
TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – GROVE STREET DEVELOPMENTS INC. C/O GROVE STREET DEVELOPMENTS INC., YMCA LANDS 10 - 24 GROVE STREET W

WARD: WARD 2

PREPARED BY AND KEY CONTACT: J. FOSTER, SENIOR PLANNER, EXT. 4517
J. LAMBIE, SENIOR URBAN DESIGN PLANNER, EXT. 4324

SUBMITTED BY: A. BOURRIE, RPP
DIRECTOR OF PLANNING AND BUILDING SERVICES

GENERAL MANAGER APPROVAL: J. THOMPSON, MBA, M.Sc., P. ENG.
ACTING 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 on behalf of Grove Street Developments Inc., and the YMCA of Simcoe/Muskoka for lands municipally known as 10, 14, 18, 20, 22 and 24 Grove Street West and known as the YMCA of Simcoe Muskoka, to permit a density of 365 units per hectare outside of the City Centre be approved as an amendment to policy section 4.8 Defined Policy Areas and shown in Appendix "H" to Staff Report PLN024-17.
2. That the Zoning By-law Amendment application submitted by MHBC Planning on behalf of Grove Street Developments and the YMCA of Simcoe/Muskoka for lands municipally known 10, 14, 18, 20, 22 and 24 Grove Street West, be approved as, to change the zone from Institutional (I) and Residential Multiple Dwelling First Density (RM1) to Residential Apartment Dwelling Second Density (RA2-2) with Special Provisions (as shown in Appendix "K" to Staff Report PLN024-17). Where the Special Provisions include:
 - a) A designation of Grove Street West as the front lot line;
 - b) An increase in building height from 45 metres to 80 metres;
 - c) An increase in gross floor area from 200% percent to 290%;
 - d) A decrease in parking ratio from 1.5 spaces per unit to 1 space per unit;
 - e) An addition of 'Community Centre' in the list of Permitted Uses;
 - f) A reduced side and rear landscape buffer for the parking lot from 3 metres to 0 metres;
 - g) An increase in minimum building setback from the Side Lot Line from 5 metres to a minimum of 20 metres. Additionally, the side yard shall only be used for the following Open Space uses:

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- i) Park
 - ii) Playground
 - iii) Playing Field/Court
 - iv) Passive Uses listed in Table 9.2
 - v) Parking and Drive Aisles
 - vi) Storm Water Management
- h) A reduction in Landscape Open Space Area where ground level dwellings have a secondary means of access to the exterior, from 7 metres to 1.6 metres for units with a ground floor balcony or patio, and 3 metres for units without a ground floor balcony or patio.
3. That a Holding (H) provision be applied to the site, requiring the following conditions be cleared by the applicant:
- a) A final land appraisal and determination of Community Benefit, completed to the satisfaction of the City of Barrie's Section 37 Negotiating Committee, prior to the rezoning of the site taking full force and effect.
 - b) A parking study illustrating that a parking ratio of 1 parking stall per 1 residential unit can be accommodated internally to the site without creating any spill over impacts on adjacent streets. The study will be required prior to the initiation of Phase 2 and completed to the satisfaction of the Director of Planning and Building Services and the Director of Engineering.
4. That the applicant agree to provide 10% of the proposed rental housing units (92 units) as affordable rental housing units in accordance with City of Barrie Official Plan Affordable Housing policies as contained in Section 3.3.2.2 Affordable Housing Policies of the Official Plan subject to appropriate government subsidies.
5. That the written and oral submissions received relating to this application, have been on balance taken in consideration as part of the deliberations and final decision related to the approval of the application, including but not limited to the increase in density and traffic; availability of infrastructure; source water protection; previous planning applications and impact on the community.
6. That no further public notice is required in accordance with Section 34 (17) of the Planning Act.

PURPOSE & BACKGROUND

Purpose

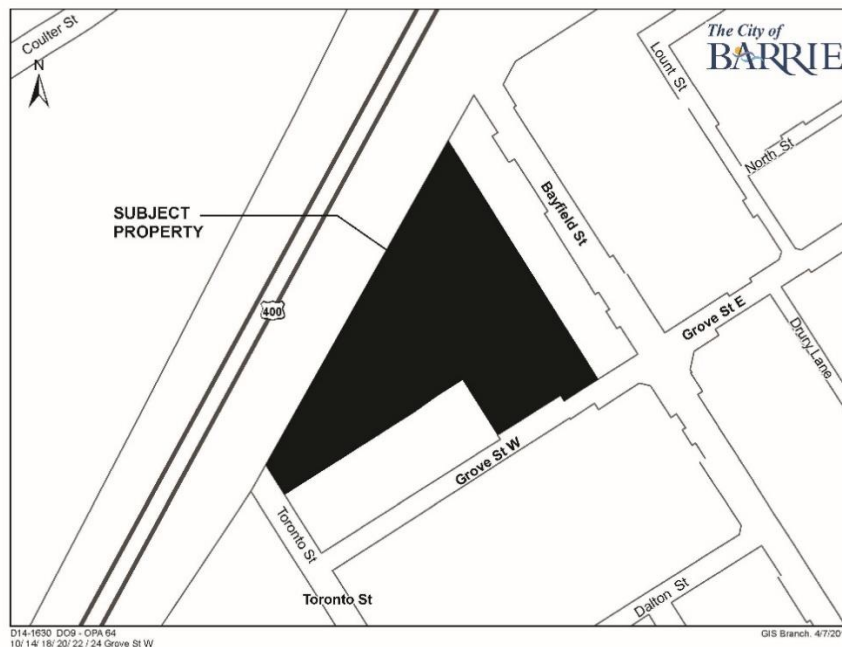
- 7. The purpose of this staff report is to consider an Official Plan Amendment and Zoning By-law Amendment of lands located on the north side of Grove Street West, west of Bayfield Street, municipally addressed as 10, 14, 18, 20, 22 and 24 Grove Street West and known as the YMCA of Simcoe Muskoka.
- 8. The proposed redevelopment of the site would include 3 residential towers, 22, 23 and 24 storeys in height adjacent to Highway 400 with 4 and 2 storey stacked townhouses and an 8 storey apartment building adjacent to Grove Street, all facilitated with underground parking, all proposed

as rental units, with a common community amenity building and privately owned landscaped open space with access from Grove Street. A service road is proposed at the east end of the site to facilitate future Bayfield Street redevelopment. Given the Ministry of Transportation (MTO) requirement for a 14m setback, access to Toronto Street will be restricted in the future. See Appendix "A" for site layout.

9. The proposal is to redesignate the lands from Institutional to Residential and include a Special Policy provision to recognize a residential density of 365 units per hectare. The Special Policy designation would be necessary, as density over 150 units per hectare is only permitted outside the City Centre by amendment, in accordance with Section 4.2.2.3 (c) of the Official Plan. The subject lands are located just outside the City Centre.
10. A rezoning of the lands is also required from Institutional (I) and Residential Multiple Dwelling First Density RM1 to Residential Apartment Dwelling Second Density (RA2-2) with Special Provisions to address site configuration details.
11. This proposal is subject to Site Plan Control however that processed has not yet commenced.

Subject Site Location

12. The site is approximately 2.64ha and is currently developed with a two storey community centre building, a YMCA office building, and two one-storey single detached dwellings that front on Grove Street. A secondary access currently exists off Toronto Street north. The YMCA also owns two semi-detached buildings fronting onto Bayfield, both half portions of two separate semi-detached lots. These semi-detached buildings do not form part of the application.



Surrounding Land Uses

13. **North:** Highway 400 is located directly to the north and northwest of the site and the Bayfield Street interchange is located northeast of the site. Further north of Highway 400 are lands designated

General Commercial and developed with commercial uses located along the Bayfield Street Corridor.

14. **East:** The lands directly to the east are designated City Centre and developed with single detached dwellings, semi-detached dwellings and commercial buildings with frontage on Bayfield Street (an arterial road). Further east of Bayfield Street are two apartment buildings and low rise residential uses.
15. **South:** The lands directly to the south are designated Residential and are predominately developed with single detached dwellings. Lands to the south along Bayfield Street are utilized principally for commercial purposes.
16. **West:** Highway 400 is located on adjacent lands directly to the west. The lands to the southwest of the site are designated Residential and predominately developed with single detached dwellings. The Hillcrest Public School is located approximately 150 m southwest of the site.

Existing Policy

17. The Official Plan currently designates the site as Institutional and Residential and also includes the site partially within a Primary Intensification Node at Grove and Bayfield Streets. The properties located at 10 and 14 Grove Street are zoned Residential Multiple Dwelling First Density RM1, and properties located at 18, 20, 22 and 24 Grove Street are Zoned Institutional (I) by the City of Barrie's Comprehensive Zoning bylaw 2009-141.

Submitted Reports and Studies

18. In support of the OPA and Rezoning applications, the following list of reports and studies were submitted.
 - Urban Design Brief prepared by Robin Clarke Architect, March 2017
 - Planning Justification Report prepared by MHBC Planning, March 2017
 - Traffic Impact Study by JD Engineering, February 6, amended September 13, 2017
 - Functional Servicing Report prepared by Gerrits Engineering, February 2017
 - Arborist Report and Tree Inventory Plan prepared by MHBC Planning, February 6, 2017

Neighbourhood & Public Meetings

19. A Neighbourhood Meeting was held on May 3, 2017. There were 40+ people from the public in attendance. Favourable comments were received regarding the need for more residential rental units in Barrie. Comments and concerns were expressed with regard to:
 - Increased traffic impact during and after construction.
 - Difficult/blind vehicle turning movements from Bayfield Street to Grove Street West.
 - Construction access route and 10 year duration to full build out.
 - Additional Grove Street widening and impact to private residential lots.
 - Lack of sidewalk on the north side of Grove Street West.
 - Timing impacts associated with Bayfield Street and Highway 400 widenings.
 - Request for signals/pedestrian crosswalk at the proposed entrance to the development.
 - Building height concerns given highest point of land in Barrie.
 - Shadowing of neighbouring properties.
 - Concerns with amount of density in primarily low density residential area.
 - Drainage concerns and impacts to existing houses south down grade of property.

