

**TO:** MAYOR J. LEHMAN AND MEMBERS OF COUNCIL FILE: D11-1691

**FROM:** S. NAYLOR, M.E.S., M.C.I.P., R.P.P., DIRECTOR OF PLANNING SERVICES

**NOTED:** *FOR* R. FORWARD, MBA, M.Sc., P. ENG.  
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT *15.10.23*  
C. LADD, CHIEF ADMINISTRATIVE OFFICER *ACTING CA*

**RE:** CITY COUNCIL 'BUMP-UP' REQUEST FOR SITE PLAN APPROVAL FROM THE  
SOUTH BARRIE SECONDARY SCHOOL (225 PRINCE WILLIAM WAY)

**DATE:** OCTOBER 26, 2015

The Simcoe County District School Board ("SCDSB") submitted a Site Plan Application in June, 2015. That Application proposed a new high school to be located at the southern end of the subject property located at 225 Prince William Way, within the Hewitt's Secondary Plan Area. Staff Report PLN023-15 (September 14, 2015) recommended that the Application be refused as the proposed location of the school was not in conformity with the applicable policies and guidelines, which require that the school be placed at the intersection of Mapleview Drive East and Prince William Way. General Committee adopted Staff's recommendation on September 14, 2015. At its meeting of September 21, 2015, Council Motion 15-G-187 (Appendix "1") approved the SCDSB's request to defer consideration of the refusal recommendation until October 5, 2015, to allow discussions between the City and School Board to occur, and directed Staff to prepare a detailed memorandum summarizing the discussions for the October 5, 2015 Council meeting. On October 5, 2015, Staff provided a Memo to Council advising that representatives from the School Board and City staff had met on three occasions to discuss the placement of the proposed school building on site and while the talks had been productive, both parties agreed that there would be benefit to continuing these discussions. As a result, Planning staff advised that they would provide Council with the detailed Memorandum for the October 26, 2015 General Committee Meeting.

Since October 5, 2015, City staff have met with the Simcoe County District School Board representatives on three additional occasions to further discuss the placement of the school building on site. During these six (6) meetings the City and Board representatives shared comments and concerns, including conceptual plans, regarding the location of the school on the subject lands. A detailed summary of all meetings, with the preliminary concept plans, has been provided in the attached Appendices ("2" – "7").

Unfortunately these meetings did not produce a resolution to the location of the proposed high school that both the City and School Board representatives could accept.

City representatives have proposed that a City/SCDSB partnership (subject to detailed review and Council approval) could be considered that would see a joint library included in the proposed high school if it were to be located at the north end of the property adjacent to the Mapleview Drive East and Prince William Way intersection (Appendix "4A"). The proposed library would be a shared facility which would be available to both the student population as well as the general public, and could assist in alleviating some of the financial implications of the redesign of the site. This option could also address safety and access concerns identified by the School Board of having the school placed in close proximity to Mapleview Drive. The City also proposed a shared use agreement for the sportsfields including sharing in the maintenance of those fields.

The School Board felt that the City's proposal did not satisfactorily address their safety concerns and have maintained its position throughout the discussions that their preferred location for the high school would be for it to be situated at the south end of the property.

Two hybrid options were proposed by the SCDSB that are intended to satisfy the locational requirements of the City's planning documents. Both hybrid options include the placement of a new building (referred to as an "Education Facility") which would be intended to provide a building massing at the intersection of Mapleview Drive and Prince William Way. In addition to the building, both options would also include "enhanced" landscape and streetscape treatments around the proposed building and along the Mapleview Drive and Prince William Way road frontages east and south of the intersection.

Hybrid option 1 proposes a 13,500 square foot 1 storey facility (designed to appear to be a 1 ½ - 2 storey building) in an "L" shaped configuration with the majority of the building facing onto Mapleview Drive (Appendix "7A", "7B", "7C"). There would be a potential for the building to be expanded by an additional 3,600 square feet for a total area of 17,100 square feet. The School Board is prepared to commit to building this 13,500 square foot facility in an effort to conform to the City's policy and guidelines, without the necessity of re-locating the school building itself to the north end of the subject property.

Hybrid 2 is essentially the same building but would have the potential to be up to twice the size of Hybrid 1 (to approximately 34,000 square feet) (Appendix "7D").

The size of the two Hybrid options, above the minimum 13,500 square foot facility, is dependent upon the School Board developing partnerships with one or more community organizations to assist in offsetting the costs of the expanded facility.

The specific use(s) that would be housed within the Education Facility are undetermined at this stage. The representatives of the School Board have stated that they are committed to seek community partnerships, and the nature and number of those partnerships would dictate the final size of the Facility.

It should be noted that the Education Facility under either Hybrid Option would only be built following the completion of the high school (which School Board representatives state is needed to be operational as soon as possible), and the availability of the final servicing solutions for the site. The reason for the latter is primarily due to the need for this area of the site to be utilized for a temporary stormwater management facility to service the high school prior to the completion of the final system in accordance with the construction of Prince William Way.

As the notes from the six meetings included in the attached Appendices indicate, the discussions between the parties did not identify a location for the proposed high school that both parties could accept. The Hybrid solutions are an effort by the SCDSB team to meet the intent of the City's policies and guidelines without the impacts they feel would arise by re-locating the school to the Mapleview Drive/Prince William Way intersection.

City Staff maintain the need for the school to be situated in the northern location and along the street frontage in order to achieve the design objectives, developed in partnership with the development community over approximately the last five years, and expressed by Council for the development of the City, and specifically for the Hewitt's Secondary Plan Area. To make this possible, the City has proposed a partnership for a joint library accessible by both students and the public, with access from Mapleview Drive for the public, and internal access to the school for students, which creates public activity on the Mapleview frontage and still addresses security issues relative to the public accessing the school.

  
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S. Naylor, M.C.I.P., R.P.P.  
Director of Planning Services

**APPENDIX "1"**

**Council Motion 15-G-187**

**15-G-187**

CITY COUNCIL 'BUMP-UP' REQUEST FOR SITE PLAN APPROVAL FOR THE SOUTH BARRIE SECONDARY SCHOOL (225 PRINCE WILLIAM WAY) (WARD 10)

**AMENDMENT #1**

1. That motion 15-G-187 of Section "D" of the General Committee Report dated September 14, 2015 concerning City Council 'Bump-Up' request for Site Plan Approval for the South Barrie Secondary School be deferred until the City Council meeting scheduled for October 5, 2015 to allow the Simcoe County District School Board to prepare a plan with the school located at the north end of the site for discussion with staff in the Planning Services Department; and that such discussion be required to include potential solutions to concerns regarding the location of the school at the north end of the site and potential measures to mitigate the financial impact of a revised building location.
2. That staff in the Planning Services Department provide a memorandum to City Council describing:
  - a) The matters discussed by Simcoe County District School Board and Planning staff at their meeting(s); and
  - b) The challenges and solutions to any concerns related to locating the school at the north end of the site.

**APPENDIX "2"**

**September 25, 2015 Meeting**

City Planning staff met with representatives from the Simcoe County District School Board at the new Orillia Secondary School Site where School Board representatives provided a tour of the new facility to demonstrate that the proposed South Barrie Secondary School was designed with similar design considerations in mind. In this regard:

- the school was built on a north-south oriented site with the 3-storey facade of the building overlooking the athletic field to the north, similar to the proposal for the South Barrie site;
- design intended to optimize light on the northern 3-storey façade and reduce heat gain on the 2-storey southern façade;
- the Orillia site (unlike the Barrie site) is bounded by two local roads whereby one full access is obtained from each of the abutting streets;
- single row of parking, access lane/fire route and double loaded bus drop-off zone located at front of the school, separated by approximately 3m of landscaping abutting the adjacent local roads;
- an additional parking field is provided west of the school; and
- the front façade of the building is 2-storeys in height and the school office is located adjacent to the main entrance for security purposes, similar to the current proposal for the South Barrie school site.

School Board representatives provided City staff with a package summarizing the design evolution of the South Barrie Secondary School as well as concept plan depicting the School building relocated toward the northern limits of the Site (Appendix "2A", "2B", "2C") as requested by Council through Motion 15-G-187. The School Board provided the following main reasons for siting the building to the south:

- i) Grading – By placing the athletic fields at the lowest portion of the site, the building could be integrated into the grading solution by acting as a retaining structure. Ideally, this would allow a reasonable balance of cut and fill on the site.
- ii) Stormwater – Locating the school toward the high point of the site allows the stormwater to flow past the building. If the school was located at the corner it would be at the low point of the site, and stormwater from the athletics fields would flow towards the school.
- iii) Relationship with neighbours – The 3-storey façade would be oriented toward the north, but far from the backyards of the existing neighbourhoods on the north side of Mapleview Drive East, with only a 2-storey façade oriented toward the future abutting residences to the south.

The SCDSB representatives emphasized that the design, as submitted, was in consideration of the findings of the geotechnical investigation, which indicates a higher water table closer to the north-west corner of the site.

The School Board representatives identified the following constraints with locating the building toward the northern limits of the site based upon the information available to them:

- i) Additional retaining structures may be required at property boundaries toward the southern limits of the site along the Prince William Way and along the east property boundaries;
- ii) The requirement for a 170m retaining structure mid site to accommodate a suitable area for the placement of the future portables;
- iii) Traffic congestion at the Mapleview Drive East entrance to the site;
- iv) Potential for informal student drop-off impeding bicycle lane and traffic conflicts along Mapleview Drive East;
- v) Congestion from students exiting north at lunch periods and end of day; and

- vi) Impediment with initial stormwater connection at north-west corner of the site.

