



Planning Justification Report
(including Affordable Housing Analysis)
Zoning By-law Amendment

Simcoe County Housing Corporation
Affordable Housing Development
20 Rose Street, City of Barrie

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1.0 Introduction

This Planning Justification is submitted in support of the Simcoe County Housing Corporation’s (SCHC) application to the City of Barrie for a site-specific zoning by-law amendment application, for the subject property known municipally as 20 Rose Street.

The purpose of this report is to describe the subject lands and to provide an assessment of how the proposed development meets applicable planning policies in consideration of the property’s context location, and condition. The report will review the proposed development in the context of the applicable Provincial and City planning documents.

The proposed site plan control application seeks to develop approximately 215 mixed-income and affordable housing rental units, and approximately 4,750 square meters of leasable social and community services space, and ground level community kitchen and program room on approximately 1.9 hectares (4.7 acres).

2.0 Site Description and Surrounding Uses

The 1.9-hectare (4.7 acre) site is centrally located in a built-up urban setting with access to commercial amenities, schools, transit and pedestrian connectivity. A combination of outdoor parking and an above-ground parking structure is needed to accommodate parking requirements for the site development. It is the former site of the Ontario Provincial Police (OPP) detachment. Demolition of the structures on the property has been completed and the site is currently the location of a temporary homeless shelter facility. The temporary use site plan approval exemption expires on April 30, 2024. The intent of the property at the time of County’s acquisition is to ultimately accommodate a mixed-use affordable housing development.



Figure 1: Site Location

As illustrated in Figure 1, the subject property has frontage on Rose Street, and the subject lands (the Site) considered for the affordable housing development is approximately 1.9 hectares (4.7 acres) in size.

The Site is generally located in the northeastern portion of the City of Barrie, on the corner of the intersection of Rose Street (a west-east minor collector road) and Ministry of Transportation (MTO) Highway 400 North on-ramp (controlled access highway).

The Site is surrounded by a mix of residential uses and is in proximity to commercial and employment areas. The surrounding area includes a wide variety of low-density residential housing types, ranging from single residential dwelling to multi-unit residential dwellings (Figures 2 – 4).



Figure 2: Rose Street - single residential dwellings, looking south west

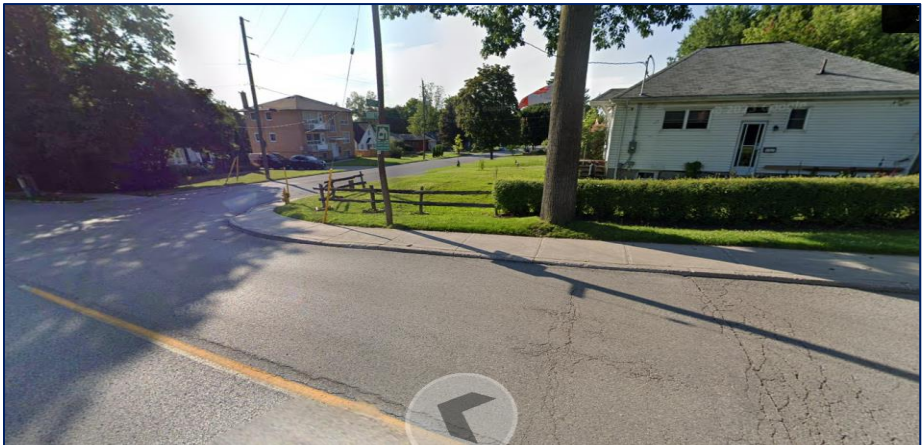


Figure 3: Rose Street & Peel Street - single residential dwellings, looking south east



Figure 4: Rose Street - multi-unit residential, looking north west



Figure 5: On ramp - Highway 400 North - controlled access transportation corridor, looking northeast

In addition to the variety of residential housing types in the surrounding area, lands along Bayfield Street (a north-south arterial road) to the east of the Site are designated 'Medium Density Residential' and 'Commercial District'. Within walking distance east of the Site are lands designated 'Strategic Employment and Economic District' and 'Employment Area – Non-Industrial'. The Site is adjacent to, and bounded, MTO Highway 400 a controlled access highway. Surrounding uses and Zoning are illustrated in Figures 8 and 9 below.

The Site is within walking distance to five City of Barrie Transit routes, with connectivity to GO Transit station in the city's downtown. Barrie Transit routes that stop in proximity to the Site are illustrated in Figure 6, including the following routes:

- Route #1A & 1B – Georgian Mall / Welham
- Route #2A & B – Dunlop / Park Place
- Route #3A & B – Bayview / Painswick
- Route #4 A & B – East Bayfield / South GO
- Route# 7A - 7B – Grove / Bear Creek

It should be noted however, through the consultation process, the Proponent is encouraged to request a transit route along Rose Street to increase access to services for area residents. Therefore, an eight-meter layby has been included in the site plan for future use.



★ Approximate location of the Subject Property

Figure 6: City of Barrie Transit System Map

3.0 Proposal

The proposed development referenced as the Simcoe County Housing Corporation Development on Rose Street is to provide affordable housing rental units in the City of Barrie in the form of a mid-rise mixed-use building and multi-level parking garage with County of Simcoe Social and Community Services space on the top levels.



Figure 7: Conceptual site design

The proposed development includes a mixed-use building, outdoor amenity area, parking structure, and green space. The mixed-use building is designed as one building with 2 towers that are visually separated by the tiered podium and central common area (Figure 7). The proposed development will include approximately 215 mixed-income residential units designed for seniors, families, and individuals. A combination of units provides a range of housing. The proportion of one-bedroom units is in keeping with the general target of the Simcoe County Housing Corporation (SCHC) approved guiding principles. The building would include the following unit type mix:

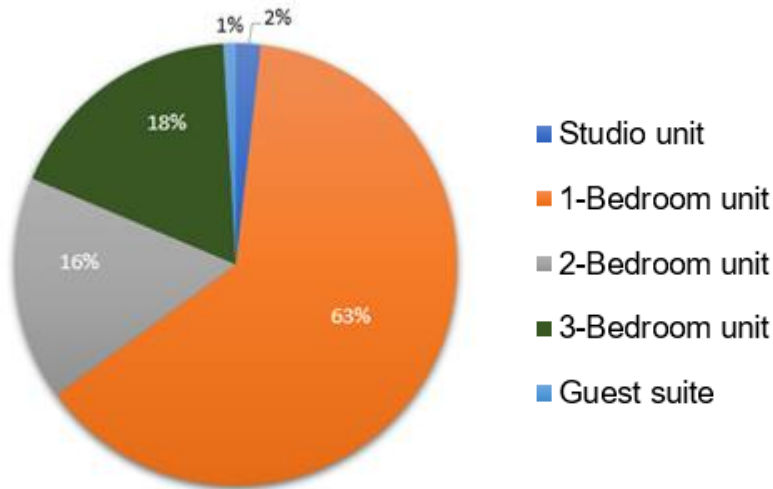


Figure 8: Proportion of residential unit mix

All the apartment units utilize universal design practices and can accommodate aging-in-place and persons with disabilities. The residential tenants will have access to shared laundry facility, two tenant common rooms that can be used for programs, and an adjacent outdoor patio amenity area. A minimum of 15 percent of the residential suites distributed throughout the building will be designed with additional accessibility features such as barrier-free kitchen and bathroom design including barrier-free appliances. In addition, the tenant common rooms, laundry facility, garbage and recycling facilities, public washrooms and seating areas, raised planter beds, and community rooms will be barrier-free.

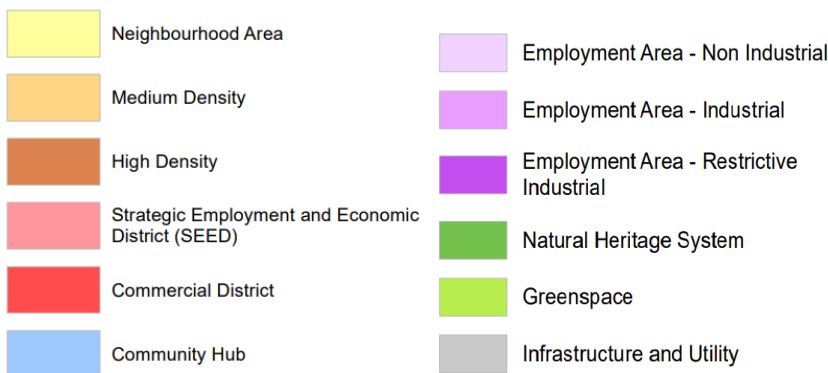
The development will include non-residential community hub uses on the ground level of the residential building and on top levels of the parking structure. The residential building is proposed to include a licensed childcare centre, partner agency space potentially for early learning and/or health services, as well as partner agency space potentially for education and/or health services. Co-location partnership commitments remain tentative until such time building permit is issued and tenancy timing can be confirmed.

