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PLANNING JUSTIFICATION REPORT

103 Napier Street, 107 Napier Street, and 95 Cook Street
City of Barrie

APPLICATION FOR

OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

PREPARED BY

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Official Plan and Zoning Bylaw Amendment
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1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by 2556055 Ontario Inc., to complete a Planning Justification Report relative to the applications for Zoning By-law Amendment (ZBA) and Official Plan Amendment (OPA) for the lands municipally known as 103 Napier Street, 107 Napier Street and 95 Cook Street in the City of Barrie, County of Simcoe. The lands are legally described as Part of Lot 5 Southside Napier Street, Part of Lot 6 Southside Napier Street, Part of Lot 6 Northside Codrington Street, Registered Plan 6 and Lot 1 Registered Plan 1029, City of Barrie, County of Simcoe. The lands have a combined area of approximately 11,338m² (1.13 hectares) with 61 metres of frontage along Cook Street and 34.3 metres of frontage along Napier Street. **Figure 1** provides an aerial of the subject lands within the surrounding context.

The OPA application seeks to amend the City of Barrie Official Plan to designate a portion of the lands to 'Residential' from 'Institutional' to bring more of the lands into the 'Residential' land use designation. The purpose of the ZBA application is to amend the current zoning of the lands to permit the proposed residential uses as well as capture zoning deficiencies within the institutional block and single detached dwelling lots, which are created as a result of the proposed townhouse development. The lands are currently zoned 'Institutional – Special Provision No.149' (I)(SP-149) and 'Residential Single Detached Dwelling Second Density' (R2). The ZBA proposes to rezone the lands to 'Residential Multiple Dwelling Second Density – Special' (RM2-SP-X), 'Residential Single Detached Dwelling Second Density – Special' (R2-SP-X) and 'Institutional – Special' (I-SP-X).

The approval of the OPA and ZBA applications will facilitate the development of thirty-five (35) block/cluster townhouse units, maintain the existing two (2) single detached residential lots and maintain an institutional block for the existing church building on site.

The Report will review the following policy documents to demonstrate consistency with the proposal:

- Provincial Policy Statement (2020)
- Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020 Consolidation)
- Lake Simcoe Protection Plan
- City of Barrie Official Plan (2018 Consolidation)
- City of Barrie draft Official Plan 2051 (Council Adopted Version February 15, 2022)
- City of Barrie Comprehensive Zoning By-law 2009-141 (2018 Consolidation)



LEGEND



Subject Lands

Figure 1

Subject Lands and Surrounding Context

Source: Simcoe Maps

Drawn By: VS

File: 20-1006



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2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

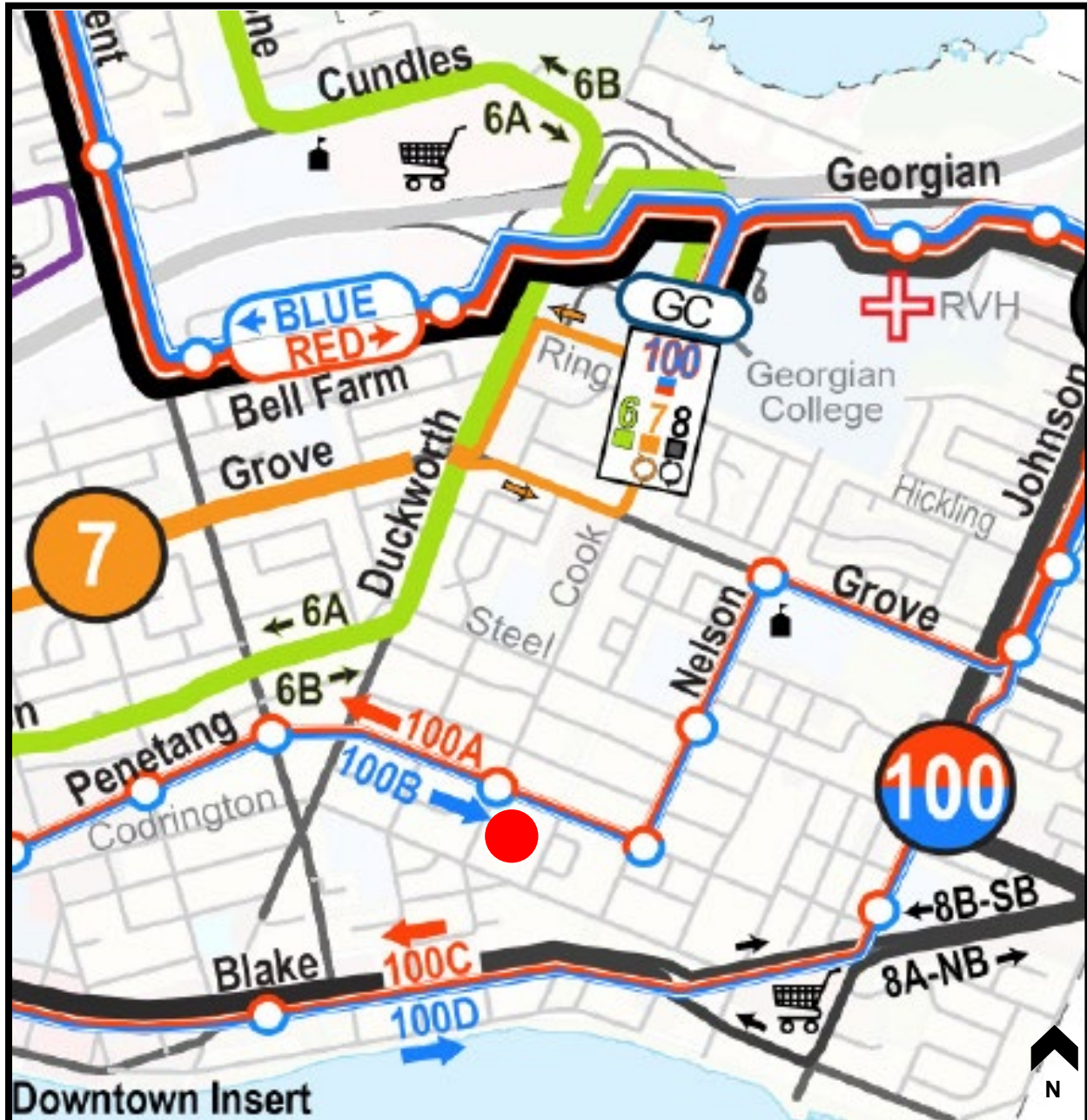
The subject properties have frontage along Napier Street and Cook Street, east of the downtown core. The lands currently contain two single detached dwellings, two accessory structures and a church establishment (St Giles Church) with an associated car park area. The lands contain tree cover throughout, concentrated along the perimeter of the property lines of 103 Napier Street, to the interior of the lands. The lands currently maintain multiple points of municipal road access, two along the northern property line through 103 Napier Street and 107 Napier Street, and two points to the church establishment property along 95 Cook Street. The subject lands maintain municipal service connectivity to the City of Barrie and is serviced by the Barrie Transit System, through the A&C: RED Express and B & D: BLUE Express, with stops at Napier and Cook Street (**Figure 2**). The public transit servicing connects the lands to key points of interest such as Georgian Mall, Georgian College, and downtown Barrie.

The lands are designated 'Residential' and 'Institutional' in the City of Barrie Official Plan, Schedule 'A, shown in **Figure 3**. 'Residential' is the predominant land use in the area surrounding the subject lands, with occasional 'Open Space' and 'Educational Institutional' parcels present. The lands are further situated within lands regulated by the Lake Simcoe Regional Conservation Authority (Schedule 'F'), shown in **Figure 4**, within a 'Built Up Area' (Schedule 'I') and within the Lake Simcoe Watershed Boundary (Schedule 'J'). The lands are further zoned 'Institutional – Special Provision No.149' (I)(SP-149) and 'Residential Single Detached Dwelling Second Density' (R2) shown **Figure 5**.

Land uses and notable establishments are described below:

North: Immediately north of the property of 93 Cook Street and south of Napier Street exists single detached residential dwellings. This is the same north of Napier Street and north of the 103 and 107 Napier Street properties. Low density residential land uses are the prominent land use north of the subject lands. Notable establishments to the north include Strabane Park (<200m north), St Monica's Separate School (<500m north), Seven Oaks Academy (<500m north), Steele Street Public School (<500m north) and Eastview Secondary School (<1km north). Further north, Georgian College is located less than 1.5km north of the subject lands, and is accessible by public transit.

- South:** Existing immediately to the south are single detached dwellings along Codrington Street, consistent further south. Southeast of the subject lands are mixed commercial, and community uses along Blake Street. The Barrie North Shore Trail is accessible less than 1km south of the lands.
- East:** Immediately adjacent to the east are single detached dwellings along Weldon Street, with the same form of land use continuing further east. Less than 1km east are commercial establishments along Blake Street.
- West:** Directly to the west exists single detached dwellings across Cook Street. Low density residential land uses are consistent further west. Further west exists Codrington Public School (<500m), Barrie North Collegiate Institute (<2km) and Oakley Park Public School (<2km).



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● Subject Lands

Figure 2

Barrie Transit Service

Source: <https://www.barrie.ca/Living/Getting%20Around/BarrieTransit/Documents/Barrie-Transit-Network-Map.pdf>

Drawn By: VS

File: 20-1006



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Official Plan and Zoning Bylaw Amendment City of Barrie



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Subject Lands

Figure 3

Official Plan Designation

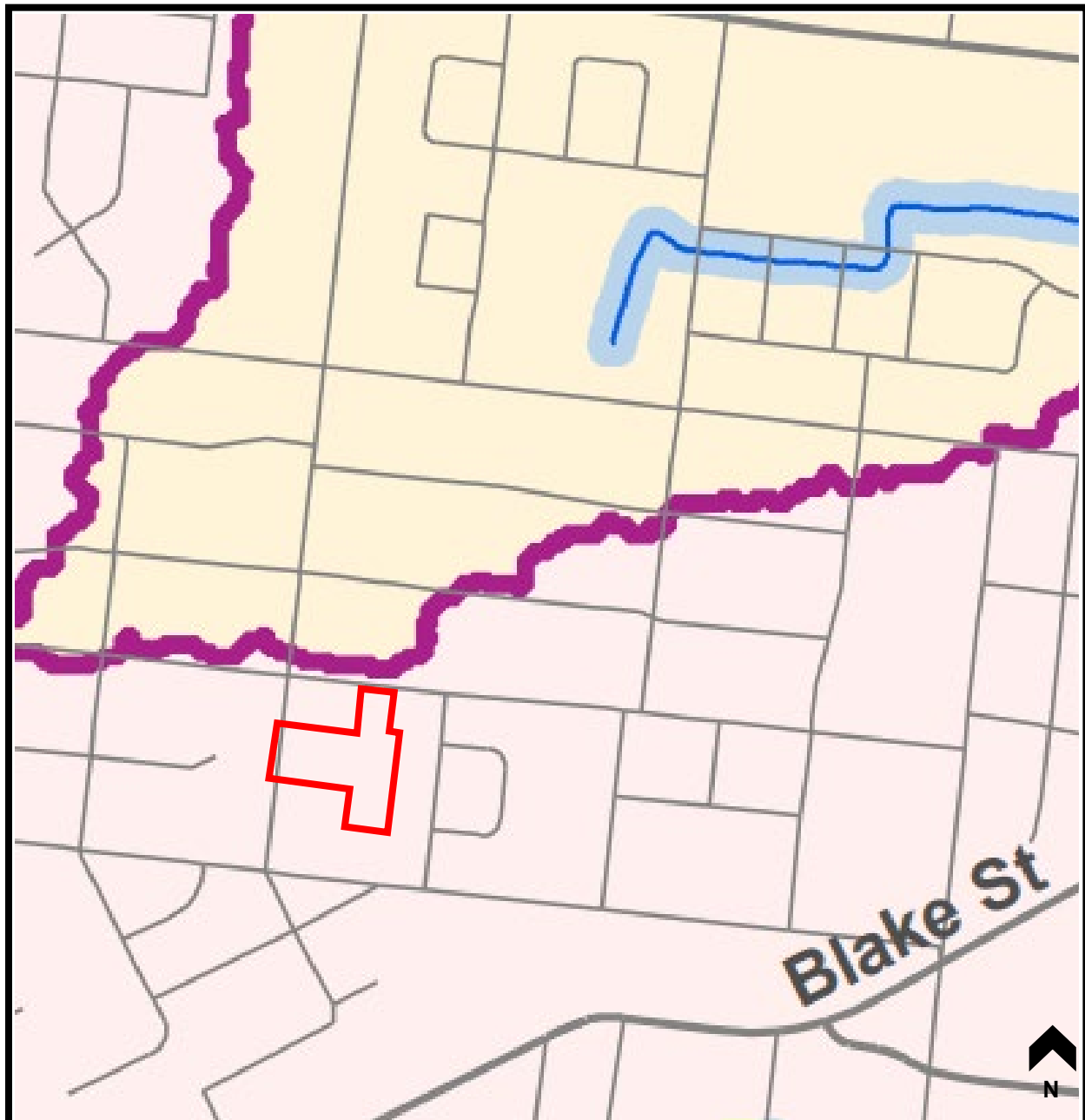
Source: City of Barrie, Official Plan, Schedule A

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Subject Lands



Lake Simcoe Regional
Conservation Authority



Nottawasaga Valley Conservation
Authority

Figure 4

LSRCA Regulation Limits

Source: City of Barrie, Official Plan, Schedule F

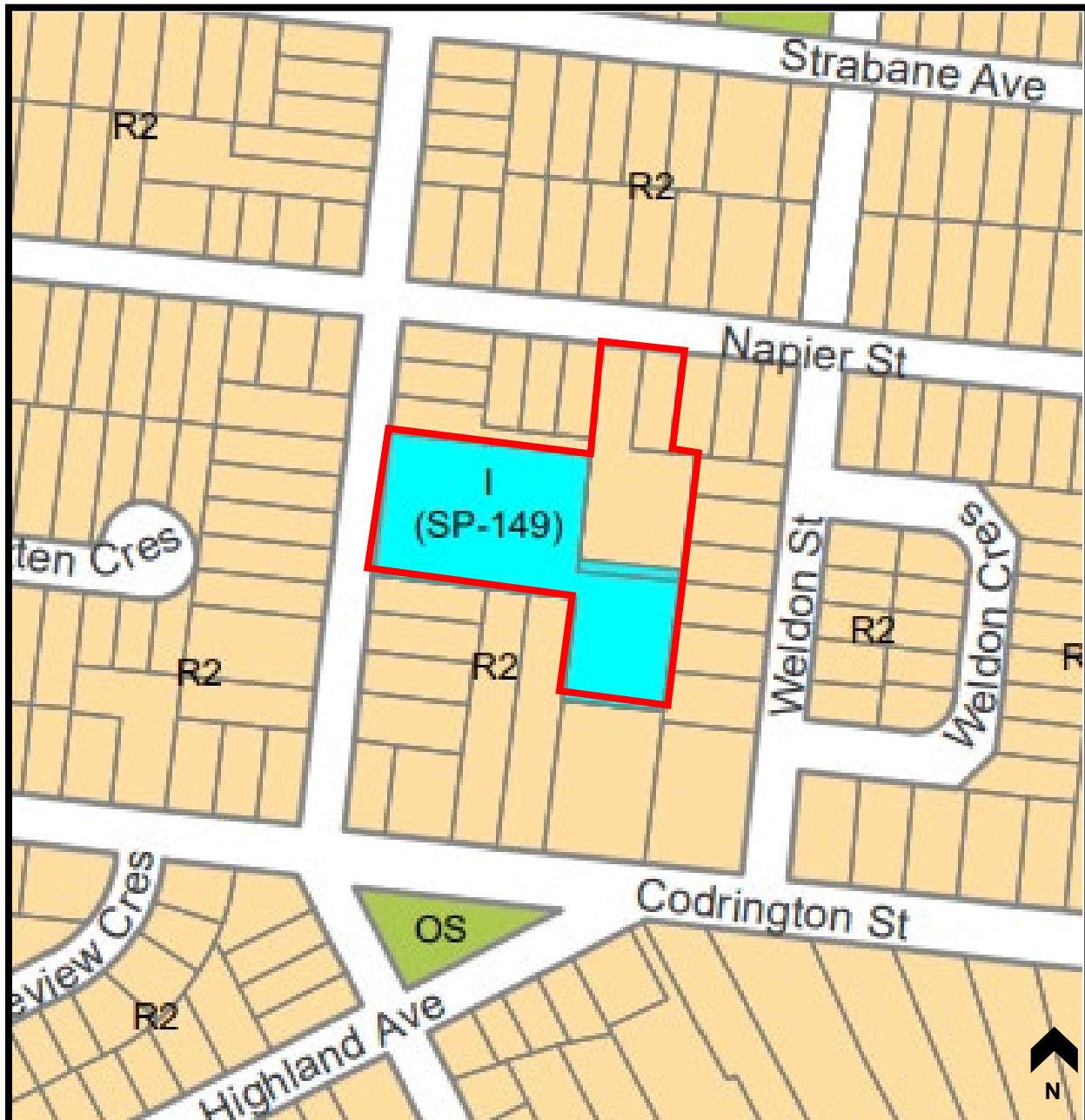
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- Subject Lands
- Residential Single Detached Dwelling Second Density (R2)
- Institutional (I)
- Open Space (OS)

Figure 5

Zoning By-law

Source: City of Barrie, Zoning By-law

Drawn By: VS

File: 20-1006



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3.0 DESCRIPTION OF DEVELOPMENT

3.1 DEVELOPMENT CONCEPT

The proposal seeks to introduce thirty-five townhome dwellings, while maintaining the existing two single detached dwellings and the church buildings, to the subject lands by way of OPA and ZBA.

