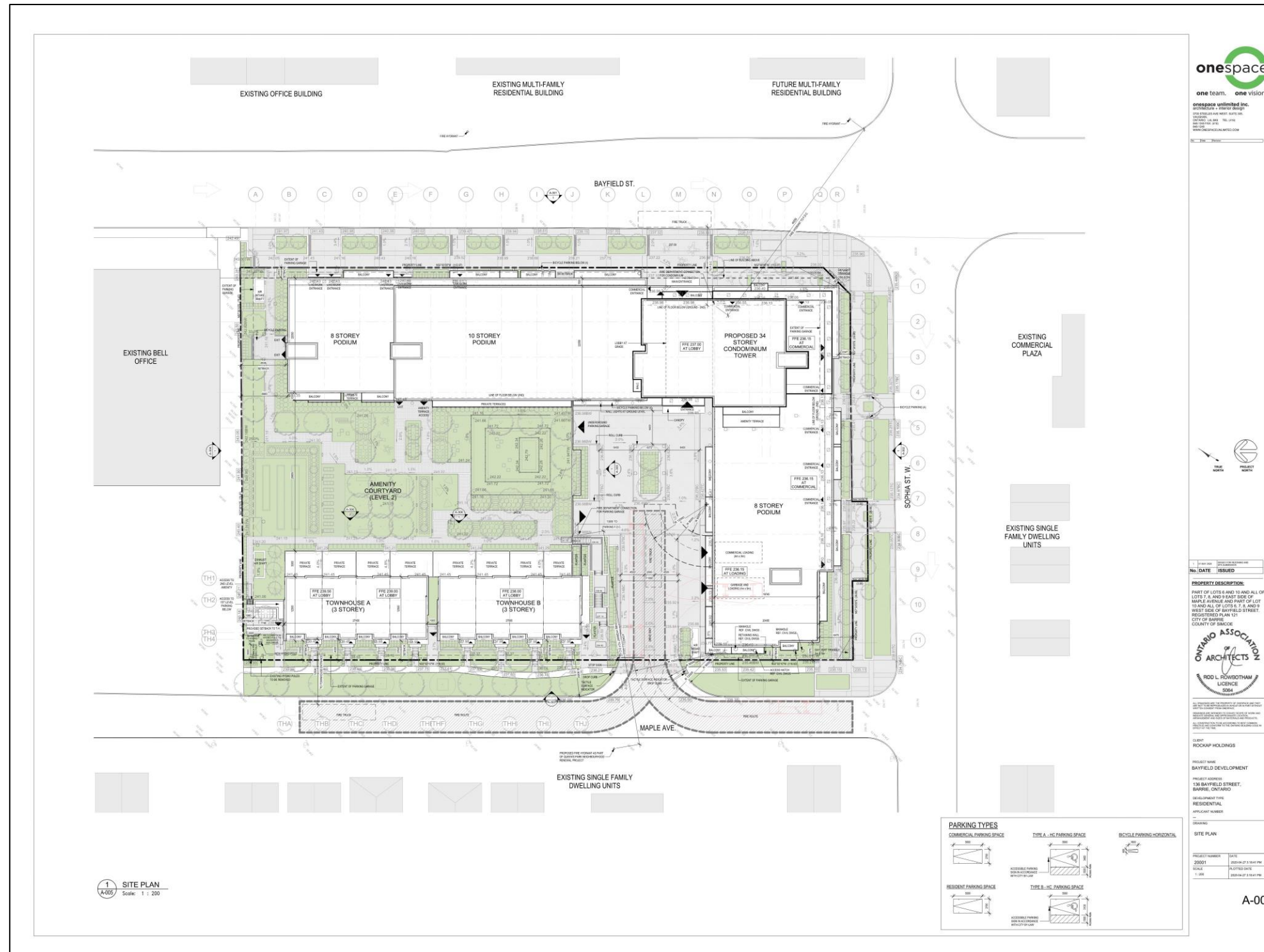
  

**PARKING**

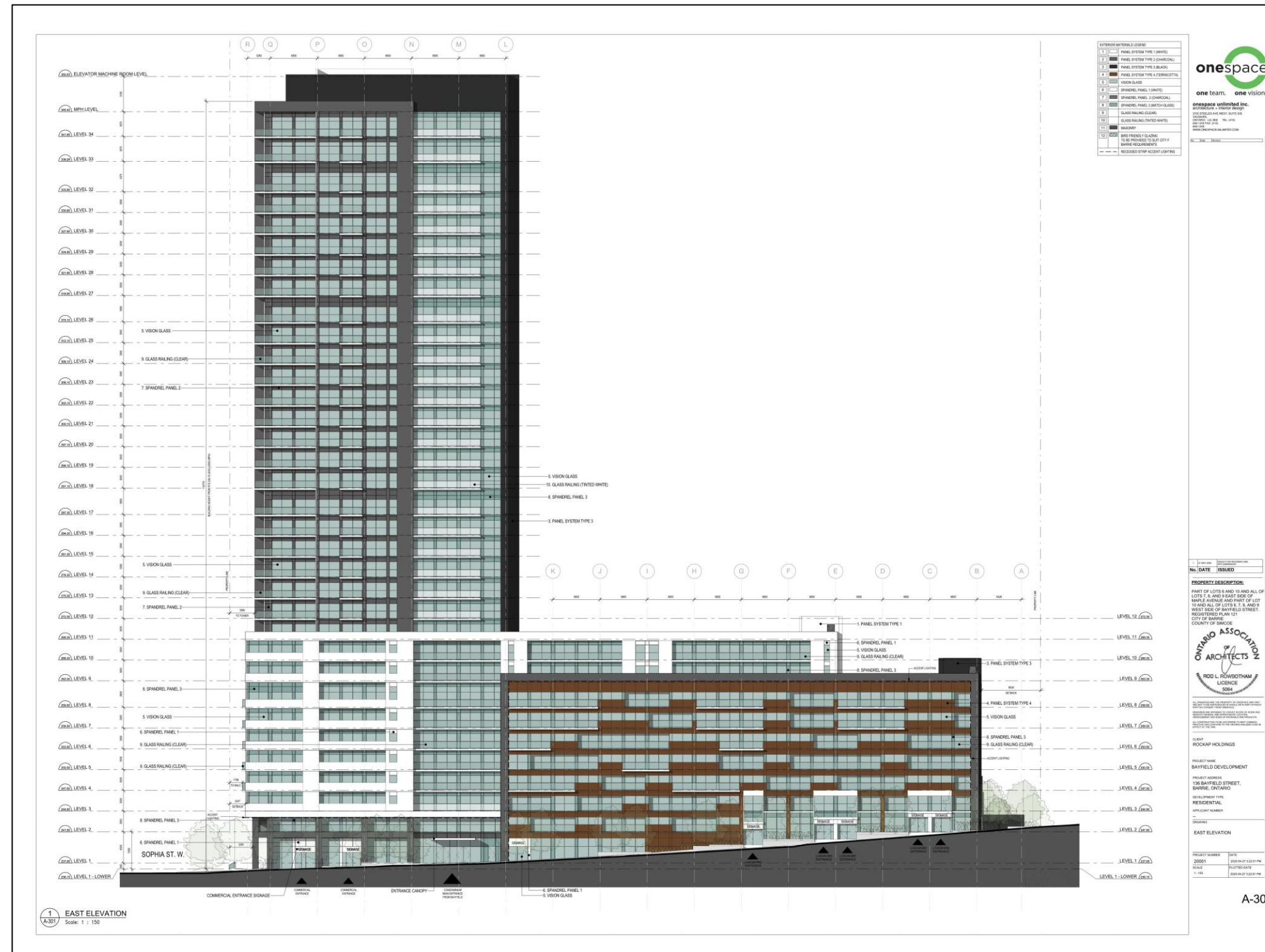
ESTIMATED 118 SPACES PER FULL LEVEL OF PARKING  
(BASED OFF OF 1 SPACE PER 600 SQ. FT. WHICH ACCOUNTS FOR SPACES REQUIRED FOR SERVICE ROOMS)