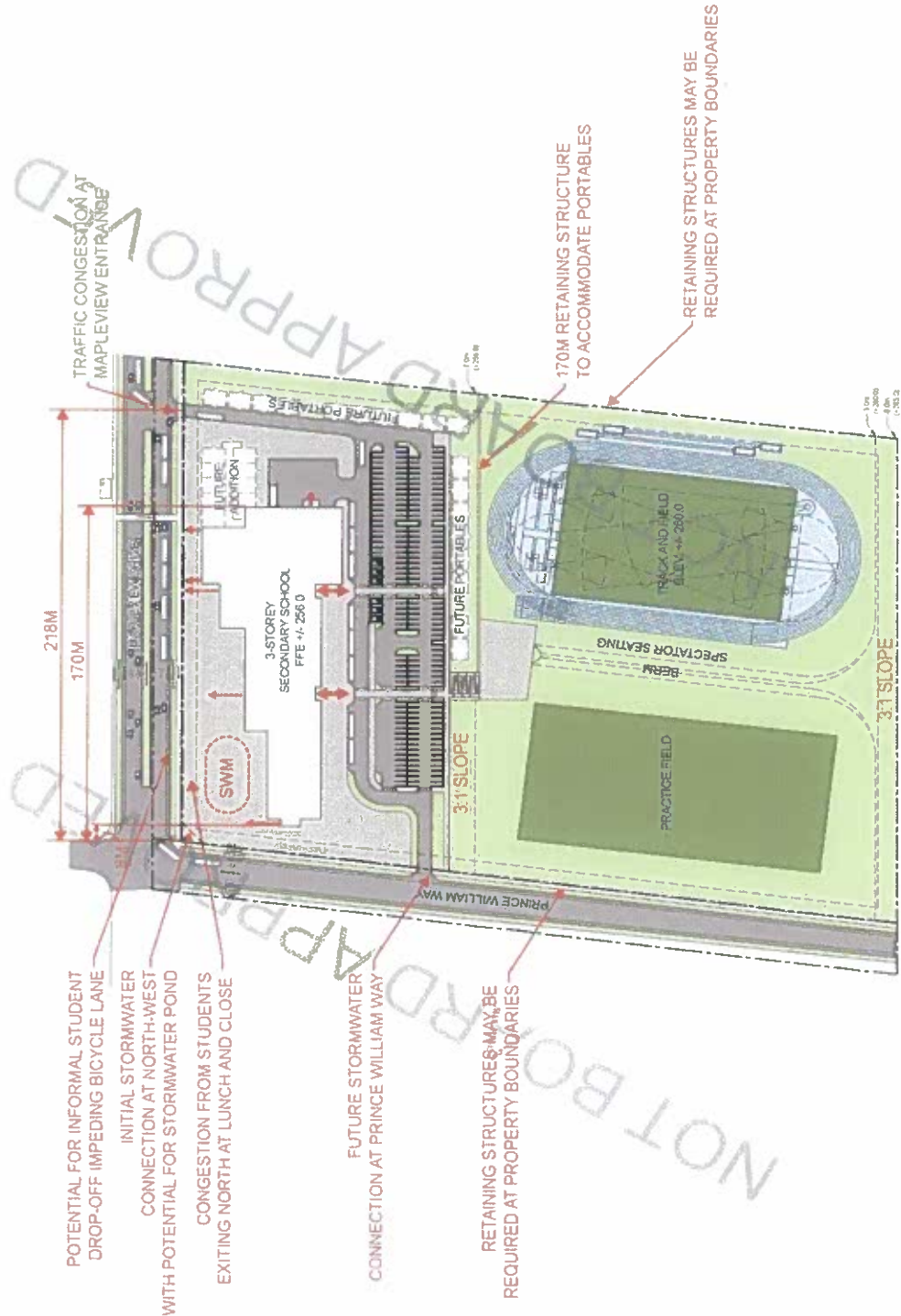
The School Board confirmed that while the City's preferred design "was possible, it was not probable" as it would be extremely costly to develop the building on the northern portion of the lands given that substantial fill or pilings may be required to support a building due to the existing water table in this area of the site being less than 1m below grade.

The School Board representatives agreed to provide City staff with the cost premiums associated with relocating the building toward the northern limits of the property.

On September 28, 2015, City staff received a breakdown of the cost premiums (Appendix "2D") related to site preparation and building structure associated with moving the building to the north. The submitted cost premiums were noted by the Board as being in the order of \$1.5 million for site preparation work, but did not include stormwater retention, the retaining wall structure required to accommodate the future portables or any additional soft costs associated with architectural redesign of the building.

**APPENDIX "2A"**

**School Board Concept Site Plan – Full Site Plan**



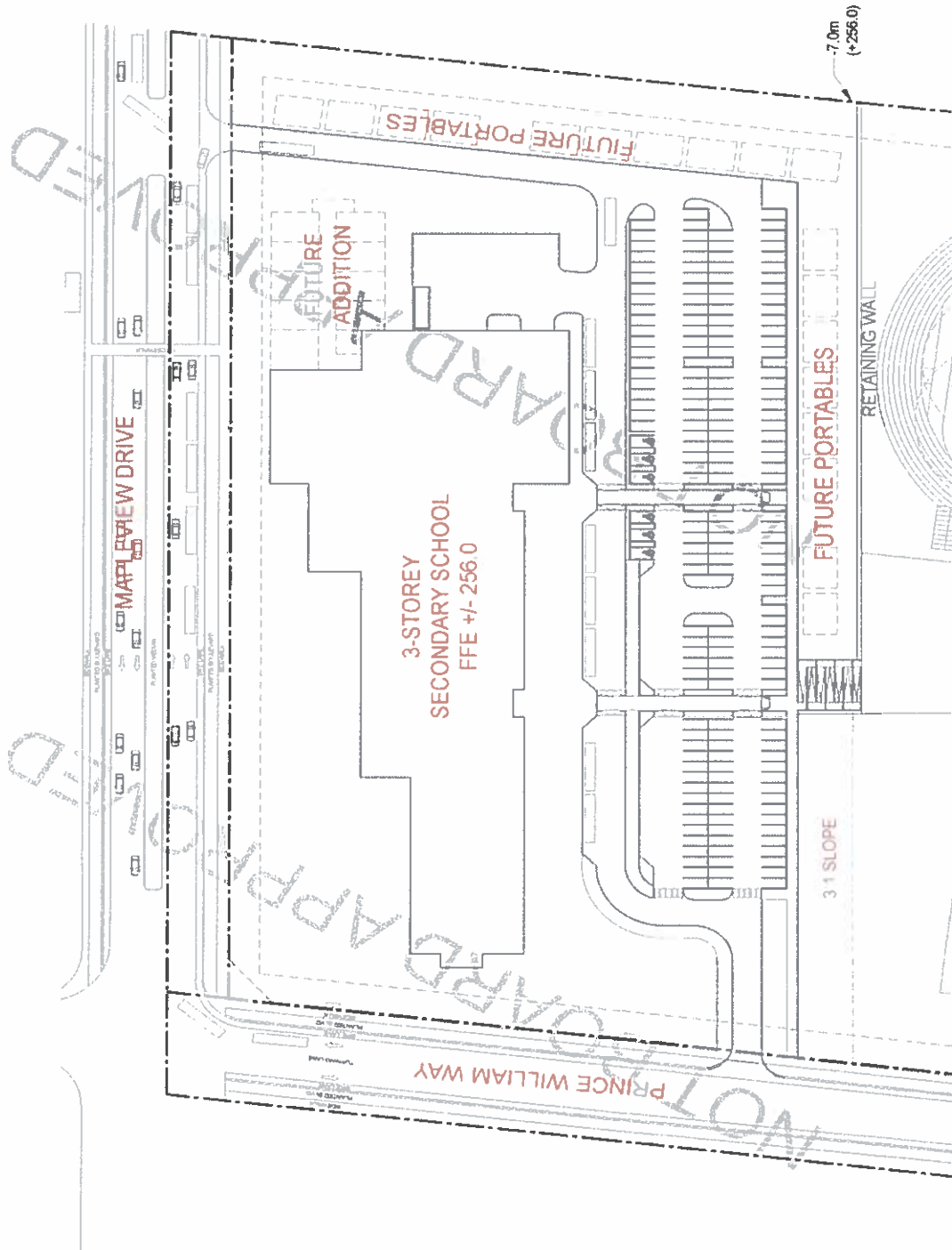
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CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
SEPTEMBER 28 2015

APPENDIX "2B"

