
TO: **PLANNING COMMITTEE**

SUBJECT: **OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATIONS – 290, 294, 298 AND 302 GEORGIAN DRIVE (TMD ATRIA CORPORATION)**

WARD: **1**

PREPARED BY AND KEY CONTACT: **A. GAMEIRO, SENIOR PLANNER, EXT. 5038
M. FREETHY, RPP, PLANNER, EXT. 4117**

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

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

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

RECOMMENDED MOTION

1. That the Official Plan Amendment application submitted by MHBC Planning, Urban Design and Landscape Architecture, on behalf of TMD Atria Corporation, for lands known municipally as 290, 294, 298 and 302 Georgian Drive, attached as Appendix “A” to Staff Report DEV014-22 be approved as follows:
 - a) Amend Official Plan Schedule “A” – Land Use to redesignate a portion of the subject lands from Residential to Environmental Protection Area;
 - b) Amend Schedule “C” – Defined Policy Areas to identify the residential portion as Defined Policy Area XX;
 - c) That the text of the Official Plan be amended by adding Section 4.8.XX to allow for a 19-storey residential apartment building with a maximum density of 500 units per hectare on lands known municipally as 290, 294, 298 and 302 Georgian Drive.
2. That the Zoning By-law Amendment Application submitted by MHBC Planning, Urban Design and Landscape Architecture, on behalf of TMD Atria Corporation, to rezone the lands known municipally as 290, 294, 298 and 302 Georgian Drive from ‘Residential Apartment Dwelling Second Density – 2 – Special Provision No. 499’ (RA2-2)(SP-499) Zone to ‘Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX’ (RA2-2)(SP-XXX) and ‘Environmental Protection’ (EP) Zone, attached as Appendix “B” to Staff Report DEV014-22 be approved.
3. That the following Special Provisions for the ‘Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX’ (RA2-2)(SP-XXX) Zone be referenced in the site specific zoning by-law:
 - a) Permit a west interior side yard setback of 1 metre to an underground parking structure, whereas sections 4.6.5.1 and 5.3.1 of Zoning By-law 2009-141 require a minimum setback of 5.0 metres;
 - b) Permit a west interior side yard setback of 4.5 metres, whereas section 5.3.1 of Zoning By-law 2009-141 requires a minimum setback of 5.0 metres;

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- c) Permit a front yard setback of 5.0 metres to balconies, whereas sections 5.3.1 and 5.3.3.1(e) of Zoning By-law 2009-141 require a minimum setback of 5.5 metres;
 - d) Permit a front yard setback of 0.0 metres to stairs, whereas section 5.3.5.1 of Zoning By-law 2009-141 requires a minimum setback of 3.0 metres;
 - e) Permit a front yard setback of 0.63 metres to an underground parking structure, whereas section 4.6.5.2 of Zoning by-law 2009-141 requires a minimum setback of a setback of 1.8 metres;
 - f) Permit a maximum lot coverage of 60%, whereas section 5.3.1 of Zoning By-law 2009-141 permits a maximum lot coverage of 35%;
 - g) That a landscape buffer along the eastern interior side lot line not be required, whereas section 5.3.7.2 of Zoning By-law 2009-141 requires a landscape buffer with a minimum width of 3.0 metres along the side and rear lot lines;
 - h) Permit a landscape buffer with a minimum width of 1 metre along the west interior side lot line, whereas section 5.3.7.2 of Zoning By-law 2009-141 requires a landscape buffer with a minimum width of 3.0 metres along the side and rear lot lines;
 - i) Permit a maximum Gross Floor Area (GFA) of 460%, whereas section 5.3.1 of Zoning By-law 2009-141 permits a maximum GFA of 200%;
 - j) Permit a maximum building height of 65 metres (19 storeys), whereas Section 5.3.1 of Zoning By-law 2009-141 permits a maximum building height of 45 metres;
 - k) Permit 1.2 parking spaces per unit for a residential building containing more than 3 dwelling units, whereas section 4.6.1 of Zoning by-law 2009-141 requires a minimum of 1.5 parking spaces per unit;
 - l) Permit 12 shared parking spaces which shall be used only for commercial uses and residential visitors, whereas section 4.6.1 of Zoning By-law 2009-141 does not permit shared parking between residential and commercial uses;
 - m) That the uses permitted in the 'General Commercial' (C4) Zone, as identified in Table 6.2, shall be permitted within a residential apartment building on the subject property, whereas section 5.2.6 of Zoning By-law 2009-141 only permits a convenience store, personal service store and/or a dry-cleaning distribution outlet within 25% of the ground floor of a residential apartment building; and
 - n) A maximum density of 500 units per hectare shall be permitted.
- 4. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, and as identified within Staff Report DEV014-22.
 - 5. That the owner/applicant is required to negotiate community benefits as per Section 37 of the *Planning Act* as amended, to the satisfaction of the Director of Development Services at the time of Site Plan Control.
 - 6. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required to the passing of the by-law.

PURPOSE & BACKGROUND

Report Overview

7. The purpose of this Staff Report is to recommend approval of applications for an Official Plan Amendment and a Zoning By-law Amendment submitted by MHBC Planning, Urban Design and Landscape Architecture, on behalf of TMD Atria Corporation, for lands known municipally as 290, 294, 298 and 302 Georgian Drive (see Appendix "A" – Proposed Official Plan Amendment and Appendix "B" - Proposed Zoning By-law Amendment).
8. The provisions of Section 4.2.2.2 (e) of the Official Plan state that high density residential development shall consist of development greater than 54 units per hectare and Section 4.2.2.3 (c) restricts developments in excess of 150 units per hectare to locations within the City Centre unless an amendment to the Official Plan has been approved. The subject lands are located outside the City Centre and, therefore, an Official Plan Amendment to designate the property as a Defined Special Policy Area is required.
9. This report provides an analysis of the applications based on 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 applications as the lands are appropriate for a high density, residential development and the proposal is consistent with, and conforms to, Provincial and City Planning policies.
10. As per the requirements of the *Planning Act* and the City of Barrie, the applicant will be required to submit a site plan application prior to development of the site. This application is required to provide the City of Barrie with a comprehensive understanding of the proposed development and its architectural, landscape and engineering details. An application for Site Plan Approval was submitted on April 22, 2019 (File: D11-008-2019), but has been put on hold until the proposed Official Plan and Zoning By-law Amendment applications have been considered by Council. Should Council approve the subject Official Plan Amendment and Zoning By-law Amendment applications, Planning staff, through delegated approval, may review, approve and/or deny the site plan application.

Development Proposal

11. The applications, if approved, would result in the following:
 - a) Re-designation of a portion of the subject lands to Environmental Protection Area on Schedule A – Land Use and create a Defined Policy Area XX on Schedule C – Defined Policy Area and add related wording to Section 4.8 to allow for a 19 storey residential apartment building with a maximum density of 500 units per hectare, notwithstanding the provisions of Section 4.2.2.3 (c) of the Official Plan.
 - b) Rezoning of the subject lands from 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. 499' (RA2-2)(SP-499) Zone to 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (RA2-2)(SP-XXX) Zone and 'Environnemental Protection' (EP) Zone. The site-specific provisions would permit reductions in the side and front yard setbacks, lot coverage, landscape buffers and parking, as well as an increase in balcony projection/reduction of balcony setbacks, building height and Gross Floor Area (GFA).
12. The application, if approved, would facilitate the development of a 19 storey (65 metres) high-rise residential apartment building comprised of 375 residential rental units, including 5 walk-up townhouse units, and 350 m² of ground floor commercial space. A total of 462 parking spaces, including 18 barrier-free spaces, will be provided through a combination of an underground level

(P1 and P1a), using the grade changes in the site, and 4 above ground levels (Levels 1 to 4) and 75 visitor parking spaces have been included; 12 of which are to be shared with the proposed commercial uses.

The lobby, management office, business centre as well as the commercial space are located on Level 2 in addition to parking. The 3 storey townhouse units will be provided at Levels 2 to 4 in addition to parking. Finally, Levels 5 to 19 will comprise residential apartment units including one bedroom, one bedroom with den, two bedroom, two bedroom with den and three bedroom units.

13. The building fronts onto Georgian Drive with Highway 400 abutting the rear property line to the north. The primary access for the building is through a shared driveway aisle with an adjacent multi-residential development to the east and pedestrian access to the building mostly will occur from Georgian Drive for both the residential and commercial uses on the site with separate entrances for each. The frontage along Georgian Drive will be enhanced through greenery, a wide sidewalk and architectural design to ensure compatibility with and enhancement of the public realm.
14. Amenity space will be provided through a combination of indoor and outdoor spaces. Indoor amenity space (278 square metres) will include a gym, gathering room, library/shared workspace and the outdoor amenity space (527 square metres) includes a roof terrace on Level 5 at the front and the rear of the building as well as at grade in front of the townhouse units. Individual apartment units will also include private balconies.
15. The proposed building is generally compatible with the surrounding buildings and land uses that have been developed and re-developed over the years (see Appendix "D" – Site Plan and Appendix "E" – Building Elevations).

Location

16. The subject lands are located on the north side of Georgian Drive between Gallie Court and Johnson Street within the Georgian Drive Planning Area. The subject property comprises 4 properties which are known municipally as 290, 294, 298 and 302 Georgian Drive and has an area of 0.7485 hectares (excluding EP Area & Road Widening) and a frontage of 104 metres on Georgian Drive.



Figure 1: Location of Subject Property

17. The existing land uses immediately surrounding the subject property are as follows:

North: Highway 400.

South: Institutional and commercial uses including the Royal Victoria Hospital zoned Major Institutional (I-M) and Tim Hortons, Gilda's Club Simcoe Muskoka, LifeLabs Medical and Laboratory Services and Royal Centre of Plastic Surgery zoned Business Park (BP).

East: Existing residential uses along Georgian Drive including the student housing complex called "Foundry Georgian" zoned Residential Multiple Second Density (RM2) and single detached homes zoned Residential Single Detached Dwelling Second Density (R2) and Residential Multiple Second Density (RM2) as well as Residential Single Detached Dwelling First Density (R1) further east.

West: Existing residential uses fronting along Georgian Drive comprising single detached residential dwellings zoned Residential Single Detached Dwelling First Density (R1) and Highway 400 Northbound and Southbound Lanes.

Existing Policy

18. The subject lands are designated 'Residential on Schedule "A" – Land Use in the City's Official Plan (Figure 2) and are zoned 'Residential Apartment Dwelling Second Density – Special Provision No. 499' (RA2-2)(SP-499) in the City's Comprehensive Zoning By-law 2009-141, as amended.
19. The property is within Barrie's Built-up Area as identified on Schedule "I" – Intensification Areas of the City's Official Plan.
20. The rear portion of the property is identified as Level 1 Natural Heritage Resource with Existing Development Designation on Schedule "H" – Natural Heritage Resources of the City's Official Plan.

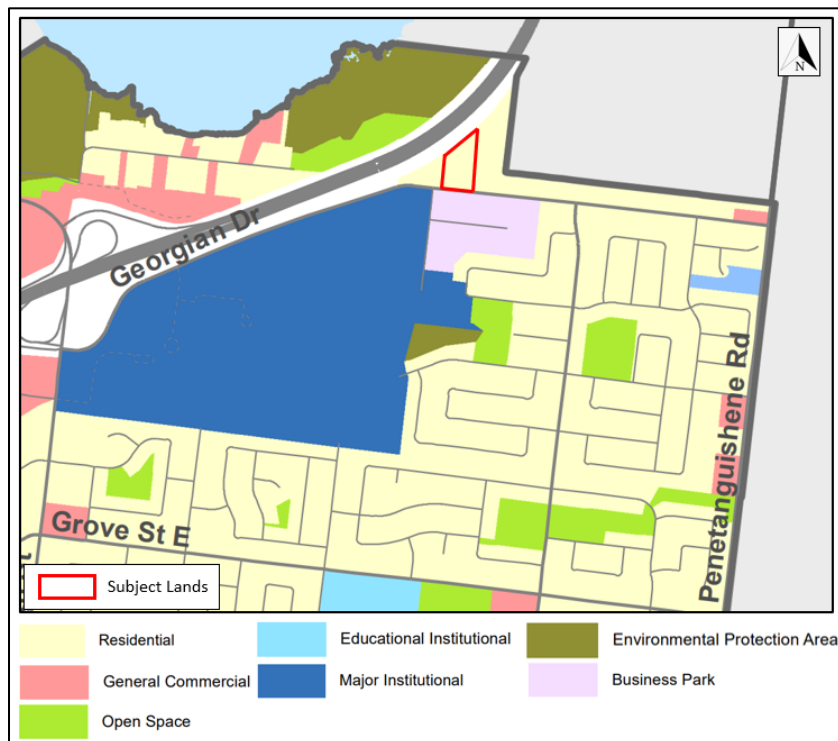


Figure 2: City of Barrie Official Plan

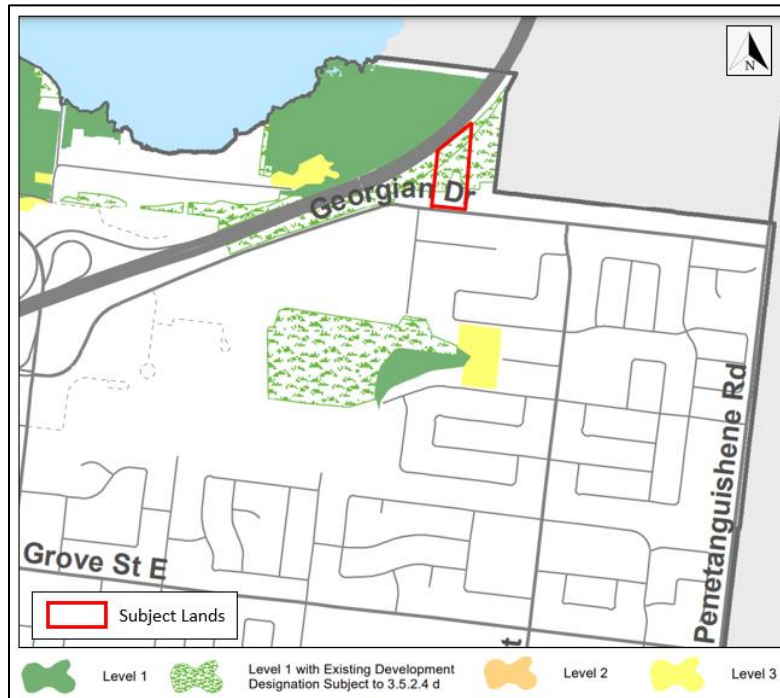


Figure 3: City of Barrie Official Plan – Schedule “H” – Natural Heritage Resources

Background Studies

21. In support of the application, the applicant has submitted a site plan attached to Staff Report DEV014-22 as Appendix “D”, in addition to the following reports to support the application under consideration:
 - a) Planning Justification Report (MHBC Planning Urban Design & Landscape Architecture, April 15, 2019)
 - b) Arborist Report (JDB Associates Ltd, March 21, 2019)
 - c) Environmental Impact Study (Azimuth Environmental Consulting, Inc., December 21, 2018) (Addendum April 3, 2019)
 - d) Urban Design Brief (MHBC Planning Urban Design & Landscape Architecture, April 2019)
 - e) Functional Servicing and Stormwater Management Report (Pearson Engineering Ltd., April 2019) (Sanitary Analysis, April 2021 & September 2021)
 - f) Stormwater Management Report & Servicing Brief (Pearson Engineering Ltd., (Revised Brief October 2019) (Revised Brief April 2021) (Revised Brief September 2021)
 - g) Geotechnical and Hydrogeological Investigations (Golder, March 27, 2019) (Hydrology Memo, September 1, 2021)
 - h) Noise Impact Feasibility Study (J.E. Coulter Associates Ltd, February 25, 2019)
 - i) Transportation Study (WSP, April 1, 2019) and Traffic & Parking Response Letter (WSP, October 10, 2019)
 - j) Architectural Design Drawings (A & Associates Architects Inc)
 - k) Shadow Study (A & Associates Architects Inc., April 2019)
 - l) Conceptual Block Plan (MHBC Planning Urban Design & Landscape Architecture, November 11, 2019)
22. Copies of the submission materials are available online on the City’s website under Proposed Developments in [Ward 1 – 290, 294, 298 and 302 Georgian Drive](#).

