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| TO: | GENERAL COMMITTEE |
| SUBJECT: | APPLICATION FOR ZONING BY-LAW AMENDMENT (LOTCO LIMITED) – 70 DEAN AVENUE |
| WARD: | 9 |
| PREPARED BY AND KEY CONTACT: | B. CHABOT, PLANNER EXT. #4434 |
| SUBMITTED BY: | A. BOURRIE, RPP DIRECTOR OF PLANNING AND BUILDING SERVICES |
| GENERAL MANAGER APPROVAL: | D. FRIARY GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT (ACTING) |
| CHIEF ADMINISTRATIVE OFFICER APPROVAL: | M. PROWSE, CHIEF ADMINISTRATIVE OFFICER |

RECOMMENDED MOTION

1. That the Zoning By-law Amendment application submitted by The Jones Consulting Group Ltd., on behalf of Lotco Limited to rezone the lands known municipally as 70 Dean Avenue (Ward 9) from Institutional I(SP-457) to Residential Apartment Dwelling Second Density - Special Provisions RA2-1(SP-XXX), be approved.
2. That the following Special Provisions (SP) be referenced in the implementing Zoning By-law 2009-141 for the subject lands:
 - a) Permit a maximum of 0.2 parking spaces per unit as tandem parking, whereas 0 parking spaces per unit are permitted as tandem parking;
 - b) Require any two parking spaces in tandem be assigned for the sole use to the same housekeeping unit, whereas no allocation is specified;
 - c) Permit a maximum height of 9 storeys or 30 metres, whichever is less, whereas a 30 metres maximum height is permitted; and
 - d) Permit a 1.6 metres wide landscape buffer along the rear yard, whereas a 3.0 metres wide landscape buffer would be required.
3. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including the following matters raised in those submissions and identified within Staff Report PLN009-18.
4. That pursuant to Section 34(17) of the *Planning Act*, no further public notification is required prior to the passing of the by-law. (PLN009-18) (D14-1644)

PURPOSE & BACKGROUND

Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application for lands known municipally as 70 Dean Avenue (see Appendix "A" – Draft Zoning By-law Amendment). The effect of the application would be to permit the development of 199 rental apartment units within a building ranging in height from 3 to 9 storeys (see Appendix "B" – Proposed Development Concept and Appendix "C" – Context Plan). Staff are recommending approval of the subject application as the lands are considered to be appropriate to support this form of residential infill development in accordance with both Provincial and Municipal policy.

Location

6. The subject site is approximately 1.33 hectares (3.29 acres) in size, is square in shape, and is located on the north side of Dean Avenue, west of Madelaine Drive. The parcel is legally described as Block 131 on Registered Plan 51M-672.

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

North: Existing single storey, large format commercial development that fronts onto Yonge Street

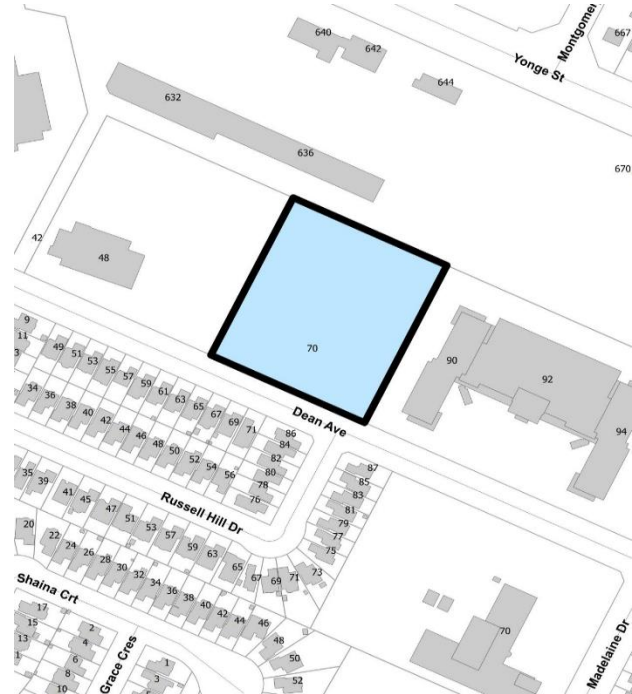
South: Existing single detached residential development

East: Medium density residential (IOOF Seniors' Residence)

West: Painswick Library

Existing Policy

8. In the Official Plan, the property is designated Community Centre Commercial and is located within Defined Policy Area [E]. The site is designated Regional Centre within the Painswick South Secondary Plan and is zoned Institutional I(SP-457) in the City's Comprehensive Zoning By-law 2009-141.
9. The predominant use of the Community Centre Commercial designation includes a broad range of retail and service commercial uses, community facilities, offices, and residential uses. Defined Policy Area [E] permits up to two hectares of high density residential development provided it is consistent with the density and height restrictions as specified in the Painswick South Secondary Plan. The Painswick South Secondary Plan defines high density residential as development no greater than 150 units per hectare in a built form no more than 12 storeys in height, therefore the proposed residential rental units are permitted in accordance with the Official Plan and Secondary Plan policies, however they are not permitted within the Institutional I(SP-457) zone.



Supporting Information

10. In support of the subject application, the following reports and studies were submitted. For additional information with respect to each one, please refer to Appendix "D" – Technical Study Descriptions.
- Planning Justification Report (The Jones Consulting Group Ltd., December 2017)
 - Urban Design Brief (The Jones Consulting Group Ltd., December 2017)
 - Shadow Study (SRM Architects Inc., November 2017)
 - Context/Block Plan (SRM Architects Inc., November 2017)
 - Geotechnical Investigation (WSP, November 2016)
 - Noise Impact Study (R. Bouwmeester & Associates, December 2017)
 - Preliminary Servicing & Stormwater Management Report (The Jones Consulting Group Ltd., December 2017)
 - Traffic Impact Study (JD Engineering, November 2017)

Public Engagement and Amended Concept Plan

11. A Neighbourhood Meeting was held on March 1, 2018 to present the proposed development to local residents. Approximately 100 residents were in attendance in addition to the applicant, their consultants, Ward 9 Councillor Sergio Morales, and planning staff. The questions/concerns expressed at the Neighbourhood meeting are identified and addressed below:
12. Impeding viewscape:
- The proposal includes numerous means of reducing any visual impact to adjacent developments and includes:
- The orientation of the 9 storey portion so that its shadow has minimal impact;
 - The portion of the building that is 9 storeys has a footprint of less than 10% of the total site; and,
 - The 9 storey portion of the building is toward the commercial development, away from the existing low density development to allow for appropriate massing and transition in height.
13. Reduced property values:
- This is not a land use planning matter and has not been reviewed as part of this application.
14. Increased traffic:
- The Traffic Impact Study provided in support of this application details the impacts of increased traffic. The Roads, Parks, and Fleet Department has reviewed this study and deemed its conclusions appropriate.