School Board Concept Site Plan – Enlarged Site Plan

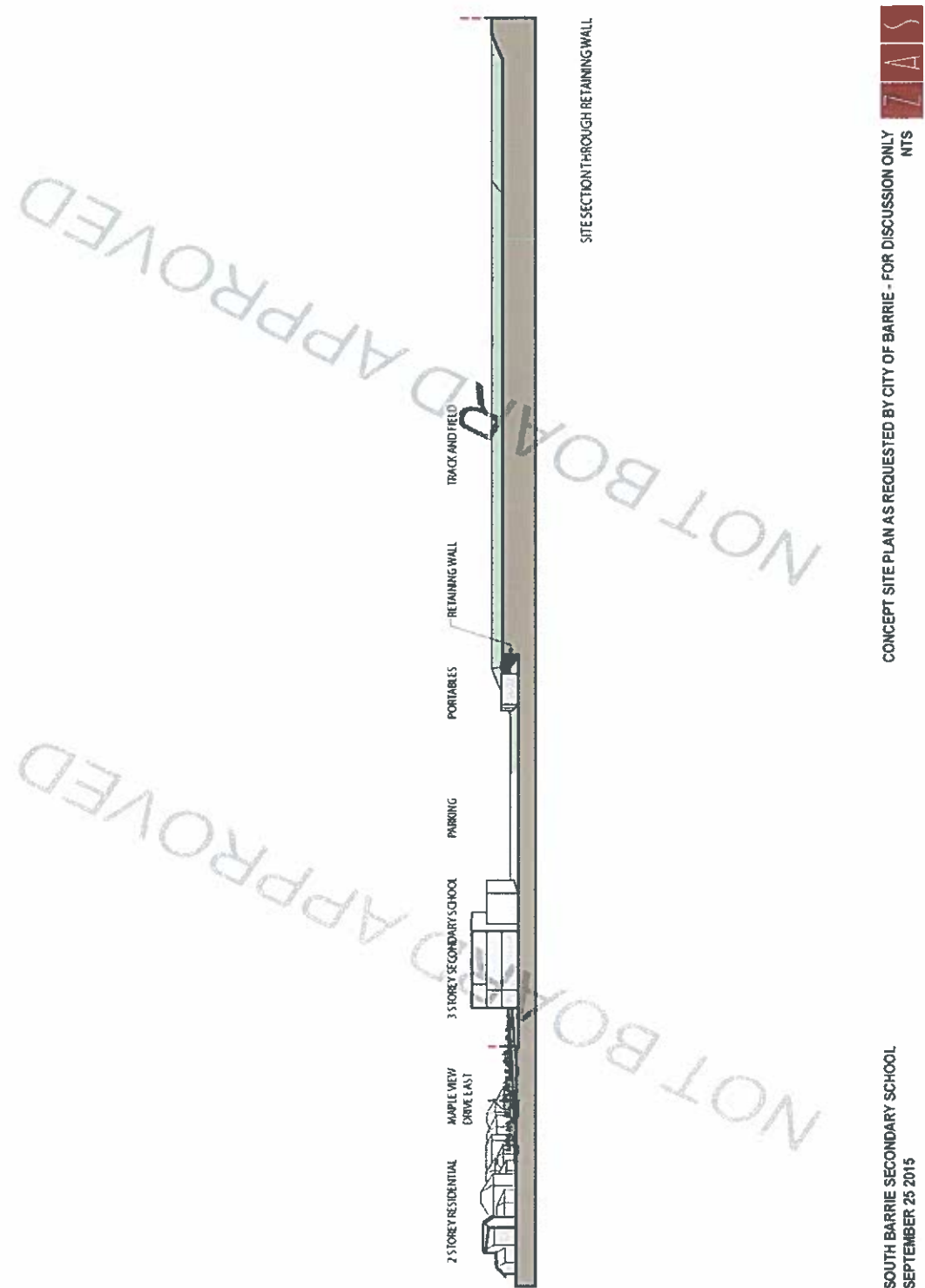


CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY  
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SOUTH BARRIE SECONDARY SCHOOL  
SEPTEMBER 28 2016

**APPENDIX "2C"**

**School Board Concept Site Plan – Site Profile**



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CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY  
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SOUTH BARRIE SECONDARY SCHOOL  
SEPTEMBER 25 2015



**APPENDIX "2D"**

**School Board Cost Premium Report**

**Barrie South Secondary School**  
**Premium associated to relocating Building north of site**

Job no.: 101111  
09/24/2015

Description		Unit Rate	Total
<b>1. Site Preparation</b>			
<i>Note: With limited borehole info, we assumed competent native soil to allow for conventional strip footings at new proposed sit.</i>			
Cut and export offsite at Building footprint area - assume FFE at 256.00 and existing average grade at 256.97			
Slab on grade x (256.97 less 256.00)	5,953 m3	20.00	\$119,061
Cut and export offsite at Parking and Roadway area - assume FFE at 256.00 and existing average grade at 258.75			
<b>Area x (258.97 less 256.00)</b>	26,656 m3	20.00	\$533,115
Allowance for rock/boulder excavation	1 sum	10,000.00	\$10,000
<b>2. Premium to Building Structure</b>			
Allow for underslab drainage	6,153 m2	45.00	\$276,885
Allow for waterproofing of foundation	1 sum	10,000.00	\$10,000
Allow for structural strengthening, thicker slab, and miscellaneous modifications	1 sum	50,000.00	\$50,000
Premium for Cladding			
less: Below grade Basement wall	-973 m2	430.00	(\$418,390)
add: Above grade Exterior wall	973 m2	550.00	\$535,150
<b>Subtotal</b>			<b>\$1,115,821</b>
General Requirement	8 %		\$89,266
Fees	3 %		\$36,153
<b>Subtotal</b>			<b>\$1,241,239</b>
Design Contingency	5 %		\$62,062
Construction Contingency	5 %		\$62,062
Escalation	8 %		\$93,093
<b>Total Premium</b>			<b>\$1,458,156</b>

Retaining Wall - Approx. height of 3m, CIP with strip footing and sandblast finish

\$1700/m

**APPENDIX "3"**

**September 29, 2015 Meeting**

The first formal Meeting of both City and SCDSB teams included a number of representatives from both the School Board and City Staff. The topics of discussion included the design evolution package, the revised concept plan showing the school at the north end of the property, and high level cost premiums information.

The School Board confirmed that not a great amount of detail had been put into the concept redesign showing the school at the north end of the property as a significant time and money would be required to do so. The Board did confirm that the footprint of the proposed building was utilized for conceptual purposes. The School Board advised that the entire school would need to be 3-storeys if the building were to be relocated, which would in-turn require a complete architectural redesign of the building. The School Board noted that the main three principles that it considers when planning for a new school are: safety; costs; and functionality. A school at the north end of the subject site would not satisfy these three principles.

The School Board representatives noted that with respect to financing a new school the Board receives a specific allocation of funding from the Province. Costs to re-design the school as a result of a re-location from the south to north end of the site would be financed directly from this allocation, and the size and programming available offered by the school would be negatively impacted.

The School Board provided City staff with revised cost premiums (Appendix "3A") at this meeting which identified that a redesign would result in additional costs in the order of approximately \$1.7 million. City Engineering staff were in attendance and suggested potential cost savings due to:

- the cut/fill balance appears to be relatively the same, regardless of the building's location;
- moving earth on site toward Mapleview Drive East could potentially resolve the groundwater issue previously identified by the School Board and could assist with any potential grading restraints / anticipated retaining structures;
- relocating the school to the northern limits of the site should result in cost savings associated with servicing and the extent of the proposed temporary access road along the easterly limits of the site;
- using 3:1 slope instead of retaining walls; and
- burying the boulders on site.

With respect to potential financial mitigation ability, the School Board noted that the only areas where this might be possible would be servicing and possibly grading, and that mitigation savings would not be substantial. The School Board advised that funding for the purchase and servicing of land was through Educational Development Charges, and Ministry funding was utilized for everything else. Therefore savings in one area could not be transferred to the other. The City noted that gross costs should be considered, not funding sources.

As a result, City staff suggested that further work would be completed by the School Board to provide a fair assessment of the cost premiums associated with a proposed redesign. The School Board agreed to take another look at the numbers but did not anticipate that the premiums could be reduced by much, if anything.

Student safety was identified by the Board as a primary consideration in the design of the school at the southern portion of the site. School Board representatives identified that bringing students onto the site and away from Mapleview Drive would mitigate the concerns associated with pedestrian and vehicular conflicts on this arterial roadway as students would have more time to disperse at dismissal and therefore would not all be attempting to cross Mapleview Drive at the same time. This would reduce potential

pedestrian hindrance to traffic flow. City Staff confirmed that the intersection of Maplevue Drive East and Prince William Way would be signalized, and an additional Intersection Pedestrian Signal (IPS) could be provided at the intersection of Maplevue Drive East and the Succession Crescent walkway to provide two controlled and safe crossing points for students/pedestrians. Both the School Board and the City acknowledged that regardless of the location of the school on site, traffic controls would be similar under either locational scenario, enforcement would be required to control vehicles stopping on Maplevue Drive, and that signage would also be required. Staff from the City's Traffic Division confirmed that this approach has been implemented on other sites throughout the City and was working well.

City Planning staff discussed design alternatives for the school's re-location at the northern limits of the site (Appendix "2C"), including:

- main entrance doors provided from the Maplevue Drive East frontage so as to provide a pedestrian friendly streetscape and promote active usage along Maplevue Drive;
- the location of the athletic fields should be swapped; and
- a 3:1 accessible ramp was recommended to accommodate access to the 'future portables', thereby reducing/eliminating the costs associated with having to provide a retaining structure as shown in the School Board's concept.

The School Board identified that this concept would not work as the school office is required to be located adjacent to the parking area for security purposes, as all visitors are required to check-in at the office upon arrival. As a result, all doors adjacent to the Maplevue Drive frontage would be required to be locked at all times and therefore would not satisfy the City's vision for a pedestrian friendly streetscape. The Board also indicated that the portables could not be located at a different elevation than the main entrance to the building due to accessibility restrictions.

Both the School Board and City staff agreed that this site should be an integral part of the community and should act as a community focus for joint use facilities to maximize the benefits for everyone; students and residents alike. The School Board feels that a southern location for the school allows for the playing fields to be showcased both externally and internally and the relationship between the school building, amenity areas and sports fields are important in the design. City Staff noted that is the same objective the City has with respect to building the community, tying in the public realm. While the School Board is looking at their site the City is looking more broadly at the design of the neighbourhood as a whole and the City. The development of the school site is the first building block toward this within the Hewitt Secondary Plan Area. The School Board agrees with the community vision and noted that it is what they are trying to do.

The School Board confirmed that they would welcome the opportunity to enter into partnerships or joint use agreements with the City for the use of the athletic fields for example and further confirmed that they are familiar with partnering with other public organizations, including municipalities. As one example of this, the School Board confirmed that they have entered into an agreement with the Township of Essa for the use of a Public Library and satellite Police Station Office (OPP) within the Nottawasaga Pines Secondary School in Angus, both of which are operational now and prove to be working well.

The meeting was adjourned so that both parties could reflect on the discussion and information exchanged and would reconvene on October 30<sup>th</sup>.