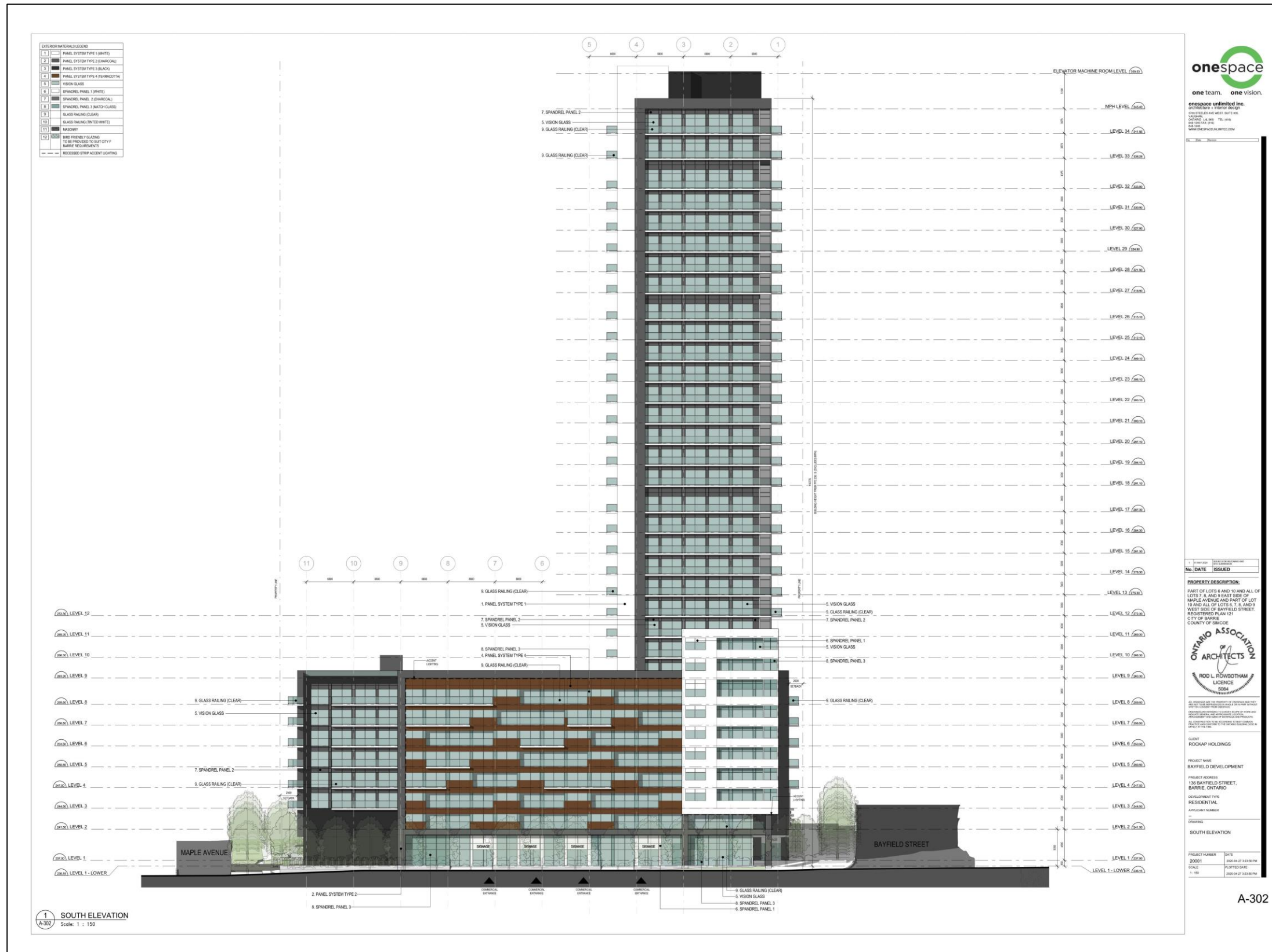
## APPENDIX “F” – ORIGINAL SITE PLAN

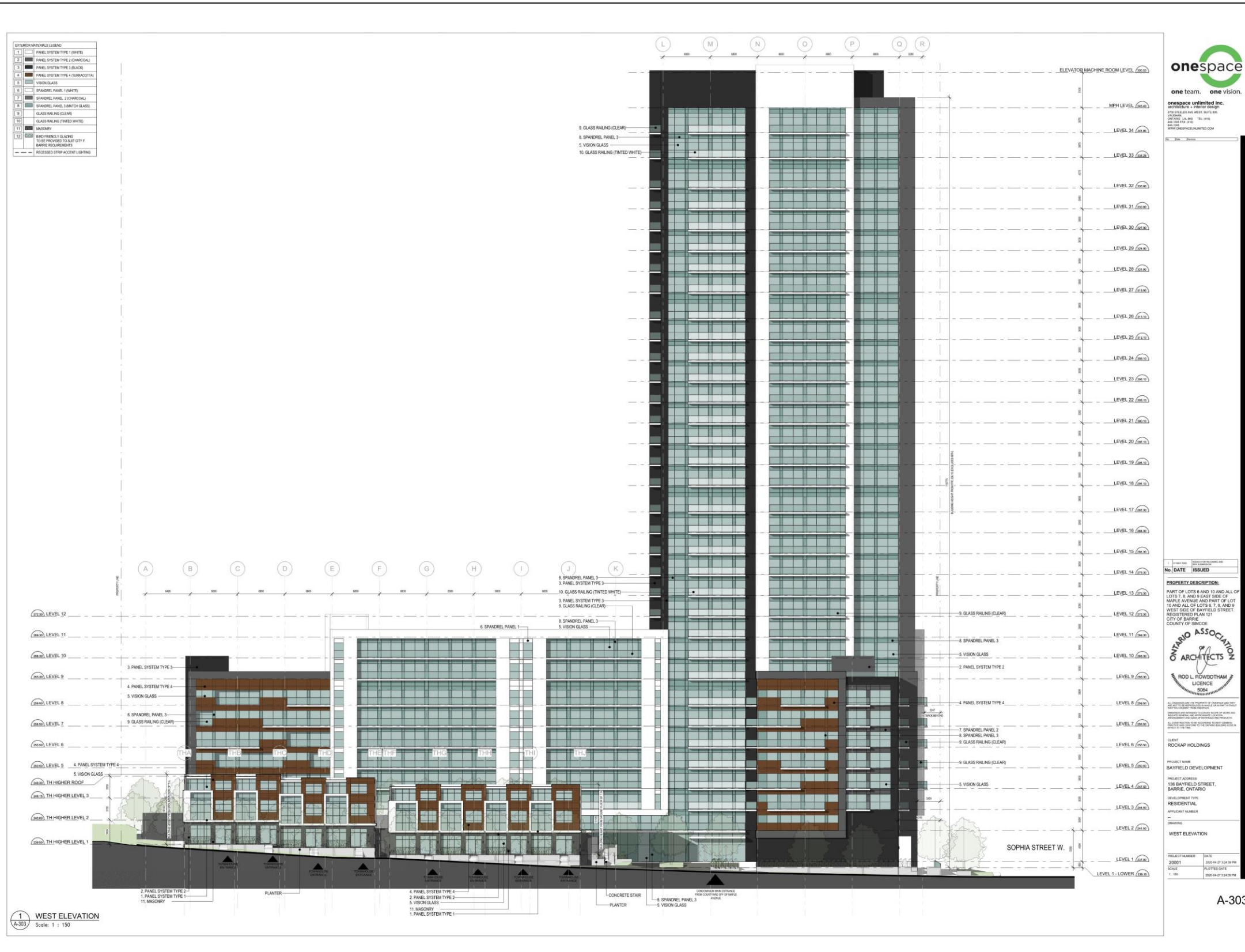


## APPENDIX “G” – ORIGINAL BUILDING ELEVATIONS & RENDERINGS





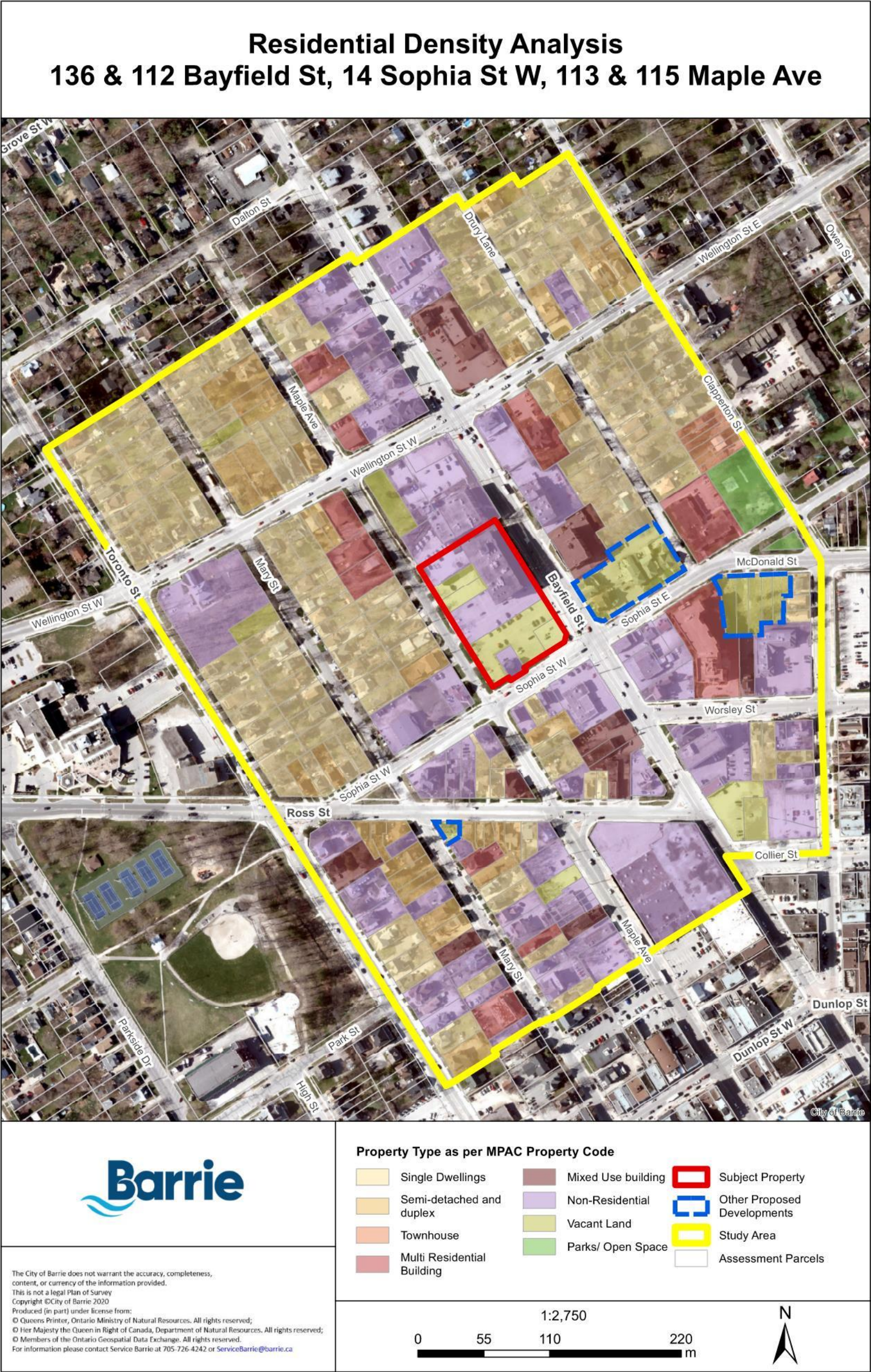






APPENDIX “H” – RESIDENTIAL DENSITY ANALYSIS

Map of Analysis Area





APPENDIX “H” – RESIDENTIAL DENSITY ANALYSIS

Analysis of Existing and Proposed Densities

RESIDENTIAL DENSITY ANALYSIS  
D14-1702  
136 & 112 Bayfield St, 14 Sophia St W, 113 & 115 Maple Ave

