
TO: **GENERAL COMMITTEE**

SUBJECT: **ZONING BY-LAW AMENDMENT APPLICATION – 20 ROSE STREET**

WARD: **2**

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

SUBMITTED BY: **C. MCLAREN, RPP, MANAGER OF PLANNING**

EXECUTIVE DIRECTOR APPROVAL: **M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES**

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

RECOMMENDED MOTION

1. That the Zoning By-law Amendment Application submitted by Simcoe County Housing Corporation to rezone lands known municipally as 20 Rose Street from “Institutional” (I) to “Institutional with Site-specific Provision, Hold” (I)(SP-XXX)(H-YYY) be approved as Appendix “A” attached to Staff Report DEV034-24
2. That the following site-specific provisions be referenced in the implementing Zoning By-law for the subject lands:
 - a) Permit a parking ratio of 0.45 parking spaces per dwelling unit, whereas 1.0 parking space per dwelling unit is required;
 - b) Permit a parking ratio of 1 parking space per 45 square metres of gross floor area for Business, Professional or Administrative Offices, whereas 1 parking space per 30 square metres of gross floor area is required; and,
 - c) Permit a maximum building height of 39 metres, whereas a maximum height of 15 metres is permitted.
3. That the Holding provision (H-YYY) be removed from site-specific zoning on the subject lands, municipally known as 20 Rose Street, when the following has been completed to the satisfaction of the Executive Director of Development Services:
 - a) That the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.
4. That the written and oral submissions received relating to this application, have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV034-24.

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5. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this report is to recommend approval of a Zoning By-law Amendment application submitted by Simcoe County Housing Corporation for lands known municipally as 20 Rose Street. This report provides an analysis of the application based on conformity with Provincial and City Planning policies, as well as an overview of comments received through the technical review and public engagement processes.
7. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on November 2, 2023 and a Public Meeting on June 12, 2024, staff have determined that the proposal is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2020), as amended, and the City of Barrie Official Plan (2024). As such, staff are recommending approval of the proposed rezoning as provided in draft attached to Staff Report DEV034-24 as Appendix "A".

Development Proposal

8. The application, if approved, would rezone the subject property from "Institutional" (I) to "Institutional with Site-specific Provision, Hold" (I)(SP-XXX)(H-YYY).
9. The site plan, included for reference as Appendix "B" to Staff Report DEV034-24, proposes a mixed use development comprising two buildings:
- a) A multi-level parking garage which will accommodate County of Simcoe Social and Community Services space on the top two levels; and,
 - b) A mixed use building with leasable space on the ground floor and affordable rental units in two towers of 9 and 11 storeys in height and visually separated by a tiered podium and central common area.

The development will accommodate approximately 215 mixed-income and affordable housing rental units, and approximately 4,750 square meters of leasable social and community service space as well as a ground level community kitchen and program room. The proposed Site Plan is attached as Appendix "B", Renderings, as Appendix "C" and a Residential Density Analysis, as Appendix "D". The final site design details will be confirmed through the concurrent Site Plan application (D11-007-2024) should this application be approved.

10. The site-specific zoning provisions for the proposed development include an increased building height and reduced parking requirements for both the dwelling units and the social and community service space.

Site and Location

11. The subject lands are located on the north side of Rose Street and east of Bayfield Street. Highway 400 is located along the north and western boundary of the site.

The subject property is approximately 1.9 hectares (4.7 acres) in area with 178.6 metres of frontage on Rose Street.

The site is the former location of an Ontario Provincial Police (OPP) detachment and more recently, a temporary homeless shelter operated by Simcoe County.

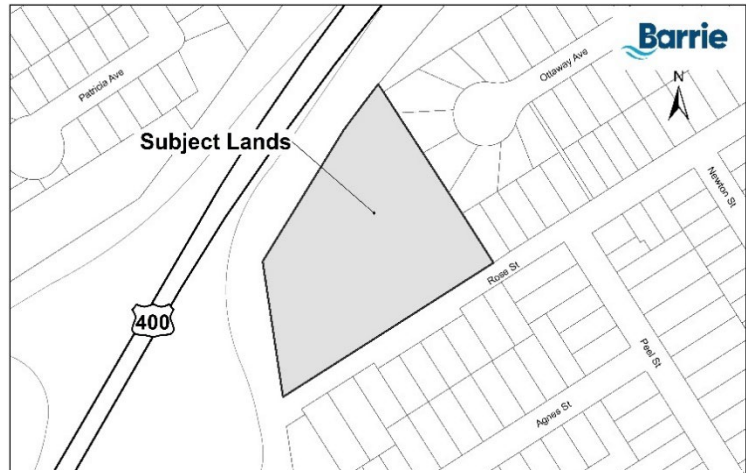


Figure 1: Key Map – 20 Rose Street, Barrie

12. The surrounding land uses include the following:

North: Highway 400 creates the northern boundary of the site with lands further north designated Neighbourhood Area largely comprising single-detached dwelling units, Medium Density comprising commercial uses (Shell Gas Station and Starbucks) along Bayfield Street, and Greenspace representing Patricia Park.

