

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT For Proposed MIXED USE DEVELOPMENT

**582 Essa Road
Barrie, Ontario**

July 10, 2023

Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
23669 Prince Albert Road
Chatham, ON N7M 5J7
226-340-1232
tracey@pillonabbs.ca
www.pillonabbs.ca

Table of Content

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description and Ownership	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Vegetation and Soil	5
2.2.3	Topography and Drainage	5
2.2.4	Other Physical Features	6
2.2.5	Municipal Services	6
2.2.6	Nearby Amenities	6
2.3	Surrounding Land Uses	6
3.0	PROPOSAL AND CONSULTATION	7
3.1	Development Proposal	7
3.2	Public Consultation Strategy	10
4.0	APPLICATIONS AND STUDIES	12
4.1	Zoning By-Law Amendment	12
4.2	Other Applications	12
4.3	Supporting Studies	12
4.3.1	Trees	12
4.3.2	Traffic and Parking	12
4.3.3	Functional Servicing and Stormwater Management	13
4.3.4	Civil	14
4.3.5	Urban Design	14
4.3.6	Landscaping	14
4.3.7	Lighting	15
4.3.8	Geotechnical	15
4.3.9	Hydrogeologic	15
4.3.10	Soils	15

5.0	PLANNING ANALYSIS	16
5.1	Policy and Regulatory Overview	16
5.1.1	Provincial Policy Statement	16
5.1.2	Growth Plan for the Greater Golden Horseshoe	24
5.1.3	Official Plan	27
5.1.4	Zoning By-law	34
6.0	SUMMARY AND CONCLUSION	39
6.1	Context and Site Suitability Summary	39
6.1.1	Site Suitability	39
6.1.2	Compatibility of Design	39
6.1.3	Good Planning	39
6.1.4	Natural Environment Impacts	39
6.1.5	Municipal Services Impacts	40
6.1.6	Social and/or Economic Conditions	40
6.2	Conclusion	40

1.0 INTRODUCTION

I have been retained by 2858098 ONTARIO INC. (herein the “Applicant”) to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 582 Essa Road (herein the “Site”) in the City of Barrie, County of Simcoe, Province of Ontario.

The Site is currently vacant and made up of one (1) irregularly shaped parcel of land in Ward 7 located on the east side of Essa Road at the intersection of Cougline Road, situated in the southeast quadrant of the intersection of Mapleton Avenue and Essa Road and opposite to the Barrie Smartcentres.

The Applicant is proposing to develop the Site for mixed use with commercial and residential use.

A concept plan has been prepared with an 8 storey building with a total of 101 residential units and 3 commercial units to be located at the street level. A total of 116 parking spaces are proposed, including barrier free, bicycle parking and visitor parking.

Access to the Site will be from one new entrance off of Essa Road.

Tenure will be freehold (condominium).

The proposed development will provide the City of Barrie with a new housing choice and employment opportunities.

A site-specific Zoning By-law Amendment (ZBA) is required in support of the proposed development. Council for the City of Barrie is the approval authority.

The proposed development will also be subject to Site Plan Control (SPC) prior to the issuance of any building permits and Draft Plan of Condominium (CONDO) for the creation of the freehold units.

The purpose of this report is to review the relevant land use documents, including the Provincial Policy Statement (PPS) 2020, the City of Barrie Official Plan (OP) and the City of Barrie Zoning By-law (ZBL).

Pre-consultation was completed by the Applicant (City File #D28-021-2022). Comments dated April 26, 2022, were received and have been incorporated into the proposed application.

This PRR will show that the proposed development is suitable, is consistent with the PPS, conforms with the intent and purpose of the City of Barrie OP, compiles with the intent of the City of Barrie ZBL and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site is made up of one (1) irregularly shaped parcel of land in Ward 7 located on the east side of Essa Road at the intersection of Coughlin Road situation in the southeast quadrant of the intersection of Mapleton Avenue and Essa Road and opposite to the Barrie Smartcentres (see Site located in red on Figure 1 – Key Map).



Figure 1 – Key Map (City of Barrie GIS)

The Site is locally known and legally described as follows:

Address	ARN	Legal	PIN	Ownership Name	Ownership Date
582 Essa Road	43420400180600000000	LT 16 PL 1101 INNISFIL; BARRIE	58730- 020	2858098 ONTARIO INC.	2021

The Site is currently vacant, with some remnants of asphalt paved areas.

The Site was previously used as an automobile repair facility and auto sales establishment and had 2 buildings. The buildings included a shed (demolished in 2008) and a garage and sales office (demolished in 2012-2013).

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total area of approximately 3,771.95 m² in size.

The Site has a total frontage of 80.40 m along Essa Road with an irregularly shaped depth.

2.2.2 Vegetation and Soil

The Site currently has a mixture of vegetation, treed areas, and some remnants of asphalt paved areas from the previous development.

The Site is made up of Newmarket Till soil.

There are no natural heritage features on the Site.

2.2.3 Topography and Drainage

The Site is relatively flat with a gentle slope from the east to the west in its existing conditions.

The Site is outside the regulated area of the Nottawasaga Valley Conservation Authority (NVCA).

The Site is part of the Middle Nottawasaga River subwatershed area under the jurisdiction of the NVCA Source Protection Area (SPA).

The Site is in Wellhead Protected Area – Q2 (WHPA-Q2) with a low stress level in terms of groundwater recharge management.

2.2.4 Other Physical Features

There is currently fencing along the north side of the Site boundary.

No wells were found on the Site.

2.2.5 Municipal Services

The property has access to municipal water, storm and sanitary services.

Streetlights and sidewalks are located along Essa Road.

Essa Road is a two-way, four-lane arterial roadway. A 2.0 m road widening will be required and has been included in the proposed development.

2.2.6 Nearby Amenities

The Site is located near local amenities and service facilities.

The closest schools are Holly Meadows Elementary School, Trillium Woods Elementary School, St. Bernadette Elementary School.

There are many parks and recreation opportunities in close proximity of the Site, including Holly Community Park, Mapleton Park and Wessenger Park.

There are nearby commercial uses, such as food service, personal service shops, farmers' market, and retail.

There are also nearby employment lands, places of worship, libraries, medical services, and local/regional amenities.

The Site has access to transit, with the nearest bus stop located in front of the Site (Stop ID 855). The Site is close to the Barrie South GO Station. The Site has access to major roadways, including Hwy 400.