15. Inadequate amenity space:

The applicant has amended the concept plan which now includes approximately 1,400 m² of programmable open space. The programming of this space will be finalized through the site plan control process. Additionally, there is a public park within walking distance of the site.

16. Parking garage entrance:

The entrance to the underground parking garage was a concern in regards traffic noise and exhaust fumes to the residents at 90-94 Dean Avenue. As a result, the applicant has adjusted the location of the underground parking garage to be adjacent to the Painswick Library, on the opposite side of the proposed building away from the IOOF Seniors' Residence.

17. Pedestrian connectivity:

The applicant has amended the concept plan to include a pedestrian connection with the commercial development along Yonge Street to increase the walkability of the site and neighbourhood. Additionally, sidewalks will be provided throughout the site and will connect with the municipal sidewalk along Dean Avenue.

18. Increased height:

The applicant is permitted 12 storeys on this site in accordance with Defined Policy Area [E] of the Official Plan. Despite this, the applicant has included massing provisions to ensure proper transition to lower density development and is proposing 9 storeys as the greatest height which is within the maximum permitted building height.

19. Increased density:

The applicant is permitted 150 units per hectare on this site in accordance with Defined Policy Area [E] of the Official Plan. Additionally this site is suitable for high density development; it is near transit service, adjacent to commercial services and municipal amenities, is near schools and parks, and contributes to a complete community.

20. Concern for the quality of building façade:

Although this will be reviewed in detail through the Site Plan Control process, the applicant has provided preliminary elevation drawings which show high quality materials and large windows to create an appealing streetscape and vibrant development (see Appendix "E" – Proposed Building Elevations). Additionally, the applicant is required to comply with the City of Barrie's Urban Design Manual and Urban Design Guidelines for Intensification Areas which outlines design quality in addition to other urban design considerations.

21. Concern for tenure (rent vs. own) of units:

This is not a land use planning matter and has not been reviewed as part of this application.

22. School capacity:

As part of the application review process, the proposal was circulated to all four local school boards. To date, three school boards have responded and none noted capacity issues. Please see Appendix "F" - Department and Agency Comments for the school board comments.

23. Water table level and underground construction:

In support of this application a geotechnical report was completed that determined the proposed underground structure would be acceptable given the water table. The Engineering Department has reviewed this study and deemed its conclusions appropriate.

24. Following the Neighbourhood Meeting and the feedback provided by local residents and staff through the review process, the applicant has made several changes to the original concept plan submitted. Most notably, the applicant has:

- Adjusted the entrance of the underground parking garage from the east side of the development (adjacent to the IOOF Seniors' Residence) to the west side (adjacent to the Painswick Library);
- Adjusted the main pedestrian drop off and vehicle layby from the east side of the development (adjacent to the IOOF Seniors' Residence) to the west side (adjacent to the Painswick Library);
- Created a large courtyard with approximately 1,400 m² of programmable open space;
- Added a pedestrian connection to the commercial development fronting on Yonge Street; and,
- Added additional parking spaces.

25. A Statutory Public Meeting was held on March 19, 2018 to present the amended concept plan to General Committee. Three members of the public spoke. The feedback provided reiterated those previously received at the Neighbourhood Meeting as referenced above, in addition to the following:

26. Submitted traffic study:

Concern was expressed that the submitted Traffic Impact Study includes inaccurate data. The study has been reviewed and accepted by the Roads, Parks, and Fleet.

27. Provision of subsidized housing:

It is a goal of the Official Plan that new development provide a target of 10% of units at an affordable level. The applicant is not proposing subsidized housing.

28. Proposed use:

The applicant is permitted high density residential development up to 12 storeys at a density of 150 units per hectare on this site as per Defined Policy Area [E] of the Official Plan. The application conforms to these standards.

Department & Agency Comments

29. The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. A summary of the technical review comments have been provided in Appendix "F" – Department and Agency Comments to this report.

ANALYSIS

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

Provincial Policy Statement (2014) (PPS)

31. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS can be found in its entirety here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.
32. Policy 1.1.1 outlines the means by which healthy, liveable, and safe communities are sustained. This proposal is consistent with this policy in the following ways:
- a) The use of serviced land, surrounded by developed parcels promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities for the long term;
 - b) The provision of high density residential units aids in achieving a range and mix of residential units that are not readily available in the area;
 - c) The proposal is not adjacent to any environmentally sensitive features, provides "eyes on the street" by way of street oriented development along Dean Avenue, and provides a pedestrian connection to the commercial development along Yonge Street, promoting active transportation;
 - d) The proposal includes compact, high density development that utilizes serviced lands within the settlement area;
 - e) The proposal includes compact, high density development that utilizes serviced lands thereby promoting cost efficiency and minimizing the consumption of land;
 - f) The proposal is mostly flat with sidewalks connecting to all common areas, municipal sidewalks, and adjacent commercial development thereby improving accessibility for persons with disabilities and older persons;
 - g) Based on the comments received from the Engineering Department, the proposal can be serviced by existing municipal services and do not require any upgrades, and the existing transportation system can accommodate the proposed increase in traffic; and,
 - h) The proposal is not adjacent to any environmentally sensitive features, on a serviced parcel, without any vegetation. The development of this land will increase the amount of vegetation thereby helping to support biodiversity (while not impacting environmentally sensitive lands).