East: Lands to the east are designated Neighbourhood Area which comprise single-detached dwelling units and 2.5-storey walk-up apartment buildings. Further east are lands designated Community Hub which are occupied by Barrie North Collegiate Institute.

South: Lands to the south are designated Neighbourhood Area which are predominantly single detached dwelling units and a 2.5 storey walk-up apartment located at 21 Rose Street.

West: Highway 400 also creates the western boundary of the site with lands further west designated Strategic Employment and Economic District (SEED) comprising commercial uses including Travelodge By Wyndham Barrie, Canadian Tire and Bayfield Mall along Bayfield Street, and Natural Heritage System and Greenspace representing Sunnidale Natural Area and Sunnidale Park.

Existing Policy

13. The subject property is designated Community Hub on Map 2 – Land Use Designations in the City of Barrie [Official Plan](#).
14. The lands are currently zoned 'Institutional' (I) in the City's [Comprehensive Zoning By-law 2009-141](#), as amended.

Background Studies

15. In support of the application, the following plans, reports, and studies were submitted. Copies of the submission material are available online on the City's Development Projects webpage under [Ward 2 – 20 Rose Street](#).
- a) Site Plan (MCL Architects Ltd., April 30, 2024 (Revised July 4, 2024)
 - b) Planning Justification Report (County of Simcoe, May 3, 2024)
 - c) Community and Sustainable Design Report (County of Simcoe, July 9, 2024)
 - d) Pedestrian Wind Comfort Assessment (RWDI, January 17, 2024)
 - e) Shadow Study (MCL Architects Ltd, April 29, 2024)
 - f) Geotechnical Foundation Assessment (GEI Consultants, June 9, 2023)
 - g) Geotechnical Investigation (PML Consulting Engineers, May 2021)
 - h) Phase One ESA (GEI Consultants, June 20, 2024)
 - i) Phase Two ESA (GEI Consultants, June 24, 2024)
 - j) Scoped Environmental Impact Study (Cambium, December 21, 2023)
 - k) Functional Servicing Report (Pearson Engineering, Revised July 2024)
 - l) Electrical Site Plan and Photometrics (Gerrits Engineering, March 22, 2024)
 - m) Hydrogeological Investigation (GEI Consultants, Revised May 21, 2024)
 - n) Traffic Impact and Parking Study (JD Northcote Engineering Inc., December 22, 2023)
 - o) Traffic Impact & Parking Study Addendum (JD Engineering Inc., April 29, 2024)
 - p) Landscape Master Plan (JDB Associates, April 2024)
 - q) Tree Inventory/Preservation Plan (JDB Associates, April 26, 2024)

Public Consultation

16. A neighbourhood meeting was held on November 2, 2023, as part of the requirements for a complete application. The meeting had an attendance of approximately thirty-four (34) registrants including residents, the County of Simcoe, Ward 2 Councillor Craig Nixon, and Planning staff. Comments and concerns expressed by residents at the Neighbourhood Meeting included the following:

a) Impacts to Traffic Operations and Pedestrian Safety

Concerns were raised regarding safety due to increased pedestrians in the area and increased traffic along Rose Street. A Traffic Impact Study (TIS) was undertaken for the project which recommended pedestrian crossing visibility enhanced with crosswalk markings and signage at the Rose Street and Peel Street intersection. Two pedestrian crossings are proposed in front of the site along Rose Street which will provide a safe connection to the sidewalk at the Rose Street and Peel Street intersection. The Traffic Impact Study confirmed that Rose Street has sufficient capacity to accommodate the existing and future traffic. Through the re-alignment of the Highway 400 on-ramp, MTO will close access to Rose Street and, therefore, it will no longer be a through-street at this location. The County and the City of Barrie have engaged with MTO to provide a safe pedestrian crossing to Bayfield Street.

b) Concern about Trespass and loss of privacy by Neighbouring Residential Properties and Impact on Property Values.

Concerns were raised in regard to potential trespass from the proposed development to adjacent properties and the loss of privacy and impact on property values of neighbouring properties. Privacy fencing will be installed to ensure no trespass from the site to adjacent properties. The buildings will be positioned and designed, without balconies or decks, to minimize overlook. A Shadow Study and a Wind Study were undertaken which demonstrated no impacts due to wind and shadowing and a Photometric Plan has been submitted to ensure no impacts from lighting.

