

TO: GENERAL COMMITTEE

SUBJECT: APPLICATION FOR OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION TO PERMIT A RESIDENTIAL AND MIXED USE DEVELOPMENT – 759 YONGE STREET - BARRIE HERITAGE (PHASE IV)

WARD: WARDS 9 AND 10

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

SUBMITTED BY: M. KALYANIWALLA, MANAGER OF SUSTAINABLE DEVELOPMENT

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Official Plan Amendment application by MHBC Planning on behalf of 325158 Canada Inc. (Barrie Heritage) to re-designate the Residential, Commercial and Institutional lands on Schedule A: Land Use for the property municipally identified as 759 Yonge Street be approved as described and illustrated in detail in Appendix A-1 and A-2 to Staff Report PLN013-17 (D12-394/D14-1495/D09-OPA127).
2. That the Zoning By-law Amendment application by MHBC Planning on behalf of 325158 Canada Inc. (Barrie Heritage) to permit zoning for Mixed Use Node with Special Provisions (MU1 SP), Mixed Use Corridor with Special Provisions (MU2 SP) and Open Space (OS) zones on 759 Yonge Street and to Environmental Protection (EP) and Open Space (OS) zones on the Poplar Drive Lands be approved as described and illustrated in detail in Appendix B-1 and B-2 to Staff Report PLN013-17 (D12-394/D14-1495/D09-OPA127).
3. That the proposed Draft Plan application by MHBC Planning on behalf of 325158 Canada Inc. (Barrie Heritage) as illustrated in Appendix C be approved and that appropriate conditions of Draft Plan approval as outlined in this report be undertaken by staff accordingly.
4. That the written and oral submissions received relating to these applications have been, on balance, taken into consideration as part of the deliberations and final recommendation, including the matters identified in Appendix E to Staff Report PLN013-17. This includes: reducing the permitted maximum building heights from the initially proposed 10 storeys to the Council-approved MU1 zoning standard of 8 storeys; restricting residential development on the Poplar Drive property for storm water management, environmental protection, and passive recreational uses; and removing the linear park adjacent to the rail corridor to mitigate City liability and operations and maintenance costs.
5. That in accordance to Section 17(27) and 34(17) of the Planning Act no further public notification be required.

Purpose

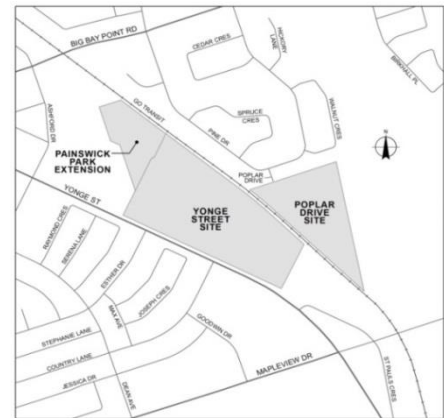
6. The purpose of this report is to recommend that lands north of the Barrie South GO Station, fronting onto the east side of Yonge Street, be re-designated and rezoned to permit a variety of medium and high density housing forms, ground floor commercial uses within mid-rise buildings, opportunity for live/work units along a portion of Yonge Street and parks in keeping with the policy direction for "Major Transit Nodes" in the City's Official Plan. Further, that the portion of the subject lands located east of the GO rail line, south of Poplar Drive provide for a storm water management facility for the Yonge Street lands as well as for passive recreation within naturalized open space and environmental protection area.

BACKGROUND & OVERVIEW

7. A complete application for the site was first received by Planning Services in August 2010. A revised and re-submitted application was received on September 1, 2016 for various forms of townhouses, mid-rise apartments, ground floor commercial in apartments located adjacent to the GO Station, and a draft plan of subdivision designed in a block plan format with a grid road pattern and a series of parks and open spaces. The updated submission is intended to address the City's Intensification Node and Corridor policies and respond to comments received from the public and City staff.
8. The development proposes 1,326 residential units and approximately 2,787 square metres (30,000 square feet) of commercial at the base of mid-rise buildings adjacent to the GO Station and along the Yonge Street corridor. Residential units include townhouses, stacked townhouses, back-to-back town houses and 6 storey apartments. Townhouse units will be freehold while stacked townhouses, back-to-back townhouses and apartments will be a condominium format. All units are subject to further planning applications including removal of Part Lot Control for the freehold townhouses, Site Plan Approval and Condominium Approval. The site will be serviced with municipal services and roads except for a small portion of the site adjacent to Painswick Park which will have condominium roads.
9. The Official Plan Amendment application proposes to redefine the boundaries of the Residential, Open Space and Commercial areas in the City's Official Plan. This is considered a technical amendment as the designations already exist in a conceptual nature on the site and are simply being specifically defined.
10. The applicant proposes to rezone the Yonge Street property from Agriculture (A) to Mixed Use Node with Special Provisions (MU1 SP), Mixed Use Corridor with Special Provisions (MU2 SP) and Open Space (OS) zones. The site-specific provisions of the by-law would add some uses, remove some uses, and provide for site specific standards. Further detail and the application of these zones can be found in Appendix B-1 and B-2.
11. A Draft Plan of Subdivision has been submitted with the Official Plan and Zoning By-law amendment applications. The Draft Plan is a block plan which will be subject to further Planning Act applications prior to the issuance of building permits including Site Plan Approval and the removal of Part Lot Control for the freehold townhouses and Site Plan Approval and Plan of Condominium for the stacked townhouses, back-to-back stacked townhouses and apartments.

Location

12. The Yonge Street property, known municipally as 759 Yonge Street, is located in the Painswick Secondary Planning Area, adjacent to the South Barrie GO station. The site is 22.08 hectares in size (including the Painswick Park extension, which is 3.94 hectares in size).
13. The Poplar Drive property is located at the terminus of Poplar Drive, adjacent to the Baywood subdivision within the Bayshore Secondary Planning Area and is 8.45 hectares in size.



Surrounding Land Use

14. The Yonge Street property is generally surrounded by the following land uses:
 - North:* St. Peter's Secondary School and Painswick Park.
 - East:* The Metrolinx/GO rail line, and north of that, a single detached residential subdivision.
 - South:* The South Barrie GO station.
 - West:* Yonge Street and a single detached residential subdivision (Barrie Heritage Phases I, II, & III) and a vacant, commercially zoned parcel of land.
15. The Poplar Drive property is generally surrounded by the following land uses.
 - North:* A single detached residential subdivision.
 - East:* A City of Barrie unopened road allowance and the approved Baywood development site and further east Environmental lands.
 - South:* The Baywood development site.
 - West:* The Metrolinx/GO rail line and further west, the Yonge Street development parcel and the South Barrie GO station.

KEY CONSIDERATIONS

Intensification and Density Targets

16. The Yonge Street property is designated as a Major Transit Node and Primary Intensification Corridor on Schedule I of the City's Official Plan. The target density for Major Transit Nodes is identified at 50 - 120 units per hectare and 50 units per hectare for the Primary Intensification Corridor.
17. The applicant has proposed an overall density of 73 units per hectare for 18.14 hectares of residential land. The proposed 'Node' density is 118 units per hectare while the 'Corridor' density is 49 units per hectare.