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33. Policies 1.1.3.1 and 1.1.3.2 identify settlement areas as the focus of growth and development with land use patterns based on densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities, minimizes negative impacts to air quality and climate change, and supports active transportation. This proposal is consistent with these policies as it is within the settlement area of Barrie, will use existing and available infrastructure and surrounded by public service facilities such as transit and schools, provides a compact form of development that minimizes impacts to climate change, and is designed with sidewalks to support active transportation.
 34. Policy 1.1.3.5 identifies a requirement for established minimum targets for intensification within built up areas. The proposal is consistent with this policy as the proposed density is 150 units per hectare, which conforms to the intensification targets set in Official Plan policy 4.8.2.
 35. Policy 1.4.3 identifies that an appropriate range and mix of housing types and densities should be provided, including affordable housing, facilitating residential intensification, directing development to locations where appropriate levels of infrastructure and public service facilities can support the development, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposal is consistent with this policy as it is providing high density housing in an area with low and medium density housing, where sufficient infrastructure and public service facilities (such as transit and schools) exist, and is designed with sidewalks to support active transportation.
 36. Policy 1.6.6.2 identifies the promotion of intensification of areas serviced by municipal sewage and water services. The proposal is consistent with this policy as the subject land will be serviced by existing municipal sewage and water services.
 37. Policy 1.6.6.7 identifies the requirements for stormwater management. This proposal is consistent with this policy in that the stormwater is proposed to drain to the municipal storm sewer. The system includes quality control structures to ensure the quality of the water entering the municipal storm sewer which has been designed to prevent threats to human health and safety, mitigate any risk to property. Additionally, the site is designed with a large area of vegetation which aids to minimize increases in contaminant loads and changes in water balance and erosion.
 38. Policy 1.6.7.2 identifies the efficient use of existing infrastructure. The Department of Roads, Parks and Fleet have determined that the proposed development will be sufficiently accommodated by the existing road network surrounding the subject land and is therefore consistent with this policy.
 39. Policy 1.8.1 identifies the promotion of energy conservation, air quality, and climate change adaptation through compact built form, use of active transportation and transit, and design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of additional vegetation. The proposal is consistent with this as it is a compact built form, adjacent to commercial and near public service facilities to support active transportation, along transit routes to support transit, and whose design and orientation maximizes sunlight exposure.
 40. Policies within section 3.1 Natural Hazards require development to be directed outside of natural hazards. The proposal is consistent with this section as it is not within a natural hazard area.
 41. Based on the foregoing, staff are of the opinion that the proposed development is consistent with, or does not conflict, the Provincial Policy Statement (2014).

Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan)

42. The Growth Plan for the Greater Golden Horseshoe (2017) (the Growth Plan) provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth in this region. It establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety here: <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>.

2.2 – Policies for Where and How to Grow

43. Policies 2.2.2.2a), c), and d) direct growth to settlement areas with existing water and wastewater systems, that can support complete communities, focused in delineated built-up areas and strategic growth areas with existing transit and public service facilities, and directed away from hazardous lands. The proposal conforms to these policies by utilizing existing water and wastewater systems, supports complete communities by providing a different form of housing adjacent to public service facilities and commercial uses, is focused in a built-up area that is serviced by transit and near public service facilities (Painswick Library and schools), and not within or adjacent to hazardous lands.
44. Policy 2.2.1.4 identifies how complete communities will be achieved through a diverse mix of land uses, providing a range and mix of housing options, a range of transportation options, public service facilities, high quality compact built form, and the mitigation of climate change impacts. The proposal conforms to these policies by providing high density housing options in an area of low and medium density housing, on a site that has multiple transportation options including active and public transportation, availability of public service facilities (Painswick Library and schools), the inclusion of a compact built form which aids in the mitigation of climate change impacts by efficiently using land and municipal services.
45. The policies of 2.2.2 – Delineated Built-up Areas identify the requirement of a minimum of 50% of all residential development to be within the delineated built-up area. The proposal conforms to this policy as the subject land is within the delineated built-up area.
46. Policy 2.2.6.3 identifies that to support the achievement of complete communities, municipalities will support a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposal conforms to this policy through the provision of a variety of unit sizes: 1, 2, and 3-bedroom units.
47. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan (OP)

48. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded. The OP can be found in its entirety here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Official%20Plan%20-%20January%202017.pdf>.

General Policies

3.3 – Housing

49. Section 3.3.2.1 encourages a varied selection with regard to size, density, and tenure of housing, the support of programs and policies encouraging a wide range of housing opportunities including rental housing, the residential revitalization and intensification throughout the built-up area, and directs new residential development be at densities that are consistent with the Official Plan.
50. This proposal conforms to this policy as 199 purpose built rental units are proposed, with varying unit sizes (1, 2, and 3 bedroom units proposed), on a currently vacant parcel, at a density of 150 units per hectare (as per Defined Policy Area [E]).
51. Section 3.3.2.2 identifies the goal that a minimum target of 10% of all new housing units be affordable. The criteria for affordable housing is identified as the least expensive of:
- a) A unit for which the rent does not exceed 30% of gross annual household income for low and moderate income households; or
 - b) A unit for which the rent is at or below the average market rent of a unit in the regional market area.

Although rental rates have not yet been established for these units, some may be offered at rates that will achieve this goal. This policy represents a target of the Official Plan, not a requirement. However, all 199 units are proposed as rentals which will increase the total number of rental units in the City. This has the effect of contributing to affordability by increasing the available rental housing stock.

3.7 – Energy Conservation and Renewable Energy Systems

52. Section 3.7.2.1 promotes a compact urban form, which supports active transportation, transit use, vehicle trip reduction, and the consideration of increased densities and building materials to support energy conservation. This proposal conforms to this policy as it provides a compact built development in the form of an apartment building whose population will support active transportation with sidewalk connectivity to commercial uses, and transit use. The compact built form supports energy.

Land Use Policies

4.3.2.3 Regional Commercial Centre

53. Section 4.3.2.3(a), (b), (c), and (d) permit residential uses in the form of medium and high density development and are permitted in free standing buildings. This proposal conforms to these policies as it provides high density development in a free standing building.

4.8.2 – Defined Policy Area [E]

54. Policy 4.8.2(c)viii) allows for the development of up to two (2) hectares of high density residential development subject to the density and height restrictions as determined by the Painswick South Secondary Plan. This proposal conforms with this as the Painswick South Secondary Plan defines high density as development no greater than 150 units per hectare and development no greater than twelve (12) stories. The proposal includes a density of 150 units per hectare in a building no greater than nine (9) storeys in height and therefore conforms to this policy.