The OPA seeks to designate the southern portion of the lands to permit land uses in the 'Residential' designation as opposed to 'Institutional'.

The ZBA will enable rezoning appropriate to permit the proposed dwellings with the 'Residential Multiple Dwelling Second Density – Special' (RM2-SP-X). In addition, the existing dwellings will be rezoned to 'Residential Single Detached Dwelling Second Density – Special' (R2-SP-X) and the existing institutional use will be rezoned to 'Institutional – Special' (I-SP-X).

The proposed development will enhance the subject lands through intensification of use, representing an infill development. The construction of built form for residential land uses will introduce new dwelling units and styles to the area, which predominantly consists of single detached dwelling styles. The proposal will further retain the institutional land uses by maintaining the existing church, in keeping with the original land use designation in the City of Barrie Official Plan.

The development proposal is demonstrated in the Conceptual Site Plans, contained in **Appendix 1**.

The residential proposal consists of thirty-five (35) residential units, with a total land area of 8,627m². The composition of these units are divided into six (6) blocks. The townhouse units are provided surface and garage parking spaces, for 2 spaces for each unit. Total parking spaces provided will be 78, inclusive of 8 visitor spaces and barrier free spaces with an optional/potential 21 second parking spaces in double loaded garages.

The proposal includes an internal condominium road network, connecting common elements of the lands. Access is proposed along Cook Street to the western lot line, which will adjoin with the proposed Street 'A' running east and Street 'B', connecting northern and southern townhouse blocks and associated parking. The lands will be further connected through internal sidewalks

provided adjacent to the front of the townhome units, further connecting to the municipal sidewalk along Cook Street.

The two existing single detached residential lots will be maintained at 103 and 107 Napier Street. The associated accessory structures will be removed.

The lands will be landscaped throughout with vegetation and plantings to the perimeter of the residential units. An amenity area of 420m² will be provided directly north of the townhomes and south of the single detached lots. Appropriate snow storage space is provided throughout (116m²). The lands will be serviced by private garbage collection, snow clearing and landscape maintenance in accordance with the condominium development.

The development applications further propose an institutional block (1,534.5m²) along 95 Cook Street. The proposal seeks to demolish a portion of the existing church situated on 95 Cook Street, maintaining approximately 378m² for an institutional / community building, which has the potential use for a private school, place of worship, assembly hall, childcare facility, or medical office. This will accommodate an appropriate lot configuration for the residential development proposal detailed above. This block will be located to the south and west of the residential development, where the current institutional use is situated.

The proposed applications are submitted to facilitate the proposed residential townhouse development. Following approval of the OPA and ZBA applications, a consent application will be submitted for a boundary adjustment and severance to establish the revised lot line configuration for the single detached lots, institutional block, and townhouse block.

3.2 OFFICIAL PLAN AMENDMENT

The subject lands are currently designated 'Institutional' and 'Residential' in the City of Barrie Official Plan. The OPA application put forward seeks to re-designate a portion of the property currently designated 'Institutional' to 'Residential'. These lands to be re-designated are comprised of the southern portion of the subject lands, where townhome blocks are proposed. This re-designation will enable residential land uses to be facilitated within this part of the subject lands, in the form of townhome dwelling units. This is demonstrated in the Official Plan Amendment, provided in **Appendix 2**.

As stated in pre-consultation comments received by the City of Barrie, lands designated 'Residential' shall be used for all forms and tenure of housing, including block/cluster townhouse

units. The proposal will provide townhouse housing units as permitted, while maintaining the existing permitted institutional land use within a separate allocated block.

3.3 ZONING BY-LAW AMENDMENT

The development proposal seeks a Zoning By-law Amendment to rezone the lands from 'Institutional – Special Provision No.149' (I-SP-149) and 'Residential Single Detached Dwelling Second Density' (R2) to 'Residential Multiple Dwelling Second Density – Special' (RM2-SP-X), 'Residential Single Detached Dwelling Second Density – Special' (R2-SP-X) and 'Institutional – Special' (I-SP-X). This will facilitate the higher density-built form within the lands and allocation of the institutional block.

Table 1 through **Table 4** demonstrates the zoning provisions achieved within the proposal, with deficiencies highlighted.

Table 1: Residential Multiple Dwelling Second Density (RM2) Zoning Matrix provided within the City of Barrie Zoning By-law 2009-141, for the townhouse block proposal.		
Residential Multiple Dwelling Second Density (RM2) Zoning Matrix		
Provisions	Required	Provided
Lot Area (Min.)	720m ²	8,627.0m ²
Lot Frontage (Min.)	21.0m	32.5m (Cook St)
Front Yard Setback to Dwelling Unit (Min.)	7.0m	3.0m (Unit 1)
Front Yard Setback to Attached Garage (Min.)	7.0m	n/a
Interior Side Yard Setback (Min.)	1.8m	1.8m (unit 14)
Secondary Means of Access (5.3.3.2 (d))	7.0 m	4.0m (Unit 28)
Exterior Side Yard Setback (Min.) (5.3.3.2 (a))	3.0m	n/a
Rear Side Yard Setback (Min.)	7.0m	2.0m (Unit 25)

Official Plan and Zoning Bylaw Amendment
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Landscaped Open Space (Min.)	35% (3,032.7m ²)	38.1 % (3,290.7m ²)
Lot Coverage (Max. % of Floor Area)	35% (3,032.7m ²)	30.1% (2,593m ²)
Gross Floor Area (Max. % of Lot Area)	60% (5,199.0m ²)	90.2% (7,779m ²)
Height of Main Building	10.0m	10.0m
Density (Max.) (5.2.5.1 (a))	40 upha (34 units)	40.57 upha (35 units)
Amenity Area (Min.) (5.2.5.2 (b))	12m ² per unit	12m ² per unit
Driveway Length (Min.) (5.2.5.2 (d))	6.0m	6.0m
Internal Private Roadway (Min.) (5.2.5.2 (e))	6.4m	6.4m
Landscape Buffers (5.3.7.1)	3m landscape strip with 2m high tight board fence	5.8m
Parking (1.5 spaces per unit)	53	78 (70 units, 8 visitor)
Tandem Parking	Not permitted	Permitted
Barrie Free Parking	3 (1 Type 'A' and 2 Type 'B')	3 (1 Type 'A' and 2 Type 'B')

Front Yard Setback of 3.0m where 7.0m is required.

The development purposes a 3m front yard setback along Cook Street where 7m is required. This condition is to facilitate the first block of townhouses and is a side facing condition where the 'front yard' of the townhouse block faces the internal laneway. The reduced setback provides eyes on Cook Street byway of secondary windows along the western face of the townhouse unit. The setback fits with the character of the rest of the street where similar and further reduced setbacks are found to the south and north of the property along the same block as the proposal.

Rear Yard Setback of 2.0m where 7m is required.

The development proposes a secondary means of access and rear yard setback of 2m for unit 25.

The 2m provided is necessary to accommodate the staggered form of units 20-25 and jog in the property line due to negotiations with the neighbouring property owners along Weldon Street. Although technically considered the rear yard, the townhouses are facing north/south in this location with the side of the townhouse block receiving this condition. The “back yards” of the units within this block have a minimum depth of approximately 6.2m. The deficiency is not anticipated to significantly affect the operation of the residential development.

Secondary Means of Access (5.3.3.2 (d))

The development proposes a secondary means of access setback of 4.0m where 7.0m is required.

The 4m provided is necessary to accommodate the staggered form of units 26-29 and jog in the property line due to negotiations with the neighbouring property owners along Weldon Street. The vast majority of the townhouse units within the development will have a setback of 6.3m or greater. The deficiency is not anticipated to significantly affect the operation of the residential development.

Gross Floor Area of 90.2% where 60% is the maximum.

The development proposes a total GFA of 7,779m² (90.2% of the lot area) where the maximum allowed by the bylaw is 5,199m² (60% of the lot area). A portion of the townhouse units are planned to be family sized, with three floors in each unit which is the reason for the increased GFA. The units will not exceed the height limitations of the zoning by-law and fit in with the heights of the surrounding buildings and neighbourhood context. The deviation is not anticipated to significantly affect the operation of the residential development or negatively affect the surrounding context.

Density of 40.4 upha where 40 upha is the maximum.

The development proposes 0.4 in excess of upha density than that of what is stated as the maximum in the RM2 zone.

The increase in 0.4 from what is required can be considered minimal and will be consistent with goals of the City of Barrie with regard to housing. Section 3.3 of the City of Barrie Official Plan provides general policies for Housing, stating that residential intensification is encouraged within a built-up area. The subject lands are located in a 'Built Up Area' indicated in Schedule 'I'. Development at a higher density will contribute to meeting these policies, further described in Section 5.0 of the Report.

Table 2: Institutional (I) Zoning Matrix provided within the City of Barrie Zoning By-law 2009-141, for the institutional block.

Institutional (I) Zoning Matrix		
Provision	Required	Provided
Lot Area (Min.)	1,500m ²	1,534.5m ²
Lot Frontage (Min.)	30.0m	28.5m
Front Yard Setback (Min.)	7.0m	24m
Interior Side Yard Setback (Min.)	9.0m	2.5m (north) 6.7m (south)
Exterior Side Yard Setback (Min.)	7.0m	2.5m
Rear Yard Setback (Min.)	9.0m	5.1m
Lot Coverage (Max.)	35% (530m ²)	25% (+/- 378m ²)
Landscape Open Space (Min.)	35% (530m ²)	47.5% (719m ²)
Height (Max.)	15.0m ²	<15.0m ²
Parking (Min.)	8 spaces	13 spaces
Barrie Free Parking (Min.)	1 Type 'A'	1 Type A

Lot frontage of 28.5m where 30.0m is the minimum required:

Lot frontage of 28.5 has been provided whereas 30m is required in the City of Barrie Zoning By-law. As demonstrated in the Conceptual Site Plan in Appendix 1, the frontage provided along Cook Street will adequately provide space for access to the parking area and circulation throughout the block. The entryway provides sufficient space for access to the institutional structure and parking within the lands. Further, the majority of the frontage space is occupied by

snow storage. The Traffic Study by JD Engineering has described that the institutional block will adequately provide space for access to and from the property from Cook Street. For these reasons, the deficiency of 1.5m of lot frontage is considered to be minimal and will not have adverse implications on the functioning of the establishment.

Interior side yard of 2.5m and 6.7m provided where 9.0 is required:

The application proposes reduced interior side yards of 2.5m where 6.7 m is required. Both the church and townhouse block will function together as one development. The reduced setbacks will accommodate existing built form, and is not anticipated to conflict with adjacent land uses to the north and south of the institutional building. The built form will be appropriately sited furthest away from existing residential properties for the south. Concerning the setback of 6.7m adjacent to the property of 91 Cook Street, there will be tree plantings to further separate the institutional and residential land uses.

Exterior side yard provided of 2.5m where 7.0 is required:

A proposed 2.5m exterior setback is requested whereas 7.0m is required. Similar to justification provided concerning interior side yard setbacks, both the church and townhouse block will operate as part of the same development. Therefore, the deficiency in setback can be considered to have reduced implications as the distance to the condo road is part of the same development proposal. In addition, this setback is to the condominium road for the townhouse development and not to an adjacent development or a municipal right-of-way, therefore the impact is minimal.

Rear yard setback provided of 5.1m where 9.0 is required:

A rear yard setback of 5.1m is provided whereas 9.0m is required. As demonstrated in the Conceptual Site Plan, the rear yard setback provided will provide sufficient space to separate the institutional land uses from the adjacent townhouse block to the east. The siting of the structure to the rear of the property will allow for provision of parking spaces to the front of the structure, in keeping the same layout to what currently exists within the property. Parking provided meets the respective requirements of the property.

Table 3: Residential Single Detached Second Density (R2) Zoning Matrix provided within the City of Barrie Zoning By-law 2009-141, for 103 Napier Street / Lot 1

Residential Single Detached Second Density (R2) Zoning Matrix
--

Official Plan and Zoning Bylaw Amendment
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Provisions	Required	Provided
Lot Area (Min.)	500m ²	541.8m ²
Lot Frontage (Min.)	15m	17.5m
Front Yard Setback to Dwelling Unit (Min.)	4.5m	8.52m
Front Yard Setback to Attached Garage (Min.)	7.0m	n/a
Interior Side Yard Setback (Min.)	1.2m	2.43m (east) 3.75m (west)
Rear Yard Setback (Min.)	7.0m	4.1m
Lot Coverage (Max. % of Floor Area)	45%	33.1% (179.3m ²)
Height of Main Building	10.0m	<10m
Parking (2 spaces per unit)	2	2

Rear Yard Setback of 4.1m where 7.0m is required.

A rear yard setback of 4.1m is provided where 7.0m is required. As demonstrated in the Conceptual Site Plan, the rear yard setback provided will provide sufficient space to separate the lot from the adjacent townhouse block to the south as it is separated by the outdoor amenity area.

Table 4: Residential Single Detached Second Density (R2) Zoning Matrix provided within the City of Barrie Zoning By-law 2009-141, for 107 Napier Street / Lot 2

Residential Single Detached Second Density (R2) Zoning Matrix		
Provisions	Required	Provided
Lot Area (Min.)	500m ²	522.0m ²
Lot Frontage (Min.)	15m	16.8m
Front Yard Setback to Dwelling Unit (Min.)	4.5m	8.8m
Front Yard Setback to Attached Garage (Min.)	7.0m	n/a

Interior Side Yard Setback (Min.)	1.2m	0.6m (east) 3.42m (west)
Interior Side Yard to Attached Garage (Min.)	0.6m	n/a
Exterior Side Yard Setback (Min.) (5.3.3.2 (a))	3.0m	n/a
Rear Side Yard Setback (Min.)	7.0m	14m
Lot Coverage (Max. % of Floor Area)	45%	19.8% (103.2m ²)
Height of Main Building	10.0m	<10m
Parking (2 spaces per unit)	2	2

Interior Yard Setback of 0.6m where 1.2m is required.