Finally, while not a land use planning matter, past studies have demonstrated no impact on property values from affordable housing projects.

c) **Transit Access**

Members of the public requested information about transit infrastructure investment and potential impact on taxpayers. An eight-meter layby has been included in the site plan for future use. The Traffic Impact Study (TIS) also recommended the consideration of a transit route adjustment to provide service to this area of Rose Street.

d) **Concerns about Intensification and affordable housing at this location.**

Concerns were raised about the densification of the City and generally about affordable housing at this location. The subject lands are designated as Community Hub which permits the proposed development. A Zoning By-law Amendment is proposed to permit an increase in height, and reduced parking standards which are more typical of the needs of affordable housing. The proposed development attempts to maximize use of the site while balancing the need for housing and social and community services and ensuring an operationally sustainable building. Mixed-use, mid-rise buildings contribute to complete communities and balance the cost of development with the need to provide for a range of housing options and prices.

17. A statutory Public Meeting was held on June 12, 2024 to present the subject application to the Affordability Committee and the public. Three members of the public were in attendance and expressed concerns in regard to public safety and impacts from increased traffic and crime in the area as well as concerns about the level of intensification in the City. A concern was expressed specifically about the closure of the Rose Street link to Bayfield Street which is a Ministry of Transportation initiative. As noted above, the TIS confirmed that Rose Street has sufficient capacity to accommodate the existing and future traffic and, through the re-alignment of the Highway 400 on-ramp, Rose Street will no longer be a through-street at this location. Pedestrian safety measures will be implemented including enhanced pedestrian crossing visibility measure as well as additional pedestrian crossings. A safe pedestrian crossing to Bayfield Street will be created so that while vehicular traffic cannot pass through, pedestrians will maintain safe access to Bayfield Street.

Department and Agency Comments

18. The subject application was circulated to staff in various departments and external agencies for review and comment. No objections and concerns were received and any comments that were provided will be addressed through subsequent approvals (i.e. concurrent site plan control application).
19. **Business Performance and Environmental Sustainability – Environmental Risk Management & Compliance** advised that staff support the design concept pending a Holding Provision related to the provision of a Record of Site Condition given the change of use from a strictly institutional use to a more sensitive residential use. All other comments will be addressed as part of the site plan submission.
20. **Development Services – Approvals Branch** advised that while the Functional Servicing Report generally supports the zoning by-law application, updates to the Functional Servicing Report are required which may result in changes to the external works. Staff are satisfied that the comments can be addressed through the site plan submission.

POLICY ANALYSIS

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

Provincial Policy Statement (2020) (PPS)

22. Staff have reviewed the relevant policies and are of the opinion that the development is consistent with the applicable policies of the Provincial Policy Statement (2020) which direct growth to settlements and identified growth areas, promote efficient, transit supportive development and support the provision of a wide range of uses including an appropriate affordable range and mix of housing types. The subject lands are located within the built boundary of the City and a mix of uses are proposed including affordable and rent geared to income housing in a variety of unit sizes. The proposed development aligns with the policies of a healthy, livable, and compact community, would be serviced by existing municipal infrastructure and services and, therefore, considered efficient and cost-effective development, and would provide space for community service uses as well as affordable rental housing.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), as amended

23. Staff have reviewed the relevant policies and are of the opinion that the development conforms to the Growth Plan for the Greater Golden Horseshoe. The subject lands are located within a delineated built-up area of a Primary Settlement Area where growth and development are encouraged, supporting the goal of a more liveable, compact and urban structure on otherwise underutilized lands. The proposed development is reflective of the policies and goals of the Growth Plan by contributing to the establishment and maintenance of a complete community with a mix of uses including affordable rental housing units and public service spaces, transportation choices and an appropriate mix of jobs.
24. The proposed amendment will permit the development of a mixed use building which includes a range of affordable and rent geared to income housing units and non-residential community hub uses, including a day care, community program room and kitchen and other public service facilities on existing municipal servicing infrastructure and public facilities. The proposed development at this location will contribute to the City's intensification targets required by the Growth Plan, assist towards the goal of creating a complete community through the provision of affordable housing as well as space for community service uses.

City of Barrie Official Plan (OP)

25. Staff have reviewed the relevant policies in the City of Barrie Official Plan which apply to the application and are of the opinion that the proposed development conforms to the policies that guide development on the subject lands. As noted, the subject lands are identified as being within a 'Community Hub' on Map 2 – Land Use Designations which are guided by land use policies in Section 2.6.4.
26. Lands designated Community Hub are intended to meet the needs of the community through an anchor community-orientated land use with complementary or ancillary uses that offer diverse activities/amenities. A range of uses are permitted including public service and community facilities, offices, health related, commercial and retail as part of a mixed development and residential. Residential development in a Community Hub that is not located within or adjacent to the Urban Growth Centre (UGC), a Major Transit Station Area (MTSA), or a Strategic Growth Area (SGA) shall meet a minimum residential density of 50 units per hectare and have a maximum building height as directed by the Zoning By-law.