Mixed Use Zoning

18. The Council-approved MU1 (Node zone) and MU2 (Corridor zone) provide for various medium and high density residential development as well as an extensive list of permitted commercial development ranging from large format retail, small format retail, plazas, office uses, personal service uses, and community based uses such as art galleries and arenas.
19. The MU1 and MU2 zoning categories are currently under appeal at the Ontario Municipal Board (OMB). However, a site-specific precedent has been established for their use through the February 3, 2017 decision for OMB case PL150857 on 681-685 Yonge Street (File D28-0235), where the OMB approved the use of the MU2 zoning designation, with special provisions, notwithstanding its current state of appeal.
20. Similarly, the proposed zoning for the development will build upon the existing Council-approved Mixed Use Zoning By-laws and provide for site specific uses and provisions. The MU1 SP zone is applied to the higher density sites adjacent to the GO station, while the MU2 SP zone applies to the lower density residential development further northeast. The MU1 SP and MU2 SP zones are generally divided by 'Street B' on the concept plan as identified in Appendix D of Staff Report PLN013-17 (D12-394/D14-1495/D09-OPA127).
21. Generally speaking, permitted uses include additional residential built forms such as back-to-back townhouses, live/work units, and street townhouses (freehold townhouses). With respect to non-residential uses, a multitude of permitted uses are encouraged, including but not limited to; nightclubs (bars), shops and restaurants, private schools, and smaller scale uses such as playgrounds, trails, and outdoor patios. A full list of permitted non-residential uses can be found in Appendix B-1.
22. The special zoning standards for the MU1-SP and MU2-SP zones include changes which are specific to the development proposal for the site and generally include the following:
 - (a) Changes in various building setbacks to include greater setbacks in some cases (e.g. from the permitted 0 metre side yard setback to a laneway, to 1.0 metre to a laneway and a minimum 6.0 metre setback for yards which host associated parking from the originally permitted 5.0 metre setback to allow for a standard car to park in front of a garage, such as at a townhouse).
 - (b) Providing for the façade step backs to only be required at the street line after the fourth (4th) storey to maintain a human scale along the proposed 18 metre rights-of-way, and not at the other building faces, such as the interior side yards - except where a building is adjacent to the proposed urban plaza.
 - (c) Removing the requirement for all buildings in the MU1 zone to have a minimum of 50% ground floor commercial use. Instead, the proposed by-law will require a minimum of 30% ground floor commercial in buildings fronting Yonge Street. The MU1 zone will also provide permissions for commercial use within the remainder of all the buildings in the Node. This will provide for a portion of the proposed 2,787 square metres of commercial along the Yonge Street frontage and allow the balance within the site itself. The owner is proposing to put additional commercial adjacent to the GO station. This will create a commercial hub within the development adjacent to the GO Station as well as realize the City's vision for creating an active and animated Intensification Corridor along Yonge Street.
 - (d) Allowing a larger building setback for those buildings which abut an outdoor plaza. Currently the by-law would require buildings to be tight against the sidewalk.

- (e) Removing the requirement for 12m² of amenity space per unit. The applicant proposes to treat the site the same as downtown residential buildings where this is not required. More than 12m² per unit of amenity space is anticipated to be included within yards, balconies and rooftop areas of townhouses. Apartment buildings are anticipated to include amenity areas in block courtyards and/or on rooftops. Additionally, Planning staff are satisfied that there is an appropriate level of public parkland provided for community amenity.
 - (f) New and modified definitions for back-to-back townhouse, stacked townhouse and live/work unit; no definitions for these uses currently exists within the City zoning by-law.
 - (g) Provides parking standards of 1 space per residential unit and 1 space per 50 square metres of commercial space.
23. Various uses are also proposed to be removed from the current permissions in the MU1 and MU2 zones:
- (a) The MU1 zone, covering the higher density area adjacent to the GO station, will remove large format uses such as building supply centres and shopping centres to ensure an urban mixed use retail environment.
 - (b) The MU2 zone, covering much of the proposed townhouse area, will remove some commercial uses. However, provisions have been made to permit live/work units along a portion of Yonge Street.
24. The full text of the proposed Zoning By-law for this development is attached as Appendix B-1 to this report.

Parkland Dedication

25. Barrie Heritage Phase IV is the final phase of development of a large land holding. Phases I to III are located on the west side of Yonge Street. The required amount of parkland dedication was not met during the development of these phases and the developer has committed to dedicating an additional 2.13 hectares of land to the City in Phase IV.
26. The total required parkland dedication required for Phase IV is 4.43 hectares. Using the formula of 1 ha per 300 units for 1,326 proposed units; the required parkland dedication for the proposed residential use of the site is 4.42 hectares. Additionally, 2% of the proposed 2,787 square metres of commercial use results in 0.005 hectares of required parkland dedication.
27. Therefore, the City is owed a total of 6.56 hectares of parkland for Barrie Heritage Phase IV and legacy parkland from Phases I-III.
28. 4.67 hectares of parkland is proposed to be dedicated to the City on the Yonge Street property. Lands which abut the existing Painswick Park will be dedicated to expand the Park. This area totals 3.94 hectares. A 0.73 hectare park (referred to as the Village Square herein) also forms part of the plan. A Phase IV parkland dedication surplus of 0.24 hectares is noted.
29. The Developer also owns the 8.45 hectare Poplar Drive property and proposes a passive park and trail system around a Low-Impact Development (LID) storm water management pond and within the natural areas of Hewitt's Creek.

30. The concept plan identifies a 3.07 hectare storm water management pond on the Poplar Drive site, which will become City-owned and operated. A memo dated December 14, 2011 from the Lake Simcoe Region Conservation Authority (LSRCA) identifies the extents of a 3.93 hectare environmental protection area that is satisfactory to the agency. The developer proposes to dedicate the remaining 1.45 hectares of land to the City as parkland. These lands are adjacent to the rail corridor and the Barrie South GO Station.
31. The LSRCA has recommended that approval of this development be dependent on the Poplar Drive property being rezoned to Open Space (OS) for the storm water management facilities and EP for the remainder of the site.
32. Notwithstanding the environmental nature of a portion of these lands, the developer has demonstrated through their ecological consultant that a trail network is viable through the environmental lands. The LSRCA will require a trail impact study to be completed prior to the development of a formal trail network.
33. The Parks Planning Section has raised concerns about accepting the land on the Poplar Drive site as parkland dedication. It is understood that the main issues relate to maintenance, the ability to develop the park for active parkland purposes, and connectivity between the Yonge Street site and the Poplar Drive site. It is the opinion of the Planning and Building Services Department that an appropriate compromise has been struck; any non-environmentally significant portions of the site will now be held by the City and the existing trail system on the site can continue to be utilized by area residents. Development pressure will be eased on the property. Finally, as part of their recent service improvement efforts, Metrolinx is considering grade-separated rail crossings at the Barrie South GO Station to provide access to platforms on both sides of the rail corridor. These crossings may facilitate pedestrian connections between the proposed development and the Poplar Drive lands in the future.
34. In summary, Barrie Heritage is proposing a total 6.12 hectares of parkland dedication. This dedication amount would permit 1,200 residential units and 2,787 square metres of commercial development. Cash-in-lieu of parkland will be required for any additional residential units or commercial development beyond this limit.
35. It is recommended that the parkland dedication, as proposed, is appropriate.

Urban Design

36. The development proposal was reviewed with provisions from the Urban Design Guidelines for Intensification Areas.
37. The site has been designed to provide for an integrated, mixed-use community with more of an urban focus than has been typical in the past in Barrie. The concept master plan and associated implementation documents and plans (OP, ZB, Draft Plan) provide for a grid road pattern that enables vehicular and pedestrian connectivity throughout the site and to surrounding streets, regular development blocks which may allow for innovative building design opportunities, a hierarchy of parks and open spaces. This includes a large traditional park (Painswick Park) at the north end of the site, a smaller 'urban square' park in a centralized location (the Village Square), and while the previously proposed linear park and trail has been removed at the request of the Parks Planning Section, there is still opportunity for active transportation through the sidewalk system on the property, particularly along Streets "C" and "I". These public spaces will also be complemented by a privately-owned "urban plaza" that will animate the mixed use node adjacent to the Barrie South GO Station.

38. Residential densities are graduated with the tallest buildings and highest density adjacent to the GO Station and across from a future commercial parcel of land (on the south side of Yonge Street) and furthest away from the lower density development in the existing neighbourhoods of Esther Drive and Pine Street. Lower density development (such as street townhouses) is located closer to the Painswick Park extension and an existing elementary and secondary school. Stacked townhouses are proposed along the frontage of Yonge Street, outside of the Node to provide for a four (4) storey height in order to accentuate the street presence of this built form. These housing units will be located near the street edge and provide for "back of house" operations off of the internal road network. A portion of the Yonge Street Corridor buildings will allow for opportunity for live/work units.
39. Planning staff note that the development proposal generally conforms to the Intensification Area Urban Design Guidelines and the intent of the Intensification Strategy. The commercial component of the proposed development is located within the Node, near the GO Station, as well as along the Yonge Street corridor. The design provides for an 'urban plaza' setting within the Node, including pedestrian connectivity with the adjacent GO Station. This proposal would support the creation of a walkable and pedestrian-friendly Yonge Street corridor and create a strong connection between the proposed development, GO Station, future commercial parcel at the corner of Yonge Street and Mapleview Drive East, and will create services and amenities for the existing residential communities on the west side of Yonge Street.
40. The Zoning crafted for the site provides for street side structures while allowing for a semi public/private realm in the form of public plazas adjacent to the mixed-use commercial buildings, appropriate step back facades as well as other urban design elements.
41. Notwithstanding that the proposed Zoning By-law Amendment does not mandate amenity space on a per unit basis, there is an ample dedication of public parks on the site, and opportunities for public/private plazas in the Node. The use of private amenity space in design tends to encourage the residents to use that private space and thus reduce the resident interaction that is commonly found in public spaces. It should be noted that the townhouse units may provide for private amenity space in rooftop balconies and yards and while mid-rise buildings will also provide for some form of amenity space such as balcony's and/or roof top gardens etc. Mandating this through zoning however, could be a deterrent to good design and/or reduce the use of the public spaces. It should be noted that the City does not have a requirement for private amenity space within the Urban Growth Centre.
42. With the exception of the special provision items of the proposed Zoning By-law Amendment, the proposal is consistent with the City's Intensification Area Urban Design Guidelines.