PUBLIC CONSULTATION

Neighbourhood Meeting

23. A Neighbourhood Meeting was held for this project on June 20, 2019. The meeting was attended by approximately twenty (20) residents as well as the applicant, their consultant team, Ward 1 Councillor Clare Riepma and Planning Staff.

24. The following matters were discussed at the Neighbourhood meeting:

- a) Height and Density – Questions and concerns were expressed regarding the height of the building and clarification between what is permitted and what is proposed.

The current RA2-2 (SP-499) Zone over the subject lands permits a maximum building height of 45 metres (15 storeys), whereas the applicant is proposing a building height of 65 metres (19 storeys).

Through the submission, the applicant has demonstrated that the impact(s), such as building shadowing, are generally comparable between a 15 and 19 storey building. As identified in the shadow study in Appendix “F”, the proposed 19 storey building would cast a slightly larger shadow than a 15 storey building, however this shadowing does not result in unreasonable impacts on surrounding residential land uses located immediately east and west of the site. According to the shadow study, the proposed building would not cast a shadow over surrounding properties for a period exceeding 3 hours per day. Additionally, shadowing would only extend beyond the northern, eastern and western limits of the site, with no impacts on lands to the south of the site.

With respect to the density, the subject lands currently permit a maximum density of 150 units per hectare (113 units). The applicant is proposing a density of 500 units per hectare (375 units), exceeding the maximum density provisions of the Official Plan. When considering an increase in density, it is important to not only consider the numerical value of the density and/or unit count, but also the overall functionality of a development and the surrounding community context. For example, new developments shall have sufficient parking, safe vehicular access and circulation, pedestrian walkways, landscaping, amenities, and space for the storage of snow and waste, recycling and organics. In this case, Planning staff are satisfied that the functionality of the proposed development is not being compromised by maximizing the density of the subject lands. The proposed development includes sufficient parking (1.2 spaces per residential unit), proper vehicular access and circulation, attractive landscape treatments and pedestrian walkways throughout the site, and shared and private amenity areas. Finally, the proposed development would also include an internal loading area with waste enclosures and landscape buffers for the storage of snow around the driveway access to the underground parking structure.

Planning staff have conducted a density analysis for surrounding land uses located within 500 metres of the subject lands (see Appendix “G”). According to the analysis, the density of the surrounding area will increase from 22 units per hectare to 32 units per hectare, should the proposed development be approved by Council. The density of the surrounding area would be below the current density threshold of 150 units per hectare in the City's Official Plan. The subject lands are ideally suited to this form of development, given the site's location adjacent to the highway 400 and within close proximity to commercial and business park uses, as well as Georgian College and the Royal Victoria Hospital.

- b) Student Housing – Comments and concerns were expressed regarding the increasing prevalence of student housing in the area and yet also identifying a shortage of student housing and the ability of proposed building to alleviate unregulated student housing.

The proposed development would consist of legal rental units which will be marketed to all individuals. The applicant has confirmed that the building will not be marketed to a specific segment of the population, such as students. Additionally, the proposed development would contribute to increasing the rental housing stock in the City of Barrie, thereby representing a positive addition to the community and the surrounding neighbourhood.

- c) Traffic & Parking – Concerns were expressed regarding impacts on traffic, parking requirements and provision of parking within the development, safety of turning movements into the new development due to speed of traffic along Georgian Drive and the need for a traffic light at the entrance to the new building, clarification of loading areas and road widening requirements along Georgian Drive.

A Traffic Impact and Parking Justification Study was submitted in support of the subject application. The City's Transportation Planning staff have reviewed the study and confirmed that they do not have any concerns with the development proposal, as the parking supply is appropriately justified and the site access is expected to operate at an acceptable level of service without requiring improvements to City streets and intersections.

According to the Parking Justification Study, the proposed development will include 1.23 parking spaces per residential unit, whereas a minimum of 1.5 parking spaces per unit is required by the City's Zoning By-law. In total, the site would contain 462 parking spaces, of which 387 spaces (1.03 spaces per unit) would be allocated to residential tenants and 75 (0.2 spaces per unit) would be allocated to residential visitors. Additionally, the proposal includes 12 commercial parking spaces at a rate of 1 space per 30 square metres of gross floor area, in accordance with the City's Zoning By-law. The 12 commercial parking spaces would be utilized as shared spaces between the users of the commercial units and residential visitors, always leaving 62 parking spaces available to residential visitors. Furthermore, the applicant is proposing to implement the following measures to effectively manage parking demand on-site:

- i. Parking spaces will be unbundled and rented separately from apartment leases. This recognizes that not every apartment unit will require a parking space, and the added charge for parking spaces will prevent the unnecessary rental of parking spaces. Unbundling of parking is a common practice that helps to avoid the oversupply of parking and underutilization of parking spaces.
- ii. The development would include 15 small one-bedroom units that would be ineligible to rent a parking space.
- iii. A car share service would be provided on site, enabling residents to have the option of driving without needing to own a personal vehicle. Car share services can be reserved in advance to ensure that a vehicle is available when needed. Car share services offer a wide range of flexibility for residents choosing not to own a vehicle. Car share memberships will be provided with all leases for the first two years of occupancy to further incentivize usage of the service.
- iv. Transit passes would be provided for all new leases within the first two years of the building's operation to promote alternatives to car ownership and establish transit habits.

- v. Bicycle parking will be provided at a rate of 0.5 spaces per unit, with 10 percent of the total provided for visitors. The bicycle spaces would be provided in a sheltered and secured location within the parking structure of the proposed building.

The Transportation Impact Study evaluated the impact the proposed development would have on traffic operations along Georgian Drive, particularly at the intersection of Gallie Court, Johnson Street, and the proposed site access. According to the study, traffic operations along Georgian Drive and its intersections are expected to operate within capacity and at an acceptable level of service during weekday morning and evening peak hours. The study concludes that no improvements are required along Georgian Drive; therefore, the subject site is expected to have a minimal impact on the surrounding transportation network.

Throughout the technical review process associated with the subject application, City staff encouraged the applicant to acquire the abutting lands to the west, known municipally as 274, 282 and 286 Georgian Drive, to provide a second site access aligned with the signalized intersection at Georgian Drive and Gallie Court. Despite their best efforts, the applicant advised that acquiring the abutting lands was not feasible. As such, the applicant is moving forward with the current design, which includes a shared access between the proposed development and the existing student residences at 302 Georgian Drive. In doing so, the existing driveway spacing along Georgian Drive is maintained, thereby minimizing disruptions to traffic flow and congestion. Finally, the applicant also prepared a block/context plan to demonstrate how the adjacent lands could develop in the future alongside the proposed development (see Appendix "H").

With respect to loading areas, the proposed building would include a loading area internal to the parking garage, fully equipped with a turn-around area for large vehicles to manoeuvre into and out of the site. The provision of a loading and turn-around area on-site ensures that delivery and waste collection vehicles are not negatively impacting traffic operations along Georgian Drive or infringing upon the parking areas on neighbouring properties, particularly the existing student residences at 306 Georgian Drive.

The City's Transportation Planning staff have identified that a 4 metre road widening is required along the frontage of the subject property. The road widening is reflected on the site plan and would be required to be conveyed to the City through the site plan process. Finally, according to the City of Barrie's Transportation Master Plan, road improvements on Georgian Drive are proposed within the 2041 horizon. The proposed improvements include:

- Georgian Drive from Duckworth Street to Governors Drive – increase the roadway platform from 4 lanes to 6 lanes.
- Georgian Drive from Governors Drive to Gallie Court – implement a continuous centre turn lane.
- Georgian Drive from Gallie Court to Johnson Street – implement a continuous centre turn lane.

Public Meeting

25. A Statutory Public Meeting was held in-person on June 26, 2019 to present the subject application to Planning Committee. Members of the public and council reiterated the comments, questions and concerns that were presented at the neighbourhood meeting.

DEPARTMENT & AGENCY COMMENTS

26. The subject application was circulated to staff in various departments and to external agencies for review and comment.
- a) The **Nottawasaga Valley Conservation Authority (NVCA)** provided comments indicating that the subject lands are not located within an area governed by *Ontario Regulation 179/06* under the *Conservation Authorities Act*. As such, the NVCA reviewed the subject applications from a hydrogeological and stormwater management perspective as a courtesy to the City. NVCA staff have confirmed that they do not have any objections to the approval of the subject applications.
 - b) **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.
 - c) **Development Services (Parks Planning)** staff have reviewed the development proposal and confirmed that they do not have any objections to the approval of the subject applications. If approved, technical matters such as landscaping (i.e. vegetation types and planting densities), outdoor amenities, boundary fencing, and pedestrian walkways would be addressed through the subsequent Site Plan Control Application.
 - d) **Infrastructure Services Department (Water Operations)** staff have reviewed the Site Servicing Plan and confirmed that site will be adequately serviced by existing infrastructure located within the Georgian Drive right-of-way. As such, Water Operations staff do not have any objections to the approval of the subject applications. If approved, further review will be completed as part of the subsequent Site Plan Control Application.
 - e) **City's Business Performance and Environmental Sustainability Department (Environmental Sustainability Branch)** does not have any objections to the approval of the subject applications. If approved, any technical matters associated with the proposed development would be addressed through the subsequent Site Plan Control Application process.
 - f) **City's Business Performance and Environmental Sustainability Department (Waste Reduction Branch)** has reviewed the subject application and confirmed that the proposed development would be eligible for municipal waste collection. If approved, further review will be completed as part of the subsequent Site Plan Control Application.
 - g) **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 subject applications with further review and amendments to be completed as part of the Site Plan Control Application review process.
 - h) The **City's Transit Operations Planner** reviewed the submitted materials and expressed no concerns with the approval of the subject applications.
 - i) The **City's Fire and Emergency Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject applications.
 - j) The **Building Services Department** reviewed the proposed development and expressed no concerns with the approval of the subject applications. If approved, a building permit

application would be required following the approval of the subsequent Site Plan Control Application.

- k) 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.
- l) 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.
- m) **Alectra Utilities** reviewed the proposal and confirmed that they do not have any concerns with the applications. If approved, the property owner will be required to conform to Alectra's Conditions of Service. Further review would be completed by Alectra through the subsequent Site Plan Control Application.
- n) **Canada Post** and **Enridge Gas Inc.** have reviewed the proposal and do not have any concerns with the applications. Further technical review would be completed through the subsequent Site Plan Control Application.
- o) The **Ministry of Transportation (MTO)** has reviewed the proposal and confirmed that they do not have any objections to the approval of the subject applications. The proposed development is located well outside of the MTO's required 14 metre setback from the Highway 400 right-of-way.

POLICY ANALYSIS

Policy Planning Framework

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

Ontario Planning Act, R.S.O. 1990

28. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other things, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation; sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaption to a change climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>,
29. The proposed development for a 375 unit residential building in the Georgian Drive Planning Area is consistent with the *Planning Act* as follows:

- a) Preserves and protects associated environmental lands;
- b) Located within the Built-up Area where residential infill and intensification is encouraged;
- c) Utilizes existing and available infrastructure (water, wastewater and waste management systems) and public service facilities such as transit and schools;
- d) Expands the range of available residential, rental units along Georgian Drive, including the provision of some affordable housing units;
- e) Provides employment opportunities through the inclusion of commercial retail units;
- f) Provides a transit efficient, energy efficient and compact built form that minimizes impacts to climate change;
- g) Is located within close proximity to a mix of residential, commercial business park and major institutional uses, such as Georgian College and Royal Victoria Hospital; and,
- h) Designed with a pedestrian-oriented built form with direct pedestrian connections to the municipal sidewalk to support active transportation.

Provincial Policy Statement (2020) (PPS)

- 30. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3(35) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions “shall be consistent with” all policy statements issued under the Act and shall conform with the provincial plans that are in effect on that date or shall not conflict with them. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>.
- 31. Section 1.1.1 of the PPS recognizes that communities are sustained by promoting efficient development and land use patterns and providing a range and mix of residential types, including multi-unit and affordable housing.
- 32. Section 1.1.3 identifies settlement areas as the focus of growth and development with land use patterns based on densities and a mix of uses that efficiently use land and resources and that are appropriate for and efficiently use infrastructure and public service facilities, support active transportation and public transit and reduce climate change impacts. Land use patterns within settlement areas also must be based on opportunities for intensification and redevelopment where it can be appropriately accommodated and as identified by planning authorities.
- 33. The proposed official plan and zoning by-law amendments are consistent with these policies. The subject lands are located within the Built-up Area (Schedule ‘I’ – Intensification Areas of the Official Plan) of the City of Barrie where appropriate growth and intensification are directed by both provincial and municipal planning policies. Development will be based on and more efficient use the existing and available infrastructure and will provide direct connection to the available transit and active transportation network along Georgian Drive. The site has been designed to provide a compact, sustainable built form.
- 34. Section 1.3 requires that planning authorities promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long term needs, providing opportunities for a diversified economic base and encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities. The development proposes a compact residential development with commercial space at grade that will contribute to the local economy and employment opportunities within the area as well as services to the building’s future occupants.
- 35. Section 1.4.3 states that planning authorities must provide for an appropriate range and mix of housing and densities to meet projected housing needs through the following:
 - a) Permitting and facilitating all housing options, including housing affordable to low and medium incomes, and all types of residential intensification;

- b) Directing new development towards locations where appropriate levels of infrastructure and public service facilities are available;
 - c) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit areas; and,
 - d) Requiring transit supportive development and prioritizing intensification.
36. The applications will facilitate the development of an efficient, high density residential building on existing infrastructure within an area that can support high density residential uses based on proximity to other similar uses and to nearby commercial and institutional uses. The development will expand the rental unit supply and offer a range of rental unit types as well as provide some affordable housing units. The subject lands are within proximity to public transit as well as to the services and amenities in this area and the site has been designed to integrate well with the pedestrian network along Georgian Drive.
37. Section 1.7.1 supports long-term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and providing necessary housing supply and range of housing options for a diverse workforce. The proposed development will expand the range of housing available in this area and contribute to the redevelopment of Georgian Drive properties to a more efficient and compact form of development.
38. Section 1.8.1 directs planning authorities to support energy conservation, air quality and climate change through development patterns which promote compact built form, the use of active transportation and transit, transit-supportive development and design and orientation that maximizes energy efficiency and conservation. The development as contemplated proposes compact built form with residential uses on an arterial road where public transportation and active transportation are available and accessible.
39. Consideration also must be given to Section 2.0 of the PPS which provides policies that ensure the wise use and management of resources and Section 3.0 which provides policies that protect public health and safety. An Environmental Impact Study (EIS) was undertaken which concluded that the proposed re-development can be achieved with no negative impacts on any natural heritage features (woodland at the rear of the site), or their functions and the Geotechnical and Hydrogeological Investigations confirmed that the subject lands can support the proposed development. Section 3.0 addresses natural and man-made hazards that have the potential to impact public health and safety. The site has been designed to ensure no impact on public health and safety due to natural or man-made hazards.
40. Staff have reviewed all relevant policies and are of the opinion that the proposed official plan and zoning by-law amendments are 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)

41. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf>.
42. Section 2.2.1.2 directs growth to settlement areas with existing water and wastewater systems that can support complete communities, and, within settlement areas, growth is focused within the delineated built-up area, strategic growth areas and locations with transit and public service facilities. The City of Barrie is identified as a Primary Settlement Area and the downtown core is

identified as an Urban Growth Centre. The subject lands are located within the built-up area of the City and, although outside the downtown core, are located within an area that can support higher density residential uses. The proposed development will utilize the existing services and support this area of the City as a complete community by providing a high density residential development for rental tenure in close proximity to commercial uses, public services and public transit.