Total Study Area	29.71 ha
Parks/ Open Space/ SWM Ponds/ Laneways/ Walkways	0.27 ha
Roads right of way	8.16 ha
Total Developable Area - <i>All Residential and Non- Residential</i> (Private properties)	21.27 ha
Total Developable Area - <i>Only residential</i> (Private properties)	14.37 ha

PROPERTY USAGE	Total Dwelling Units	Land Area (ha)	Residential Density (Dwelling Units/ha)
Single Dwelling Unit	124	7.73	16.05
Townhouse Dwelling Unit	6	0.18	32.65
Semi-detached and duplex dwelling units	60	1.89	31.71
Multi residential buildings	224	1.48	151.16
Mixed used buildings	61	1.11	55.16
Vacant Lands		0.47	
Other Proposed Developments with Residential Dwellings <i>113 &amp; 117 Bayfield Street and 6, 8 &amp; 12 Sophia Street East (8-storey residential building with 108 units) 11-17 McDonald St (20-storey residential building with 194 units and 456 sq m commercial )</i>	302	0.62	484.94
Other Non-Residential Proposed Developments <i>31 Ross St (Non Residential use; 1-storey building - Paramedic Station; lot size 250.82 sqm)</i>		0.03	
Subject Property (112 & 136 Bayfield St, 14 Sophia St W, 113 & 115 Maple Ave, and 14 Sophia St E <i>(300 units including a 12-storey Residential building with 292 Units and 8 ground related units)</i>	300	0.89	338.87
Current Residential Density in Study Area <i>(All Residential and Non-Residential Developable Areas Included)</i>	475	21.27	22.33
Current Residential Density in Study Area <i>(Only Residential Developable Areas Included)</i>	475	14.37	33.07
Projected Residential Density Including only proposal for Subject lands <i>(All Residential and Non-Residential Developable Areas Included)</i>	775	21.27	36.43
Projected Residential Density Including only proposal for Subject lands <i>(Only Residential Developable Areas Included)</i>	775	14.37	53.95
Projected Residential Density Including proposal for Subject lands and Other Proposed Developments in the Area <i>(All Residential and Non-Residential Developable Areas Included)</i>	1077	21.27	50.62
Projected Residential Density Including proposal for Subject lands and Other Proposed Developments in the Area <i>(Only Residential Developable Areas Included)</i>	1077	14.37	74.97

Prepared by: Development Services  
Date: November 22, 2021

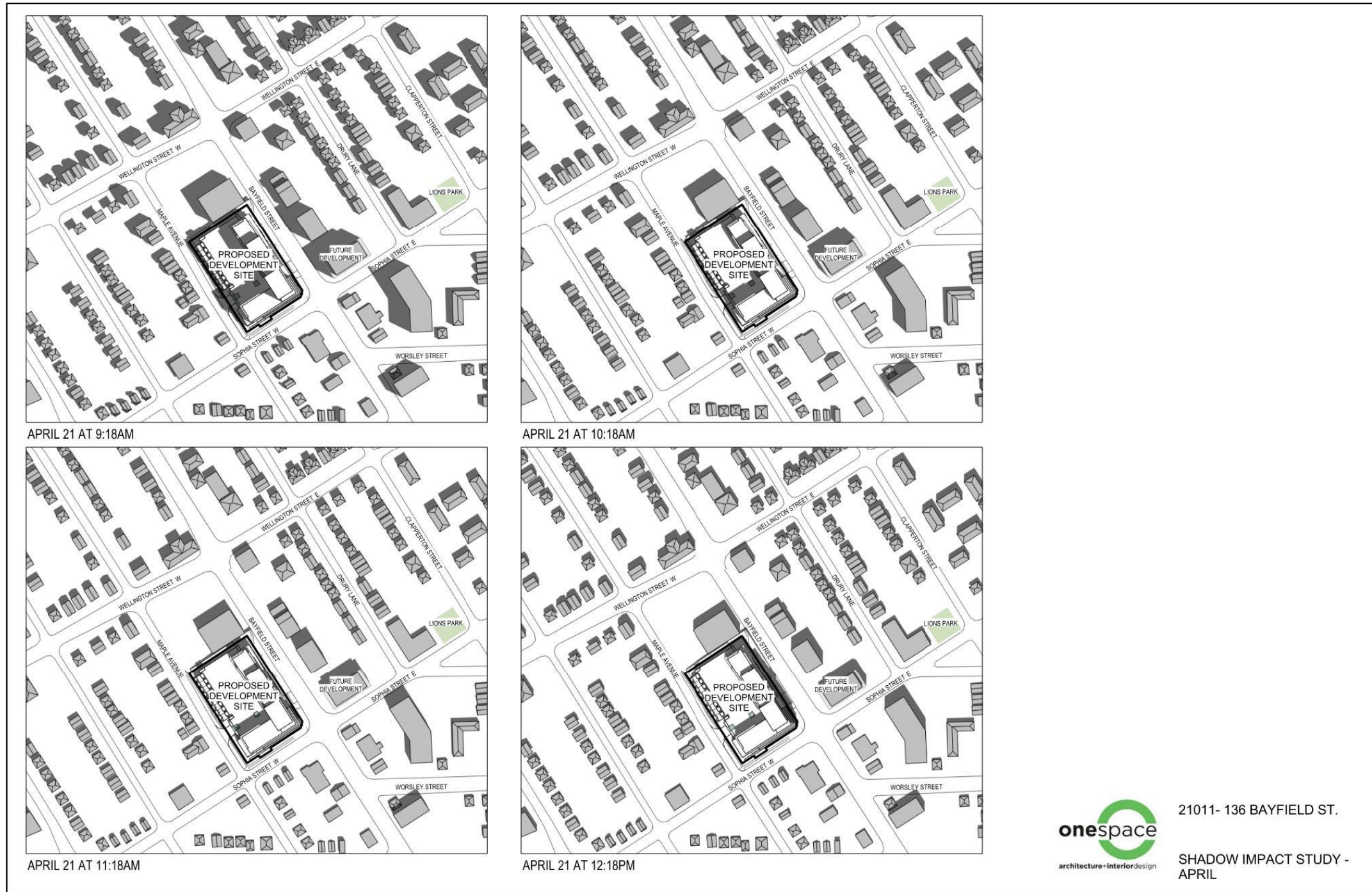
Note:  
Please note that this Density Analysis is based on the Assessment Database and the MPAC property Code was used to determine the number of residential units in the Area.

