



PLANNING RATIONALE

126-140 BRADFORD ST

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: CROWN (BRADFORD) DEVELOPMENTS INC.

MARCH 2024



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

TABLE OF CONTENTS

1.0 INTRODUCTION	4
2.0 LOCATION & CONTEXT	6
2.1 Subject Site	7
2.2 Transit	10
2.3 Surrounding Development Applications	14
3.0 DESCRIPTION OF THE PROPOSAL	18
3.1 The Proposal	19
3.2 Architectural Design Intent	25
3.3 Landscape Design Intent	26
4.0 SUBJECT APPLICATIONS	28
4.1 Official Plan Amendment	29
4.2 Zoning By-law Amendment	32
5.0 NEIGHBOURHOOD MEETING	35
6.0 PLANNING POLICY & ANALYSIS	37
6.1 Planning Act	38
6.2 Provincial Policy Statement (2020)	39
6.3 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)	41
6.4 Lake Simcoe Protection Plan	44
6.5 The City of Barrie Official Plan (2023)	45
7.0 AFFORDABLE HOUSING	50
8.0 SUPPORTING STUDIES	53
8.1 Urban Design Report	54
8.2 Traffic Impact and Parking Study	54
8.3 Functional Servicing Report	55
8.4 Stormwater Management Report	55
8.5 Affordable Housing Report	55
8.6 Hydrogeological Assessment	56
8.7 Geotechnical Report	56
8.8 Phase One & Phase Two Environmental Site Assessment	56
8.9 Shadow Study	57
8.10 Housing Needs Market Study	57
9.0 CONCLUSION	59

LIST OF FIGURES

Figure 1.	Subject Site	5
Figure 2.	Plan 51R-40544	7
Figure 3.	City of Barrie Official Plan Map 2 - Land Use Designation	7
Figure 4.	City of Barrie Zoning By-law	7
Figure 5.	Surrounding Context	8
Figure 6.	Allandale Station GO transit Map	10
Figure 7.	Barrie Transit Map	11
Figure 8.	Allandale Hub Rendering (City of Barrie Public Information Centre Presentation)	13
Figure 9.	Surrounding Development Applications	16
Figure 10.	Site Plan	20
Figure 11.	Ground Floor	22
Figure 12.	7th Floor	22
Figure 13.	12th - 41st Floor	22
Figure 14.	East Elevation	23
Figure 15.	View From Lake Looking North West	24
Figure 16.	Landscape Plan	26
Figure 17.	Schedule 8 - Simcoe Sub-Area	42
Figure 18.	City of Barrie Affordable Housing Report (2022 Update)	52

LIST OF APPENDICES

Appendix 1.	Architectural Drawing Set
Appendix 2.	Draft Official Plan Amendment
Appendix 3.	Draft Zoning By-law Amendment

INTRODUCTION



Innovative Planning Solutions has been retained by Crown (Bradford) Developments Inc. to complete a Planning Justification Report in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to the City of Barrie Zoning By-law 2009-141, as amended, to permit a mixed-use development along the Bradford Street Intensification Corridor.

The subject lands are legally described as Lots 7, 8, 9, 10 and Part of Lot 6 west side of Bradford Street, Registered Plan 22, City of Barrie, and municipally known as 126-140 Bradford Street. The subject lands have an area of approximately 0.39 hectares with 89.9 metres of frontage along Bradford Street. See Figure 1.

The subject lands are currently designated as 'High Density' in the City of Barrie Official Plan and are zoned as 'General Commercial (C4)' in the City of Barrie Zoning By-Law.

The purpose of this report is to obtain approval for an Official Plan and Zoning By-Law Amendment to rezone the subject lands to Central Area Commercial

- 2 with Special Provisions (C1-2)(SP-XX). The proposed OPA and rezoning is intended to facilitate the future development of one building consisting of a 6-storey podium and two (2) towers at a height of 45-storeys, which provides for a mix of commercial and residential uses.

This report will review the applicable policies found within the documents noted below to demonstrate consistency and good planning principles:

- The Planning Act
- Provincial Policy Statement, 2020 Consolidation
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Lake Simcoe Protection Plan, 2009
- City of Barrie Official Plan, Adopted 2023
- City of Barrie Zoning By-Law, 2021 Consolidation



Figure 1. Subject Site

LOCATION & CONTEXT

A large, light gray number 2 is centered on a dark gray rectangular background. The background is a solid dark gray rectangle that occupies the lower two-thirds of the page. The number 2 is a simple, sans-serif font, rendered in a light gray color that contrasts with the dark background.

2.1 Subject Site

The subject lands are located within the Built-up Area of the City of Barrie, and along an Intensification Corridor and within the Urban Growth Centre. The shoreline of Lake Simcoe is located approximately 360 metres east of the site. The subject lands have an approximate area of 0.39 hectares with 89.9 metres of frontage along Bradford Street.

The subject lands currently hold three (3) commercial buildings used as a foot clinic, massage therapy, and an auto care centre. The subject lands are completely paved to accommodate for parking, with trees and vegetation located along the west property line. The topography of the site is relatively flat.

The subject lands are subject to a 2 metre easement along the north property line. This easement is a vehicular and pedestrian access easement over the lands described as Parts 1 and 2 in Plan 51R-40544 (Figure 2). The existence of this easement means no buildings or structures can be built within this portion of lands that would affect the property to the north. Additionally, the subject lands benefit from an easement over Parts 3-6 of the above-noted reference plan located on the northern property.

Bradford Street is considered an arterial road (Map 4B of the City Official Plan) and is an Intensification Corridor (Map 1). As identified on Map 4A of the City of Barrie Official Plan, Bradford Street is planned to be provided with a cycling route, connecting to the City's Cycling Network. Bradford Street provides for a range of transit routes (Route 1A/B, 3A/B, 4A/B, 7A/B, 8A-south, and 8B-north) providing direct access to the Barrie Transit Terminal, the Allendale GO Station, and the future Allendale Transit Mobility Hub.

The subject lands are currently designated High Density on Map 2 - Land Use of the City of Barrie Official Plan (Figure 3), are located within the Urban Growth Centre and an Intensification Corridor on Map 1, and within a Wellhead Protection Area - B (WHPA-2) and Significant Groundwater Recharge Area (SGRAs) on Map 7. The subject lands are currently zoned 'General Commercial (C4)' in the City of Barrie Zoning by-law (Figure 4).

As per the City of Barrie Official Plan, the Urban Growth Centre is the *premiere hub for business, residences, and visitors*. The area is intended to provide for a range of uses and will be the major focus of economic growth, civic identity, and celebration. The Urban Growth Centre is further expected to be a complete community and will have a concentration of the highest densities and widest mix of uses in the City.

Similarly to the Urban Growth Centre, Intensification Corridors are also identified by the City of Barrie Official Plan as being a key intensification area. Intensification Corridors are identified as a Strategic Growth Area,

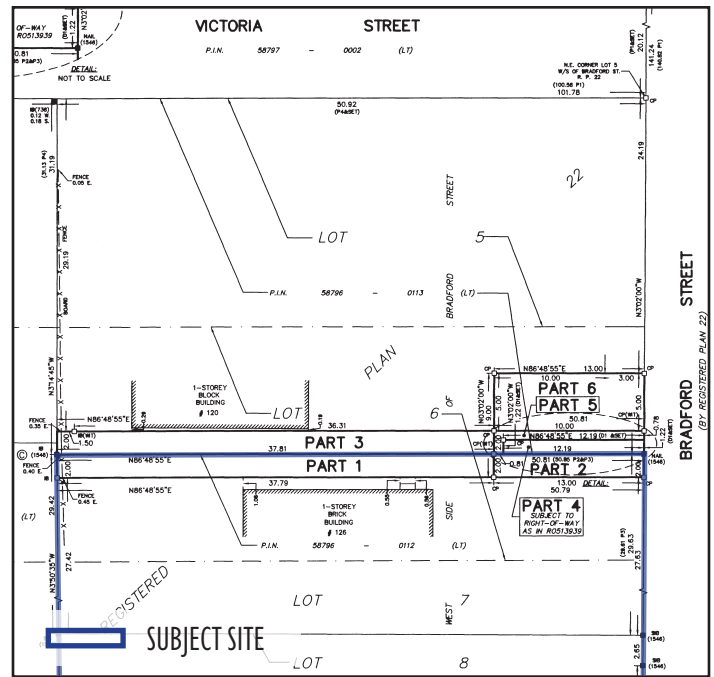


Figure 2. Plan 51R-40544

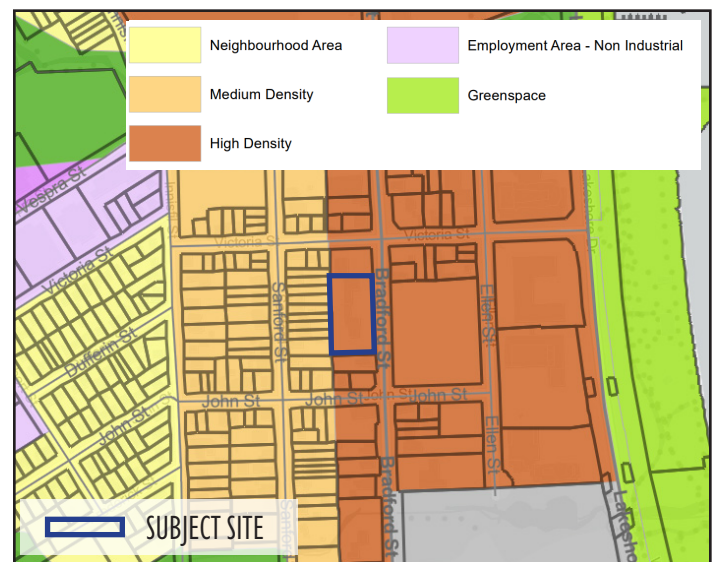


Figure 3. City of Barrie Official Plan Map 2 - Land Use Designation

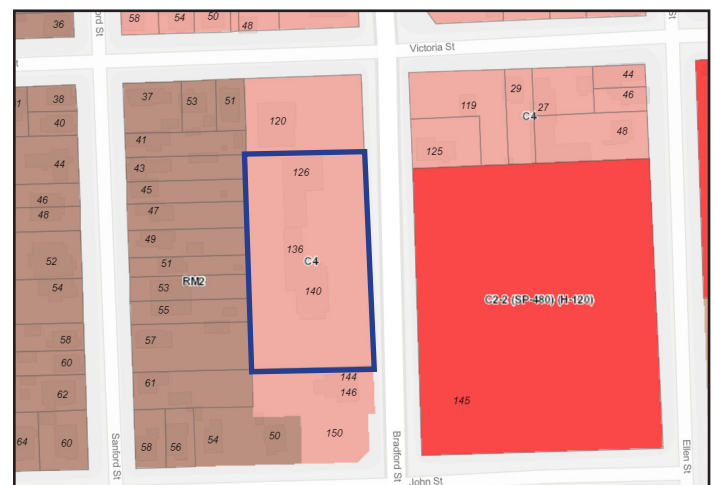


Figure 4. City of Barrie Zoning By-law

within the Official Plan, where higher densities and taller built forms are encouraged (2.3.3.h). As stated within the Official Plan, Intensification Corridors are intended to support transit-oriented development, providing for development that encourages public transit use and can support current and future investment into planned transit systems. Furthermore, intensification along Intensification Corridors will vary and is dependent on the applicable land use designation, ensuring high density developments are located within the High Density designation, such as the proposed. As per the City of Barrie Official Plan, policy contemplates that intensification will take place on both sides of the Intensification Corridor (Bradford Street).