An interior yard setback of 0.6m is provided where 1.2m is required. As demonstrated in the Conceptual Site Plan, the interior yard setback provided will provide sufficient space to separate the lot from the adjacent residential lot to the east as both dwellings are pre-existing on the lots.

A copy of the draft Zoning Bylaw Amendment and Schedule can be found in **Appendix 3**.

4.0 PRE-CONSULTATION, SUBMISSION MATERIALS and NEIGHBOURHOOD MEETING

4.1 PRE-CONSULTATION AND SUBMISSION MATERIALS

Following the submission of pre-consultation materials for the ZBA and OPA, a technical meeting was held on July 29th, 2021, with the Development Services Department with the City of Barrie. During this time, planning comments were received, with comments incorporated into the proposal. Provided below is a list of studies required for submission of these applications in addition to this Planning Justification Report:

- Urban Design Report including a Block/Context Plan, prepared by Innovative Planning Solutions

- Functional Servicing Report & Stormwater Management Report, prepared by WMI & Associates
 - Preliminary Servicing, Grading and Drainage Plans, prepared by WMI & Associates
 - Water Service Analysis/Report, prepared by WMI & Associates
 - Phosphorus Budget, prepared by WMI & Associates
- Geotechnical/Soils Report, Cambium
- Hydrogeological Study, Cambium
- Traffic Impact Study, JD Engineering
- Tree Preservation Plan/Inventory/Assessment, Landmark Environmental Group
- Landscape Concept Plan, Landmark Environmental Group

4.1 NEIGHBOURHOOD MEETING

A Neighbourhood Meeting was held virtually, on April 20, 2022, where approximately 75 members of the public were in attendance.

The comments and questions raised have been consolidated into themes, as noted here and a response provided.

Construction

- What is the anticipated timeline for construction and completion of the project?

Response: At this stage, it is anticipated that construction would begin in 2024 extending through 2025. Before construction can begin, the Official Plan and Zoning Bylaw need to be approved followed by a Site Plan application.

Existing Church / Dwellings on Napier

- Will the existing church remain? What is the overall intent with this building? Hoping for a worthwhile reuse of the church building.
- Would the City utilize the existing church for affordable housing? Or seniors housing?
- Will the homes on Napier be removed? Has there been consideration for them to be demolished?

Response: It is planned to retain most of the existing church building. A portion of the north wing will be demolished to accommodate the development of the site. The current owner intends to retain the building in their ownership and likely rent it out to an institutional user. Possible uses could be a church / place of worship, daycare facility or private school. The dwellings on Napier Street will be retained in their existing condition. A boundary adjustment will take place to modify the lot lines as required to facilitate the proposed development.

Access / Traffic / Circulation / Parking

- Will there only be the one access point to the development?
- Has a second entrance off of Napier been considered?
- Concerned with traffic and access with only on entrance to the site.
- How many parking spaces are planned?
- Will the Traffic Impact Study discuss parking ratio?
- Currently parking is permitted on both sides of Cook Street and Napier Street. For safety purposes it would be beneficial to restrict parking to one side of the street.
- The increased traffic will change Cook Street, from being a quiet street. Napier is busier.
- Will there be bicycle parking?
- Will there be electric vehicle charging stations?
- Concerned with parking in front of the church, which will change the look at the area to resemble a commercial plaza.

Response: One access point into the townhouse development is proposed. A second access off Napier Street has not been considered at this time. The intent is to retain those dwellings and bringing an access road through Napier would require one dwelling to be demolished. The Traffic Impact Study, submitted with this application, has required the access proposed and deemed one access point is sufficient for a development of this scale. This report will be further reviewed by City Staff to ensure it addresses the City standards. At this time 78 parking spaces are proposed. This includes 1 driveway space and 1 garage space, in tandem, for each townhouse, plus an additional 8 visitor parking spaces. The institutional use proposes 14 spaces. The Traffic Impact Study does not address the parking ratio, as the proposed ratio meets City zoning bylaw requirement. Restricting parking to one side of the street along Cook and Napier is something the City could consider imposing. Bicycle parking will be provided for the institutional use. Electrical vehicle rough ins will be provided as per Ontario Building Code (OBC). While there isn't any

parking directly in front of the church building currently, there is a large parking lot at the side of the building that is visible from the street, the future condition as proposed will be similar. In addition, a 3m landscape buffer along the front property line is proposed to provide landscaping.

Proposed Built Form

- Lack of accessibility for seniors due to the built form. Will any of the dwellings have an elevator?
- How many storeys will the dwellings be?
- Will there be rules in place regarding long- and short-term rentals? Can individual rooms be rented out?
- Would like to see 3 storey units further away from those most impacted by the development.
- Would like to see bungalows.
- Any consideration for net zero & environmental sustainability?

Response: Elevators are not anticipated to be provided within the townhouse units. At this time, the proposed height is 2 storeys from units 1-13 and 3 storeys throughout units 14-35. There are no restrictions in the zoning bylaw that restrict long or short-term rentals or the rental of individual rooms. Second suites (i.e., basement apartments) are not permitted. Consideration for net zero design and environmental sustainability design will be considered at Site Plan.

Amenity Area

- What is anticipated for the amenity area?

Response: The applicant is willing to work with Staff on the proposed use and programming of the amenity area.

Density

- Density of this development vs. density of the neighbourhood? Does City Staff determine if this density is appropriate for the neighbourhood? Does it conform to the policy in place.
- Concerned with the density of adding 35 new homes onto Cook Street, whereas there are currently none.
- Would like to see density reduced and a change in built form as it relates to height.

Response: The average lot size in this neighbourhood is approximately 550m², which provides a density of approximately 18 uha. The proposed development provides a density of 40.4 uha. City Staff would consider this, along with the Official Plan policies and Zoning Bylaw provisions when reviewing the application and proposal. The Zoning Bylaw permits a density of 40 uha for block/cluster townhouse development, this application proposes 0.4ha over the permitted density.

Landscaping

- How will fencing integrate with the existing mature trees on the property line.
- Where will the new privacy fence be located?
- Most of the trees on the property have been removed, which has affected wildlife in the area.
- Significant tree removal is required, which will change the landscape.
- Construction may impact the existing tree roots.
- Tree removal impacts privacy.
- Who will be responsible for groundskeeping and landscaping?

Response: Fencing location will be modified as required around existing mature trees along the property line. Proposed fencing locations are shown on the Landscape Plan submitted with this application. Tree removal must follow City standards and guidelines. The condominium corporation will be responsible to maintain the common areas on the site such as the street, sidewalk, amenity area and visitor parking areas. The individual homeowners will be required to maintain their front and rear yards.

Snow Storage

- Where will snow storage take place on site?

Response: Snow storage locations have been identified on the Conceptual Site Plans.

Neighbourhood Character

- The development threatens the neighbourhood character.
- It doesn't appear that the development integrates with the surrounding neighbourhood.

Response: Retaining the existing church along Cook Street and the dwellings along Napier Street, lend themselves to providing buffers between the new proposed development and surrounding

neighbourhood. These three buildings assist in maintaining the neighbourhood character. Further, the proposed built form will provide complimentary designs to the surrounding area.

Affordability

- How many units are intended to be affordable?

Response: See Section 6.0 of this Report below for more details on affordable housing.

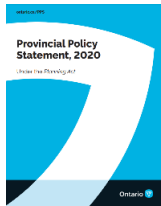
Garbage Collection

- How is garbage collection anticipated to be dealt with?

Response: Garbage collection will be collected via a private collection service, which the condominium corporation will manage.

5.0 PLANNING POLICY AND ANALYSIS

5.1 PROVINCIAL POLICY STATEMENT (2020)



The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS directs land use patterns to be based on the provision of sufficient land for a full range of uses in areas which have the existing or planned infrastructure to accommodate them. The PPS has been reviewed relative to the proposed applications and associated development concept with emphasis placed on the following sections:

- Section 1.1: Managing + Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- Section 1.4: Housing
- Section 1.6: Infrastructure and Public Service Facilities
- Section 1.7: Long-term Economic Prosperity

Section 1.1 provides policies related to Managing and Direction Land Use to achieve efficient and resilient development and land use patterns. Section 1.1.1 focuses on sustaining healthy, liveable communities by promoting efficient, cost-effective development and land use patterns, providing a range of housing options and affordable housing, transit supportive development,

intensification, and infrastructure planning. This Section further looks to minimize land consumption and servicing costs, in promoting transit supportive development, intensification and infrastructure planning. Further, development is encouraged to prepare for the impacts of climate change, conserve biodiversity and improve accessibility.

The development proposal will meet the development criteria provided in Section 1.1.1. The proposal will introduce multi-unit housing to the area, in the form of townhome style dwellings that will contribute to the range of housing options. This will provide built form in a compact manner that will efficiently use land and existing services by way of intensification and an infill development proposal. Accessibility is provided through provision of barrier free parking and in access to public transportation options as described in Section 2.0.

It is provided in Section 1.1.2 that land is to be made available to meet projected needs for up to 25 years, by way of intensification and redevelopment within settlement areas.

The subject lands are located within a settlement area. The development as proposed will constitute intensification and redevelopment of the land. Provision of residential units at a higher density will efficiently use the lands and contribute to meeting projected needs of the settlement area.

Section 1.1.3 provides policies on Settlement Areas. Section 1.1.3.1 provides that settlement areas will be a focus for growth and development. Settlement areas as defined in the PPS are urban or rural settlement areas within municipalities that are built up with a mix of land uses and have been designated in an official plan for long term planning. Land use patterns within these areas shall efficiently use land and resources, infrastructure and public service facilities and minimize negative impacts to air quality and climate change. This can be achieved through energy efficiency in preparation for the impacts of climate change. These settlement areas are to support active transportation and are transit supportive where transit currently exists or is proposed.

The subject lands exist within a Primary Settlement Area (PSA), shown in the Growth Plan for the Greater Golden Horseshoe and settlement are as defined in the PPS. The proposal will direct residential development toward a PSA and settlement area, efficiently using available land and resources and connectivity to road and transportation networks. Active transportation is further facilitated through pathway connections provided throughout the lands, connecting to municipal sidewalks along Cook Street.

Provided in Section 1.1.1.3, planning authorities are to identify and promote opportunities for development that are transit supportive, provides a range of housing options and housing supply through intensification, with consideration of the availability of infrastructure and public service facilities. Section 1.1.3.4 further states that development standards are to be promoted that facilitate intensification and redevelopment, while avoiding risks to public health and safety.

Consistent with Sections 1.1.1.3 and 1.1.3.4, the development will be in alignment with the City of Barrie and related initiatives to meet policy statements provided. This is further discussed in this Report in Section 5.4 discussing the City of Barrie Official Plan and Section 5.5 new draft Official Plan.

Section 1.1.3.3 provides that planning authorities are to identify appropriate locations for transit-supportive development and accommodate a range of housing options and supply. This can be achieved through intensification and redevelopment. As per Section 1.1.3.4, appropriate development standards are to be promoted that facilitate intensification, redevelopment and compact form while mitigating risks to public health and safety.

The proposed development, providing appropriate density and built form, supports the existing municipal transit system within the area. The increased density makes the development transit supportive.

Stated in Section 1.1.3.6 is the requirement that new development should take place in designated growth areas, adjacent to built-up areas and maintain compact urban form, mix of uses and densities, and be connected to infrastructure.

The subject lands are in a designated 'Built Up Area' as demonstrated in Schedule 'I' and an area sited for residential development in Schedule 'A' of the City of Barrie Official Plan. The lands are further located adjacent to an existing built-up area, comprised of residential land uses.

Section 1.4 provides policy on Housing. Section 1.4.1 details the requirement to provide an appropriate range and mix of housing to the regional market areas. Part (a) provides that residential growth accommodation must be available through residential intensification and redevelopment where able for a minimum of 15 years. Further provided in (b) is the provision of maintaining land servicing capacity to provide a minimum of three-year supply of residential units to facilitate residential intensification and redevelopment.

The proposal will contribute to a range and mix of housing through the introduction of townhome units to the lands. Further, the development will retain single detached dwellings, which will maintain compatibility with the surrounding area. The development as a whole will constitute residential intensification and redevelopment of the lands and will contribute to a three-year supply of residential units in providing a development which will efficiently utilise the subject properties.

As per Section 1.4.3, planning authorities are to provide a range and mix of housing options, including establishing and implementing minimum targets for affordable to low- and moderate-income households (a), and in permitting and facilitating housing options to meet the diverse requirements of residents and in all types of residential intensification (b).

Consistent with the above, the proposal will contribute to the City of Barrie in providing a range of housing options for a variety of incomes and requirements. The pricing of the townhome units are not determined, but it is anticipated that they will provide additional pricing ranges from that of the predominant single detached dwelling style within the area.

Provided in parts (c) through (e), planning authorities shall direct housing densities to locations where infrastructure and public facilities are available, support active transportation and transit supportive development. Part (f) states that authorities shall establish development standards for residential intensification and redevelopment, minimizing costs and facilitating compact form.

Accommodating parts (c) through (e), the allocation of residential development will be provided connectivity to existing services, active transportation, and transit options. Residential built form will include townhome blocks of a higher density-built form, contributing to the minimisation of costs and intensification of land.

Section 1.6 provides policies for Infrastructure and Public Service Facilities. Section 1.6.6.1 promotes development that optimizes existing municipal sewage and water services. Section 1.6.6.2 details that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

As per Section 1.6.6.1 and 1.6.6.2, the proposal will focus development in an area that will optimize the use of existing municipal services, within the settlement area of the City of Barrie through connections along Cook Street.

Section 1.6.6.7 provides policies for stormwater management. Stormwater planning must: be integrated with water and sewage service planning to ensure financial viability; minimize or

prevent increases in contaminant loads, erosion, and changes in water balance; prepare for a changing climate with measures such as green infrastructure and vegetative and impervious surfaces; mitigate risks to human health and safety, property, and the environment; and promote stormwater attenuation, re-use, and low impact development (LID).

Stormwater will be controlled and directed to the municipal storm sewers, as per the Functional Servicing Report enclosed with this submission.

Section 1.6.7 promotes the efficient use of existing infrastructure and land use patterns, density and mix of uses which minimize the length and frequency of vehicle trips with the use of transit and active transportation.

In meeting Section 1.6.7, the subject lands will encourage the use of existing transportation infrastructure and connections. The residential development will be provided with convenient accessibility to surrounding amenities through active and public transportation, reducing vehicle trips. This is further described in Section 2.0 of this Report.

As per **Section 1.7** Long-Term Economic Prosperity, Section 1.7.1 encourages residential uses to respond to dynamic market-based needs by providing a diverse range of housing options; optimize the long-term availability of land, resources, and services; encourage well-designed built form; promote energy conservation and protect agricultural and natural resources.

The introduction of townhome housing will diversify the housing options provided for in the area, and secure the lands for a long-term residential land use. The proposal provided is comprised of high-quality built form, and compact development to efficiently use the subject lands. Development in an existing residential location will avoid development affecting natural features and agricultural areas.

Based on the above and through review of the Provincial Policy Statement, it is determined that the proposed application and associated development is consistent with the PPS.

5.2 A PLACE TO GROW: GROWTH PLAN FOR THE GOLDEN HORSESHOE (2020)



The Growth Plan for the Greater Golden Horseshoe builds on the PPS and other Provincial Plans to inform growth and development to support economic prosperity, environmental protection, prosperous communities and guides subsequent land use policies. The City of Barrie is a Primary Settlement Area and Simcoe Sub-area (Schedule 8), Urban Growth Centre and within a Delineated Built-Up Area (Schedules 2 and 4). The Plan will be discussed in

relation to the proposal for the following Sections:

- Section 1.2.1: Guiding Principles
- Section 2.2.1: Managing Growth
- Section 2.2.2: Delineated Built Up Areas
- Section 2.2.6: Housing
- Section 3.2.2: Transportation - General
- Section 3.2.3: Moving People
- Section 3.2.6: Water and Wastewater Systems
- Section 3.2.7: Stormwater Management
- Section 6.3: Managing Growth

The Growth Plan's guiding principles are found in **Section 1.2.1**. They include: the achievement of complete communities designed to support active living; prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability; capitalizing on economic development opportunities; supporting a range and mix of housing options to serve all household sizes, incomes, and ages; protecting built and natural heritage and agricultural areas; and reducing GHG emissions and mitigating impacts of climate change.