Additionally, proposed residential units from any current development proposal in the area were also included



## APPENDIX "I" – SHADOW IMPACT STUDY

Spring Equinox (April 21) – 9:00 am to 6:00 pm



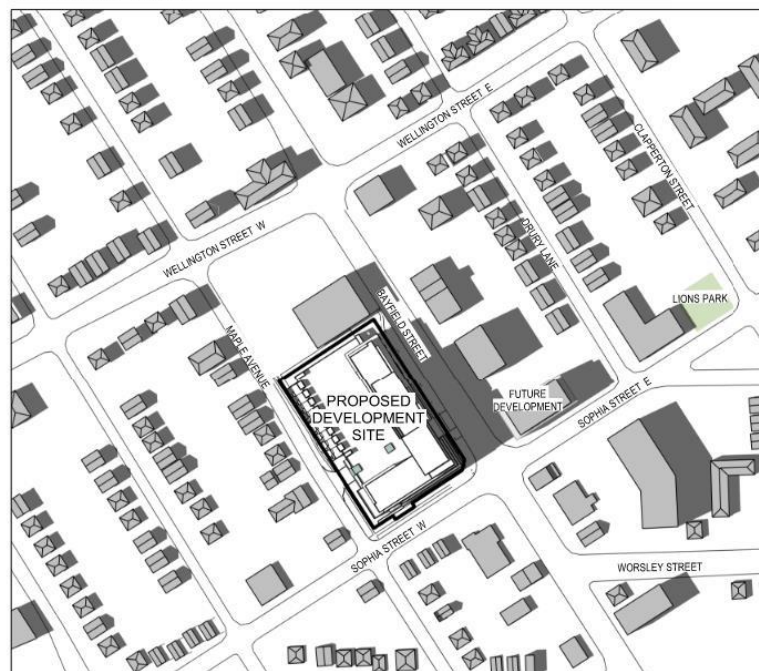




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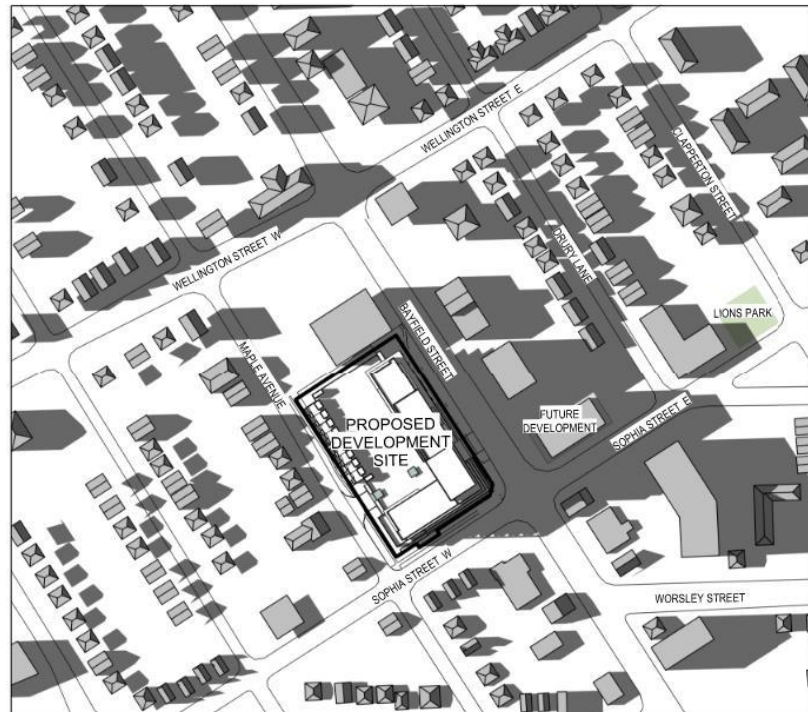
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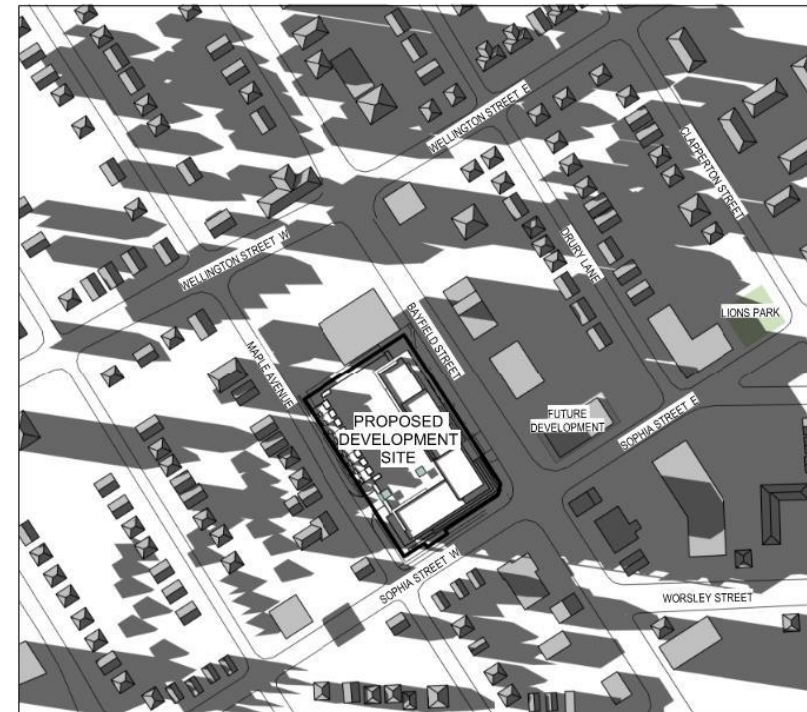
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APRIL 21 AT 4:18PM