2.3 Surrounding Land Uses

Overall, the Site is located in an existing settlement area.

The Site is situated in the southwestern part of the City, in a residential area with a mix of single-family homes, commercial retail shops, townhouses, and a topsoil storage site.

The surrounding neighbourhood is called Holly, which is known for its family-friendly atmosphere and access to amenities such as schools, parks, shopping centers, and restaurants.

The area is served by public transportation and has easy access to major roads, including Highway 400, which is just a short drive away.

The following are the surrounding land uses immediately abutting the Site:

	Land Uses
South	vacant
West	commercial
North	residential, low profile (off Warner Rd)
East	vacant

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Applicant is proposing to develop for mixed use with commercial and residential use.

A concept plan has been prepared by Khalsa Design Inc., dated 06/27/2023 (see Figure 3a – Site Plan).

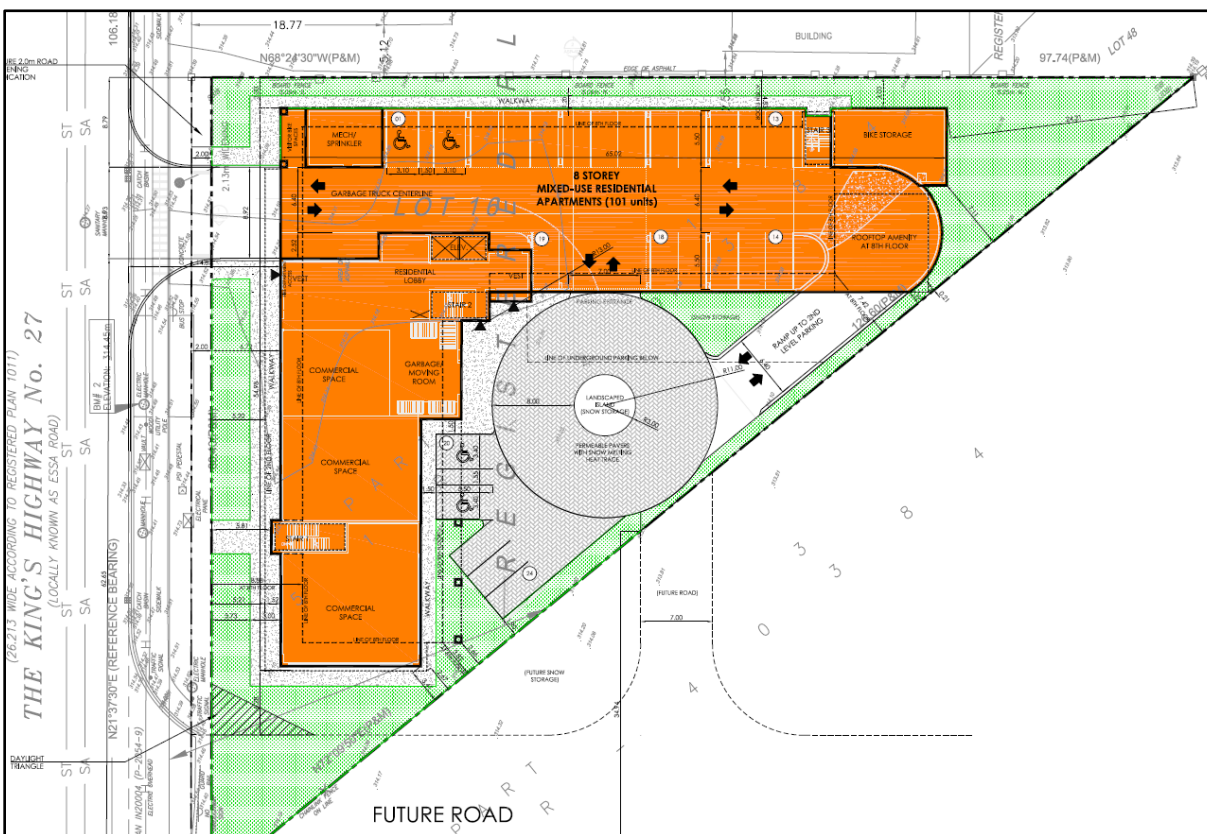


Figure 3a – Site Plan

The concept plan illustrates an 8 storey building with a total of 101 residential units and 3 commercial units.

The proposed building will be L-shaped with a total area of 1,883.96 m². The proposed building will be situated along the west and north property lines.

The buildings will face Essa Road (see Figure 3b – Elevations).