Draft Plan of Subdivision

43. The draft plan for the site, as shown in Appendix C, is a block plan with the road system and parks being owned by the City and the water, wastewater and stormwater services proposed to be connected to municipal services. The grid road system provides multiple accesses to Yonge Street at Country Lane, and Esther Drive. Street "I" also meets with Yonge Street with a right-in right-out intersection. Other intersection designs for Street "I", if deemed required, may be explored and adopted by way of amendment to this plan.
44. All of the municipal roads are proposed to have rights-of-way of 18 metres with the exception of Street "I" in the mixed use node, which has a 20 metre right-of-way to accommodate the additional pedestrian activity anticipated in the mixed use node and proposed urban plaza.
45. A small condominium road is proposed in a portion of the development adjacent to Painswick Park as the result of the City not accepting the proposed linear park system. An easement in favour of the City for the required City services will be provided over these condominium roads.

46. Staff are in the process of compiling the Draft Plan of Subdivision conditions required to implement the Official Plan and Zoning By-law Amendments if Council accepts the recommendation of staff for approval of this application.
47. The Draft Plan conditions are proposed to include, but not be limited to:
- (a) A phasing plan which outlines when various services are required to come on line;
 - (b) Submission of detailed servicing design for water, waste water and linkages to the municipal system;
 - (c) Submission of detailed stormwater management design to the satisfaction of the City and LSRCA;
 - (d) Submission of detailed transportation design for the development and the access to the boundary municipal road system;
 - (e) Submission of a Geotechnical Report for soil stability and grading details;
 - (f) Provision of various warning clauses from the School Boards and Metrolinx; and
 - (g) Provision of recommendations from the Noise Study.
 - (h) LSRCA approval of the proposed parkland dedication on the Poplar Drive lands.
 - (i) Provisions that the total parkland dedication, as described above in this Staff Report, shall provide a permissible unit count of 1,200 residential units and 2,787 square metres of commercial development. Any unit count or commercial development above this will be required to pay cash-in-lieu of parkland.
48. The Draft Plan of Subdivision Conditions is required to be fulfilled to the satisfaction of the City and applicable agencies prior to the registration of the final Plan of Subdivision for the property. This process includes approval of detailed engineering drawings and a Development Agreement between the City and the applicant which is registered on the title to the lands along with the final Plan.

Future Applications

49. Beyond planning approvals addressed in this report, additional planning approvals will be required prior to future development commencing. The street townhouses will be freehold and will proceed through Site Plan approval and removal of Part Lot Control to provide for lot creation. The stacked townhouses, back-to-back townhouses and apartment buildings will proceed through the Condominium and Site Plan Approval process in future.

Site Plan

50. Each of the established phases of the project will be subject to Site Plan Control. Through the site plan process, the detailed design of the development will be evaluated and the integration of that phase of development into the site will be reviewed for conformity with the Plan of Subdivision and Development Agreement as registered and approved.
51. Site Plan considerations would include, but not be limited to:
- (a) Conformity with the Zoning By-law approved for the subject lands;
 - (b) Maintaining the development limit and protection of identified natural features during and after construction;

- (c) Water and wastewater provision and linkages with municipal services in accordance with applicable standards;
- (d) Stormwater management in accordance with applicable standards;
- (e) Emergency services and fire routes to be identified and maintained to ensure appropriate access by emergency services;
- (f) Demonstration of accessibility, pedestrian linkages and active transportation alternatives;
- (g) Snow storage capability;
- (h) Opportunities for vegetative planting and green space; and
- (i) Urban Design.

ALTERNATIVES

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

Alternative #1 General Committee could deny the applications for an Official Plan Amendment, the Zoning By-law Amendment and the Draft Plan to permit the proposed residential and commercial uses and zone provisions on the subject property.

This alternative is not recommended, as the zoning designation would revert back to Agriculture (A) on the Yonge Street property and Residential (R1) on the Poplar Drive Property. These zones would not permit the built form which is provided for within the City's intensification policies within the Major Transit Node or Primary Corridor as identified in the City's Official Plan on the Yonge Street property and would provide for residential development to occur on the Poplar Drive property.

Alternative #2 General Committee could approve the Official Plan Amendment and Zoning Amendment to permit the proposed development but refer the Draft Plan back to staff with direction to change the parkland dedication area to provide for a different parkland layout. .

Although this alternative is available it is not recommended as the parkland dedication is consistent with the urban nature of the proposal, provides for various and different parkland opportunities for the proposed and surrounding communities, and is considered good urban design.

FINANCIAL

53. There are no financial implications to the applications beyond the standard matters normally before the City for an application of this size.
54. The estimated tax assessment, development charges and building permit fees have not been calculated for the project at this time. The concept provided by the applicant identifies the potential for a range of housing types in a condominium development form that does not currently exist in the City for comparison. Staff do not feel that an accurate representation of potential tax increases and fees is possible under these circumstances.

LINKAGE TO 2014-2018 STRATEGIC PLAN

55. The recommendations included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:

- Vibrant Business Environment
- Responsible Spending
- Inclusive Community
- Well Planned Transportation

56. As a mixed-use, transit-oriented development, Barrie Heritage Phase IV will create a vibrant environment for businesses that are supported by higher order transit as well as local transit routes. The proposal seeks to create a sustainable community that provides daily needs within walking distance for residents. The proposed density and range of housing types will help to ensure that the development creates an inclusive community, offering housing at a wide range of price points. The efficiency of the urban grid road pattern reduces infrastructure spending and simplifies servicing and operations. Although the operations and maintenance of the proposed parks may require new methodologies, potential liability risks such as the ownership of rail corridor walls and berms have been deferred.

Attachments: Appendix A-1 – Proposed Official Plan Amendment
Appendix A-2 – Proposed Official Plan Schedule A: Land Use
Appendix B-1 – Proposed Zoning By-law Amendment
Appendix B-2 – Proposed Zoning By-law Schedule
Appendix C – Proposed Draft Plan of Subdivision
Appendix D – Proposed Concept Plan
Appendix E – Additional Staff Report Background Information

APPENDIX A-1
Proposed Official Plan Amendment

**PROPOSED SCHEDULE A OFFICIAL PLAN AMENDMENT
FOR 759 YONGE STREET DEVELOPMENT**

AMENDMENT NO. XX
TO THE CITY OF BARRIE
OFFICIAL PLAN

April, 2017

TABLE OF CONTENTS

	Page
Introduction	1
Part A - The Preamble	
Purpose	2
Location	2
Basis	2
Part B - The Amendment	
Details of the Amendment	4
Implementation and Interpretation	6
Part C - The Appendix	
Minutes of the General Committee Public Meeting	
Staff Report	
Council Resolution	

INTRODUCTION

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

PART B - THE AMENDMENT, consisting of the following text and schedules constitutes Amendment No. **XX** 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. The appendices include:

- APPENDIX 1 – Notice of Public Meeting
- APPENDIX 2 –Public Meeting Minutes associated with this amendment.
- APPENDIX 3 – Comments Received
- APPENDIX 4 – Planning Justification Report prepared by MHBC dated _____.

PART A - THE PREAMBLE

Purpose

The purpose of this amendment is to redesignate a portion of the subject lands from “Institutional” to “Residential”, to provide a revised location to the Open Space designation and to provide revised location for the General Commercial designation all in accordance with Schedule A – Land Use Designations in the City of Barrie’s Official Plan. A portion of the subject lands shall remain designated as “Residential”. The purpose of this map change is to permit the development of a block plan of subdivision to accommodate a mixed use property consisting of various forms of townhouses as well as mid-rise apartment buildings and associated commercial development and parkland.

Location

The property subject to this amendment is legally described as Part of Lots 14 and 15, Concession 12, City of Barrie, County of Simcoe and municipally known as 759 Yonge Street and is located on the north side of Yonge Street. The site has an area of approximately 18.38 ha (45.4 acres) and is currently being farmed. The site has 651 metres of frontage on Yonge Street. The subject lands directly about the South Barrie GO Train Station property in the City of Barrie. The extent of the amendment is shown on Schedule A attached hereto.