Servicing and Transportation

5.1 – Servicing

55. It is a goal of this plan that all development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. Policies 5.1.2.1(j), (m), (n), and (o) detail how development of these services will occur. The proposal conforms to these policies as the development will be entirely serviced by municipal and other public utilities.

5.3 – Stormwater Management

56. It is a goal of this plan to protect and enhance water quality in the area, to encourage effective stormwater management, and to ensure stormwater management practices minimize stormwater peak flows and other negative impacts. Policies 5.3.2.2(a) and (b), and 5.3.2.3 detail how development shall achieve these goals and outline design criteria. The Engineering Department has confirmed that the proposal conforms to these policies.

5.4 – Transportation

57. It is a goal of this plan to promote healthy communities, activating living, public transit, and all forms of active transportation, and the safe integration and connectivity between the various modes of transportation. Policies 5.4.2.3(a), (b), (c), and (f) detail how new development shall encourage and promote public transit. This development conforms with these policies by increasing densities to support the local transit service and by providing pedestrian connections to local transit stops, which provide connection to inter-regional transit systems, such as GO Transit. Policy 5.4.2.4(b) identifies pedestrian and bicycle route linkages shall be encouraged through new development. This proposal conforms with this policy through the provision of sidewalks throughout the site, connecting to Dean Avenue and the existing commercial uses fronting Yonge Street. Additionally, through the Site Plan Control process, detailed items such as bicycles racks for residents will be finalized.

Implementation

6.5 – Urban Design Guidelines

58. Please see Appendix “E” - Proposed Building Elevations for conceptual elevation drawings. Policy 6.5.2.2a) identifies that buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design, the design of a building's roof should screen mechanical equipment from public view, the avoidance of large exposed blank walls, well defined entrances, with pedestrian links designed to promote safety of the user and be fully accessible between commercial and residential properties. The proposed development conforms to this policy by providing a massing and conceptual design that is compatible with surrounding uses, does not require any rooftop mechanical, does not contain any large blank walls, has two

entrances (one defined by canopy and another identified through architectural elements), and includes pedestrian links throughout the site, to the municipal sidewalk and to the adjacent commercial development.

59. Policy 6.5.2.2b) identifies the linking of driveways to reduce the numbers of turns onto and off of major roads, adequate disability parking, smaller parking areas for larger properties, and major parking and loading areas confined to the rear of the building. The proposal conforms to this policy by including two access/egress points to Dean Avenue which are supported by the Department of Roads, Parks, and Fleet, the inclusion of the all of the required disability parking spaces as per the requirements of the zoning by-law, the inclusion of underground parking to reduce the amount of surface parking, and location of the loading space to the rear of the building.
60. Policy 6.5.2.2c) identifies minimum planting strips along street frontages. The proposal conforms to this policy by providing a 7 metres landscape strip along the front of the building, and by way of landscape buffers along the side and rear yards of the entire development.
61. Policy 6.5.2.2g) encourages energy efficiency through a compact built form that encourages the use of transit, active transportation, and focusing major development along transit routes. The proposal conforms to this policy by providing a compact built form whose population supports transit use, sidewalk connections and proximity of commercial and public services that promote active transportation, and transit routes that travel along Dean Avenue and Yonge Street.

6.6 – Tall Buildings and Height Control

62. This section of the OP details how tall buildings should be incorporated into the existing fabric of the City and how any negative impacts from shadowing will be mitigated.
 - a) Policy 6.6.3(a) speaks to building massing to reduce the visual and physical impact. This has been accomplished through the massing of the proposed building whereby the three storey portion of the building is closest to the existing low density development and the nine storey portion of the building is to the rear, closest to the existing commercial development.
 - b) Policy 6.6.3(c) identifies that where tall buildings are proposed adjacent to existing tall buildings sufficient separation distance (as detailed in the Zoning By-law) will be provided. In addition to meeting the minimum side yard setback to the existing IOOF Seniors' Residence, the proposal provides nearly 50 metres between the nearest face of the proposed building to the IOOF Seniors' Residence.
 - c) Policies 6.6.3(d) and (e) identify parking areas, site servicing, loading areas, and building utilities be located toward the rear of the building with appropriate screening and the use of high quality design standards and treatments. The proposed building conforms to these policies in terms of siting so that the building screens the parking and loading areas and by the use of high quality architectural elements, such as large windows.
 - d) Policy 6.6.4(a) identifies the requirement for tall buildings to reduce the impact of shadows on public outdoor spaces, private amenity areas, and surrounding streets, and the use of setbacks, stepping provisions, and other design measures as a means of shadow mitigation. This proposal conforms to these policies through the massing of the building – the tallest portion is to the rear of the lot and the portion adjacent to the low density residential development is three and four storeys in height. Further, the shadow impact study demonstrates that there will be no negative impact on surrounding uses.

6.8 – Height and Density Bonusing

63. These policies permit the City to negotiate community benefits when Council is 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.
64. In this case, the applicant is proposing a Zoning By-law Amendment that includes permission for increased height over and above what the current Institutional zone on the subject lands permits, but not greater than the maximum height permitted in the RA2-1 zone requested. The applicant is proposing a Zoning By-law Amendment that does not increase the maximum permitted density as the current Institutional zone does not have a maximum density.
65. The City of Barrie's Section 37 Negotiating Committee met on April 19, 2018 and again on May 3, 2018 to consider the application. The Committee did not require the provision of community benefits.

Painswick South Secondary Plan

66. The purpose of the Painswick South Secondary Plan is to establish goals, objectives, and development policies for the orderly development of the Painswick South Planning Area. The Secondary Plan establishes guidelines and policies for development and sets out land use patterns, densities of residential development, the transportation system and servicing scheme in conformity with the Official Plan of the City of Barrie.
67. Policies 2.4.1.2(b)iii), (d), (e), and (l) identify how high density development will be compatible with low density development and details the maximum height and density of high density development at 12 storeys and 150 units per hectare. The proposed development conforms to these policies through the use of setbacks and building massing as described previously. The proposed building is a maximum of 9 storeys with a density of 150 units per hectare.