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27. The application proposes an amendment to the Zoning By-law to permit a height of 11 storeys on the subject lands at an approximate density of 113 units per hectare which exceeds the minimum requirement of the Official Plan. The proposed development is anchored by community services, such as an Ontario Works/Children Services office space on the top two levels of the parking garage and a daycare, community agency spaces, a community kitchen and program rooms in the basement and the ground floor level of the mixed use building. A review of the Residential Density Analysis in Appendix D concludes that, with the proposed development, the area is below the required 50 units per hectare.
 28. Affordable housing policies in Sections 2.5 and 6.4.2 of the Official Plan require the provision of a minimum of 15 percent of all new housing units each year to be affordable and all development proposals with more than 40 residential dwelling units proposed are required to demonstrate the provision of affordable housing units. Consideration shall be given to alternative parking ratios and development standards to assist in the provision of affordable housing.
 29. The proposed development would result in a total of 215 mixed-income units and is planned to operate as a mixed-income rental development providing a mix of rent geared to income and affordable units. Alternative parking ratios are proposed for both the dwelling units and the leasable community service spaces which are supported by the Traffic Impact Study and Parking Addendum submitted in support of the application. Parking surveys of other county-owned housing facilities in the City demonstrate an average per unit parking ratio of approximately 0.35 spaces per unit. Furthermore, based on the results of proxy parking surveys, the studies concluded that the proposed 252 parking spaces with 20 residential visitor parking spaces and 9 barrier-free parking spaces will accommodate the anticipated parking demand for the proposed development.
 30. Urban Design policies in Section 3.2 require that development applications outside Employment Areas should generally be designed to contribute to the diversity of land uses and housing types and options and connectivity between open spaces, transit facilities and active transportation networks, community facilities and, for residential uses, the ability to meet essential needs within a reasonable distance. The policies, furthermore, strive to create context-appropriate built form and street frontage which engages with and animates adjacent streets and open spaces, creates a rich pedestrian environment, and provides appropriate transitions between existing and planned land uses.
 31. The proposed development will provide a transition between Highway 400 along the north and west property boundary and the existing neighbourhood properties to the east and the south. The proposed design would incorporate tiered lower levels which step-back to the 11 storey towers from the neighbouring properties to ensure an appropriate transition between the proposed mixed use building and the adjacent lower density residential dwellings along Rose Street. The setback from the parking garage along the eastern property boundary and the proposed landscape buffer provide an appropriate buffer between the proposed development and the single detached homes adjacent to the east property boundary. The proposed design also includes features such as high performance building features, a potential green roof, an outdoor amenity area with a playground and landscape buffers to create a sustainable development and outdoor amenity areas for the use of the residents. Design requirements will be further addressed through the concurrent Site Plan Application should the amendment be approved.
 32. Section 3.3 provides policies that guide the general built form of mid-rise buildings which range in height from 6 storeys to 12 storeys. Building should be designed with the principal entrance framing the street and with a podium of 3 to 6 storeys with appropriate setbacks to reduce shadow and wind impacts and to ensure appropriate privacy and daylight for adjacent low rise buildings. In regard to the proposed development, privacy fencing will be installed to ensure no trespass and buildings will be positioned and designed to minimize overlook and preserve privacy. A Shadow

Study and a Wind Study were undertaken which demonstrated no impacts due to wind and shadowing and a Photometric Plan has been submitted to ensure no impacts from lighting.

33. The Urban Design policies in Section 3 will be addressed in greater detail as part of the Site Plan Application.

Comprehensive Zoning By-law 2009-141

34. The applicant is proposing to amend the zoning to "Institutional with Site-specific Provision and Hold" (I)(SP-XXX)(H-YYY), pursuant to City of Barrie Zoning By-law 2009-141. The zone standard identified in brackets represent the actual standard proposed by the applicant; however, Planning staff are suggesting a minor adjustment to provide flexibility at the time of detailed design and construction. The following site-specific provisions are proposed:

Site-Specific Provisions		
Zoning Provision	Required	Proposed
Table 4.6 – Parking Standard for Residential	1 parking space/dwelling unit	0.45 parking space/dwelling unit
Table 4.6 – Parking Standard for Business, Professional or Administrative Office	1 space per 30 m ² of gross floor area	1 space per 45 m ² of gross floor area
Table 8.3 – Maximum Building Height	15 metres	39 metres (38.5 metres)