**APPENDIX "3A"**

**School Board Revised Cost Premium**

Barrie South Secondary School  
Premium associated to relocating Building north of site

Job no.: 301111  
09/29/2015

Description	Unit Rate	Total
<b>1. Site Preparation</b>		
<i>Note: With limited borehole info, we assumed competent native soil to allow for conventional strip footings at new proposed sit.</i>		
Cut and export offsite at Building footprint area - assume FFE at 256.00 and existing average grade at 256.97 Slab on grade x (256.97 less 256.00)	5,953 m3	20.00 \$119,061
Cut and export offsite at Parking and Roadway area - assume FFE at 256.00 and existing average grade at 258.75 Area x (258.97 less 256.00)	26,656 m3	20.00 \$533,115
Allowance for rock/boulder excavation	1 sum	10,000.00 \$10,000
<b>2. Premium for storm water tank</b>		
<i>Note: Without the benefit of Civil drawings and Storm Water Management plan, we suggest a premium of \$150-200K for a Water tank</i>		
	1 sum	200,000.00 \$200,000
<b>3. Saving for Site Services</b>		
<i>Note: Relocating the Building closer to Site Service sources result in a saving</i>		
	1 sum	-83,000.00 (\$83,000)
<b>3. Hard Surfaces and Soft Landscaping</b>		
<i>Note: Assuming minor difference to design elements of walkway, roadwork, and soft landscaping - minimal cost impact</i>		
Allowance for exterior stairs and ramp due to slope Assume no retaining wall required. See below for cost of retaining if required	1 sum	50,000.00 \$50,000  EXCLUDED
<b>4. Premium to Building Structure</b>		
Allow for underslab drainage	6,153 m2	50.00 \$307,650
Allow for waterproofing of foundation	1 sum	10,000.00 \$10,000
Allow for structural strengthening, thicker slab, and miscellaneous modifications	1 sum	50,000.00 \$50,000
Premium for Cladding less: Below grade Basement wall add: Above grade Exterior wall	-973 m2 973 m2	-430.00 550.00 (\$418,390) \$535,150
<b>Subtotal</b>		<b>\$1,316,586</b>
General Requirement	8 %	\$105,327
Fees	3 %	\$42,657
<b>Subtotal</b>		<b>\$1,464,570</b>
Design Contingency	5 %	\$73,228
Construction Contingency	5 %	\$73,228
Escalation	8 %	\$109,843
<b>Total Premium</b>		<b>\$1,720,869</b>

Retaining Wall - Approx. height of 3m, CIP with strip footing and sandblast finish

\$1700/m

**APPENDIX "4"**

**September 30, 2015 Meeting**

Following the meeting on September 29, 2015, City staff met to discuss the possibility of a joint partnership with the School Board which would have the potential benefit of assisting in offsetting the costs the SCDSB have identified with relocating the school on the subject lands. Given the Board's need for cost mitigation and their expression of interest with a joint partnership, City Staff felt that an option whereby the City could assist with the capital costs for a joint-use library within the proposed school had a benefit for both parties. City staff presented this option to the School Board (Appendix "4A") and identified the following advantages to same:

- i) maintain the current design of the 2-3 storey split-level school building, thereby maintaining the location of the main entrance/office relative to the parking area as required by the Board and eliminate the costs associated with a complete architectural redesign of the building;
- ii) eliminate the need for extensive retaining structures as the building would act as the built-in retaining structure as currently proposed with the existing building design;
- iii) provide the pedestrian friendly, active streetscape along Mapleview Drive as envisioned by the City given that the joint-use library would be located along the northern façade adjacent to Mapleview Drive East; and
- iv) provide the required security from Mapleview Drive as a result of the library being located adjacent to same.

In addition, City Staff also identified that the City could consider entering into a joint use agreement for the playing fields to help with the maintenance costs.

Although the School Board was receptive to joint-use partnership opportunities suggested by City staff, it was not sufficient to overcome their concerns with respect to student safety vis-à-vis the proximity of the school to Mapleview Drive East and Prince William Way. The Board identified again that by locating the school toward the southern portion of the site, more time would be provided for students to disperse at the end of the day, thereby reducing the number of students trying to cross Mapleview Drive at one time. The SCDSB also re-stated their concerns that re-location costs would negatively impact the available programming within the school (i.e. elimination of specialized space to offset cost of redesign).

The School Board representatives noted that there will be approximately 600 children walking to the subdivisions to the north and therefore the safe crossing of Mapleview Drive is an important consideration. It was also identified that over time with the development of the Secondary Plan, the number of students being bussed to the school will increase over time. The City suggested that there are ways in which pedestrian movements can be controlled and mitigated.

Staff from the City's Traffic Division confirmed that signalized crossing(s) would be provided and that school dismissal time does not coincide with the peak traffic hours of Mapleview Drive. City Staff further identified that a low physical barrier (i.e. knee walls/decorative fencing/landscaping) could be provided to assist in channeling/directing students to safe crossing locations at the intersection of Mapleview Drive and Prince William Way and/or the IPS at the intersection of Mapleview Drive and the Succession Crescent walkway to the north.

School Board representatives then identified that in their experience 'knee walls' tend to become an attraction and hazard for skateboarders. They also advised of concerns with Public access into the school from the joint-use library. City staff noted that there are specific knee wall designs to deter skateboarding use, and mentioned that public access through the school from the library could be prevented.

The School Board noted that the re-location of the school is a challenge due to their concerns with respect to safety and financial impacts.

At this meeting the School Board suggested an option of massing another building toward the intersection and/or severing a portion of land at the intersection or along the Maplevue Drive frontage. This option would maintain the current proposed location of the school and provide the City with an opportunity to have a prominent building located at the intersection that would in their opinion, be consistent with the City's vision for this intersection. City staff agreed to consider this alternative upon receipt of a concept plan illustrating same prior to the next scheduled meeting.

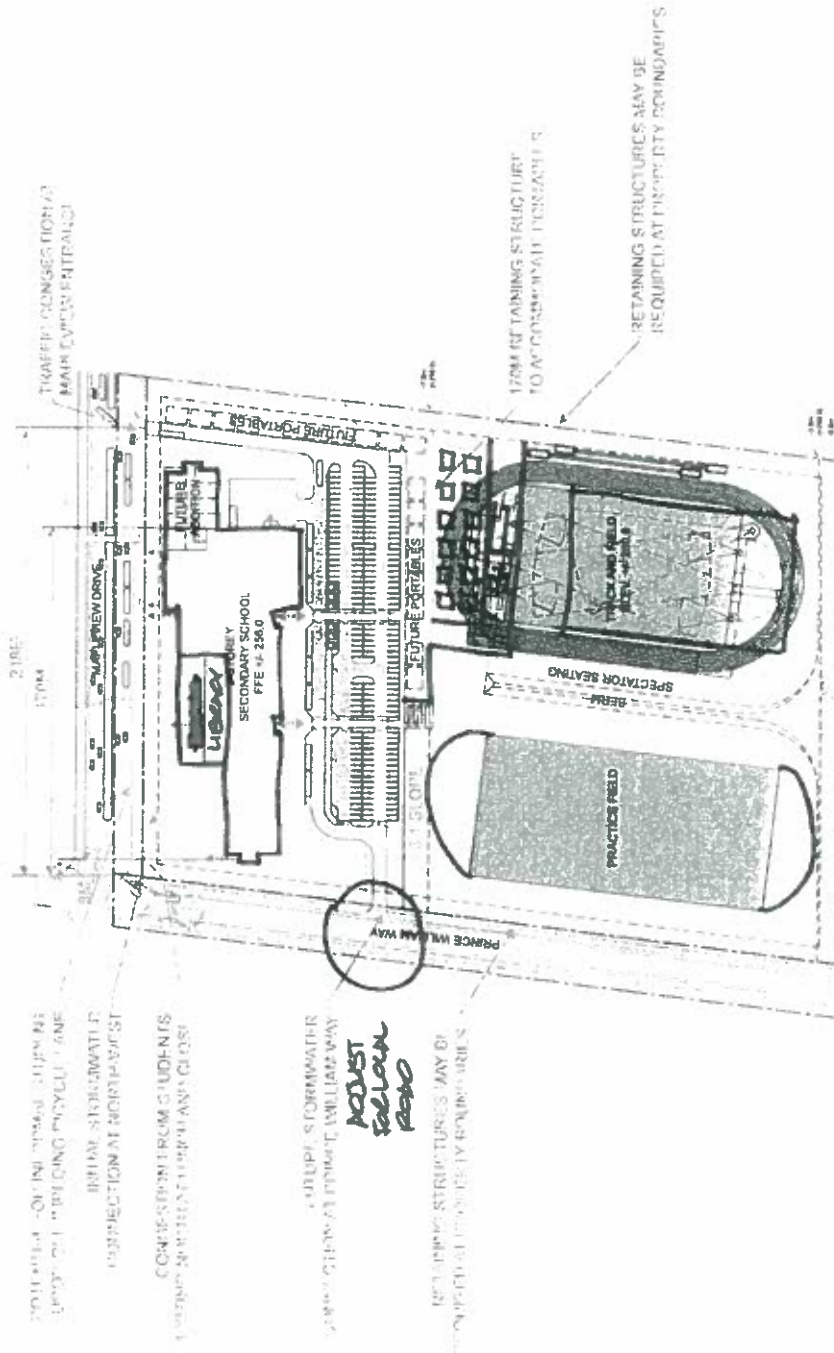
City staff presented a second concept sketch (Appendix "4B"), very similar to the proposal that had been discussed at the September 29<sup>th</sup> meeting, however this concept included a single loaded access/lay-by lane on the school site, adjacent to Maplevue Drive to accommodate student drop-off. This alternative did not garner much discussion because of its similarity to the City's original proposal for the joint library.

As a result of the on-going discussions and in the interest of achieving a resolution, it was agreed by both parties that Planning Staff's Memo for October 5<sup>th</sup> would advise Council that talks are productive and that there was benefit to continue the discussions to explore options. It was agreed that Staff would advise Council that the detailed Memo directed by Council would be provided on October 26, 2014.