43. Policies in Section 2.2.1.4 support the achievement of complete communities through:
- a) A diverse mix of land uses and convenient access to services;
 - b) The provision of a range and mix of housing options to meet all household sizes and income levels;
 - c) Convenient access to a range of transportation options, public service facilities and an appropriate supply of publicly accessible recreational spaces;
 - d) Compact built form and vibrant public realm; and,
 - e) Mitigation of climate change and integration of green infrastructure and low impact development.

A compact built form is proposed that will efficiently use resources and will expand the range and mix of more affordable housing available within Barrie in proximity to public transit, services and amenities. Adequate amenity spaces have been provided at ground level as well as through rooftop amenity spaces and private balconies as part of the development and connections to the public sidewalk along Georgian Drive have been included as part of the site design.

44. Section 2.2.2 of the Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. Furthermore, until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper or single-tier official plan that is approved and in effect as of July 1, 2017, will continue to apply which in this case is 40%. Municipalities are directed to identify strategic growth areas, encourage intensification, and identify appropriate locations for intensification and the appropriate type and scale of development in strategic growth areas and transition of built form. The proposal will support these growth targets through an intensification project within the built boundary of Barrie.
45. Section 2.2.5 of the Growth Plan directs retail and office uses to locations that support active transportation and have existing or planned transit. Surface parking must be minimized, and the development of active transportation networks and transit-supportive built form must be facilitated. The site design of the proposed development provides for commercial uses at grade with connections to the active transportation network along Georgian Drive which in turn connect to transit stops within walking distance of the subject lands. Furthermore, the applications propose a compact development which is transit supportive and parking within a parking structure rather than surface parking.
46. Staff have reviewed the relevant policies and are satisfied that the proposed development conforms to the applicable policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended.

City of Barrie Official Plan

47. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It provides direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The Official Plan can be found in its entirety at the following link:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202018.pdf>.

48. The subject lands are designated as 'Residential' on Schedule "A" – Land Use in the City's Official Plan which accommodates all forms and tenure of housing as well as accessory service oriented commercial uses within high density apartment buildings. The subject lands also are located within the Built-up Area as identified on Schedule "I" - Intensification Areas of the City's Official Plan, and Schedule "H" – Natural Heritage Resources designates the rear of the subject lands as being a Level 1 Natural Heritage Resource with Existing Development.
49. Several policies in the Official Plan generally support the proposed development including the provision of increased densities, directing growth to maximize the use of existing services and infrastructure and the provision of a range and mix of housing types and tenures at appropriate locations within the City.
50. Section 2.3 provides assumptions upon which the City's Official Plan are based including the growing need to provide residential densities that are higher, more cost effective, energy efficient and environmentally sustainable than previous development. The City's new housing stock is expected to include a growing percentage of multiple family development at medium and high densities in addition to single detached homes to diversify the range of housing options available to residents. Intensification is an essential component of the City's growth management strategy to maximize the use of municipal infrastructure and existing services. The proposed development is consistent with this policy given that high density residential development on existing services is proposed at a density that supports public transit and results in an increase in the number of rental units available to residents and students in the area.

Growth Management

51. Growth Management policies in Section 3.1 generally support the efficient use of existing infrastructure and transit supportive residential densities and require that at least 40% of residential dwelling unit development be directed to the built-up areas. The application will assist the City in meeting these objectives through the development of a compact, high density residential development on existing services and on transit routes servicing Georgian Drive.

Housing

52. Housing policies in Section 3.3 encourage the provision of an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to meet the needs and income levels of all residents. Building designs and densities that are efficient and support pedestrians are encouraged and development is directed towards locations where infrastructure and public services are available. The development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services is promoted. The proposed development will provide a high density residential building with commercial uses at grade which efficiently uses infrastructure and in proximity to local stores and services as well as public transit. The development will expand the range and number of rental housing units available to residents and will include some affordable housing units.
53. Policies in 3.3.2 encourage a varied selection of housing with regard to size, density and tenure and appropriate intensification throughout the built-up area to support the viability of healthy neighbourhoods and the provision of a variety of housing types. The subject lands provide an appropriate location for a high density rental apartment building being within an area that supports a mix of commercial, institutional, and public services and adjacent to more compact uses and buildings and developments of a compatible scale. A range of rental units will be available including townhouse and apartment units from one to three bedrooms in size to accommodate a range of

household types and sizes. The subject lands are within walking distance to the Royal Victoria Hospital and Georgian College and, therefore, will provide much needed rental units to students and employees in the area which is supported by the housing policies.

Affordable Housing

54. Section 3.3.2.2 identifies the goal that a minimum target of 10 percent of all new housing units be affordable. Regarding affordable rental housing, affordability is defined as the least expensive of:
- housing for which the rent does not exceed 30% of gross income for low to moderate income households; or
 - a unit for which the rent is at or below the average market rent of a unit in the regional market area.
55. According to the most recent CMHC Rental Market Survey (2021), the market rates for primary rental apartment units in the City of Barrie are:
- a) \$979 – bachelor unit;
 - b) \$1,286 – one bedroom unit;
 - c) \$1,502 – two bedroom unit; and,
 - d) \$1,592 – three bedroom unit.
56. The County of Simcoe has identified that the median household income for the City of Barrie is \$86,320. At this income, an affordable monthly rental rate would be approximately \$2,158, representing 30% of household income spent on accommodation on an annual basis.
57. The rental rates for the proposed units have not been provided by the applicant at this time, however, the applicant's planning justification report notes that at least 10% of the units will meet the affordable housing definition. The development proposal also includes a variety of rental units (i.e. one to three bedrooms), which are a more attainable form of housing than single and semi-detached dwelling units and townhouse dwellings. Rental units are also in demand in the City of Barrie, and if approved, the proposed development would contribute to the City's rental housing stock which may assist in reducing rental rates across the City over time.
58. A review of the proposed development and the affordable housing policies confirms that the applications meet the intent of the Official Plan.

Natural Heritage

59. Schedule "H" – Natural Heritage Resources identifies the rear portion of the subject lands as Level 1 with existing development. Policies in Section 3.5.2 require properties identified as Level 1 be designated as Environmental Protection and an Environmental Impact Study (EIS) is required for any development or site alteration within 120 m. No development is proposed for the Level 1 lands and these lands will be designated and zoned as Environmental Protection, delineated with a 1.5 metre chain-link fence, and conveyed to the City at no cost through the site plan process. The EIS undertaken for the proposed development confirmed the development limits and that the proposed development can be achieved with no negative impacts on natural heritage features, or their functions.

Locational Criteria

60. Section 4.2.2.3 (b) encourages high density residential development to locate in the Intensification Nodes and Corridors on Schedule I and generally towards areas that are adjacent to arterial and collector roads, near transit and public services such as schools, parks and commercial uses and

where municipal services are available. Section 4.2.2.3 (c) restricts high density development above 150 units/ha to the City Centre unless an amendment considering the criteria in 4.2.2.3 (b) and other relevant policies has been approved. The subject lands are located on an arterial road and a transit route and are within proximity to a wide range of services including health care, education and commercial uses, and municipal services are available. The applications propose a density of 500 units per hectare which is considered high density in the context of the City's Official Plan under Section 4.2.2.2 (e) and appropriately address the criteria in Section 4.2.2.3 (b).

Design Policies

61. Section 4.2.2.4 provides design policies which require that residential development provides necessary on-site parking and functional open space amenity areas. Densities are to be graduated where possible and measures must be provided to mitigate adverse impacts due to noise from adjacent roads. A noise study was undertaken in support of the applications due to possible noise sources from Highway 400 to the north and Georgian Drive. A review of the supporting studies, the site design and the surrounding uses concludes that the proposed development meets the design policies in Section 4.2.2.4 through the provision of appropriate parking and amenity spaces and the compatibility with adjacent uses.

Intensification

62. Section 4.2.2.6 states that Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form. It is anticipated that intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation and contribute to improving air quality and promoting energy efficiency. The subject lands are located within the built-up area with access to public and active transportation network, and the proposed development has been designed to be compact and efficiently use available land, resources and infrastructure.
63. Generally, high density residential development is directed to the Intensification Areas identified on Schedule "I" as the Urban Growth Centre, Intensification Nodes, Intensification Corridors and the Major Transit Station Areas. Section 4.2.2.6 (d) provides criteria for higher density development located outside of these areas against which the applications must be considered. Staff are satisfied that the application meets the criteria as follows:
- a) Compatibility - The proposed development is compatible with the surrounding neighbourhood and will integrate with adjacent uses. The subject lands are adjacent to medium density development to the east and compact commercial and institutional uses to the south along Georgian Drive. The building is buffered from surrounding uses by Highway 400 and environmental lands to the north and which extend southward to the west. The building has been oriented, and the building and the site have been designed to be sensitive to the single detached home abutting the subject lands on the west. The residential properties along Georgian Drive provide intensification opportunities within an area in transition, and negative impacts are not anticipated on adjacent uses.
 - b) Availability of Infrastructure & Services - The studies submitted with the application confirm the ability of available infrastructure and transportation facilities to service the proposed development without impacting existing systems. Community services and amenities are available in the area to support the proposed development.
 - c) Availability of Transit - The subject lands are within walking distance of public transit with transit stops at the front of and easily accessible to the proposed building.

- d) Impact on Designated Intensification Areas - It is not expected that the proposed development will compromise the ability of the City to achieve increased densities in areas where intensification is focussed. The need for centrally located housing is great, particularly for more affordable housing styles and for rental units.
- e) Quality Urban Design - The Urban Design Brief submitted with the application demonstrates that the project meets the City's high quality urban design requirements.
- f) Preservation of Heritage Resources. There are no cultural heritage resources associated with the subject lands and the EIS concluded that the subject lands and the site design can appropriately support the proposed development without impact to natural heritage resources associated with the site.

Urban Design

- 64. 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. Design must consider appropriate pedestrian links within and between adjacent properties as well as parking areas that encourage mutual entrances and parking and loading and delivery areas located to the rear of buildings. Landscaping guidelines require appropriate buffering and screening, and protection of Environmental Protection Areas and other natural areas and features.
- 65. The proposed development generally satisfies the urban design policies through the following:
 - a) Separate pedestrian entrances for both the residential and commercial components will provide access to the public sidewalk which leads to public transit and other services and amenities located along Georgian Drive. Landscaping, entranceway covers and lighting will be provided as well as pedestrian walkways to provide separation between elements and enhance public safety and comfort.
 - b) A shared mutual driveway along the eastern lot line will provide vehicular access, connect to the parking structure and lead to the loading and delivery areas incorporated within the proposed building. The parking structure will blend in with the building design and parking will be adequately screened from the public realm by the podium and through landscape design and features.
 - c) The proposed design will create a pedestrian friendly public realm incorporating street level townhouse units to blend with adjacent single detached residential uses to the west, and street level commercial units to blend with medium density uses to the east. Building facades incorporating doors, and windows, glazing, high quality building materials and articulation in the massing and materials further contribute to the public realm and pedestrian scale.
 - d) The Environmental Protection lands comprise a large proportion of the subject lands. This area has been defined through the Environmental Impact Study and is intended to be designated and zoned as Environmental Protection Area. Fencing and additional planting will enhance the separation between the proposed development and this area which will remain outside the development, and which will be deeded to the City and protected for the long term.
- 66. An Urban Design Brief has been submitted with the applications that address urban design policies within the City's Official Plan in greater detail. Staff are satisfied that the City's design objectives will further be addressed through the site plan control process.

Tall Buildings and Height Control

67. Policies in Section 6.6 of the Official Plan apply to buildings greater than three (3) storeys in height. General design policies require that innovative architectural design be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm and, where possible, parking, site servicing, loading areas and building utilities should be located underground or at the rear of buildings with appropriate screening.
68. Staff are satisfied that 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 configuration as well as building orientation, setback from the side lot lines, building articulation and undulations-at-grade to create building separation distances, transitions to adjacent lower density uses and mitigate shadow impacts and privacy concerns for adjacent uses.
 - b) Parking is provided through an underground/structured parking area comprising one underground level and the first four stories of the building. The parking structure will blend in with the building design and parking will be adequately screened from the public realm by the podium and through landscape design and features. Loading and service areas will be accommodated within the proposed building through the entrance located on the east side from the shared driveway.
 - c) The proposed building is located and orientated to minimize negative impacts of shadows on adjacent residential uses along the east and west lot lines. Shadows will be present during the spring and fall equinox in the rear yard of 286 and 274 Georgian Drive for approximately two hours in the am and in the front yard of the student residences at 306 to 316 Georgian Drive for approximately two hours late afternoon, (see Appendix "F" - Shadow Impact Study).
 - d) Weather protection features have been incorporated into site design including building overhangs.
 - e) A streetwall of continuous built form is proposed along Georgian Drive with the building entrance directly facing onto Georgian Drive and active uses at grade including residential townhouse units along the west property line and commercial uses along the southeast corner. A positive pedestrian realm will be created along Georgian Drive through site amenities such as a patio, bench and landscape plantings and with entrances to both the residential building and commercial uses clearly visible and accessible through a walkway to the public sidewalk system.
69. The Urban Design Brief submitted with the applications provides a more detailed review of Section 6.6 and a review of the proposed development based on the City of Barrie Urban Design Manual. Staff are of the opinion that the development generally meets the intent and goals of policies in Section 6.6 and generally addresses the requirements within the Urban Design Manual. Should Council approve the subject applications, detailed urban design matters will be addressed further in collaboration with the applicant through the site plan process.

Height and Density Bonusing

70. Section 37 of the *Planning Act* permits the passing of a Community Benefits Charge by-law by Council. The Regulations to implement the Community Benefits Charge policy have been released but not yet implemented by the City of Barrie. 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 are allocated. The deadline for this transition is anticipated as July 20, 2022.

71. Staff are of the opinion that the proposed development conforms to the Official Plan goals and policies that guide development on the subject lands. In that respect, staff recommend that the owner/applicant negotiate community benefits in accordance with the principles of Official Plan Section 6.8 Height and Density Bonusing and the amendment to permit the City to pass a Community Benefits Charge by-law, to the satisfaction of the Director of Development Services at the time of Site Plan Control.