Surrounding land uses are depicted in Figure 5 and are as follows:

- North:** Directly north of the subject lands, along Bradford Street, are commercial uses including the Barrie By the Bay Commercial Centre. Two development applications approximately 400m to the north along both sides of Bradford Street have recently been approved to permit the development of high-rise buildings that offer heights of 25 to 46 storeys (additional details provided in following sections). Further north, approximately 730 metres away is the Downtown Barrie Bus Terminal.
- South:** Directly south, along Bradford Street, are commercial uses in the form of offices, restaurants, personal services. Approximately 760 metres south is the GO Transit Allandale Yard and future Allandale Transit Mobility Hub.
- East:** East of the subject lands are commercial uses, along Bradford Street and Lakeshore Drive. Existing high-rise residential buildings are also located along Lakeshore Dr and provide heights of 16 storeys. Approximately 370 metres east is Lake Simcoe and the Barrie Waterfront, providing recreational and open space opportunities, and access to the lake.
- West:** Residential in the form of single-detached dwellings are located directly west; although these lands have been designated Medium Density in the new City of Barrie Official Plan and are expected to be developed with higher density built forms in the future. Further west are industrial land uses.



Figure 5. Surrounding Context



Future Development

Future Development

Commercial

Transit Routes

Cycling Network

Multi-Use Trail

Lake Simcoe

Residential

Barrie Waterfront

Commercial

Urban Growth Centre

Residential

Commercial

Intensification Corridor

Centennial Park

Dyments Pond Park

Brock Park

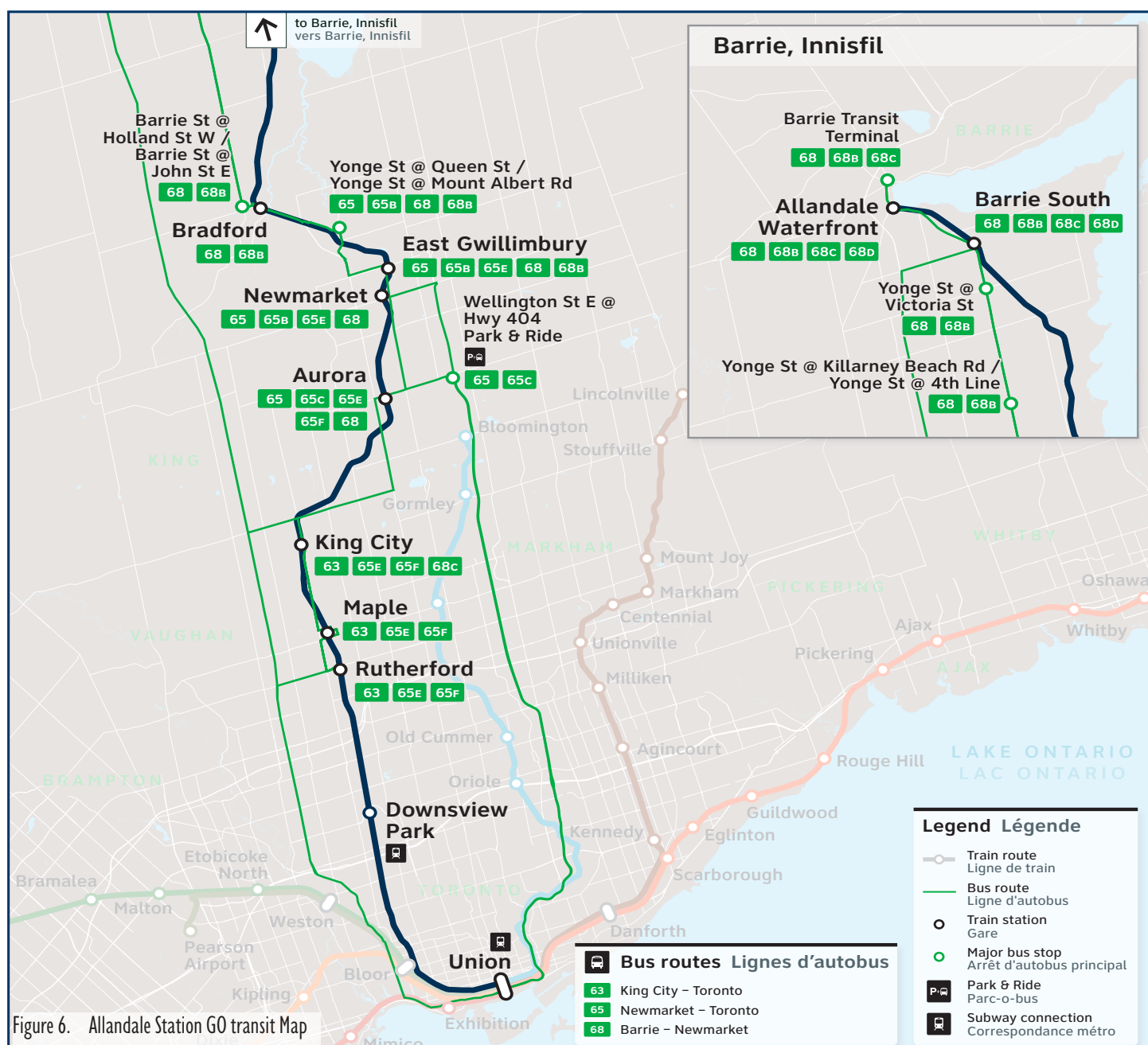
2.2 Transit

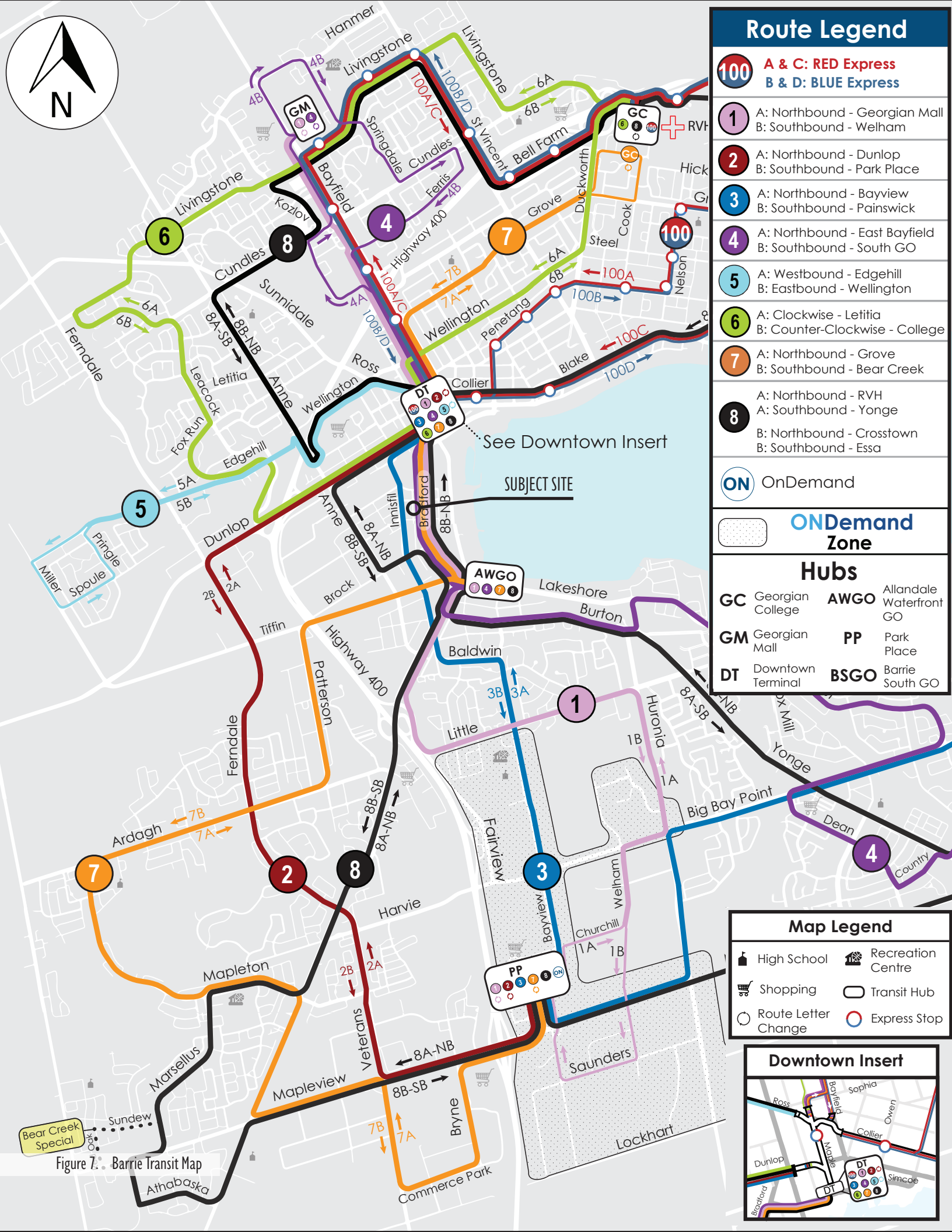
The Subject Lands are within 1 kilometre of two transit station areas and located along a transit route, providing direct access to each station area. The Downtown Barrie Bus Terminal is approximately 730 metres north and the future Allandale Transit Mobility Hub and Allandale GO Station is approximately 760 metres south of the subject lands.

The Allandale Waterfront station has weekday train service consisting of 7 trains southbound to Union Station in the morning, and 7 trains returning northbound from Union Station in the afternoon. At other times, GO bus route 68 operates hourly to Aurora GO Station where passengers can transfer to the all-day train service to Toronto. The current Allandale Station Go transit map is shown on Figure 6.

Weekend train service consists of 5 trains in each direction throughout the day. GO bus route 68 also operates hourly to Aurora GO station or East Gwillimbury GO station where passengers can connect to the hourly weekend train service to Toronto.

The current Barrie Transit System Map is shown on Figure 7. Existing routes located along Bradford Street are Routes 1A/B, 3A/B, 4A/B, 7A/B, 8A-south, and 8B-north.





Allandale Transit Mobility Hub

The Allandale Transit Mobility Hub will be located on Essa Road between Tiffin Street and Gowan Street approximately 760 metres away from the subject lands and is positioned to centrally locate a modern inter-regional transit hub with adjacency to the existing rail corridor. The hub is proposed to host seamless transit services and connections between Simcoe County, Muskoka, and the Greater Toronto Area (GTA). The City of Barrie Allandale Transit Mobility Hub project website describes the project benefits as the following:

“There are many anticipated benefits from building a new Transit Mobility Hub within Barrie’s Allandale area. The project will:

- *support Barrie Transit growth to best meet the needs and goals of today, and tomorrow.*
- *increase transit access to the Allandale GO station to provide a more sustainable travel choice and address parking constraints.*
- *provide seamless connections for Transit Riders between GO Trains/Buses and Ontario Northland for integrated transit access to Simcoe County, Muskoka and the GTA.*
- *provide a geographically centralized hub within the city.*
- *provide a safer transit site by encouraging safe circulation and linkages between bus, vehicular, and pedestrian traffic.*
- *provide express bus stops with a lay by on Essa to improve transit travel time.*
- *support increased ridership and the City’s Transportation Master Plan with targets to increase transit modal shares.*
- *support increased bicycle ridership with covered bike shelters and parking.*
- *provide easier access to tourism with multiple modes of transportation.*
- *support the City’s Official Plan by building within one of the City’s identified intensification and urban growth centre areas to promote growth as well as transit-centric developments.*
- *achieve Leadership in Energy and Environmental Design (LEED) Silver certification.*
- *provide an extremely efficient building by targeting Net-Zero design, which will reduce ongoing operating costs over the life of the building.*
- *create an aesthetically pleasing and fully accessible facility that is consistent with the Allandale Historic Train Station to augment the heritage of the area.*
- *provide backup emergency power necessary to maintain uninterrupted transit services during power outages.”*





Figure 8. Allandale Hub Rendering (City of Barrie Public Information Centre Presentation)

2.3 Surrounding Development Applications

Figure 9 shows surrounding development applications. Taller buildings and higher densities are proposed, and in some cases have been approved, in the surrounding area. Located in the UGC, along an Intensification Corridor, and within the High Density designation, this area serves as the focal point for higher-density growth and intensification in Barrie. Below provides additional details to surrounding development applications.