Basis

This amendment is being considered as a result of an application for the development of 1326 residential units and approximately 2,787 square metres (30,000 square feet) of commercial space within a block plan format. A central park will be provided on the lands and an extension to Painswick Park will be provided adjacent to the site. Although not part of this amendment, a parcel of land with frontage on Poplar Drive, east of the abutting rail right of way, will host additional parkland and a storm water management pond.

The subject lands currently are designated “Residential” with conceptual boundaries for “General Commercial”, “Institutional” and “Open Space” designations as shown on Schedule A in the City of Barrie’s Official Plan. The City of Barrie Official Plan also identifies that the site is also subject to the City’s Node and Corridor Official Plan policies.

A portion of the site is notionally designated “Institutional” thus, in order to allow the proposed residential development on the site; an Official Plan Amendment is required to redesignate the portion of the site from “Institutional” to “Residential.” In addition, an adjusted location will be delineated for the “Open Space” and “General Commercial” designations associated the subject lands included as Schedule A-1.

The Institutional, Open Space and General Commercial land use designations applicable to the subject lands that are depicted on Schedule A in the City of Barrie Official Plan are approximate in extent and indicate the general location of the applicable designations on the property. This Amendment can be considered as a technical amendment as the designations already exist in a conceptually on the site and are simply being specifically defined.

Precise boundaries of the Open Space designations are shown on Schedule A-1; being an extension to the existing Painswick Park. The Institutional use for the area has been constructed (St. Peters Secondary School) and thus, the portion of the designation the subject lands is no longer required. The General Commercial designation will be moved from its mid-block location along Yonge Street to be adjacent to the South Barrie GO Station to more precisely follow the City’s Major Transit Node policies and to accommodate the concentration of commercial development adjacent to the South Barrie GO Station.

The Official Plan Amendment will facilitate the development of a mixed-use residential development which provides for [REDACTED] units per hectare within the Corridor area of the property and [REDACTED] units per hectare for the Major Transportation Node portion of the property and thus bringing to fruition the City's Node and Corridor policies.

Part B- THE AMENDMENT

Details of the Amendment

The Official Plan is amended by altering as follows:

1. Schedule A – Land Use Plan is hereby amended by redesignating the lands legally described as Part of Lots 14 and 15. Concession 12, City of Barrie, County of Simcoe by redesignating a portion of the lands from “Institutional” to “Residential” providing a precise boundary to the “Open Space” designation, and moving the “General Commercial” designation adjacent to the Go Station while maintaining the existing “Residential” designation portion of the subject lands, as shown on Schedule “A-1” attached hereto and forming Part of this Amendment.

IMPLEMENTATION

Subsequent to the adoption of this Amendment, Council will pass a by-law amending [REDACTED] Zoning By-law [REDACTED] as amended, as it relates to the subject site by rezoning these lands to [REDACTED], [REDACTED] and [REDACTED]

INTERPRETATION

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

PART C – THE APPENDIX

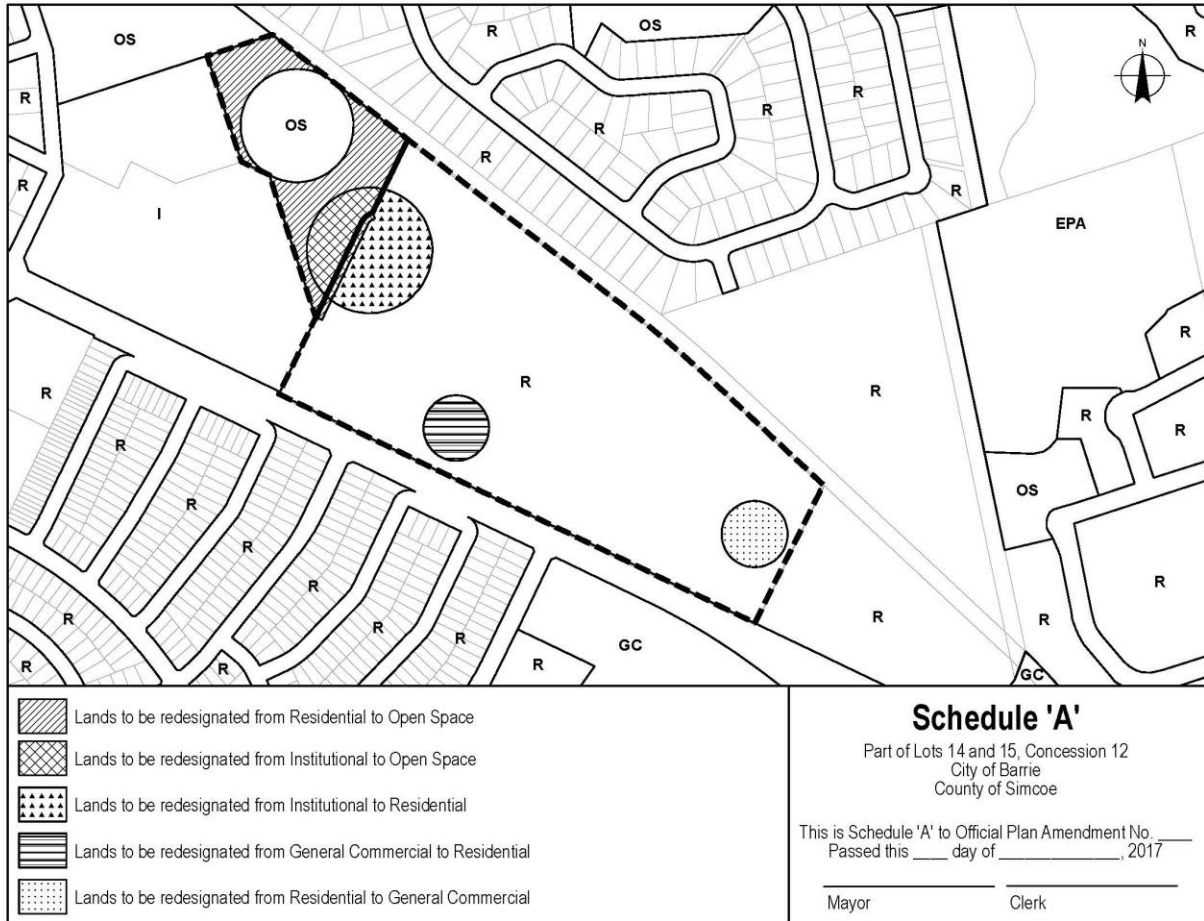
**** Include Updated Schedule**

Part C – THE APPENDICES

- Public meeting Minutes to be added

APPENDIX A-2

Proposed Official Plan Schedule A: Land Use



APPENDIX B-1

Proposed Zoning By-law Amendment

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 Lots 14 and 15, Concession 12 (Geographic Township of Innisfil), Being Parts 1 to 8, Plan 51R-10923, Save and Except (1) Part 1, Expropriation Plan 276129, (2) Part 1, Plan 51R-14534, (3) Part 1, Plan 51R-31793, City of Barrie, County of Simcoe from Agriculture (A) zone to Mixed Use Node Special Provision (MU1 SP-xx), Mixed Use Corridor Special Provision (MU2 SP-xx) and Open Space (OS) zones and from Residential Hold (RH) to Open Space (OS) and Environmental Protection (EP) zones.

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 Lots 14 and 15, Concession 12 (Geographic Township of Innisfil), Being Parts 1 to 8, Plan 51R-10923, Save and Except (1) Part 1, Expropriation Plan 276129, (2) Part 1, Plan 51R-14534, (3) Part 1, Plan 51R-31793, City of Barrie, County of Simcoe from Agriculture (A) zone to Mixed Use Node Special Provision (MU1 SP- xx), Mixed Use Corridor Special Provision (MU2 SP -xx), and Open Space (OS) zones and from Residential Hold (RH) to Open Space (OS) and Environmental Protection (EP) zones in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** Section 5.4 of the Zoning By-law is amended as follows:

Notwithstanding the permitted uses in any Mixed Use Zone listed in Table 5.4.1, the following uses are permitted for the lands zoned MU1 SP-xx and MU2 SP-xx:

Uses	Zones	
	Mixed Use Node (MU1 SP-xx)	Mixed Use Corridor (MU2 SP-xx)
Residential		
Apartment Dwelling	x	x
Back to Back Townhouse	x	x
Block/Cluster/Stacked Townhouse	x	x
Dwelling Unit(s) in conjunction with permitted commercial uses	x	x
Multiple Dwelling	x	x
Street Townhouse	x	x
Walk-up Apartment	x	x