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

72. The application proposes to amend the zoning of the subject lands from 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. 499' (RA2-2)(SP-499) Zone to 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (RA2-2)(SP-XXX) Zone and an 'Environmental Protection' (EP) Zone.
73. Zoning By-law No. 2009-141 can be found in its entirety at the following link:
<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Zoning-Bylaw/Zoning-By-Law-2009-141.pdf>
74. Table 1 below illustrates the required zone provisions and the proposed site-specific zone provisions as it relates to the proposed development.

Table 1: Site-Specific Zoning Provisions

Zoning Standard	Required: RA2-2 Zone	Proposed: RA2-2 Zone, SP
Interior Side Yard Setback – West (min) Table 5.3	5 m	1 m (to underground parking structure)
Interior Side Yard – West (min.) Table 5.3	5 m	4.5 m
Front Yard Setback to Balcony (max) S. 5.3.3.1	5.5 m	5 m
Front Yard Setback to Porch/stairs (min) S. 5.3.5.1	3 m	0 m
Minimum setback from street line to parking structure underground (min.) S. 4.6.5.2	1.8 m	0.63 m (to underground parking structure)
Maximum Lot Coverage Table 5.3	35%	60%
Landscape Buffer Areas – along eastern lot line (min) S. 5.3.7.2	3 m	0 m (east side) 1 m (west side)

Gross Floor Area (max % of lot area) Table 5.3	200%	460%
Maximum Permitted Building Height S. 5.3.2	45 m	65 m
Parking Spaces (Table 4.6)	1.5 spaces/unit (Residential) 1 parking space/30 m ² of GFA (Commercial) Shared parking is not permitted – required parking shall be provided for each use.	1.2 spaces/unit Includes 12 shared spaces for commercial uses and residential visitors

West – Minimum Interior Side Yard Setback to a Parking Structure (Section 5.3.1, Table 5.3)

75. The application proposes an interior side yard setback of 1 metre to the underground parking structure from the west lot line, whereas 5.0 metres is required by the Comprehensive Zoning By-law in the RA2 Zone.
76. The reduction in the setback is proposed along the western limit of the underground parking structure (Levels 1 and 1a) to west side lot line. The purpose of maintaining minimum side yard setbacks between buildings is to provide access to rear yards, preserve privacy and facilitate the provision of proper grading, drainage, landscaping, and utilities.

Generally, underground parking structures are exempt from interior side yard setback provisions because the structure is not located above finished grade. In this case, the grade of the site slopes downward from Georgian Drive to the north (rear) of the site, resulting in the exposure of the underground parking structure (i.e. 1.15 m to 3.5 m above-grade from front to rear). As such, the parking structure shall conform to the minimum side yard setback provisions that apply to the building. As identified in the Landscape Plan in Appendix “H”, the development proposal includes the provision of shrubs and perennials within the 1 metre setback to soften the façade of the parking structure. The façade of the parking structure would also be required to be finished in a high-quality material, such as decorative stone, as a condition of site plan approval. Additionally, the development proposal would include the provision of landscaping on the roof deck of the parking structure, thereby providing an additional buffer between the proposed building and the residential land uses to the west. Finally, the City's Approvals (Engineering) and Parks Planning Branches have reviewed the proposal and confirmed that the reduction in the side yard setback would not impact drainage on site or inhibit the provision of landscaping or utilities.

The reduced setback will enable the applicant to maximize underground parking for adequate vehicle storage on site and avoid the need for surface parking or additional parking levels. The applicant has demonstrated that the building and site design would mitigate potential impacts associated with the encroachment of the parking structure, therefore, not impacting separation distances or privacy to adjacent buildings. Staff also note that reduced setbacks for underground parking are more common in urban locations and settings to maximize underground parking.

77. Based on the foregoing, Planning staff are of the opinion that the requested variance is appropriate and generally meets the intent of the by-law.

West - Minimum Side Yard (Section 5.3.1, Table 5.3)

78. The application proposes a side yard setback of 4.5 (4.9) metres from the proposed building to the west lot line, whereas 5 metres is required by the Comprehensive Zoning By-law in the RA2 Zone.

The reduction in the side yard setback applies to the northwest corner of the building from Level 5 and above along the west property line with the remainder of the west face of the building exceeding the minimum setback requirements. The setback from the southwest corner is 7.4 metres, and the setback from the proposed townhomes located along this portion of the building (Level 2/ground level to Level 4) is 7.6 metres and 6.5 metres. The reduction from the minimum required side yard setback at this point in the structure is considered minor and will not impact the adjacent uses nor the ability to provide adequate drainage or access along the west property line.

79. Consequently, Planning staff are of the opinion that the requested variance is appropriate and meets the intent of the by-law.

Front Yard Setback to Balcony (Section 5.3.3.1)

80. The application proposes a front yard setback to the balconies of 5 metres, where 5.5 metres is required by the Comprehensive Zoning By-law in the RA2 Zone.

81. The front yard setback requirements for the RA2 Zone is 7 metres and balconies may project no more than 1.5 metres into the required setback. In this case, the proposal conforms to the requirements of the zoning by-law, however, staff have suggested that a site-specific provision be implemented to provide the applicant with some flexibility at the time of detailed design. This approach ensures that further zoning approvals are not required during the site plan process.

82. The purpose of a front yard setback is to promote a streetscape in which buildings are located at a similar distance from the lot line and provides an area for greenspace and setbacks from sidewalks and streets. The proposed balconies are located on Level 5 to Level 19, well above street grade and "eye level". Adequate separation is provided between the street and the proposed building, and the building design will provide a continuous, compatible and pedestrian friendly streetscape along Georgian Drive.

83. Based on the foregoing, Planning staff are of the opinion that the requested variance is appropriate and generally meets the intent of the by-law.

Front Yard Setback to Stairs (Section 5.3.5.1)

84. The application proposes a front yard setback to the proposed stairs of 0 metres, where 3 metres is required by the Comprehensive Zoning By-law in the RA2 Zone.

85. The purpose of a front yard setback is to promote a streetscape in which buildings are located at a similar distance from the lot line and to provide an area for greenspace and setbacks from sidewalks and streets. The proposed stairs are located at the entrance to the building leading from the front walkway to the municipal sidewalk and are required due to the grade of the site sloping slightly towards Georgian Drive. The proposed building is situated to the front of the lot due to the large amount of land at the rear that will be re-zoned as Environmental Protection. The proposed stairs are built into the grade and will not detract from the front façade of the building nor the streetscape along Georgian Drive and will not impact the functioning of the front yard. Additionally, the stairs will also provide direct connections from the building to the municipal sidewalk, thereby enhancing walkability and contributing towards the long-term evolution of a pedestrian friendly streetscape.

86. Planning staff are of the opinion that the requested variance is appropriate and generally meets the intent of the by-law.

Minimum Setback from Street Line to Parking Structure Underground (Section 4.6.5.2)

87. The application proposes a setback from the street line to the underground parking structure of 0.63 metres, whereas 1.8 metres is required by the Comprehensive Zoning By-law.
88. Due to the large area of Environmental Protection lands on site, the building envelope has been oriented to the front of the subject lands. The main portion of the building is located on top of the parking garage which is set back 0.63 metres from the street line, allowing maximization of the parking underground and minimization of the number of required stories necessary to meet parking requirements. The reduced setback will provide a consistent element of streetscape across the front of the property and the step back design of the building will ensure an appropriate setback between the main portion of the building and the street line.
89. Planning staff are of the opinion that the requested variance is appropriate and generally meets the intent of the by-law.

Maximum Lot Coverage (Section 5.3.1, Table 5.3)

90. The proposal contemplates a maximum lot coverage of 60% (57%), whereas the Comprehensive Zoning By-law 2009-141 permits a maximum coverage of 35% in the RA2 Zone.
91. The purpose of the lot coverage requirement is to control the scale of development on a site and ensure compatibility with adjacent uses. A large portion of the subject lands comprise Environmental Protection which are not part of the developable area of the site and will remain protected yet will create a balance between built form in the area. The site has been efficiently designed to maximize the developable portion of the site. The Business Park Zone directly south on the south side of Georgian Drive permits a maximum lot coverage of 50%. The proposed built form is appropriate based on the configuration of the site and the surrounding uses.
92. Planning Staff are of the opinion that the proposed increase in lot coverage meets the intent of the by-law.

Landscape Buffer Areas – Apartment Dwellings (Section 5.3.7.2)

93. The application proposes no landscape buffer along the east side lot line and a landscape buffer with a width of 1 metre along the west side lot line, whereas Comprehensive Zoning By-law 2009-141 requires a 3 metre continuous landscape buffer along the side and rear lot line of any lot which is occupied by an Apartment Dwelling.
94. An existing shared driveway is located along the eastern lot line which precludes the development of a landscape buffer. The purpose of a landscape buffer is to provide separation and a visual buffer between the proposed apartment building and an adjacent use as well as providing a softening, in the form of green space/vegetation between uses. The adjacent use to the east comprises an existing medium density four-storey townhouse development which achieves access through the shared driveway, creating a link between the two developments. A natural landscape strip has been provided along the walkway on the east side of the proposed building to add some natural features and the shared driveway creates separation between the two buildings. The development will maintain a continuous streetwall and provide an urban streetscape that will enhance the public realm as well as provide adequate landscape buffers to the north through the Environmental Protection Area and along the west property boundary as well as appropriate landscaping across the front.

95. As discussed in paragraph 76, the proposed parking structure will extend 1.15 to 3.5 metres above-grade from Georgian Drive to the rear of site, due to the sloping grade of the subject lands. This results in the provision of a 1 metre landscape buffer strip along the west side lot line when measured to the parking structure. However, as identified on the landscape plan (see Appendix "H"), the landscape buffer strip will include the provision of shrubs and perennials to soften the stone façade of the parking structure. Additionally, the development proposal includes the provision of landscaping on the roof deck of the parking structure, providing and additional buffer between the proposed building and the residential uses to the west.
96. Staff are of the opinion that the landscape buffer variance is appropriate and that the site as designed meets the intent of the zoning by-law.

Maximum Gross Floor Area (Section 5.3.1, Table 5.3)

97. The proposal contemplates a gross floor area (GFA) of 460% (453%) of the lot area, whereas the Comprehensive Zoning By-law 2009-141 permits a maximum GFA of 200% in the RA2 Zone.
98. As noted, a large portion of the subject lands comprise Environmental Protection which are not part of the developable area of the site and, if included within the GFA calculation, the proposed development would comply with this GFA requirement. The purpose of the GFA requirement is to control massing and built form within an area and to ensure compatibility with adjacent uses. The Environmental lands, while not part of the developable lands, will create a balance between built form in the area as is the intent of the zoning by-law.
99. Staff are of the opinion that the proposed increase in GFA is appropriate for the context of this area of Georgian Drive and meets the intent of the zoning by-law. Staff consider the increase in GFA to be appropriate in respect to the proposed design and is partly intended to provide flexibility for the change in lot area that will result from the environmental protection area dedication. The proposed floor area of the development is a function of a maximum building height to accommodate increased density and the efficient use of the developable portion of the site.
100. Staff are of the opinion that the proposed GFA is appropriate and that the site as designed meets the intent of the zoning by-law.

Maximum Building Height (Section 5.3.2)

101. The applicant proposes that the maximum building height be increased to 65 metres (19 storeys), whereas Comprehensive Zoning By-law 2009-141 permits a maximum height of 45 metres (15 storeys) in the RA2-2 Zone.
102. Building height is regulated to mitigate shadowing impacts, privacy and massing. Staff consider the requested increase in building height to be generally compatible with the surrounding site context as follows:
- Medium density residential uses abut the subject lands to the east which provide a transitional housing form to the proposed high-rise development;
 - Lands to the west include a single detached home but it is expected that re-development will occur given the intensification opportunity for this property;
 - Uses to the north include the large area of Environmental Protection lands as well as Highway 400, both of which traverse to the south and the west of the subject lands and create a natural boundary to the west; and
 - Properties on the south side of Georgian Drive include the Royal Victoria Hospital and other medical uses as well as commercial uses within lands zoned for Business Park uses.

A high-rise apartment building is considered compatible with the adjacent uses along Georgian Drive. The Shadow Study demonstrated that shadow impacts are minimized on neighbouring properties and will not have a negative impact on the adjacent public realm or on adjacent private properties to the east or west of the subject site. The study also demonstrated that the shadow impacts generated by the proposed building are generally comparable to the impacts generated by a 15 storey building, which is currently permitted on the subject property. The position of the building tower on the podium and the use of setbacks focuses the presence of the building towards the medium density uses to the east and orients the building in such a way to preserve the privacy of adjacent residential properties. The proposed podium orientation and design provides building articulation and undulations at-grade that create separation distances from adjacent dwellings. Finally, the building tower is set back from the street upon a three storey podium, which would contribute toward the enhancement of the public realm and fostering a pedestrian-friendly environment along Georgian Drive.

103. The height of the proposed building can be incorporated in accordance with the general parameters of the City's tall buildings policies and Urban Design Standards. It is anticipated additional review will take place through the site plan approval process, should the subject application be approved by Council.
104. If the proposed application is approved, Community Benefits equal to 25% of the uplift value of the rezoning will be applied, defined, and secured through the site plan process.
105. Staff are of the opinion that the proposed height is appropriate for the efficient development of the subject lands.

Residential Parking Standards (Table 4.6)

106. The subject application proposes a parking standard of 1.2 spaces per unit, whereas Comprehensive Zoning By-law 2009-141 requires a parking standard of 1.5 spaces per unit for a residential building containing more than 3 dwelling units.
107. The subject application also proposes to permit the shared use of 12 parking spaces between residential visitors and commercial uses, whereas Comprehensive Zoning By-law 2009-141 does not permit shared parking between uses. In this regard, required parking shall be provided independently for each respective use on-site.
108. According to the Parking Justification Study, the proposed development will include 1.23 parking spaces per residential unit. In total, the site would contain 462 parking spaces, of which 387 spaces (1.03 spaces per unit) would be allocated to residential tenants and 75 (0.2 spaces per unit) would be allocated to residential visitors. Additionally, the proposal includes 12 commercial parking spaces at a rate of 1 space per 30 square metres of gross floor area, in accordance with the City's Zoning By-law. It is important to note that the 12 commercial parking spaces would be utilized as shared spaces between the users of the commercial units and residential visitors, always leaving 63 parking spaces available to residential visitors.
109. As summarized in paragraph 24(c), the Parking Study submitted in support of the subject application identifies a variety of measures which would be utilized to minimize the demand for parking on-site. The study also concludes that that the demand for parking is expected to be reduced as result of the proximity to the hospital, Georgian College and other commercial and service uses as well as the proximity to transit services.
110. As a comparison, the City's Mixed Use (MU1 and MU2) Zones permit a residential parking rate of 1 parking space per unit along the City's intensification corridors (i.e. Yonge Street, Essa Road, Bayfield Street, Dunlop Street and Duckworth Street), as identified on Schedule 'I' of the Official Plan, where a mix of uses and adequate infrastructure and services are available to support

medium and high density development. While the subject lands are not located on an intensification corridor, they are located in an area ideally suited to intensification given the availability of transit and infrastructure on Georgian Drive (arterial road), proximity of commercial, business park and major institutional uses such as the hospital and Georgian College, and the highway 400. A reduction in parking is considered appropriate in this case given the nature of the development and the context of the subject lands. As noted in the parking study, the proposed parking ratio and allocation of spaces can be effectively implemented on the subject lands without impacting the functionality of the development.

111. City staff have reviewed the submission materials, particularly the Parking Study, and are of the opinion that the proposed parking ratio is sufficient for the proposed development.