The development concept aides in the realization of complete communities and active living by providing compact redevelopment which supports transit and active transportation. No built or natural heritage features are located on the property and the lands are not used for agriculture.

Section 2.2.1 provides polices for managing growth. Section 2.2.1.2 in the Growth Plan states the need for growth to be directed to settlement areas that have delineated built boundaries, existing infrastructure and can support complete communities in parts (a) through (c).

The subject lands are located within a Primary Settlement Area as indicated in Schedule 8 and a Delineated Built-Up Area (Schedules 2 and 4) of the Growth Plan. Given that the development will be allocated to an existing residential area, the lands will further be provided connectivity to existing infrastructure and transportation networks, in which the proposal can contribute to the achievement of complete communities.

Section 2.2.1.4 further indicates that complete communities will be achieved through a mix of land uses with convenient access to services and amenities, provision of a mix of housing options and affordable housing for all household sizes, incomes, and stages of life, provide access to transportation options, public service facilities and publicly accessible open spaces and recreational outlets (a, b-d).

Consistent with Section 2.2.1.4, the development proposes the introduction of townhome units to the area, which will diversify the existing housing options in the area. This implies further accessibility for a wider range of household sizes and incomes. The residential units will maintain convenient access to a variety of commercial, institutional, and recreational establishments to contribute to a complete community.

Additional guidance contained in Section 2.2.1.4 includes: providing a more compact built form and vibrant urban realm; mitigation and adaptation to climate change; contribution to environmental sustainability and integrating green infrastructure and low impact development (e-g).

The construction of townhome units will imply development at a higher density, facilitating compact urban form within the lands. This will contribute to a more efficient use of land. The proposal does not include initiatives to meet environmental sustainability goals of the Growth Plan, as part of Section 2.2.1.4.

Section 2.2.2 Delineated Built Up Areas directs the City of Barrie to establish intensification targets of a minimum of 50 percent for all residential developments detailed in part (a).

In accordance with this section, the development will provide an additional 35 residential units. Provided in Schedule 3 are the projections of 298,000 in population and 150,000 in employment by 2051.

Section 2.2.6 on Housing promotes diversity in housing choice and the achievement of intensification which are to be implemented at the local level in Official Plans and Zoning By-laws.

This includes supporting housing choice to meet intensification targets, diversifying housing options and improving housing stock to meet projected population growth and community needs. In doing so, the achievement of complete communities can be established. This Section further provides that multi-unit residential developments should be considered to provide diversity in choices, and to maintain a minimum three-year supply of residential units, with reference to lands zoned for intensification.

The development proposal will assist the City of Barrie in meeting intensification targets through contributing to the diversification of housing and improvement of housing stock in the area. The introduction of higher density-built form provides further potential to accommodate population growth and a range of household sizes and incomes. The lands are not situated within an intensification area as outlined in the City of Barrie Official Plan but will contribute to housing accommodation within the City and established residential area.

Section 3.2.2 Transportation – General provides that transportation system planning, and land use planning shall be coordinated.

In meeting this policy section, land use planning through the development as proposed has been conceptualized in a manner that complements existing transportation systems in place. The subject lands are provided access to multi-modal transportation options, including by private vehicle but with the additional provision of internal walkways connecting to the municipal sidewalk network and in close proximity to bus transit stops.

Section 3.2.3 Moving People provides that transit planning and investment decisions shall be based on criteria inclusive of the prioritization of higher residential densities.

Consistent with Section 3.2.3, the proposal includes a higher density-built form, placing emphasis on transportation infrastructure in place and optimizing the City's provision of public transportation stops in the area.

Section 3.2.6 provides policies for Water and Wastewater Systems. Section 3.2.6.2 encourages the improved efficiency and optimization of existing systems, cohesive with intensification and density targets of the Plan.

Through the compact development proposed, optimization and efficient use of existing systems will be facilitated.

Section 3.2.7 provides policies on stormwater management. Section 3.2.7.2 provides that a large-scale development by way of secondary plan, plan of subdivision, vacant land plan of condominium or site plan is to be supported by a stormwater management plan.

Consistent with this, a Stormwater Management Plan by WMI & Associates has been provided as supporting material as part of the applications.

Section 6.0 Simcoe Sub-area details **Section 6.3** Managing Growth, which describes that municipalities will identify primary settlement areas, plan to support the achievement of complete communities, ensure high quality urban form and transit supportive development in these areas.

The proposal is consistent with Section 6.3, in supporting the achievement of complete communities in an existing primary settlement area. The proposal includes a high quality designed urban form that is transit supportive and will facilitate convenient access to surrounding amenities for residents of the units.

Based on a review of the Growth Plan, it has been determined that the proposed application conforms to the policies contained within.

5.3 LAKE SIMCOE PROTECTION PLAN (LSPP)

The subject lands are within the 'Lake Simcoe Watershed Boundary' however they are not within a regulated area. However, policies of the LSPP remain applicable. The proposed development is defined as a major development in the Lake Simcoe Protection Plan (LSPP). Applications for new major development must show how phosphorus loadings and changes in water balance will be minimized. Designated Policy 4.8 states that the application must be accompanied by a stormwater management plan that is consistent with stormwater management master plans, sub watershed evaluations, and water budgets. Section 4.8 also states that an integrated treatment train approach will be used to minimize management flows and reliance on end-of-pipe controls, as well as minimizing phosphorus loadings and changes in water balance. Consistent with this, a Stormwater Management Plan by WMI & Associates has been provided as supporting material as part of the applications.

Based on a review of the LSPP, it has been determined that the proposed application conforms to the policies contained within.

5.4 CITY OF BARRIE OFFICIAL PLAN (CONSOLIDATION 2018)



The City of Barrie Official Plan provides policy direction and a vision for long-term land use planning for the municipality. The Official Plan provides guidance for land use, public works, and private industry to control growth and development and foster healthy communities.

The Official Plan designates the subject lands as 'Residential' and 'Institutional' (Schedule 'A'); 'Residential' (Schedule 'B'); along 'Local Road' designations (Schedule 'D'), within the 'Lake Simcoe Regional Conservation Authority' (Schedule 'F'), within a 'Built Up Area' (Schedule 'I') and within the 'Lake Simcoe Watershed Boundary' (Schedule 'J'). The following sections have been reviewed related to the development proposal:

- Section 3.1: Growth Management
- Section 3.3: Housing (including Affordable Housing Policies)
- Section 3.5: Natural Heritage, Natural Hazards, and Resources
- Section 3.7: Energy Conservation and Renewable Energy Systems
- Section 3.9: Lake Simcoe Protection Plan
- Section 4.2: Residential
- Section 4.5: Institutional
- Section 5.1: Servicing
- Section 5.2: Water and Wastewater
- Section 5.3: Stormwater Management
- Section 5.4: Transportation
- Section 6.5: Urban Design Guidelines
- Section 6.8: Height and Density Bonusing

Section 3.1 contains the City's Growth Management policies. The growth management goals include accommodating the projected needs for residential and other land uses; directing the rate of growth to match the supply of land, municipal services, and facilities in accordance with the City's intensification and density targets; and directing growth to take advantage of existing services and infrastructure.

The development proposal represents compact and efficient residential intensification which will diversify the area's housing stock and lead to the better utilization of existing municipal infrastructure, transit, parks, and schools.

As per Section 3.1.2.2 under General Objectives and Policies, approval of development applications shall consider the following principles: encouraging a mix of housing that supports affordable housing; giving priority to lands adjacent to existing development and the provision of sidewalks and access to public transit.

Consistent with these principles, the applications proposed will facilitate the introduction of mid-density housing options that are anticipated to be more affordable than single detached housing units. The subject lands are located within an established residential area with access to a variety of amenities. They are further connected through internal walkways to municipal sidewalks and are accessible by public transit along Napier Street.

Section 3.1.2.3 states policies for Density of Development and Intensification. Part (b) requires that a minimum of 40% of all new residential units be accommodated within the built-up area. Part (d) provides that the City's Growth Management Strategy identifies can accommodate 13,500 new housing units, 61% of which outside of the downtown Urban Growth Centre. Residential densities will be used to support the efficiency and viability of existing and planned transit.

The introduction of 35 new residential units within the designated 'Built Up Area' will appropriate contribute to the accommodation of targets set in the City's Growth Management Strategy, in which the subject lands are located outside of the downtown Urban Growth Centre. They are further connected to existing transit lines.

Section 3.3 contains the City's housing policies. Under Section 3.3.1, goals include: providing an appropriate range and mix of housing types, unit sizes, densities, affordability, and tenure to meet the needs of future residents; ensuring the quality and variety of the housing stock is maintained and improved; promoting building designs and densities which efficiently use land, resources, infrastructure, and public service facilities and are pedestrian and cyclist-friendly; and ensuring the development of complete communities. Further, all forms of housing are to meet the requirements of current and future residents, and development is to be located in areas where infrastructure and public services are available.

The development proposal will meet the goals set out by Section 3.3.1 in diversifying the available housing types of the area with a townhome style that varies in density, affordability, and size than single detached dwelling types of the area. A mid-density-built form implies more efficient use of land, resources, and infrastructure. The proposal anticipates providing connectivity to active transportation modes, furthering the concept of achieving a complete community.

Under Section 3.2.2 Policies, Section 3.3.2.1 encourages the maintenance of reasonable housing costs by promoting all forms of housing and directs that the Zoning By-law be amended to allow for innovative housing where it is shown to represent good land use planning principles (a). Revitalization and intensification throughout the built-up area is also encouraged so long as it is compatible and satisfies the targets of the Plan. This includes infill development (c). Part (g) provides that the City will direct new residential development at densities that are consistent with the rest of the Plan, and encourage complete, mixed-use communities that encourage transportation alternative to private vehicle use. The City also commits to maintaining a 10-year supply of designated residential land and a 3-year supply of draft approved and registered lots through intensification and redevelopment, through residential intensification and redevelopment (h).

The proposed development represents good land use planning principles, in providing a compact and compatible residential development, contributing to housing variety within the area by way of intensification and infill development. In providing additional housing units that will maintain accessible connectivity to existing public transit infrastructure, sidewalks and amenities, the proposal will further assist in achieving a complete community.

Affordable Housing Policies within Section 3.3.2.2 of the Official Plan are addressed in further detail in Section 6.0 of this Report below.

Section 3.5 contains the City's policies related to Natural Heritage, Natural Hazards, and Resources. The goals as they relate include: the protection of natural heritage features and areas, including land and water; the protection of natural vegetated areas as a contiguous unit; protecting the environmental quality of the City; encouraging the management of Barrie's watersheds to protect water quality and stream corridors; and protecting people and property from natural hazards such as flooding and erosion. Under Section 3.5.2 Policies, 3.5.2.1 (b) outlines the City's goals in protecting the natural environment, ecological function for conservation, recreation, scientific and educational value, and its benefits to human health.

The applications will not affect the City's goals relating to natural heritage, natural hazards, and resources. The proposal will not significantly affect the quality of watersheds and will not include implications on the City's natural vegetated areas.

Section 3.5.2.2 (a) supports tree planting, preservation, and conservation initiatives to maintain vegetation cover. New development shall maintain the natural landscape including landform features, natural watershed drainage patterns and vistas.

A Stormwater Management prepared by WMI & Associates and Tree Preservation Plan/Inventory Assessment by Landmark Environmental Group details the proposal's impacts on plantings, vegetation, and watershed drainage patterns.

The City commits under Section 3.5.2.3 to protecting the quality and sustainability of surface and groundwater related resources at a watershed level (a) and will promote water conservation and efficient use of water resources.

Given the above, the proposal will not have negative implications on the sustainability of surface and groundwater related resources, water conservation and water use efficiency as detailed in the Functional Servicing Report by WMI & Associates, Hydrogeological Study by Cambium and Stormwater Management Report prepared by WMI & Associates.

Section 3.5.2.3.1 Flood Plain Management, Erosion, Hazardous Sites and Fill Control provides policy on flood plain management and control, relating to watershed areas for the Lake Simcoe Region Conservation Authority.

The subject lands are located in the 'Lake Simcoe Watershed Boundary' (Schedule 'J'), but not a regulated area. The Lake Simcoe Protection Plan has been reviewed in Section 5.3 above.

Section 3.7 relates to Energy Conservation and Renewable Energy Systems. The goals within Section 3.7.1 provide that land use and development patterns are to support energy efficiency (a) and a reduction of emissions from vehicles (b). Policy within (a) of Section 3.7.2.1 states that *a compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improved air quality will be promoted.*

The accommodation of townhome units and connectivity to both active and public transportation options will contribute to improved energy efficiency through compact urban form and reduction of emphasis on private vehicle use.

Section 3.9 provides policies relating to the Lake Simcoe Protection Plan, applicable to lands within Schedule 'J'. The goals within Section 3.9.1 seek to protect, improve, or restore elements affecting the ecological health of the Lake Simcoe watershed. The goals of the Section aim to *promote environmentally sustainable land and water uses, activities and development practices*.

The development proposal is not anticipated to affect the Lake Simcoe watershed. This is further described in the Functional Servicing Report by WMI & Associates, Hydrogeological Study by Cambium and Stormwater Management Report prepared by WMI & Associates.

Under Development and Site Alteration, Section 3.9.4.4 provides the following:

(b) the construction of a building on an existing lot of record is permitted, provided it was zoned for such as of the date LSPP comes into effect, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior the date this Plan comes into effect;

The proposal will facilitate construction of a building on an existing lot. This will further the existing residential use, at a higher density.

In addition, the Lake Simcoe Protection Plan has been reviewed in Section 5.3 above.

Section 4.2 contains the City's residential policies. Goals in Section 4.2.1 include: fostering a sense of neighbourhood and belonging; encouraging the creation of complete communities; developing residential areas with densities that are transit and active transportation-supportive; planning the location and design of development to enhance compatibility and minimize land use conflicts; and planning medium and high-density development which encourages mixed use and high-quality urban design.

The proposal will meet the goals of the Residential land use designation, in providing a mix of housing units that are connected to transit and active transportation opportunities. The design of the development will be of high quality and demonstrate compatibility with the exiting residential neighbourhood in both design and in land use, which will not incur land use conflict to the surrounding properties.

As per Section 4.2.2.1 Permitted Uses, townhome units are permitted as all forms of tenure and housing is encouraged (a).

Provided in Section 4.2.2.2 residential densities, medium density residential development includes street, stacked and cluster townhouses (d). It is further given that:

*iii) iv) Cluster and /or block town housing shall be no more than 53 units per net hectare.
(Mod E (l))*

Consistent with (d), the development of the townhouse block does not exceed the limit, with a density of 40.48units/ha.

Section 4.2.2.3 Locational Criteria provides the following:

(b) Medium and high-density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:

- i) adjacent to arterial and collector roads;*
- ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development;*
- iii) where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. (Mod E (n))*

Although the subject lands are not located within an Intensification Node or Corridor within Schedule 'I', they meet criteria ii) and iii) in being situated alongside public transit routes, parks, accessible commercial development, and schools as discussed in Section 2.0 of the Report. They are further within an established residential area and located alongside a municipal road, which is connected to municipal services.