- Structural foundation impacts to existing homes as a result of construction (drilling/blasting).
20. A public meeting was held on June 12, 2017. Two members of the public gave verbal comments and provided correspondence. Concerns expressed regarded associated construction dirt, noise and truck traffic during and after construction. Pedestrian traffic concerns were expressed due to the lack of a sidewalk on the north side of Grove Street as well as vehicle safety due to previous accidents in the vicinity. Concern was also expressed with regard to the proposed high density of the proposal. Councillors asked various questions and specifically asked staff to address the following in the staff report: density, parkland/amenity, future impact on Bayfield Street and access.
21. Correspondence was received from the Simcoe County District School Board who expressed concern with the level of intensification and the potential impact on local schools with respect to pupil yields. They requested that their normal warning clause related to the availability of public schools and busing requirements be included in all lease agreements.
22. Correspondence was received from the Simcoe Muskoka Catholic District School Board requesting a similar warning clause be included in purchase and sale [lease] agreements regarding busing and school accommodation.
23. Other correspondence from the public was received which expressed similar concerns as noted above with the addition of concern over access restricted to one point of entry from Grove Street with the closure of the Toronto Street access and a decrease in surrounding property values as a result of the development.

Agency & Department Comments

24. Correspondence was received from Enbridge (April 25, 2017) and Alectra (May 17, 2017) who both identified no objection to the applications.
25. The Ministry of Transportation (MTO) by correspondence dated July 6, 2017 identified that the Traffic Impact Study, the Functional Servicing Report and Preliminary Stormwater Management Report were acceptable. Additional comments were provided that would be dealt with at site plan stage including the need for a formalized pedestrian sidewalk connection to Bayfield Street as foot traffic currently occurs to the north of the site onto MTO lands.
26. The City's Engineering Department has advised that the proposed development can be accommodated by the surrounding municipal infrastructure (waste water, water and storm) with improvements. The detailed review of the servicing and grading associated with the development of the property as it relates to finalizing necessary improvements will be undertaken at the detailed design stage which will occur at the site plan stage.
27. Following the review of Traffic Impact Study from the consultant, several meetings between staff and the consultant and additional information requested by staff, Traffic staff concluded the following:
- a) Bayfield Street improvements from Grove Street north to north of Highway 400 are tentatively scheduled for 2025 through 2026. However, these improvements are dependent on Highway 400 interchange improvements which have been defined by a time horizon. Through discussions with the owner/applicant and their traffic consultant regarding the future modelling of the Bayfield Street corridor under full build out with no roadway improvements versus the future background traffic, Staff determined there will be a minimal decrease in Level of Service. Therefore the City will not require any limitations

on development phasing. The owner/applicant also indicated the MTO did not have any concerns with submitted report.

- b) The Traffic Impact Study concluded the need for a 50m storage eastbound left turn from Grove Street to Bayfield Street with a 20m taper. Based on current requirements, the owner would be required to extend the eastbound left turn lane. An update to the City's Class EA for Grove Street is expected in 2018. The previous Class EA did not take into account the redevelopment of the subject lands and therefore may change the results and the requirements for eastbound left turn storage for the 2028 horizon. The owner/applicant has indicated a willingness to extend the left turn lane to the indicated need for 50 metre storage with 20 metre taper if they can proceed with help on property acquisition and work with the City without having a holding restriction.
- c) The owner/applicant has indicated a willingness to install a sidewalk along the northern portion of Grove Street from the east limits of the property to Bayfield Street if they can proceed with help on property acquisition and work with the City.
- d) The proposed pedestrian study identified the need to install curb cuts along the south side of Grove Street to facilitate an uncontrolled crossing. Traffic Services does not support the installation of an uncontrolled crossing.
- e) Staff support the implementation of the proposed pedestrian walkway connect to Bayfield Street and Highway 400 ramp/Rose Street through an internal pathway system.
- f) City Traffic Staff do not support a reduction in the proposed parking supply from 1.5 parking stalls per unit to 1 parking stall per unit beyond the first phase of development without a condition for further study. Staff recommend applying a holding provision for all phases of development beyond the first phase, until such a time as a parking study has been completed to ensure that the parking demand can be accommodated internal to the site and not spill over onto the surrounding roadways.

28. The Parks Planning Section has advised:

- a) That staff do not support the reduction or elimination of the 3 metre buffer between the private lot lines and the parking and drive aisles. In some cases, grading may require the addition of retaining walls which will reduce the plantable width if not increased to accommodate wall structures. Parks Planning recommends the provision of 3 metre of plantable width to ensure conifer trees can augment the required fencing. Whereas Planning and Building Services Staff are of the opinion that the requested elimination of the 3 metre buffer is for the purposes of creating a connection roadway with possible future easements for the redevelopment of Bayfield Street properties, and that any such planting along this property line would have to be removed for construction purposes at such a time as the Bayfield Street properties redevelop.
- b) That the provision and programming of amenity spaces is a priority consideration for the accommodation of the substantial increase in density, especially in light of this area's minimal access to neighbourhood public parkland.
- c) That Parks Planning would not accept the applicant's originally proposed public open space as parkland dedication (located behind the single-detached housing along Grove Street) for access, operational, visibility and safety concerns. Parks Planning Staff suggested maintaining the fourth tower building "D" and relocating it 30 metres back from Grove Street, and relocating the site access driveway westerly, to create space for a 0.4 hectare public park at the intersection of Grove Street and Bayfield Street.

29. While understanding that there is a service provision gap at this location for Neighbourhood Parks, Planning and Building Services Staff note that the site falls within a walkable proximity to Sunnidale Park.
30. Planning staff are of the opinion that a Neighbourhood Park at the intersection of Bayfield Street and Grove Street may not be the highest and best use of land to achieve the intent and policies of Intensification Nodes and Corridors outlined in the Official Plan.
31. The applicant has also expressed a desire to avoid costly relocations of existing underground infrastructure and utilities below the proposed site access driveway, if possible, to facilitate a public park at Bayfield Street and Grove Street intersection.
32. Finally, the applicant does not own the properties at the intersection of Grove and Bayfield Streets. Creating a park at this location would therefore be beyond the scope of this single development application, and require the City to develop a land acquisition strategy and budget to assemble other lands along Bayfield Street to realize the park space.
33. Planning and Building Services staff communicated with both the Parks Planning Section and the applicant to develop the current concept, explored further below, which proposes a centralized outdoor amenity space, with the developer paying cash-in-lieu of parkland. While this space would be privately owned, it would be publicly accessible and programmed closely with the adjacent amenity centre.

ANALYSIS

Revised Development Concept

34. The proposed concept plan was developed in an iterative and collaborative process between the applicant and the City's Planning Department following, and in response to, the Neighbourhood Meeting and the statutory Public Meeting. The concept plan addresses comments received from City of Barrie Councillors at the statutory Public Meeting. Specifically, the updated concept plan seeks to improve:

Built Form

35. Located in a primary intensification node, and at a gateway into the downtown from Highway 400 and Bayfield Street, the development proposes significant height and density. Addressing the built form effectively will be critical to ensure that the vision, goals and objectives of the Official Plan for Intensification Nodes and Corridors are implemented successfully. Improvements to the concept plan include:
 - a) Redesigning a public parkette proposed on the Grove Street frontage, as a centrally located and privately-owned public space (POPS).
 - b) Locating the towers along Highway 400 to maximize separation distances between towers, and from the surrounding lower density neighbourhoods, while 'framing' the centralized open space. The new tower locations is also intended to minimize visual and microclimatic impacts on Bayfield Street.
 - c) Utilizing the lands fronting on to Grove Street to transform Building "D" from a 19 storey tower into a 'stepped' 4 to 8-storey 'gateway' building with stacked town-homes fronting on to Grove Street to improve building height transitions and provide multiple housing types on site.

- d) Taken together, the design changes create a centralized neighbourhood “core” and a strategic transition in building heights – focusing the tallest elements at the rear of the site and transitioning to the anticipated mid-rise built form along the Bayfield Street Intensification Corridor and the single-family detached dwellings in the surrounding neighbourhood.
- e) Further design and testing of the proposed built form will occur through the Site Plan process, where Staff recommend updating microclimatic and sun/shade studies to ensure any impacts from the changes in built form and heights are mitigated as much as possible.

Neighbourhood Connectivity

36. The closure of Toronto Street for the protection of MTO expansion and setback space along Highway 400 will limit the subject development to just a single access point on Grove Street. This creates connectivity and access challenges for the site. To ensure that the connectivity and walkability goals of the Official Plan and Intensification Area Urban Design Guidelines are achieved, and that the development avoids creating an isolated ‘island’ of high density development, several improvements have been incorporated into the Concept Plan that improve its overall connectivity and walkability. This includes:
- a) A requirement for the provision of a sidewalk on the north side of Grove Street.
 - b) A pedestrian walkway along the northern edge of the property from Toronto Street to Bayfield Street.
 - c) Provisions for an access directly to Bayfield Street, at mid-block, which will be further explored and finalized at the Site Plan stage for the additional lands owned by the applicant on Bayfield Street. This connection would be used to directly connect the development to Bayfield Street, significantly improving site and neighbourhood walkability, while also providing a secondary means of access/egress.

Future Bayfield Street Intensification Corridor Development Opportunities

37. One of staff’s primary concerns related to the proposed development is that it not sterilize development opportunity along the Bayfield Street Intensification Corridor, or otherwise impede the ability of properties along Bayfield Street to achieve the vision and policies for Intensification in the Official Plan and Intensification Area Urban Design Guidelines.
38. The proposed concept plan includes a north-south internal street along the eastern property line intended to create an opportunity for future redevelopment on Bayfield Street by facilitating future vehicular and pedestrian connections to developments on Bayfield Street by providing rear access for parking, servicing and loading areas.
39. In an effort to illustrate that the Bayfield Street Intensification Corridor would not be negatively impacted by the subject development, the applicant created a ‘test-fit’ sketch of a possible redevelopment scenario for the impacted properties along Bayfield Street (shown in Appendix “D”). The sketch illustrates that there is enough space to accommodate a double-loaded mid-rise building along Bayfield Street. Staff note that there are pinch points on the southern half of the block, where properties along Bayfield Street only have a depth of 32 metres, which may impact the feasibility of redevelopment; as an efficient underground parking layout typically requires 36 metres. To address this issue, the owner/applicant has acknowledged that they may be required to provide an easement in order to provide enough space for an efficient underground parking facility and to provide sufficient access for the Bayfield Street properties.