51—75 BRADFORD STREET & 20 CHECKLEY STREET

Status: Approved

Located approximately 360 metres north of the subject site, an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control application was recently approved to develop a mixed use project on the property, consisting of 4 towers ranging in height from 25 to 46 storeys.

34-50 BRADFORD STREET AND PART OF 125 DUNLOP STREET WEST

Status: Approved

Located approximately 400 metres north of the subject site, an application for Zoning By-law Amendment was approved on December 14, 2022 to permit two residential apartments buildings with a shared 6-storey podium and towers at a height of 29 and 25 storeys, providing a total of 623 residential units.

220 BRADFORD STREET

Status: Approved

Located approximately 480 metres south of the subject site of is an application for Site Plan Control which received approval in 2020 for the construction of a 14-storey apartment building with ground floor commercial uses.

41 & 43 ESSA ROAD AND 259 & 273 INNISFIL STREET

Status: Under Review

Located approximately 770 metres south of the subject site, an application for Zoning By-law Amendment is currently under review at the City to permit the development of 4 towers at 20, 29, 35, and 37 storeys, with two shared podiums consisting of parking and commercial uses at-grade.

272 INNISFIL STREET

Status: Approved

Approximately 825 metres south from the subject site is an application for Zoning By-law Amendment and Site Plan Control. This application recently received approval to permit the development of a 17-storey residential building with a townhouse podium that provides for a total of 333 residential units.

17 JACOBS TERRACE

Status: Approved

Approximately 870 metres south of the subject site is an application for Zoning By-law Amendment that has recently received approval to permit the development of a residential building consisting of two towers providing an overall building height of 19 and 23 storeys.

175 & 199 ESSA ROAD AND 50 WOOD STREET

Status: Under Review

Located approximately 1.25 kilometres southwest of the subject site is an Official Plan Amendment and Zoning By-law Amendment currently under review with the City to permit the development of townhouse units and 9 towers ranging in height from 12 storeys to 35 storeys.

Table 1 and Figure 9 depict the proposed and approved developments on surrounding lands, demonstrating their permitted heights. As demonstrated within Table 1, building heights of up to 46 storeys were permitted on surrounding lands through an Official Plan Amendment to the previous City of Barrie Official Plan. Although the subject application for Zoning By-law Amendment is submitted under the New City of Barrie Official Plan, the New Official Plan continues to recognize high density development and intensification on the subject lands, within the Urban Growth Centre and Intensification Corridor.

ADDRESS	BUILDING HEIGHT	APPROVAL STATUS	
		OLD OP	NEW OP
51—75 Bradford St. & 20 Checkley Street	Tower 1: 25 storeys Tower 2: 39 storeys Tower 3: 46 storeys Tower 4: 36 storeys	✓	
34-50 Bradford Street and Part Of 125 Dunlop Street West	Tower 1: 29 storeys Tower 2: 25 storeys	✓	
220 Bradford Street	Tower 1: 14 storeys	✓	
41 & 43 Essa Rd and 259 & 273 Innisfil St	Tower 1: 23 storeys Tower 2: 26 storeys Tower 3: 39 storeys Tower 4: 26 storeys	Under Review	
272 Innisfil Street	Tower 1: 17 storeys	✓	
17 Jacobs Terrace	Tower 1: 19 storeys Tower 2: 23 storeys	✓	
175 & 199 Essa Road and 50 Wood Street	Tower 1: 12 storeys Tower 2: 20 storeys Tower 3: 25 storeys Tower 4: 30 storeys Tower 5: 30 storeys Tower 6: 35 storeys Tower 7: 30 storeys Tower 8: 25 storeys Tower 9: 18 storeys	Under Review	

Table 1. Surrounding Development Applications

- SUBJECT SITE
- APPROVED
- UNDER REVIEW

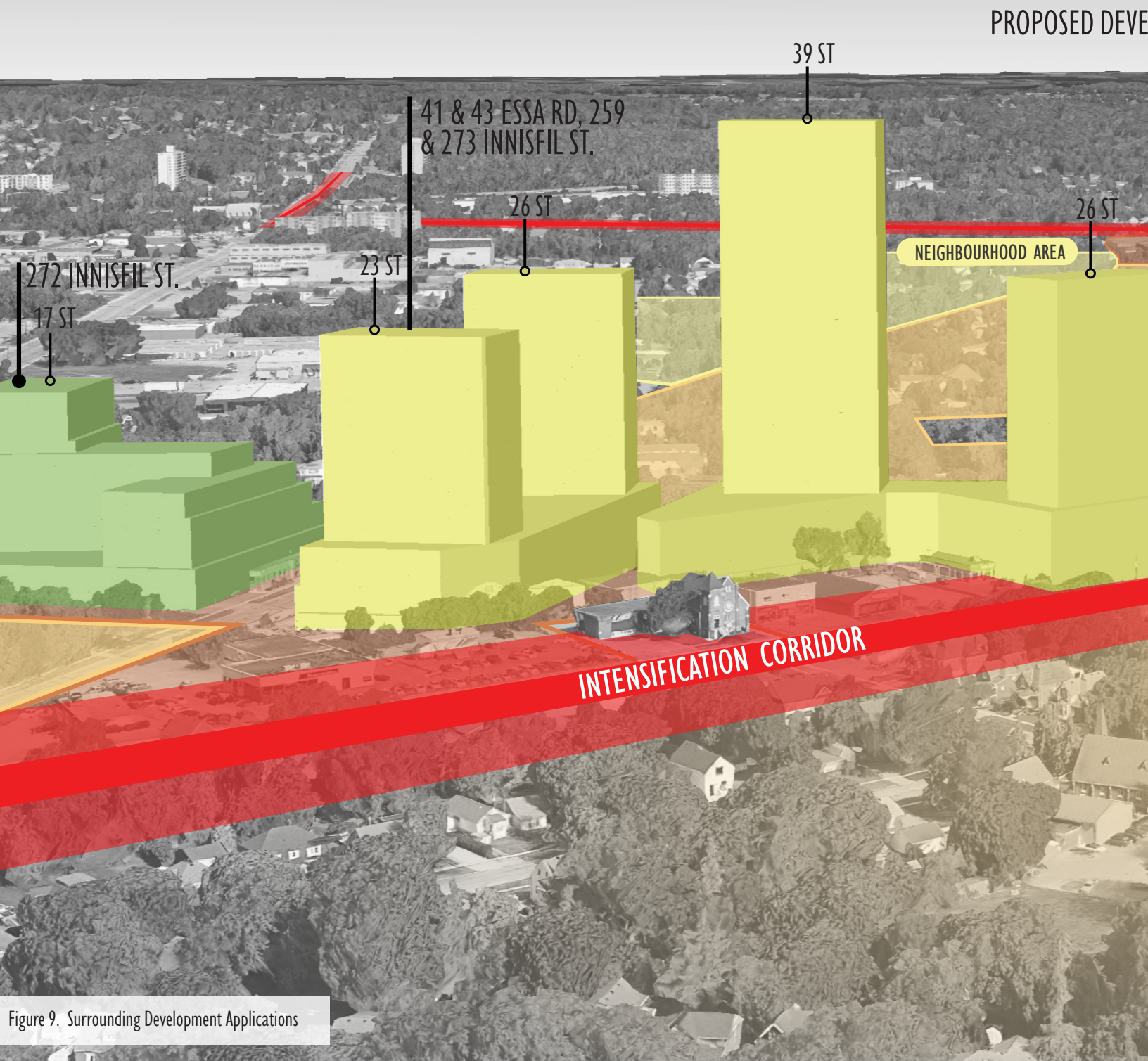
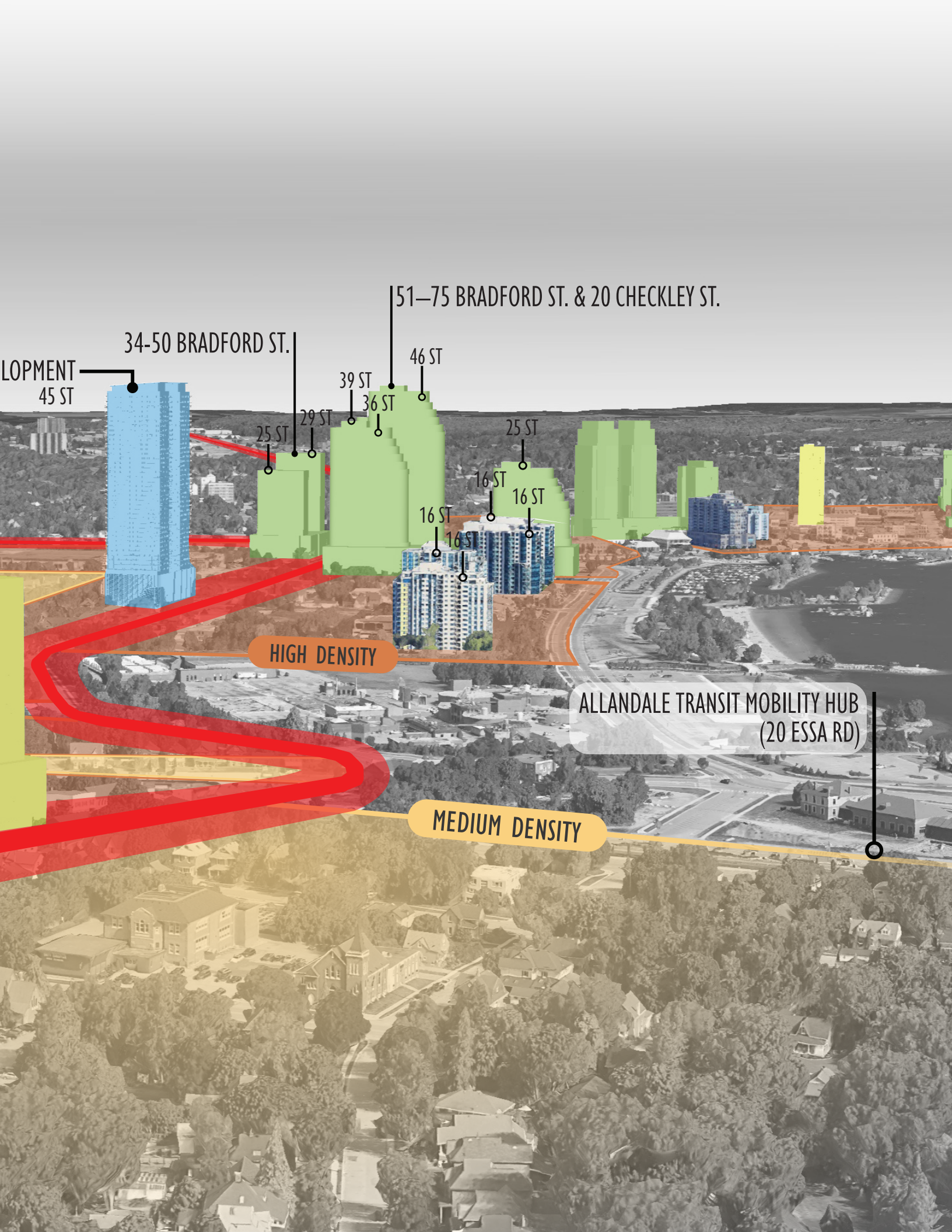


Figure 9. Surrounding Development Applications



LOPMENT
45 ST

34-50 BRADFORD ST.

51-75 BRADFORD ST. & 20 CHECKLEY ST.