Section 4.2.2.4 provides site Design Policies, noting the following:

- (a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.*
- (b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low-density nature, buffering protection will be provided to minimize the impact to the lower density uses.*

- (d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.*
- (e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.*

The proposal provides sufficient on-site parking, providing 2 spaces per dwelling units (via private garage and driveway) while providing additional visitor parking spaces, and provides 13 spaces for the institutional use. Amenity area is proposed which will include landscaping and screening. The surrounding lands contain single detached dwellings that are 1 or 2 storeys in height. The townhouses are proposed to be 3 storeys, keeping with the permitted height of a maximum of 10 metres. Adequate setbacks are proposed throughout the development, which provides area for buffering from the medium to low density dwellings. The character of the neighbourhood is maintained along Napier Street as the existing single detached dwellings are to remain. The interface along Cook Street will transition, however there is sufficient space to provide landscaping as a visual screen between the new development and the street.

Section 4.5 outlines the Institutional policies. Institutional uses are to serve the needs to the community and region providing government and health care facilities. The primary land use *includes various forms of public and/or private educational, health, cultural, recreational, religious, or charitable institutions or uses providing a public service.* Institutional uses are to be located close to public transit and pedestrian links (4.5.2.2). Section 4.5.2.3 provide General Policies, noting the following:

- a) Institutional uses will be located to minimize any potential conflict between these uses and adjacent land uses, particularly residential areas. Appropriate visual screening, planting and/or fencing measures shall be provided between the institutional use and the nearby residential area.*
- b) Approval of development within Institutional areas will be subject to the availability of required urban services including municipal sewer and water and of adequate vehicular access and off-street parking and loading facilities, except for those areas exempted from parking and loading through the implementing zoning by-law or where the alternative of providing cash in lieu of parking is available in specified zones, such as the City Centre zone.*

A portion of the lands are currently designated Institutional, and a portion intends to remain such, retaining the existing institutional building, which could be used for a number of different uses, per the permitted uses with the Zoning Bylaw, which will ultimately serve the surrounding community. The proposed institutional site, while adjacent to residential uses, will have appropriate setbacks to the adjacent residential lands to provide for visual screening, planting, and fencing as required. Municipal services, including sewer and water are readily available to service the site. In addition, the proposed plan provides for sufficient off-street parking and safe vehicular and pedestrian access into the site.

Section 5.0 outlines servicing and transportation policies. **Section 5.1** outlines Servicing policies. Section 5.1.1 states the goals, including: ensuring proper water supply, sewage collection, electrical supply, and stormwater management service are provided; existing infrastructure is utilized wherever feasible; minimizing any negative impact a public utility may have on human health and the natural environment; and ensuring planning for infrastructure is integrated with planning for growth. Section 5.1.2.1 promotes the expansion of services is co-ordinated with planned future development for growth to take place in a sound manner; the expansion of services should minimize conflicts with other land uses; plant capacity will be allocated for new development on a priority basis; and the design standards will comply with the approved standards of the city.

The proposed development intends to utilize existing services and infrastructure within the area. A Functional Servicing Report, prepared by WMI & Associates, has been prepared and included with this submission to support the servicing design of the site.

Section 5.2 provides Water and Wastewater policies, with the intent to ensure long term protection of water resources through proper planning and design. Development is to be supported through efficient and sustainable use of water resources and the conservation of water through appropriate engineering and building requirements.

The proposed development will utilize existing municipal water and wastewater services.

Section 5.3 outlines Stormwater Management policies. The goals as they relate to stormwater management include: the protection of watercourses and water quality; controlling flooding, sedimentation, and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces. Section 5.3.2.2 requires the preparation of a

stormwater management plan in support of major developments demonstrating conformity with the above objectives.

A Stormwater Management Report, prepared by WMI & Associates, has been prepared and included with this submission to support the servicing design of the site.

Section 5.4 relates to Transportation. Section 5.4.1 contains the goals related to transportation, which include the safe, efficient, and convenient movements; the promotion of healthy communities, active living, and energy efficiency; and to develop areas at densities which are transit supportive. The subject lands are located along a local road. Section 5.4.2.2 (f) notes, local roads are to *provide access to abutting lands and shall be designed to restrict major volumes of through traffic*. Section 5.4.2.3 relates to public transit, noting that new development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways and trails. Similarly, Section 5.4.2.4 promotes the use of active transportation through pedestrian movement, bicycles, and other modes of active transportation through linked open spaces and pedestrian linkages.

The proposed density is transit and active transportation supportive. Sidewalks are proposed throughout the development, both to access the institutional building as well as along the condominium road in the townhouse development.

Section 6.5 provides policies related to Urban Design. Refer to the Urban Design Report, submitted under separate cover, enclosed with this submission for further justification related to Urban Design policies.

Section 6.8 contains policies for Height and Density Bonusing. These policies include: the development constitutes good planning and is consistent with the goals of the Official Plan; the increase in height and/or density has an appropriate geographic relationship to the development; adequate infrastructure exists to support the development; and many community benefits are secured.

Height and density bonusing will apply to the subject development as proposed, given that the proposal exceeds the density within the RM2 Zone provisions for block/cluster townhouse units. An Appraisal will be completed to support the justification for height and density bonusing.

For the above stated reasons, the proposed development and associated application for rezoning conforms to the general intent of the City of Barrie's Official Plan.

5.5 DRAFT CITY OF BARRIE OFFICIAL PLAN

The City of Barrie's new Official Plan was adopted by City Council on February 14, 2022. The new Official Plan is now with the Province of Ontario's Ministry of Municipal Affairs and Housing for approval. Until the new Official Plan is approved by the Ministry, the existing Official Plan (Office Consolidation January 2018) remains in effect. This Section of this Report will review the applicable policies within the new Official Plan as they relate to the subject lands. The subject lands are designated 'Community Hub' and 'Neighborhood Area' per the City of Barrie Official Plan, Map 2, Land Use Designations. Both Cook Street and Napier Street are identified as 'Local Roads' as per Map 4b, Mobility Network. The lands are within the Historic Neighbourhood Boundary of the 'East End', per Map 8 Cultural City Features. The lands are within the Lake Simcoe Region Conservation Authority (LSRCA) Boundary; however, they are not regulated, per Appendix I, Conservation Authority Areas.

The applicable policies of the Official Plan are outlined and reviewed below.

- Section 2.3.7: Neighborhoods
- Section 2.4: Growth Management
- Section 2.6.1: Neighborhood Area
- Section 2.6.4: Community Hub
- Section 3.0: Planning an Attractive City
 - Section 3.2: General Urban Design Policies
 - Section 3.3: Built Form Types and Development Criteria
 - Section 3.4: Parking Design for Developments
- Section 4.1: Transportation and Mobility
- Section 4.2: Complete Streets
- Section 4.3: Mobility Network
- Section 5.5.2: Lake Simcoe Protection Plan
- Section 5.8: Parkland Dedication
- Section 6.4: Social and Economic Resilience
 - Section 6.4.2: Affordable Housing
- Section 6.6: Infrastructure Resilience
 - Section 6.6.3: Waste Management
 - Section 6.6.4: Stormwater Management

○ Section 6.6.5: Low Impact Development

Section 2.3.7 contains the City's policies for Neighbourhoods. Neighbourhoods are where the majority of residents live, which are historically low-density residential areas, which are envisioned to continue to evolve to integrate a range of housing forms, as well as services and amenities to support the daily and essential needs of residents. It is anticipated that low impact intensification is expected to occur over time, permitting and encouraging opportunities for a full range of housing forms, types, and options including affordable housing and housing with supports.

The proposed development aids in ensuring a variety of housing types are within the area. The development provides townhouse-built form to a neighbourhood that is primarily made up of single detached dwellings, providing low impact intensification. In addition, it provides additional stock and alternative housing options.

Section 2.4 pertains to Growth Management and policies to guide how Barrie will grow into a medium-sized city by 2051. These goals include accommodating an appropriate housing mix to transition to more compact forms of development while supporting intensification; and supporting lot consolidation where redevelopment keeps with the community structure. Section 2.4.2.2 outlines that 50% of residential growth is to be within the Built-Up Area, as well as planned to accommodate new development with a housing mix that is at least 74% high-density, with a substantial proportion of medium-density housing, and with limited low-density development.

The subject lands are underutilized lands, within the built-up area, lending themselves to lot consolidation, to provide medium density housing forms while keeping with the existing community structure.

Section 2.6 of the Official Plan outlines the Land Use Designation policies. **Section 2.6.1** contains policy for the Neighborhood Area designation, which recognizes new and existing neighbourhoods and communities. The Neighbourhood Area permits a range of uses including residential, home occupations, parts, and other open space areas, assisted living, long-term care homes, and other co-housing opportunities, supportive housing, public service facilities, community facilities, and some commercial and retail uses if located along a collector or arterial street (S 2.6.1.1). New development in built-out neighbourhoods is permitted, that appropriately respects the scale, height, massing, lot pattern, building type, orientation, character form, and planned function of the immediate local area, as set out in Section 3 of the Official Plan (2.6.1.2

(d)). In addition, an appropriate level of intensification is permitted in accordance with Section 2.3.7 of the Official Plan, ensuring it is sensitive to and compatible with the character, form, and planned function of the surrounding context (S 2.6.1.2 (e)). Development that fronts a local street, as identified on Map 4b, shall be kept to three storeys or less (2.6.1.3 (a)).

The proposed development is along a local road and within a historic neighbourhood, and therefore proposes three storey townhouse dwellings which will be compatible with the character, form, and planning function of the neighbourhood.

Section 2.6.4 provides policies for the lands designated Community Hub. Community Hub lands are planned to meet the needs of the community through an anchor community-oriented use with complementary or ancillary uses that officer diverse activities/amenities. A range of uses are permitted including public service facilities, community facilities, major institutional, office, health services, mobility hubs, assisted living, long-term care homes, and other co-housing opportunities, supportive housing, parks, and open space areas, commercial and/or retail as part of a mixed-use development, farmers market and pop-up retail market and residential uses (S 2.6.4.1). Section 2.6.4.3 (b) outlines development policies for developments with residential components that are not located within or adjacent to the Urban Growth Centre, a Major Transit Station Area, or a Strategic Growth Area, noting they shall:

- i. Meet a minimum residential density target of 50 units per hectare; and
- ii. Have a maximum building height as directed by the Zoning By-law.

Section 2.6.4.3 (c) notes, where limited or no uses other than residential and institutional exist within 450 metres of a proposed redevelopment with a residential component, a mix of uses in addition to the institutional-type use anchoring the site would be required, as per the following:

- i. A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area; and,
- ii. If uses other than residential and institutional exist within 450 metres, a single use in addition to the institutional-type use anchoring the site may be permitted.

The development currently proposes a density of 40.48 uha and a maximum height of 3 storeys / 10 metres, which aligns with the Zoning By-law. Further, commercial use lands are located less

than 450 metres from the subject development, and therefore, the proposed institutional anchor use, and residential use are permitted.

Section 3.0 of the Official Plan relates to Planning an Attractive City. The policies within this section relate to General Urban Design, Built Form Types and Development Criteria and Parking Design for Development. Refer to the Urban Design Report, submitted under separate cover, enclosed with this submission for further justification related to Urban Design policies.

Section 4.0 of the Official Plan outlines policy related to Planning a Connected and Mobile City. **Section 4.1** outlines goals for Planning for Transportation and Mobility. The objectives are to prioritize public transit and active transportation, establish networks of paths and trails, and to promote the creation of complete streets to support multi-modal transportation (S 4.1.1).

The proposed density is transit and active transportation supportive and provide sidewalks throughout ensuring connectivity is provided to promote the creation of complete streets.

Section 4.2 outlines Complete Streets policies. The concept of complete streets is a transportation and design philosophy where streets are planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for all users and abilities regardless of their mode of transportation. Streets are to be designed to accommodate vehicular zones and cycling and sidewalk zones, which are located between building faces and the curb (S 4.2.1).

The proposed development provides a street with a vehicular zone and a sidewalk zone, which can be used by pedestrians or cyclists.

Section 4.3 outlines Mobility Network policies. Local streets are to connect to the City's arterial street network via collector streets. Local streets are to be planned and design appropriately for the community and urban structure. Development on a local street must be designed so that driveways are adequately spaced from intersections (S 4.3.1.4).

The proposed development fronts a local street, which connects to the surrounding road network.

Section 5 relates to Planning a Waterfront and Green City. **Section 5.5.2** provides policies related to the Lake Simcoe Protection Plan (LSPP). The LSPP has been reviewed in Section 5.3 of this Report. Section 5.5.2.5 relates to Phosphorus Offsetting, and notes applications for major development shall be accompanied by a preliminary phosphorus budget as part of an overall

functional servicing report or preliminary stormwater management report, with a detailed phosphorus budget to be required as a condition of draft plan of subdivision or site plan approval.

A Functional Servicing Report, prepared by WMI & Associates has been included with this submission which provides a preliminary phosphorus budget and addresses the applicable policies as required.

Section 5.8 relates to Parkland Dedication, specifically Section 5.8.1 relates to Collecting Parkland and Cash In-Lieu of Parkland. The dedication of parkland and/or cash-in-lieu of parkland for residential developments shall be at the rate of 5% of the land.

The proposed development will provide cash-in-lieu of parkland through the Site Plan process.

Section 6.0 of the Official Plan relates to Planning a Resilient City. **Section 6.4** provides policies related to Social and Economic Resilience. Further, **Section 6.4.2** provides policies on Affordable Housing.

These policies are addressed in Section 6.0 Affordable Housing Report, of this Report below.

Section 6.6 relates to Infrastructure Resilience. **Section 6.6.3** relates to Waste Management. Development applications are to provide adequate space for waste to be separated in different streams, loading and maneuvering space for waste collection vehicles and ensure best practices for on-site solid waste management are implemented.

The proposed development anticipates that waste collection will be private and managed by the condominium corporation. A dedicated waste collection area is shown on the Conceptual Site Plan.

Section 6.6.4 relates to Stormwater Management. All new developments are to utilize generally accepted best practices as they relate to stormwater management and shall be supported by a stormwater management plan.

A Stormwater Management Plan, prepared by WMI & Associates, has been prepared and submitted in support of this application and addresses the applicable policy.

Section 6.6.5 relates to Low Impact Development (LID), which is defined as a stormwater management strategy that is intended to mitigate the impacts of increased runoff and pollution by managing runoff as close to its source as possible. Applications for major development are to be

accompanied by a low impact development evaluation, as part of the stormwater management report.

A Stormwater Management Plan, prepared by WMI & Associates, has been prepared and submitted in support of this application and addresses the applicable policy.

For the above stated reasons, the proposed development and associated application for rezoning conforms to the general intent of the City of Barrie's Draft Official Plan.

6.0 AFFORDABLE HOUSING REPORT

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach to much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue. Below is a review of the City's affordable housing objectives as they apply to the development proposal.

6.1 OFFICIAL PLAN AFFORDABLE HOUSING POLICIES

Section 3.3.2.2 of the Official Plan contains the City's affordable housing policies. Below is a review of the policies applicable to this application.

Provided in part (a), is the target of having a minimum of 10 percent of all new housing to be affordable as per the criteria of:

- i) In the case of home ownership, the least expensive of:*
 - 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or*
 - 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.*
- ii) In the case of rental housing, the least expensive of*
 - 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or*
 - 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.*

Part (b) further encourages low, medium, and high-density housing which will facilitate the availability of affordable housing.

Part (c) encourages affordable housing to locate near shopping, community facilities, and existing or planned public transit routes, including along arterial and collector roads.

Part (d) states that consideration will be given to modifications to existing zoning and servicing standards that facilitate the provision of affordable housing units in new developments, so long as the revisions meet the intent of the Official Plan.

The proposed development is anticipated to provide dwelling units for sale for home ownership. The residential units to be constructed are mid-density townhome units. The type of tenure or pricing has not been determined, but it is anticipated that the units will be contribute to affordable housing targets as set by the Official Plan. This is due to the units being priced in a more accessible range than that of single detached residential units, which comprise the majority of the surrounding area. The area is served by public transit, is near schools and parks, and commercial amenities are provided throughout the neighbourhood. The zoning bylaw amendment, as proposed, includes special provisions, which would facilitate the development providing much needed, and diversified, housing stock, specifically to an area that is mainly comprised of single detached dwellings.