Live-Work Unit (1)	X	X
Accessory Uses		
Home Occupation	X	X
Commercial		
Bake shop	X	
Bank	X	
Bus Terminal	X	
Bus Transfer Station	X	
Conference Centre	X	
Custom Workshop	X	
Entertainment Establishment	X	
Fitness or Health Club	X	
Fitness or Health Club, Local	X	
Florist	X	
Hotel, Motel	X	
Laundry or Dry Cleaning Depot	X	
Local Convenience Retail	X	
Nightclub	X	
Office, Business or Professional	X	
Office Medical	X	
Outdoor Display and Sales Area	X	
Outdoor Patio	X	
Parking Lot	X	
Personal Service Store	X	
Photography Studio	X	
Printing or Publishing	X	
Private Academy, Philanthropic or Religious School	X	
Private Club	X	
Recreational Establishment	X	
Refreshment Pavilion	X	
Rental Store	X	
Restaurant	X	
Retail Store	X	
Service Store	X	
Theatre	X	
Trade Centre	X	
Veterinary Centre	X	
Institutional		
Art Gallery	X	
Assembly Hall	X	
City Hall	X	

Commercial School	X	
Community Centre	X	
Crisis Care Facility	X	X
Day Nursery	X	X
Library	X	
Museum	X	
Nursing Home	X	X
Place of Worship	X	
Religious Institution	X	
Rest Home	X	X
Retirement Home	X	X
Senior Citizen Home	X	X
Training and Rehabilitation Centre	X	
Open Space (2)		
Park	X	X
Playground	X	X
Trails	X	X
Urban or Village Square	X	X

(1) Live-Work Uses

In the Mixed Use Corridor Special Provision (MU2-SP xx) zone, Live-Work units shall only be permitted on lands with direct frontage along the portion of Yonge Street located within 410 metres of the property line that abuts the Major Transit Station.

(2) Open Space Uses

Open space uses permitted in the Mixed Use Node Special Provision (MU1 SP-xx) and Mixed Use Corridor Special Provision (MU2 SP-xx) zones are subject to the standards of Section 9.0 of By-law 2009-141.

Section 5.4.2.3 (b) shall not apply;

Notwithstanding the Mixed Use Standards referenced in Table 5.4.2, the uses permitted in the Mixed Use Node Special Provision (MU1 SP-xx) and Mixed Use Corridor Special Provision (MU2 SP-xx) zones are subject to the following development standards:

	Zones	
	Mixed Use Node (MU1 SP-xx)	Mixed Use Corridor (MU2 SP-xx)
Lot Area (min.)	-	-
Lot Frontage (min.)	-	-

Front Yard Setback (1)	Min.	1m	1m
	Max.	5m	5m
Side Yard Setback	Min.	-	-
	Min. Abutting Street or Laneway	1m	3m
	Max.	3m	3m
Rear Yard Setback (Min.) (2)		1.5m	1.5m
Facade Step-back		<p>Step-backs shall commence at the 5th Storey using at least a single minimum 2 metre step-back.</p> <p>Step-backs may occur prior to the 5th Storey but are not mandatory.</p> <p>Step-backs shall only apply to facades abutting a street or public pedestrian space not part of a street, such as an urban or village square, boulevard or plaza.</p>	<p>Step-backs shall commence at the 5th Storey using at least a single minimum 2 metre step-back.</p> <p>Step-backs may occur prior to the 5th Storey but are not mandatory.</p> <p>Step-backs shall only apply to facades abutting a street or public pedestrian space not part of a street, such as an urban or village square, boulevard or plaza.</p>
Lot Coverage (max. % of lot area)		-	-
Gross Floor Area (max. % of lot area)		-	-
Street Level Floor Height (Min.)	Structures 4 Storeys or less	-	-
	Structures 5 Storeys or greater	4.5m (3a)	4.5m (3a,b)
Building Height	Min.	6m (2 storeys)	6m (2 storeys)

	Max.	30m (8 storeys)	19.5m (5 storeys) (4)
Minimum Coverage for Commercial uses (% of street level GFA)		- (5)	-

(1) Front Yard Setback

- a) Front yard setback areas may be fully paved and seamlessly connected with abutting sidewalk. Front yard setback areas may be fully landscaped open space areas or a combination of paved and landscaped open space.
- b) For the portion of a lot that is used to accommodate parking or a driveway the maximum setback will be 6 metres.
- c) For lots that front on to Yonge Street in the Mixed Use Corridor Special Provision (MU2 SP-xx) zone the maximum front yard setback shall be 3 metres

(2) Rear Yard Setback

- a) Where a rear setback abuts a street or laneway, the setback may be used for soft or hard landscaping, or for a walkway.
- b) A rear setback of 0 metres may apply to a Back to Back Townhouse.

(3) Street Level Floor Height

- a) Minimum street level floor height of 4.5m is not required for Back to Back Townhouse, Block/Cluster/Stacked Townhouse, or Street Townhouse.
- b) Minimum Street level floor height of 4.5m is only required in the Mixed Use Corridor Special Provision (MU2 SP-xx) zone for buildings with frontage on to Yonge Street which are 5 storeys or greater.

(4) Building Height

If the ground floor area use is a commercial or institutional use, the maximum building height for the Mixed Use Corridor Special Provision (MU2 SP-xx) zone is 30 metres.

(5) Street Level Commercial

A minimum 30% of the street level Gross Floor Area shall be for commercial uses within the buildings that front on to Yonge Street in the Mixed Use Node Special Provision (MU1 SP-xx) zone.

Non-residential uses accessory to the residential component of these buildings are permitted to contribute to the 30% minimum street level commercial Gross Floor Area, but excludes utility rooms and mechanical rooms

No minimum percentage of street level commercial Gross Floor Area is required for any individual building.

Section 5.4.3.6 Yard Variations shall apply in addition to the following:

If abutting an urban or village square or other similar pedestrian gathering space a maximum yard setback of 15metres is permitted in the Mixed Use Node Special Provision (MU1 SP-xx) zone.

Notwithstanding Section 5.4.4.1 the following shall apply:

Grade level parking spaces including aisles required for an apartment dwelling unit shall have a maximum lot coverage of 40%.

This maximum coverage does not include the portion of the parking area utilized for ingress and egress.

Notwithstanding the General Provisions and General Standards of the Mixed Uses Zones, the following provisions shall apply:

Parking Standards (Minimum)

- (a) Residential Uses – 1 space per dwelling unit;
- (b) Commercial and Institutional Uses – 1 space per 50 sq.m of gross floor area.

Parking in Front Yards

Street Townhouse:

Front Yard Parking Coverage in the Mixed Use Node Special Provision (MU1 SP-xx) and the Mixed Use Corridor Special Provision (MU2 SP-xx) zones is permitted to a maximum of 60% of the front yard, but the maximum driveway width is 3metres.

Block/Cluster/Stacked Townhouse:

No maximum Front Yard Parking Coverage.

Parking Location

Notwithstanding Section 4.6.2.1 of By-law 2009-141, parking spaces required for any use within the Mixed Use Node Special Provision (MU1 SP-xx) and Mixed Use Corridor Special Provision (MU2 SP-xx) zones are not required to be provided on the same lot as the building or use for which they are required.

Outdoor Patios

Section 4.2.1.11 (a) to (e) inclusive shall not apply.

Loading Spaces

All of Section 4.7 shall not apply.

Night Clubs

Section 4.13.1 (b) shall not apply.

Definitions

Townhouse Development, Stacked

In addition to the definition contained within Section 3.0 of Zoning By-law 2009-141, a Stacked Townhouse may contain up to 3 residential dwelling units. Units are oriented vertically above one another.

Townhouse Development, Back to Back

A Back to Back Townhouse shall mean either a Block/Cluster Townhouse or Street Townhouse in which separate Townhouse structures are attached by a rear common wall and no rear yard amenity space is provided. A Back to Back Townhouse may be a Stacked Townhouse.

Live-Work Unit

Means a dwelling unit, part of which may be used as a business establishment, and the dwelling unit is the principal residence of the business operator.

Provisions for Live-Work Units:

- The business shall be restricted to the first storey with an independent entrance for the business separate from the dwelling unit.
- The business may employ no more than two additional employees.
- The business operation must occur entirely within the structure.
- 1 parking stall shall be provided for the dwelling component, and 1 parking stall shall be provided for the business component of the unit.
- Permitted uses for the business component of the unit shall be business or professional office, personal service store, photography studio, and art gallery. A business not compatible with residential uses shall not be permitted.

Urban or Village Square

Shall mean a small common outdoor open space area that may include active or passive uses such as play grounds, seating areas or other activities which serve as common areas and meeting spaces.