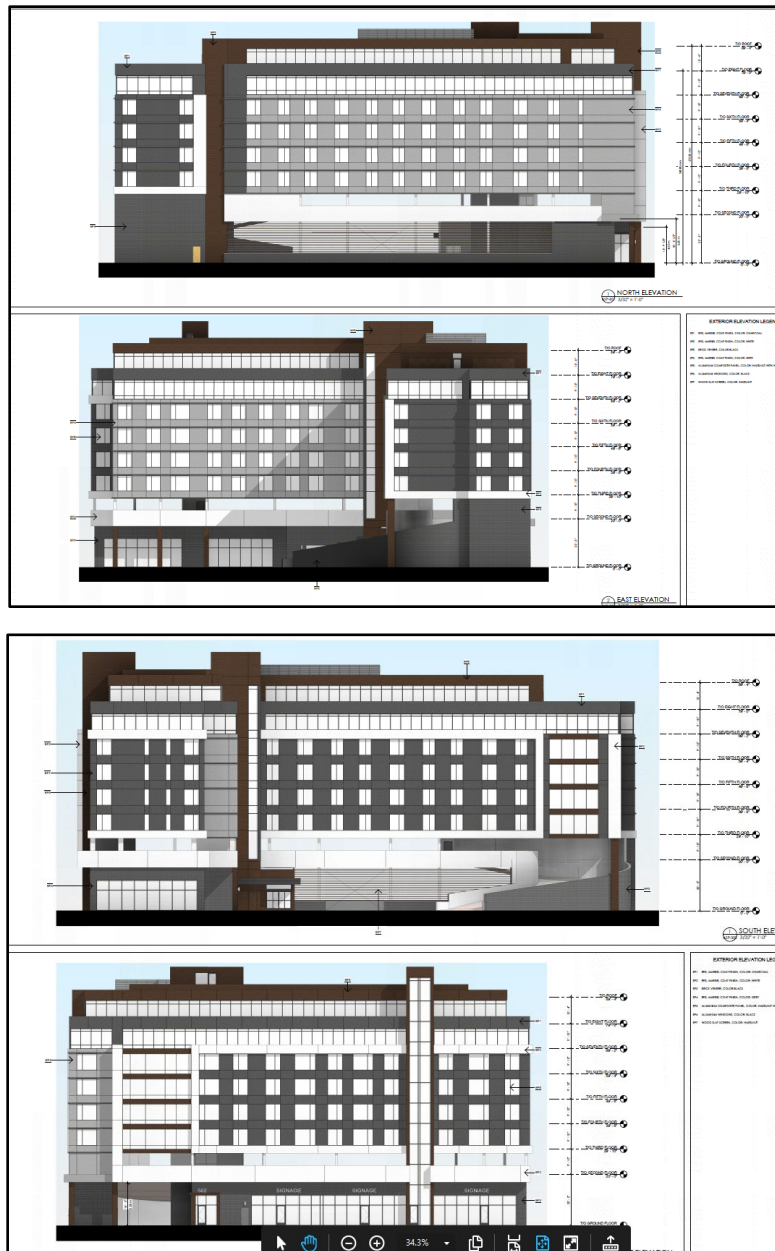


Figure 3b – Elevations

The Architectural style illustrated in the elevations and renderings revolves around contemporary and modern urban expressions that make the building blend in with the other proposed developments planned along Essa Road.

The rear of the proposed building includes a step-back.

High-quality and durable materials are proposed throughout the building.

Tenure will be freehold (condominium).

The residential units will be located on the third to eighth floors. They include a mix of 1 and 2 bedroom units. Access to the units will be from the parking area and Essa Road.

The development will result in a gross density of 267.9 units per hectare.

The 3 commercial units will be to be located at the street level, on the ground floor. A total of 406 m² of commercial space is proposed. Access into the individual units will be from Essa Road.

The commercial exteriors of the ground floor are given a brick finish to create a contemporary look.

Vehicle access to the Site will be from one new entrance off of Essa Road.

A total of 116 parking spaces are proposed, including barrier free, bicycle storage and visitor parking.

A total of 47 parking spaces are provided underground, 24 parking spaces are provided on the ground floor and 45 parking spaces on the second floor.

The proposed building also includes storage, a foyer, a refuse room and a mailroom.

Indoor and outdoor amenity spaces are provided, including a workout room, rooftop deck, and seating area. The total amenity space is 793 m² in size.

The building is designed with no balconies.

Accessible sidewalks will connect pedestrians to the proposed buildings from the parking areas and the municipal right-of-way.

Landscaped area is proposed around the proposed building. All fencing shall comply with the ZBL. Snow storage areas will be provided.

The proposed development will be serviced with full municipal services.

A new fire hydrant is being proposed.

3.2 Public Consultation Strategy

The *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, the Applicant proposes that the required public meeting will be sufficient as the size of the development is small scale.

In addition, a virtual neighbourhood meeting has been held on Thursday, April 16, 2023, commencing at 7 pm.

A total of 7 registered to attend, and 6 attendees were noted in the meeting, including Ward 7 Councillor Harvey, the Applicant, and City Staff.

The following is a summary of the comments and the responses provided.

Item	Comments	Responses
Requested Zoning Relief	Confirmation of Site-Specific Provisions	There are 5 requested zoning reliefs required (proposed at the time, based on the C4 zoning). They include the following: • decrease the minimum front yard from 6m to 5.20m • decrease the minimum side yard from 3m to 0.22m • increase in maximum building height from 9m to 27.20m • decrease the parking requirement from 18 to 15 for the commercial use and 152 to 101 for the residential use • minimum commercial gross floor area and consolidated outdoor amenity area (TBD)
Road Access	Recommendation for all efforts to be made to connect through the existing signalized Coughlin Road and Essa Road intersection	The current proposed access from Essa Road is toward the north portion of the Site. Efforts will be made to connect the Site in the future once the Coughlin Road intersection is extended.
Lands to the North	The property owner to the north is interested in discussing the Coughlin Extension and any other synergies which can be realized on the property.	The Applicant will contact the property owner.

Item	Comments	Responses
Ownership	Confirmation of property tenure (freehold, condominium)	Tenure will be freehold (condominium).
Number of Units	Clarification sought on the proposed number of units.	Total of 101 residential units. The residential units will be located on the third to eight floors. They include a mix of 1 and 2 bedroom units.
Parking Spaces Provided	Clarification is sought on the proposed parking ratio, and a recommendation for as much parking as possible to be provided to avoid overflow elsewhere in the surrounding community.	A total of 116 parking spaces are proposed, including barrier free, bicycle storage and visitor parking. A total of 47 parking spaces are provided underground, 24 parking spaces are provided on the ground floor and 45 parking spaces on the second floor. The requested relief (proposed at the time) to the ZBL is to decrease the parking requirement from 18 to 15 for the commercial use and 152 to 101 for the residential use.

4.0 APPLICATIONS AND STUDIES

Pre-consultation was completed by the Applicant (City File #D28-021-2022). Comments dated April 26, 2022, were received and have been incorporated into the proposed application.

The following is a summary of the applications and studies required for the proposed development.

4.1 Zoning By-Law Amendment

A site-specific Zoning By-law Amendment (ZBA) is required to permit the proposed residential development.

The Site is currently zoned “General Commercial (C4)” Zone on the City of Barrie Zoning By-Law (ZBL).

A site-specific zoning is required for the Site to permit the proposed development.

It is proposed to change the zoning of the entire Site to a site-specific “Mixed Use Corridor (MU2-XX)” Zone to permit the proposed use and requested relief.

Further analysis is provided in Section 5.1.4 of this PRR.

4.2 Other Applications

The proposed development will also be subject to Site Plan Control (SPC) prior to the issuance of any building permits and Draft Plan of Condominium (CONDO) to create the freehold units.

4.3 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.3.1 Trees

A Tree Preservation Plan was prepared by Aboud & Associates Inc., dated January 2023.

The purpose of the plan is to inventory the existing trees and identify which trees require preservation.

4.3.2 Traffic and Parking

A Traffic Impact Study (TIS), Parking Reduction Justification, Swept Path Assessments and Construction Management Report was prepared by Traffic+ Engineering Ltd., dated January 03, 2023.