6.2 CITY OF BARRIE AFFORDABLE HOUSING STRATEGY

The City of Barrie's Affordable Housing Strategy provides a framework to encourage, stimulate and increase the supply and range of affordable housing options to meet the needs of residents at all income levels and life stages. Townhomes provide an alternative housing option for both older and younger individuals at more affordable price points to a single detached dwelling.

The Strategy is aligned with the County of Simcoe's 10 Year Affordable Housing Plan, which allocated the need in the City of Barrie of 840 new affordable units, of which 252 are to be subsidized by the County. To make up the difference, the City's Strategy identifies a target of a minimum of 600 new affordable housing units for rental and homeownership by 2025, priced for low and midrange income levels. The development proposal would assist the City in meeting this target by providing 35 new residential units geared to moderate income individuals and households.

Not only is entry level housing important to an aging population as retirees seek to downsize into more manageable and accessible living accommodations, but it is also important for younger individuals wanting to get a foothold into the market for the first time or to start a family. The City recognizes its relatively young population, with 40 percent of its population between the age of 20-44 years of age.

The Strategy states that a healthy housing market is considered to have at least a 5 percent vacancy rate; however, between 2012 and 2014 the City's vacancy rate has fluctuated between 1.6 and 3 percent. The low supply of rental housing means landlords have leverage for rent increases above the rate of inflation, which compounds the affordability problem. The proposal provides 34 new residential units to the market area to satisfy demand and ease pressure on the market. Greater supply is an important first step in combatting housing cost and rent increases.

6.3 DRAFT CITY OF BARRIE OFFICIAL PLAN AFFORDABLE HOUSING POLICIES

The City of Barrie's new draft Official Plan provides policies related to affordable housing. Section 6.0 of the Official Plan relates to Planning a Resilient City. Specifically, Section 6.4 provides policies related to Social and Economic Resilience, noting the City need to take measures to ensure that attainable housing options are available to all residents and to ensure that access is provided to public service facilities and that the components of a complete community are established and maintained. Section 6.4.2 Affordable Housing notes that the City shall encourage the provision of an appropriate range and mix of housing options and densities. The applicable policies are as follows:

- e) The City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, health, economic, and well-being requirements of current and future residents. Further to this:
 - i. Development and redevelopment applications occurring outside of Employment Areas and through draft plan of subdivision, draft plan of condominium, site plan or part lot control shall be supported by an affordable housing report. The report will be prepared in accordance with the City's current terms of reference, and provide an opinion by a qualified professional as to how the proposed development or redevelopment provides housing to meet the needs of current and future residents;

The proposed development provides a low-density development, as per the draft Official Plan. The development contributes to the range and mix of housing options and densities within the subject neighbourhood. While the townhouse development is considered low density, the neighbourhood is mainly comprised of single detached dwellings.

Based on the above, the proposed development will satisfy the Affordable Housing policies of the City of Barrie.

7.0 CONCLUSION

The proposed residential redevelopment conforms to the goals and objectives of the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2020), Lake Simcoe Protection Plan (2009), City of Barrie Official Plan, City of Barrie draft Official Plan and City of Barrie Zoning Bylaw. As such, these applications represent good planning.

Respectfully submitted,

Innovative Planning Solutions



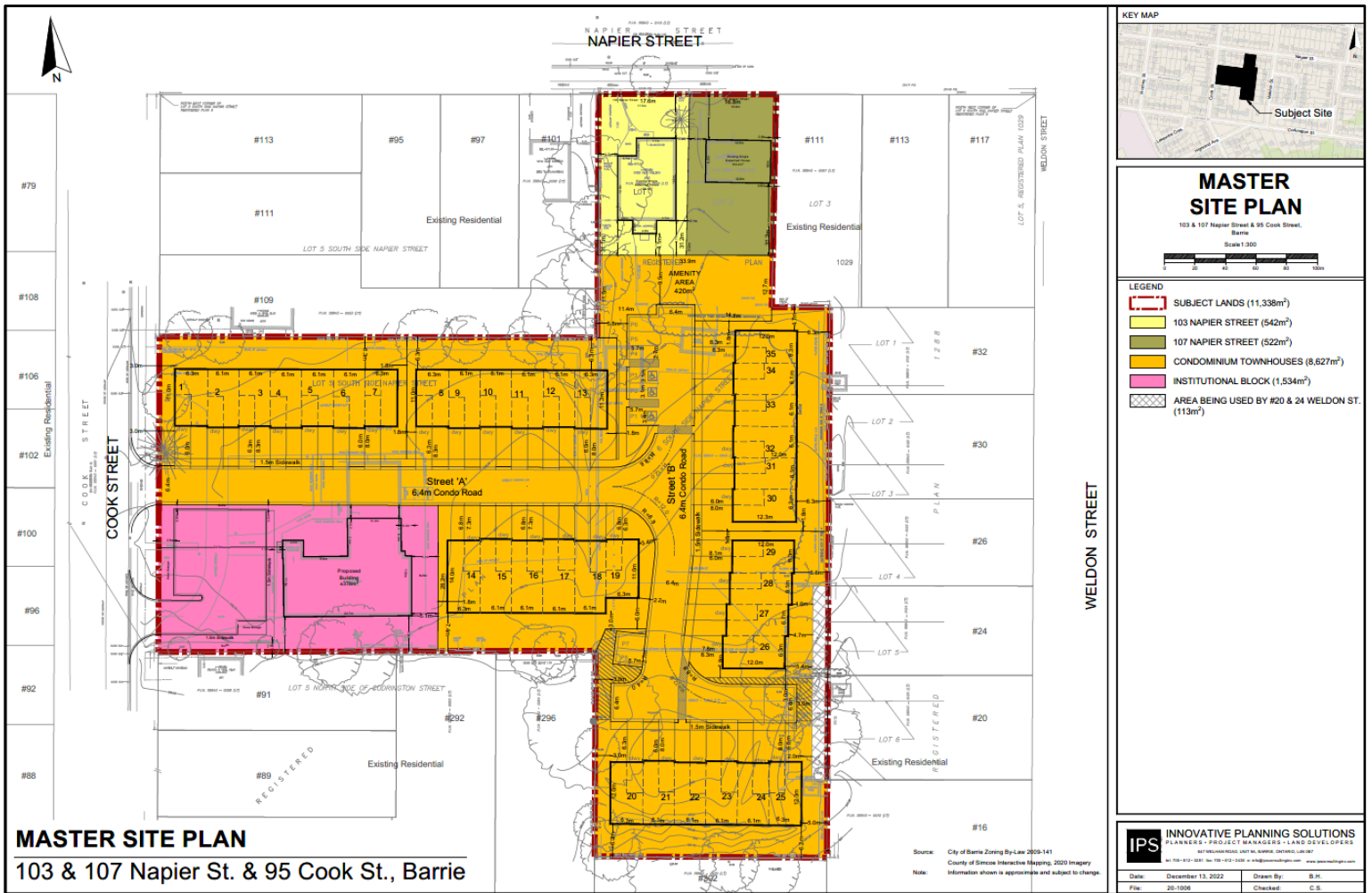
Kyle Galvin, H.BCD, MCIP, RPP
Senior Planner



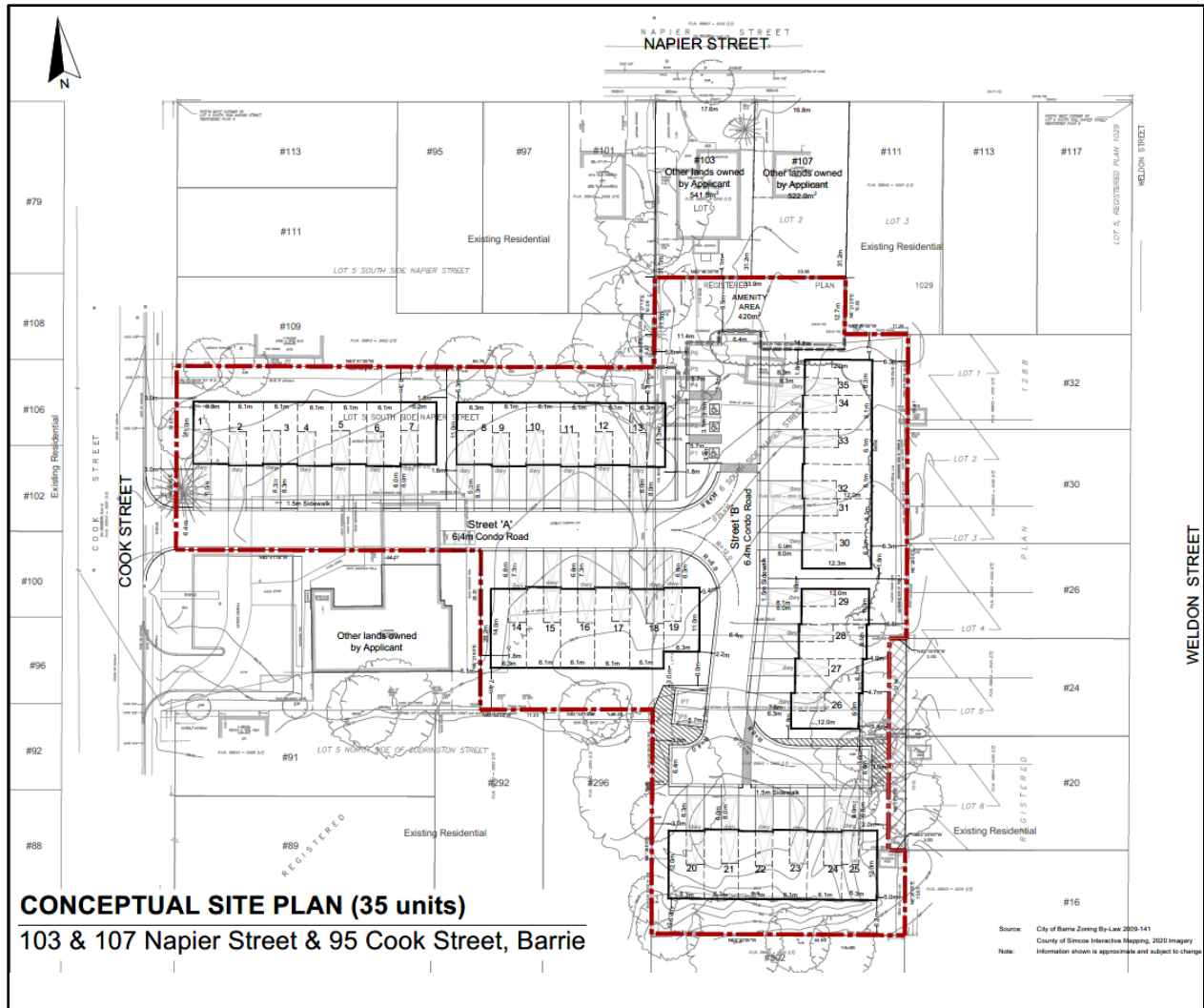
Darren Vella, MCIP, RPP
President and Director of Planning