3. **THAT** all other provisions of Zoning By-law 2009-141 shall apply;
4. **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.

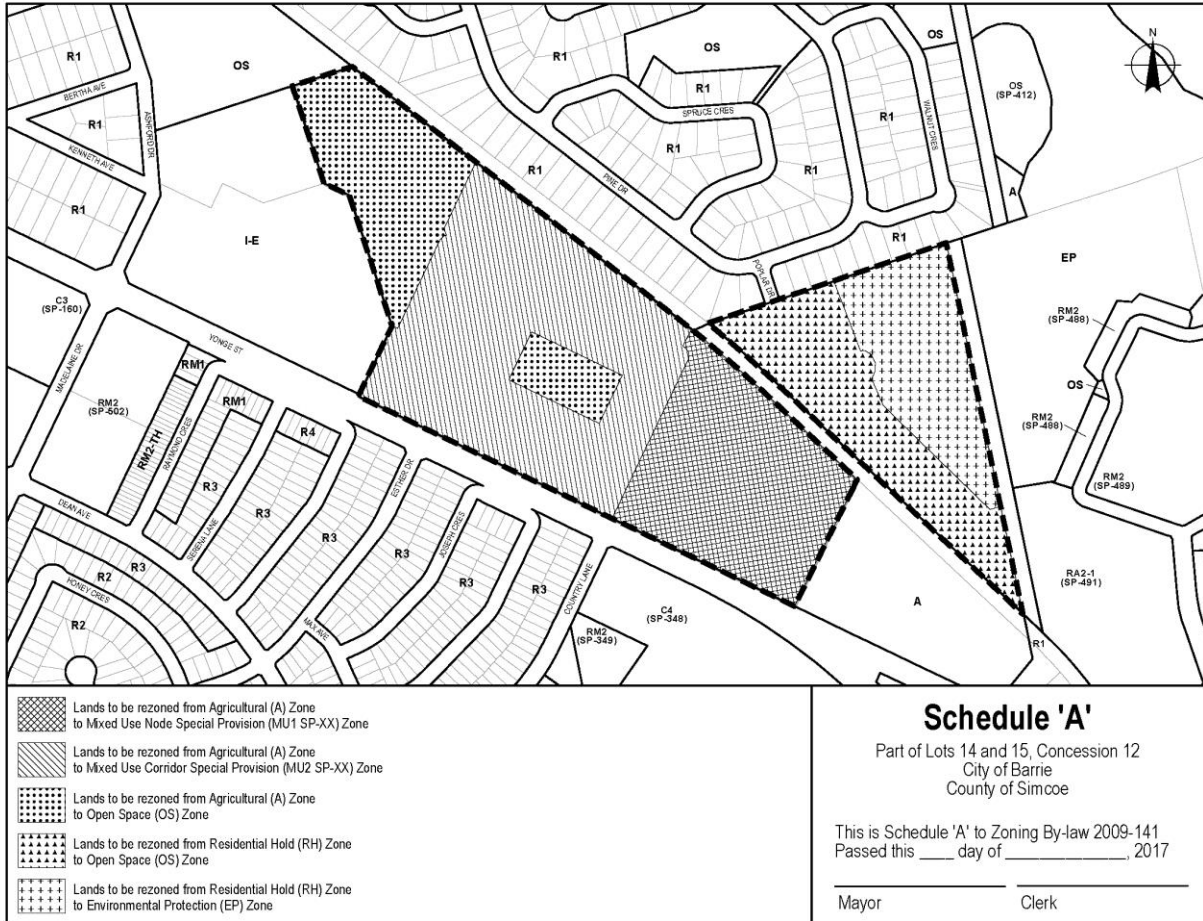
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

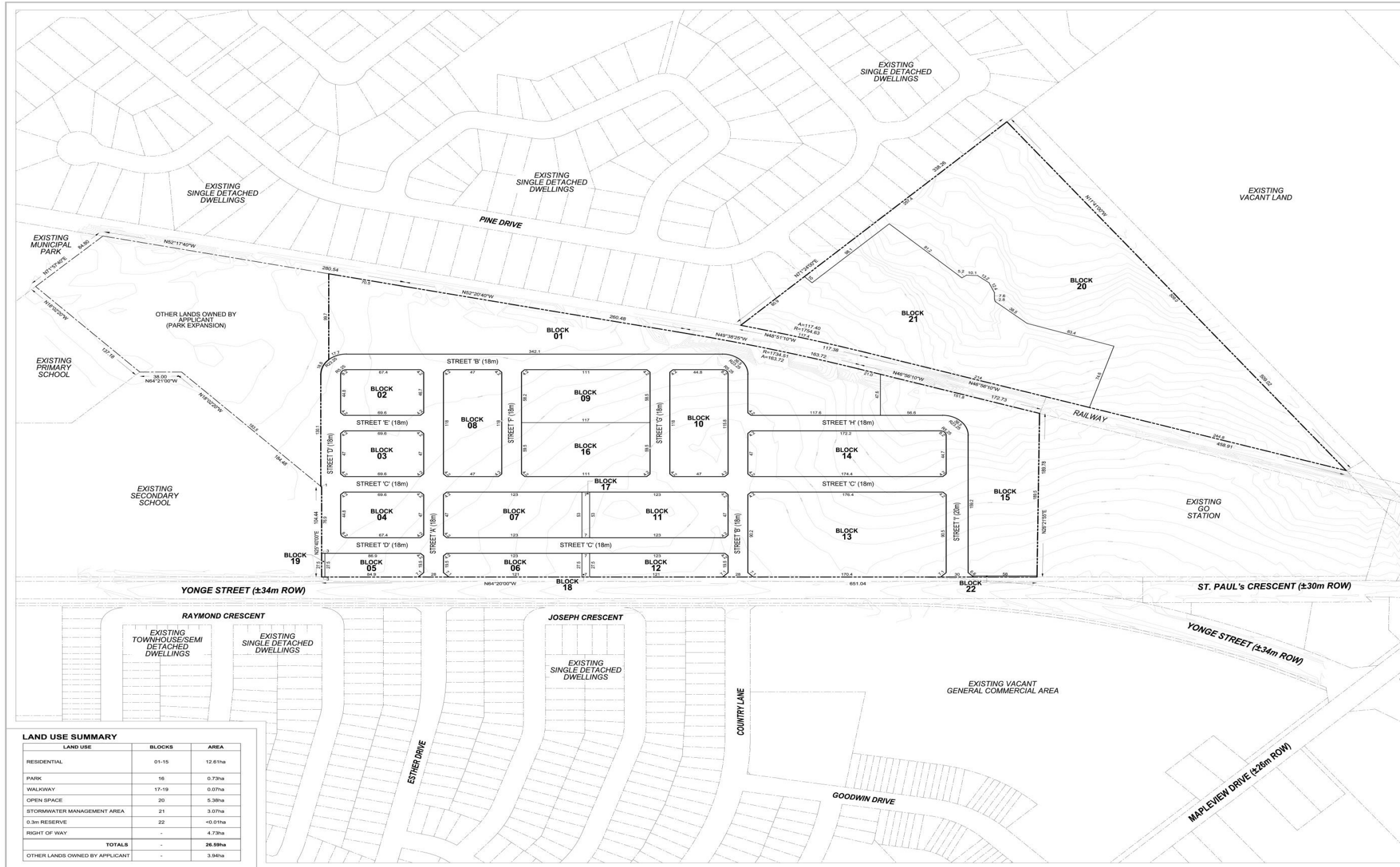
CITY CLERK – DAWN A. MCALPINE

APPENDIX B-2

Proposed Zoning By-law Schedule



APPENDIX C
Draft Plan of Subdivision



LAND USE SUMMARY

LAND USE	BLOCKS	AREA
RESIDENTIAL	01-15	12.61ha
PARK	16	0.73ha
WALKWAY	17-19	0.07ha
OPEN SPACE	20	5.38ha
STORMWATER MANAGEMENT AREA	21	3.07ha
0.3m RESERVE	22	-0.01ha
RIGHT OF WAY	-	4.73ha
TOTALS	-	26.59ha
OTHER LANDS OWNED BY APPLICANT	-	3.94ha

LEGAL DESCRIPTION
PART OF LOTS 14 AND 15, CONCESSION 12
CITY OF BARRIE
COUNTY OF SIMCOE

OWNER'S CERTIFICATE
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.
DATE: 3251586 CANADA INC.

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.
DATE: DINO ASTRIS - O.L.S.
DINO ASTRIS SURVEYING LTD.