**APPENDIX "4A"**

**City of Barrie Concept Site Plan**

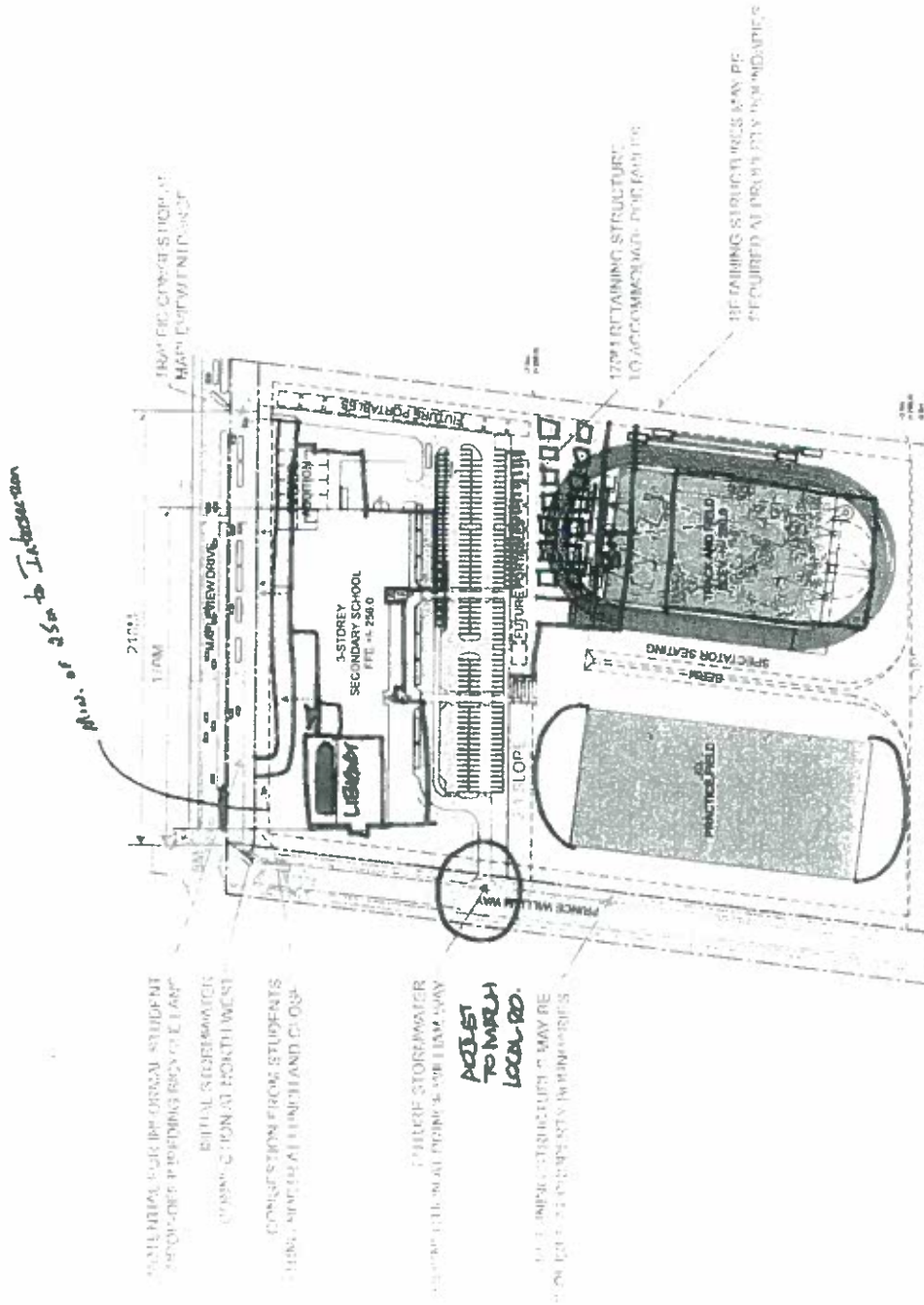


CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY

SOUTH BARRIE SECONDARY SCHOOL  
SEPTEMBER 25 2015

**APPENDIX "4B"**

**City of Barrie Concept Site Plan**



CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
SEPTEMBER 23 2015



**APPENDIX "5"**

**October 9, 2015 Meeting**

Following the September 30<sup>th</sup> meeting, School Board representatives provided comments on the two concepts discussed at the last meeting, and proposed a new "Learning Centre" concept.

- i) **Shared Library Option** – as presented by City staff at the previous meeting, this alternative was proposed to assist in alleviating some of the costs which the School Board had identified being associated with the relocation of the high school to the northern portion of the lands. The concerns of the School Board representatives included:

- cost premiums (additional costs that come directly from the school's construction budget and would reduce the programming available in the school), and the safety concerns of the Board previously discussed are still a concern of the Board with this option;
- concern with the groundwater table at the north-west corner of the site, which would result in substantial construction premiums for the school in this location;
- the current library within the proposed school is approximately 3-4,000 sq.ft. A satellite library similar in size to the Painswick library would be approximately 15,000 sq.ft., therefore a joint use arrangement could increase the size of the school and therefore increase the cost of building the school (Appendix "5A");
- cost to re-locate the school is still a concern and feel that those extra costs would be better utilized if they were used for the Learning Centre option (see below);
- School Board feels that separate parking would be required for a joint-use library which would not be appropriate adjacent to Mapleview Drive, or south of the building for accessibility to the front of the building;
- concern with a joint-use library and the interaction of pre-school and elementary aged children with high school students, and the proximity of the site to the existing Painswick library; and
- school at the south end of the property is an easier design with less cost implications.

School Board staff advised that they would need confirmation of a City financial commitment before they could undertake a full review and consideration of this option as architectural drawings are needed to determine if this would be a feasible option. Design of the school has to be completed before the grading review can be done making the exercise a costly endeavor.

On a broader note, the School Board is interested in discussing joint use agreements, and noted they are in-place elsewhere. As an example, the Nottawasaga Pines Secondary School Library is owned by the School Board and managed by the Township of Essa. This partnership has worked very well.

- ii) **Site Severance Option** – as presented by the School Board at the previous meeting, this included a scenario whereby a portion of the current site adjacent to Mapleview Drive would be severed and utilized for a "stand-alone" building (Appendix "5B"). To maintain the size of the parcel, this scenario would likely result in the need for additional land acquisition from the lands to the south. Concerns were identified with this scenario including:

- challenges with grading on southern 'severed' portion of the lands;
- additional costs associated with extending services further south from Mapleview Drive;

- while the School Board does not require frontage on two abutting roadways, City Staff identified concerns with having only the west end of the building being visible and having limited "street presence" from Prince William Way;
- should the site abut a local road to the south, City staff identified that there would be similar concerns as there are now with the siting of the building relative to the street and its ability to appropriately address building massing, screening of parking and visibility of portables.

Both School Board and City Staff agreed that this option would not be desirable for either party and could result in lengthy delays associated with the potential need for additional land acquisition/transfers.

- iii) **Learning Centre Option** – presented by the School Board, this option proposed a 10,000 square foot (conceptual) single storey (would look more like a 1 ½ storeys), stand-alone learning/education centre building at the north-west corner of the site (Appendix "5C"). From the School Board's perspective:

- would provide the desired building massing at the intersection
- this concept would not require separate ownership/land severance as the Board could own and operate same;
- would provide a partnership opportunity with the City or other public organizations to provide additional uses (i.e. Newcomers Welcome Centre, Satellite Police Station/Office, Continuing Education Facility, International Student Facility, etc.), but would not rely upon these for capital funding;
- uses could be allowed through broad zoning permissions; and
- notwithstanding that the facility and parking would be located on the school site, additional land would not be required, nor would the functionality of the remainder of the school site be compromised.

The City suggested that the building should be larger, particularly facing Mapleview Drive, and noted the importance of not having blank walls facing the street frontages. It was also noted that enhanced landscape/streetscape design would continue to be important.

The School Board representatives asked that the City review the Learning Centre Option. It was agreed that the City would review this option and provide comments at the next meeting.

**APPENDIX "5A"**

**ZAS Architecture Cost Premium Report**



13-124 – 1.0

September 29, 2015

Simcoe County District School Board  
1170 Highway 28  
Midhurst, ON L0L1X0

Attention: **Steve Parker**

**South Barrie Secondary School  
Site Plan Redevelopment Costs**

Dear Steve,

Further to our discussions this week, please find below an outline of the cost impacts that may arise from revising the current school design to an alternative with the building located close to the intersection of Mapleview Drive and Prince William Way. As you are aware, the revision would require significant work to consulting team to bring it to the progress level enjoyed by the current design. This would involve both a time and additional fees. In addition, the new design has been estimated to carry additional construction Altus Group and may carry more site development costs related to storm water management, although it difficult to predict without understanding the engineering context of subdivision design.

Cost Premiums associated with redesigning site to locate school building at northern portion of site:

Construction Premiums as noted in September 24, 2015 Altus Group report:

Site Preparation:	\$662,176
Premium to building structure:	\$336,885
Premium for Cladding:	\$116,760
General Requirements:	\$89,288
Fees:	\$36,153
Design Contingency:	\$62,082
Construction Contingency:	\$62,062
Escalation:	\$93,093
170m Retaining Wall:	\$289,000
<b>Total Construction Premiums:</b>	<b>\$1,747,458</b>

Design Consulting Fees by phase:

*Fees quoted below have been based on the current Client Architect Agreement fees*

Schematic Design (100% completed, 0% re-use):	\$225,000
Design Development (100% completed, 5% recoverable):	\$145,000
Construction Documents (90% completed, 5% recoverable):	\$575,000
<b>Total Design Consulting Fees:</b>	<b>\$945,000</b>

Miscellaneous Studies:

Geotechnical:	\$12,000
Functional Servicing/Grading:	\$25,000
Storm Water Management:	\$8,000
Traffic Impact:	\$15,000
<b>Total Miscellaneous Studies:</b>	<b>\$60,000</b>