Maximum Building Height

35. The application proposes a maximum building height of 39 metres, whereas a maximum building height of 15 metres is permitted in the Institutional Zone. In order to provide some flexibility at the time of detailed design, Planning staff are recommending that a maximum building height of 39 meters be permitted.
36. Planning staff are of the opinion that the requested site-specific provision for increased building height is appropriate given the design of the proposed development and the context of the site. The site is bordered by Highway 400 to the north and west so compatibility between building forms and privacy concerns relate to the neighbourhood uses to the south and the east. The proposed development would create an effective transitional use between the expanding Highway 400 by providing a visual and sound barrier between the highway and the adjacent residential dwellings. The buildings will be positioned and designed to minimize overlook and preserve privacy and the shadow study and wind study demonstrated no impacts due to wind and shadowing. The site has been designed with a lower height podium base along Rose Street and a lower height parking garage along the east property boundary which provides a transition to the adjacent lower height buildings along Rose Street to the south and the east. Finally, the towers are set back and stepped back to reduce the visual appearance of height and are oriented towards Highway 400. The proposed height will facilitate an efficient use of the lands and maximize the provision of much needed affordable housing units.

Parking Standards (Table 4.6)

37. A reduction of the parking standard for residential uses to 0.45 spaces per dwelling unit is proposed, whereas 1 space per dwelling unit is required by the Comprehensive Zoning By-law.

38. Staff are of the opinion that the proposed parking ratio is appropriate and meets the intent of the Zoning By-law. In addition to the total proposed parking spaces, an additional 45 parking spaces would be provided within the Ministry of Transportation's (MTO) building setback limit which will provide additional parking capacity for the overall development. Furthermore, although deemed not necessary in the TIS, the provision of on-street parking stalls to service the proposed development may be available on Rose Street in the future, when the west end is converted into a dead-end. Parking surveys of other county-owned housing facilities in the City of Barrie demonstrate an average parking per unit ratio of approximately 0.35 spaces per unit and the proposed residential parking ratio exceeds this average. The proposed development also is in proximity to an existing transit route and within walking distance to commercial and recreational amenities.

Parking Standards (Table 4.6)

39. A reduction of the parking standard for Business, Professional or Administrative Offices to 1 parking space per 45 square metre of gross floor area is proposed, whereas 1 parking space per 30 square metre of gross floor area is required by the Comprehensive Zoning By-law.
40. Staff are of the opinion that the proposed parking ratio is appropriate and meets the intent of the Zoning By-law. The TIS and the Parking Addendum concluded that the proposed 252 parking spaces with 20 residential visitor parking spaces and 9 barrier-free parking spaces will adequately accommodate the anticipated parking demand for the proposed development. As noted above, an additional 45 parking spaces are proposed within MTO's building setback limit which will provide additional parking capacity for the overall development. Furthermore, although deemed not necessary in the TIS, the provision of on-street parking stalls to service the proposed development may be available on Rose Street in the future, when the west end is converted into a dead-end.

Holding Provision

41. Staff have recommended that a Holding symbol (H-YYY) be placed over the subject lands until such time as certain actions are completed to the satisfaction of the City. In this regard, the Holding symbol (H-YYY) may be removed from the lands zoned 'Institutional with Special Provision and Hold' (I)(SP-XXX)(H-YYY) as shown in Appendix "A" attached to Staff Report DEV034-24, when the following has been submitted to the satisfaction of the City:

- a) That the owner/applicant undertake and/or agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.

It is a standard requirement under the *Environmental Protection Act*, that a Record of Site Condition is required to be filed with the MECP to verify the site is free of contaminants and/or can be mitigated to the extent required to permit a more sensitive land use at this location with a Certificate of Property Use. The Hold is placed on the zoning permission for future development because the intent of this application is to introduce residential uses on a site that has been used for institutional uses in the past. In addition, City staff will be reviewing to confirm there are no potential impacts from contaminants on the municipal drinking water supply and stormwater management infrastructure.

42. Staff are confident that the proposed development can be supported on these lands with the current recommendation, and the additional process of Site Plan Control and the satisfactory resolution to the Hold provision for these lands.