KEY PLAN
Subject Site
Other Lands Owned by Applicant
SCALE: 0 0.25 0.5 0.75 1km

LEGEND
Project Boundary
Other Land Owned by Applicant
Parcel Fabric
Right of Way
Block Line

REVISIONS

No.	DATE	ISSUED / REVISION	BY
No. 3	May 19, 2017	Created a 20m right-of-way called Street 'I' with a right-in right-out entrance; Removed walkway blocks at central park; Resized and moved central park towards Street 'C'; Merged development blocks adjacent to central park; Removed linear park adjacent to Railway and added to adjacent development blocks; Merged two development blocks between Streets 'C' and 'H'	M.M.
No. 2	December 2, 2016	Issued for Municipal Review	M.M.
No. 1	July 23, 2016	Issued for Pre-Consultation	M.M.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P.13 AS AMENDED

A. AS SHOWN	F. AS SHOWN	K. ALL SERVICES AS REQUIRED
B. AS SHOWN	G. AS SHOWN	(WATER, SANITARY, STORMWATER, HYDRO)
C. AS SHOWN	H. MUNICIPAL WATER SUPPLY	
D. AS SHOWN	I. SANDY LOAM, SILT, ORGANIC	L. AS SHOWN
E. AS SHOWN	J. AS SHOWN	

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE MHBC PLANNING
113 COLLIER STREET
BARRIE ON, L4M 1H2
P: 705.729.0445 F: 705.729.0010
WWW.MHBCPLAN.COM

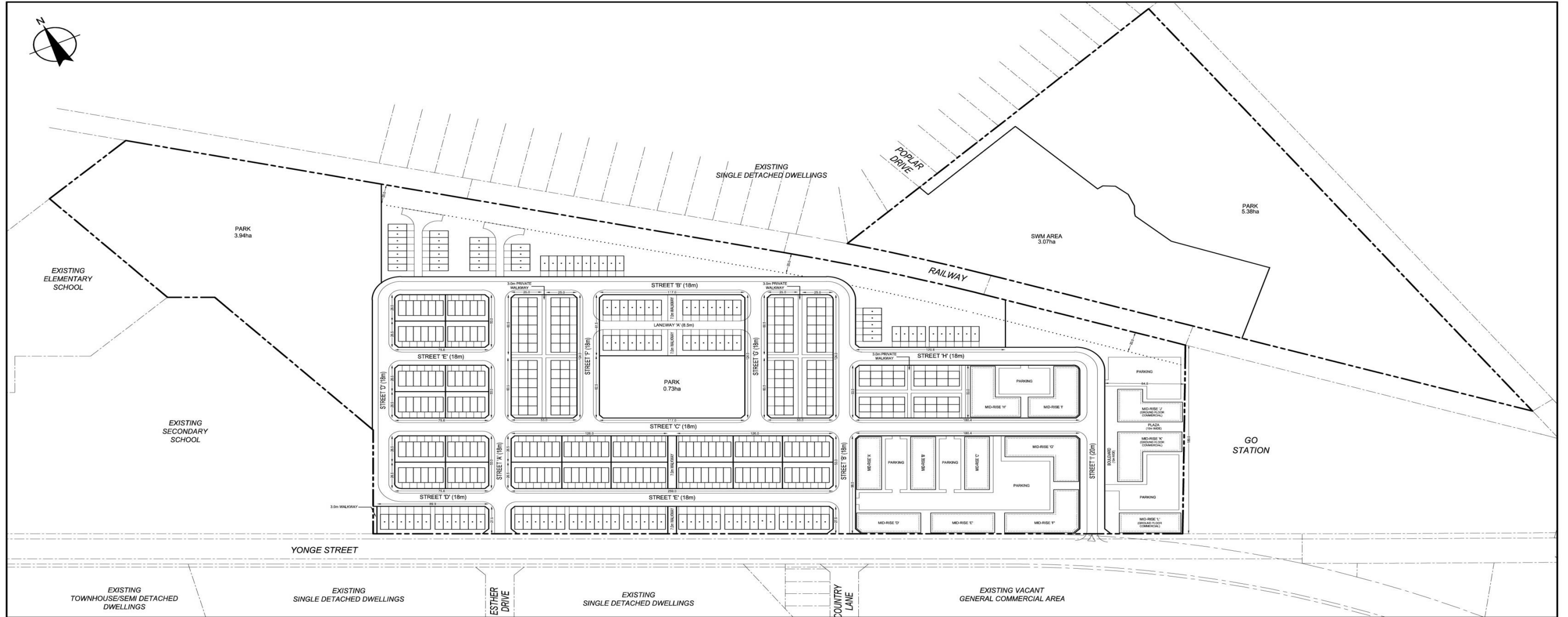
STAMP
DATE: JULY 22, 2016
FILE No. 08176E
SCALE: 1:1,800 (ARCH D)
DRAWN BY: M.M.
CHECKED BY: K.M.
OTHER:

PROJECT
BARRIE HERITAGE YONGE STREET

FILE NAME
DRAFT PLAN OF SUBDIVISION
DWG No. 1 of 1

SCALE BAR
0 10 20 30 40 50 75 100 150 200m
MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
N:\barrie\barrie heritage\development - 08176E\Drawings\Draft Plan\CAD\08176E_draftPlan_2017-05-19.dwg

APPENDIX D
Proposed Concept Plan



CONCEPT PLAN '06'

Yonge GO Village
759 Yonge Street
City of Barrie
County of Simcoe

UNIT COUNT

UNIT TYPE	CURRENT UNITS
Townhouse	142 Units
Stacked Townhouse (2 Units)	242 Units
Back to Back Stacked Townhouse (3 Units)	192 Units
Mid-Rise (6 Storey)	750 Units
TOTAL	1,326 Units

DRAFT

DATE: April 26, 2017
SOURCES: Dino Astri Surveying Ltd.
SCALE: 0 20 40 60 80 100 Metres
N:\Barrie\Barrie Heritage Development - 06176E\Drawings\Concept Plan\CAD\06176E_ConceptPlan06_2017-04-26

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
113 COLLIER STREET, BARRIE, ON L4M 1H2
P: 705.728.0045 F: 705.728.2010 | WWW.MHBCPLAN.COM

APPENDIX E

Additional Staff Report Background Information

Project Background

1. The initial submission for this project was received by the City of Barrie in August 2010.
2. A Public Meeting for the original application was held on March 7, 2011. The applicant then revised their plans in accordance with comments from staff and the public.
3. On September 1, 2016, a revised application was received for 1,295 residential units, 2,787 square metres (30,000 square feet) of commercial use as well as four park areas. The public parks on the Yonge Street site included an expansion to Painswick Park, a central Village Square, and a linear park and trail connecting Painswick Park along the rail line to the GO Station. A storm pond and passive park area on the Poplar Drive property were proposed to address comments from the public and the Lake Simcoe Region Conservation Authority; no residential units are proposed on the Poplar Drive property.
4. The applicant provided the following reports, drawings and documents in support of this application:
 - (a) Planning Justification Report - MHBC Planning, July 2016;
 - (b) Functional Servicing Report - AECOM, July 2016;
 - (c) Environmental Impact Study and Hydrogeology Study - Azimuth Environmental Consulting Inc., June 2010;
 - (d) Natural Heritage Conditions Technical Memo - Azimuth Environmental Consulting Inc., July 2016;
 - (e) Hydrogeology Consolidation Brief - Azimuth Environmental Consulting Inc., July 2016;
 - (f) Urban Design Brief - MHBC Planning, July 2016;
 - (g) Shadow Impact Study - MHBC Planning, July 2016;
 - (h) Noise Feasibility Assessment - RWDI Consulting Engineers and Scientists, August 2016;
 - (i) Traffic Impact Study – BA Group, August 2016;
 - (j) Archaeological Assessment - D.R. Poulton and Associates Inc., October 2006;
 - (k) Draft Zoning By-law and Schedule – MHBC Planning;
 - (l) Draft Plan – MHBC Planning and
 - (m) Concept Plan – MHBC Planning.
5. A joint Ward Meeting for the updated proposal (Ward 9 & 10) was held on September 27, 2016.
6. A Public Meeting was held on December 12, 2016 to provide an opportunity for the public to comment on a revised proposal for the site. The following comments from the public were received:
 - (a) Requests were made to reduce the 10 storey building heights.
 - (b) Concerns were raised about the density.
 - (c) Concerns if Pine Drive, which has just been completed, would need to be rebuilt to accommodate the development.
 - (d) Request was made to not use Poplar Drive as the construction access for the storm pond.
 - (e) Request was made to move the storm pond further away from Pine Drive.
 - (f) A request was made to use Low Impact Development techniques (LID) in association with the storm pond.
 - (g) The public identified concerns regarding residential units on the Poplar Drive site, density and height.