25 ST

29 ST

39 ST

36 ST

46 ST

25 ST

16 ST

16 ST

16 ST

16 ST

HIGH DENSITY

ALLANDEALE TRANSIT MOBILITY HUB
(20 ESSA RD)

MEDIUM DENSITY

DESCRIPTION OF THE PROPOSAL



3

3.1 The Proposal

The intent of this application is to obtain approval for a Zoning By-Law Amendment to rezone the subject lands from 'General Commercial (C4)' to 'Central Area Commercial - 2 with Special Provisions (C1-2)(SP-XX)'. The proposal represents an opportunity to provide for redevelopment and intensification along an Intensification Corridor and within the Urban Growth Centre, on lands designated High Density. The proposed Site Plan is included as Appendix 1.

The proposal includes one (1) mixed-use building with two residential towers, each forty-five (45) storeys in height and a shared six (6) storey podium with commercial at-grade. As a whole, the proposal will result in a total gross floor area (GFA) of approximately 51,383 m², comprised of 51,049 m² of residential GFA and 333 m² of retail/commercial GFA. The proposal will also provide approximately 1,509 m² of indoor amenity space and 14,810 m² of outdoor amenity space (including private balconies). In total, the proposed development offers 912 residential units, in the form of 1-bedroom and 2-bedroom options. The proposed development seeks to provide 15% of units, for a total of 136 units, as affordable housing units. The proposed development offers a total of 364 parking spaces, located within the podium structure (a parking ratio of 0.469 parking spaces per unit, excluding affordable housing units); and 912 bicycle parking spaces (a ratio of 1 space per unit). The proposal is anticipated to be a phased development, with phases to be determined as the project progresses.

The 6-storey shared podium provides an opportunity for vehicle parking, bicycle parking, building services, and mechanical equipment to be located internally and screened from the street. The podium level further activates the streetscape by providing at-grade retail spaces fronting onto Bradford Street. The podium makes efficient use of the land by providing outdoor amenity space for the building residents on the 7th floor, above the podium, and between the two towers.

Located above the shared podium are two towers providing an additional 39 storeys in height. Tower A and Tower B are nearly identical providing slim floor plates of approximately 705 m². A tower separation distance of 25 metres is provided and each tower is set back from the side property lines by 12.5 metres and setback from the rear by 5 metres. Tower A and Tower B each provide a total of 456 residential units, each made up of 304 one-bedroom units and 152 two-bedroom units.

A total of 2,989 m² of amenity space is provided above the podium on the 7th floor. The indoor amenity space (1,509 m²) takes up the entirety of the 7th floor for both Tower A and Tower B and overlooks the outdoor amenity space (1,480 m²) located adjacent and providing direct connection between amenity spaces. The outdoor amenity space provides for a range

of programming including outdoor dining, lounge area, shaded seating, and a swimming pool. Individual amenity space is further provided through individual balconies and/or terraces provided to each residential unit, consisting of a total combined area of 13,330.4 m².

Vehicle access is provided through one single entry/exit off Bradford Street; located centrally to the site and providing direct and convenient access to residents of both Tower A and Tower B. Main pedestrian access to retail space and residential lobbies are provided off Bradford Street. Pedestrian access is also provided to the residential towers through each level of the parking podium, ensuring safe pedestrian connections.

The proposed development considers surrounding land uses and designations to provide for a development that compliments the area. The overall building height is similar to that of approved developments in the area while the 6-storey podium contributes towards a pedestrian-scaled streetscape while providing for transition to the Medium Density designation located west adjacent. The adjacent lands designated as Medium Density are expected to be developed at increased densities and heights in the future; the 6-storey podium will contribute towards a transition to these expected developments. Additionally, the proposed development is within the 45-degree angular plane, measured from the Neighbourhood Area lands to the east. The proposed development will enhance the City of Barrie skyline and utilizes architectural techniques to provide for a well designed building.

The proposed density facilitates a development that is transit-supportive and encourages active transportation along the Bradford Intensification Corridor. Located adjacent to numerous City Bus Routes and within 1 kilometre of the Downtown Bus Terminal, Allandale GO transit station, and the future Allandale Transit Mobility Hub, the proposed development is easily accessible to a range of transit options, and reduces auto-dependency. Bradford Street has also been identified as part of the City's cycling network, and sidewalks are located on both sides of the street, providing for a development that is conveniently located to encourage active transportation.