Policy Summary

68. Based on the foregoing, staff are of the opinion that the proposed development conforms to, or does not conflict with, the policies of the Official Plan and the Painswick South Secondary Plan.

Zoning Rationale for Special Provisions (SP)

69. The current zoning on the subject lands would not permit the development as proposed. The applicant has proposed to rezone the subject land to Residential Apartment Dwelling Second Density - Special Provision RA2-2(SP-XXX). Three special provisions (SP) have been requested to implement the proposed development concept. The need for the Special Provisions would allow for a built form that is consistent with the Official Plan and the Painswick South Secondary Plan. The specific provisions are detailed below.

Permitted Tandem Parking

70. The applicant is proposing that 0.2 parking spaces per unit, of the 1.5 required parking spaces per unit, be permitted as tandem. The end result would be that of the 299 parking spaces required, 40 would be in tandem. Staff have included a special provision whereby any two spaces in tandem be for the sole use of a single housekeeping unit. Tandem parking as proposed would be akin to most

single detached residences in the City; tandem parking is permitted and moving vehicles to accommodate parking is done by the individuals of the residence to which the parking is assigned.

Maximum Permitted Height

71. In order to provide the public with some assurance that the applicant will proceed with the development as shown in this application, staff are recommending a height provision that limits the development to a maximum of 9 storeys, or 30 metres, whichever is less.

Reduced Landscaped Buffer Area

72. The applicant is requesting that the required landscaped buffer area be reduced along the rear yard from the required 3.0 metres wide to 1.6 metres wide. This is appropriate as 1.6 metres permits buffer planting while accommodating surface parking at the rear of the site, between the commercial development and proposed building. This eliminates parking being located adjacent to the IOOF Seniors' Residence at 90 Dean Avenue.
73. In staff's opinion, the proposed site layout is functional and the proposed site specific zoning represents an appropriate form of residential development within an existing established area of the City on a site that is currently undeveloped given its location near an Intensification Node (Yonge Street and Big Bay Point Road) and Intensification Corridor (Yonge Street). The above noted site specific provisions have been reflected in the recommended motion in order to provide local residents with a level of assurance that the future redevelopment of the property would be reflective of the concept plan submitted in support of the subject application.

Summary

74. Staff have reviewed the public, department and agency comments received and have reviewed the relevant Provincial and Municipal Policy in regard to the proposed Zoning By-law Amendment application. In staffs' opinion, the provision of 199 residential rental units in a building of varying heights (3 to 9 storeys) is considered appropriate and is consistent with and conforms to relevant Provincial Policy, the City's Official Plan and the Painswick South Secondary Plan while being respectful of the existing low and medium density development adjacent to the proposed development.

ENVIRONMENTAL MATTERS

75. There are no environmental matters related to the recommendation.

ALTERNATIVES

76. There are two alternatives available for consideration by General Committee:

Alternative #1

General Committee could refuse the subject Zoning By-law Amendment application and maintain the current I(SP-457) zoning on the subject lands.

This alternative is not recommended as the subject property is ideally suited for infill development in the form and density proposed given the full range of services and facilities available in the area. The proposed amendment is also in keeping with Provincial and Municipal policy.

Alternative #2

General Committee could approve the subject Zoning By-law Amendment application without the requested Special Provisions.

This alternative is not recommended as the special provisions requested are appropriate for the proposal and are consistent with good planning.

FINANCIAL

77. The proposed zoning by-law amendment, if approved, will result in the ultimate development of the proposed 199 residential rental units. Through the Site Plan Control process, the applicant will be required to enter into a Site Plan Agreement with the City that includes the payment of fees and securities for site development.
78. If approved, the proposed residential development will generate the following approximate one time fees:

| Fee | Amount per unit | Total Collected |
|---------------------|---------------------------------------|-----------------|
| Development Charges | \$27,612 (for two plus bedroom units) | \$5,494,788 |
| Education Levy | \$1,759 | \$350,041 |

79. Municipal property taxes are collected annually. The total municipal taxes collected in 2017 for this parcel was \$4,117.10. Although the value of the proposed development has not been assessed, the annual taxes collected is expected to increase for this property.
80. The City will also incur minimal additional operating costs associated with increased demand for municipal services. However, the impacts of the additional units are anticipated to be minimal and are all normal growth-related expenses that are being actively planned for through the City's Capital Plan and Forecasting Plan.



LINKAGE TO 2014-2018 STRATEGIC PLAN

81. The recommendations included in this Staff Report relate to the Responsible Spending pillar of the 2014-2018 Strategic Plan.

| Pillar | Goal | How It's Achieved |
|----------------------|---|--|
| Responsible Spending | Build a community that respects both current and future taxpayers | The proposal is built on the principle that growth pays for growth, to the greatest extent possible. |

Attachments: Appendix "A" – Draft Zoning By-law
Appendix "B" – Proposed Concept Plan
Appendix "C" – Context Plan
Appendix "D" – Technical Study Descriptions
Appendix "E" – Proposed Building Elevations
Appendix "F" – Department and Agency Comments

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2018-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 shown on Schedule "A" to this By-law, Institutional (I(SP-457)) to Residential Apartment Second Density with Special Provisions (RA2-1(SP-XXX)), be approved

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 17-G-XXX.

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map is amended to change the zoning from Institutional with Special Provisions (I(SP-457)) to Residential Apartment Second Density with Special Provisions (RA2-1(SP-XXX)), in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 of By-law 2009-141, tandem parking at a rate of 0.2 spaces per unit shall be permitted for required parking only in the Residential Apartment Second Density (RA2-1(SP-XXX)) zone.
3. **THAT** any two parking spaces in tandem be assigned for the sole use of a single housekeeping units in the Apartment Second Density with Special Provisions (RA2-1(SP-XXX)) zone.
4. **THAT** notwithstanding the provisions set in 5.3.2 of By-law 2009-141, the maximum permitted height shall be 9 storeys or 30 metres, whichever is less, in the Apartment Second Density with Special Provisions (RA2-1(SP-XXX)) zone.
5. **THAT** notwithstanding the provisions set out in 5.3.7.2 of By-law 2009-141, the required landscaped buffer area along the rear of the parcel shall be a minimum of 1.6 metres in width in the Residential Apartment Second Density with Special Provisions (RA2-1(SP-XXX)) zone.
6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.