A community program room and community kitchen are included in the proposed design. The on-site services and community rooms presents partnership opportunities with community agencies to work directly with building residents, as well as community residents. Resources and supports through County of Simcoe services include Ontario Works, Children and Community Services, and Social Housing services is proposed to be located on the top levels of the parking structure. The Site is proposed to have two access points from Rose Street as full movement driveways, with on-way stop control for egress movements. The proposed entrance meets the minimum driveway spacing and sight line requirements. Due to property constraints, a parking structure is required to accommodate the city's on-site parking standards, even with the requested site-specific zoning by-law amendment for parking reduction. In general, above ground parking is more cost effective to construct and maintain, when compared to a subterranean parking garage.

The proposed parking structure is designed to accommodate four levels of parking, plus one full level, and a partial level and outdoor amenity area on the roof top for County of Simcoe Social and Community Services. Two parking levels are designed to be below grade, one parking level at grade, and one parking level above grade. The parking structure is located on the eastern portion of the Site and fully enclosed on the east and south side to minimize any adverse impacts on neighbouring residential properties. The Urban Design Report provides a comprehensive review of the parking structure design and compatibility.

The Site will include an outdoor amenity area with garden boxes, non-smoking shelter and seating, and partially fenced inclusive and accessible play space. The landscaping will also include appropriately positioned smoking shelters, additional seating areas, accent plantings, and substantial tree planting to enhance the Site and compatibility with adjacent residential uses.

The subject lands are designated 'Community Hub' in the City of Barrie's current Official Plan (2023) Map 2 – Land Use Designations (Figure 9) and zoned 'Institutional' (I) in the City of Barrie Comprehensive Zoning By-law 2009-141 (Figure 10).



OFFICIAL PLAN

MAP 2

Land Use Designations

As Modified and Approved by the
Ministry of Municipal Affairs and
Housing December 6, 2023

Figure 9: City of Barrie Official Plan Map 2 – Land Use Designations

The surrounding land uses are shown on Figure 10 and include the following permitted uses in the table below:

Table 1: Surrounding uses

Direction	Permitted Use
North	MTO Controlled Access Highway
East	Residential Two 'R2'
	Residential Multiple Dwelling First Density 'RM1'
	Highway Industrial 'HI'
South	Residential Two 'R2'
	Residential Multiple Dwelling Second Density 'RM2'
West	MTO Controlled Access Highway

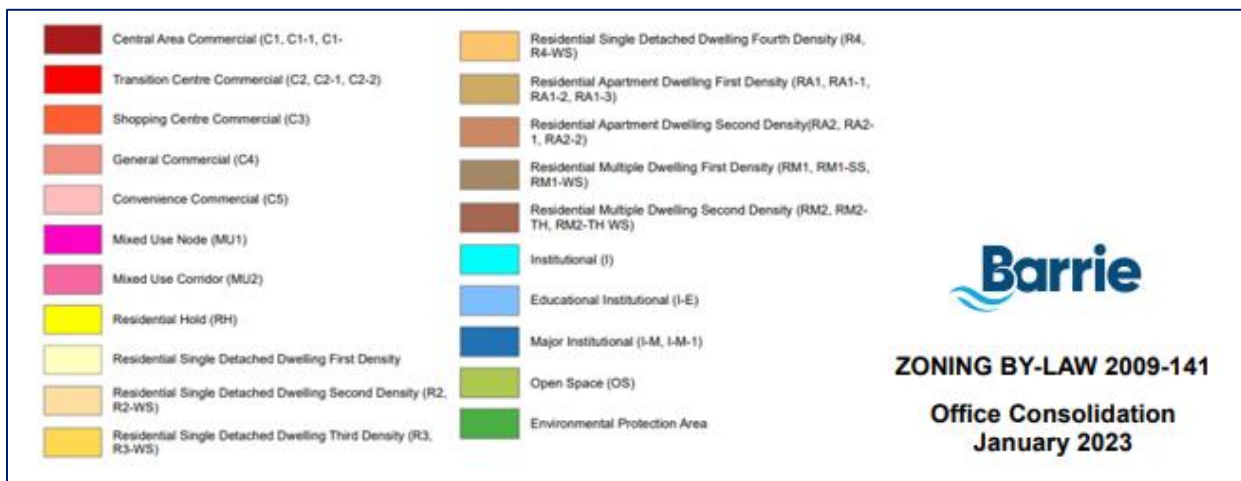


Figure 10: Zoning By-law 2009-141 Map of the Subject Property and surrounding area

The proposed building will be 'L' shaped and divided into two towers that are visually separated by the tiered common area. The proposed building is situated between Rose Street and the MTO controlled access – Highway 400. Building frontage and access to the site will from two entrances off Rose Street. The shape and orientation of the building will provide an optimal layout when considering parking, a sun/shade mix to the units, and compatibility with adjacent uses.

The proposed development includes the main building and accessory parking structure. For the purposes of demonstrating development setback requirements in an Institutional (I) zone, both are identified in the table below, as follows:

Table 2: Setback requirements

Setback Provision (I)	Required (metres) minimum	Provided (metres)	
		Building	Parking structure
Required Yards			
Front (Rose Street)	7.0	12.2	51.9
Exterior Side (Highway 400 access ramp)	14.0	24.0	
Interior Side	5.0	55.5	7.3
Rear (Highway 400)	14.0	23.3	18.8

A comprehensive set of landscaping plans will be prepared and submitted as part of the associated Site Plan Control application. The landscape plans will include details regarding plantings to be located on the parking islands, adjacent to the building and patio areas, in the amenity areas, and the building frontage streetscape on the Site.

3.1 Required Approval

The property is currently zoned 'Institutional – I(I) (Figure 10) and is proposed to be rezoned to 'Institutional Zone Exception'. The Institutional zone permits a range of community-focused uses and permits Residential Uses in Conjunction with permitted Institutional Uses. In view of the proposed uses are permitted, two (2) exceptions to the Institutional standards are being requested for the property, being:

1. An increase the maximum building height provision for the Institutional (I) Zone from 15.0 metres to 38.5 metres;
2. A reduction to the required residential parking standard per unit. Reduce the required parking for residential use in conjunction with institutional uses from 1.0 space per unit to 0.45 space per residential unit.
3. A reduction to the required Business, Professional or Administrative Office use parking standard from 1.0 space per 30m2 GFA to 1.0 space per 45m2 GFA.

3.2 Neighbourhood Meeting

A virtual neighbourhood meeting, hosted by the City of Barrie was conducted on Thursday, November 2, 2023, 5:00 p.m. A total of 34 registered to attend, including consultants, and County and City Staff.

The intent of the neighbourhood meeting was to share project information and gather community preliminary feedback on the proposed building design and site layout. The neighbourhood meeting presentation provided an overview of project background information, proposed building and site design, community services and public uses, safety and traffic, and environmental impact, followed by an interactive question and answer session.

The neighbourhood meeting presentation and recording is posted on the City of Barrie's Development Projects webpage: <https://www.barrie.ca/planning-building-infrastructure/current-projects/development-projects/20-rose-street>

The following is a summary of the comments, and a response to the comment is provided in the Table below:

Table 3: Neighbourhood Meeting comment & response summary

Item	Comment	Response
Support	Sounds like a good solution to the homeless problem.	The proposed development will include a mix of affordability options.
	This is a great project.	
Opposition	This development not wanted. There is a better use for the property.	The proposed development attempts to maximize use of the site as well as balance the need for housing and social and community services, while ensuring an operationally sustainable building. Mixed-use mid-rise buildings contribute to complete communities and are able to balance the cost of development with the need to provide for a range of affordable housing options.
Pedestrian Safety	Consider a crossing for children across Rose Street.	<p>Safety and infrastructure are key factors in not only preventing injuries and accidents, but also in influencing decisions to walk or cycle. The proposed site layout is designed to make active modes of transport safe, efficient and pleasant.</p> <p>To ensure pedestrian safety the Traffic Impact Study (TIS) recommended the following changes and have included in the proposed site plan:</p> <ul style="list-style-type: none"> - pedestrian crossing visibility enhanced with crosswalk markings and signage at Rose Street and Peel Street intersection; <p>Two pedestrian crossings to accommodate efficient and safe site access are located in front of the proposed development and provide a safe connection to the sidewalk at the Rose Street and Peel Street intersection.</p> <p>Both the County and City of Barrie engaged with Province to provide a pedestrian crossing to Bayfield Street.</p>
	How will pedestrians access Bayfield Street? In past pedestrians have made unsafe decisions crossing Peel Street and along the Highway 400 ramp.	
	Concerns about the increased foot traffic in the area and the possible resulting safety issues.	
Safety due to the proposed development and increased traffic along Rose Street.	Childrens' safety due to proximity to Highway 400 as drug trafficking is occurring on the Bayfield Street/Highway 400 ramp.	Based on the traffic projections prepared in the Traffic Impact Study, there is sufficient capacity on Rose Street to accommodate the existing traffic, future background traffic