The purpose of the study is to determine the future traffic impacts of the proposed development on the surrounding road network and identify any improvements to accommodate this added traffic, if found necessary.

The study also took into consideration the requested parking relief and construction parking.

It was concluded that the proposed development is anticipated to have a very minimal impact on traffic operations within the study area.

4.3.3 Functional Servicing and Stormwater Management

A Functional Servicing Report (FSR) and Stormwater Management (SWM) Report was prepared by Gerrits Engineering dated February 24, 2023.

The purpose of the report is to address the detailed design and stormwater management controls required for the proposed building construction.

The following is recommended:

- **Water Servicing** – The development will provide a water service connection to the Residential Condominium by a new internal 50mm diameter potable water service and a 100mm Fire Service which is connected to the existing external 200mm diameter watermain on Essa Road. A Water Systems Analysis has yet to be completed by Gerrits Engineering Ltd. for the proposed development. We suggest that the City review the watermain design requirements for this development with respect to the City's water treatment and supply capacities and confirm that capacity allocation is available for this development. Given the size and location of this development, this is not expected to be a concern.
- **Sanitary Servicing** – Serviceability to the subject site can be provided on Essa Road. Flows from the development will be collected and then conveyed by gravity, which will flow west towards the existing sanitary line via a proposed maintenance hole structure installed on the existing sanitary service provided to the subject property.
- **Stormwater Drainage and Management** – The SWM facility has been sized to provide for the storage of 1:100 year design storm events. A review of the stormwater management modeling indicates that the proposed development meets design standards and that sufficient volumes are present. An OGS is being proposed to provide the MECP's Enhanced or Level 1 Protection standard. The CDS 2015-4 model will treat the post development flows to the required MOE quality standard, with a TSS removal rate of approximately 86%. Water Balance has been achieved, as well as about 56% reduction in the anticipated offsite phosphorous loading. An offsetting phosphorous loading fee is anticipated since the proposed development will not meet the requirements of the LSRCA.

It was concluded that the preliminary analysis and conceptual design outlined in the report demonstrates that the servicing of this proposed development is feasible and, if based on sound engineering principles, the development will become a cohesive part of the Community of the City of Barrie.

4.3.4 Civil

An Erosion and Sediment Control Plan, Site Servicing Plan, Site Grading Plan and Pre and Post Development SWM Drainage Plan was prepared by Gerrits Engineering dated February 23, 2023.

The purpose of the plans is to demonstrate how the development will be constructed and to ensure no negative impacts on abutting lands.

4.3.5 Urban Design

An Urban Design Brief (UDB) was prepared by KBA Inc., dated June 6, 2023.

The purpose of the report is to assess the design and compatibility of the proposed development.

Key built form principles include the following:

- Using forms and compositions of “transparent” and “opaque” materials, create a highly creative architectural building skin to develop and enhance visual and aesthetic interest.
- Provide various voids and extrusions within the mass of the walls to create a level of engagement with the user and the building to avoid a continuous blank wall.
- Create a contemporary urban expression through a combination of linear and organic forms, textures, materials, and colours.
- Create a level of transparency at the human scale for pedestrians to help establish a visual connection between the street, users, and ground-floor retail & commercial spaces. This provides an opportunity to create signage, display goods and provide a safe environment through transparency.

It was concluded that the proposal will complement the existing principles and objectives of a sustainable design, urban form, compact development, and a desirable and friendly environment that compliments a street-friendly, pedestrian-oriented way of life. The proposal sets forth the initiation of a dialogue that is likely to be taken to a desirable end which, it is hoped will benefit the City, its residents, and visitors to the Site. The proposal is thereby to be considered as a preliminary vision of how the Site should be developed.

4.3.6 Landscaping

A Landscaping Plan was prepared by Aboud & Associates dated 2023-02-13.

The purpose of the plan was to list the preliminary plantings to be used for the proposed development including the cost estimate.

4.3.7 Lighting

A Lighting Plan was prepared by Kingswood Building Science dated February 2023.

The purpose of the plan was to illustrate the lighting and to ensure there was no negative impact on abutting lands.

4.3.8 Geotechnical

A Geotechnical Investigation Report was prepared by Cambium Inc., dated December 22, 2022.

The purpose of the report is to confirm subsurface conditions of the Site and to provide geotechnical parameters and recommendations for supporting the design and construction of the proposed development.

It was recommended that subsurface conditions could be altered.

4.3.9 Hydrogeologic

A Hydrogeological Assessment Report was prepared by Cambium Inc., dated January 16, 2023.

The purpose of the report is review background information, site inspection, measurement of groundwater levels, hydraulic tests, water quality assessment, dewatering, and source water impact assessment.

The report also included a well record assessment.

The following was concluded;

- No natural features,
- Dewatering may be required,
- No impacts on local wells,
- The proposed development would maintain an enhanced infiltration after the development,
- All possible measures should be considered to compensate for the infiltration deficits, and
- Low Impact Development (LID) measures to be implemented.

4.3.10 Soils

An Environmental Site Assessment (ESA) Phase 2 was prepared by Fortis, dated October 14, 2021.

The purpose of the report is to investigate the environmental (chemical) quality of the surficial and subsurface soils as well as groundwater on the Site.

Based on the results, it does not appear as if any adverse environmental impacts exist.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS is issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It applies to all land use planning matters considered after this date.

The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The following provides a summary of the key policy considerations of the PPS as it relates to the proposed development.

PPS Policy #	Policy	Response
1.0	 Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.....	The proposed development provides a new housing choice and economic development in an existing settlement area. Overall, the proposed development supports intensification within the existing built up area and will contribute positively towards the economic development and vitality of the City of Barrie.
1.1.1	Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;	The proposed development is consistent with the policy to build strong, healthy and livable communities. There are no environmental or public health and safety concerns as the area is well established.

PPS Policy #	Policy	Response
	b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; e) promoting.....cost-effective development patterns and standards to minimize land consumption and servicing costs; f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; h) promoting development and land use patterns that conserve biodiversity.	The development pattern does not require expansion of the settlement area as it is a use of an existing parcel of land. The Site has access to full municipal services and is close to nearby local parks, places of worship and schools. Accessibility of units will be addressed at the time of the building permit application. Public service facilities are available nearby, such as local schools. The development pattern is proposed to be an efficient use of the Site. The proposed development will provide for appropriate affordable and market-based range of residential units.
1.1.2	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 and, if	The proposed development will help the City of Barrie meet the full range of current and future residential needs through infill and intensification. The Site will provide for new development within an existing built-up area.