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

READ a first and second time this **date** day of **month**, 2018.

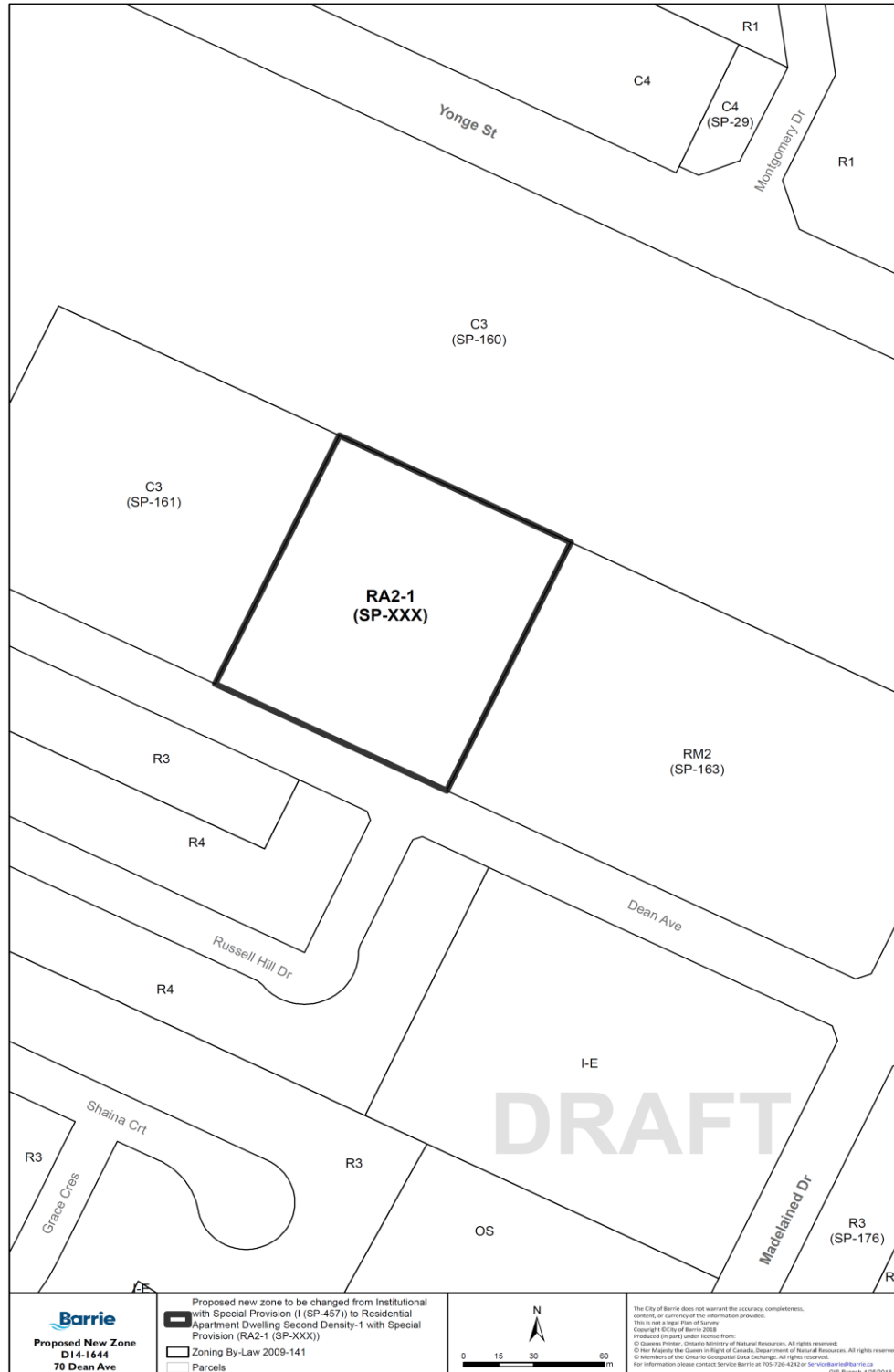
READ a third time and finally passed this this **date** day of **month**, 2018.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J. R. LEHMAN