	Rose Street is a very busy street and concerned about increased traffic. Safety concerns due to increased traffic from the development.	growth and the additional traffic from the proposed development. It should be noted, with the re-alignment of the Highway 400 on-ramp, MTO will be closing access to Rose Street, and it will no longer be a through-street at this location.
Pedestrian Traffic	Concern about people cutting through her property to/from development.	Privacy fencing will be installed through the site plan approval.
Transit Access	Will there be investment in transit and infrastructure so that costs for upgrades are not borne by taxpayers.	It is agreed, a transit route along Rose Street to increase access to services for area residents would be beneficial. An eight-meter layby has been included in the site plan for anticipated future use. The Traffic Impact Study (TIS) also recommended that the City consider a transit route adjustment to provide service to this bus stop.
Property Value	Concern about the impact on housing values in the area.	According to the Ontario Human Rights Commission, "Many studies on affordable housing conclude that there is no impact on property values. One study done in Toronto found that, "there was no evidence that the existence of the supportive housing buildings studied has negatively affected either property values or crime rates in the neighbourhood. Property values have increased, and crime decreased in the period considered by the study." Reference source: Ontario Human Rights Commission ' Overcoming opposition to affordable housing '
	Neighbourhood should be preserved.	
	Neighbourhood and public safety concerns	
	Would like to have long-term financial information on the project given that taxpayer dollars will be used to fund it.	The County's long-term financial plan is updated and presented to County Council annually to guide budgetary decision-making. The annual budget encompasses directed and approved service levels, capital projects, debt levels, and revenue sources.
Existing Use	Lack of trust in the community due to the decision-making process from the establishment of the existing homeless shelter.	Statutory public consultation is a requirement for specific proposed land use applications, such as the proposed site-specific Zoning By-law (ZBA). The City of Barrie will schedule a Public Meeting for this development. The purpose of the Public Meeting is to receive public feedback on the

		proposed zoning bylaw amendment application.
Intensification	Concern about densification of the City of Barrie. The building is too tall.	Mid-rise buildings and a respect for privacy can be achieved when design, orientation, and appropriate setbacks are arranged to mitigate overlook. The proposed development does not contemplate balconies or decks which further reduces the potential for overlook.
	Privacy concerns due to height of building and overlook into adjacent properties.	
	Please provide a shadow and lighting study.	Shadow Study, dated April 30, 2024, prepared by MCL Architects Limited has been submitted with the ZBA application.
City Vision	What is the City’s vision? Where is the City in the process?	The Site is designated ‘Community Hub’ and the proposed development conforms with the City’s Official Plan. The proposed development is seeking a ZBA to permit an increase in the building height and to reduce the standard parking requirement. Following ZBA, the SCHC will also be required to apply for site plan approval prior to issuance of site alteration and building permit.

4.0 Policy Context

The proposed development is supportive of applicable planning policies of the Province of Ontario, the County of Simcoe, and the City of Barrie as set out in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), Lake Simcoe Protection Plan, the County of Simcoe Official Plan, and the City of Barrie Official Plan (2002).

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (the “PPS”) provides planning policies for the development of livable and healthy communities and is applicable to the subject property. The PPS has been reviewed and the following is a summary of the relevant policies as they relate to the proposed development. The Provincial Policy Statement 2020 (PPS) came into effect on May 1, 2020, and applies to all planning decisions made on or after that date.

Policy 1.1.1 of the PPS seeks to achieve healthy, liveable and safe communities by promoting efficient and cost-effective development and land use patterns to minimize land consumption and servicing costs, accommodating an appropriate mix of land uses to meet long-term needs, protecting resources for economic or environmental benefit, and directing development away from areas of public health or safety risk. The proposed development provides for a mix of uses and a cost-effective integration of community services by co-locating the on the site of a former institutional use on an established road network with available servicing in a community hub setting. In particular, policy 1.1.1 aims to accommodate appropriate affordable housing, as part of the range and mix of residential types to achieve a healthy, livable and safe community. The

proposed development is proposed to be an efficient use of the Site. The Site has access to full municipal services and is close to nearby local parks, places of worship and schools.

Section 1.1.3 is specific to Settlement Areas whereby the policies direct the majority of growth and development through increased densities and intensification and promote a mix of land uses to meet current and projected needs. The subject property is located within the Settlement Area of Barrie. The proposal provides an efficient use of the land as well as for a mix of land uses.

Section 1.1.3.2 aims to incorporate land use patterns that are based on efficient use of land and resources, are appropriate for infrastructure and public service facilities which are planned or available, and avoid the need for settlement expansion, minimize negative air quality and impacts of a changing climate, and promote energy efficiency, support active transportation and are transit supportive, and provide a range of uses.

Section 1.1.3.3 aims to identify appropriate locations and promote opportunities for transit-supportive development and to accommodate a significant supply and range of housing options through intensification and redevelopment, as well as availability of suitable existing or planned public service facilities to accommodate projected needs.

The proposed development will assist the City in providing for a range of housing options and an efficient use of land and resources, as well as an effective use of existing infrastructure. Section 1.3 addresses opportunities for employment by providing an appropriate mix and range of employment and institutional uses, encouraging compact, mixed-use development that incorporates employment uses to support livable communities. The proposed mixed use would permit additional employment opportunities appropriate for the community in a mixed-use development. In addition, the necessary infrastructure is available. In accordance with Section 1.6 of the PPS, the proposed additional uses will be on full municipal services.

Section 1.4 of the PPS addresses housing options. This Section outlines the minimum standards and policies for planning authorities on how to provide for an appropriate range and mix of housing options and densities throughout the municipality. These policies include permitting and facilitating housing options required to meet social, health well-being, and economic requirements of current and future residents. In addition, all types of intensification and redevelopment are to locations where appropriate levels of infrastructure are available, as well as promote densities for new housing for the efficient use of land, resources and infrastructure and optimizes investments in transit infrastructure, and establish development standards for residential intensification to minimize the cost of housing and facilitate compact mixed-use form.

Specifically, policy 1.4.3 requires planning authorities to provide for an appropriate range and mix of housing options to meet projected affordable housing needs, in alignment with applicable housing plans. The proposed development will provide approximately 215 mixed-income affordable rental housing units. The proposed development adds to the City's supply of range of housing, as a rental option, provides for intensification on an underutilized lot, utilizes existing infrastructure, uses land efficiently through a compact urban form, and is transit supportive by adding to the population base on the existing transit route, and providing for boundary sidewalks and provision for safe and accessible bicycle parking.

Section 1.5 of the PPS encourages the promotion of healthy and active communities by planning for the needs of pedestrians, active transportation and community connectivity. The Site is located at the intersection of two arterial roads with connectivity to internal sidewalks and walkways which are proposed to provide for pedestrian movements. The design of the Site also includes the necessary amenity space for residents for activities such as garden boxes and a playground. And external sidewalks provide connectivity with the Site to adjacent community parkland.

In addition, the proposed building will have a bicycle/scooter storage room on the ground floor for residents and outdoor bike racks for residents and visitors. Furthermore, the Site's close proximity to Centennial Park accommodates public access to recreational area and additional opportunity to promote healthy, active communities and public accessibility to parks and open space.

Section 1.6 addresses infrastructure and public service facilities. The PPS provides policy direction for the efficient use of existing and planned infrastructure, as well as planning for the integrated land use planning and growth management so that infrastructure and public service facilities are financially viable over their life cycle and available to meet current and projected needs.

The proposed development on a portion of the City's community centre property demonstrates efficient use of existing infrastructure and proposes to provide a new public service facility, that is financially viable. The current and projected need for affordable housing, as well as social and community services with access to transit and active transportation, provides a for a range of social services, as part of the public services facility and residential development.

Sewage, water and stormwater policies include the requirement for planning authorities to ensure efficient use of municipal sewage and water services and that stormwater management shall be optimized, feasible and financially viable over the long term, and minimizes erosion, contamination, impacts of climate change, and mitigate risk to human health, safety, property and the environment. The Site can be accommodated on full municipal water and sewage services as outlined in the Functional Servicing Report, which is summarized in Section 6.1 of this Report. The Functional Servicing Report also includes specifics about the implementation of green infrastructure on Site, promoted in the PPS, such as Low Impact Design (LID).

In accordance with the Transportation policies of Section 1.6. of the PPS, the proposed development is situated with lot frontage on Rose Street. Rose Street is identified as a minor collector road and the proposed development contributes to the efficient use of the existing transportation system, including the surrounding road network, transit network and sidewalk network. There are existing bus routes in proximity to the Site which will help minimize vehicle trips for residents. The density of the Site and its close proximity to commercial uses will aid in reducing the amount of vehicle trips in the area and support the use of both the transit and active transportation networks. The proposed development contributes to the efficient use of the existing transportation system.

Section 1.7 encourages long-term economic prosperity by providing necessary housing supply and range of housing options for a diverse workforce, optimizing use of land resources, infrastructure and public service facilities, promoting well-designed built form and energy conservation and minimizing negative impacts from a changing climate.

The proposed development will provide affordable rental housing option for the community with a mix of studio, 1, 2 and, 3-bedroom units for seniors, single adults and families. The built form is designed as one building comprised of two towers that are visually separated by central common area. The building architecture of the towers purposely breaks up the building massing for improved integration into the neighbourhood.

Energy conservation is demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves energy efficiency by minimizing air leakage, increasing indoor air quality, providing protection from noise pollution, and reducing operation and utility costs. Consideration of PH design as an

intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed on top of the building, where feasible. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon footprint and greenhouse gas emissions will also be made. The Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations.