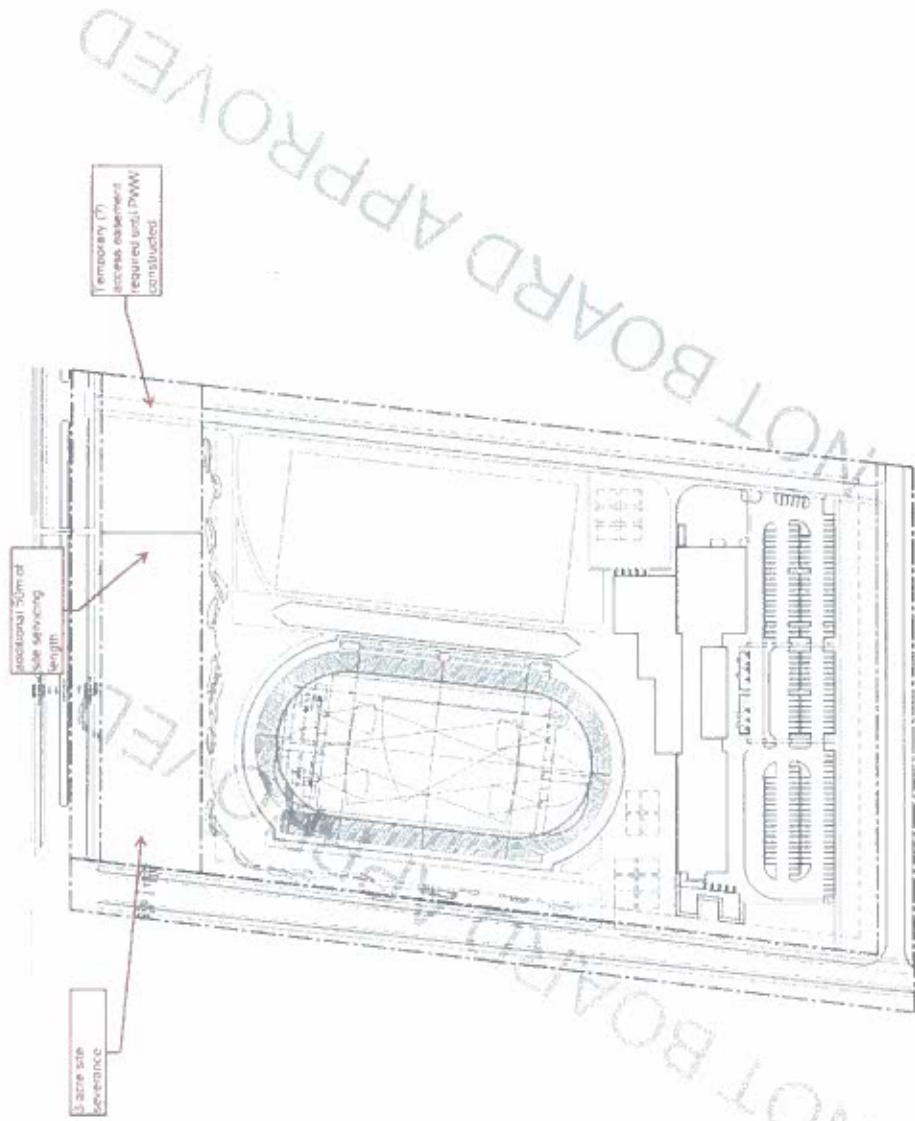
**Total Site Redesign Cost Premiums:** **\$2,752,458**

Not included:

Storm Water related construction premiums

**APPENDIX "5B"**

**School Board Land Severance Option**



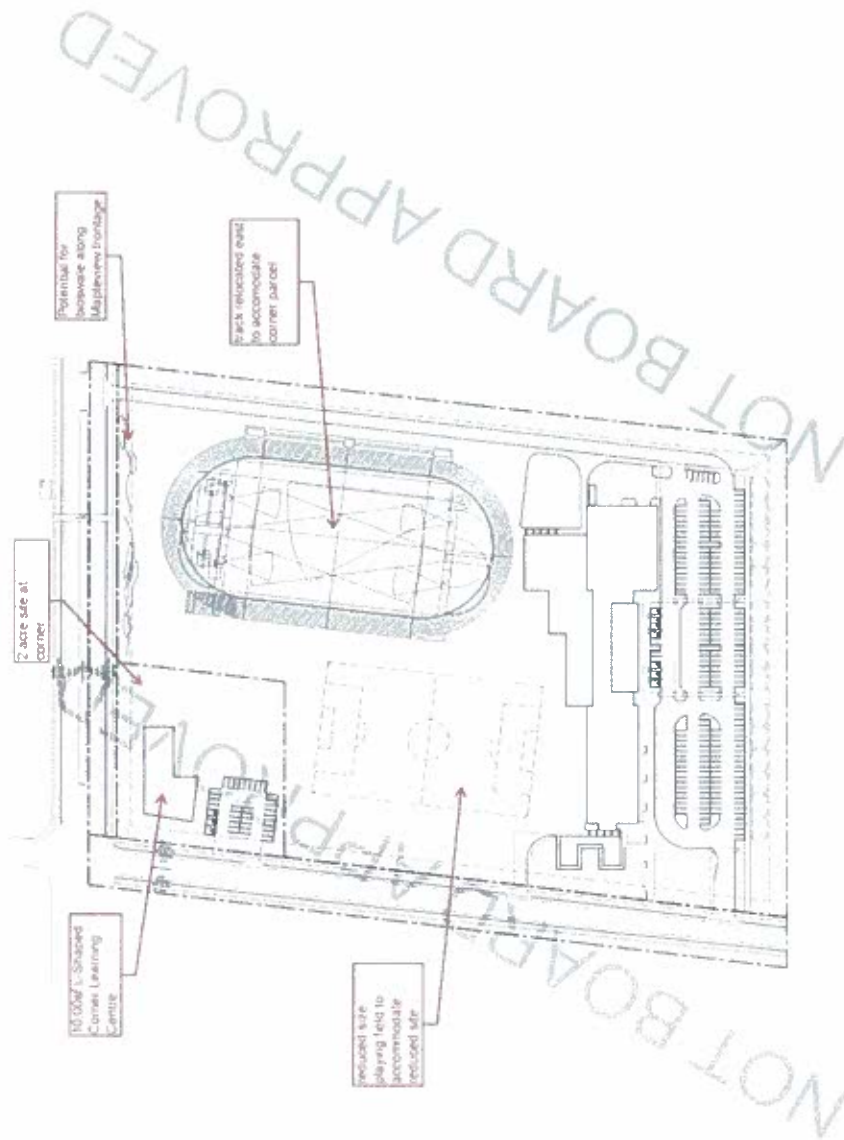
**ZAS**

SITE SEVERANCE OPTION - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 08 2015

**APPENDIX "5C"**

**School Board 10,000 Sq. Ft. Learning Centre Option**



ZAS

EDUCATION FACILITY OPTION - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 08 2015

**APPENDIX "6"**

**October 15, 2015 Meeting**

City Staff presented the following two alternative design options for the School Board's consideration:

i) **Shared Library**

As proposed by City Staff initially on September 30<sup>th</sup>, Staff presented the School Board with a concept sketch (Appendix "6A" & "6B") illustrating the school located toward the northerly limits of the site. This concept would provide for the current design of the building to be maintained, while providing a safe gathering/seating area for students through the provision of a physical barrier (i.e. knee wall) adjacent to the abutting roadways to assist in channeling users/students to the signalized intersection/IPS crossing.

To address the School Board's previous comment with respect to 'knee walls providing an opportunity for skateboarders and a liability for the School Board', City staff provided the Board with several examples of anti-skateboarding architecture (Appendix "6C") for consideration. City staff also recommended the use of shade structures, landscaping, etc. to assist in enhancing the intersection.

The School Board again noted their concerns with the school being re-located on the north side of the property and stated that it isn't feasible from their point of view.

ii) **Learning Centre**

In response to the School Board's proposal for a stand-alone Education Facility/Learning Centre building at the intersection, City staff presented the School Board with a sketch (Appendix "6D") illustrating a much larger (i.e. 40,000 square feet) L-shaped building at the intersection that would provide a presence on both the Mapleview Drive and Prince William Way street frontages and would "frame" the intersection. City staff further suggested that the building represent approximately 50% massing across the Mapleview Drive frontage (approximately 70m) with a minimum height of 2 storeys, parking located to the rear of the building and the main entrance be provided from Mapleview Drive.

The School Board presented a concept for the Education Centre (previously referred to as Learning Centre) (Appendix "6E"). The Board representatives feel that this provides a community hub at the intersection and is an opportunity for community partnerships. The concept, similar to the Learning Centre option discussed at the October 9<sup>th</sup> meeting, reflects a 9,500 square foot building which would be committed to be built by the Board, but with community partnership commitments could grow in size. Additional streetscape and landscape enhancements (i.e. knee walls; pergola; etc.) could also be included.

This option was referred to as the "Hybrid" option. City staff indicated that preference was for a larger building (both in area and height) if it was intended to address the policies of the City. The School Board provided estimates for a 10,000 square foot building (\$2 million) versus a 40,000 square foot building (\$8 – 10 million) for construction costs based upon their experience. This option would be funded by School Board with no Provincial involvement in financing it. For an increased size, community partnership commitments would be necessary.

It was noted by the School Board that a Hybrid option would require the school to be built first as the area at the north-west of the site would be required for a temporary stormwater management facility (Appendix