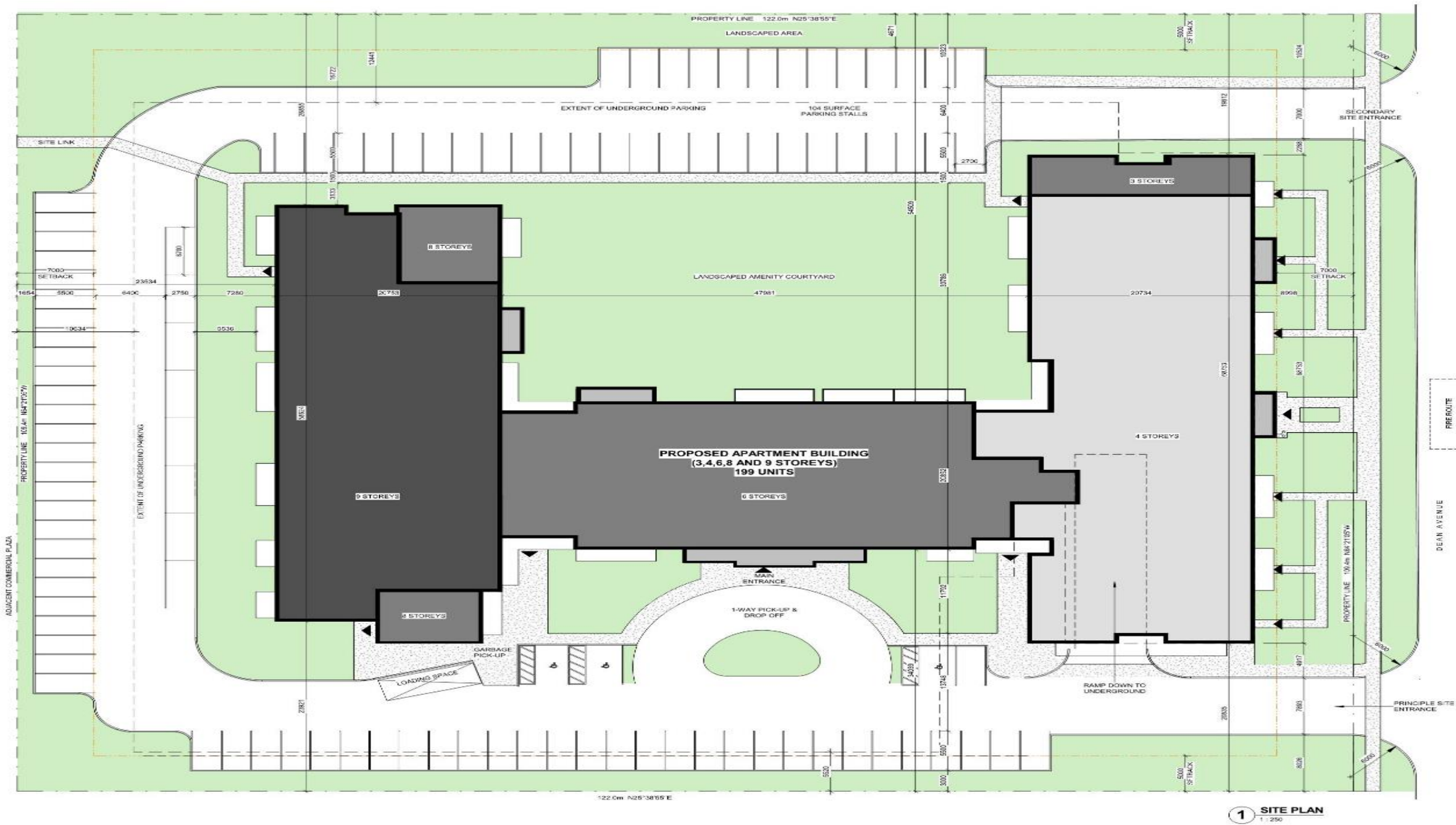
CITY CLERK – WENDY COOKE

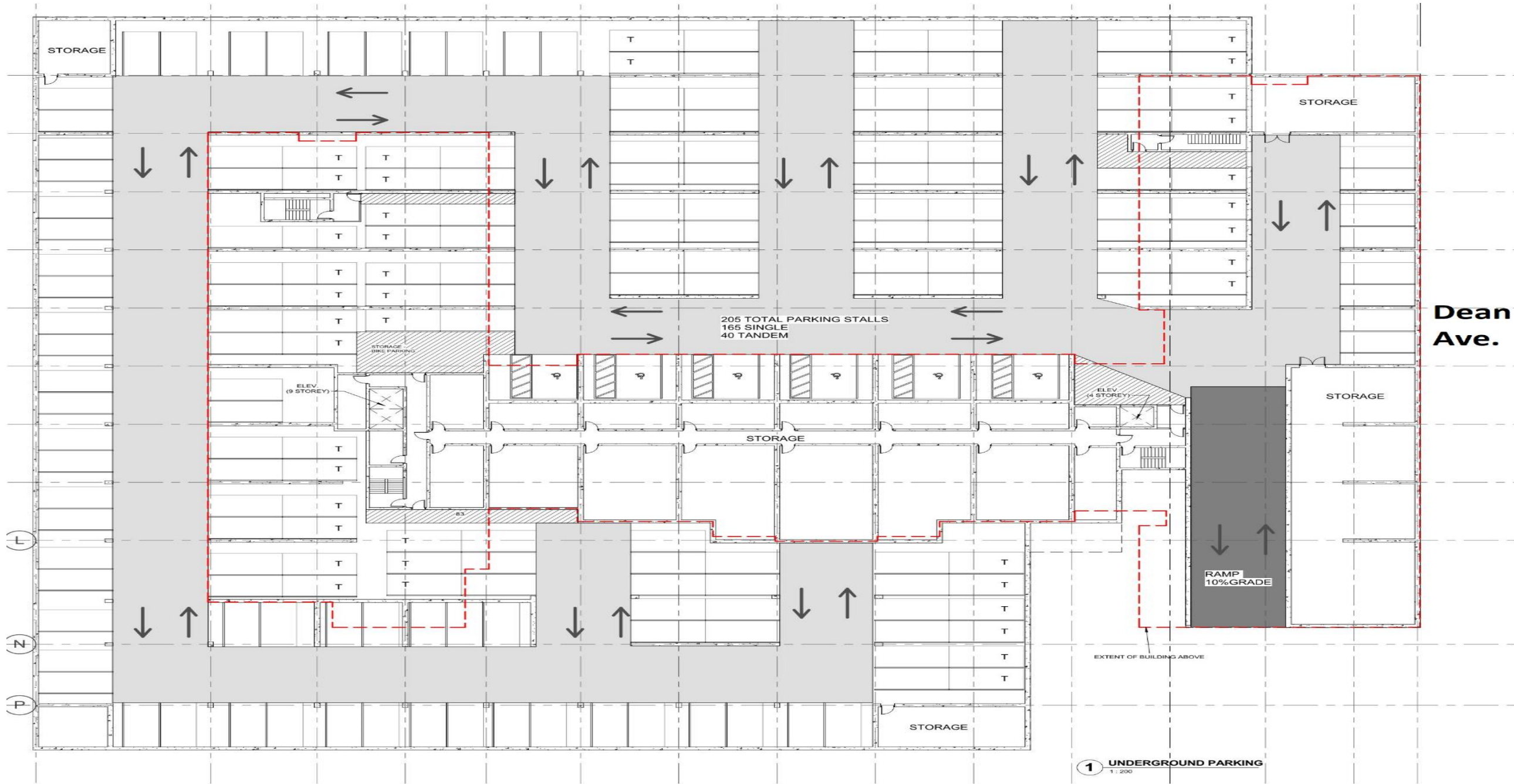
Schedule "A" attached to Bylaw 2018-XXX



APPENDIX "B"

Proposed Development Concept





APPENDIX "C"

Context Plan



APPENDIX "D"