Circulation Comments

7. Revised applications were circulated to internal departments and external agencies for comment. Key elements of the comments received by staff are as follows:
- (a) Engineering Department
 - Ultimate sanitary and water flows are to be confirmed at the detailed design stage.
 - (b) Transportation
 - It is noted that the TIS provided for the development recommends the signalization of the Country Lane/Yonge Street intersection at the start of construction and this is supported. The TIS further recommends monitoring the intersection of Esther Drive/Yonge Street to determine if signalization is warranted; Traffic Service does not support this approach and recommends that installation of traffic signals occurs at the start of construction of this intersection.
 - (c) Parks Planning
 - Requested removal of residential units backing onto the proposed Painswick Park expansion and the removal of the proposed linear park for issues related to operations and maintenance and potential liability issues.
 - Concerns were expressed about the proposed park on the Poplar Drive site respecting the extent of Environmental Protection areas and the overall eligibility of the site as a parkland dedication.
 - Clarification was requested if the Village Square Park was to be public dedication or private amenity space. Concern was expressed that the Village Square is too close to the Painswick Park expansion and that it is of a size which is different than the current standard community park or neighbourhood park sizes.
 - Concerns were expressed that the walkway block from Yonge Street to the Village Square be eliminated due to maintenance concerns.
 - Identified that they are not in favour of the Village Square park and they would like to see it either become a private park (condominium) or split into two smaller parks. Cited anticipated pressure from future residents to program the park for active park uses (playing fields etc.) and that the size of the park (0.73 ha) does not fit into their community or neighbourhood park standards.
 - (c) Lake Simcoe Region Conservation Authority (LSRCA)
 - Recommended approval of the applications subject to the Poplar Drive lands being rezoned to Environmental Protection (EP) OR that the Stormwater Management Area be zoned Open Space (OS) with the remainder of the site zoned EP to represent the intended use for these lands as identified in the Planning Justification Report submitted by the applicant.
 - (d) Metrolinx (GO Transit)
 - Identified that the 30 metre setback on the plans is consistent with their requirements. A safety berm and fence is required adjacent to the rail right-of-way and details are to be provided to Metrolinx. The noise report modelled future operations on the rail line but did not monitor the GO station itself; further comment from the consultant is requested. Vibration is not an issue.
 - Metrolinx requested a linear pathway and active transportation network along the rail ROW to connect Painswick Park to the GO Station. They also requested details of the integration of pedestrians to the GO Station be reviewed.
 - Detailed drainage is to be reviewed at the detailed design stage. Standard conditions, including an agreement between the Developer and Metrolinx were requested.
 - (g) Zoning

- Concerns were expressed about the by-law framework as the MU1 and MU2 zone are under appeal at the OMB.
 - Clarification is required as to what the “multiple dwelling” use is.
 - The other requested permitted uses appear appropriate for the proposal and surrounding uses.
 - The proposed new definitions are reasonable.
 - The use of “nightclub” in the area is questioned.
 - The proposed setbacks appear appropriate.
 - Various other detailed comments were provided related to outdoor amenity areas, outdoor patios, façade step backs, and that strong consideration be given for locating mixed-uses along Yonge Street in keeping with the intent of the City’s Intensification Strategy.
- (h) MTO
- Identified no concerns and no MTO permits are required.
- (g) School Boards and Utilities
- Have not stated any concerns, and provided standard comments and warning clauses to be included in the Draft Plan of Subdivision Conditions.

ANALYSIS

Provincial Policy Statement (PPS)

8. The PPS identifies that settlement areas should be the focus of new development and offer a range of housing types including opportunity for intensification subject to the evaluation of community, infrastructure, and natural features. The subject lands are located in the existing settlement area of the City of Barrie in an area designated for intensification in the City’s Official Plan. Staff are satisfied that this project conforms to the policies of the PPS and intensification guidelines.

Places to Grow Growth Plan for the Greater Golden Horseshoe (Growth Plan)

9. The Growth Plan objectives have been examined and incorporated into the City of Barrie Official Plan as approved by the Ministry of Municipal Affairs and Housing. More specifically, the City has identified specific areas for intensification. Official Plan Schedule I Intensification includes the Urban Growth Centre designation, Intensification Nodes and Corridors and Major Transit Nodes. The subject lands are within the Major Transit Node of the South Barrie GO Station, as well as the Primary Intensification Corridor of Yonge Street.
10. Pursuant to the Growth Plan, the application provides for a mix of residential, office and commercial development and supports the viability of existing and planned transit service and provides access from various transportation modes to the transit facility.
11. Upon review of all of the policies of the Growth Plan, the development proposal conforms to the Growth Plan including the intensification policies.

Official Plan (OP)

12. The Yonge Street lands are designated as Residential, General Commercial, Open Space and Institutional on Schedule A: Land Use in the City's Official Plan. The Poplar Drive lands are designated Residential. The location of the land uses on the Yonge Street property was intended to be conceptual within the Official Plan until such time as a specific development application solidified the actual location(s) of each use. The Institutional block has now been developed as St. Peters Catholic School. The Commercial block will be incorporated in the development as part of the mixed-use (residential/commercial) development adjacent to the GO Station lands and within the Major Transit Node. The Open Space will be incorporated within the development primarily as an extension to Painswick Park and the centrally located Village Square.
13. The lands are also identified as being within a Primary Intensification Corridor, Major Transit Node and on Schedule I of the Official Plan. Exclusive of parks and open spaces, the proposed development meets the density in the Official Plan by providing 49 units per hectare within the Corridor and 118 units per hectare within the Node. The intention of the Major Transit Node is to provide the greatest amount of density outside of the designated Urban Growth Centre to ensure the population is available to support and promote the transit facilities established at this location and a vibrant mixed use environment.
14. The Poplar Drive property is identified on Schedule H of the Official Plan as being within a Level 1 Natural Heritage Resource and is subject to specific OP policies which permits development to proceed if no negative impact can be demonstrated on the natural heritage features or they can be mitigated. The concept proposes a trail network on these lands.
15. As per the general residential policies of the Official Plan, the applicant has proposed a range of housing types, densities, tenures at various market prices and affordability. The proposed densities provide opportunity to support adjacent transit services including the Metrolinx facility and the City's bus transit service. The concept provides a transition within the built-form from the Node area adjacent to the GO Station of six storey apartment buildings (a maximum of eight (8) storeys is permitted in the Zoning By-law) to various forms of 2-4 storey townhouses along most of the Yonge Street frontage and penetrating into the site. The built form is consistent with the Residential, Open Space, Node and Corridor policies for the site. The proposed use of the Poplar Drive property as a stormwater management pond with a passive trail system as an Environmental Protection area has been demonstrated as compatible with the policies of the Official Plan as it provides natural connections, improves environmental corridors and ecological linkages. The use could be an amenity to area residents and is sympathetic to the character of the adjacent single-detached residential neighbourhood and proposed Baywood development site.
16. The existing Open Space and Commercial designations on the site are appropriately integrated into the site and the Official Plan Amendment for the property can be considered technical in nature in order to permit the proper location of these uses on the property.
17. The extension of Painswick Park has been requested by the Parks Planning Section and effectively doubles the size of the existing park. The proposed Village Square in the centre of the plan allows the community a different park experience than the more active Painswick Park. The multiple connection points from Yonge Street into the site provides access for residents of the wider community to utilize the Village Square.

Painswick Secondary Plan

18. The Yonge Street site is located within the Painswick Secondary Planning Area and is designated Residential, Residential High Density, Open Space and Commercial. The Secondary Plan was completed in the 1990's, and intensification was not an identified concept in the City Official Plan, nor was the existence of a major transit station on the abutting property. Therefore, the Secondary Plan does not contemplate the establishment of a Major Transit Node and its associated policies.

19. Section 4.2.2.7 b) & d) of the Official Plan state that the Node and Corridor policies of the OP take precedence over the Secondary Plan policies and the policies of the PPS and Growth Plan also take precedence over the policies of the Secondary Planning Area if there is a conflict. The Mixed Use policies of Section 4.9 of the OP also take precedence over the general Residential and Commercial policies of the OP. All of these policies have been reviewed in the context of the development proposal and the proposal is in conformity with the PPS, Growth Plan and Official Plan policies.
20. With respect to the proposal for a City-owned stormwater pond, passive park and environmental area on the Poplar Drive site, it is submitted that the combined Residential/Level 1 environmental designation on the lands is appropriate to permit the proposed use of the property and the proposed Environmental Protection/Open Space zone on the site.