PPS Policy #	Policy	Response
	necessary, designated growth areas.	
1.1.3.1	Settlement areas shall be the focus of growth and development.	The proposal enhances the vitality of the Municipality, as the proposal is within the City's settlement area. The Site will provide for a new housing choice consistent with developments in the area.
1.1.3.2	Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and g) are freight-supportive.	The total density of the proposed development is considered appropriate as there are similar types of multiple buildings in the area. The Site offers an opportunity for intensification. The intensification can be accommodated for the proposed development as it is an infilling opportunity within an existing land use pattern. The proposed design and style of the building will blend with the uses in the area. There is immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses. Transit is available for the area.
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range	The intensification can be accommodated for the proposed development as it is an appropriate development of the Site.

PPS Policy #	Policy	Response
	of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	The Site is well-located and in close proximity to a range of uses, including commercial, institutional and recreational uses. The Site is well connected to the arterial road network and utilizes existing access to public transportation. The proposed development will positively contribute to the vision outlined in the City of Barrie OP.
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	The intensification can be accommodated for the proposed development as it is a development opportunity within an existing land use pattern. There will be no risks to the public.
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets for intensification and redevelopment. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential units.
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	The proposed development does have a compact form. The density will allow for the efficient use of land, infrastructure and public services.
1.3.1 - Employment	d) encouraging compact, mixed-use development that incorporates compatible	The proposed development provides for a mix-use building.

PPS Policy #	Policy	Response
	employment uses to support liveable and resilient communities	
1.3.2.1	Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.	The proposed development will provide for a new employment opportunity.
1.4.1 - Housing	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.	The proposed development will provide for a new housing choice and density in the existing built-up area. The intensification can be accommodated for the proposed development as it is a development opportunity within an existing land use pattern. The area is pedestrian-friendly, allowing people to access nearby amenities, such as public spaces, commercial nodes, and recreational activities. The proposed density offers an opportunity to efficiently use existing municipal infrastructure. Full municipal services are available.
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing	The proposed density is compatible with the surrounding area and will

PPS Policy #	Policy	Response
	options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.	provide appropriate affordable intensification and infilling through the efficient use of the Site. The Site is close to nearby amenities. There is suitable and has access to full municipal infrastructure.
1.6.1	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	The development has access to full municipal services. Access to public transit is available.
1.6.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of serving for settlement areas. There will be no anticipated impacts on the municipal system and will not add to the capacity in a significant way, as supported by the required study.
1.6.6.7	Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;	There will be no risk to health and safety. The area is outside of NVCA regulated area. Support studies have been provided.

PPS Policy #	Policy	Response
	b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	
1.6.7.1	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	The subject property is near major roadways and has access to transit.
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The proposed development contributes to the City's requirements for development within a built-up area. The area is serviced by transit with a bus stop close by.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The proposed development contributes to the City's requirement for infilling within a built-up area. Parking is provided on-site. No reduction of the required

PPS Policy #	Policy	Response
		parking for the proposed residential use is requested (only the commercial use). The area is pedestrian-friendly, allowing people to access nearby amenities, such as public spaces, commercial nodes, and recreational activities. The proposed density offers an opportunity to efficiently use municipal infrastructure.
1.8	Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns.	The proposed development supports a compact form within an existing built-up area of the City. The Site has access to transit and local amenities.
2.1.1	Natural features and areas shall be protected for the long term.	There are no natural features that apply to this Site. A tree assessment was completed. Mitigation measures are recommended, including a buffer from the drain.
2.2.1	Planning authorities shall protect, improve or restore the quality and quantity of water.	Full municipal services are available.
2.6.1	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	There are no heritage features that apply to this Site.
3.0	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not	There are no natural or human-made hazards that apply to this Site. The Site is outside of the NVCA regulated area.

PPS Policy #	Policy	Response
	create new or aggravate existing hazards.	

Therefore, the proposed development is consistent with the PPS.

5.1.2 Growth Plan for the Greater Golden Horseshoe

The Provincial Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan), took effect on May 16, 2019, and was prepared under the Places to Grow Act, 2005.

The Growth Plan provides the framework to implement the Provincial vision for the establishment of strong, equitable, prosperous and complete communities poised to accommodate forecasted growth to the year 2041.

The following provides a summary of the key policy considerations of the Growth Plan as it relates to the proposed development.

Growth Plan Policy #	Policy	Response
2.2.1.2	c) within settlement areas, growth will be focused in: i. delineated built-up areas; ii. strategic growth areas; iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities	The Site is located in an existing settlement area. The proposed development will be situated on existing public transit routes, having access to infrastructure and community services in close proximity to the subject lands.
2.2.1.4	Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of	The proposed development will support the goal of creating a complete community. The proposed mixed use building will provide for commercial and residential units. The Site is located on full municipal services, transit, and near local amenities. The UDB has outlined how the proposed development addresses sustainability principles.

Growth Plan Policy #	Policy	Response
	housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to: i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; iii. an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture; e) provide for a more compact built form and a vibrant public realm, including public open spaces; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development.	The building will complement the existing built form, street, and attractive streetscapes. This will create walkable communities and promotes social interaction, transit usage, and safety.
2.2.2.1	1.a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up	The Site is in a settlement area. Density targets are included in the City of Barrie OP. The proposed development would assist the City in meeting the intensification targets.

Growth Plan Policy #	Policy	Response
	area; 2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.	The proposed development conforms as it directs residential growth and intensification towards areas that have served as the focus for development. The Site is designated in the City OP to support the growth of high-density mixed use development.
2.2.6 - Housing	 provides policy direction for municipalities to meet and maintain growth targets, through the development of an appropriate housing strategy. The proposed development contemplates the provision of 253 residential units varying in size and unit mix to support a diverse population of new residents and the establishment of a complete community.	The proposed development is supported by the policy. The residential units type will range from 1 to 2 bedroom units. The compact and efficient form provides market housing that is generally more affordable. The proposed development will improve the existing housing supply. The proposed development creates a complete mixed use development by forming a conjunction with the commercial retail spaces on the ground floor and residential above.
3.2.6 – Water and Wastewater	... provides policies with respect to infrastructure that supports growth. The proposed development is located within an existing settlement area and will be connected to full municipal servicing. The proposed development conforms to the water, wastewater and stormwater system policies of the Growth Plan. This Zoning By-law Amendment application is supported by the Functional Servicing Report and servicing	The Site has access to full municipal services.