Site Plan Control

43. The property is subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands, access, servicing, stormwater management, landscaping, lighting, zoning compliance, building orientation/placement/massing and parking. The Site Plan process will ensure the development complies with all municipal standards and provides an appropriate interface with adjacent properties and streets.
44. Should Council approve the Zoning By-law Amendment application, the proposed development would be facilitated through the concurrent site plan application (D11-007-2024). The Site Plan approval process is delegated to City staff, in accordance with Council Motion 10-G-346. In this regard, staff would be in a position to approve the site plan should Council approve the rezoning. Staff are satisfied that the detailed design elements would be adequately addressed through the site plan application.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

45. The subject application, if approved, would result in the redevelopment of an underutilized site within an area designated for growth which is serviced by existing infrastructure and public service facilities. As such, the proposed development may help to reduce the overall demand for greenfield development, which would require the extension of municipal infrastructure and services, while providing alternative, affordable housing types in the neighbourhood. The applicant has made efforts to promote active transportation and may facilitate improvements in transit and cycle infrastructure within the area.

ALTERNATIVES

46. The following alternatives are available for consideration by General Committee:

Alternative #1 General Committee could refuse the proposed Zoning By-law Amendment and maintain the existing 'Institutional' (I) zoning over the subject property.

This alternative is not recommended as the proposed development is consistent with and conforms to all Provincial and municipal policies as noted throughout the analysis section of this report, is delivering affordable housing units, and is considered an appropriate use of the subject lands.

Alternative #2 General Committee could approve the proposed Zoning By-law Amendment application with modifications to the requested Site-specific Provisions (SP).

This alternative is not recommended as the applicant has submitted a detailed site plan which is generally consistent with the current City standards with respect to building orientation/placement/massing, setbacks, access, parking, landscaped areas, etc. Staff are satisfied that the proposed site specific provisions are appropriate and that detailed design elements would be adequately addressed through the site plan application process.

FINANCIAL

47. The Zoning By-law Amendment application proposes an affordable housing development that will be owned and operated by the Simcoe County Housing Corporation comprising 215 mixed-income

and affordable housing rental units, approximately 4,750 square meters of leasable social and community service space and a ground level community kitchen and program room. Non-Profit Housing Developments are exempt from Development Charges, Education Development Charges and Community Benefit Charges. Cash-in-lieu of parkland fees will be applicable however a credit for the former Ontario Provincial Policy building will apply. Finally, a Finance Administration fee of \$175.00 is applicable to the proposed development.

LINKAGE TO 2022-2026 STRATEGIC PLAN

48. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
- ☒ Affordable Place to Live
 - ☒ Community Safety
 - ☒ Thriving Communities
49. In accordance with Council's goals, the proposed development would provide for a compact form of development that will utilize existing services and infrastructure on an under-utilized site. The development also would provide for affordable and rent geared income mix of unit types and sizes which will add to the inventory of more affordable housing options and will provide space for community and social service uses. The site has been designed to provide maximum safety for pedestrians and vehicles travelling along Rose Street.

Attachments:

Appendix "A" – Draft Zoning By-law Amendment
Appendix "B" – Site Plan
Appendix "C" – Proposed Building Renderings
Appendix "D" - Residential Density Analysis

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. **XXX**

BY-LAW NUMBER 2024-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 Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands being: PART LOTS 7 & 8 NORTH SIDE ROSE STREET PLAN 114 BARRIE PART 2 51R42272 City of Barrie, County of Simcoe, known municipally as: 20 Rose Street and as shown on Schedule "A" to this By-law, from 'Institutional' (I) to 'Institutional – Special Provision, Hold' (I)(SP-XXX)(H-YYY); and,

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 24-G-XXX.

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

1. **THAT** the zoning map be amended to change the zoning from 'Institutional' (I) to 'Institutional – Special Provision, Hold' (I)(SP-XXX)(H-YYY) in City of Barrie Comprehensive Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking of Comprehensive Zoning By-law 2009-141, the minimum required parking ratio for residential dwelling units shall be 0.45 parking spaces per unit in the Institutional – Special Provision, Hold (I)(SP-XXX)(H-YYY) zone;
3. **THAT** notwithstanding the provisions set out in Table 4.6 – Parking of Comprehensive Zoning By-law 2009-141, the minimum required parking ratio for Business, Professional or Administrative Offices shall be 1 parking space per 45 square metres in the Institutional – Special Provision, Hold (I)(SP-XXX)(H-YYY) zone;
4. **THAT** notwithstanding the provisions set out in Table 8.3 of Comprehensive Zoning By-law 2009-141, a maximum building height of 39 metres is permitted in the 'Institutional – Special Provision, Hold (I)(SP-XXX)(H-YYY) zone.



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5. **THAT** a holding provision be placed on the subject lands to be removed when the following policies and technical requirements have been addressed to the satisfaction of the Executive Director of Development Services:
- a) That the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the *Environmental Protection Act* prior to any site works or issuance of a Building Permit.
6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands generally shown on Schedule "A" to this Bylaw, shall apply to the said lands except as varied by this By-law.
7. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this ____ day of ____, 2024.