Section 1.8 contains specific requirements for planning authorities to 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 that promote compact form, promote the use of active transportation and transit; focus major uses on sites served by transit; improve the mix of employment and housing, promote design and orientation that maximizes efficiency and conservation, and renewable/alternative energy; and, maximizes vegetation within settlement areas.

The proposed development promotes compact form by integrating community services in a residential development using existing infrastructure, supporting transit and active transportation and incorporating a high standard of energy efficient building design and materials. In addition, the proposed development will enhance the vegetation on the Site and plant additional trees and shrubs around the building and in the parking lot.

Section 2 of the PPS pertains to the wise use and management of resources. Accordingly, natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archaeology shall be protected. The Site of the proposed development does not have any identified natural heritage features.

With respect to the PPS policies regarding protecting and improving water quality and quantity, the proposed development is located within a Lake Simcoe Region Conservation Area regulated area. The proposed development on the Site is for mixed-use and no negative impacts on the water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 6.4 of this Report. Surface water quality and quantity are discussed in the stormwater management section of the PPS review as well as the review of the Servicing and Stormwater Report that was undertaken for the Site.

Section 3 of the PPS is with regard to reducing the potential risk to the public from issues surrounding health and safety from a natural or man-made hazard. In accordance with Section 3.1 and 3.2 the proposed development is not on hazardous lands and hazardous sites and not affected by a dynamic beach hazard, flooding hazard or erosion hazard. Nor is the subject property proposing to be developed on, abutting or adjacent to lands affected by hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations or contamination.

Based on this review, the proposed development is consistent with the applicable policies of the PPS.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") is a framework planning document for managing growth in the Greater Golden Horseshoe area and is applicable to the

subject property. The Growth Plan provides a long-term framework for implementing Ontario's vision for building stronger, efficient, and healthy communities by promoting complete community planning. The Growth Plan was reviewed, and the following applicable sections are summarized as they relate to the proposed development.

Section 1.2.1 outlines the guiding principles of the Growth Plan. Key among the Plan's guiding principles are to:

- "Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households", and
- "Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government".

The proposed development supports a range of housing options in the community and offers affordable housing to seniors, families, and individuals with accessibility and/or support needs, and is a wise investment of infrastructure to allow integrated and coordinated municipal and community partnerships to better support the community.

Section 2 of the Growth Plan provides policies on 'where and how to grow' and addresses policies to manage growth, including intensification, planning for complete communities, access to services and transit, employment, and housing. In accordance with Section 2.2.1 of the Growth Plan which includes policies for how to manage growth and directs a vast majority of growth to Settlement Areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of a complete community. The Site is located within a primary Settlement Area and is also located within the delineated built boundary of Barrie built-up urban area. The Site is to be serviced by existing municipal water and sewage system and the proposed development supports the development of a complete community by providing future residents with access to existing commercial areas and services, as well as public transportation.

Section 2.2.1.4 further supports the achievement of complete communities through encouraging a diverse mix of land uses, access to services, range and mix of housing options, access to transportation options and use of active transportation, a vibrant public realm, integration of green infrastructure, and climate change mitigation.

Section 2.2.6 Housing - The Growth Plan stipulates that municipalities will support housing choice through the achievement of implementing the minimum intensification and density targets of the Growth Plan, and other application policies of the Plan, by:

- identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;
- establishing targets for affordable ownership housing and rental housing; address housing needs in accordance with provincial policy statements such as the Policy Statement: "Service Manager Housing and Homelessness Plans".

The proposed development provides affordable housing units in the community in an apartment building which provides an affordable rental option for residents within a complete community. Furthermore, the County's 10 Year Affordable Housing and Homelessness Prevention Strategy plans to achieve affordable housing requirements and meets the intent of Section 2.2.6.1 of the Growth Plan, as the proposed development will significantly contribute to the affordable housing targets identified for the City of Barrie.

The proposed development will contribute to intensification, a complete community, access to services and employment within the Barrie built-up area. Furthermore, the proposed development would provide convenient access to a public service facility, as defined by the PPS.

Section 3 contains policies that address infrastructure needs to support growth such as planning for the movement of people and goods, water and wastewater systems, stormwater, and investment in public service facilities. The Site of the proposed development is accessible by multiple modes of transportation, and the existing water and wastewater systems and stormwater system.

Specifically, section 3.2.8 provides for planning, investment, and coordination of public service facilities to meet the needs of the community and optimize the long-term viability of public investments. The proposed development will be managed and operated by the Simcoe County Housing Corporation. The proposed mixed-use development will contribute to the coordination and cost-effectiveness of the co-location of social and community services on-site with access to transit and active transportation.

Section 4 of the Growth Plan contains the natural heritage and resource conservation policies. Section 4.2.2 of the Growth Plan specifically speaks to the Natural Heritage System mapping that would apply to areas of a Municipality that require policies to maintain, restore or enhance the diversity of the system and the long-term ecological or hydrological functions of the features and areas. The Site is not located within the Natural Heritage System mapping. The Site is not located within the Lake Simcoe Region Conservation Area regulated area.

No negative impacts on the long-term protection and water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 6.4 of this Report.

The Site is not located within an agricultural area, a mineral aggregate resource area, nor have any cultural heritage resources been found on the Site thus these policies in the Growth Plan are not applicable to the Site.

Section 4.2.5 encourages municipalities to develop and establish an open space system which may include opportunities for rooftop gardens, communal courtyards and public parks. The proposed development will have accessible garden box on the second-floor outdoor amenity patio, as well as the ground level communal outdoor amenity area. In addition, the Site is adjacent to municipally owned park lands.

Sections 4.2.9 and 4.2.10 provide policies with respect to a culture of conservation and climate change. These policies are generally intended for municipal implementation however, the Site is being developed in a compact form, will contribute to the achievement of a complete community and intensification and is adjacent to existing transit route and active transportation uses.

Energy conservation will also be demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. Consideration to PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed on the fourth-floor tenant common room. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon footprint and greenhouse gas emissions will also be made. The Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for

EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations. In addition, the Functional Servicing Report also includes specifics about the implementation of green infrastructure on Site, promoted in the PPS, such as Low Impact Design (LID).

The City of Barrie is also subject to the Simcoe Sub-Area policies of Section 6 of the Growth Plan. Section 6 direct growth to communities in the Simcoe sub-area where development can be most effectively serviced and where growth improves the range of opportunities for people to live, work, and play in their communities, particularly in primary settlement areas. In addition, primary settlement areas are required to plan for intensification, transit-supportive complete communities, as well as employment opportunities. The City of Barrie, as identified in Schedule 8 of the Growth Plan as a primary settlement area, general meets the policy framework of this Section and the proposed development will achieve the policy requirements of this Section.

Based on this review, the proposed development conforms with the applicable policies of the Growth Plan.

4.3 The Lake Simcoe Protection Plan (2009)

The Site is located within the Lake Simcoe Watershed; therefore, the policies of the Lake Simcoe Protection Plan (LSPP) apply to the proposed development. The LPPS outlines a comprehensive watershed-based approach intended to protect and restore Lake Simcoe. The proposed development is not within a Lake Simcoe Region Conservation Authority (LSRCA) regulated area.

The proposed development meets the LSPP definition of “Major Development”, therefore a Stormwater Management Report, included in the FSR, is required to satisfy DP-4.8 of the LSPP and in accordance with the LSRCA Technical Guidelines for Stormwater Management (SWM) Submissions, inclusive of a phosphorus budget and pre-and post-development water balance assessment. As detailed in Section 4 and Appendix D of the Functional Servicing Report (FSR), to minimize the amount of phosphorus discharged from the site, a treatment train approach is to be utilized. The following FSR (Table 4 below) details the anticipated phosphorus loadings for the pre- and post-development conditions.

Table 4: Phosphorus Loadings

	Total P (kg)
Pre-Development	1.16
Uncontrolled Post-Development	1.72
Controlled Post-Development	1.27
Detailed calculations can be found in Appendix D of the Servicing and Stormwater Management Report.	

In addition, as detailed in Section 6 the FSR, it is recommended Water Balance for the site be achieved by infiltration of runoff from the rooftop be utilized to meet the volume requirement by providing a storage volume of 8 m³. Detailed water balance calculations have been provided in Appendix E in the Stormwater Management and Servicing Report.

A comprehensive Stormwater Management Report will also be submitted as part of the subsequent Site Plan Approval application.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan (2023)

The City of Barrie Official Plan provides a comprehensive land use policy framework for the guidance of growth and development throughout the city. The subject property is located within the “Built Up Area” on Map 1 – ‘Community Structure’ and designated “Community Hub” on Map 2 – ‘Land Use Designations’ of the City of Barrie Official Plan. Map 4b – ‘Mobility Network’ identifies the Site to have frontage on a minor collector (Rose Street).

A review of the City’s Official Plan identifies relevant policies in Section 2, Growth Strategy, Section 3, General Urban Design, Section 4, Transportation and Mobility framework and Section 6 outlines the city’s vision for a Resilient City.