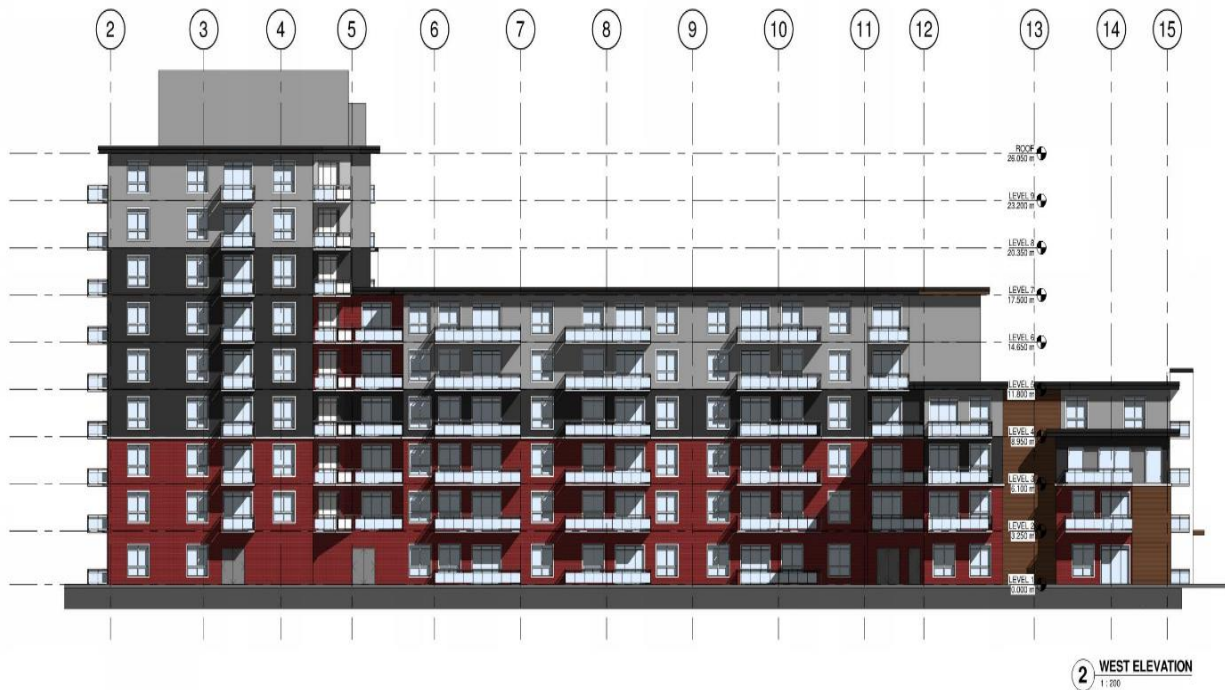
Technical Study Descriptions

- a) **Planning Justification Report** (The Jones Consulting Group Ltd., December 2017) provides a review of the property characteristics and surrounding lands, description of the proposed development as well as the planning policy basis and opinion of the Jones Consulting Group Ltd. that the proposal is an appropriate form of development, represents good planning, and will contribute in a positive way to the future growth and quality of life, all in accordance with both Provincial and Municipal Policy.
- b) **Urban Design Brief** (The Jones Consulting Group Ltd., December 2017) 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 the Urban Design Guidelines of the Official Plan and the Urban Design Manual.
- c) **Shadow Study** (SRM Architects Inc., November 2017) demonstrates graphically how the proposed building will cast shadows on the surrounding land uses. It includes the shadows cast by other buildings in the vicinity for comparison.
- d) **Context/Block Plan** (SRM Architects Inc., November 2017) demonstrates graphically how the proposed building will integrate with the existing surrounding development, including the low density development on Dean Avenue and the medium density development adjacent.
- e) **Geotechnical Investigation** (WSP, November 2016) reviews soil and groundwater conditions, stripping, sub-excavation, and grading, excavations and groundwater control, foundations, floor slabs and permanent drainage, earthquake considerations, underground walls and services, and pavement construction. The study concludes that the development is feasible based on the aforementioned considerations.
- f) **Noise Impact Study** (R. Bouwmeester & Associates, December 2017) identifies noise sources and noise-sensitive land uses and recommends any required mitigation measures. The study concludes that the development satisfies the transportation noise requirements of MOECC guideline NPC-300 so long as the recommendations of the report are followed.
- g) **Preliminary Servicing & Stormwater Management Report** (The Jones Consulting Group Ltd., December 2017) reviews sanitary servicing, water servicing and distribution, water system, stormwater management, erosion and sediment control, and secondary utilities. The study concludes the lands can be appropriately serviced with existing municipal infrastructure.
- h) **Traffic Impact Study** (JD Engineering, November 2017) assesses the impact of traffic related to the development on the adjacent roadway and provides recommendations to accommodate this traffic in a safe and efficient manner.

APPENDIX "E"

Proposed Building Elevations





APPENDIX "F"

Department and Agency Comments

The subject application was circulated to staff in various departments and to a number of external agencies for review and comment. A summary of the technical review comments have been provided below.

1. The Lake Simcoe Region Conservation Authority (LSRCA) provided comments indicating that they are satisfied from a watershed management perspective that the proposed development is consistent with the Natural Heritage and Natural Hazard Policies of the Provincial Policy Statement (PPS) and conforms to the Lake Simcoe Protection Plan (LSPP) and as such, they have no objection to the approval of the subject application.
2. The Simcoe County District School Board provided comments indicating that they had no objection to the approval of the subject application and provided their standard warning clause with respect to the availability of public schools and bussing which are to be included into all lease agreements.
3. The Simcoe Muskoka Catholic District School Board provided comments indicating that they had no objection to the approval of the subject application and confirmed that any students generated from the proposed development would be accommodated at St. John Paul II Catholic Elementary School and St. Peter's Catholic High School.
4. Based on a review of the Functional Servicing Report submitted in support of the subject application, the City's Engineering Department provided comments indicating that the proposed development can be accommodated by the surrounding municipal infrastructure.
5. Parks Planning will provide detailed comment at the Site Plan Control stage.
6. The Traffic Services branch of the Department of Roads, Parks, and Fleet provided comments indicating that they had no concerns with the Traffic Impact Study submitted in support of the subject application and that the existing transportation network could accommodate the proposed development.
7. Enbridge Gas, Building Services, and Barrie Fire all provided comments indicating that they had no objection to the approval of the subject application. All agencies/departments were satisfied that any technical revisions or outstanding matters would be adequately addressed through the Site Plan Approval process.
8. The Conseil scolaire Viamonde did not indicate any concern with the proposed development.