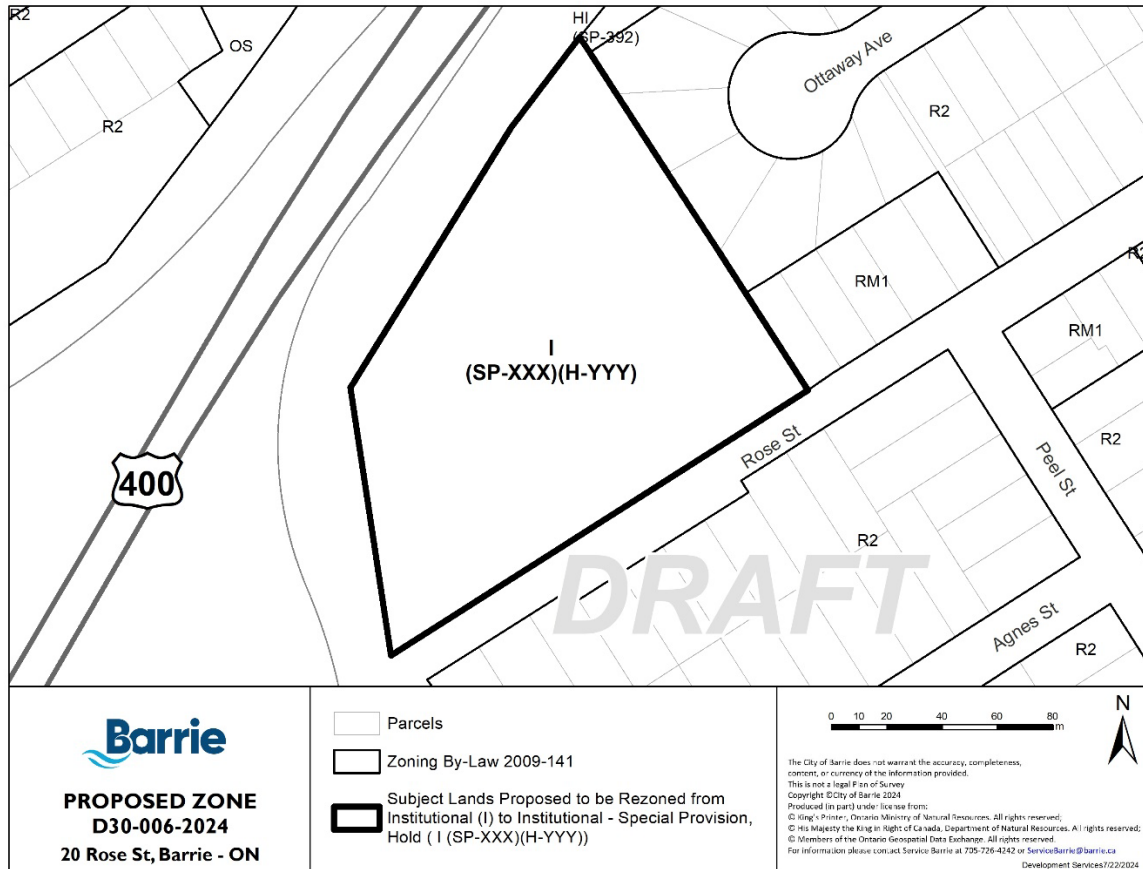
READ a third time and finally passed this ____ day of ____, 2024.