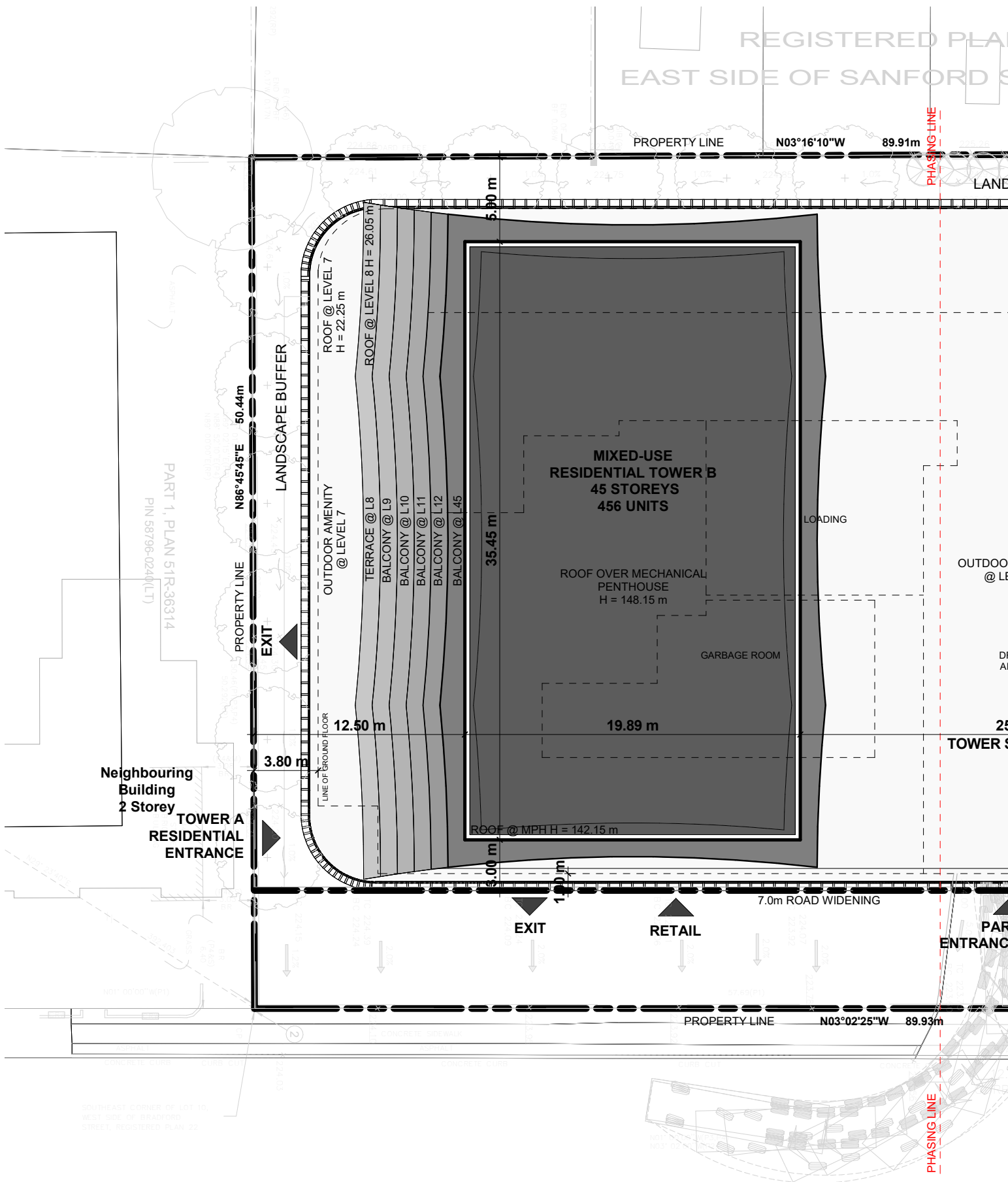


Figure 10. Site Plan

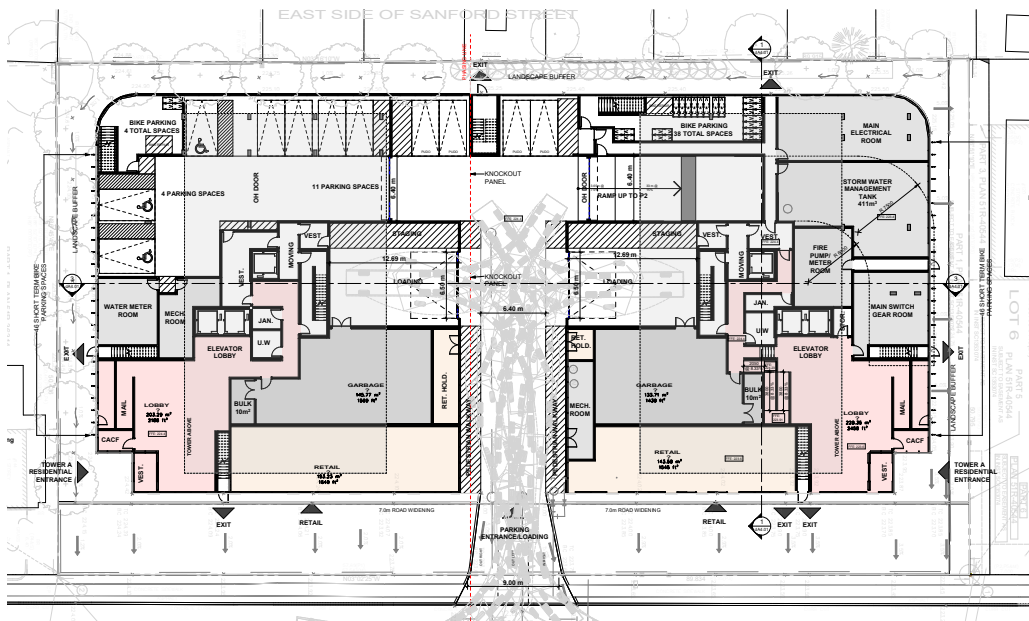


Figure 11. Ground Floor

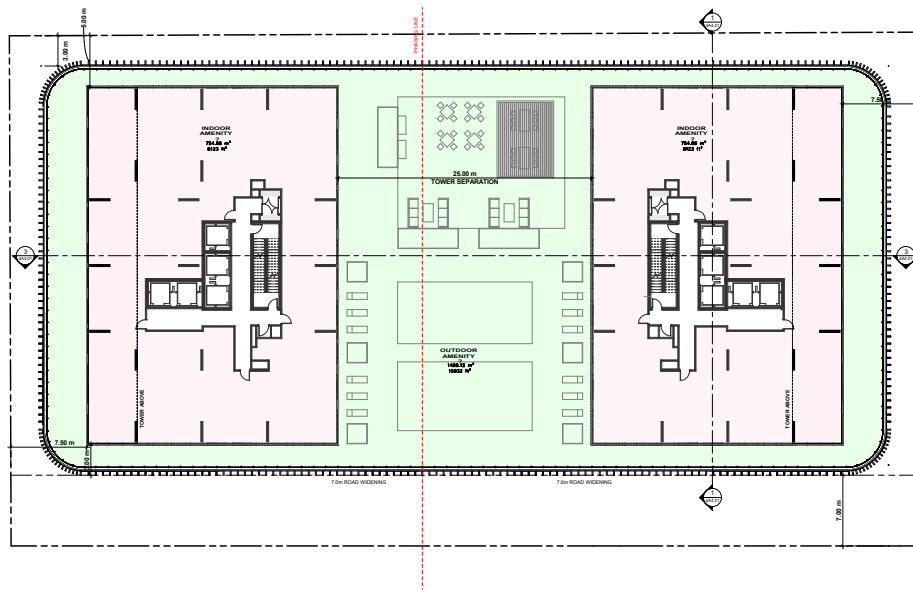


Figure 12. 7th Floor

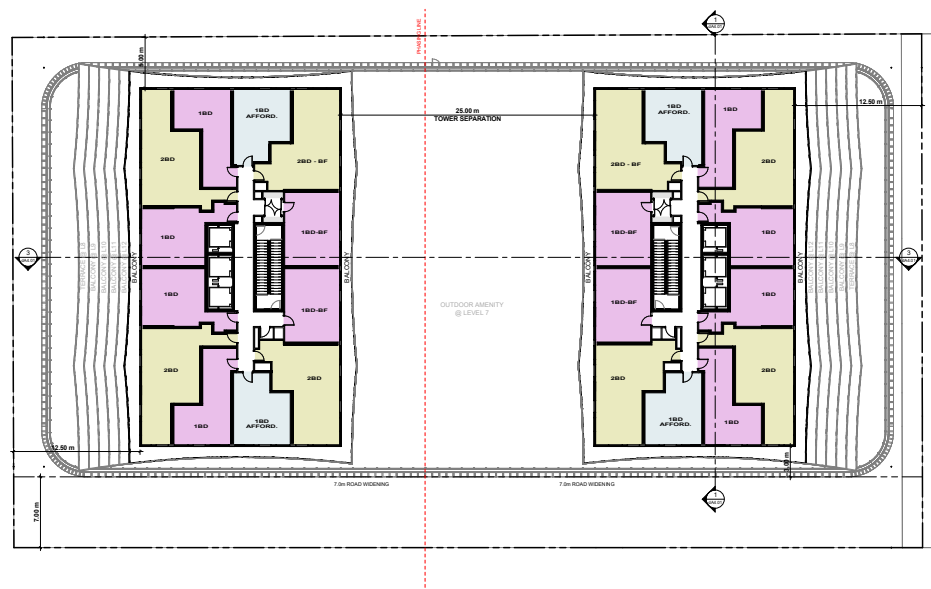


Figure 13. 12th-41st Floor

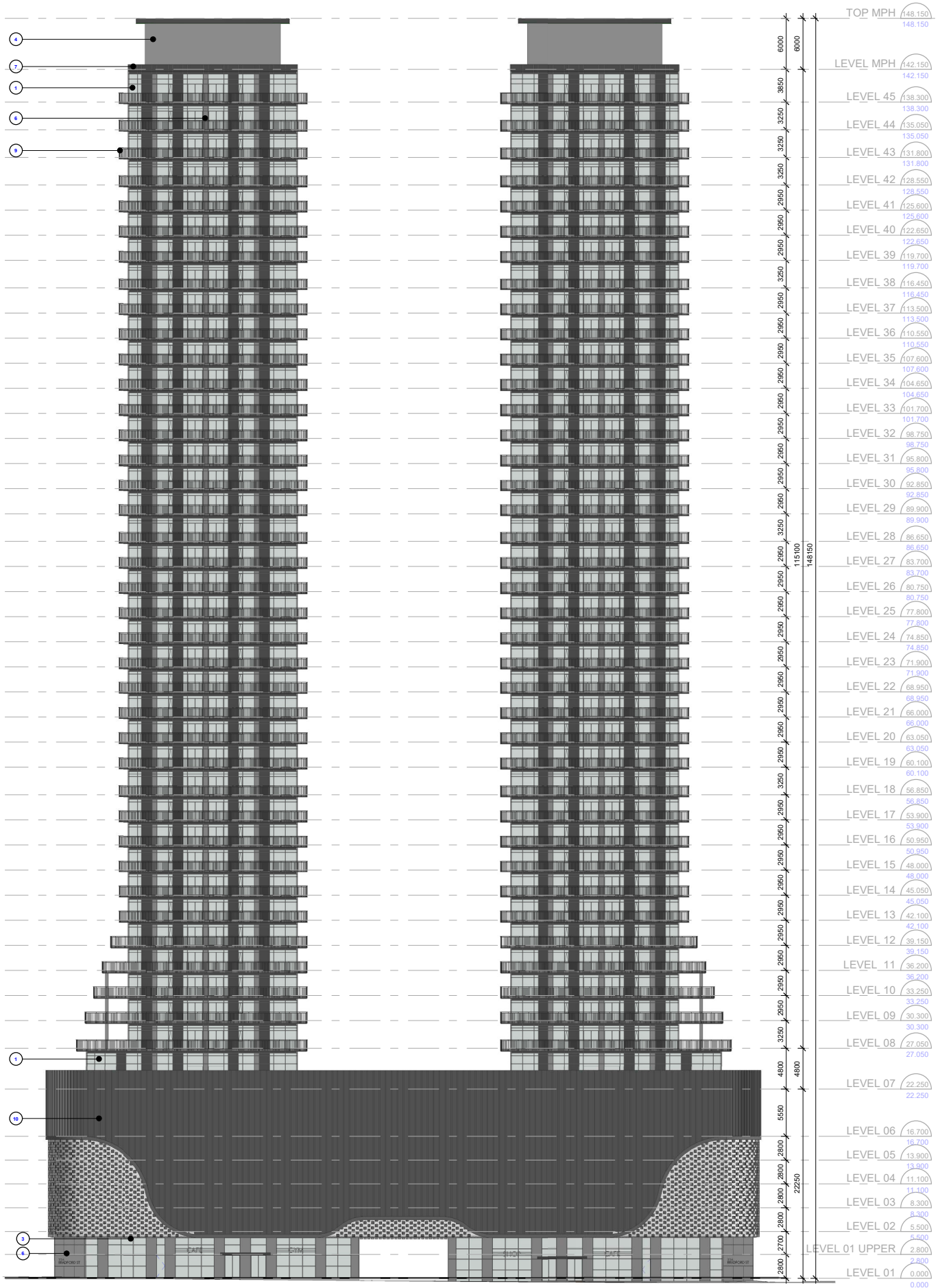
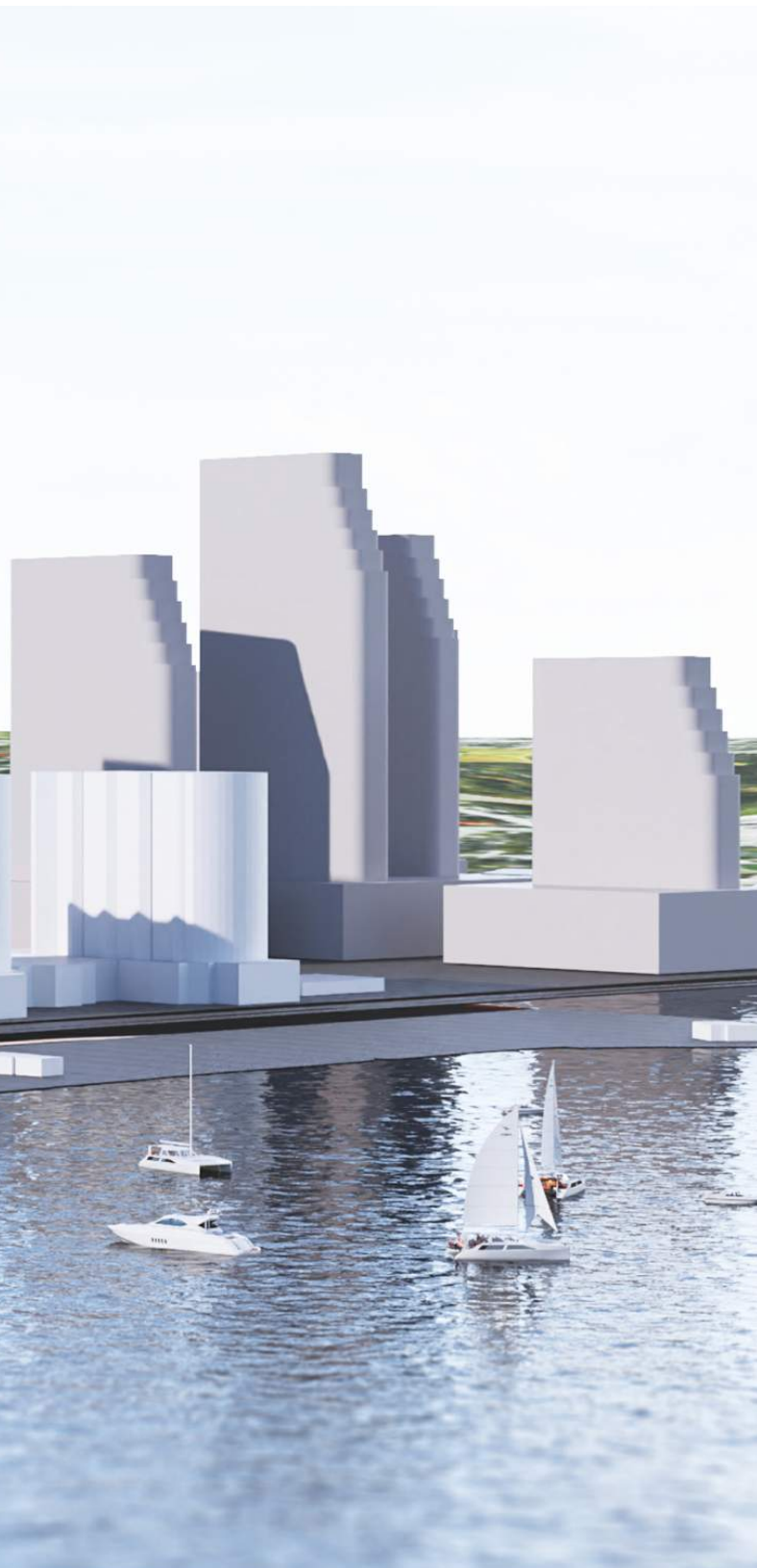


Figure 14. East Elevation



Figure 15. View From Lake Looking North West



3.2 Architectural Design Intent

The design of the proposed development has been influenced by the surrounding natural features of Lake Simcoe. The waves of Lake Simcoe have inspired the design of this proposal, reflected in the curves of the balcony profiles, and woven into the podium's architectural fabric. The curvilinear design pays homage to the adjacent lake, and creates a sense of fluidity and movement throughout the structure.

At the lower tower levels, the balconies sweep its form outward (similar to that of waves) to provide transition and to create a connection to the podium.

The inspiration of the waves of Lake Simcoe are further reflected throughout the choice and use of materials. The podium boasts an elevated material palette, carefully curated to connect design details to the tower above. This strategic use of materials serves to accentuate access points and pedestrian entrances, creating focal points of architectural moments that guide residents and visitors into the development.

Residents will enjoy an extensive amenity program that is thoughtfully integrated into the tower and podium. An expansive green roof, amenity and landscape program is providing residents with views to the lake, areas for leisure and respite, and designed to promote sustainability through LID measures.

3.3 Landscape Design Intent

The proposed landscape design includes the use of plantings at ground level and a rooftop amenity space, located above the podium level.

At ground level, a variety of trees and shrubs are located at the south and west sides of the building, offering screening from adjacent properties and softening the property boundaries.

The roof terrace offers a number of amenities, providing a total amenity area of 1,480 m². Amenities located on the rooftop include swimming pool, wading pool and associated outdoor lounge areas. The lounge areas accommodate for outdoor BBQ and dining areas, overhead trellis features with additional dining areas, outdoor sofas for gathering, and study areas. Each amenity type is set and defined through the use of landscaped planters.

The overall landscape design provides for a well thought out and efficient use of space.