APRIL 21 AT 5:18PM

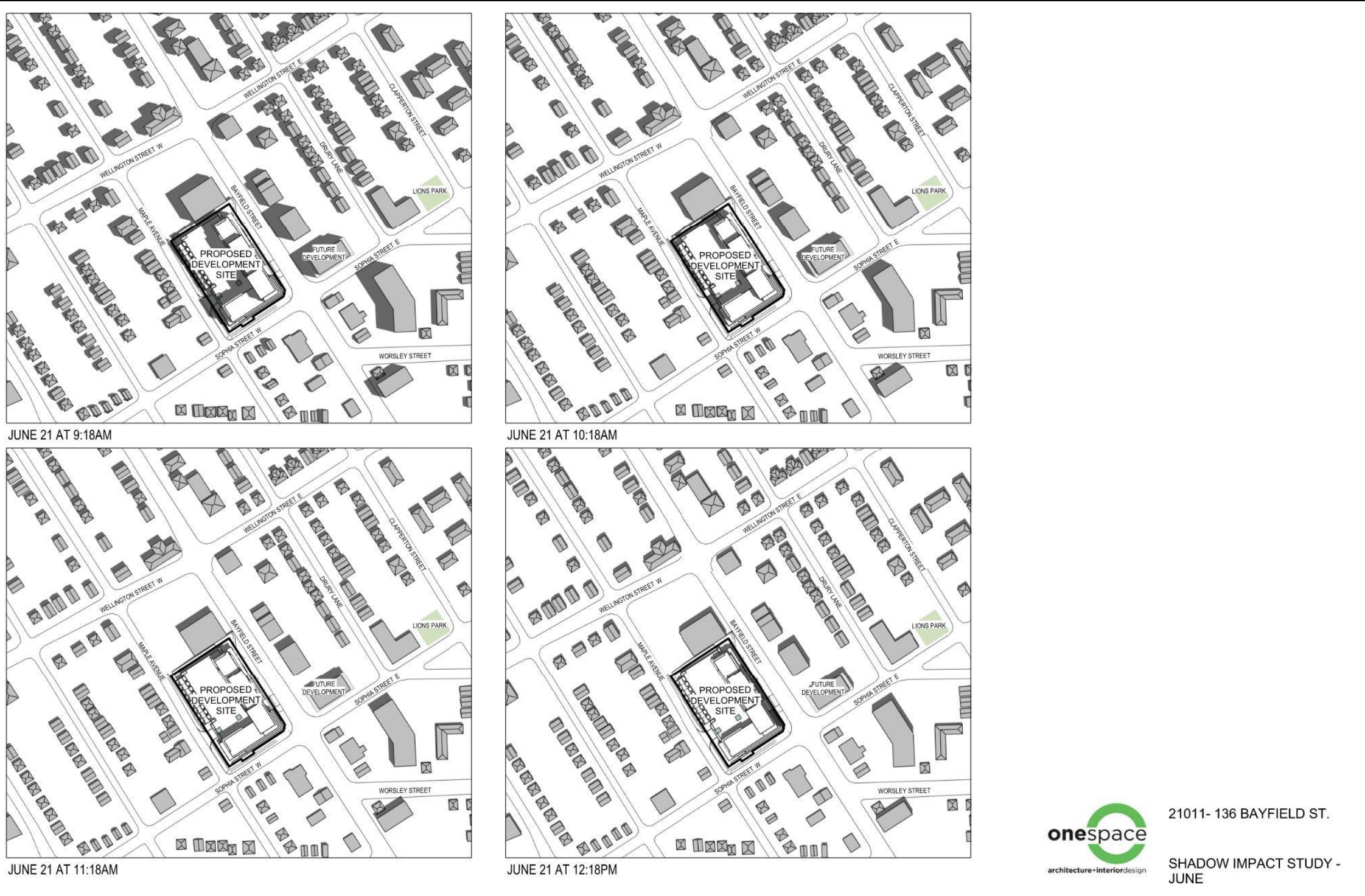


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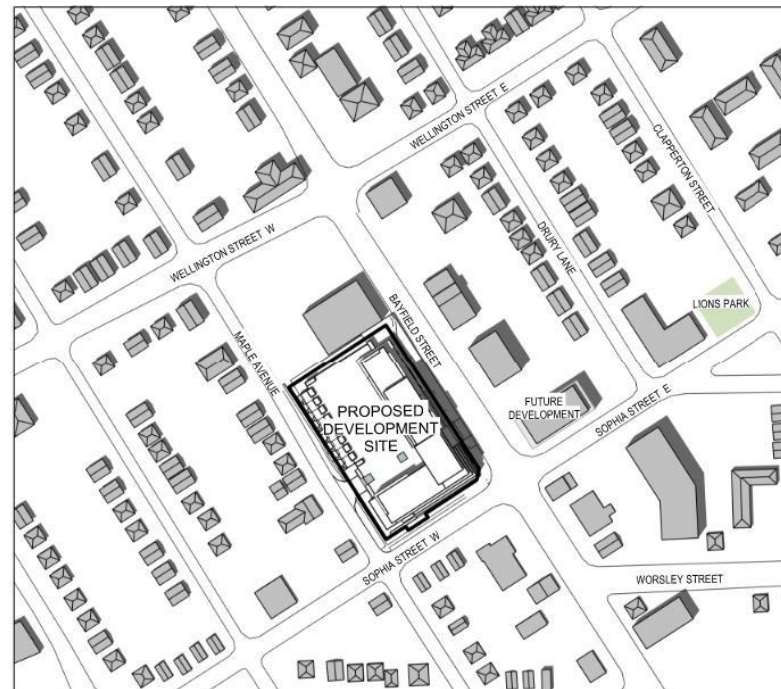


APPENDIX "I" – SHADOW IMPACT STUDY

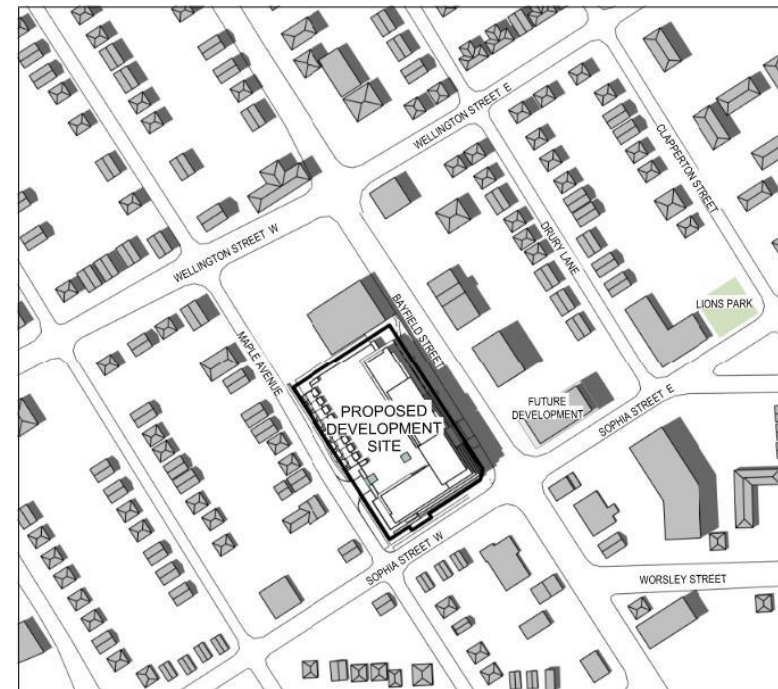
Summer Solstice (June 21) – 9:00 am to 6:00 pm