THE CORPORATION OF THE CITY OF BARRIE

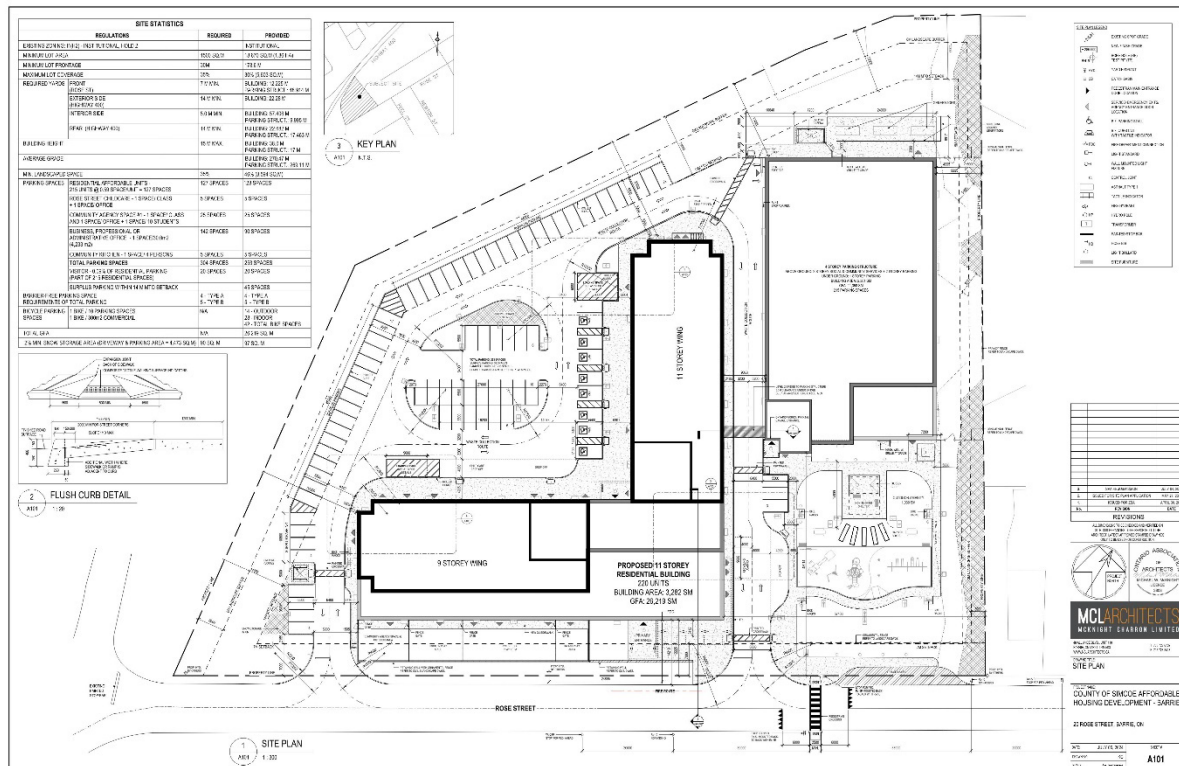
MAYOR – ALEX NUTTALL

CITY CLERK – WENDY COOKE

Schedule "A" to attached By-law 2024-XXX

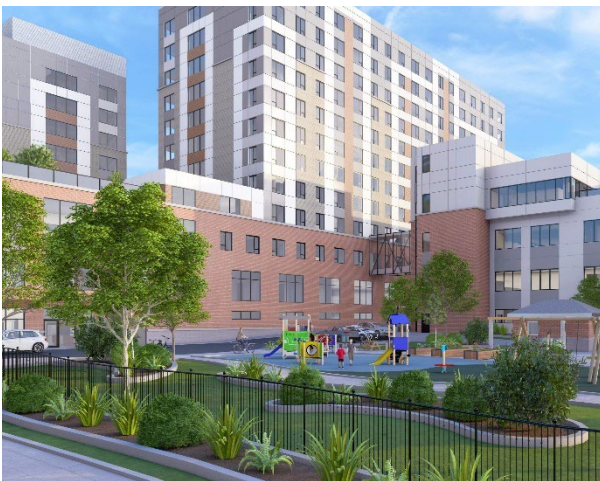


Site Plan



APPENDIX "C"

Proposed Building Renderings



APPENDIX "C"

Proposed Building Renderings



APPENDIX "D"

Residential Density Analysis

RESIDENTIAL DENSITY ANALYSIS
D30-006-2024
20 ROSE STREET, BARRIE - ON

Total Study Area	38.35 ha
Total Developable Area - <i>Only residential</i> (Private properties)	20.05 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	26.81 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	0.00 ha
Total Area Roads right of way	11.53 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	258	14.88	17.33
Semis/ Duplex	33	0.96	34.40
Townhouse Dwelling Unit	5	0.11	44.37
Multiresidential	104	1.94	53.73
Vacant Residential		0.29	
Vacant Industrial		1.30	
Non- residential areas(Commercial/ Institutional)		5.46	
Parks/ Open Space/ Walkway / Laneway		0.00	
Subject Property 20 Rose Street - D30-006-2024 <i>A zoning by-law amendment to facilitate the construction of a mixed use building with two towers ranging in height from 9 to 11 storeys, including 215 rental residential units and approximately 4,750 square metres of community and social services agency space.</i>	215	1.87	114.85
Current Residential Density <i>(Only Residential Lands included)</i>	400	20.05	19.95
Current Residential Density <i>(All Residential and Non- residential lands included)</i>	400	26.81	14.92
Projected Residential Density Including Proposal for Subject Lands <i>(Only Residential Lands Included)</i>	615	21.93	28.05
Projected Residential Density Including Proposal for Subject Lands <i>(All Residential and Non- residential lands included)</i>	615	28.69	21.44

Note:

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

Prepared by: Development Services
Date: June 19, 2024

APPENDIX "D"

Residential Density Analysis