APPENDIX 1: Conceptual Site Plans

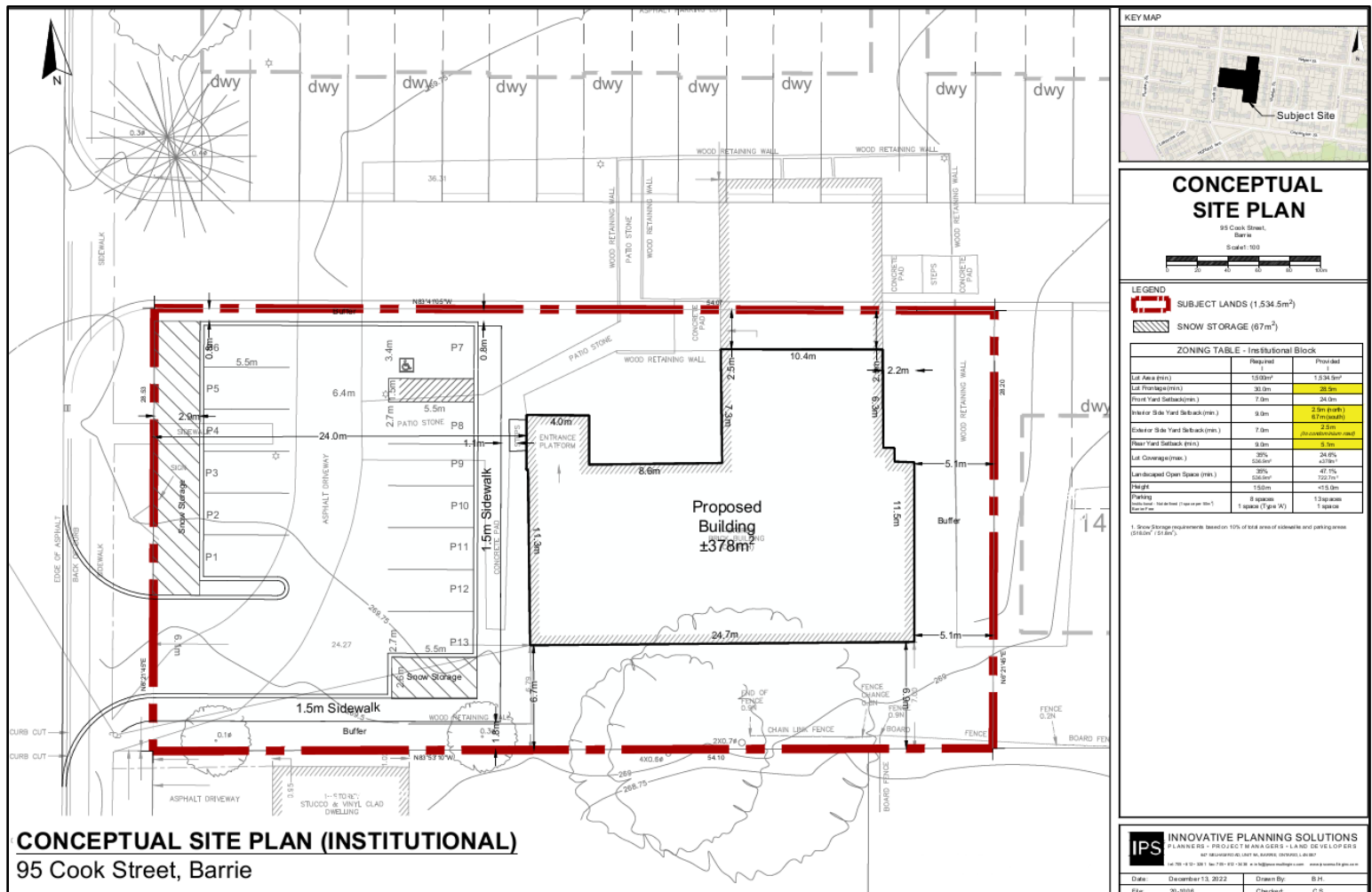
Master Site Plan



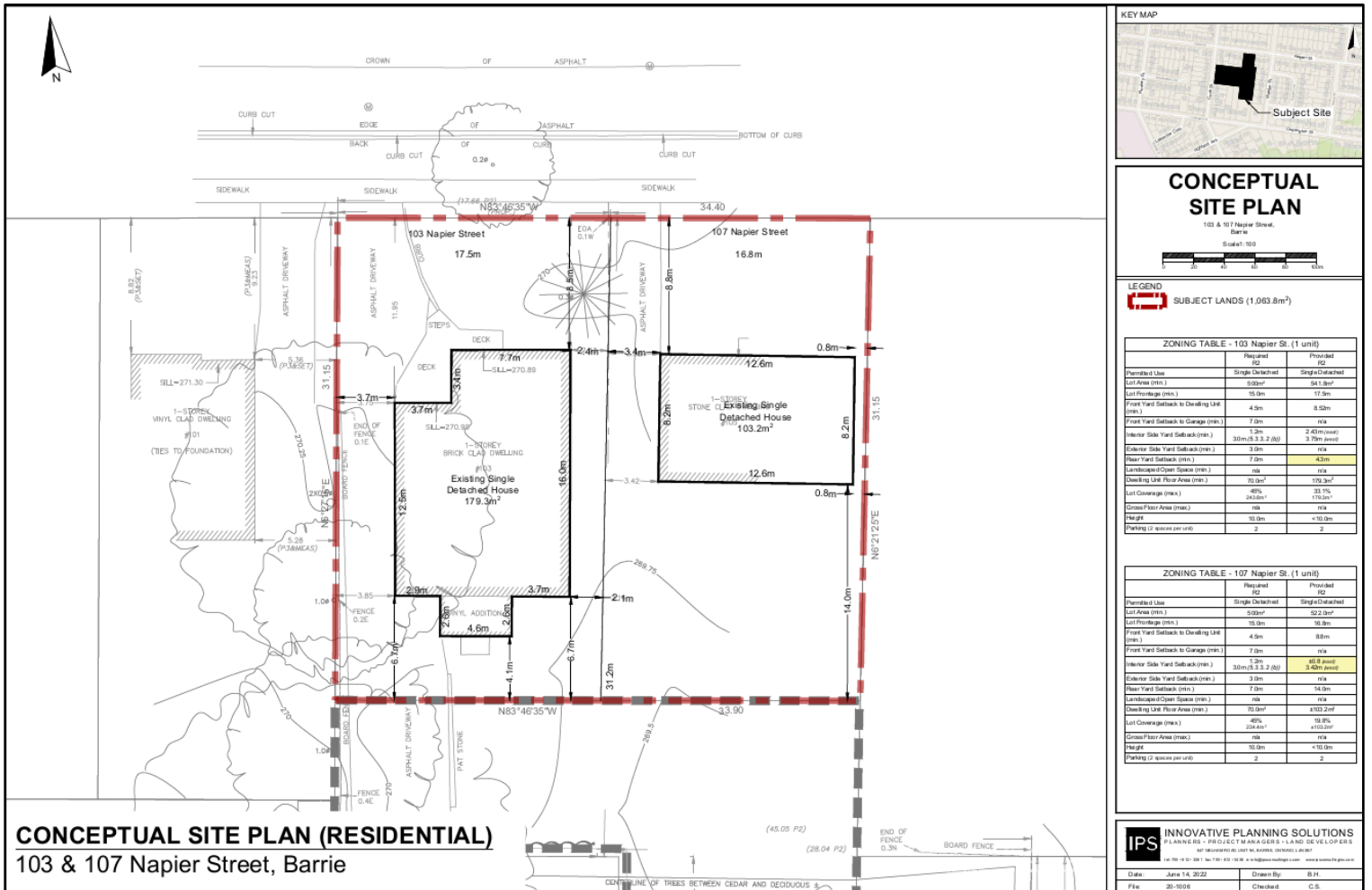
Townhouse Site Plan



Institutional Site Plan



Lots Only Site Plan



APPENDIX 2: Official Plan Amendment, Draft Text, and Schedule

AMENDMENT No.____
TO THE
OFFICIAL PLAN FOR THE
CITY OF BARRIE

103 & 107 Napier Street and 95 Cook Street
Lot A, Concession 1

The attached explanatory text, and Schedule 'A' constitutes Amendment No. ____ to the Official Plan of the City of Barrie for lands located at 103 & 107 Napier Street and 95 Cook Street in the City of Barrie, in the County of Simcoe, which was adopted by the Council of the Corporation of the City of Barrie by By-law No. _____ in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, on this ____ day of _____, 2023.

MAYOR,

CORPORATE SEAL
OF THE CITY

CLERK,

AMENDMENT No.____
TO THE
OFFICIAL PLAN FOR THE
CITY OF BARRIE

103 & 107 Napier Street and 95 Cook Street
Lot A, Concession 1

THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the City of Barrie consists of three (3) parts:

PART A – THE PREAMBLE

Consists of the purpose, location and basis for the Amendment, and does not constitute part of the actual Amendment.

PART B – THE AMENDMENT

Which sets out the actual Amendment consisting of the text and Schedule 'A' which constitutes Amendment No.____ to the Official Plan for the City of Barrie.

PART C – THE APPENDICES

Consists of information pertinent to this Amendment in the form of background information. This Section does not constitute part of the actual Amendment.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of this Official Plan Amendment is described as follows:

To change the land use designation on a portion of the subject lands from '*Institutional*' to '*Residential*', as designated by Schedule A (Land Use) of the City of Barrie Official Plan.

The lands are shown more precisely on Schedule 'A' attached hereto. The Amendment will permit the development of these lands for residential townhouse uses.

2.0 LOCATION

The lands affected by this Amendment are municipality known as 103 & 107 Napier Street and 95 Cook Street in the City of Barrie, legally described as Lot A, Concession 1, which herein will be referred to as the "subject lands".

The lands are shown more precisely on Schedule 'A' attached to this Amendment.

The subject lands include 11,340.1 m² of land holdings, with 32.5 metres of frontage along Cook Street and 34.40 metres of frontage along Napier Street.

The lands are currently designated by Schedule A (Land Use) as *Institutional and Residential*, based on the historical land use. An Amendment is required to redesignate a portion of the lands to *Residential*.

The subject lands are currently zoned *Institutional – Special Provision No. 149 (I)(SP-149) and Residential Single Detached Dwelling Second Density (R2)* by the City of Barrie Zoning By-law 2009-141. A subsequent Zoning By-law Amendment is required to rezone the lands to '*Residential Multiple Dwelling Second Density – Special*' (RM2)(SP-X), '*Residential Single Detached Dwelling Second Density – Special*' (R2)(SP-X) and '*Institutional – Special*' (I)(SP-X).

3.0 BASIS

The Planning Act (R.S.O. 1990)

Matters of Provincial interest under Section 2 of the Planning Act integrated into the subject application includes the following:

- *The protection of ecological systems, including natural areas, features and functions.*
- *The supply, efficient use and conservation of energy and water.*
- *The orderly development of safe and healthy communities.*
- *The adequate provision of a full range of housing, including affordable housing.*
- *The protection of public health and safety.*
- *The appropriate location of growth and development.*

- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*
- *The promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The Amendment aligns with the Provinces interest in land use planning.

The Provincial Policy Statement (2020)

The Provincial Policy Statement has been reviewed relative to this proposal with specific attention paid to:

Section 1.1	Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
Section 1.4	Housing
Section 1.6	Infrastructure and Public Service Facilities
Section 1.7	Long-Term Economic Prosperity

Section 1.1.1 promotes healthy, liveable and safe communities through efficient development and land use patterns that sustain the financial well-being of the Province and Municipalities over the long term; accommodating an appropriate affordable and market-based range and mix of residential types; and planning for transit-supportive development, intensification and infrastructure to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years. Within Settlement Areas, sufficient land shall be made available through intensification and redevelopment.

Section 1.1.3 states that the vitality and regeneration of Settlement Areas is critical to the long-term economic prosperity of our communities. Settlements are the focus of growth and development, and land uses patterns shall based on a range of uses and opportunities for intensification and redevelopment, to provide for a compact built form.

Section 1.4 encourages an appropriate range and mix of housing options and densities to meet the projected requirements of current and future residents. All types of residential intensification is permitted and supported, with emphasis placed on residential intensification, redevelopment, and new development to minimize the cost of housing and facilitate a compact form, while maintaining appropriate levels of public health and safety.

Section 1.6 of the PPS speaks to infrastructure and public service facilities. The Plan encourages these facilities to be provided in an efficient manner that prepares for the impacts of a changing climate, while accommodating the projected needs. Intensification and redevelopment is promoted, wherever feasible, to optimize the use of existing municipal sewage services and municipal waster services.

Section 1.6.7 encourages land use patterns, densities and a mix of land uses to promote the use of public transit and active transportation, and to minimize the length and number of vehicle trips by residents.

Section 1.7 relates to long-term economic prosperity, which is supported by residential uses that respond to dynamic market-based needs and by providing a range of housing options for a diverse workforce. Prosperity is further supported by optimizing the long-term availability and use of land, with a well-designed built form.

The application is consistent with the Provincial Policy Statement.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2020) was prepared and approved under the Places to Grow Act, 2005. The Growth Plan builds on the PPS together with other Provincial plans to inform decision-making regarding growth management and environmental protection, particular to the GGH. As the Region continues to grow, the Plan provides policy direction to address the challenges of growth.

The Growth Plan has been reviewed relative to this application with particular emphasis placed on the following sections:

- Section 1.2.1 Guiding Principles
- Section 2.2 Policies for Where and How to Grow
- Section 3.2 Policies for infrastructure to support growth
- Section 6 Simcoe Sub-area

The guiding principles of the Growth Plan are outlined under section 1.2.1. The principles support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime, support a range a mix of housing options to support a diversity of households, and to provide for different approaches to manage growth that recognise the diversity of communities in the Grater Golden Horseshoe. Intensification and higher densities are promoted to make efficient use of land and infrastructure, and to support transit viability.

Section 2.2 of the Growth Plan sets out the policies for where and how to grow. Growth is directed to Settlement Areas, with focus on the delineated built-up areas, locations with existing transit, and existing public service facilities. A diverse range and mix of housing options through a more compact built form is encouraged to contribute to complete communities that meet the needs of current and future residents. The Plan further supports the diversification of the overall housing stock within a municipality, accounting for intensification targets to accommodate the forecasted growth.

Section 3.2 of the Growth Plan sets out the policies for infrastructure to support growth. These policies are to guide planning for a transportation system and moving people, that coordinate with land use planning and provide connectivity. In

addition, water and wastewater system policies and stormwater management policies are outlined. Existing systems are to be optimized and designed to meet the needs of growth.

Section 6 directs growth to the Primary Settlement Area (City of Barrie) where it can be most efficiently serviced, and where growth improves the range of opportunities for people to live, work, and play in their communities. Complete communities are supported through a more liveable, compact and complete urban structure with good design and built form.

The applications align with the policies of the Growth Plan for the Greater Golden Horseshoe.

Lake Simcoe Protection Plan (LSPP)

The Lake Simcoe Protection Plan is a provincial plan that seeks to protect and restore the ecological health of Lake Simcoe and its watershed. The proposed development has been evaluated by a number of technical reports with the application, demonstrating conformity with the LSPP.

City of Barrie Official Plan (January 2018)

The Official Plan is a planning document to guide the overall growth and land use decisions in the City of Barrie.

The requested Official Plan Amendment will redesignate a portion of the subject lands from *Institutional* to *Residential*, to permit the proposed townhouse development.

Applicable sections and policies of the Official Plan have been reviewed for conformity, discussed in detail in the Planning Justification Report by IPS submitted with the application. Key sections include, but not limited to are:

Section 3.1	Growth Management
Section 3.3	Housing
Section 3.5	Natural Heritage, Natural Hazards and Resources
Section 3.7	Energy Conservation and Renewable Energy Systems
Section 3.9	Lake Simcoe Protection Plan
Section 4.2	Residential
Section 4.5	Institutional
Section 5.0	Servicing and Transportation
Section 6.5	Urban Design Guidelines
Section 6.8	Height and Density Bonusing

Growth management goals of the Official Plan seek to accommodate for the projected needs for residential lands in order to achieve a complete community. Growth is directed to take advantage of existing servicing and infrastructure to minimize the cost of extension.

The Official Plan seeks to provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales to

meet the needs and income levels of current and future residents. Residential revitalization and intensification is encouraged throughout the Built-up Area in order to support the viability of healthy neighbourhoods.

Energy conservation is supported by land uses that provide a compact urban form, which supports active transportation, transit usage, and trip reduction.

The '*Residential*' land use designation permits and supports all form and tenure of housing. Medium and high density residential development is encouraged where the lands are adjacent to Arterial roads, in close proximity to public transit and facilities, and where planned services and facilities are adequate. Maintenance and improvement of the character and appearance of existing residential areas is encouraged.

New development is supported where the lands are serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities. In addition, development is supported where it encourages active transportation, and offers convenient and direct access to public transit routes.

The requested Amendments are supported by the City of Barrie Official Plan.

City of Barrie Zoning By-law 2009-141

The subject lands are currently zoned *Institutional – Special Provision No. 149 (I)(SP-149)* and *Residential Single Detached Dwelling Second Density (R2)* by the City of Barrie Zoning By-law 2009-141.

A Zoning By-law Amendment is requested to rezone the lands to to '*Residential Multiple Dwelling Second Density – Special*' (RM2)(SP-X), '*Residential Single Detached Dwelling Second Density – Special*' (R2)(SP-X) and '*Institutional – Special*' (I)(SP-X).

The rezoning will permit the modification of the property lines to support the proposed residential townhouse development.

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

The City of Barrie Official Plan is hereby amended as follows:

Schedule A – Land Use to the Official Plan is amended as shown on ‘Schedule A’ to this Amendment (Amendment No. ____), to redesignate a portion of the subject lands from *Institutional* to *Residential*,