2.4.2.1 – Growth Management Policies state to City shall plan to accommodate a growing population and additional jobs by ensuring an adequate supply and appropriate housing mix, and gradual transition toward a more compact form of development and density targets to meet future housing needs. More specifically, 2.4.2.1 c) states that “Developments which contribute to an increase in medium- and- high density housing will be encouraged.” The proposed development, in a built-up area, will contribute to the supply and mix of housing in the community in a compact form. The proposed mixed-use building will provide for commercial agency space and a mix of residential unit types and affordability.

Section 2.4.2.2 – Built Up Areas identify to accommodate appropriate levels of intensification and redevelopment as per the policies of the applicable land use designation. The Site is within the “Built Up Area” on Map 1 – ‘Community Structure’ of the City of Barrie Official Plan. The proposed development will add to the existing variety of housing types in the neighbourhood, as well as contribute housing options to meet the essential needs of residents. The proposed intensification of the Site will create a walkable community and promote 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, will create 215 rental units and public services facility space for social and community agencies office and program space on full municipal services.

Section 2.6 – Land Use Designations set out the development criteria for the identified designation, in conjunction with applicable urban design policies in Section 3 of the City’s Official Plan. Section 2.6.4 provides land use policies specific to lands designated ‘Community Hub’ intended to meet the needs of the community through community-oriented land use and complementary activities and amenities. A range of uses are permitted on the Site including the following proposed uses:

- Public service facilities;
- Office (including major office);
- Retail as part of a mixed-use development;
- Residential (not related to an institutional-type use)

Section 2.6.4.3 b) identifies development policies, for the residential component of a Community Hub outside of a strategic growth area, shall meet a minimum residential density of 50 units per hectare, and have a maximum building height as identified in the city’s Zoning By-law. The proposed development will meet the minimum residential density target. The proposed residential density is approximately 113 units per hectare. A site-specific zoning by-law amendment is being sought to increase the building height from to accommodate the proposed development.

Section 2.7.4 Overlay - Natural Heritage Protection provides policies for the protection of natural heritage features and areas, and adjacent lands identified on Map 3 – ‘Natural Heritage Protection Overlays’ of the City of Barrie Official Plan. Lands adjacent to the Site are identified on Map 3 as an Environmental Protection Area – Level 3, the policies of which are addressed below in reference to Section 5.4.2.3.

Section 3 General Urban Design policies encourage developments in the City of Barrie to incorporate architectural design that contributes to a safe and appropriate streetscape taking into consideration of built form, public realm, landscaping, parking, and lighting features. The proposed development includes a contemporary design, pedestrian oriented streetscape, and tiered bottom levels for gradual massing step-back from neighbouring residential properties.

The massing and conceptual design of the mid-rise building and parking structure are intended to contribute toward a high standard-built form, straddled between a MTO series 400 controlled access highway and an existing residential neighbourhood. The proposed design is an appropriate transition between a high-traffic area and the more sensitive surrounding neighbourhood environment and offers a diversity of housing types and options.

The proposed development addresses green development standards and includes high performance building features such as energy efficient heating and cooling system, high quality indoor air quality, minimal thermal bridging, durable finishes and millwork, and detailed fenestration design including sound attenuation. Accumulatively, the proposed development is intended to meet a high-performance standard to minimize energy consumption and maximize investment of the long-term life cycle of the building. Consideration of high-performance building design, as an intentional part of the project, has the additional benefit of increasing the project’s economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families’ necessities.

A green roof will be installed where feasible. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon footprint and greenhouse gas emissions will also be made. The project contributes to compact development and the Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations. In addition, indoor bicycle and mobility scooter parking can be easily accessed by residents.

Public realm design includes an outdoor amenity area proposed on the Site. A street-fronting playground and sitting area with pedestrian connectivity from Rose Street and situated in a location that provides natural surveillance to encourage a safe community environment and designed to meet accessibility needs for a range of users. In addition, the Site design includes pedestrian-friendly features such as heated outdoor connective walkways to prevent slips, ample bicycle storage, and attractive landscaping.

The proposed development is designed to meet the needs of a range of accessibility and mobility needs. All residential units are designed for aging-in-place, in addition all tenant common areas and public space such as the community room and kitchen are barrier-free. The proposed development meets the Ontario Building Code requirements for barrier-free residential units and public space and exceeds most AODA requirements.

To meet the parking needs of the proposed development, both surface and parking structure are included in the site design. Surface parking is situated at the rear of the building and includes well-articulated walkways and landscape features. The proposed parking structure is designed to provide a high-quality architectural quality facing Rose Street.

Indoor garbage room with recycling and organic bins will be located on the ground floor of the building. In addition, the shape and orientation of the building will provide an optimal layout when considering parking and setbacks. Parking and the loading area are located at the rear of the building and all parking can be accommodated on the Site.

Section 4 provides the transportation and mobility policy framework for the City. Development is permitted on roads that have the capacity accommodate the increase in traffic. In addition, the entrance to the development must meet appropriate site lines. The Traffic Impact Study analysis determined the proposed Site access at Rose Street, which is classified as a minor collector road, on Map 4b – ‘Mobility Network’ of the City of Barrie Official Plan meets the minimum stopping and intersection sight distance requirements and will not add significant delay or congestion to the local roadway network. The Traffic Impact Study, further detailed in Section 6.6, provided that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

The Site is adjacent to Highway 400, a controlled access highway, therefore subject to Ministry of Transportation (MTO) permit and site plan approval. Based on pre-consultation with the MTO it is understood the proposed development meets required setbacks and does not impede the function of the highway. Through the site plan approval process, the Simcoe County Housing Corporation will continue to coordinate with the MTO to ensure all study and development requirements have been met.

Section 5.4.2.3 provides policies specific to Environmental Protection Area (EPA) – Level 3 overlay areas. Lands adjacent to the Site and bound by Highway 400, residential properties and employment area are identified on Map 3 as ‘Environmental Protection Area – Level 3’. The scoped Environmental Impact Study (EIS), prepared by Cambium, addresses the policies in Section 5.4.2.3 regarding potential negative impacts to natural heritage features as a result of development and concludes the adjacent lands are unlikely to meet the definition of Level 3 EPA given its size, restricted connectivity, and limited ecological function. However, a conservative approach to protect the existing woodland, a 10-metre buffer has been applied to the proposed site plan and no negative impacts are anticipated to the ecological form or function of nature feature as a result of the proposed development.

Section 6.3 contains specific requirements for the wise management and conservation of energy resources such as compact development and public transportation. Energy conservation is demonstrated in the County’s experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves energy efficiency by minimizing air leakage, increasing indoor air quality, providing protection from noise pollution, and reducing operation and utility costs.

Section 6.4.2 provides policies that address affordable housing options that meet the needs of city residents. The proposed development conforms to the city’s affordable housing policies and significantly exceeds the minimum affordability targets.

Policy 6.4.2 e) v) encourages an appropriate range and mix of housing options and densities and provides that consideration be given to alternative parking ratios and development standards to assist in providing affordable housing. As such, the proposed zoning by-law amendment requests a reduced parking for the residential component of the proposed development and a high increase to maximize housing options and density on the Site. Further analysis of Section 6.4.2 is expanded up in this Section 6 of this Report.

Section 6.6 addresses the policy requirements to ensure all major development proposals are supported by a stormwater management report, which had been included in the Functional Servicing Report, to the City's satisfaction and appropriate approval authorities. In regard to stormwater management, the post-development storm drainage for the project will generally follow pre-development conditions. Low Impact Development (LID) features will be integrated with the design of the proposed storm drainage system, permeable pavers/perforated pipe system, and underground infiltration chambers.

The Functional Service Report confirms the quality control objective for the project has been met. Details are included in the Functional Servicing Report in Section 6.1 of this Report.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the City's in-effect Official Plan.

4.7 City of Barrie Zoning By-law (2009-141)

The provisions of Zoning By-law 2009-141 are applicable to the Site. The Site is zoned "Institutional" (I). The "Institutional" (I) Zone permits a range of community-focused uses including Social Services Facility, Child Care, and Business, Professional or Administrative Office, and also permits Residential Uses in Conjunction with permitted Institutional Uses.

In addition to the uses permitted in the "Institutional" zone, the City's Zoning By-law Table 4.6 outlines the standard parking requirements for each use. In addition, City of Barrie By-law 2021-086 provides for a reduction for residential buildings (containing more than 3 dwelling units) parking standard from 1.5 space per dwelling unit to 1.0 space per dwelling unit for residential use in conjunction with institutional uses.

Following review of the Zoning By-law, the proposed development requires the following Site-specific amendments:

- A reduction to the required residential parking standard per unit. Reduce the required parking for residential use in conjunction with institutional uses from 1.0 space per unit to 0.45 space per residential unit.
- A reduction to the required Business, Professional or Administrative Office use parking standard from 1.0 space per 30m² GFA to 1.0 space per 45m² GFA.

Reduction to the required parking standard

As itemized in Table 5 below, a reduction in parking standard provisions is required. Through the proposed site-specific zoning by-law amendment, relief from the institutional parking provisions has been requested. Pending approval, the proposed development will comply with the City's parking provisions.