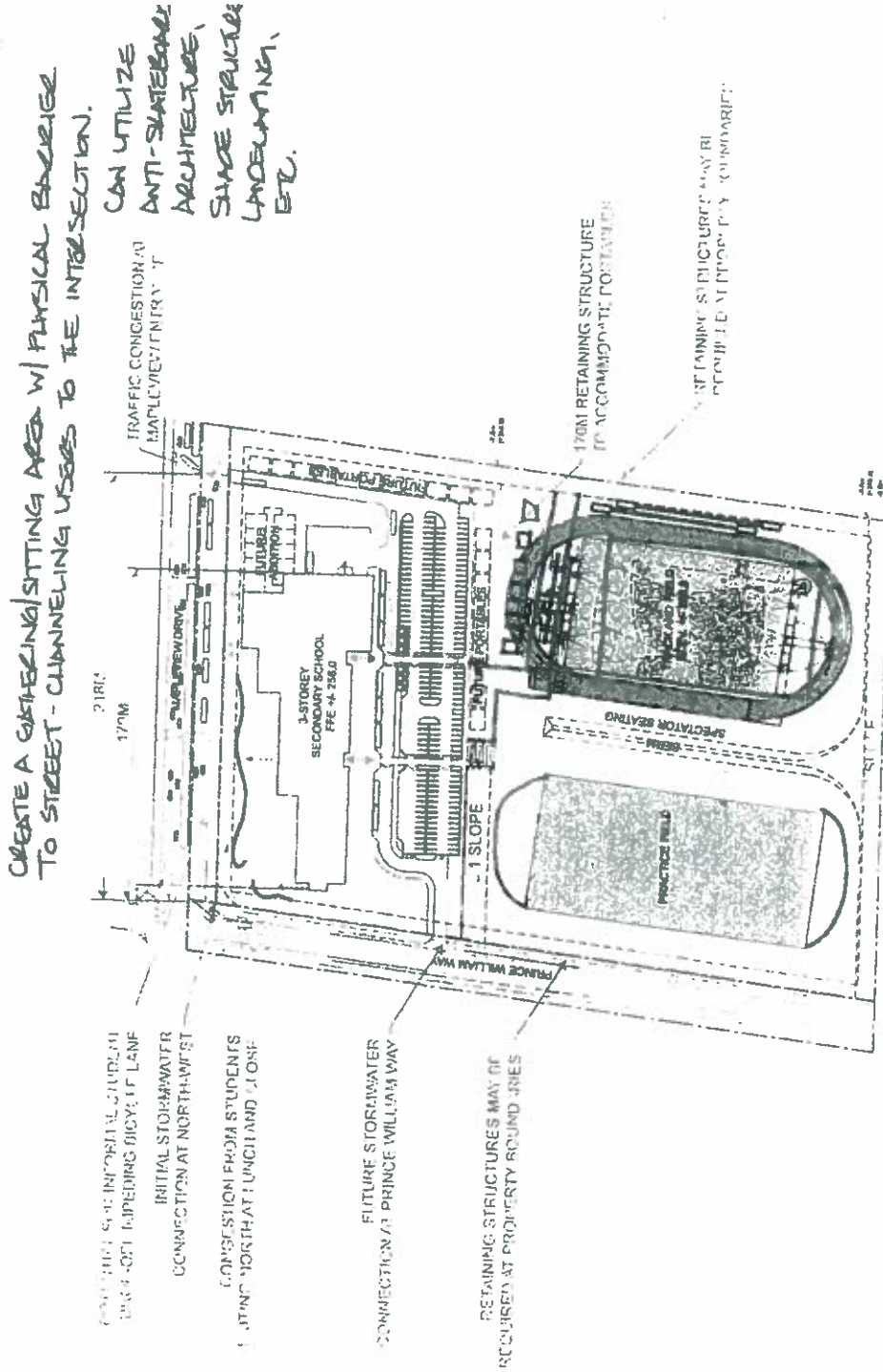
"6F"). At the time that the final stormwater management design is implemented the Hybrid option could then be implemented.

The SCDSB representatives advised that they would provide a concept ("Hybrid 1") for the next meeting which would represent a minimum square footage that they could commit to at this point. They would also provide an indication as to an ultimate size of building ("Hybrid 2") that could potentially be built but would be dependent upon the School Board obtaining community partnership(s) with other organizations who could assist with the additional costs.



APPENDIX "6A"

City of Barrie Preferred Concept Site Plan (Joint Use Library)



SOUTH BARRIE SECONDARY SCHOOL  
 SEPTEMBER 26 2016

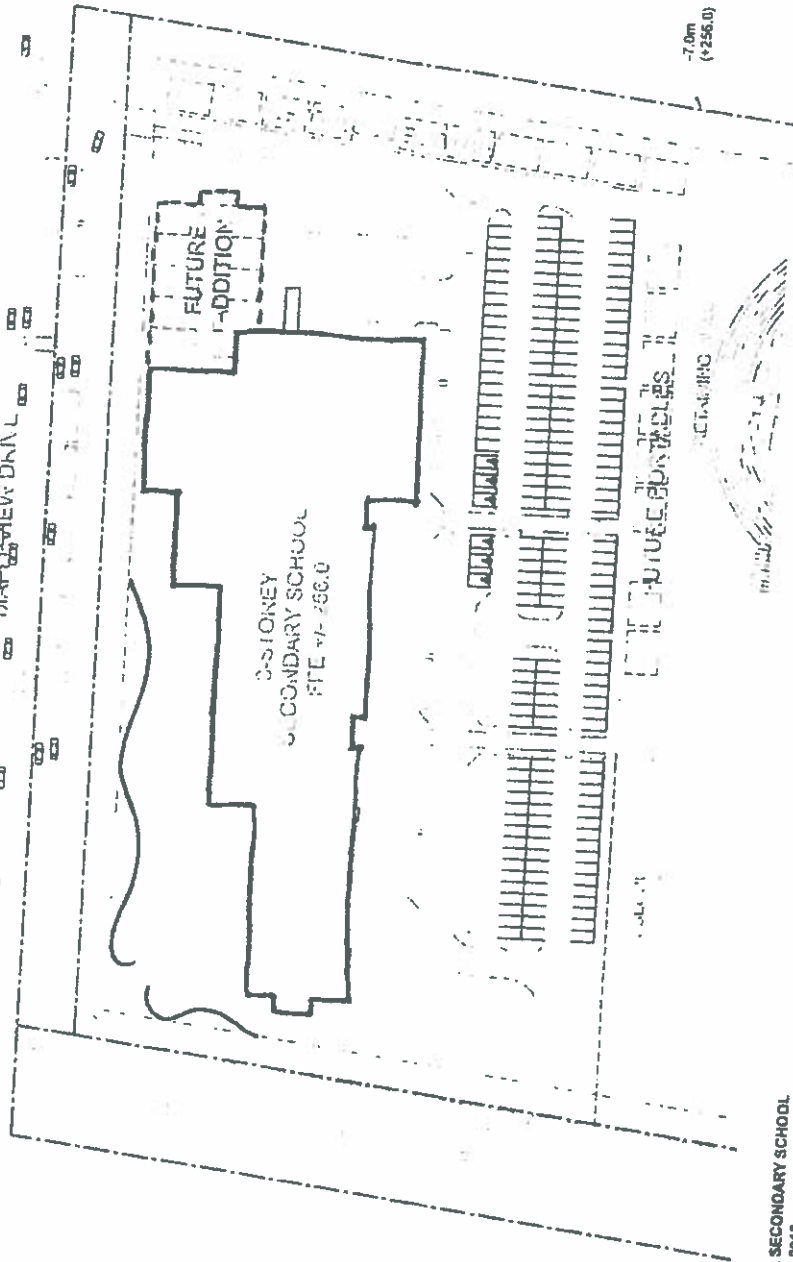
CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY  
 NTS



APPENDIX "6B"

City of Barrie Preferred Concept Site Plan (Joint Use Library) – Enlarged

CREATE A SAFE GATHERING AREA W/ PHYSICAL BARRIERS/SEATING TO THE STREET - CHANNELING LEGS TO THE INTERSECTION. CAN UTILIZE ANTI-SLATEBOARDING ARCHITECTURE, SHADE STRUCTURES, LANDSCAPING, ETC.



OUTH BARRIE SECONDARY SCHOOL  
SEPTEMBER 28 2016

CONCEPT SITE PLAN AS REQUESTED BY CITY OF BARRIE - FOR DISCUSSION ONLY  
MTS

APPENDIX "6C"

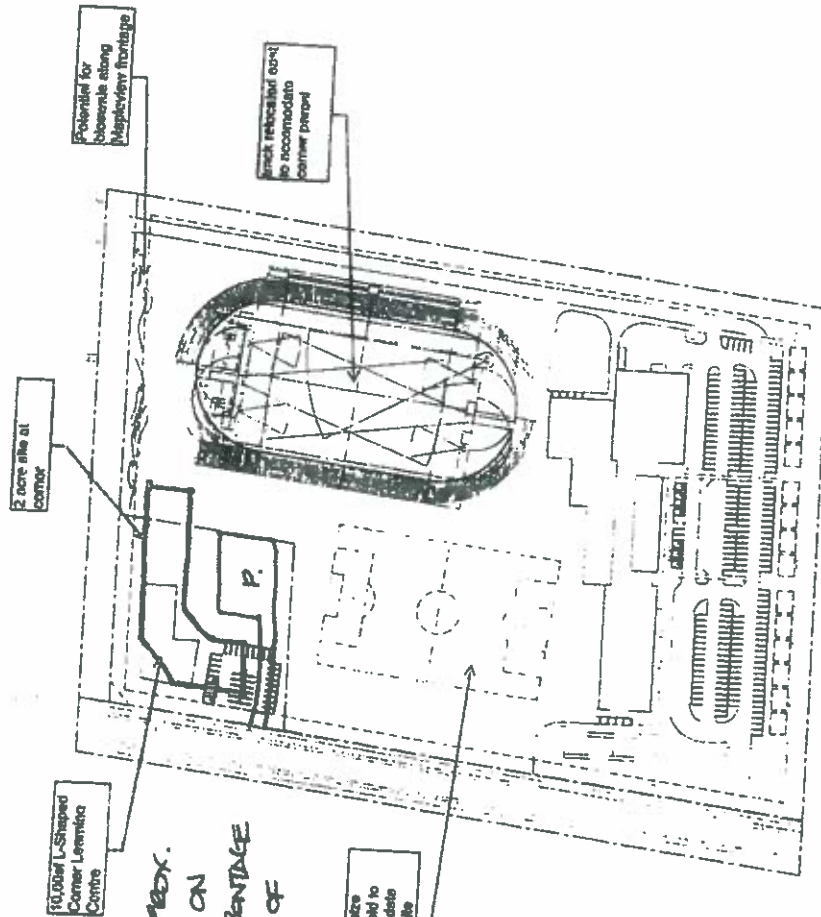
Anti-Skateboarding Knee Wall Examples





APPENDIX "6D"

City of Barrie Learning Centre Option



Learning Centre Option  
October 6, 2016  
ZAS

SHOULD BE APPROX.  
50% MASSING ON  
MAPLEVIEW FRONTAGE  
W/ MIN. HEIGHT OF  
2 STOREYS.

Reduced-size  
playing field to  
accommodate  
reduced site

PARKING IN  
REAR W/  
ENTRY CORE  
ON MAPLEVIEW.