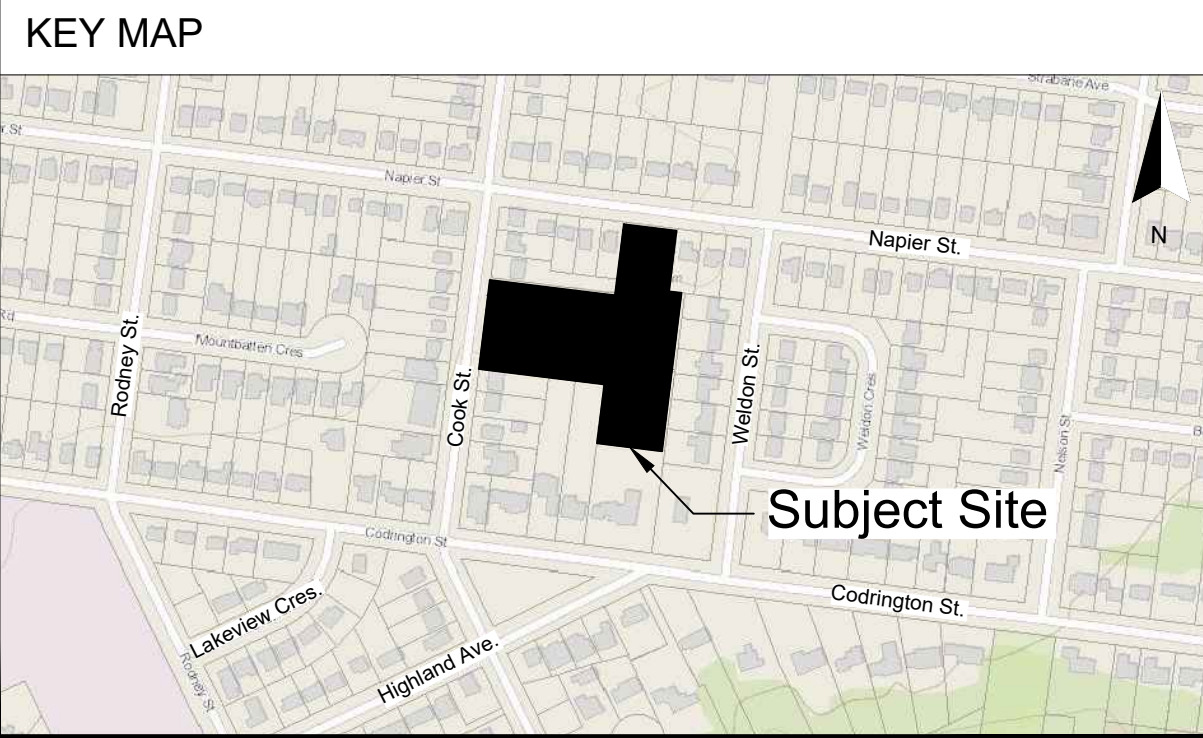
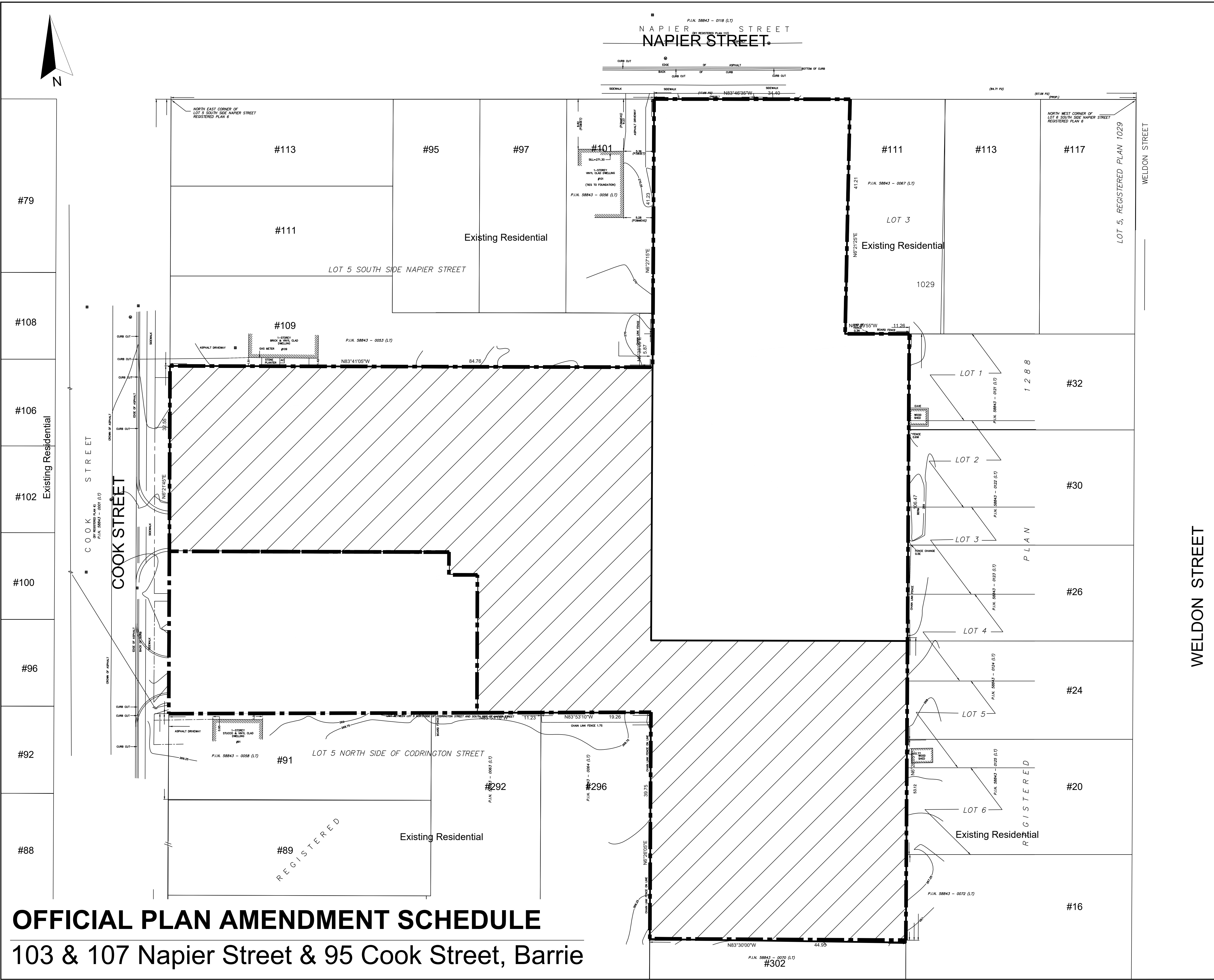
2.0 IMPLEMENTATION

This Amendment to the City of Barrie Official Plan shall be implemented by Amendment to the Official Plan, as amended, passed pursuant to Section’s 17 and 21 of the *Planning Act*, R.S.O. 1990, c.P.13.

3.0 INTERPRETATION

The provisions set forth in the City of Barrie Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment, and as may more specifically be set out or implied within the policies contained herein.

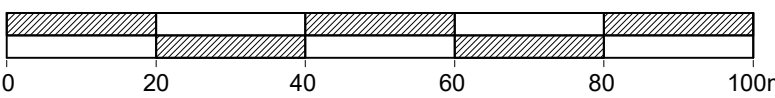
Unless precluded, altered, or exempted by any policies contained herein, all of the relevant policies of the Official Plan shall apply to the development contemplated by Schedule ‘A’.



OFFICIAL PLAN AMENDMENT SCHEDULE

103 & 107 Napier Street & 95 Cook Street,
Barrie

Scale 1:300



LEGEND

- SUBJECT LANDS (9,825.6m²)
- LANDS TO REMAIN UNDER CURRENT DESIGNATION
- LANDS TO BE RE-DESIGNATED FROM INSTITUTIONAL TO RESIDENTIAL

Source: City of Barrie Zoning By-Law 2009-141
County of Simcoe Interactive Mapping, 2020 Imagery

Note: Information shown is approximate and subject to change.

IPS INNOVATIVE PLANNING SOLUTIONS PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS 647 WELHAM ROAD, UNIT 9A, BARRIE, ONTARIO, L4N 0B7 tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com	
Date: June 2, 2022	Drawn By: J.V.
File: 20-1006	Checked: V.S.

APPENDIX 3: Zoning By-law Amendment, Draft Text, and Schedule

BY-LAW NUMBER 2023-XXX

A By-law of the Corporation of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Lot A, Concession 1, City of Barrie, County of Simcoe, municipally known as 103 & 107 Napier Street and 95 Cook Street, from the 'Institutional – Special Provision No.149' (I)(SP-149) and 'Residential Single Detached Dwelling Second Density' (R2). The ZBA proposes to rezone the lands to 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP-X), 'Residential Single Detached Dwelling Second Density – Special' (R2)(SP-X) and 'Institutional – Special' (I)(SP-X).

WHEREAS the Council of the Corporation of the City of Barrie adopted Motion 22-X-XXX.

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone lands known municipally as 103 & 107 Napier Street and 95 Cook Street;

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

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

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands municipally known as 103 & 107 Napier Street and 95 Cook Street, from the 'Institutional – Special Provision No.149' (I)(SP-149) and 'Residential Single Detached Dwelling Second Density' (R2) to 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP-X), 'Residential Single Detached Dwelling Second Density – Special' (R2)(SP-X) and 'Institutional – Special' (I)(SP-X) zone.
2. **THAT** Schedule 'B' attached hereto forms part of By-Law 2009-141 as amended;
3. **NOTWITHSTANDING** the provisions of the By-law, the following shall apply to lands zoned 'Residential Multiple Dwelling Second Density – Special' (RM2)(SP-X):
 - 1) A front yard setback of 3.0m be permitted.
 - 2) An interior side yard for secondary access of 4.0m be permitted.
 - 3) A rear yard setback of 2.0m be permitted.
 - 4) A gross floor area (GFA) of 92% be permitted.
 - 5) A density of 41 upha be permitted.
 - 6) Tandem parking be permitted.
4. **NOTWITHSTANDING** the provisions of the By-law, the following shall apply to lands zoned 'Residential Single Detached Dwelling Second Density – Special' (R2)(SP-X) :
 - 1) A rear yard setback of 4.0m be permitted.
 - 2) An interior side yard (east) of 0.5 m be permitted.
5. **NOTWITHSTANDING** the provisions of the By-law, the following shall apply to lands zoned 'Institutional – Special' (I)(SP-X) zone.
 - 1) A lot frontage of 28m be permitted
 - 2) An interior side yard (north) of 2m be permitted.
 - 3) An interior side yard (south) of 6.5m be permitted.
 - 4) An exterior side yard setback of 2m be permitted.
 - 5) A rear yard setback of 5m be permitted.
6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown on Schedule 'B' to this By-law, shall apply to the said lands

except as varied by this By-law.

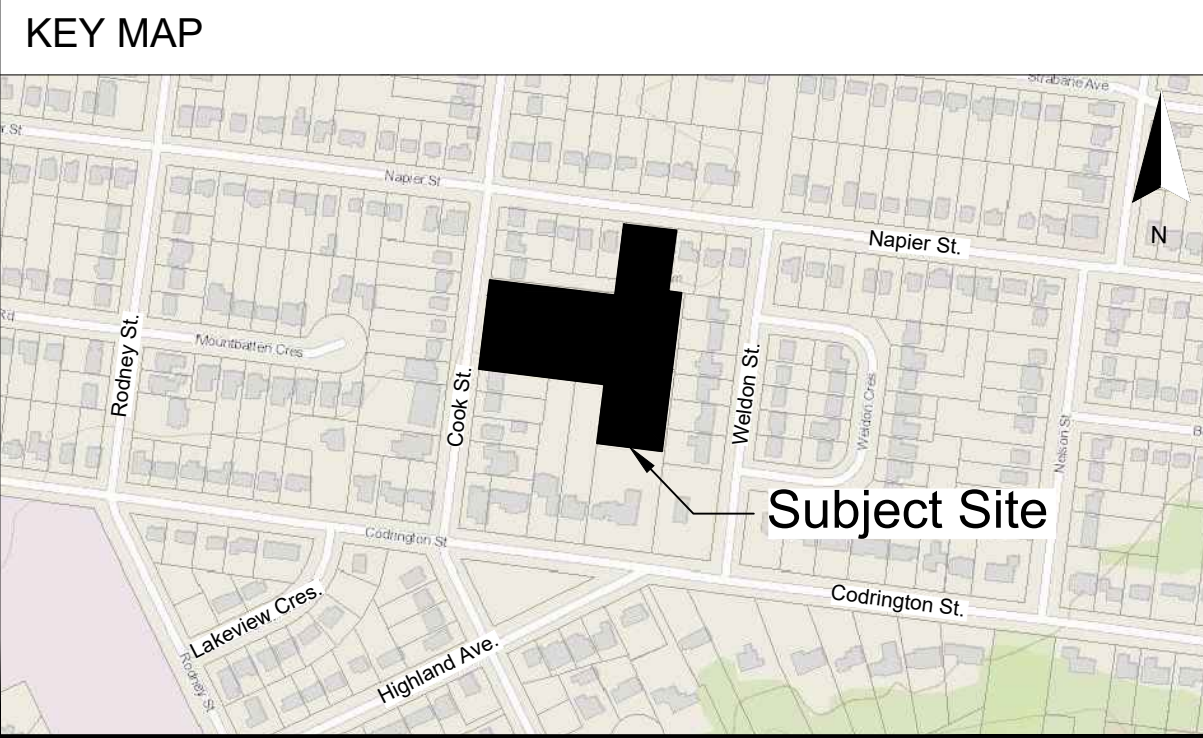
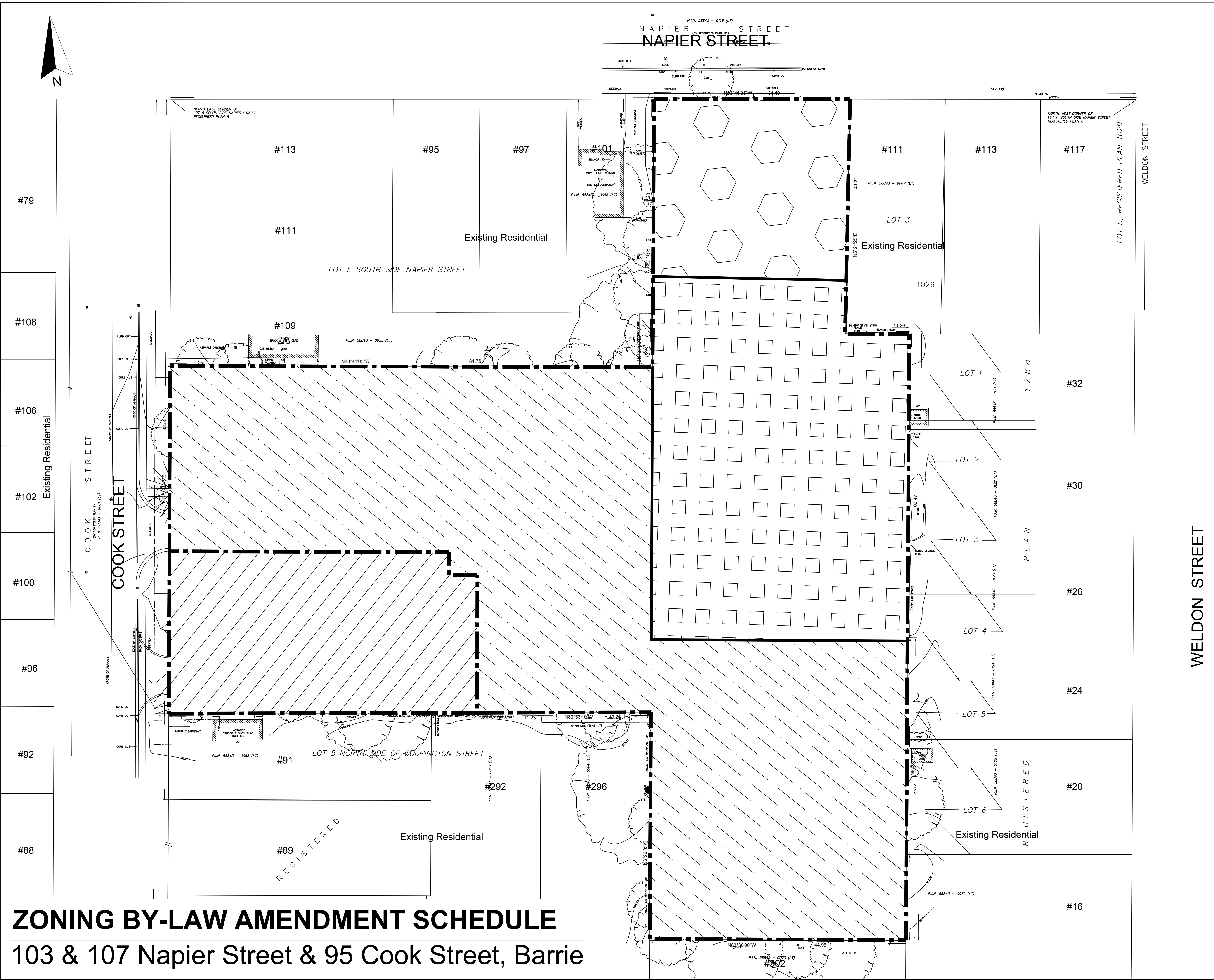
7. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day of _____ 2023.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

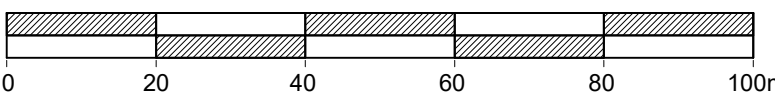
Clerk



ZONING BY-LAW AMENDMENT SCHEDULE

103 & 107 Napier Street & 95 Cook Street,
Barrie

Scale 1:300



LEGEND

- SUBJECT LANDS (9,825.6m²)
- LANDS TO BE REZONED FROM THE R2 ZONE TO THE RM2 (SP-X) ZONE
- LANDS TO BE REZONED FROM THE I (SP-149) ZONE TO THE I (SP-X) ZONE
- LANDS TO BE REZONED FROM THE I (SP-149) ZONE TO THE RM2 (SP-X) ZONE
- LANDS TO BE REZONED FROM THE R2 ZONE TO THE R2 (SP-X) ZONE

Source: City of Barrie Zoning By-Law 2009-141
County of Simcoe Interactive Mapping, 2020 Imagery

Note: Information shown is approximate and subject to change.

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