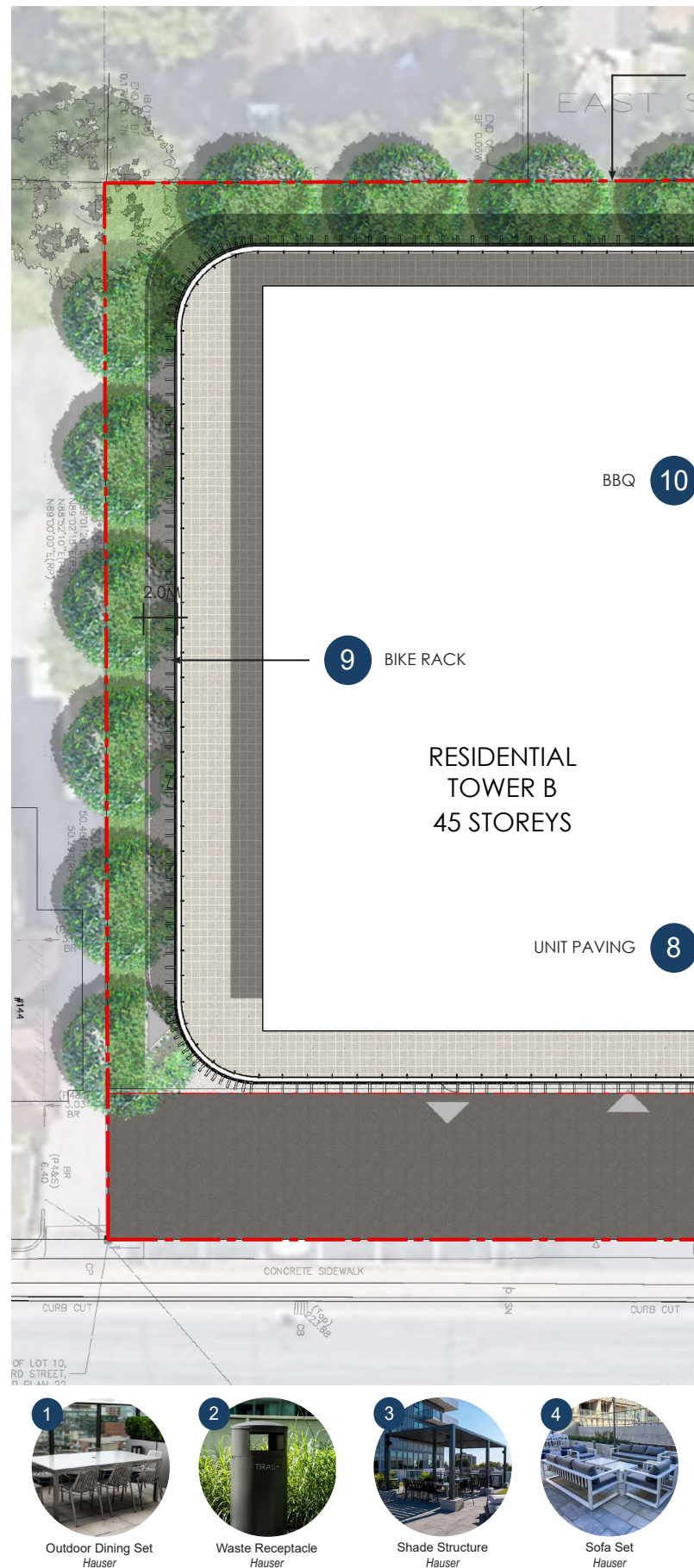


Figure 16. Landscape Plan



SUBJECT APPLICATIONS



4

4.1 Official Plan Amendment

A series of Official Plan Amendments have been identified, set out in Table 2, which are required to update the Official Plan in order to achieve alignment with Council's modifications, as detailed within the City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023.

On October 23, 2023, the Minister of Municipal Affairs and Housing announced that he would be reviewing the approval to the City of Barrie Official Plan, as approved April 11, 2023 by the previous Minister of Municipal Affairs and Housing. On December 6, 2023, Bill 150, Planning Statute Law Amendment Act, 2023 received royal assent, reversing the Provincial modifications to the City of Barrie's Official Plan, and bringing into effect the Official Plan adopted by Council on March 7, 2022, subject to a single amendment, Provincial modification number 66.

Also on December 6, 2023, the City of Barrie submitted to the Minister of Municipal Affairs and Housing the City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023, which responded to the winding back of the Official Plan, Bill 150, Planning Statute Law Amendment Act, 2023. These recommendations represent Council's intent and are before the Minister of Municipal Affairs and Housing for final approval.

The proposed Official Plan Amendment Application seeks to achieve policy alignment between the City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023 and the subject application. The proposed Official Plan Amendments mirror these recommendations and are set out in Table 2 below.

Please refer to the draft OPA text attached as Appendix 2.

POLICY NO.	IN-FORCE OFFICIAL PLAN AS ADOPTED BY COUNCIL MARCH 7, 2022	BILL 162 MODIFICATIONS, FEBRUARY 20, 2024
2.3.2 (d)	The Urban Growth Centre will be planned to: ii) <u>Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.</u>	The Urban Growth Centre will be planned to: ii) Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.
2.5 (l)	l) <u>The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan.</u> The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.	l) The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.
3.3.4 (a) (i)	High-rise buildings shall be designed with the following elements: a. For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium <u>shall</u> incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;	High-rise buildings should be designed with the following elements: a. For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium <u>should</u> incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;
3.3.4 (a) (ii)	c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower <u>will be</u> setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City; f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above <u>shall be</u> at least 30.0 metres; g. <u>In order to provide appropriate transition, towers will generally be setback 70.0 metres from lower-scale neighbourhoods and buildings or, as further described in the City-Wide Urban Design Guidelines, contained within an angular plane;</u>	c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower <u>should consider</u> a set-back a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City; f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above <u>should consider</u> a 30.0 metres separation g. Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings;

6.4.2 (e)	iii) <u>All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;</u> iv) <u>All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three-bedroom units or larger;</u>	iii) <u>All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;</u> iv) <u>All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies</u>
-----------	--	---

Table 2. Official Plan Amendment

4.2 Zoning By-law Amendment

The proposed Zoning By-law Amendment application will allow the lands to be rezoned to 'Central Area Commercial - 2 with Special Provisions (C1-2) (SP-XX)' which will facilitate the development of the proposal and facilitate development in alignment with the City's Official Plan.

A Draft Zoning By-law Amendment and Schedule are included as Appendix 3 of this Report.

Table 3 provides a zoning comparison of the 'C1-2' zone in relation to the proposal. The Special Provisions requested with the amendment are highlighted. These special provisions are considered minor, as they are not anticipated to cause adverse impacts to the surrounding area, nor do the proposed special provisions impact the overall functionality of the site. Additional discussion surrounding the proposed special provisions is provided below.

Special Provision 1 — Rear Yard — 3 m is provided, where 7 m is required.

The reduced rear yard is required to facilitate the proposed development and allows for the efficient use of the lands. The rear yard requirement only applies to lands adjoining residential. Where there are no residential lands abutting the rear yard, no minimum setback is provided. Although the adjacent lands to the rear currently consist of single-detached dwellings, this is not the intent of the City's planning objectives, as per the new Official Plan and new Draft Zoning By-law. Under the new Official Plan and Draft Zoning By-law, the lands to the rear are designated 'Medium Density' and zoned 'Urban Transition (UT)'. Under the Draft Zoning By-law the subject lands are zoned 'Urban Core (UC)'; both the 'UT' and 'UC' zones require a rear yard setback of 0.0 metres, and are not dependent on the abutting use. Based on the new Official Plan and Draft Zoning By-law, it is the intent of the City for the subject lands and surrounding lands to be developed significantly in the future.

The reduced rear yard setback is considered minor as it aligns with the City's future planning objectives, as per the new Draft Zoning By-law. For the time being, a rear yard setback of 3 metres accommodates for a building setback between the proposed development and the single-detached dwellings to the rear, and further provides for ample room to accommodate for a 3-metre landscape buffer.

Special Provision 2 — Gross Floor Area — 1311% of lot area is provided, where 600% is permitted.

The permitted gross floor area of 600% is not reflective of the 'High Density' or Urban Growth Centre (UGC) designations of the subject lands. Growth and development are expected to occur in these areas, with new development anticipated to occur in the higher density categories throughout the UGC and 'High Density' designation. Emphasis is placed on development locations with access to transit, infrastructure in place, access to open spaces, close to the downtown/waterfront and amenities. The proposal requests an increase to the Gross Floor Area. This is required to permit the total gross floor area of 51,383 m², which will further facilitate the proposed height and density. The increased GFA would provide for a built form that is comparable to recently approved developments within the UGC and 'High Density' designation and continues to align with the City of Barrie's Urban Design Guidelines, as detailed through the Urban Design Report, prepared by IPS. Additionally, the increased GFA would allow for the inclusion of 15% of the total proposed units to be designated as affordable, for a total of 136 affordable units.

Special Provision 3 — Building Height — 142 m is provided, where 15 m is permitted.

The proposed building height is required to facilitate the high density development, as the lands are designated. The City's Zoning By-law was approved in 2009 and therefore does not align with the new Official Plan which designates the subject lands as 'High Density' (approved in 2022). The proposed building height meets the intent of the New Official Plan and will enhance the City of Barrie skyline, while aligning with Urban Design Guidelines and maintaining appropriate transitions. To ensure appropriate transitions are provided, the proposed development fits within a 450 angular plane from nearby lands designated 'Neighbourhood Area'. The increased height will also contribute to the contribution of 15% of the total dwelling units being affordable, for a total of 136 affordable units.

Special Provision 4 — Coverage of Commercial Use — 7.5% is provided, where 50% is required.

A reduction in the required commercial use coverage is required in order to facilitate the proposed development. Through the proposed development, commercial uses are only provided at-grade, where such uses have a direct connection to the municipal sidewalk and can be conveniently accessed. Within the first floor uses, a development of this size needs to accommodate for residential amenity space (i.e. lobby and services), vehicle access, parking, as well as retail. Retail is provided within the front half of the building, facing onto Bradford Street, and takes up an approximate 60% of the front facade. No visual impact is provided through the reduction of commercial coverage from Bradford Street.

Special Provision 5 — Parking — 364 parking spaces are provided, where 776 parking spaces are required, excluding the affordable housing units.

The reduced parking seeks to provide a parking ratio of 0.469 spaces per unit, excluding the affordable housing units. A Traffic Impact Study was prepared by GHD, which included parking justification and evaluated the appropriateness of the reduced parking ratio. The reduced parking ratio can be supported through the location of the subject lands within the City of Barrie. The lands are located along Bradford Street, which is an Intensification Corridor providing direct access to multiple City of Barrie Bus Transit Routes, pedestrian network, and a cycling network. Additionally, in support of the proposed development a range of Traffic Demand Management (TDM) measures are proposed. They include a reduced vehicle parking supply, unbundled vehicle parking, pick-up / drop-off area, electric vehicle (EV) ready parking, abundant bicycle parking supply, bicycle repair station, internal and external cycling and pedestrian connections, PRESTO Transit Passes, information packages, transit screens / Visible Transit Information.