40. While the subject development may not impact the physical viability of achieving the intensification goals of the Bayfield Street corridor, Staff cannot be certain at this point in time that redevelopment projects along Bayfield Street would be financially viable, due to costs associated with the required underground parking facilities. Should Council accept Staff's recommendation and proceed with the development, the City may need to further explore the financial impacts to the Bayfield Street properties and create special zoning provisions or other development incentives to achieve the desired form of redevelopment.

Open Space and Neighbourhood Amenity

41. The proposed concept plan creates a centralized amenity and neighbourhood "core". The Amenity Centre was moved to accommodate the repositioning of Building "C" and is now attached as a podium to Building "A" which overlooks and activates a central community square open space. The openness of the square would provide desirable ground-level site lines and congregation areas, and is intended to help encourage pedestrian connection through the site to the Amenity Centre as well as to Grove Street and to Bayfield Street if/when a direct access is established.

Policy Context

Provincial Policy

42. The Provincial Policy Statement recognizes the management and direction of land use to achieve efficient development to accommodate an appropriate range and mix of land use patterns, protecting resources for economic or environmental benefit and directing development away from areas of public health or safety risk. Land use is to efficiently use infrastructure and public service facilities, while encouraging a compact, mixed use development form that incorporates compatible employment uses. New housing and higher residential densities shall be directed to locations that efficiently use land, infrastructure and public services and support active transportation and transit.
43. The site is located within the built-up area of the City of Barrie. The redevelopment of the site with apartment buildings and townhouses is an efficient use of land and resources, and takes advantage of the existing and planned public service facilities and infrastructure. The site is in close proximity to numerous amenities and destinations including 2 Public Schools and 1 secondary school, five Barrie Transit stops, Downtown Barrie and the Bayfield Street commercial street corridor.
44. Bayfield Street has been identified as an Intensification Corridor in the City's Official Plan and is adjacent to the site. The high density residential redevelopment of the site creates a population base to support and improve the viability of the existing Barrie Transit service as well as a market base to support the envisioned mixed uses and ground floor commercial along Bayfield Street.
45. The design of the site also includes a connection road along the eastern boundary of the site that may facilitate future vehicular and pedestrian connections to Bayfield Street. This connection road may aid in the future redevelopment of Bayfield Street in keeping with the City's vision for this area.
46. The City of Barrie Official Plan envisions mixed use and ground floor commercial uses to occur along the Bayfield Street frontage and at the intersection of the node. Due to the widening of Bayfield Street, the envisioned pedestrian walkways along Bayfield Street and the proximity to the Hwy 400 ramp there will be limited availability for store front parking. As a result, this proposed development will provide an important population base to support these proposed street front commercial uses and serve as a catalyst for redevelopment in the area. Planning for, and allowing this future road connection may facilitate mixed use mid-rise development along Bayfield Street by

providing a rear access for parking, servicing and loading areas associated with mixed uses developments.

47. The Places to Grow Growth Plan for the Greater Golden Horseshoe (The Growth Plan) is intended to provide direction for municipalities in areas related to intensification with a focus on compact communities that reduce the rate at which land is consumed and densities that are transit supportive. The Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
48. The proposed development is consistent with the Provincial Policy Statement and The Growth Plan in that it will result in the creation of additional residential units of a more compact form, creating an efficient land use pattern.

Official Plan

49. The Official Plan identifies the City as the regional growth centre for the area and Simcoe County's principal urban area in terms of population, employment and the delivery of services. The Official Plan directs growth to be achieved through a mix of new development and intensification.

Intensification Node and Locational Criteria

50. The subject lands are just outside the area defined as City Centre and adjacent to lands defined as the Bayfield Intensification Corridor. A portion of the lands are located within the Bayfield/Grove Streets primary intensification node; however, do not have frontage within the Node. See Appendix "E".
51. In accordance with Section 7.0, Interpretation, the land use designations shown on the Schedules to the Plan represent relationships rather than strict and absolute conditions, representing predominant land uses and not preclude small pockets of other land uses consistent with the pertinent policies of the Plan.
52. The entirety of the subject lands are proposed for redesignation. Given the majority of the site falls within the intensification node, the application is being evaluated based on residential and intensification policies associated with the Nodes and Corridors.

Residential Goals and Policies

53. The Goals identified in Section 4.2, Residential, guide the location and form of residential land use. Goals include the creation of complete communities at densities that support transit use, multi-model transportation and contribute to the municipality achieving intensification and density targets
54. The Bayfield Street corridor and Grove Street node envisions mixed use and ground floor commercial uses at densities in the order of 50-120 units per hectares and building heights in the order of 8 storeys. Due to the proposed widening of Bayfield Street and the Highway 400 interchange improvements, Bayfield Street redevelopment may be impacted in its ability to provide higher density, pedestrian oriented mixed use. The proposed high density residential development would provide a population base to support Bayfield and Grove redevelopment for commercial uses. In addition, design of the development proposes to accommodate pedestrian connections to Bayfield Street as well as a secondary access for vehicular movement along the east end of the site to accommodate lots fronting Bayfield Street.

55. Official Plan Goals include that the location and design of residential development should enhance compatibility between dwelling types at different densities and minimize potential conflict between incompatible land uses. In addition, new development shall be planned in the medium and high density categories which encourage mixed use and high quality urban design for development within the intensification areas while continuing to support the integrity of stable neighbourhoods.
56. The original concept proposed by the applicant included the dedication of parkland to the City and a private park block. See Appendix "B". The parkland proposed in the north westerly location was partly to buffer the redevelopment of the site to the Grove Street residents. Further discussions and consideration between City staff and the applicant concluded that the location and configuration of the proposed parkland block would not be desirable to the general public given that it did not have street presence, safety was a concern, its configuration and topography would not allow for sufficient recreational programming or easy access and identifiable public access or for municipal maintenance. Alternative parkland options were explored.
57. The original proposal included a 4th residential 19 storey tower adjacent to Grove Street. With the removal of the parkland block, the development was redesigned to provide a more sensitive transition from the Grove Street residential low density development with the provision of medium density, 2, 4 and 8 storey buildings, while also providing a generous green buffer at the rear of the north Grove residents. In addition the proposed residential towers were reconfigured to Highway 400, further transitioning the high density away from Grove Street. Given the City vision for mixed use medium density development along Bayfield Street, the repositioning of the high density towers to Highway 400 also provides a transition from the future medium density redevelopment on Bayfield Street to high density at Highway 400. A privately owned public open space is provided at central to the site complementing the private amenity space.

Historic Neighbourhood Special Policy Area

58. The subject lands are located within the Historic Neighbourhood Defined Policy Area, as established in OPA 54 of the Official Plan. The boundary of this Defined Policy Area corresponds with the historic neighbourhoods areas identified in the Historic Neighbourhood Strategy (HNS).
59. The area bounded by Toronto, Grove and Bayfield Streets was not specifically identified as an area with historic cultural significance. As such, no specific HNS provisions are required.

Zoning

60. The subject lands are currently zoned Institutional (I) and Residential Multiple Dwelling First Density (RM1). A zoning of Residential Apartment Dwelling Second Density (RA2-2) with Special Provisions has been proposed to permit the construction of 4 apartment buildings, ranging in height from 4 - 24 stories, as well as a 2-storey amenity building.
61. Staff consider RA2-2 with Special Provisions to be an appropriate zoning for the lands based on the following rationale:
- a) That residential intensification on the site is appropriate, based on location close to the Bayfield Street Intensification Corridor, a major road network which can be well-served by pedestrian connections and existing transit. The site is also designated in the Official Plan as a Primary Intensification Node.
 - b) That the City should leverage every opportunity for meaningful intensification in Nodes and Corridors in order to achieve Provincial and City targets.

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- c) That, while the site is located within a Primary Intensification Node, commercial uses are not necessarily desirable or viable along Grove Street, nor internally within the development. As a result, the land is better suited to provide an important population base to support the vision for active and animated street-front commercial uses along Bayfield Street and serve as a catalyst for further redevelopment in the area.
 - d) That the site provides an opportunity to create a visual gateway into Downtown Barrie and the waterfront, being that it is one of the highest points in the City, capitalizing on views over the city and Kempenfelt Bay. Tall buildings also.
 - e) That, as demonstrated through the applicant's Planning Justification Report, Functional Servicing Report, and Traffic Impact Study, the site will be able to adequately accommodate the proposed density with existing and proposed infrastructure and service improvements.
 - f) That, with a rental vacancy rate of 2.2% in the City of Barrie, rental units would help to meet market demands while providing some housing choice and affordability. The proposed development will provide a significant increase in needed supply of rental units in the City of Barrie. Its proposed 918 units would increase the supply of private rental apartments Barrie-wide (currently 3,585 units) by approximately 25% and would increase the supply of private rental apartments in Downtown Barrie by approximately 54%. The phased approach of the development may also allow the developer to review the ownership model from time-to-time as the city's housing and rental markets evolve.
62. To accommodate the proposed concept plan, the following Special Provisions are proposed to address site specific variances to the RA2-2 zoning category standards in the City of Barrie's Comprehensive Zoning By-law:

Proposed Variance	Required for RA2-2	Proposed Special Provision	Rationale
Front Lot Line (Shortest Frontage)	Toronto Street	Grove Street	Given the MTO-required closure of Toronto Street, this Special Provision would establish Grove Street as the logical front lot line.
Building Height (Table 5.3)	45 metres	80 metres (or 24 storeys)	Staff are of the opinion that the site can accommodate significant residential intensification, with building heights of up to 24 storeys, based on the rationale provided in the point 54.
Gross Floor Area (maximum % of lot area) (Table 5.3)	200%	290%	
Parking (Table 4.6)	1.5 spaces per residential unit	1.0 space per residential unit	The site is located adjacent to a major transit route with nearby amenities which will reduce parking demand. Recent trends and planning best practice used in the City of Barrie and other municipalities also utilizes reduced parking rates in intensification areas.
Permitted Uses	Community Centre not permitted	Community Centre as a permitted use	In future development applications, Planning Staff would like to explore the possibility of opening the proposed 'amenity centre' facility to the wider community with the applicant.
Parking Landscape Buffer Strip (5.3.7.1)	Continuous 3 metres from the abutting lot line with a 2 metre tight board wooden fence	Not required.	To provide for the north-south running "connection" street that will help to facilitate future redevelopment of properties along Bayfield Street.