JUNE 21 AT 1:18PM



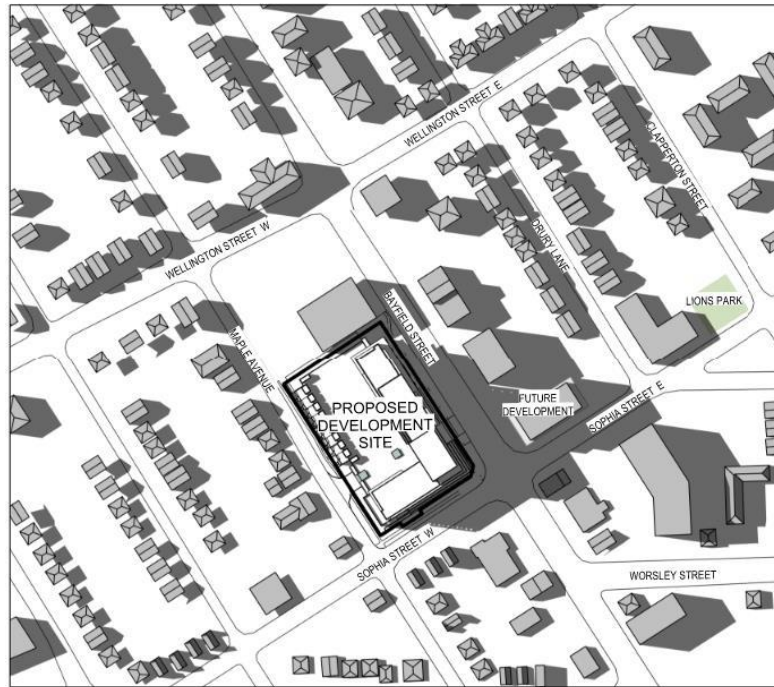
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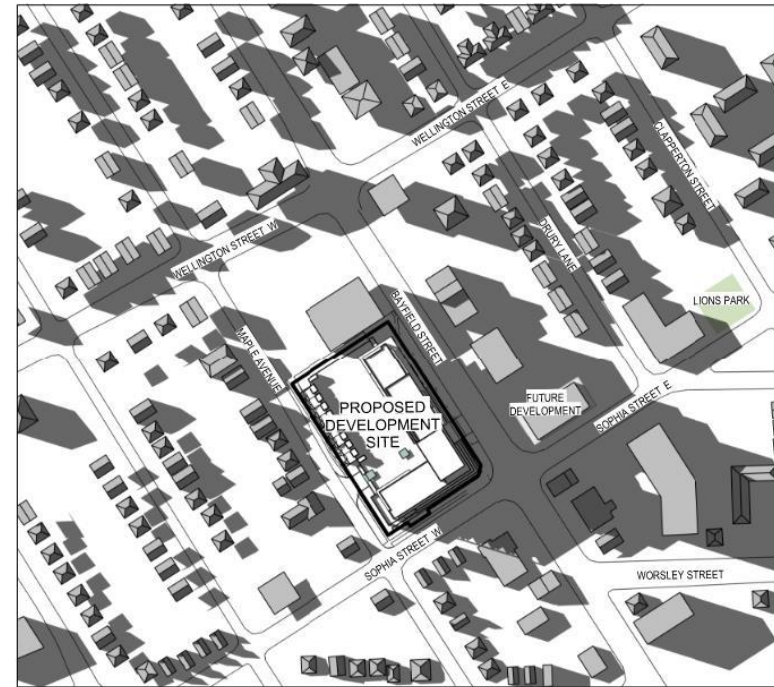
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JUNE 21 AT 6:18PM