CENTRAL AREA COMMERCIAL – 2 WITH SPECIAL PROVISIONS (C1-2)(SP-XX)		
PROVISION	REQUIRED	PROVIDED
Lot Area (min.)	-	0.39 hectares
Lot Frontage (min.)	-	89.93 m
Front Yard (min.)	-	1 m
Side Yard (min.)	-	3.8 m
Side Yard Adjoining Residential (min.)	6 m	-
Rear Yard (min.)	-	3 m
Rear Yard Adjoining Residential (min.)	7 m	3 m
Lot Coverage (max.)	-	82%
Gross Floor Area (max. % of lot area)	600%	1311%
Building Height (max.)	15 m	142.15 m (excluding mechanical penthouse)
Max. Building Height (6.3.2)	10m within 5m of the front lot line and the lot flankage, 45m beyond 5m of the front lot line and the lot flankage.	22m within 3m of the front lot line and the lot flankage, 142m beyond 3m of the front lot line and the lot flankage
Min. Coverage of Commercial Uses (% of lot area)	50%	7.5%
Parking Standards – commercial (6.3.6)	Parking is not required for commercial uses and places of worship in the Central Area Commercial (C1) Zone.	0 spaces
Landscape Buffer – Apartment Dwellings (6.3.7.1)	Where an apartment dwelling is located in the Central Area Commercial (C1) Zone or the Transition Centre Commercial (C2) Zone, a continuous landscaped buffer area of a minimum width of 3m shall be provided along the side and rear lot lines.	3 m
Parking – Residential in the Urban Growth Centre (4.6.1)	912 spaces (1 space / dwelling unit)	364 parking spaces (0.469 spaces / unit, excluding affordable housing units)
B.F. Parking – over 100 spaces	28 B.F. Spaces (1 space plus 3% of required parking spaces)	21 B.F. spaces

Table 3. Zoning Matrix

NEIGHBOURHOOD MEETING



5

As part of the Zoning By-law Amendment process, the City requires a Neighbourhood Meeting to be held prior to a formal application submission. The Applicant is required to host the neighbourhood meeting in conjunction with Planning Services. The Neighbourhood Meeting provides the public an opportunity to hear details of the proposal and ask questions/provide feedback in the development.

A virtual Neighbourhood Meeting was held on Monday October 23rd, 2023, in which a presentation was given to introduce the development concept and proposed ZBA to the public.

Members of the public gave feedback in relation to the proposed development. Main themes arising from the Neighbourhood Meeting are detailed below.

BUILDING HEIGHT & DENSITY

Comments and concerns regarding the overall building height and density were brought forward by members of the public during the Neighbourhood Meeting. The proposed development provides for a building height of 45 storeys on lands adjacent to an Intensification Corridor (Bradford Street), within the Urban Growth Centre, and within the 'High Density' designation which permits the tallest building heights and densities within the City of Barrie. The proposed development provides for an architecturally significant design, designed by Kirkor Architects, which incorporates architectural elements to provide for transition to adjacent lands and will contribute towards an architecturally significant skyline for the City of Barrie. The building design incorporates a podium to limit the impact of height on the public realm and that provides for appropriate transition from future development of the adjacent lands designated 'Medium Density'. Additional transition is provided from nearby neighbourhood areas, ensuring that the proposed development fits within a 45° angular plane from the surrounding 'Neighbourhood Area' designation. The use of two towers maintains views to the sky and seeks to limit the impact of shadows on adjacent lands.

Additionally, the increased building height and density is needed in order to support the provision for 15% of the total units to be affordable, providing for 136 affordable housing units. The proposed building height is therefore appropriate for the area / subject lands.

A policy analysis and rationale supporting the increased height is detailed in Section 6 of this Planning Report.

SHADOWS

Comments and concerns regarding the shadow impact to adjacent lands were brought forward during the Neighbourhood Meeting. A Shadow Study has been prepared by Kirkor Architects that demonstrates the shadow impact

onto adjacent lands; this Shadow Study is provided within the Urban Design Report, prepared by Innovative Planning Solutions. As demonstrated within the Shadow Study, the shadows largely fall within lands designated 'Medium Density', 'High Density', and the Bradford Street right-of-way. These lands are expected to be developed to higher densities and building heights in the future, based on the Official Plan designations. Surrounding lands designated 'Neighbourhood Area' are only impacted by shadows in the early morning, these shadow impacts are therefore considered minor.

TRAFFIC & PARKING

Concerns regarding traffic and the reduced parking ratio were brought forward during the Neighbourhood Meeting. Concerns regarding the amount of traffic resulting from the proposed development and the impact on existing transportation networks are addressed through the Traffic Impact Study (TIS) prepared by BA Group. As stated within the TIS, the impacts of site related traffic activity are minor and can be acceptably accommodated on the area road network. Concerns regarding the amount of parking provided to residents was brought forward during the Neighbourhood Meeting. A total of 364 vehicle parking spaces are provided for 912 residential units. As stated within the TIS, the reduced parking supply is considered appropriate based upon *evolving provincial and municipal planning and policy context, evolving transportation context within the site area, review of progressive Zoning By-law standards and corresponding parking reductions across the Province, review of relatively low or decreasing resident parking approvals across the Province, review of area public parking facilities, ancillary nature of retail use, review of "no minimum" retail parking approvals in Barrie, and diverse TDM strategies proposed for the site*. Refer to TIS for additional details and rational.

SCHOOL DISTRICTS

Concerns regarding the capacity of schools needed to service the proposed development were brought forward during the Neighbourhood Meeting. In response to these concerns, the School Board will have a chance to review and provide comment during the application process, once the submission materials have been circulated to the various agencies. Any concerns brought forward by the School Board will be addressed through the application review process.

PLANNING POLICY & ANALYSIS



6

6.1 Planning Act

The Planning Act (The Act) is provincial legislation that describes how land uses are controlled, and by whom. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment, and the creation of healthy communities within the provincial policy framework focused on provincial interests and fairness.

Section 2 of *The Act* specifies that all parties engaged in land use planning activities under *The Act* shall have regard for matters of provincial interest. In our assessment, relevant interests include:

- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) *the orderly development of safe and healthy communities;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians*
- (r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place*

The proposed development and ZBA application aligns with Section 2 of *The Act* in consideration of the following matters:

- The proposed development provides for infill, mixed-use development on underutilized lands, promoting residential development that efficiently uses land, sewer, and water services and provides for orderly development.
- The proposed development provides for a transit-supportive built form, providing for increased densities in proximity to a range of transportation options including public transit, cycling networks, and pedestrian modes of transportation.
- The proposed development offers a range of housing options that include 1 and 2-bedroom unit options, facilitating an adequate provision of a full range of housing and addressing market demand. The proposed development further proposes 15% of the overall unit count to be dedicated as affordable, contributing 136 units towards much needed affordable housing options within the City of Barrie.



- The proposed development provides for small scale employment opportunities through the implementation of at-grade commercial uses.
- The proposed development provides for a well-designed built form that encourages a sense of place through the activation of the Bradford Street streetscape.

Section 3(1) of the Planning Act establishes the framework whereby the Province may issue policy statements relating to matters of provincial interest. Section 3(5) requires that a decision the council of a municipality shall be consistent with policy statements issued under Section 3(1). A review of the Provincial Policy Statement is provided in the following section.

6.2 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of Provincial Interest related to land use planning and development. The PPS is a key part of Ontario's policy-led planning system and sets the policy foundation for regulating development and land use while protecting resources of provincial interest.

The PPS recognizes the subject lands as being within the City of Barrie Primary Settlement Area. The following policies are analyzed in relation to the subject application.

Managing and Directing Land Use

Section 1.1.1 of the PPS provides development goals for healthy, liveable, and safe communities. They highlight the importance of accommodating for a mix of uses and a range of residential types, while also providing efficient development and land use patterns (1.1.1.a/b). These policies aim to integrate planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve development that is cost-effective, optimizes transit investment, and minimizes land consumption and servicing costs (1.1.1.e).

The proposed development supports the Province's goal of building healthy, liveable, and safe communities within the City of Barrie Primary Settlement Area. The proposed development provides residential and commercial uses within a Primary Intensification Corridor and designated High Density. The subject lands are located within the Urban Growth Centre, where a mix of uses are encouraged including, office, local commercial, parks, and transit. The proposed development provides for a mix of 1 to 2-bedroom unit options and provides for 15% of units (136 units) to be identified as affordable; ensuring a range of housing options is provided. The density and compact built form ensures the efficient use of land, infrastructure, services, and public facilities. The proposed development further provides for a transit-supportive development by providing for an increased density along a transit route and in proximity to a range of transportation options, limiting dependence on the automobile.

Settlement Areas

Section 1.1.3 of the PPS states policies for Settlement Areas, stating them as being the focus for growth and development (1.1.3.1). Section 1.1.3.2 states that:

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid*



the need for their unjustified and/or uneconomical expansion;

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed*

The proposed development provides for a mixed-use development along an Intensification Corridor and provides for an efficient use of land, infrastructure, and resources through its compact built form, further contributing to a development that supports active transportation through its close proximity to a range of uses. The proposal further contributes towards a transit-supportive development as it is provided direct access to Bradford Street where a range of transit routes are available, along with sidewalks and cycling networks are located, and is in proximity to two transit stations, the City of Barrie Transit Hub, the Allandale GO Station, as well as the future Allandale Transit Mobility Hub.

The proposal further aligns with the policies of the PPS as it provides for intensification within the existing built-up area, maintains a compact form, provides for a mix of uses, and brings new densities to the area along an intensification corridor (1.1.3.6); supporting the efficient use of land, infrastructure, and public service facilities.

Housing

Section 1.4 of the PPS states policies for Housing with the goal of providing for an appropriate range and mix of housing options and densities in order

to meet the current and future needs of residents (1.4.1). Section 1.4.3 places an obligation on planning authorities to provide for an appropriate range and mix of housing options and densities in order to meet the projected market-based and affordable housing needs of current and future residents. These objectives are to be achieved by providing for housing that is affordable; directing new housing to areas with appropriate levels of infrastructure and public services; promoting densities that efficiently use land, resources, infrastructure, and support the use of active transportation and public transit; and by prioritizing development and intensification in areas with proximity to transit (corridors and stations).

The proposed development provides for much needed housing opportunities along the Intensification Corridor and within the Urban Growth Centre where a mix of uses, resources, infrastructure, and public service facilities are available and can be efficiently used. The proposed development provides much needed housing to the area and responds to market demand. The proposal provides for more attainable housing options by providing for a mix of unit sizes while contributing 15% of the total proposed residential units as affordable housing (136 affordable housing units). This will help the Province and Municipality in meeting their affordable housing targets.

The proposed development further provides for densities that efficiently use land and resources while supporting active transportation through direct connections to municipal sidewalks and location along existing/planned cycling network, providing direct access to the Waterfront, Downtown, and other areas of Barrie. Furthermore, the proposed development is transit supportive through its location along existing bus routes and direct access to the Barrie Transit Terminal and the Allandale GO Station; the increased density further supports existing and future transit infrastructure and investments.

Sewage, Water and Stormwater

Section 1.6 of the PPS speaks to Infrastructure and Public Service Facilities. Specifically stating municipal services as the preferred method of servicing, as provided in Section 1.6.6.2.

A Functional Servicing Report and Stormwater Management Plan have been prepared by GHD which details the proposed servicing and stormwater management plan, demonstrating alignment with Section 1.6.6.7 of the PPS. The proposed development will have access to municipal services, as preferred by the PPS. The proposed stormwater management measures can be implemented to maintain acceptable water quality and post-development flow rates, in accordance with the standards and guidelines of the various review agencies including the City of Barrie, Lake Simcoe Region Conservation Authority (LSRCA) and Ministry of the Environment, Conservation, and Parks (MECP).

Transportation Systems & Transportation & Infrastructure Corridors

Section 1.6.7 of the PPS speaks to the provision of transportation systems, encouraging development patterns that minimize the length and number of vehicle trips, and support the use of transit and active transportation, stating the following:

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development provides for a transit-supportive density in a location where existing transit routes are provided and where additional transit investment is expected to occur, within the UGC and in proximity to the Barrie Transit Terminal and the future Allandale Transit Mobility Hub.

Reducing auto dependency is encouraged through the proposed development. Active transportation is encouraged as the proposal is walking distance to a variety of services, various amenities, and open spaces. Transit use is encouraged as direct access to transit is provided along Bradford Street, which provides connections to the GO Transit System and additional bus routes through connections at the Barrie Bus Terminal. Through the above, the proposal seeks to provide development that makes efficient use of the transportation facilities provided and planned along Bradford Street and within the UGC.