Table 5: Proposed Parking Supply

CATEGORY	PARKING STANDARD	SIZE	REQUIRED	PROVIDED	NET PARKING SUPPLY
Residential Dwelling, Apartment Affordable Housing	1.0 spaces per unit	215 units	215 spaces	128 spaces	- 87
Day Care	1 space / class +	1 space / class +	1 space / class +	1 space / class +	
Community Kitchen	1 space / 4 persons	20 persons	5 spaces	5 spaces	
Community Agency Space #1	1 space / class and 1 space/ office + 1 space / 10 Students	15 offices + 100 students	25 spaces	25 spaces	
Community Agency Space #2 (Social Services Facility)	1.0 space per 30m2 GFA	300 m2	10 spaces	10 spaces	
Community Agency Space #3 (Training & Rehabilitation Centre)	1.0 space per 50m2 GFA	752 m2	15 spaces	15 spaces	
Ontario Works/Children's Services (Business, Professional or Administrative Office)	1.0 space per 30m2 GFA	4,243 m2	141 spaces	94 spaces	- 47 spaces
Total Parking Spaces			417 spaces	253 spaces	- 164 spaces
Barrier-Free Parking	over 100 required spaces = 1 space + 3% of required spaces		15 spaces	9 spaces	- 6 spaces
Surplus Parking	MTO setback		0	45	+ 45 spaces

A reduction from 1.0 to 0.45 spaces per residential unit and a reduction to the required Business, Professional or Administrative Office use parking standard from 1.0 space per 30m2 GFA to 1.0 space per 45m2 GFA is proposed. In addition, 45 parking spaces are proposed to be included within MTO's building setback limit which will provide additional parking capacity for the overall development. Furthermore, although deemed not necessary in the TIS, the provision of on-street parking stalls to service the proposed development may be available on Rose Street in the future, when the west end is converted into a dead-end.

Parking surveys of other county-owned housing facilities in the City of Barrie demonstrate an average parking per unit ratio of approximately 0.35 spaces per unit. It is acknowledged that many affordable housing tenants rely on public transit and/or mobility aids for the majority of their transportation needs.

The proposed development is proximity to existing transit route and within walking distance to commercial and recreational amenities, and a reduced reliance on single automobile trips.

Additional information is outlined in the Parking Analysis of the Traffic Impact Study, which is summarized in Section 6.6 of this Report.

Relief from maximum height

Building Height of 38.5 metres is provided where 15 metres maximum is permitted through Section 8.3 of the Zoning By-law.

The intent of the maximum height provision of the zoning by-law is to ensure compatibility with adjacent uses and to prevent potential negative impacts on neighbouring properties in terms of visual impact, shadowing, and wind. The proposal seeks to develop an 11-storey and 9-storey mixed use building and is generally compatible in nature with the surrounding land uses and the intent of Bayfield Street as an intensification corridor and adjacent to 'Strategic Growth Area' identified in Map 1 - 'Community Structure' in the City of Barrie Official Plan.

A Wind Evaluation was also completed by RWDI, which is discussed in Section 6.9 and in the Urban Design Report. The report found no wind safety exceedances are expected for the project and concluded that wind conditions on and around the existing site are suitable for the pedestrian use throughout the year. The pedestrian wind safety criterion is met at all areas assessed.

The site is designated and zoned to permit a mix of institutional uses and residential use in conjunction with institutional uses) The massing and conceptual design of the mid-rise building and parking structure are intended to contribute toward a high standard-built form straddled between a MTO series 400 controlled access highway and an existing residential neighbourhood.

The proposed design is an appropriate transition between a high-traffic area and the more sensitive surrounding neighbourhood environment and offers a diversity of housing types and options.

The proposed building has been sited and designed in a manner to reduce potential impact on neighbouring lands. Based on the findings of the Urban Design Report, the Shadow Study and the Wind Evaluation the increased height is not anticipated to result in a built form that is inappropriate for the lands and design strategies have been incorporated into the design to mitigate potential impacts.

5.0 Affordable Housing

Section 6.4.2 of the City's Official Plan requires development proposals with more than 40 residential dwelling units to demonstrate how it is providing affordable housing. This Section of the Planning Justification Report is prepared in accordance with the city's terms of report in support of the SCHC's application for a site-specific Zoning By-law Amendment. The purpose of the Affordable Housing Section is to examine the impact that a proposed development will have on the supply of affordable housing options in the City and to address applicable planning policies and compliance with the City's Affordable Housing Strategy regarding the need for preserving and enhancing the City's existing stock and opportunities for new affordable housing.

5.1 Proposed Development and Concept Plan

Section 3 of this Report details the proposed development, which includes 1 mixed-use residential building and a multi-level parking garage with commercial agency space on the top levels. containing approximately 215 new residential units, or approximately 113 units per hectare.

The County of Simcoe is designated as the Consolidated Municipal Services Manager (CMSM) for this area and is responsible for the planning and delivery of community housing for low-to-moderate income households. In addition, the County oversees the administration of numerous affordable housing programs and initiatives that provide housing assistance for seniors, families, and individuals.

The County of Simcoe is the direct owner and manager of the Simcoe County Housing Corporation (SCHC), a housing provider regulated by the *Housing Services Act, 2011*. The Simcoe County Housing Corporation (SCHC), as a housing provider, has a strategic role in sustaining and expanding the County's community housing system to help implement the County's goals for the housing and homelessness prevention strategy.

The proposed residential component of the development includes a range of unit types including 1-bedroom, 1-bedroom plus den, 2-bedroom and 2-bedroom plus den. Unit sizes range from a low of approximately 56 square metres, to 125 square metres. The unit breakdown and unit sizes are subject to adjustment at the detailed site plan and building permit stages.

5.2 Affordability Mix

The proposed development is planned to operate as a mixed-income rental development which will provide a mix of deeply affordable (RGI) and affordable units. An appropriate mixed-income rental development balances a range of incomes and housing needs to create a secure, high-quality, well-maintained living environment while increasing affordable housing options for lower- and moderate-income households. The range in operating revenues (rents) decreases the gap between income and expenses for the portion of units that are made available at below average market rents (AMR).

Affordable housing is a broad term used to describe housing costs that are deemed to be affordable for households. The standard definition of rental affordable housing according to Canada Mortgage and Housing Corporation (CMHC), is if rent costs less than 30% of a household's before-tax income. But because rent amounts vary, it can be challenging to determine what is an "affordable rent", independent of household income. Therefore, the application of average market rents (AMR), as determined by CMHC Rental Market Survey is also accepted as an industry standard as consistent method of applying an affordable rent and an average of 80% AMR is currently applied to Provincial funding eligibility criteria.

CMHC's methodology to determine AMR rates includes survey data of both old and new apartments, therefore the average rent in an older long-term rental unit can be lower than what a newly built, well-constructed current in-going rental unit could command in the market. It is estimated 120% average market rent is more in line with mixed-income models that target the lower end of true market rental rates. For these reasons, the affordability range in the County's Municipal Housing Project Facilities by-law that defines affordable rental in the County of Simcoe was recently increased from 100% to 120% of AMR or where applicable, 30% of gross annual household income.

Based on the County's Municipal Housing Project Facilities by-law, all of the residential units in the proposed development will be at or below the 120% AMR for the Barrie area.

5.3 Provincial Policy Statement (PPS)

Section IV of the Provincial Policy Statement contains the Vision for Ontario's Land Use Planning System which includes creating efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities and appropriate land use patterns that promote a mix of housing including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

PPS policy 1.1.1 aims to accommodate appropriate affordable housing, as part of the range and mix of residential types to achieve a healthy, livable and safe community. The proposed development is proposed to be an efficient use of the Site.

PPS policy 1.4.3 requires planning authorities to provide for an appropriate range and mix of housing options to meet projected affordable housing needs, in alignment with applicable housing plans. The proposed development will provide 215 mixed-income affordable rental housing units. The proposed development adds to the City's supply of a range of housing, as a rental option, provides for intensification on an underutilized lot, utilizes existing infrastructure, uses land efficiently through a compact urban form, and is transit-supportive by adding to the population base on the existing transit route and providing for boundary sidewalks and provision for safe and accessible bicycle parking.

In the case of rental housing, the PPS defines Affordable to mean the following: 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 [AMR] of a unit in the regional market area.

5.4 A Place to Grow, Growth Plan for the Greater Golden Horseshoe

The Growth Plan is to support a range and mix of housing options, which includes affordable housing. The context of the Growth Plan, as outlined in Section 2.1 states that "many communities in the GGH are facing issues of housing affordability" and the Plan helps to address this issue by providing direction to plan for a range and mix of housing options, including affordable housing.

The "Managing Growth" policies in Section 2.2.1.4c) state that applying the policies of the Growth Plan will support the achievement of complete communities that:

Section 2.2.1.4 further supports the achievement of complete communities through encouraging a diverse mix of land uses, access to services, range and mix of housing options, access to transportation options and use of active transportation, a vibrant public realm, integration of green infrastructure, and climate change mitigation.

Section 2.2.6 Housing - The Growth Plan stipulates that municipalities will support housing choice through the achievement of implementing the minimum intensification and density targets of the Growth Plan, and other application policies of the Plan, by:

- identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents;
- establishing targets for affordable ownership housing and rental housing; address housing needs in accordance with provincial policy statements such as the Policy Statement: "Service Manager Housing and Homelessness Plans".