## APPENDIX "I" – SHADOW IMPACT STUDY

Fall Equinox (September 21) – 9:00 am to 6:00 pm



SEPTEMBER 21 AT 9:18AM



SEPTEMBER 21 AT 10:18AM



SEPTEMBER 21 AT 11:18AM



SEPTEMBER 21 AT 12:18PM





SEPTEMBER 21 AT 1:18PM



SEPTEMBER 21 AT 2:18PM

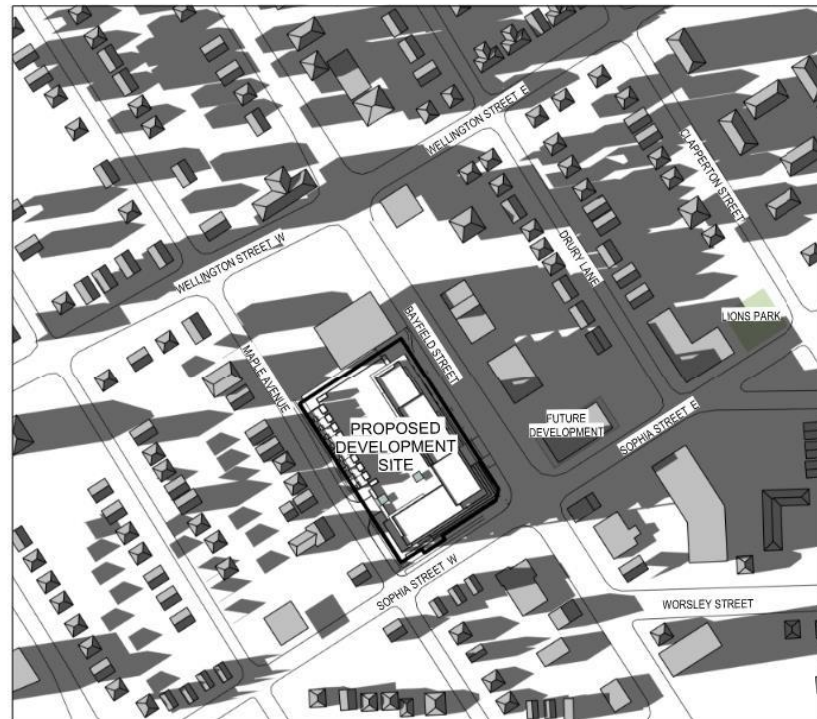


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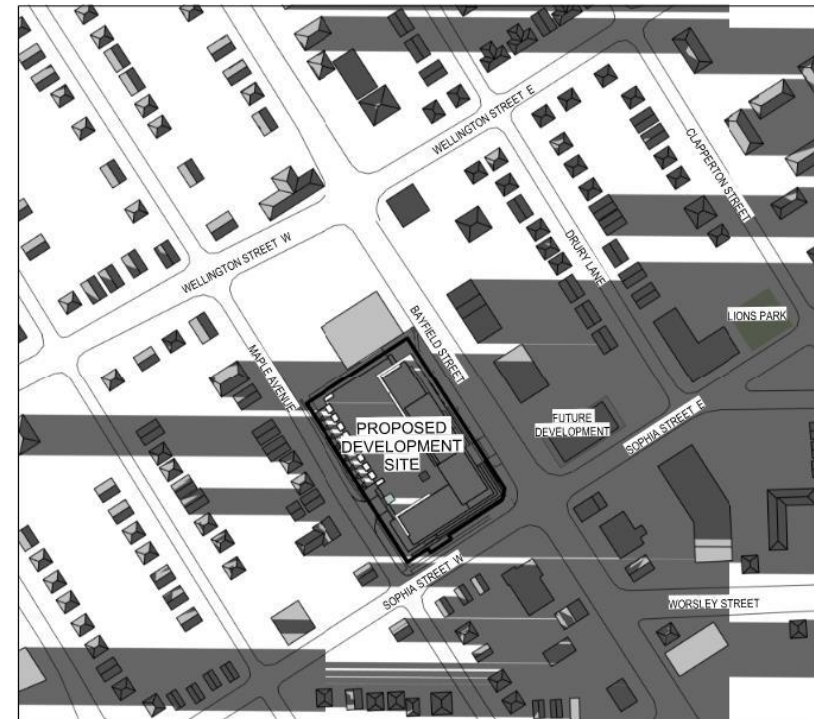


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SEPTEMBER 21 AT 5:18PM

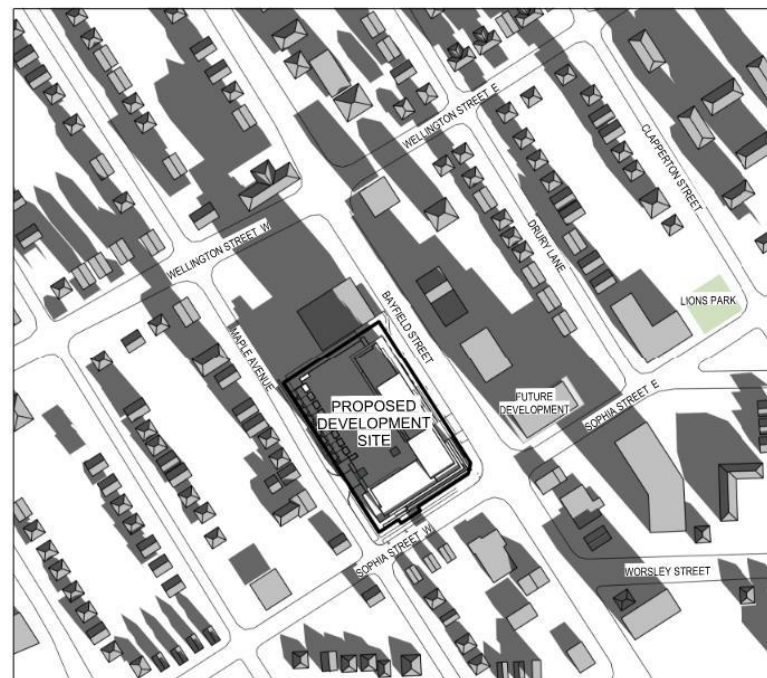


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# APPENDIX "I" – SHADOW IMPACT STUDY

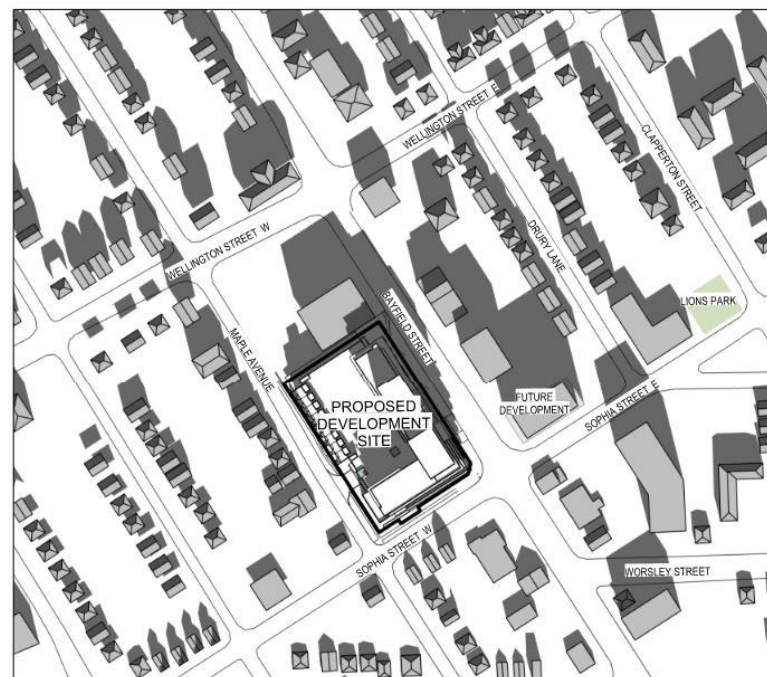
Winter Solstice (December 21) – 9:00 am to 6:00 pm



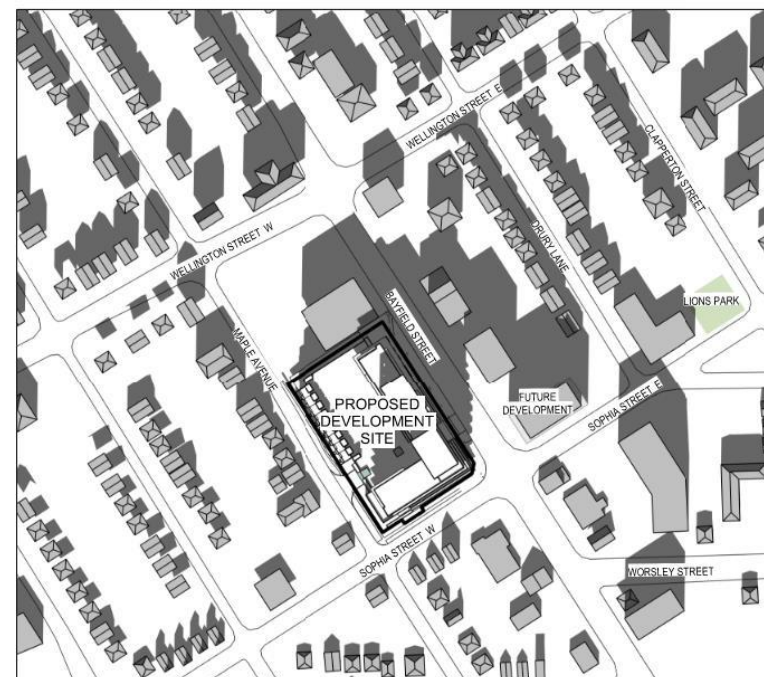
DECEMBER 21 AT 9:18AM



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DECEMBER 21 AT 12:18PM





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