Side Yard Setback	5 metres	<p>Minimum building setback from the Side Lot Line (the rear and eastern property lines of the lots that front onto Grove Street West) shall be a minimum of 20 metres.</p> <p>The side yard shall only be used for the following Open Space uses:</p> <ul style="list-style-type: none"> • Park • Playground • Playing Field/Court • Passive Uses listed in Table 9.2 • Parking and Drive Aisles • Storm Water Management 	To provide maximum separation between tall buildings and existing single-family detached dwellings on Grove Street.
Apartment Dwellings Landscape Buffer (5.3.7.2)	Continuous 3 metres from the abutting lot line	Not required.	The proposal is to maintain and add to existing trees and landscape between the high density development and single-family detached dwellings along Grove Street.
Secondary Ground Level Access Landscape Open Space Area (5.3.3.2(d))	Where ground level dwellings have a secondary means of access to the exterior, a landscape open space area of 7 metres is to be provided	<p>1.6 metres for units with a ground floor balcony or patio</p> <p>3 metres for units without a ground floor balcony or patio</p>	To animate streetscapes and public spaces, walk up units along Grove Street and internal private streets have been proposed. The envisioned urban condition of the Intensification Node requires reduced landscape areas, while still allowing space for privacy planting and screening.

Affordable Housing

63. From the Planning Justification Report submitted by MHBC Planning for the applicant, it was identified that studio, one bedroom and two bedroom residential rental units provide an appropriate housing type to consider for the “affordable rental” element of affordable housing. The applicant is

prepared to make up to 10% of the units, on a phased approach to construction, available for affordable rental housing subject to government financial subsidies.

64. Council Motion 16-G-218, approved the new Community Improvement Plan (CIP, known as the Built Boundary Community Improvement Plan which provided for financial incentives targeted within the built boundary intensification areas, including the Bayfield and Grove Street primary Intensification Node. Affordable housing grants include a Tax Increment Grant and Affordable Housing charges and fees grant. The value of the charges and fees grant varies based on the type of affordable housing being considered and includes affordable rental housing. The grants are for the equivalent costs of a percentage of the applicable development charges, building permit and planning application fees. Provision of rental housing allows for a grant equal to 25% of development charges, building permit fees and planning fees based on the percentage of affordable rental housing units developed within the project.
65. On October 16, 2017, General Committee will be considering a report that proposes to amend the Built Boundary CIP to include a cash-in-lieu of parkland grant for different categories of affordable housing. In addition, the feasibility and merits of using Section 37 of the *Planning Act*, (bonusing) revenues, to fund the proposed cash-in-lieu of parkland grants are also proposed to be explored. This staff report is the result of City Council motion 17-G-162, passed June 19, 2017, which directed staff to consider this matter following a deputation made by this applicant of the subject lands. Should Council approve the proposed CIP amendment, this project may benefit from additional affordable housing incentives.
66. Federal, Provincial and County financial incentives for the provision of affordable housing are available and become available from time to time by application. Given the proposed density and unit count being sought by the applicant, and City of Barrie CIP financial incentives that are available and may be available in the future, staff find it appropriate and recommend that the requirement for a minimum of 10% of the units be provided at the affordable housing rate as identified by Official Plan policies in order to satisfy policies that achieve a minimum target of 10% of all new housing units per annum. Affordable rental housing is identified as being:
 - a) A unit for which the rent does not exceed 30% of gross annual household income for low and 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.

Site Plan Control

67. Staff acknowledge the collaborative and iterative process undertaken since the Public Meeting to be meaningful yet on-going efforts by the owner/applicant to improve the relationship between the proposed development and its surrounding context. The proposed concept site plan and concept elevations are included as Appendix "A" and "C", respectively, to this staff report for reference purposes.
68. Should the Official Plan and Zoning By-law Amendments be approved, any development on site will be subject to detailed review through the Site Plan process. Some specific elements of site design that will be considered include:
 - a) Building elevations and overall site design;
 - b) Microclimate and shadowing;
 - c) Provision of municipal services and stormwater management;

- d) Movement and accessibility;
- e) Emergency access and fire route;
- f) Landscaping and edge management; and
- g) Waste collection and snow storage.

Height and Density Bonusing and Community Benefits

- 69. The Bonusing Policies (Section 6.8) within the Official Plan permit City Council to negotiate community benefits when considering passing a by-law to increase the height and/or density of a development beyond what is currently permitted in the Zoning By-law. In this case, the applicant is proposing a zoning by-law amendment that includes permission for increased height and density over and above what the current RA2-2 zoning would permit. As such, the Bonusing Policies for the purpose of obtaining community benefits could be applied.
- 70. The City of Barrie's Section 37 Bonusing Committee met on October 2nd 2017 to consider the application for an Official Plan Amendment and Zoning By-law Amendment for the property known as 10, 14, 18, 20, 22 and 24 Grove Street West.
- 71. Given that the significant height and density increases being proposed, should Council approve the OPA and ZBLA the Committee recommends that the developer provide community benefits as part of this application. The Committee recommends that the community benefit be calculated as 25% of the uplift in land value of the property, as approved by Council. Such land value shall be determined based on a professional land appraisals, submitted in a form acceptable to the City.
- 72. Should Council deem it appropriate to approve the requested planning application, a Holding Provision should be included with the approval such that the Zoning does not come into effect until a final land appraisal (acceptable to the City) is submitted to the Committee allowing for final calculation of the Section 37 benefit. Such process shall be completed to satisfaction of the Committee and the holding provision is for the sole benefit of the City.
- 73. The Committee further recommends that the details of the community benefit be further defined in a staff report prior to adoption of the implementing zoning by-law, as required under the Planning Act. The City of Barrie's Section 37 Bonusing Committee recommendations can be found in Appendix "F".

ENVIRONMENTAL MATTERS

- 74. There are no specific environmental matters related to the recommendation.

ALTERNATIVES

- 75. The following alternative is available for consideration by General Committee:

Alternative #1 General Committee could refuse the subject Zoning By-law Amendment application and maintain the existing Residential Single Detached Dwelling First Density (R1) zoning over the subject lands.

This alternative is not recommended as this proposal is consistent with Provincial and municipal policy.

FINANCIAL

Parkland

76. New cash in lieu of parkland policies came into effect on July 1, 2017. For medium and high density residential development, the unit rate is \$5000 per unit. The development proposes 918 residential units which would result in the payment of \$4,590,000.

Development Charges

77. The proposed residential development will generate \$20,819,744 in development charges at the time of building permit. The breakdown is as follows.

Suite Type	# Suites	Amount Per Dwelling	Total Dollar Amount
3BR – Stacked Townhouses	5	\$32,503	\$162,515
2BR – Stacked Townhouses	11	\$32,503	\$357,533
2BR – Apartments	394	\$26,808	\$10,562,352
1BR – Apartments	441	\$19,168	\$8,453,088
Studio – Apartments	67	\$19,168	\$1,284,256
Total # of Suites	918		\$20,819,744

Education Development Charges

78. The Education Development Charges for residential uses is calculated at a rate of \$1,759 per unit. At 918 units, the education development charges would total \$1,614,762.

Property Tax

79. The subject YMCA lands currently do not pay any municipal property taxes.
80. From the 2016 BMA Study (2017 figures not yet released), lands developed for mid to high rise residential development has a tax value of \$1,325 per unit. At 918 units the increase as a result of a change in land use would result in a property tax increase of \$1,216,350.

Building Permit Fees

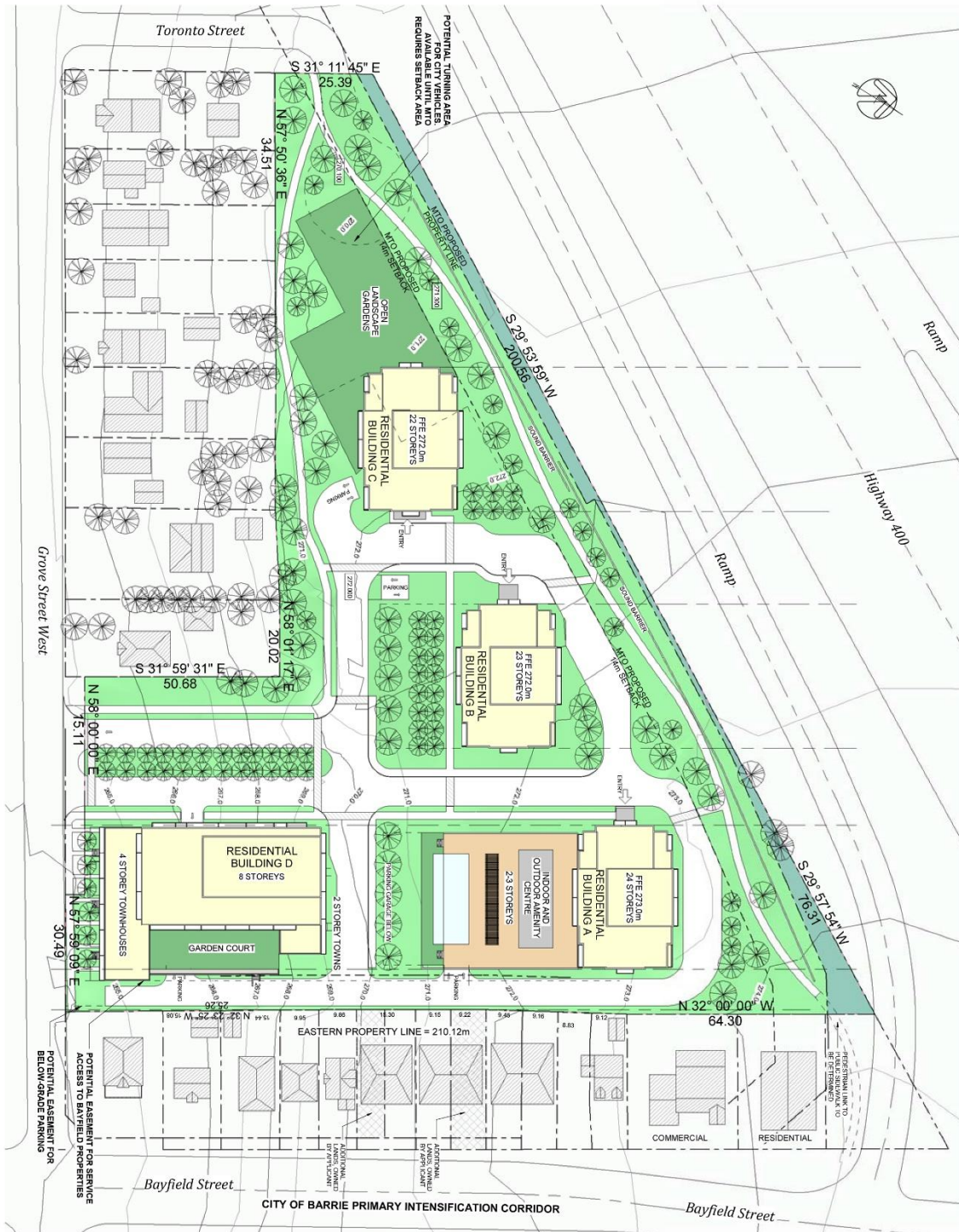
81. Building permit fees for this type of development are based on square metres of construction area. Rates for apartment dwellings are currently \$19.10m² and the amenity community centre is charged \$21.20m². Zoning charges are \$70 for the first 10 dwelling units and \$35 for each unit thereafter. At this stage in the planning approval process the final square metre area for the development is unknown. However, the amenity centre is proposed to be 2,136m² which would yield a building permit review fee of \$40,797.60 and a zoning review fee of \$700 for the first 10 units and \$31,780 for the remaining 908 units (total \$32,480).