The proposed development provides affordable housing units in the community in an apartment building which provides an affordable rental option for residents within a complete community. Furthermore, the County's 10 Year Affordable Housing and Homelessness Prevention Strategy plans to achieve affordable housing requirements and meets the intent of Section 2.2.6.1 of the Growth Plan, as the proposed development will significantly contribute to the affordable housing targets identified for the City of Barrie.

5.5 Barrie Official Plan Policies

Section 6.4.2 contains affordable housing policies and a minimum target of 15% of development in lands designated 'Medium Density' and 'High Density' be affordable. Although the Site is designated 'Community Hub', the proposed development significantly exceeds the city's affordable housing target. 100% of the new housing rental units in the proposed development at 20 Rose Street will be operated by the Simcoe County Housing Corporation as affordable.

Policies within this Section note that the City will take measures to ensure that housing options meet the needs of all residents, explore partnership opportunities, including with the County of Simcoe, to provide affordable, and deeply affordable, housing options and plan for and support the provision of attainable and affordable housing to meet the diverse needs of the City's current and future residents. The proposed development provides approximately 215 affordable housing units. The Zoning By-law Amendment would facilitate the development by providing much needed, and diversified, housing stock to the area and City as a whole, including approximately 215 mixed-income residential units. Based on the above, the proposed development satisfies the Affordable Housing policies of the City of Barrie and will significantly contribute to providing affordable housing options within the City.

5.6 Barrie Affordable Housing Strategy, 2015

According to the city's Affordable Housing Strategy (Strategy), it is recognized that there is a shortage of affordable rental units. The proposed development, owned and operated by the Simcoe County Housing Corporation, will assist the city in meeting the Strategy's objectives and targets.

6.0 Supporting Documents

As part to the complete Zoning By-law Amendment application, the following reports and studies have been completed to review the merits of implementing the proposed development on the subject Site.

6.1 Functional Servicing Report

A Functional Servicing, including a stormwater and phosphorus budget, April 2024, was prepared by Pearson Engineering.

This report reviewed the existing municipal services and concluded that the property can be appropriately serviced and more specifically recommends the following servicing requirements:

- The proposed development will connect to the proposed watermain on Rose Street which will be constructed in parallel to the development. Existing fire hydrants on Rose Street will provide firefighting coverage for the project site.

- The Rose Street sanitary sewer will be used to service the site. A sanitary service will be provided for both proposed buildings.
- Quantity and quality control will be provided by the proposed oil-grit-separator (OGS) unit and underground storage chambers which will be sized to restrict post-development peak flows to less than or equal to the pre-development peak flow rate.
- The underground infiltration facility will provide a reduction in phosphorous levels and infiltration for water balance.

Furthermore, during construction the following recommendations shall be implemented and maintained during construction to achieve acceptable stormwater runoff quality:

- Installation of silt fence along the entire perimeter of the site to reduce sediment migration onto surrounding properties.
- Installation of a construction entrance mat to minimize transportation of sediment onto roadways.
- Restoration of exposed surfaces with vegetative and non-vegetative material as soon as construction schedules permit. The duration in which surfaces are disturbed / exposed shall not exceed 30 days.
- Reduce stormwater drainage velocities where possible.
- Minimize the amount of existing vegetation removed.

The Environmental Protection and Removals Plan are included in Appendix H of the FSR.

6.2 Geotechnical Investigation

The Geotechnical Investigation was prepared by Peto MacCallum Ltd., May 2021. The field work was carried out to assess the subsurface soil conditions at the Site as they relate to design and construction of the proposed development. The report outlines the existing geological setting and states that based on the findings of the investigation, the subsurface stratigraphy revealed in the boreholes typically comprised topsoil and/or pavement at the surface, over fill, underlain by major native till deposit.

The key conclusions from this Investigation are as follows:

- The existing in topsoil, pavement and fill are not considered suitable to support footings or floor slabs due to concerns with settlement.
- All fill associated with the existing buildings and infrastructure will need to be removed entirely (vertically and laterally) within the footprint of the proposed building and parking structure. In this regard, it is recommended that existing topsoil, pavement and fill be removed and replaced with engineered fill.
- Prior to placement of structural concrete, all foundation excavations must be examined by qualified geotechnical personnel to verify that the founding stratum is in accordance with the assumptions and recommendations of this report.

6.3 Geotechnical Foundation Assessment

The Geotechnical Foundation Assessment was prepared by GEI Consultants, June 9, 2023, to review the existing geotechnical information prepared by Peto MacCallum Ltd., May 2021 and provide a general assessment of the bearing resistance at the site that can be adopted for design purposes.

The following information was extracted from the previous report, drawings and/or noted about the site condition:

- A review of the previous geotechnical report shows the boreholes were drilled when the former OPP facility was still present. The boreholes revealed topsoil and pavement at the surface overlying a typically thin layer of fill, underlain by competent native soil comprising discontinuous layers of sand and silty sand over a major glacial till deposit. Groundwater was typically not encountered during drilling. The stabilized groundwater levels were typically below 8 m depth in the monitoring wells that were installed.
- The boreholes indicate the native soil was competent and at 1.5 to 2.2 m depth the native soil could support a bearing resistance at Serviceability Limit State (SLS) of 350 kPa with a factored Ultimate Limit State (ULS) of 525 kPa.
- Currently the former OPP buildings have been demolished and the resulting excavations have been filled to grade. As such deeper fill than indicated on the borehole logs from the previous report is present at the site.
- The elevations of the floors have not been finalized however it is assumed that the site would not require much grading and that the ground floor slabs would be near the existing grade. The drawings show a single level of underground parking for the main building to be 4.0 m below the proposed ground floor level. Similarly, the two level of underground parking extends 6.5 m below the proposed ground floor level. In both cases the footings would be founded slightly lower than the lowest slab level.

Based on the information above and in the documents provided, the foundations for both structures would be supported by the competent native soil at depth. It is considered acceptable to adopt the 350 kPa bearing resistance at SLS and the 525 kPa factored bearing resistance at ULS for the design of the foundations for both buildings. Due to the presence of the former buildings, it is noted that fill may extend deeper than noted on the borehole logs and where fill or unsuitable soil is encountered at the footing level the footings will have to be stepped down to competent soil.

6.4 Hydrogeological Investigation

The Hydrogeological Study was prepared by GEI Consultants, dated February 20, 2024. The hydrogeological investigation carried out a site assessment to provide observations, findings and recommendations in support of the proposed work at the site and potential permitting for construction dewatering activities as they relate to the proposed development. The report outlines the existing hydrogeological setting, determines the subsurface groundwater conditions. The key conclusions and recommendations from this Investigation are as follows:

- The shallow foundations are expected to be made as deep as 8 metres below proposed grade (on a preliminary basis) and will not extend into aquifers A3 or A4. Deep foundations are not expected to be required.
- Given that the predicted temporary water taking rates for construction dewatering of the individual dewatering zones are calculated to exceed 50,000 L/day but are below 400,000 L/day, a registration on the EASR will be required from the MECP.
- It is recommended to stage construction such that only one (1) zone is dewatered at a time to help ensure total dewatering rates remain below 400,000 L/day, such that a short-term PTTW is not required.

- The underground levels proposed for the site will extend below the groundwater table. Therefore, it is recommended that all underground levels constructed below the groundwater table be designed as fully waterproofed structures. The structures must be designed to resist hydrostatic pressures (including uplift). In this case, construction dewatering must continue until sufficient dead weight is available to resist the uplift pressures. Buoyancy calculations can be completed by GEI if requested at the detailed design stage, once basement elevations and total number of storeys are finalized for the structures. There will be no impacts to the City drinking water aquifers, or other nearby water users and where fully waterproofed structures are constructed.
- Recommended mitigation measures include:
 1. Reducing the volume and speed in which additional surface water runoff occurs;
 2. Increasing the amount of infiltration to match pre-development conditions; and
 3. Ensuring that the quality of existing surface water features and groundwater will not be adversely impacted.

6.5 Environmental Impact Statement

A scoped Environmental Impact Statement (EIS) was prepared by Cambium Inc., dated December 21, 2023 to assess any potential impacts to the natural heritage features identified during the preliminary development review process.

The Site is adjacent to (within 120 m of) the following mapped natural heritage feature: Woodlands (listed as a Level 3 Natural Heritage Resource in the City of Barrie OP). The Site is within Ecoregion 6E of Ontario (Crins, Gray, Uhlig, & Wester, 2009).

The EIS concluded that no development is proposed within the mapped EPA – Level 3 area located adjacent to the Site. The woodlands are separated by a chain link fence and anthropogenically influenced by Hwy 400 and residences. Given the proximity to the woodlands, the feature was evaluated further (discussed in Sections 4.3 and 6.3), which determined that the woodlands on adjacent lands are unlikely to meet the definition of Level 3 EPA given their current size, connectivity, and limited ecological function. As a conservative approach, a 10 m buffer has been applied to the feature to demonstrate that neither the woodland itself, nor its 10 m buffer, will be impacted by the proposed development. As such, no impacts are anticipated to the ecological form or function of the feature from the proposed development.