Commercial Uses in a Residential Apartment Building (Sections 5.2.1, 5.2.6 and 6.2.1)

112. Planning staff recommend that the list of commercial uses permitted on the subject property be expanded to include uses permitted in the 'General Commercial' (C4) Zone, as identified in Table 6.2 of Zoning By-law 2009-141.
113. Section 5.2.6 of Zoning By-law 2009-141 permits a convenience store, personal service store and dry-cleaning distribution outlet within an apartment building provided that the commercial uses do not occupy in excess of 25% of the ground floor area of the building. Staff recognize that the list of permitted uses for the proposed 350 m² of ground floor commercial space would be limited under the current zoning framework for residential apartment buildings in the City. The site's location and proximity to residential, commercial, business park and major institutional land uses make it an ideal location for the provision of commercial uses to serve the surrounding neighbourhood. The development proposal includes commercial parking at a rate of 1 space per 30 m² of GFA (12 spaces); a ratio which meets or exceeds the minimum parking requirements for most of the commercial uses permitted in the C4 Zone.
114. Planning staff are of the opinion that expanding the list of commercial uses permitted on the subject lands is desirable in this case and would be a positive addition to the neighbourhood. This provision would also make the commercial space(s) more attractive to potential tenants.

Maximum Residential Density

115. Given that the applicant is requesting an Official Plan Amendment (OPA) to permit a density in excess of 150 units per hectare on the subject lands, Planning staff recommend that the implementing zoning by-law include a maximum density provision which corresponds to the proposed OPA. This ensures that the maximum density provision for the site is clearly communicated through the City's zoning by-law.

Summary

116. Staff have reviewed the comments received and considered the proposed Official Plan Amendment and Zoning By-law Amendment applications, having regard to conformity with relevant Provincial Policy and the City's Official Plan. Staff are of the opinion that the provision for a residential development on the subject lands at the density proposed is considered appropriate and would conform with relevant Provincial Policy, the City's Official Plan and complies with the policy planning framework established for residential Intensification.

Site Plan Control

117. 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 design and materials, parking, etc.

118. Should the subject applications be approved, staff are satisfied that the detailed design elements would be adequately addressed through a subsequent site plan control application.

Summary

119. 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.
120. Staff recommend the approval of the proposed official plan amendment and zoning by-law amendment applications for the development of an 19 storey residential building consisting of 375 units, as it is consistent with the Provincial Policy Statement (2020), and conforms to A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, City of Barrie Official Plan and Urban Design Manual, while also being respectful of existing land uses adjacent to the proposed development.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

121. The subject application, if approved, would result in the redevelopment of under-utilized properties in the Built-up area and within an area that can support a high density residential uses. Environmental lands associated with the subject properties have been evaluated and will be preserved as part of the proposed development. The existing woodland at the rear of the site, will be redesignated and rezoned for Environmental Protection, and conveyed to the City through the site plan process in order to help ensure the protection of this feature in perpetuity.
14. The proposed development will be serviced by existing infrastructure, transit and public services facilities and, accordingly, may help to reduce the demand for greenfield development which may require the extension of municipal infrastructure and services.

ALTERNATIVES

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

Alternative #1 Planning Committee could alter the proposed recommendation by suggesting a reduced density or a different built-form or send the application back to staff for additional consultation with the owner/applicant and the public.

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.

Alternative #2 Planning Committee could refuse the applications.

This alternative is not recommended as it has been demonstrated that the subject lands are suitable for this form and density of development given compatibility with adjacent uses and 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.

FINANCIAL

123. The subject application, if approved, would permit the development of 375 residential apartment units on the subject lands. Currently, it is not possible to estimate the assessed value of the subject property. Following redevelopment, 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.
124. Building permit application fees for the proposed development are estimated to be approximately \$1,054,406.06. 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.
125. Current development charges for a bachelor or 1 bedroom unit are \$30,111 and \$42,886 for 2 or more-bedroom units. Based on the preliminary floor plans submitted in support of the application, development charge revenue for the proposed residential uses is estimated to be approximately \$13,795,525. The current development charges for retail are 394.83 per square metre and, therefore, development charge revenue for the proposed commercial space is estimated to be \$138,190.50. Development charges are calculated and paid at the time of issuance of the building permit.
126. The education levy for residential uses is currently \$3,983 per unit and for non-residential uses is \$6.24 per square metre (2022 rate), which represents a total levy of \$1,495,809.
127. Cash in lieu of parkland is currently calculated at \$6,390 per residential unit and 2% of appraised land value for non-residential, which represents a total contribution of approximately \$2,396,250 for the proposed development.
128. The proposed development would be subject to a Finance Administration fee of \$30,160.
129. 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.
130. The City will also incur additional operating costs associated with increasing municipal services to the area including fire protection, policing, snow clearing, and boulevard landscaping maintenance. Taken together, these are all normal growth-related expenses that are being actively planned for through the City's Capital Planning process and will be presented to Council during the annual budget cycle for approval.

LINKAGE TO 2018-2022 COUNCIL STRATEGIC PLAN

131. The recommendations included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- ☒ Growing our Economy
 - ☒ Fostering a Safe and Healthy City
 - ☒ Building Strong Neighbourhoods

-
132. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure, while protecting environmentally significant lands. The proposed development supports active transportation and public transit, and would support a vibrant neighbourhood around Georgian College and the Royal Victoria Hospital by providing more residents, alternative forms of housing, and foster safe neighbourhoods with more 'eyes on the street'.

Attachments: Appendix "A" – Draft Official Plan Amendment
 Appendix "B" – Draft Zoning By-law Amendment
 Appendix "C" – Application Summary
 Appendix "D" – Site Plan
 Appendix "E" – Building Elevations
 Appendix "F" – Shadow Study
 Appendix "G" – Residential Density Analysis
 Appendix "H" – Block/Context Plan
 Appendix "I" – Landscape Plan



APPENDIX "A"
Draft Official Plan Amendment

AMENDMENT NO. 74
TO THE CITY OF BARRIE
OFFICIAL PLAN

INTRODUCTION

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT, consisting of the following text and map constitutes Amendment No. 74 to the City of Barrie Official Plan.

Also attached is **PART C - THE APPENDIX**, which does not constitute part of this amendment. This appendix contains the Public Meeting Minutes, Staff Report, and the Council Resolution associated with this amendment.

PART A – THE PREAMBLE

PURPOSE

The purpose of this amendment is to amend Schedule A – Land Use to designate the rear portion of the subject lands as ‘Environmental Protection’ and Section 4.8 and Schedule C – Defined Policy Area of the City of Barrie Official Plan to create a Defined Policy Area to permit a density in excess of 150 units per hectare outside of the City Centre, on lands located on Georgian Drive. The proposed amendment will permit the development a nineteen (19) storey residential apartment building containing 375 units and 350 square metres of ground floor commercial space, together with 462 parking spaces and indoor and outdoor amenity areas. This amendment will be accompanied by an implementing Zoning By-law Amendment, and a future Site Plan Control Application.

LOCATION

The amendment to the City of Barrie Official Plan applies to the lands municipally addressed as 290, 294, 298 and 302 Georgian Drive in the City of Barrie. The subject lands are legally described as Part Lot 6, Concession 1, Vespra, City of Barrie. The subject lands have a collective area of 0.75 hectares (1.85 acres) with approximately 104 metres of frontage on Georgian Drive.

BASIS

The amendment conforms to Provincial Planning policies, including the *Planning Act*, Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan), in that the subject lands are located on an arterial road in a built-up area where existing municipal infrastructure and services are available to support compact high density residential development.

The City of Barrie Official Plan was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010 and designates the subject lands as a Residential Area. The City of Barrie Official Plan provides direction for the development and intensification of residential lands subject to conformity with location criteria, goals and policies endorsed by the Corporation of the City of Barrie.

Schedule “H” – Natural Heritage Resources of the Official Plan identifies the rear portion of the subject lands as Level 1 with existing development. Policies in Section 3.5.2 require properties identified as Level 1 be designated as Environmental Protection and an Environmental Impact Study (EIS) is required for any development or site alteration within 120 m. The EIS undertaken for the proposed development confirmed the development limits and that the proposed development can be achieved with no negative impacts on natural heritage features, or their functions.

The subject lands are located on Georgian Drive, which is identified as an arterial road on Schedule D – Roads Plan of the Official Plan. The proposed amendment would contribute to intensification through the development of a high density residential use on underutilized lands. The amendment is also consistent with a number of general policies in Section 4.2 (Residential) and other relevant policies of the City of Barrie Official Plan. The Residential Area land use designation permits all forms and tenure of housing. The site is located on an arterial road where higher densities and compact development are encouraged to promote the efficient use of land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, and contribute to improving air quality and promoting energy efficiency.

The amendment will facilitate the redevelopment and intensification of the subject lands with a residential density of 500 units per hectare. Since the subject lands are identified as being on an arterial road within the Built-up Area, section 4.2.2.3(c) of the Official Plan is applicable, which states that “high density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other policies of this Plan has been approved.”

Section 4.2.2.3(b) of the Official Plan states that:

"Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:

- i) Adjacent to arterial and collector roads;
- ii) In close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and,
- iii) Where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. (Mod E(n))."

The proposed development is located on an arterial road, as identified on Schedule D – Roads Plan of the Official Plan, and satisfies the general locational criteria as outlined below:

- i) The site is located in close proximity to a variety of commercial and business park uses, as well as major institutional uses such as Georgian College and Royal Victoria Hospital;
- ii) The site is located within close proximity to the Highway 400 interchange (approximately 1 kilometre);
- iii) The site is located in close proximity to Barrie Transit service stops on Georgian Drive and is serviced by local parks and schools; and,
- iv) Municipal services and facilities such as roads, watermains, sanitary/storm sewers and other municipal services and infrastructure are available and adequate for the proposed development.

Consideration has also been given to section 4.2.2.6(d) of the Official Plan which provides criteria for higher density development located outside the Urban Growth Centre, Intensification Nodes and Corridors, and Major Transit stations. The application meets the criteria as follows:

i) Compatibility

The proposed development is compatible with the surrounding neighbourhood and will integrate well with adjacent uses. The subject lands are adjacent to medium density development to the east and compact commercial and institutional uses to the south along Georgian Drive. The building is buffered from surrounding uses by Highway 400 and environmental lands to the north and which extend southward to the west. The building has been oriented, and the building and the site have been designed to be sensitive to the single detached home abutting the subject lands on the west. The residential properties along Georgian Drive provide intensification opportunities within an area in transition, and negative impacts are not anticipated on adjacent uses.

ii) Availability of Infrastructure & Services

The studies submitted with the application confirm the ability of available infrastructure and transportation facilities to service the proposed development without impacting existing systems. Community services and amenities are available in the area to support the proposed development.

iii) Availability of Transit

The subject lands are within walking distance of public transit with transit stops at the front of and easily accessible to the proposed building.

iv) Impact on Designated Intensification Areas

It is not expected that the proposed development will compromise the ability of the City to achieve increased densities in areas where intensification is focused. The need for centrally located housing is great, particularly for more affordable housing styles and for rental units.

i) Quality Urban Design

The Urban Design Brief submitted with the application demonstrates that the project meets the City's high quality of urban design requirements

ii) Preservation of Heritage Resources

There are no cultural heritage resources associated with the subject lands and the EIS concluded that the subject lands and the site design can appropriately support the proposed development without impact to natural heritage resources associated with the site.

The amendment is designed to reflect the policies noted above which promote the development of higher density, compact, pedestrian-friendly and transit supportive developments in appropriate areas, such as arterial roads in the City's Built-up Area.

PART B - THE AMENDMENT

DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie is amended by revising the Schedules and text of the Official Plan as follows:

1. Amend Schedule "A" – Land Use of the Official Plan for the lands known municipally as 290, 294, 298 and 302 Georgian Drive to redesignate the portion of the lands identified as Residential to Environmental Protection, as illustrated by Schedule 1 to Amendment No. 74.
2. Amend Schedule "C" – Defined Policy Area of the Official Plan for lands known municipally 290, 294, 298 and 302 Georgian Drive, and designated Residential Area, to identify Defined Policy Area [XX], as illustrated by Schedule 2 to Amendment No. 74.
3. Add text to Section 4.8 – Defined Policy Area of the Official Plan as follows:

Section 4.8.XX – Defined Policy Area [XX] (OPA No. 74, By-law 2022-XXX)

The following shall apply to lands shown on Schedule C, located on the north side of Georgian Drive, east of Gallie Court and west of Johnson Street, known municipally as 290, 294, 298 and 302 Georgian Drive:

- (a) A maximum residential density of 500 units per hectare shall be permitted.

IMPLEMENTATION

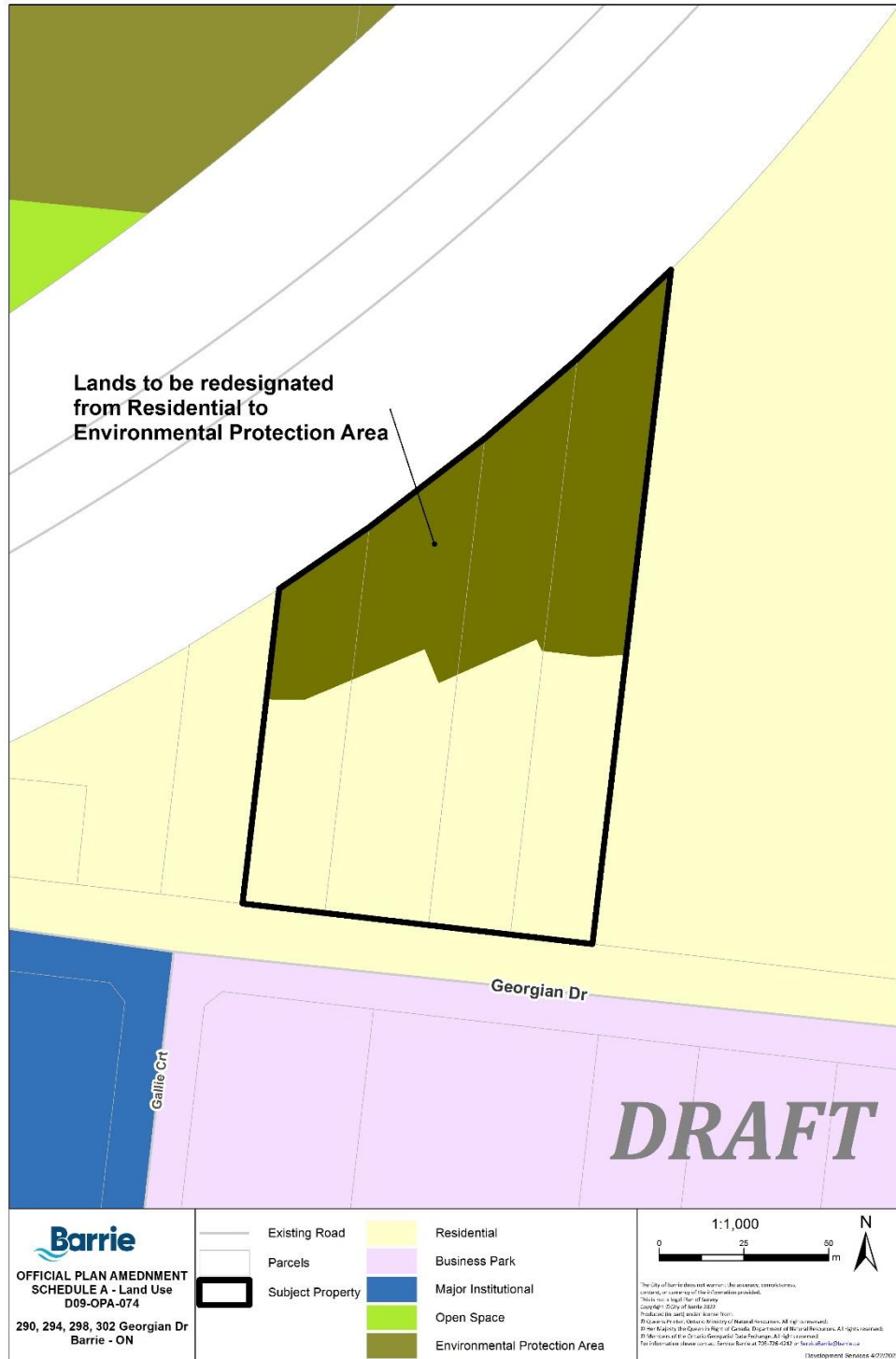
An implementing Zoning By-law to re-zone the subject lands from 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. 499' (RA2-2)(SP-499) Zone to a 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (RA2-2)(SP-XXX) Zone and an 'Environmental Protection' (EP) Zone will be presented concurrently with Official Plan Amendment No. 74.