LINKAGE TO 2014-2018 STRATEGIC PLAN

82. The recommendations included in this Staff Report relate to the Inclusive Community and Responsible Spending pillars of the 2014-2018 Strategic Plan. More specifically, the recommendations aid in achieving the goals under each respective pillar.
83. If approved, this infill development is an opportunity to efficiently use the City's land and resources by integrating population into an area with existing infrastructure, transit and amenities. The development apartment buildings at this location will contribute to a more affordable variety of housing options, including rental tenure, in an existing neighbourhood.

Attachments: Appendix A – Proposed Concept Site Plan
Appendix B – Original Concept Plan and 3D Perspectives
Appendix C – Proposed Conceptual Building Elevation Studies
Appendix D – Applicant's Bayfield Intensification Corridor Proof-of Concept Sketch
Appendix E – Official Plan Schedule I: Intensification Areas Map
Appendix F – City of Barrie Section 37 Bonusing Committee Memo
Appendix G – Draft Official Plan Amendment Map
Appendix H – Draft Official Plan Amendment
Appendix I – Existing Zoning By-law Map
Appendix J – Draft Zoning By-law Amendment Map
Appendix K – Draft Zoning By-law Amendment
Appendix L – Technical Studies Overview
Appendix M – Public Input and Staff Responses