APPENDIX "6E"

**School Board Phase 2 Education Centre**



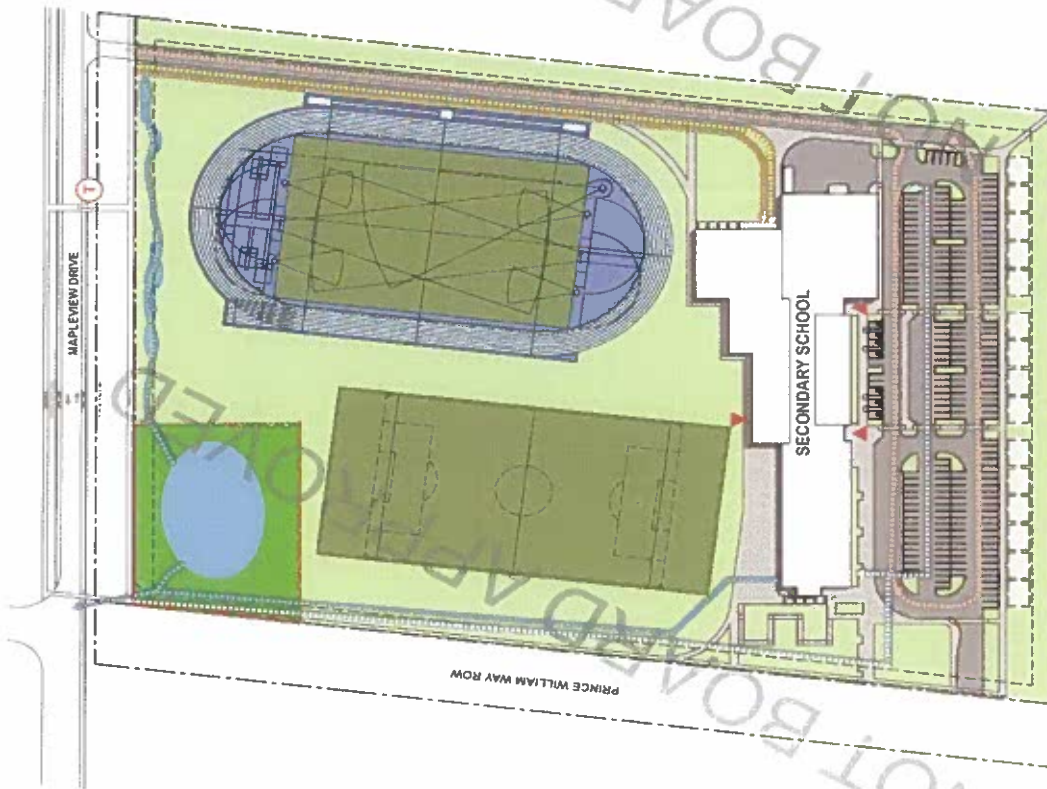
ZAS

EDUCATION FACILITY BUILD-OUT - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 15 2015

APPENDIX "6F"

**School Board Phase 1 Education Centre (Temporary Stormwater Management Facility)**



7 A S

INITIAL SITE BUILD-OUT - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 15 2015

**APPENDIX "7"**

**October 20, 2015 Meeting**

School Board representatives presented the following hybrid options for their preferred 'Education Facility' alternative:

- i) **13,500 sq.ft. Education Facility – Hybrid 1 (Appendix "7A", "7B", "7C")**
  - School Board representatives confirmed that the proposed Education Facility could be built by the Board following the construction of Prince William Way and servicing being in place;
  - Hybrid 1 proposal represents an oversized single storey building (6metres in height plus a parapet) with approximately 75m of frontage along Mapleview Drive East and 25m of frontage along Prince William Way;
  - Driveway access for this building is proposed to be from Prince William Way approximately 70m south of Mapleview Drive East with parking located behind the building and screened from abutting streets;
  - a conceptual canopy element has been identified on both the east and south sides of the building to emphasize the street frontages;
  - the Main entrance to the building would be secured from the corner of the building adjacent to the intersection with dedicated 'plaza space' (potentially hard surface);
  - the full sized second athletic field is maintained;
  - if a partnership were to be secured, 3,600 sq.ft. future expansion area on the east side could be possible.
  
- ii) **34,200 sq.ft. Joint Use Education Facility – Hybrid 2 (Appendix "7D")**
  - this alternative represents the School Boards view of the maximum ultimate development of the Education Facility and site, however is partnership dependent;
  - partnership would likely be with another publicly funded organization as the School Board has strict guidelines on entities that they may partner with;
  - building would be 2-storeys in height (10-12m) and would represent approximately 97.5m of frontage along Mapleview Drive;
  - all other design parameters identified above would be maintained;
  - School Board plans on maintaining ownership of the lands/building, therefore a severance would not be required.

The School Board concluded that in their opinion the 13,500 sq.ft. Education Facility is an acceptable solution to address the City's concerns with respect to the building massing at the intersection and would be feasible for the Board. It was acknowledged that more details would be required for the design of the streetscape/landscape enhancements that would be necessary along the adjacent street frontages and at the intersection.

In order for either Hybrid option to be constructed, the completion of Prince William Way and final stormwater management solutions need to be in place. The estimated timing of implementation of the Hybrid solutions would be 2019/2020.

City Staff identified that the location of the school at the north end of the subject property remained to be the preferred option from Staff's perspective. The School Board representatives acknowledged this comment and confirmed that their preferred location remained to be the south end as identified in their Site Plan Application.

APPENDIX "7A"

School Board Education Facility – Hybrid 1 Concept Site Plan



ZAS

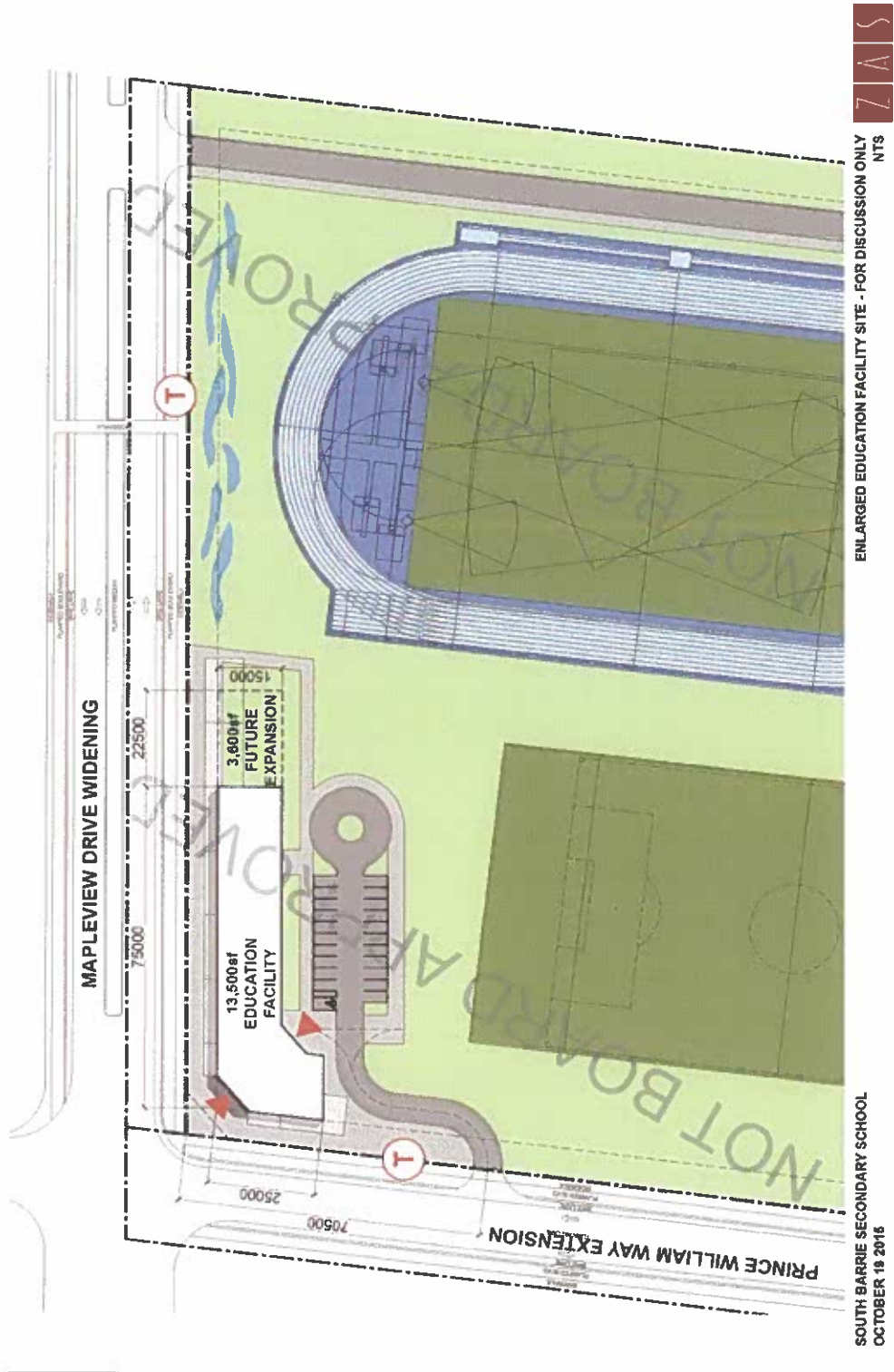
EDUCATION FACILITY SITE - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 19 2015



APPENDIX "7B"

School Board Education Facility – Hybrid 1 Concept Site Plan (Enlarged)



APPENDIX "7C"

School Board Education Facility – Hybrid 1 Perspective Plan



VIEW OF ENHANCED 1-STORY EDUCATION FACILITY - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 19 2015

APPENDIX "7D"

School Board Education Facility – Hybrid 2 Perspective Plan



VIEW OF 2-STOREY EDUCATION FACILITY - FOR DISCUSSION ONLY  
NTS

SOUTH BARRIE SECONDARY SCHOOL  
OCTOBER 19 2015