The site-specific provisions of the 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (SP-XXX) Zone will permit the development of a nineteen (19) storey residential apartment building containing 375 units and 350 square metres of ground floor commercial space, together with 462 parking spaces and indoor and outdoor amenity areas.

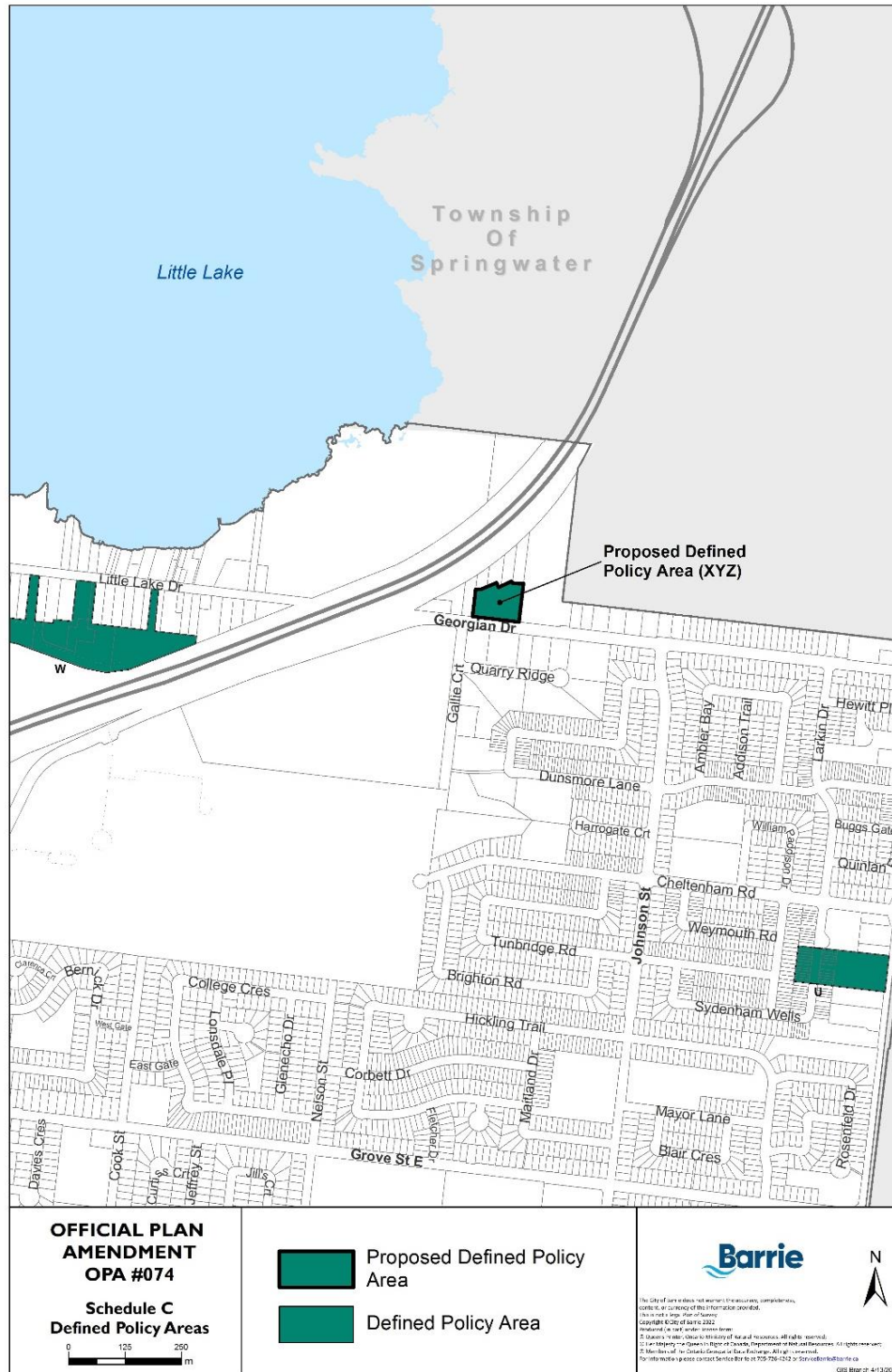
INTERPRETATION

The remaining provisions of the Official Plan, as amended from time to time, shall apply in regard to this amendment.

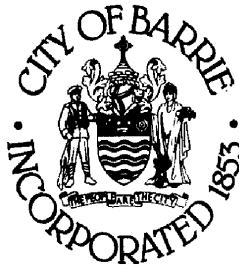
Schedule 1 to Official Plan Amendment No. 74



Schedule 2 to Official Plan Amendment No. 74



APPENDIX "B"
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 Lot 6, Concession 1, Vespra, City of Barrie, known municipally as 290, 294, 298 and 302 Georgian Drive shown on Schedule "A" to this By-law from 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. 499' (RA2-2)(SP-499) Zone to 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (RA2-2)(SP-XXX) Zone and 'Environmental Protection' (EP) Zone.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 22-P-0XX.

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 Part Lot 6, Concession 1, Vespra, City of Barrie, known municipally as 290, 294, 298 and 302 Georgian Drive from 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. 499' (RA2-2)(SP-499) Zone to 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (RA2-2) (SP-XXX) Zone and 'Environmental Protection' (EP) Zone.
2. **THAT** the following provisions shall apply to the 'Residential Apartment Dwelling Second Density – 2 – Special Provision No. XXX' (RA2-2)(SP-XXX) Zone:
3. **THAT** notwithstanding the provisions set out in Sections 4.6.5.1 and 5.3.1 of By-law 2009-141, a minimum west interior side yard setback of 1 metre to an underground parking structure is required.
4. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a minimum west interior side yard setback of 4.5 metres to a building is required.
5. **THAT** notwithstanding the provisions set out in Sections 5.3.1 and 5.3.3.1(e) of By-law 2009-141, a minimum front yard setback of 5 metres to a balcony is required.
6. **THAT** notwithstanding the provisions set out in Section 5.3.5.1 of By-law 2009-141, a front yard setback of 0.0 metres to stairs is permitted.
7. **THAT** notwithstanding the provisions set out in Section 4.6.5.2 of By-law 2009-141, a minimum front yard setback of 0.63 metres to an underground parking structure is required.
8. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum lot coverage of 60% is permitted.
9. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of By-law 2009-141, a landscape buffer strip is not required along the east side lot line.
10. **THAT** notwithstanding the provisions set out in Section 5.3.7.2 of By-law 2009-141, a landscape buffer strip with a minimum width of 1 metre is required along the west interior side lot line.
11. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum Gross Floor Area (GFA) of 460% is permitted.
12. **THAT** notwithstanding the provisions set out in Section 5.3.1 of By-law 2009-141, a maximum building height of 65 metres (19 storeys) is permitted.

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13. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, a minimum of 1.2 parking spaces per unit is required for a residential dwelling containing more than 3 dwelling units.
14. **THAT** notwithstanding the provisions set out in Section 4.6.1 of By-law 2009-141, a maximum of 12 parking spaces may be used as shared spaces between commercial uses and residential visitors in an apartment building. In this regard, the 12 spaces shall be counted as required parking for both uses.
15. **THAT** notwithstanding the provisions set out in Section 5.2.6 of By-law 2009-141, uses permitted in the 'General Commercial' (C4) Zone shall be permitted within the ground floor of an apartment building.
133. **THAT** a maximum residential density of 500 units per hectare is permitted.
134. **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.
18. **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.
19. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

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

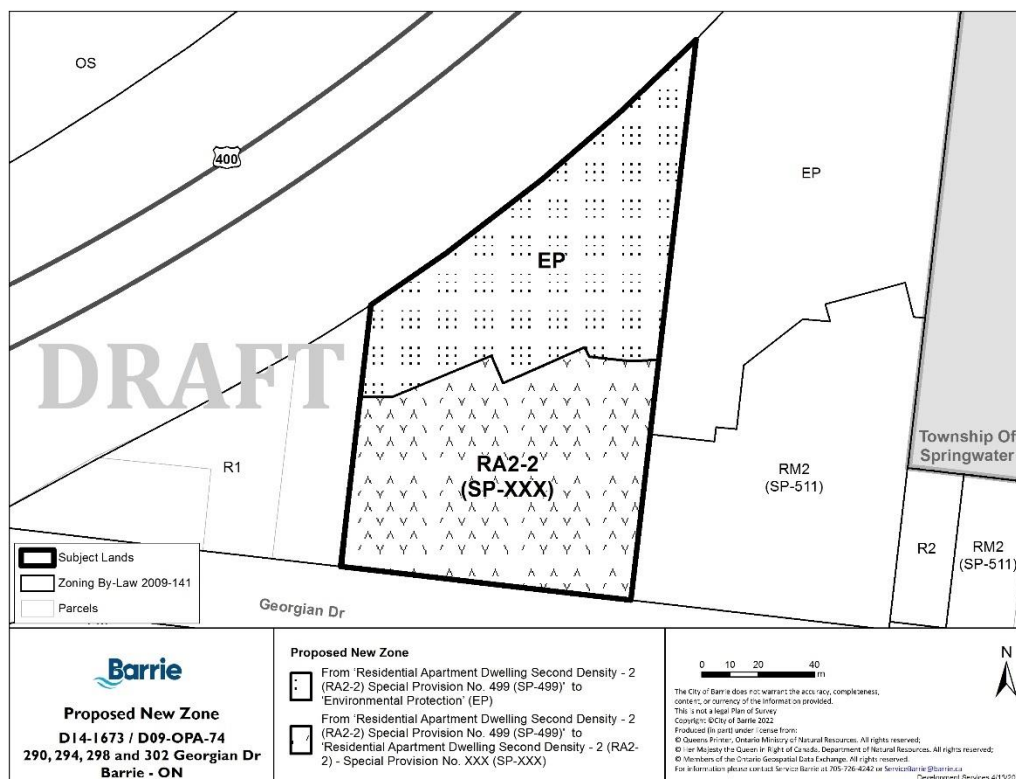
READ a third time and finally passed X day of Month, 2022.

THE CORPORATION OF THE CITY OF BARRIE

DEPUTY MAYOR – B. WARD

CITY CLERK – WENDY COOKE

Schedule “A” to Attached By-law 2022-XXX



DEUTY MAYOR – B. WARD

CITY CLERK – WENDY COOKE

APPENDIX “C”
Application Summary

The subject lands are located on lands known municipally as 290 to 302 Georgian Drive in the City of Barrie.

Proposed Number of Residential Units 375 Units
Proposed Building Height 19 Storeys (65 m) with underground parking

Key Design Features

- 350 m² of ground floor commercial space
- Strong building edge along Georgian Drive
- Favourable building orientation and podium height, setbacks and landscape buffers to adjacent residential uses
- Landscape treatments, walkways and connections to the municipal sidewalk along Georgian Drive
- A mix of indoor and outdoor amenity areas
- Large Environmental Protection Area and the Highway 400 to the rear of the site
- Proximity to commercial, business park and major institutional uses, such as Georgian College and Royal Victoria Hospital

Together, these features result in development that improves the public realm, compliments surrounding uses, and is generally compatible with the neighbourhood and its mix of building types and heights.

The subject property is designated ‘Residential on Schedule “A” – Land Use in the City’s Official Plan and zoned Apartment Dwelling Second Density - 2 (RA2-2) Special Provision No. 499 (SP-499) in the City’s Comprehensive Zoning By-law 2009-141, as amended. The property is also located within a Level 1 Natural Heritage Resource with Existing Development, as identified on Schedule “H” of the Official Plan. The new City of Barrie Official Plan identifies the subject lands as being within a Strategic Growth Area on Map 1 – Community Structure.

The application proposes to redesignate the rear portion of the subject lands to ‘Environmental Protection Area’ on Schedule “A” – Land Use and create a Defined Policy Area XX on Schedule C – Defined Policy Area of the Official Plan, and re-zone the subject lands to ‘Residential Apartment Dwelling Second Density - 2 - Special Provision No. XXX’ (RA2-2)(SP-XXX) Zone. The rationale for the site-specific zoning provisions is discussed in paragraphs 72 to 118 f this staff report.