APPENDIX "A"
Proposed Concept Site Plan



APPENDIX "B"
Original Concept Plans and 3D Perspectives



Figure 1: Original Concept – Site Plan



Figure 2: Original Concept - Massing

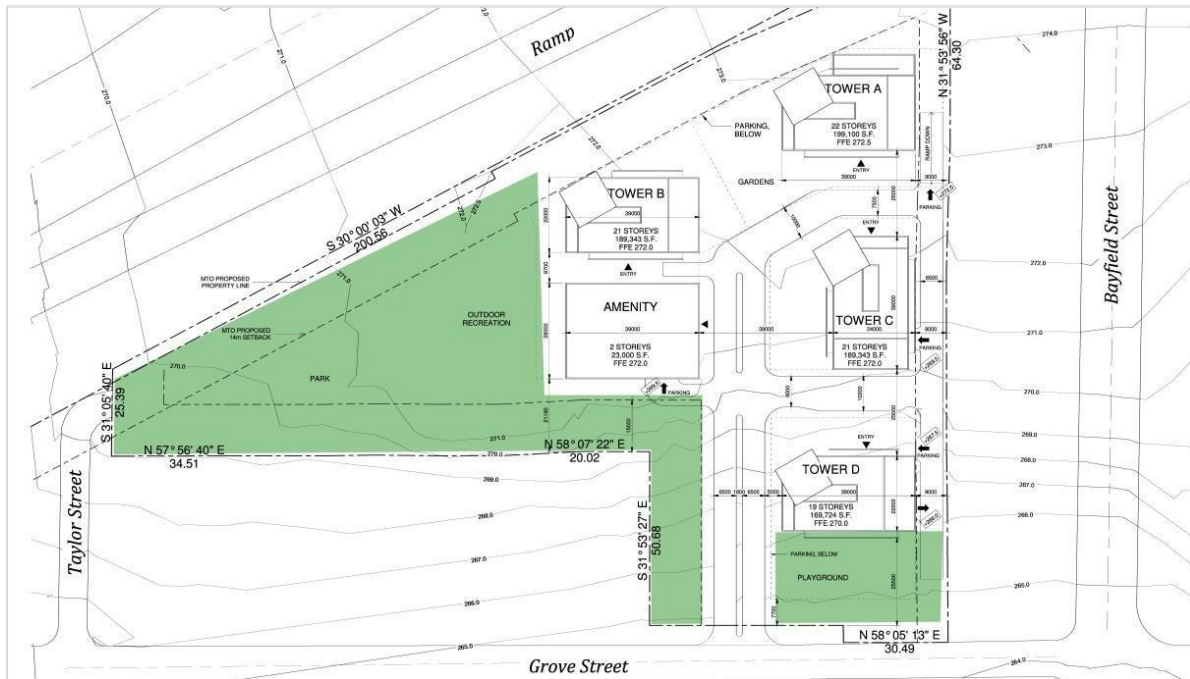


Figure 3: Original Concept – Proposed Parkland

APPENDIX "C"
Proposed Conceptual Building Elevation Studies



Figure 1: Building A and Amenity Centre - West



Figure 2: Building A and Amenity Centre - North



Figure 3: Building A and Amenity Centre - East

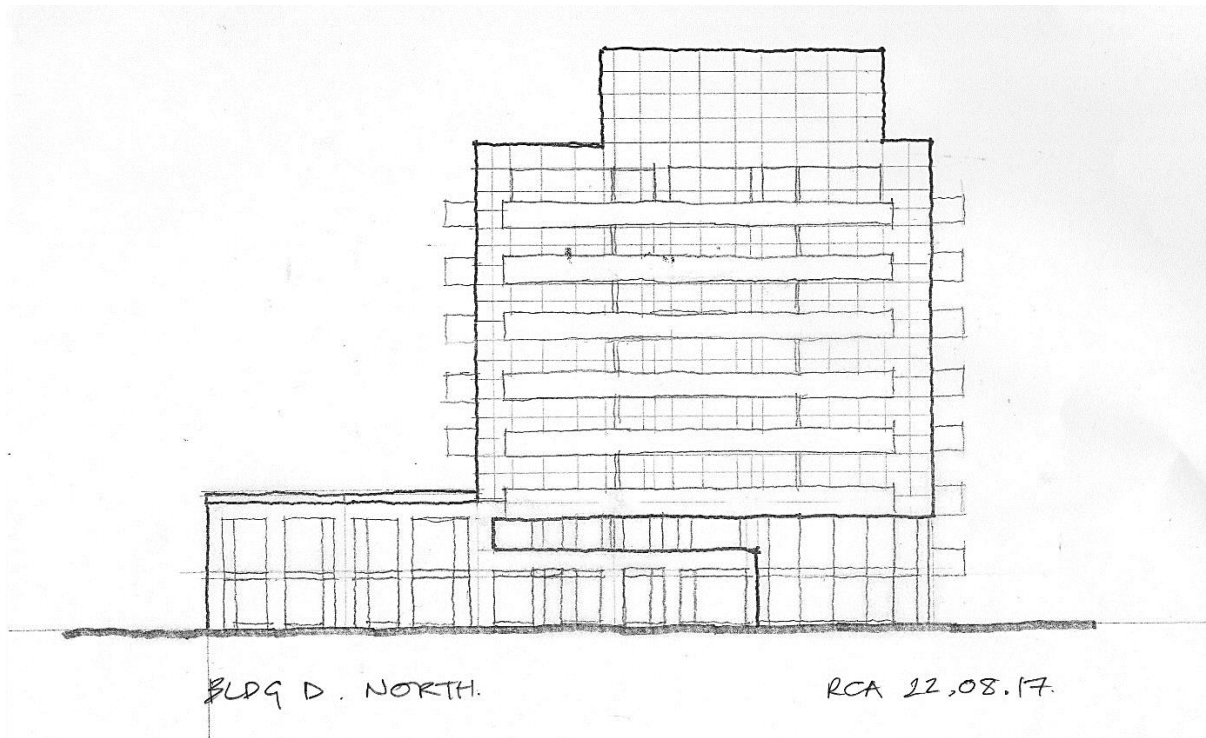


Figure 4: Building D - North



Figure 5: Building D - South

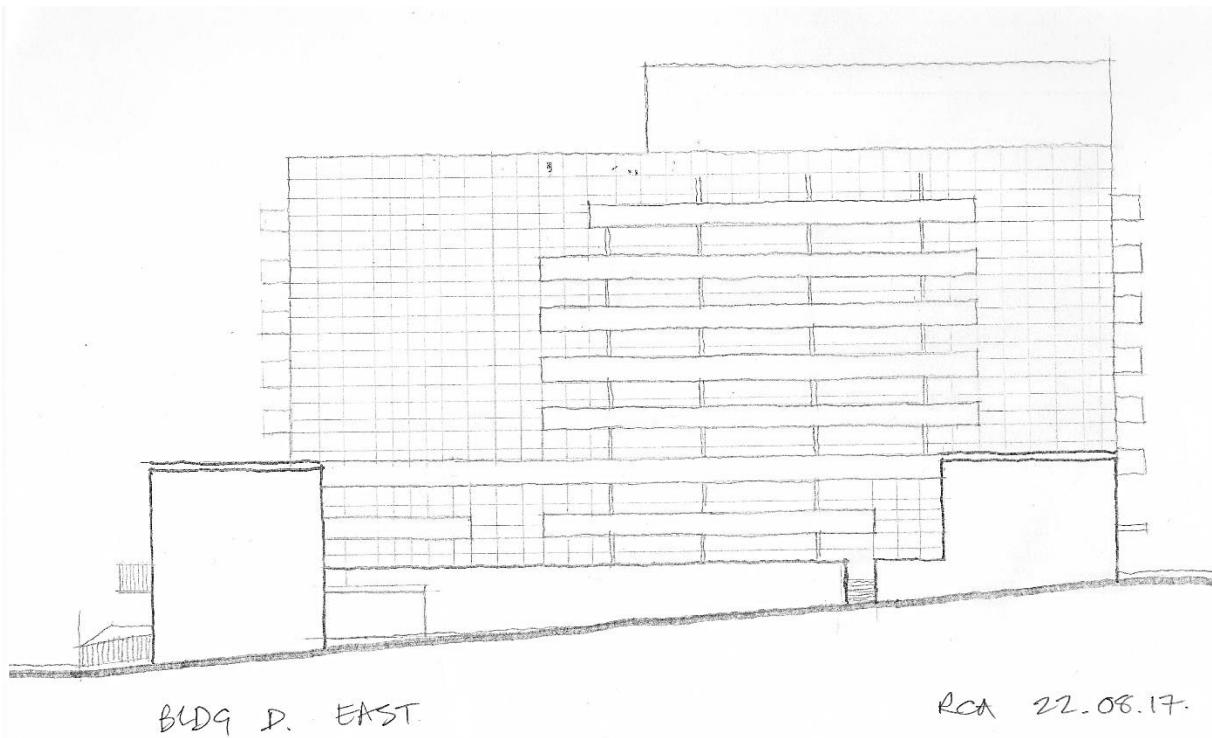


Figure 6: Building D - East

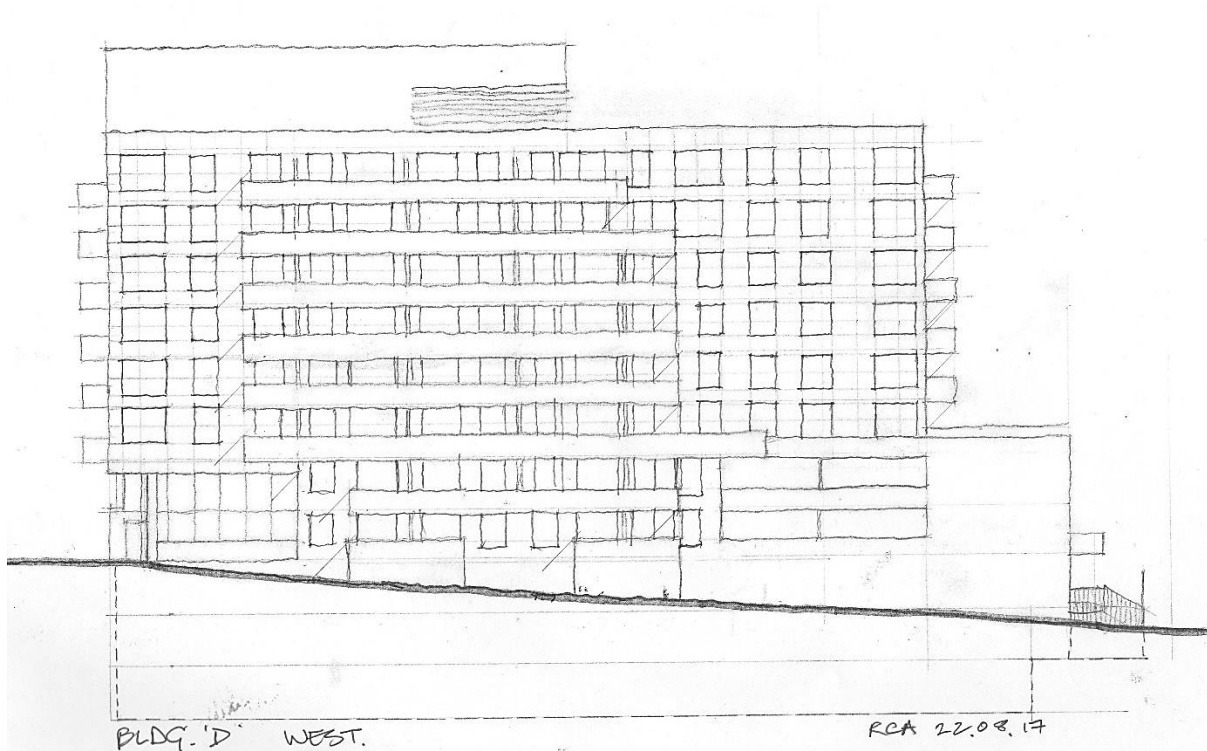
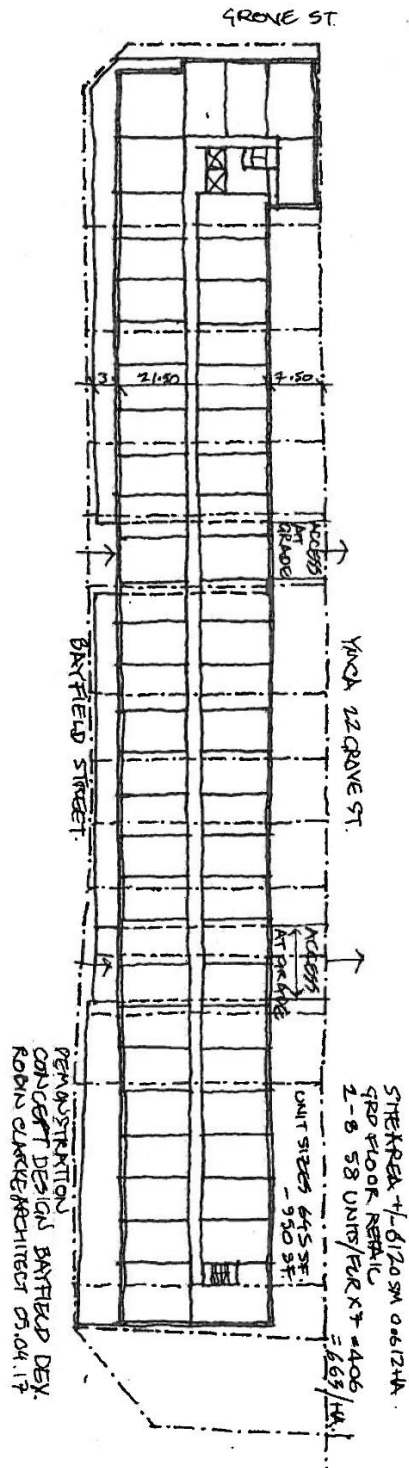


Figure 7: Building D - West

APPENDIX "D"
Bayfield Intensification Corridor Proof-of-Concept Sketch



APPENDIX "E"
Intensification Node and Corridor Map



APPENDIX "F"
City of Barrie Section 37 Bonusing Committee Memo



MEMORANDUM

**TO: ANDREA BOURRIE, DIRECTOR OF PLANNING AND BUILDING SERVICES
JANET FOSTER, SENIOR PLANNER**

**FROM: ZVI LIFSHIZ, EXECUTIVE DIRECTOR INVEST BARRIE
DAWN MCALPINE, GENERAL MANAGER CORPORATE & COMMUNITY
SERVICES
CRAIG MILLAR, DIRECTOR DEPARTMENT OF FINANCE**

**RE: SECTION 37 RECOMMENDATION FOR THE PROPERTY KNOWN AS 10, 14, 18,
20, 22 AND 24 GROVE STREET WEST**

DATE: OCTOBER 10, 2017

The City of Barrie Section 37/Bonusing Committee met on October 2, 2017 to consider the application for OPA and ZBLA for the property known as 10, 14, 18, 20, 22 and 24 Grove Street West.