Growth Plan Policy #	Policy	Response
	strategy prepared by Tatham Engineering.	

Based on the foregoing, it is our opinion that the proposed development conforms to the applicable policies of the Growth Plan.

5.1.3 Official Plan

The Official Plan (OP) implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The new OP was adopted by Council on February 14, 2022, and was approved by the Ontario Ministry of Municipal Affairs and Housing (MMAH) on April 11 2023.

The lands are designated “Neighbourhood Area” according to Map 2 – Land Use Designations attached to the OP for the City of Barrie (see Figure 4 – OP).

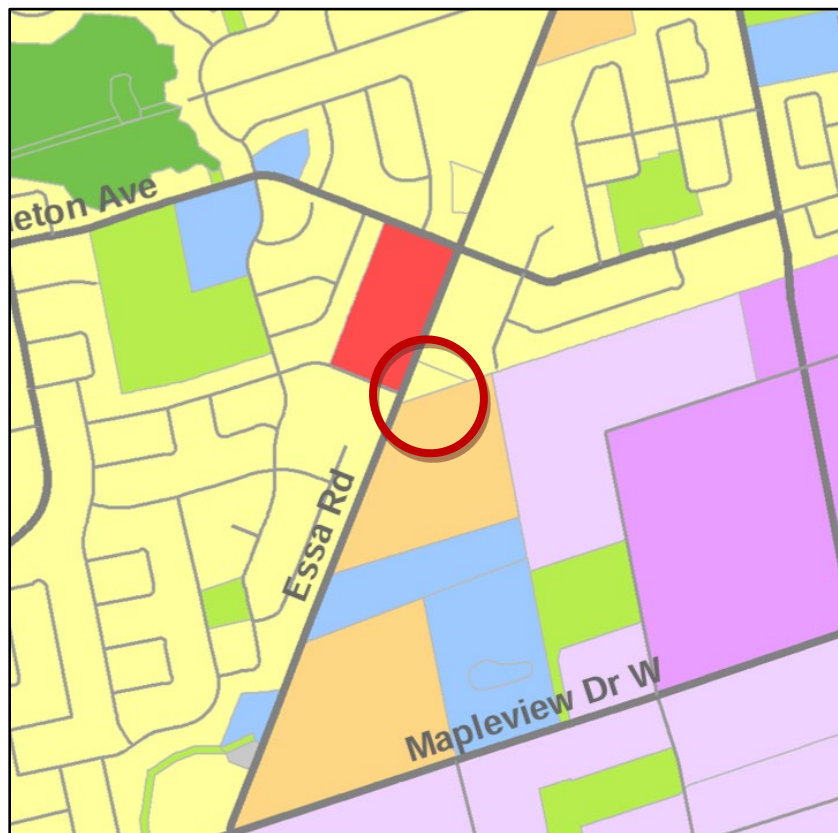


Figure 4 – OP

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
1.2 – Community Vision	... Barrie will be a more vibrant and attractive medium-sized city. It will boast a wide range of lifestyle options, access to unparalleled recreation for healthy living, and linkages to a premiere waterfront. New and old blend harmoniously, creating an attractive and dynamic city amid a backdrop of flourishing natural areas. A high standard of urban design expresses Barrie's maturity and its modernity is seen in mobility choices, sustainable development, and resiliency.....	The proposed development will provide a new housing choice to accommodate a range of needs. The lands are surrounded by an established area served by existing roads, municipal services, transit and community amenities.
2.3.6 – Intensification Corridors	Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres. Intensification Corridors are illustrated on Map 1.	Essa Road is part of an 'Intensification Corridor'. The proposed development fits with the scale of the built form. The Site has access to transit. The City-Wide Urban Design Guideline has been considered. The proposed development will be subject to SPC. As part of SPC, the proposed development will provide for energy conservation options as part of servicing strategies.

OP Policy #	Policy	Response
2.4.1 (e) – Growth Management Strategy, Objectives	Strengthen Barrie as a complete community where residents can live, work, and connect within their neighbourhoods and across the community as a whole.	The proposed development will support the goal of creating a complete community. The proposed mixed use building will provide for commercial and residential units.
2.4.2.2 (a)(ii) – Built Up Areas	In the Built-Up Area, lands within neighbourhoods shall accommodate appropriate levels of intensification and redevelopment as per the policies of the applicable land-use designation; and,	The Site is within the “Built Up Area” on Map 1 of the OP. The building will complement the existing built form, street, and attractive streetscapes. This will create walkable communities and promotes social interaction, transit usage, and safety. The Site is located outside a historic neighbourhood and meets the location criteria set out in this policy. The proposed development provides for a new housing choice. The building will 8 storeys and will be compact and efficient. The proposed development will be professionally constructed and landscaped. Commercial retail uses at ground level to create a pedestrian-oriented streetscape.
2.6.1 – Neighbourhood Area, Land Use Designation	The purpose of the Neighbourhood Area designation is to recognize new and existing neighbourhoods and communities. Development on lands designated	The Site is subject to the “Neighbourhood Area” land use designation on Map 2 of the OP.

OP Policy #	Policy	Response
	Neighbourhood Area on Map 2 is subject to the following policies, and any other applicable policies of this Plan.	
2.6.1.1 – Permitted Uses	Residential and commercial I, including small scale office, provided the use is located on a collector or arterial street as indicated on Map 4b; and, i) Retail provided the use is located on a collector or arterial street as indicated on Map 4b.	The proposed mixed use building with commercial and residential is a permitted use. Essa Road is an arterial road.
2.6.1.2	Lands designated Neighbourhood Area shall: d) Permit new development in built-out neighbourhoods 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 this Plan. f) Promote intensification by permitting additional residential units, including detached ancillary dwelling units, second suites, shared accommodations, and other forms of low impact intensification, which can provide affordable housing options.	The proposed development has been designed with an appropriate scale, height, massing, orientation and form for the Site. A UDB has been completed. The proposed development supports the intensification of a vacant property. The mixed use development is compatible with the character, form and surrounding context of the area. The proposed development will provide a new housing choice which will be appropriate for affordable residential units. It also provides for new non-residential opportunities.
2.6.1.3 (f)	Along an Intensification Corridor in the Neighbourhood Area designation, development may be permitted up to eight storeys if:	The proposed use conforms with these policies. The proposed height of 8 storeys and density is permitted.