Table 1: Site-Specific Zoning Provisions

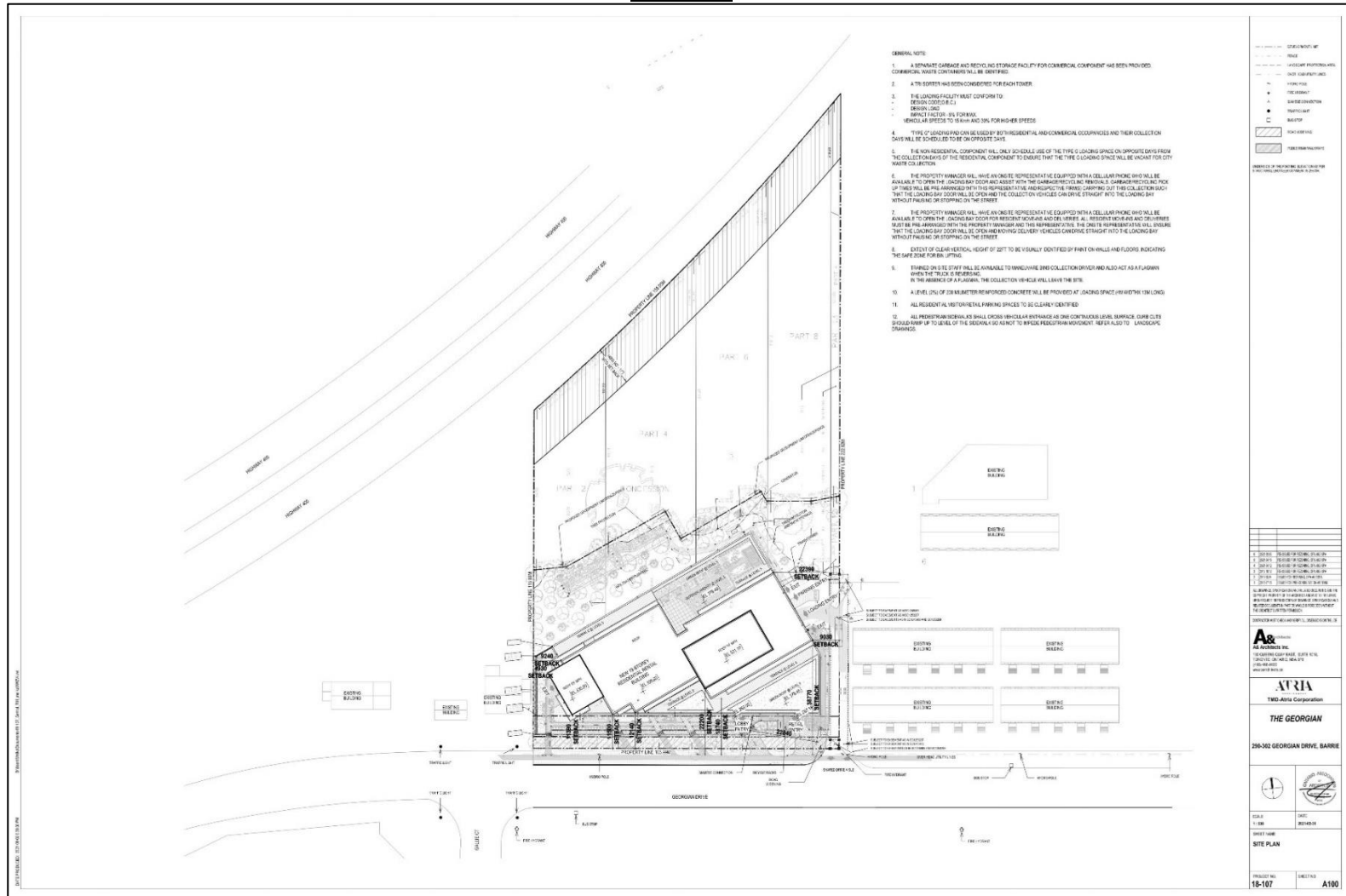
Zoning Standard	Required: RA2-2 Zone	Proposed: RA2-2(SP-XXX)
Interior Side Yard Setback – West (min) Table 5.3	5 m	1 m (to underground parking structure)
Interior Side Yard – West (min.) Table 5.3	5 m	4.5 m
Front Yard Setback to Balcony (max) S. 5.3.3.1	5.5 m	5 m

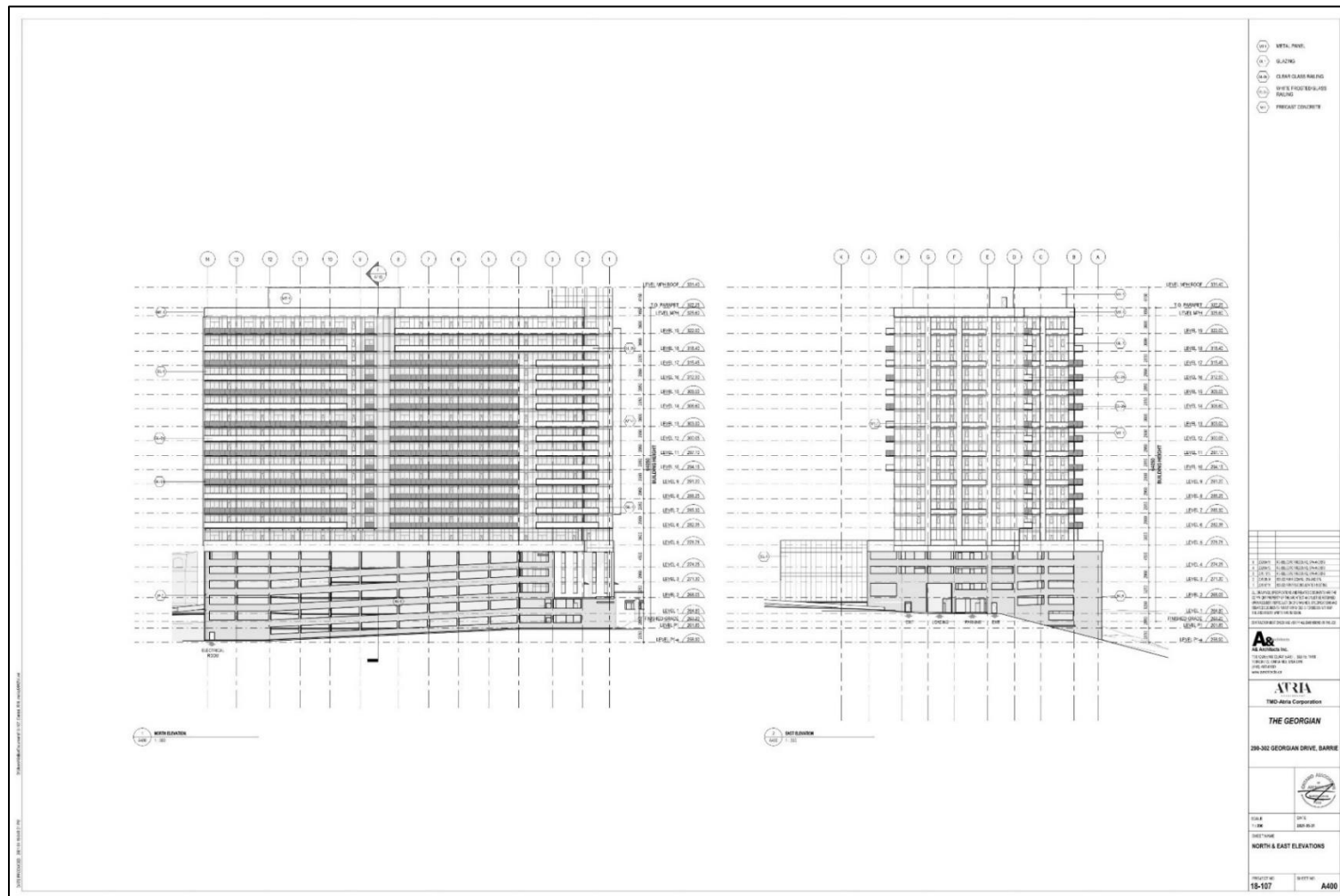
Front Yard Setback to Porch/stairs (min) S. 5.3.5.1	3 m	0 m
Minimum setback from street line to parking structure underground (min.) S. 4.6.5.2	1.8 m	0.63 m (to underground parking structure)
Maximum Lot Coverage Table 5.3	35%	60%
Landscape Buffer Areas – along eastern lot line (min) S. 5.3.7.2	3 m	0 m
Gross Floor Area (max % of lot area) Table 5.3	200%	460%
Maximum Permitted Building Height S. 5.3.2	45 m	65 m
Parking Spaces (Table 4.6)	1.5 spaces/unit (Residential) 1 parking space/30 m ² of GFA (Commercial) Shared parking is not permitted – required parking shall be provided for each use.	1.2 spaces/unit Includes 12 shared spaces for commercial uses and residential visitors

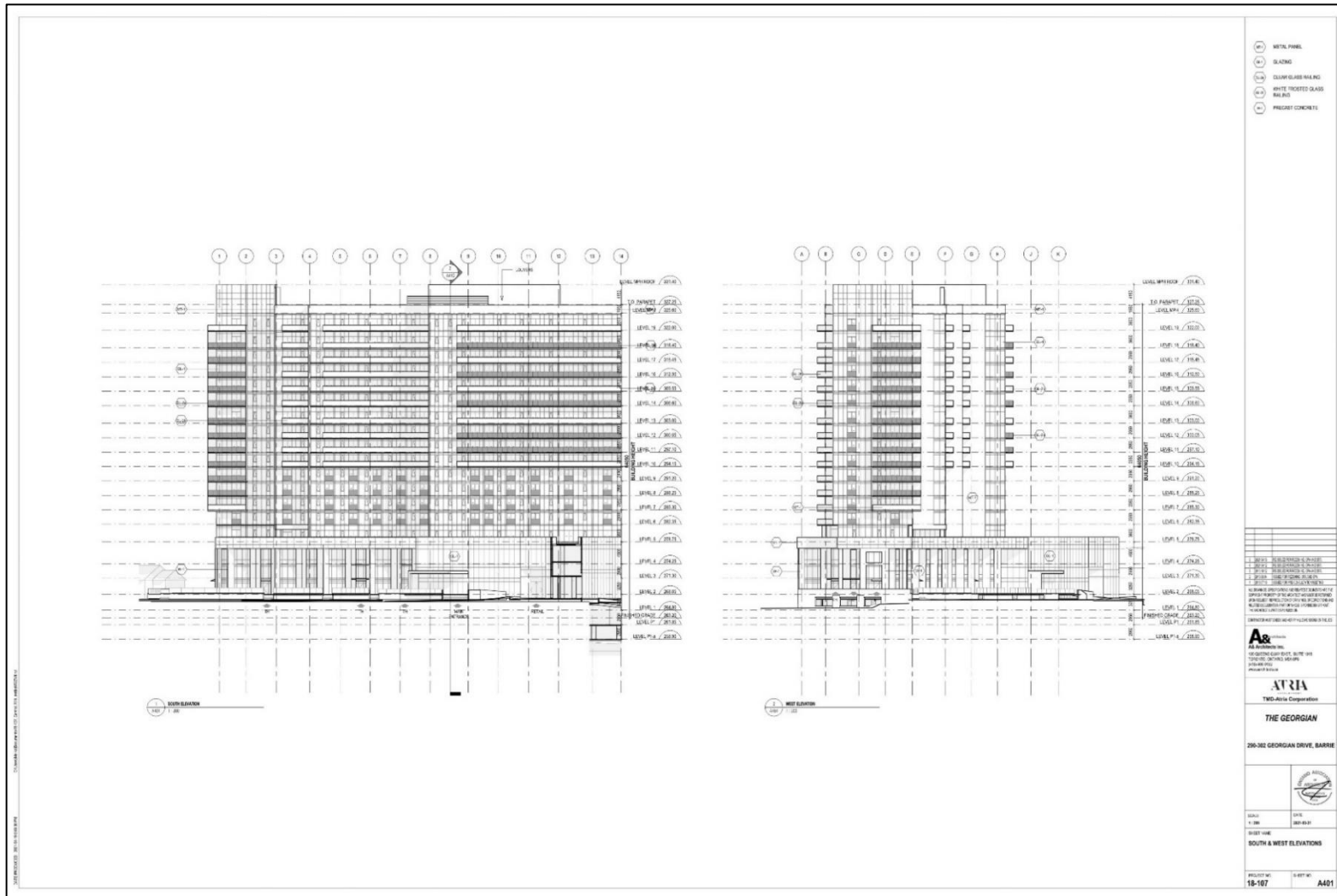
The Planning rationale provided throughout this staff report demonstrates that the proposed official plan amendment and zoning by-law amendment are consistent with the Provincial Policy Statement (2020), and conform to the A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended and the City of Barrie Official Plan, while also being mindful of existing land uses adjacent to the proposed development. The applications also support the direction of the new City of Barrie Official Plan.

APPENDIX “D”

Site Plan







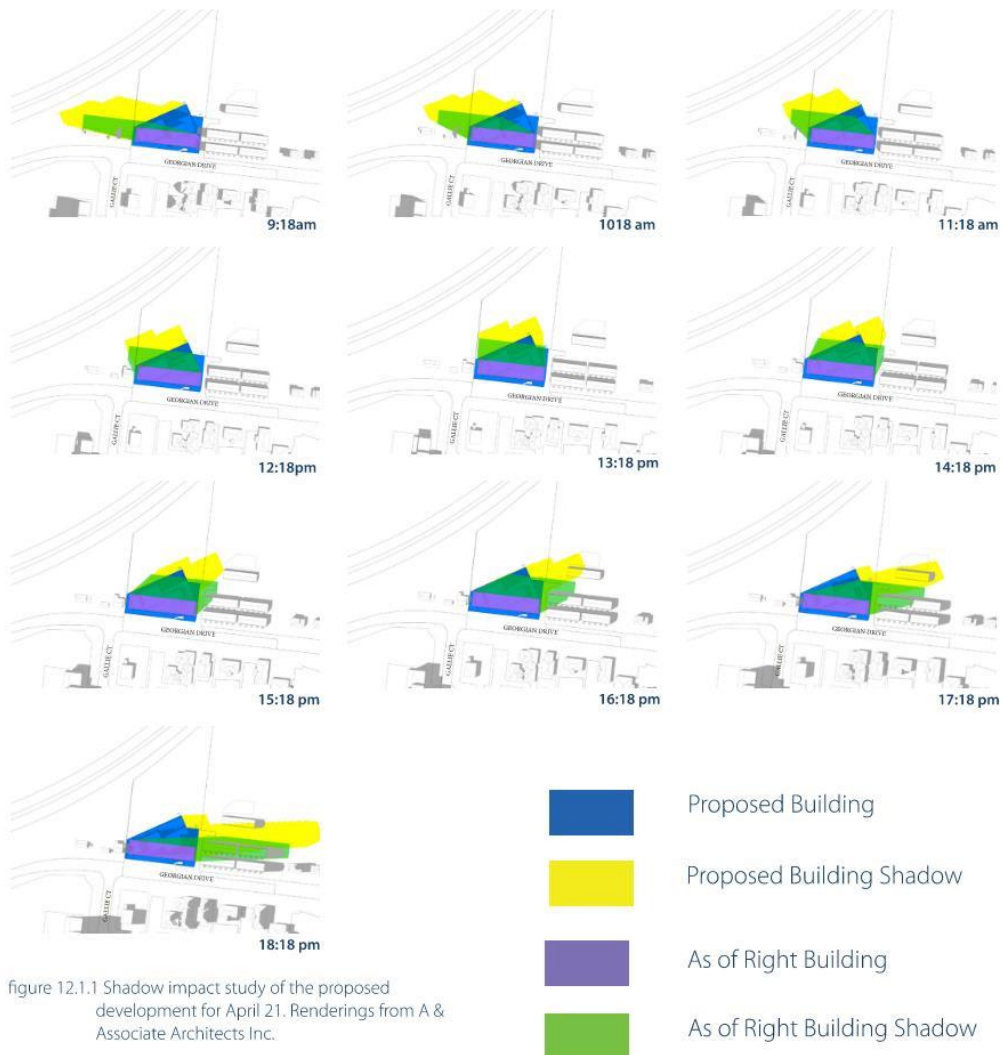
[illegible]