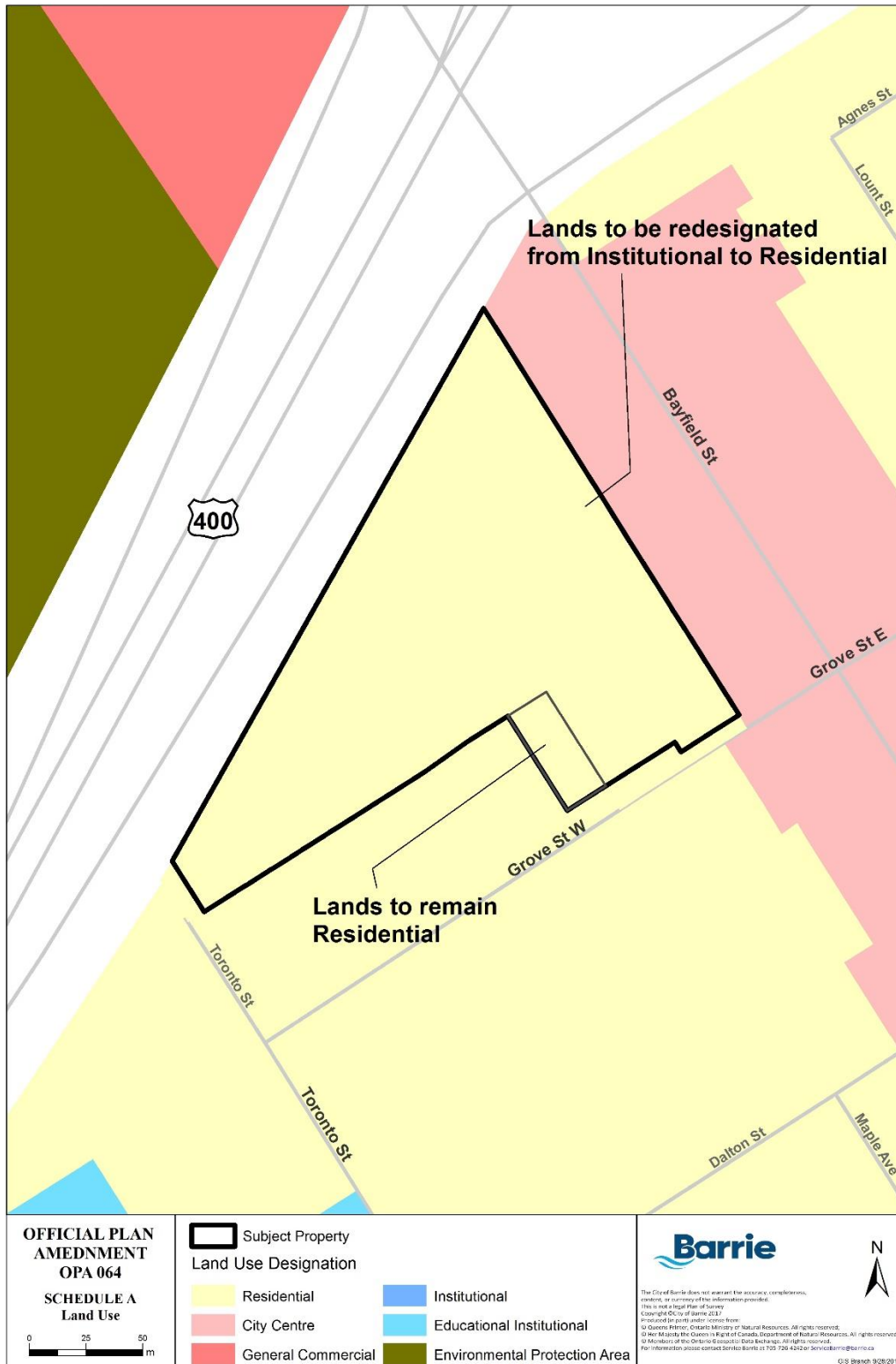
Planning staff provided an overview of the project and their professional recommendation with respect to the rezoning application to RA2-2, with a special provision allowing increased density. Planning Staff believe that requested density of 365 units per hectare, and a building height of up to 80m (or 24 storeys) is appropriate at this location.

Based on Planning Staff's opinion with respect to density, the Committee confirms that this property should be subject to density bonusing provisions under Section 37 of the Planning Act. The Committee recommends that the community benefit be calculated as 25% of the total uplift value of the property, as approved by Council. Such land value shall be determined based on a professional land appraisal, submitted in a form acceptable to the City.

Should Council deem it appropriate to approve the requested planning application, a Holding Provision should be included with the approval such that the Zoning does not come into effect until a final land appraisal (acceptable to the City) is submitted to the Committee allowing for final calculation of the Section 37 benefit. Such process shall be completed to satisfaction of the Committee and the condition/holding provision is for the sole benefit of the City.

The Committee further recommends that the details of the community benefit be further defined in a staff report prior to adoption of the implementing zoning bylaw, as required under the Planning Act.

APPENDIX "G"
Draft Official Plan Amendment Map





APPENDIX "H"
Draft Official Plan Amendment

**PROPOSED OFFICIAL PLAN AMENDMENT
FOR GROVE STREET REDEVELOPMENT**

AMENDMENT NO. ____

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. __ to the City of Barrie Official Plan.

Also attached is **PART C - THE APPENDIX**, which consists of the documents in support of this Amendment in the form of background information. This section does not constitute part of the actual Amendment.

PART A – THE PREAMBLE

Purpose

The purpose of this amendment is to redesignate the subject lands from “Institutional” to “Residential”, and a portion of the subject lands shall remain designated as “Residential” and add a new section to the Defined Policy Area that allows the site to be developed with four apartment buildings, townhouses, and an amenity building up to a density of 365 units per hectare. The development is proposed to be phased and the existing YMCA facility will continue on the subject lands for an interim period until it is relocated to another location in Barrie. This amendment will be accompanied by an implementing Zoning By-law Amendment, with an application for Site Plan Approval to be submitted in the future.

Location

The properties subject to this amendment are legally described as Part of Park Lot 6 and 7, Registered Plan 135 and municipally known as 10, 14, 18, 20, 22 and 24 Grove Street West and PIN 58801-0400 in Barrie (the site), and are located west of the corner of the intersection of Bayfield Street and Grove Street West. The site has an area of approximately 2.64 ha and contains a two-storey YMCA facility, one-storey YMCA office building, two one-storey single detached dwellings and accessory building. The YMCA facility is reaching the end of its current life span and is proposed to be relocated to another location in Barrie.

Basis

A portion of the site is designated “Institutional” and a portion of the site is designated “Residential” in the Official Plan. In order to allow the proposed residential development on the site, an Official Plan Amendment (OPA) is required to redesignate a portion of the site from “Institutional” to “Residential and to maintain the “Residential” designation of a portion of the subject lands.

Since the site is proposed for intensification and redevelopment, supplements the range of housing types within the City and makes use of existing municipal water, sewer and transportation infrastructure, among others, the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe (Growth Plan) while being consistent with the Provincial Policy Statement (PPS).

The portion of the site that is proposed for development is identified as being within a Primary Intensification Node on Schedule I of the OP. The proposed amendment would contribute to intensification through the development of a high density residential use on underutilized lands. The property is also consistent with a number of general policies in section 4.2 (Residential) of the OP. The proposed “Residential” designation permits all forms and tenure of housing and the Mixed Use policies permit a variety of residential, commercial, institutional uses and encourages medium and high density residential uses in a range of types, sizes, affordability, and tenure. This designation is appropriate for the site given its location within the Intensification Node.

The OPA will facilitate the redevelopment and intensification of a residential use for a portion of the site with a residential unit density of 365 units per hectare. Since the portion of the site that is proposed for development is identified as being within a Primary Intensification Node, Section 4.2.2.3 (c) 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 relevant policies of this Plan has been approved.”

Section 4.2.2.3(b) 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 redevelopment is located in a Primary Intensification Node and satisfies the general location criteria, as outlined below:

- i) by being adjacent to Grove Street, a collector road, and in close proximity to Bayfield Street, an arterial road;
- ii) in close proximity to five Barrie Transit service stops and regional transit, Barrie North Collegiate Institute, Oakley Park PS and Hillcrest PS, Queen's Park and Sunnidale Park, commercial development on Bayfield Street and the City Centre; and
- iii) planned services and facilities such as roads, water, wastewater and other municipal services are adequate for the proposed development.

PART B – THE AMENDMENT

Details of the Amendment

The Official Plan is amended by altering as follows:

Add a section to the Defined Policy Area which states:

“Lands redesignated from “Institutional” to “Residential” and lands that remain designated “Residential” on Schedule C, located on the north side of Grove Street West and legally described as Part of Park Lot 6 and 7, Registered Plan 135 shall allow for a residential density of 365 units per hectare.”

Schedule A – Land Use Plan is hereby amended by redesignating the lands legally described as Part of Park Lot 6 and 7, Registered Plan 135 by redesignating a portion of the lands from “Institutional” to “Residential”, and maintaining the “Residential” designation of a portion of the subject lands, as shown on Schedule “A” attached hereto and forming Part of this Amendment.

Schedule C – Defined Policy Areas is hereby amended by designating the lands legally described as Part of Park Lot 6 and 7, Registered Plan 135, in the City of Barrie, that are designated “Residential” and to be redesignated as “Residential” to “Defined policy Area”, as shown on Schedule “A” attached hereto and forming Part of this Amendment.

Implementation

Subsequent to the adoption of this Amendment, Council will pass a by-law amending Zoning By-law 2009-141 as amended, as it relates to the site by rezoning these lands into a site specific Residential Apartment Dwelling Second Density – 2 Special Provision RA2-2 (SP-XX) Zone.

Interpretation

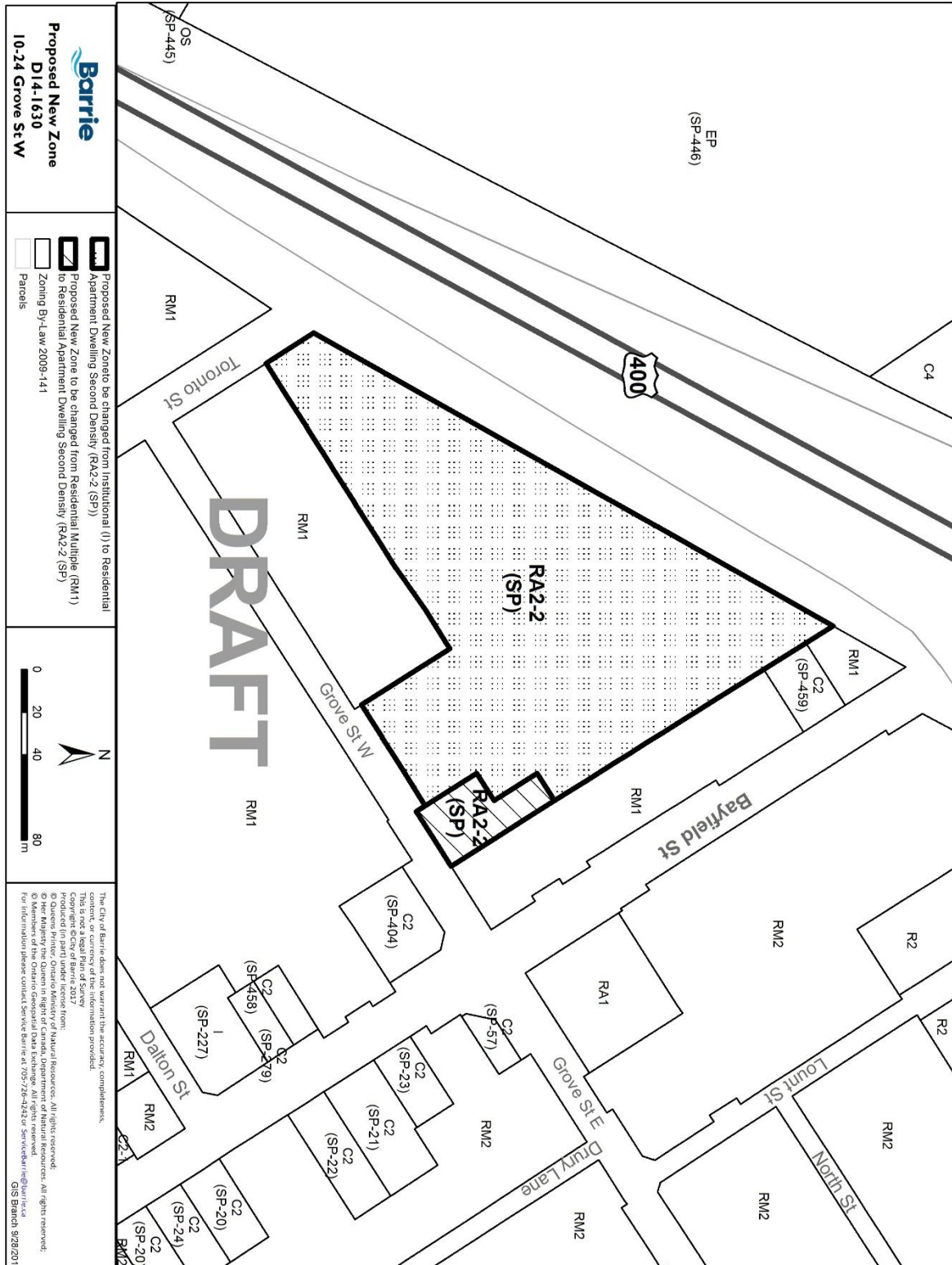
The provisions of the Official Plan as amended from time to time shall apply in regard to this Amendment.