OP Policy #	Policy	Response
	i. It is compatible with the height of surrounding buildings within 450 metres; ii. It fronts onto and is oriented toward the Intensification Corridor; iii. The transition policies in Section 3 of this Plan can be satisfied; and, iv. Servicing availability can be confirmed by the City.	The compatibility with the abutting low profile residential (single detached off Warner Rd) can be achieved with the proposed rear yard step-backs. The building will complement the existing built form, street and attractive streetscapes. This will create walkable communities and promotes social interaction, transit usage, and safety. An UDB has been completed. The proposed development provides sufficient privacy, natural light penetration into the building, and adequate views by pushing the setback closer to Essa Rd & commercial development side, allowing the property to have a good opportunity for potential development. The development will result in a gross density of 267.9 units per hectare. The proposed commercial units are located along the front of the building with direct access from Essa Road. The concept plan includes 3 commercial units. A total of 406 m² of commercial space is proposed.
3.2 (c) – General Urban Design Policies	Height and density are built form characteristics that are	A UDB has been prepared.

OP Policy #	Policy	Response
	interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive.	The vision for the development includes a sensitive design, pedestrian-oriented streetscape, and easy access. The UDB also included a review of the City of Barrie Urban Design Manual, 2014, as well as the Intensification Area Urban Design Guidelines. The massing and conceptual design of buildings will complement and contribute to a desirable community character.
3.3 - Built Form	The following section identifies urban design policies for the main built form types expected to be developed across the City.	A UDB has been prepared. The overall proposed building design will incorporate unique aesthetic properties while utilizing high-quality building materials to ensure a façade and structure that promote a cohesive and compatible urban character. The proposal introduces an architecturally strong 8 storey mid-rise height to generate a connection with other parts of Barrie to create a sense of connectivity and presence along Essa Rd. Amenity areas will be provided.
3.4 (a) - Parking	Parking areas supporting new development in the Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors shall	A portion of the proposed parking will be underground.

OP Policy #	Policy	Response
	be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking.	
4.1 - Transportation	Building a sustainable transportation network is critical to supporting the City's approach to growth and development.	The Site has access to transit, active transportation and major roadways.
6.4.2 (a) – Affordable Housing	The City will take measures to ensure that housing options meet the needs of all residents.	The proposed development increases housing affordability by introducing additional housing supply to the market area, using market based economic principles to influence housing prices. The proposed development provides a more diversified housing form. Based on the City of Barrie Affordable Housing Strategy (2015), the City has already achieved and exceeded its 2025 affordable housing target. The proposed development will provide for an appropriate, affordable and market-based range of residential units.
6.6 - Infrastructure	Infrastructure includes the physical structures (facilities and corridors) and natural elements that form the foundation for service delivery and development.	The Site has access to full municipal services. Support studies have been prepared as part of the ZBA submission.
9.5.7 - ZBAs	The City, when evaluating an amendment to the Zoning By-law, will consider the following criteria: a) Conformity with the Plan's land use designation and overall intent of the Plan.	The proposed development conforms with the OP. The proposed development does not create any negative impacts as it pertains to

OP Policy #	Policy	Response
	b) The inherent nature of the planned land uses and their potential for negative impacts, relative to any new proposed land use being sought by the amendment. c) The availability of servicing the proposed land use, if the servicing needs are significantly different than the planned/permitted land uses. d) The availability of information to adequately understand the development, including whether a plan of subdivision, consent, or site plan application has been filed. e) How well the proposed development or alteration contributes to meeting the principles and policies of this Plan.	shadowing, loss of abutting property privacy, traffic or parking. The proposed development will be serviced by existing municipal services, and future residents and employees will benefit from available amenities and established public transit routes in the immediate vicinity. The proposed development will also contribute to the range of available housing types and to the overall housing stock available to accommodate projected and targeted residential growth in the area. The proposed development proposes to include a non-residential component assisting in the achievement of a diverse and expanded economic base.

Therefore, the proposed development conforms to the City of Barrie OP, and an official plan amendment is not required.

5.1.4 Zoning By-law

A Zoning By-law (ZBL) implements the PPS and the City OP by regulating the specific use of property and provide for its day-to-day administration.

The ZBL #2009-141 is dated August 2009, and the Office Consolidation is dated January 2023.

The Site is currently zoned “General Commercial (C4)” Zone on the City of Barrie Zoning By-Law (see Figure 5 – ZBL).

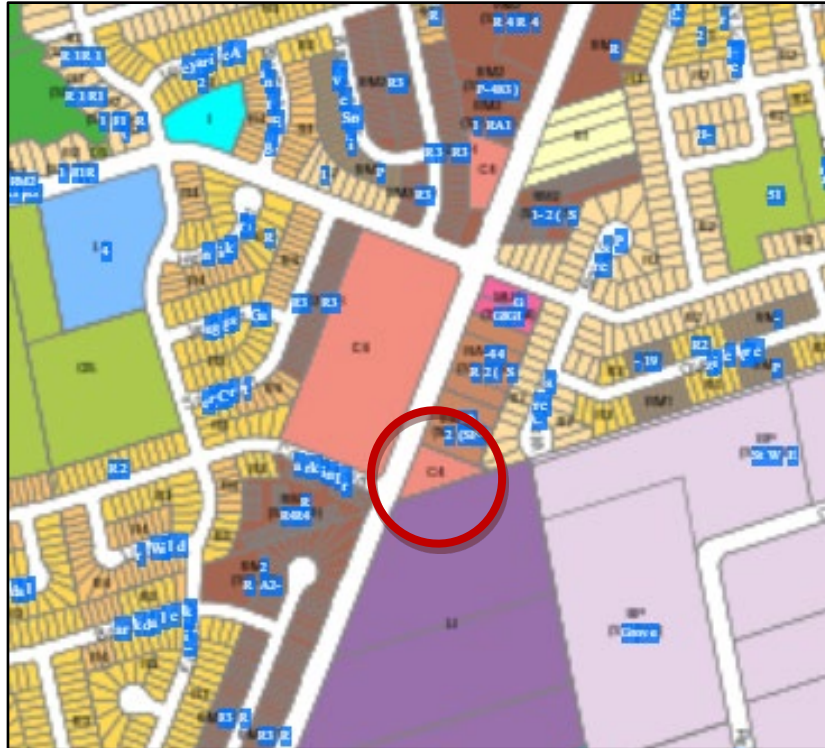


Figure 5 – ZBL

A site-specific zoning is required for the Site to permit the proposed development.