APPENDIX "F"
Shadow Study

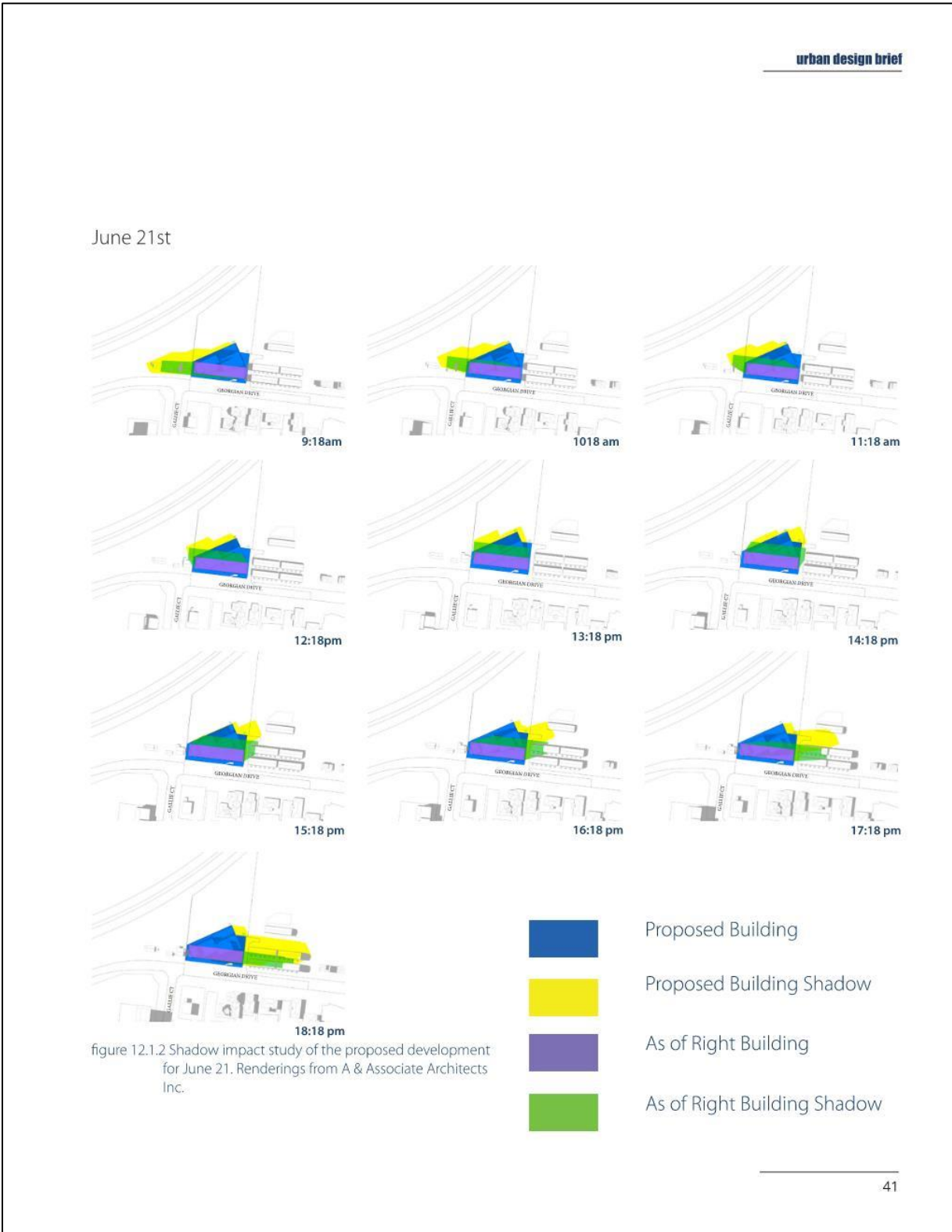
MHBC

12.1 SHADOW STUDY

April 21st



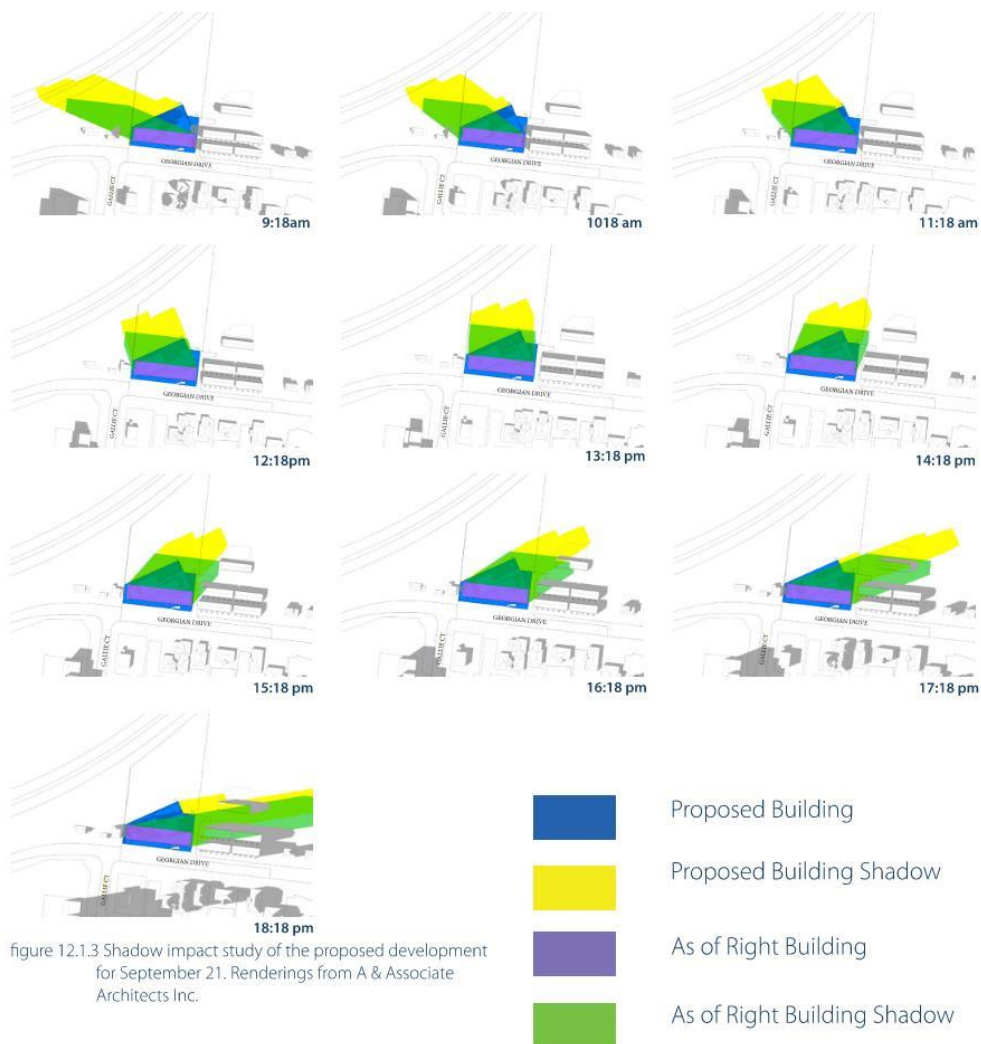
APPENDIX "F" Shadow Study



APPENDIX "F" Shadow Study

MHBC

September 21st



APPENDIX "F" Shadow Study

urban design brief

December 21st

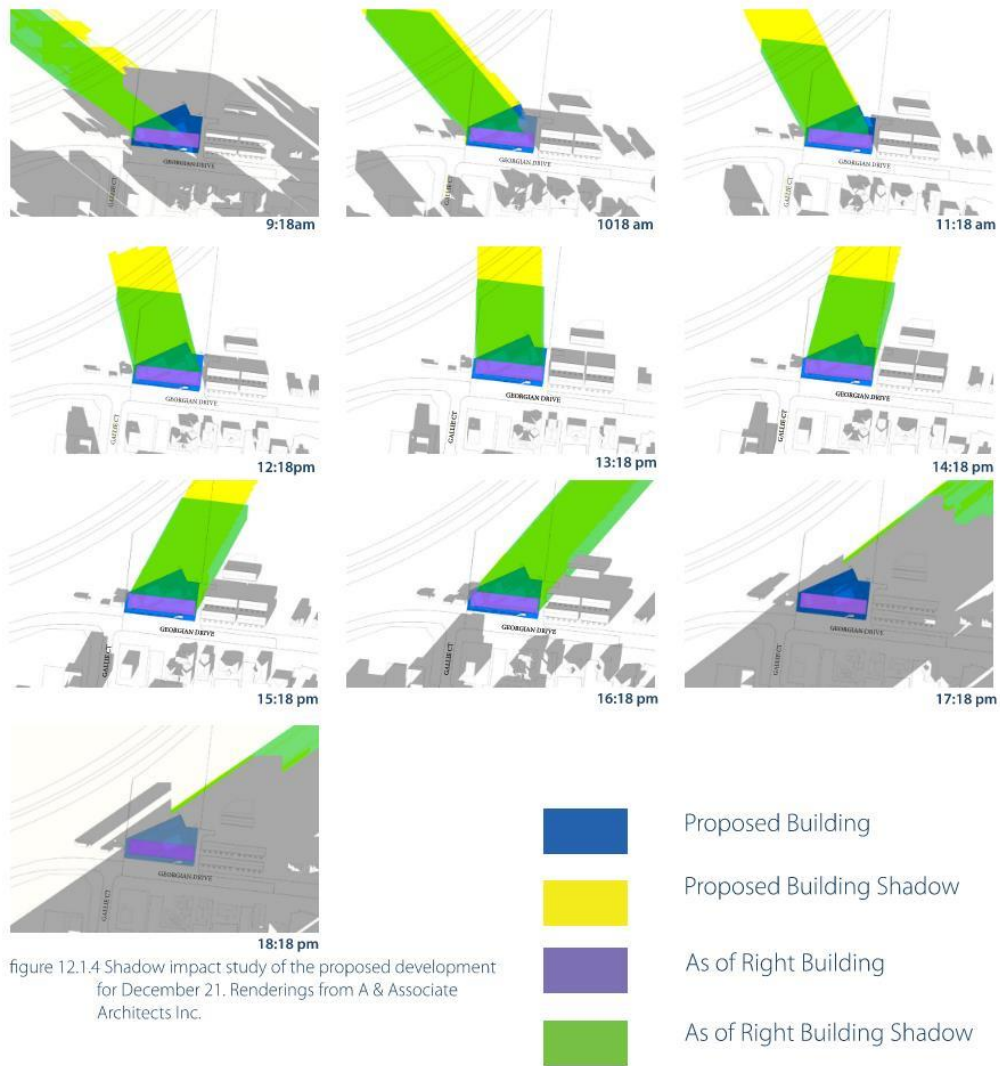
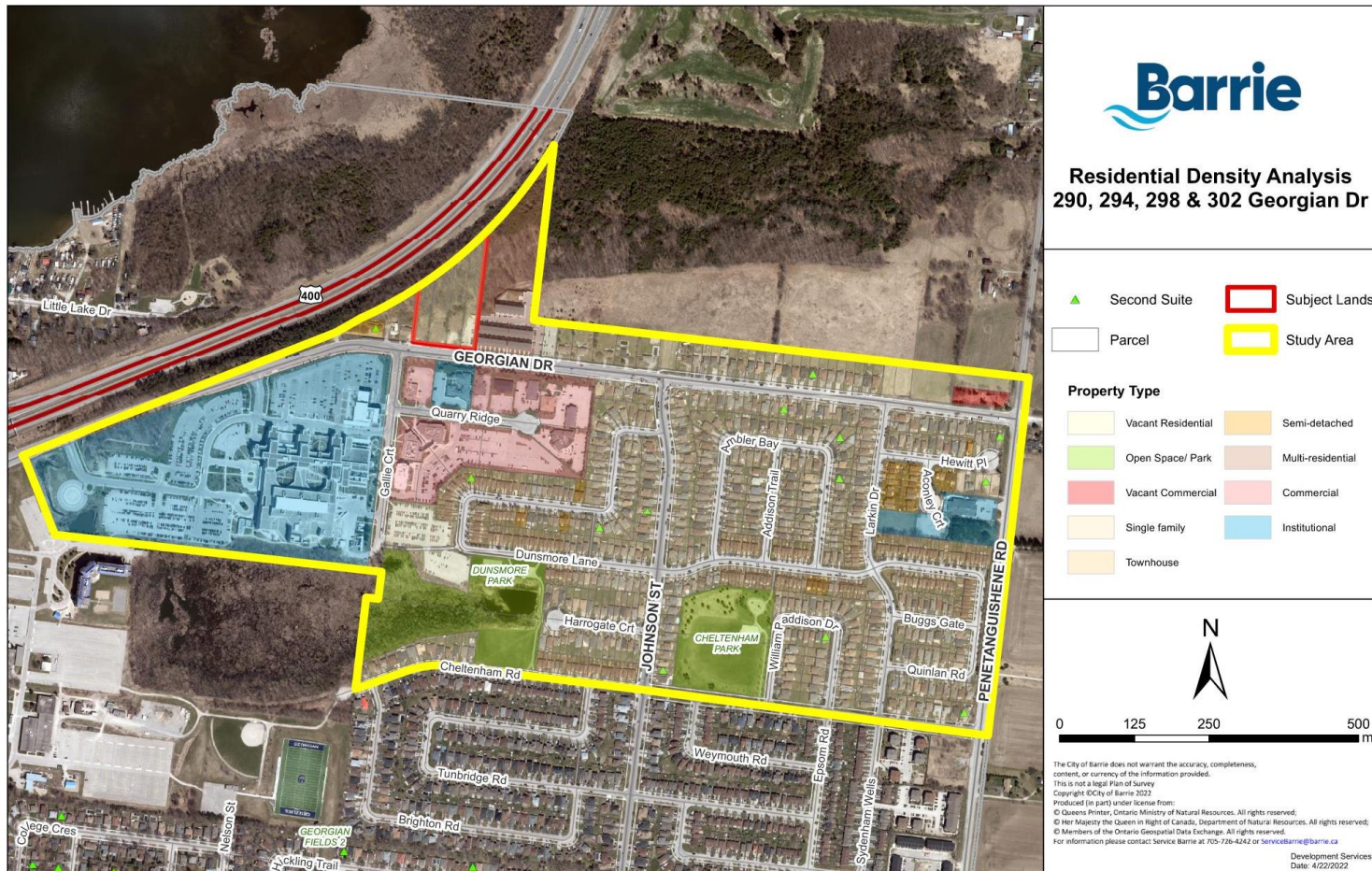


figure 12.1.4 Shadow impact study of the proposed development for December 21. Renderings from A & Associate Architects Inc.

APPENDIX "G"
Residential Density Analysis



APPENDIX "G" Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS D14-1673 D09-OPA 074 290, 294, 298 and 302 GEORGIAN DRIVE, BARRIE -ON			
Total Study Area	82.73	ha	
Total Developable Area - <i>Only residential</i> (Private properties)	35.70	ha	
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	57.22	ha	
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	7.55	ha	
Total Area Roads right of way	17.97	ha	

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	494	23.50	21.02
*Including Second Suite			
Semis/ Duplex	34	1.19	28.50
Townhouse Dwelling Unit	192	4.87	39.41
Multiresidential	73	2.60	28.10
Vacant residential and Commercial lands		2.79	
Non- residential areas(Commercial/ Institutional)		21.52	
Medical centre/ RVH Hospital Cemetery			
Parks/ Open Space/ Walkway / Laneway/EP Lands Municipal park (Cheltenham Park and Dunsmore Park) SWM Ponds EPLands Walkways		7.55	
Subject Property 290, 294, 298 and 302 Georgian Drive - D14-1673 7 D09-OPA074 A 19-storey multi-residential building with 375 residential units. Total Site area 1.49ha; with 0.74ha sq m to be designated as Environmental Protection land and 0.75ha to be designated Residential Apartment Dwelling Second Density - 2 (RA2-2)	375	0.75	501.00
Current Residential Density (Only Residential Lands included)	793	35.70	22.21
Current Residential Density (All Residential and Non- residential lands included)	793	57.22	13.86
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) (Only Residential Lands included)	1168	35.70	32.72
Projected Residential Density Including Proposal for Subject Lands (OPTION 1) (All Residential and Non- residential lands included)	1168	57.22	20.41

Note:

The area of the subject property proposed to be dedicated as Environmental Protection Area (0.74ha) were counted as part of the Parks/ Open Space/ Walkway / Laneway/EP Lands.

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

Prepared by: Development Services
Date: April 22, 2022

APPENDIX "H"
Block/Context Plan



[illegible]