PART C – THE APPENDIX

APPENDIX "I"
Existing Zoning By-law Map





APPENDIX "K"
Draft Zoning By-law Amendment

Draft Zoning By-law Amendment



Bill No. XXX

ZONING BY-LAW AMENDMENT FOR GROVE STREET REDEVELOPMENT

BY-LAW NUMBER 2017 – XX

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 The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to re-zone the lands being Part of Park Lot 6 and 7, Registered Plan 135 City of Barrie, County of Simcoe from Institutional (I) and Residential Multiple (RM1) Zone to the Residential Apartment Dwelling Second Density – 2 Special Provision RA2-2 (SP-XX) Zone.

AND WHEREAS, the Council of the Corporation of the City of Barrie adopted Motion XXXXX;

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts that the City of Barrie Comprehensive Zoning By-law 2009-141 be amended as follows:

1. **THAT** the zoning map is amended to change the zoning of the lands being Part of Park Lot 6 and 7, Registered Plan 135 City of Barrie, County of Simcoe from Institutional (I) Zone and Residential Multiple (RM1) Zone to Residential Apartment Dwelling Second Density – 2 Special Provision RA2-2 (SP-XX) Zone in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** Section 5.2 of the Zoning By-law is amended as follows:

Notwithstanding the permitted uses in Table 5.2, a Community Centre, Park, Playground, Playing Field/Court and Passive Open Space Uses as listed in Table 9.2 are also permitted uses;
3. **THAT** as it relates to the identification of lot lines the following shall apply:

Front Lot Line – shall be bounded by Grove Street West;

Rear Lot Line – shall be bounded by the Highway 400 right of way;

Side Lot Line East – shall be bounded by the rear property lines of the lots which have frontage on to Bayfield Street;

Side Lot Line – shall be all other lot lines.

4. **THAT** for the purpose of applying zoning provisions in the event of future severances, the boundary of the zones on site shall be used, and not individual property lines of any future lots;
5. **THAT** the applicable standards of Section 4.0, Section 5.0 and the RA2-2 zone shall apply except for the following:

Standard	Provision
Total GFA Max % of Lot Area (Table 5.3)	290%
Building Height (Maximum) (Table 5.3)	24 storeys or 80m
Parking (Table 4.6)	1 space per dwelling unit
Parking Landscape Buffer Strip (5.3.7.1)	Not required.
Apartment Dwellings Landscape Buffer (5.3.7.2)	Not required.
Secondary Ground Level Access Landscape Open Space Area (5.3.3.2(d))	For dwelling units with a ground floor balcony or patio a minimum of 1.6m in depth is required. For dwelling units without a ground floor balcony or patio a minimum of 3m in depth is required.
Side Yard Setback	Minimum building setback from the Side Lot Line which is the rear and eastern property lines of the lots that front onto Grove Street West shall be a minimum of 20 m. This side yard shall only be used for the following Open Space uses: <ul style="list-style-type: none"> • Park; • Playground; • Playing Field/Court • Passive Uses listed in Table 9.2 • Parking and drive aisles; • Stormwater management.
Permitted Uses	Community Centre



(Table 5.2)	
-------------	--

6. THAT all other provisions of Zoning By-law 2009-141 shall apply;

7. THAT this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this xx day of xx, 20xx.

READ a third time and finally passed this xx day of xx, 20xx.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – DAWN A. MCALPINE

APPENDIX "L"
Technical Study Descriptions

Urban Design Brief (prepared by Robin Clarke Architect, March 2017): This study provides an overview of the policies and guidelines that direct urban design within the City of Barrie. The study confirms that the proposed development is generally consistent with Policy 6.5 Urban Design Guidelines of the Official Plan and the Intensification Area Urban Design Guidelines.

Planning Justification Report (prepared by MHBC Planning, March 2017): This study provides an overview of the policies, both municipal and provincial that direct development. The study confirms that the development is consistent with the Provincial Policy Statement, the Growth Plan, and the City of Barrie Official Plan.

Traffic Impact Study (prepared by JD Engineering, February 6, amended September 13, 2017): This study provides an overview of existing traffic infrastructure and capacity, planned road improvements, and how the proposed development may impact the traffic network. The study confirms that the development will have minimal impacts to Level of Service (LoS).

Functional Servicing Report (prepared by Gerrits Engineering, February 2017): This study provides a review of the proposed site servicing and stormwater management associated with the proposed development. It reviews existing and proposed conditions for sanitary and water servicing, pre and post-development flow rates, quantity and quality control, phosphorus and water budget, and erosion and sediment control for stormwater management. The report concludes that sanitary and water servicing can be implemented to City standards, and that stormwater management measures can be implemented to meet all required runoff and surface water criteria.

Arborist Report and Tree Inventory Plan (prepared by MHBC Planning, February 6, 2017): This study reviews onsite trees, their ability to be retained, and any potential impacts on adjacent property. Study recommendations will be further reviewed and implemented as part of the future Site Plan Control process.

APPENDIX "L"
Public Input and Staff Responses

Neighbourhood Meeting

A Neighbourhood Meeting was held on May 3, 2017. There were 40+ people from the public in attendance. Favourable comments were received regarding the need for more residential rental units in Barrie. The general concerns / questions expressed by area residents are identified and addressed below:

1. Building Height, Density, Impacts to Existing Neighbourhoods and Shadowing

Members of the public raised concerns about the proposed built form being too dense and too tall compared to the surrounding built form. In response, the applicant worked with staff to re-design the proposal including a change in built form and reorientation of the buildings to minimize shadowing impacts and create an improved transition in building heights to surrounding lower density residential areas. Staff offer that the proposal is generally consistent with provincial and municipal policy as it supports appropriately located intensification in a designated intensification node along arterial roads, near amenities, and with access to transit.

With all factors considered, the proposed development is considered an appropriate transition between the adjacent low density residential development to the south and higher densities towards the north and east (along Highway 400 and the Bayfield Street Intensification Corridor).

2. Traffic Impacts

Residents expressed concerns with the development's impact on existing traffic. A Traffic Impact Study was submitted with the application which found no significant impacts to the Level of Service for the area. Additionally, the Bayfield Street Environmental Assessment (EA) identifies roadway improvements to be built out in approximately 2028. A Grove Street EA is expected to be completed in 2018. Finally, in response to the resident concerns, the applicant has worked with staff to make provisions for a potential site access at Bayfield Street at the mid-block, using other lands owned by the applicant. This site access opportunity will be further explored and studied throughout the Site Plan process.

Residents also expressed concerns with the timing impacts associated with Grove Street, Bayfield Street and Highway 400 widenings. Unfortunately, the timing of the Highway 400 improvements will be established by the MTO, leaving little opportunity for the City of Barrie to control the timing of this widening.

Residents also identified the lack of a public sidewalk along the north side of Grove Street as a concern, but were also concerned about the impacts of a Grove Street road widening on neighbouring properties. Difficult vehicle turning movements from Bayfield Street to Grove Street were also highlighted as a significant concern. In response, the applicant has indicated that they are willing to pay to construct a sidewalk along the north side of Grove Street and work with the City to establish an appropriate road design for the Grove Street Right-of-Way.

Finally, there was a request for signals or a pedestrian crosswalk at the proposed entrance to the development. The Traffic Section has identified this as unnecessary, as the Grove and Bayfield crosswalk will be the primary crossing point.

3. Construction Impacts

Residents were concerned with construction access routes and the 10 year duration to full build out. They also expressed concern about structural foundation impacts to existing homes as a result of construction (drilling/blasting). Access to Grove Street will be the primary construction access, however, an access to

Toronto Street may also be available. Issues of constructability will be dealt with during the Site Plan process.

4. Site Drainage

Drainage concerns were raised, as well as impacts to existing houses down grade, south of subject site. The application includes a Functional Servicing Report which identifies how stormwater will be managed on this site. Ultimately, new development will not be approved without ensuring there are no impacts from stormwater on adjacent property.

Public Meeting

A public meeting was held on June 12, 2017. Two members of the public gave verbal comments and provided correspondence. Concerns expressed regarded associated construction dirt, noise and truck traffic during and after construction. Pedestrian traffic concerns were expressed due to the lack of a sidewalk on the north side of Grove Street as well as vehicle safety due to previous accidents in the vicinity. Concern was also expressed with regard to the proposed high density of the proposal. The response to these issues and concerns have been addressed above.