6.6 Traffic Impact and Parking Study and Addendum Letter

In support of the applications, a Traffic Impact Study and Parking Study (TIS) were completed by JD Engineering Inc., dated December 22, 2023 and an addendum Letter dated April 29, 2024. The Traffic Impact Study was prepared to assess the impact of traffic related to the development on the adjacent roadway and provide recommendations to accommodate this traffic in a safe and efficient traffic manner. In addition, the TIS conducted a parking analysis to estimate the minimum parking supply to adequately service the proposed development.

The proposed development including both 215-unit residential component and non-residential social and community services space have been included in the Traffic Impact Study. The development will include one full-movement access onto Rose Street. Through consultation with City staff, the following intersections are included in the traffic impact study:

- East Access / Rose Street;
- West Access / Rose Street;

- Rose Street / Highway 400 NB ON Ramp;
- Rose Street & Highway 400 NB OFF Ramp / Bayfield Street;
- Rose Street / St. Vincent Street;
- Grove Street / Bayfield Street; and
- Grove Street / Peel Street.

The Traffic Impact Study concluded that the proposed 215-unit residential apartment building and on-site non-residential uses are estimated to generate a total of 135-in/104-out morning peak hour trips and 96-in/145-out evening peak hour trips. Based on this information and an intersection operation analysis the following has been determined:

- The sight distance available for the proposed site accesses is suitable for the intended use.
- The location of the proposed site access connections is considered appropriate with respect to minimum corner clearance and spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017).
- Pedestrian operations were reviewed within the study area. The following improvements are recommended:
 - Provision of a Level 2 Type D pedestrian crossing at the Rose Street / Peel Street intersection; and
 - Provision of a pedestrian connection between Bayfield Street and the future Rose Street dead-end, within the MTO right-of-way.
 - Based on our correspondence with the project team and City Staff, the previously recommended sidewalk extension along the 42-48 Rose Street frontage cannot be provided in the short-term due to property and grading constraints. Consequently, a Level 2 Type D pedestrian crossing is recommended at the East Access to provide pedestrian connectivity.
- The Swept Path Analysis demonstrates that the proposed site layout can accommodate the typical traffic movements;
- The proposed parking supply is appropriate for the intended use.
- In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

6.6.1 Site Access

A review of the available sight distances for the proposed Rose Street access driveways was completed as part of this analysis. It was determined:

- The proposed spacing between the Highway 400 NB ON Ramp, the West Access, East Access and Peel Street (measured edge of driveway to edge of road) meets the minimum driveway spacing requirements for a collector road.
- The Site Access driveways will operate efficiently as a full-movement access, with one-way stop control for egress movements.
- No additional infrastructure improvements recommended within the study area to accommodate the background (2028) traffic volumes.
- Single ingress and egress lane will provide the necessary capacity to service the proposed development.
- The Subject Sites internal roadway will provide two-way operations maintaining a minimum clear route width of 6.4 metres, satisfying the City's requirements.
- The proposed driveway width and internal configuration is acceptable for the intended use.

6.6.2 Parking Demand Analysis

The purpose of this analysis is to estimate the minimum parking supply required to adequately service the subject site. The proposed Site Plan includes a total parking supply of 253 spaces, including 9 barrier-free parking spaces. An additional 45 parking spaces will be included within MTO's building set back limit, along the property's west and north boundaries.

As previously noted, the Barrie Transit route provides service on within the study area. Several bus routes provide service along Bayfield Street and along Grove Street. The proposed development includes the opportunity for a future bus stop at the northwest corner of the East Access / Rose Street intersection. A recommendation of the TIS is that the City consider a transit route adjustment to provide service to this bus stop.

In addition, parking surveys of other County owned housing facilities in the City of Barrie, conducted as a component of the TIS & Parking Addendum, demonstrates an average parking demand is 0.34 and 0.35 spaces per unit. Parking surveys were also conducted at the County's Ontario Works office and the recently constructed affordable housing building located at 250 West Street; and the overall peak parking demand for the Ontario Works / Child Services Office space there is 1.0 space per 61m². It is acknowledged that many affordable housing tenants and Ontario Works clients rely on public transit and/or mobility aids for the majority of their transportation needs.

In conclusion, the required parking supply for the residential units within the subject Site is 1.0 parking spaces/unit, the recommended parking supply for residential units is 0.45 parking spaces/unit. The required parking supply for the proposed social and community services uses on the Site is a total of 202 spaces, and the recommended supply is 125 spaces.

Based on the Parking Demand Analysis, the proposed parking supply will adequately service the overall development demands. No parking overflow is anticipated to occur. It is noted that the 45 parking spaces included within MTO's building set back limit will provide additional parking capacity for the overall development. The proposed 9 barrier-free parking spaces meets the City's By-Law and AODA requirements. Although not a specific requirement, the proposed indoor bicycle storage have been included to support active transportation, as well as indoor mobility aid storage room as a practical consideration for the residents.

6.7 Environmental Site Assessment - Phase 2

Phase One and Two Environmental Site Assessments (ESA) were completed for the Site by Peto MacCallum Ltd. Consulting Engineers, October 2019 and May 2021, to conduct a preliminary determination of the potential one or more contaminants have affected land or water on the property.

Based on the findings of the Phase One ESA conducted by others, a program of subsurface investigation (Phase Two ESA) was carried out at the Site. The Phase Two ESA program included advancement of six (6) boreholes with ground water monitoring wells in five (5) of the drilled boreholes on the Site for soil and ground water sampling and analyses, and an evaluation of the chemical test results in terms of the applicable Site Condition Standards (Ontario Regulation 153/04, amended, Table 3 Site Condition Standards for Residential/Parkland/Institutional (RPI) Property Uses).

Based on the above site background information, Phase Two ESA field and laboratory data and the limitations inherent in the scope of sampling and testing program undertaken to date, the

following recommendations are made for the Site:

- The soil underlying the Site complied with the applicable Ontario Regulation 153/04 (amended) Table 3 SCSs for RPI property uses.
- The ground water underlying the Site complied with the applicable Ontario Regulation 153/04 (amended) Table 3 SCSs for RPI/ICC property uses.

6.8 Shadow Analysis

A Shadow Analysis has been completed by McKnight Charron Limited (MCL) for the proposed development in accordance with the City of Barrie's Shadow Study Terms of Reference (2023). The Study demonstrates that there is an acceptable level of shadow impact from the proposed development relative to the adjacent residential lots to the south and east, and the public realm space south of the proposed buildings.

Full solar access is provided to surrounding properties during the mid-spring period (April 21) with the exception of early morning shadow is cast on the parking areas located on the west side of the proposed buildings and early evening shadow on neighbouring properties to the southeast.

Solar access is provided to surrounding properties during the summer solstice time of year (June 21), with minimal shadowing occurring to the east at the end of the day. Full solar access is provided to surrounding properties during the Fall equinox period (September 21) with the exception of early morning shadow is cast on the parking areas located on the west side of the proposed buildings and early evening shadow on neighbouring properties to the east.

During the Winter solstice early morning shadow is cast on to Highway 400 north-west of the subject Site, and in the late afternoon shadow is cast on the south yard of neighbouring residential property to the east. During the shortest days of the year however, the sun sets at this latitude as early as 4:42 p.m. therefore in reality, there will be no shadow or adverse impact with shadowing in the evening as a result of the proposed development.

The proposed development has been designed to minimize any shadow impacts on adjacent lands, as demonstrated by the Shadow Analysis. The assessment reveals that there are minimal shadows cast onto the neighbouring properties.

6.9 Wind Study

A Pedestrian Wind Comfort Assessment has been completed by Rowan Williams Davies & Irwin Inc. (RWDI) for the proposed development and submitted in support of the subject application. The purpose of the assessment is to provide an evaluation of the potential impact of the proposed development on wind conditions as it relates to pedestrian comfort and safety.

Key areas of interest for this assessment include the main entrances to the building, proposed outdoor amenity areas, the sidewalks on Rose Street and properties in the immediate vicinity of the site. The project, at 11 and 9 storeys, will be taller than the buildings that exist in the surrounding area and would increase wind speeds around the site. However, potential wind impacts at the grade level would be limited due to the low podium and re-entrant corners of the building, as well as the moderate wind speed characteristics of the area.

The wind study concluded that wind conditions on and around the existing site are suitable for the pedestrian use throughout the year. The pedestrian wind safety criterion is met at all areas assessed.

6.0 Conclusion

The proposed development will provide for a mixed-use community hub for affordable housing units that will contribute to the current and future demand for affordable housing in the City of Barrie, as well as non-residential uses for community and social services in a public service facility setting.

Based on a detailed review of all applicable Provincial, regional and local planning documents, as well as consideration of the property location, condition, context and surrounding uses, it is the opinion the undersigned that the proposed Zoning By-law Amendment:

- ✓ Is consistent with the policies of the Provincial Policy Statement;
- ✓ Conforms with the polices of the Growth Plan for the Greater Golden Horseshoe;
- ✓ Conforms with the City's Official Plan; and,
- ✓ Complies with the provisions of the City's Comprehensive Zoning By-law, pending approval of the proposed site-specific amendment.

Respectfully submitted,

The Corporation of the County of Simcoe



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