It is proposed to change the zoning of the entire Site to a site-specific “Mixed Use Corridor (MU2-XX)” Zone to permit the proposed use and requested relief.

A review of the MU2 Zone provisions, as set out in Section 5 of the ZBL are as follows:

Zone Regulations	Required MU2	Proposed MU2-XX	Compliance and/or Relief Requested with Justification
Permitted Uses	Dwelling Unit(s) in conjunction with permitted commercial uses Commercial Uses	Commercial and residential uses	Complies
Lot Area (min.)	N/A	3,771.92 m2	Complies
Lot Frontage (min.)	N/A	80.40 m	Complies
Front yard (min./max.)	1 m for 75% of frontage (min.)		Minimum complies.

Zone Regulations	Required MU2	Proposed MU2-XX	Compliance and/or Relief Requested with Justification
	5 m for 25 % of frontage (max.)	5.20 m (8 th floor overhang) and 6.72 m (northern end of the Site)	Relief is required for the maximum front yard regulation. The relief for an increase of 1.72 m is considered minor. The frontage is existing and is part of a legal lot of record. Relief will allow the proposed building to be aligned with the roadway.
Side Yard (min./max.)	Minimum – N/A Min. Abutting Street or Laneway – 3.0 m Max. – 3.0 m	N/A N/A 3.00 m / 0.22 m	Complies
Rear Yard (min.)	Abutting Street or Laneway – 1.5 m Abutting Residential – 7 m	24.21 m (eastern point of the Site)	Complies
Front Façade Step-in (min.)	45 degree angular plane at height above 80 % equivalent r-o-w using 3 m min. step-backs	47 degree	Complies
Side Façade Step-back (min.)	If adjacent to an OS Zone, 5.5 m at height above 80 % equivalent of r-o-w	N/A	Complies
Rear Façade Step-back (min.)	45 degree angular plan above 7.5 m using min. 3 m step-backs	47 degree	Complies
Lot Coverage (max.)	N/A	49.947 %	Complies

Zone Regulations	Required MU2	Proposed MU2-XX	Compliance and/or Relief Requested with Justification
Gross floor area (max. % of lot area)	N/A	N/A	Complies
Ground Level Floor Height (min.)	4.50 m	4.80 m	Complies
Min. Coverage for Commercial uses (% of first storey GFA)	Section 5.4.3.5 – 50 % min.	60.06 %	Complies
Building Height (min./max.)	7.5 m (min.) 16.5 m (max.) Section 5.4.3.4 – if the ground floor area use is a commercial use - 25.50 m (max.) Section 5.4.3.9 – Rooftop Mechanical and Electrical Structures – max 45 degrees	27.20 m Ground floor level height – 4.80 m 45 degrees max	Relief required. An increase in the maximum building height of 1.7 m is required. The proposed building has been designed to be compatible with the surrounding area. There are no shadowing or privacy issues created by the increase in height.
Parking (min.)	Commercial – 1 space per 24 m2 406 m2 / 24m2 = 17 Residential – 1 space per unit = 101 spaces	Commercial – 15 spaces Residential - 101 spaces (4 barrier free spaces)	Relief is required for commercial of a total of 2 parking spaces. Residential parking spaces comply. The Site has access to transit, is walkable to nearby amenities and has access to active transportation.
Amenity Space (min), Section 5.4.2.2	12 m2 per unit – 12m2 x 101 = 1,212 m2 (13,045.86 ft2)	587 m2 (1,917 ft2; outdoor) 206 m2 (973 ft2; indoor)	Relief is required to decrease the minimum amenity space to 419 m2. Indoor and outdoor amenity spaces are provided,

Zone Regulations	Required MU2	Proposed MU2-XX	Compliance and/or Relief Requested with Justification
		Total = 793 m ² (8,535.78 ft ²)	including a workout room, rooftop deck, and seating area. The amount of amenity space is appropriate for the development. Residents will have access to nearby parks and trails.

Therefore, the proposed development will require a site-specific zoning MU2-XX Zone in order to permit the proposed use in addition to the following relief:

- a) *increase the maximum front yard from 5 m to 6.72 m,*
- b) *increase in maximum building height from 25.5 m to 27.20 m,*
- c) *decrease the parking requirement from 17 to 15 for the commercial use, and*
- d) *decrease the minimum amenity space from 1,212 m² to 793 m².*

All other zone provisions can be complied with.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for mixed use development for the following reasons:

- The land area is sufficient to accommodate the proposed development,
- The Site is generally level, which is conducive to easy vehicular movements,
- The Site already accommodates municipal water, storm and sewer systems,
- There are no anticipated traffic concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The Site is compatible with the surrounding area in terms of scale, massing, height and siting.

The overall proposed building design will incorporate unique aesthetic properties while utilizing high quality building materials to ensure a façade and structure that promote a cohesive and compatible urban character.

6.1.3 Good Planning

Overall, the proposed development supports intensification within the existing built up area and will contribute positively towards the economic development and vitality of the City of Barrie.

The proposal represents good planning as it addresses the need for more housing choices.

The proposed units will contribute toward affordability and intensification requirements.

The commercial space will offer economic opportunities.

The proposed development offers an efficient development pattern that optimizes the use of land in an existing built-up area which has residential and commercial uses surrounding the Site.

The proposed development will not put any additional stress on municipal infrastructure or the current Site.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system, and will not add to the capacity in a significant way.

6.1.6 Social and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors, transit, places of worship and community amenities.

Adding residential units on the Site contributes toward the goal of 'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.

The proposed development promotes efficient development and land use pattern, which sustains the financial well-being of the Municipality.

The proposal does not cause any public health and safety concerns. The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal development opportunity.

6.2 Conclusion

The proposal to add multiple dwellings on the Site is appropriate and should be approved by the City of Barrie.

This PRR has shown that the proposed development is suitable, is consistent with the PPS, conforms with the intent and purpose of the City of Barrie OP, compiles with the intent of the City of Barrie ZBL and represents good planning.

Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.



Tracey Pillon-Abbs, RPP
Principal Planner