Long-Term Economic Prosperity

Section 1.7 focuses on how to achieve and support long-term economic prosperity. In adherence to the policies of Section 1.7, the proposal promotes redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and supports the continued viability and vitality of Bradford Street.

Energy Conservation, Air Quality and Climate Change

Section 1.8 contains policies relating to energy conservation, air quality and climate change. In alignment with the policies of Section 1.8, and to provide development that supports energy conservation and efficiency, improved air quality, and reduced greenhouse gas emissions, the proposal provides development of compact built form that is transit supportive and in proximity to open spaces.

Through a review of the applicable policies noted above, the proposed development demonstrates consistency with the Provincial Policy Statement.

6.3 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan provides guiding policies for the efficient and coordinated growth within the Greater Golden Horseshoe. The subject lands are recognized as being within the City of Barrie Primary Settlement Area. The following policies have been analyzed in relation to the application.

Settlement Areas

Similar to the PPS, the Growth Plan uses an intensification approach for development in Settlement Areas. Settlement Areas are identified as the focus of population and employment growth. Policy 2.2.1 provides the following:

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*

The proposed development aligns with the above-mentioned policies as it is located within the Primary Settlement of the City of Barrie, located within a delineated built boundary, has access to existing municipal water and wastewater services, located along the Bradford Street Intensification Corridor, located in proximity to existing transit, and supports the achievement of complete communities as defined by Section 2.2.1.4.

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to*



- accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;*

The proposed development provides for a mix of uses, providing for at-grade commercial that provides convenient access to local stores and contributes to a vibrant public realm along Bradford Street. The proposed development provides for new housing options within an intensification area, offering unit sizes and options that contribute to more attainable housing options that are accessible to a range of household sizes, incomes, ages and abilities. Additionally, the proposed development seeks to provide 136 affordable housing units (15%), further contributing towards the Province and City's

affordable housing targets and addressing the current housing crisis. The proposal will have access to a range of transportation options, reducing auto-dependency and reducing greenhouse gas emissions. Additionally the proposed development is located within the UGC where a mix and range of uses is encouraged.

The proposed development will permit the mixed use development of both residential and commercial uses, which will assist in achieving the population targets for the Region and City as set out in through this policy and in Schedule 3 of the Growth Plan. The proposal supports the Growth Plan's intensification and mixed-use directives by adding new residential units in an intensification area within the City of Barrie. These units will utilize existing and planned public infrastructure and focus new growth through intensification on an underutilized site.

Delineated Built Up Areas

Section 2.2.2 of The Growth Plan directs municipalities to encourage intensification generally throughout built-up areas and supports the achievement of complete communities. This project supports the policies by directing mixed-use intensification to land within an urban settlement area designated for growth. The proposal introduces a range of residential units to an area with various amenities and public service facilities in proximity within the Urban Growth Centre.

Section 2.2.2.3 provides strategies for municipalities to consider in order to achieve intensification within the delineated built up areas. Strategies include:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*

The City of Barrie Official Plan identifies the subject lands as being within the Urban Growth Centre and along an Intensification Corridor.

- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*

Given the location within the Urban Growth Centre, access to transit, connection to open spaces, the surrounding land uses, and the High Density designation, the proposed development is appropriately located to provide for mixed-use high density development in proximity to approved high-rise developments. The proposal has incorporated architectural features, such as pedestrian scaled podiums and angular plane provisions to create a transition in built form to adjacent lands.

- c) *encourage intensification generally throughout the delineated built-up area;*

The proposed development is located within the delineated built up area of the City of Barrie. In addition, the lands are located along the Bradford Street Intensification Corridor. These areas are targeted for intensification.

- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

The current zoning does not maximize the potential of the site to contribute to the achievement of complete communities. The application represents an opportunity to align the zoning of the lands with provincial policy directing growth to lands with access to existing infrastructure and public transportation. The proposed rezoning will further align with the City of Barrie's New Official Plan, which designated the lands as High Density.

- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*

The proposal will utilize the existing infrastructure in the area.

- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The City of Barrie Official Plan encourages high density, compact built forms, and transit-supportive developments within the subject lands.



Figure 17. Schedule 8 - Simcoe Sub-Area

Housing

Section 2.2.6 provides policies on housing to be considered by municipalities, on a municipal level. These policies seek to achieve the minimum housing targets while providing for a range and mix of housing types and densities that meet the needs of current and future residents. These policies seek to provide for complete communities while also supporting the minimum intensification and density targets set out in Section 2.2.2.1 of the Growth Plan. As stated in Section 2.2.2.1, the minimum intensification target for the City of Barrie is a minimum of 50% of all residential development occurring annually within the delineated built-up area.

In aligning with the goals and policies stated in the Growth Plan, the proposed development brings new housing options and provides for a higher density along the Bradford Street Intensification Corridor. The proposed development takes place along an intensification corridor with existing transit and public service facilities. The proposed development encourages complete communities by providing a mix of residential and commercial uses in the Urban Growth Centre, where a range of uses are provided and encouraged. The proposed development provides for a more compact built form and provides much needed housing, and affordable housing units, to the City of Barrie.

Simcoe Sub-Area

Section 6 of the Growth Plan provides more specific direction for the Simcoe Sub-area. *“The policies in Section 6 direct a significant portion of growth within the Simcoe Sub-area to communities 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 with a particular emphasis on primary settlement areas.”* Further, *“The policies in Section 6 recognize and support the vitality of urban and rural communities in the Simcoe Sub-area. All municipalities will play an important role in ensuring that future growth is planned for and managed in an effective and sustainable manner that conforms with this Plan.”* Barrie is considered a primary settlement area and the proposed development represents an opportunity for community growth and economic prosperity contributing to a more livable, compact, complete urban structure with good design and built form which will support the achievement of economic and environmental benefits.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the Growth Plan.

6.4 Lake Simcoe Protection Plan

The subject lands are within the Lake Simcoe Protection Watershed boundary and are therefore subject to the policies in the Lake Simcoe Protection Plan (LSPP). It is noted that the subject lands are not within an LSRC regulated area.

The LSPP establishes policies aimed at protecting, improving, or restoring the elements that contribute to the ecological health of the Lake Simcoe Watershed, including water quality, hydrology, key natural heritage and hydrologic features and their functions. The LSPP also aims to manage the effects of climate change, the impacts of invasive species, and reducing loadings of phosphorus and other nutrients of concern within the watershed.

The proposed development has proceeded with a Pre-Consultation Meeting with the City, which took place on November 24, 2022. Based on conversations and comments provided during the Pre-Consultation Meeting, the following reports and studies have been prepared in adherence with the LSPP:

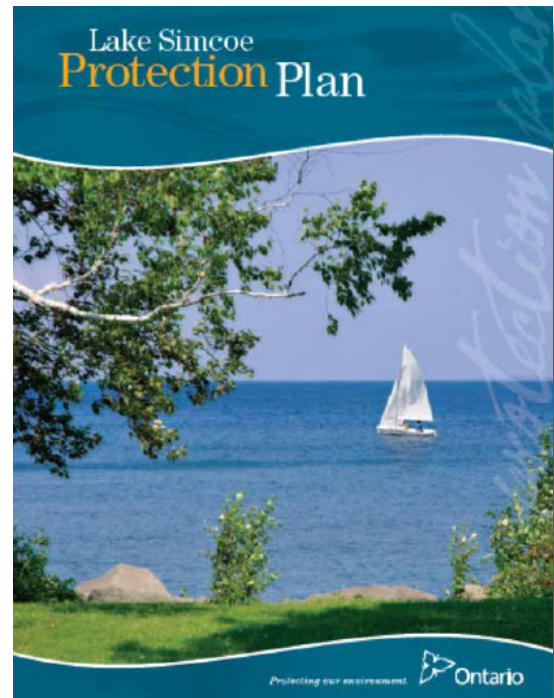
- Functional Servicing Report - Prepared by GHD
- Stormwater Management Report - Prepared by GHD
- Hydrogeological Report - Prepared by GHD
- Geotechnical Report - Prepared by GHD

The proposed development demonstrates further adherence to the LSPP as demonstrated below.

Chapter 4 of the LSPP contains policies regarding water quality, intended to identify and address sources that cause water quality impairment and to enhance existing water quality. The plan sets policies for sewage treatment, stormwater management, and construction activities. Section 4.8-DP states:

An application for major development shall be accompanied by a stormwater management plan that demonstrates:

- a. consistency with stormwater management master plans prepared under policy 4.5, when completed;*
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;*
- c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*



d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and

e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

The proposed development constitutes major development as defined by the LSPP, as the construction of a building having a ground floor area of 500m² or more. A Functional Servicing Report, Stormwater Management Report, and Phosphorus Budget have been prepared by GHD and submitted in support of this application. These reports assess the potential impacts of the proposed development and provide measures for how changes shall be minimized to ensure no negative impacts on the hydrologic systems.

Through a review of the applicable policies noted above, the proposed development demonstrates consistency with the policies and intent of the LSPP.

6.5 The City of Barrie Official Plan (2023)

The City of Barrie has recently updated their Official Plan which was approved by the Ministry of Municipal Affairs and Housing, with modifications, on April 11, 2023. On October 23, 2023, the new Minister of Municipal Affairs and Housing announced that he would be reviewing the changes made to the Official Plan by the previous minister. On December 6, 2023, *Bill 150, Planning Statute Law Amendment Act, 2023* received royal assent, reversing the Provincial modifications to the City of Barrie's Official Plan, bringing into effect the Official Plan adopted by Council on March 7, 2022. On the same date (December 6, 2023), Mayor Nuttall submitted the City of Barrie's recommendations on the Official Plan to the Minister of Municipal Affairs and Housing. The recommendations, that represent Council's intent, are not yet reflected in the current Official Plan. An Official Plan Amendment is required to permit the proposed development and seeks to reflect the recommendations of Council.

The City of Barrie Official Plan provides guidance for the consideration of land use, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises. The Official plan provides direction and guidelines to control growth and to not exceed the City's capacity to provide a healthy community environment. Growth and development within the City of Barrie is guided by the Provincial Planning Instruments, which identify the City of Barrie as a Primary Settlement Area within the Simcoe Sub-Area.

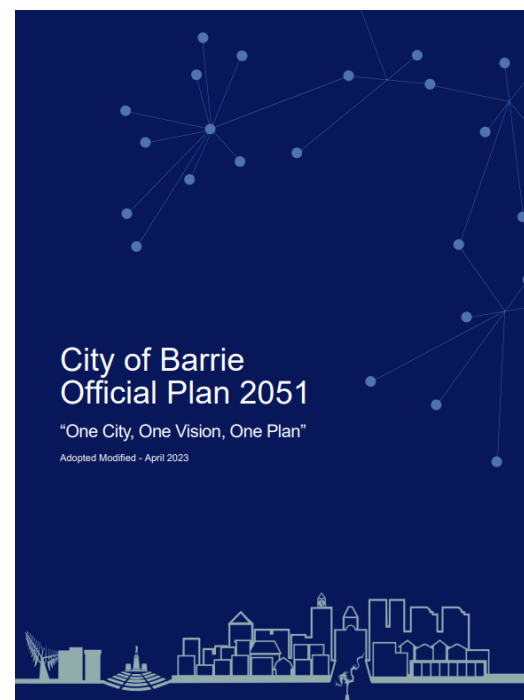
The lands are designated as 'High Density' on Map 2 - Land Use Designations and are located within the Urban Growth Centre and along an Intensification Corridor, as identified on Map 1 - Community Structure. As per Map 7 - Drinking Water System Vulnerable Areas, the subject lands are located with Wellhead Protection Area B (WHPA - B) (2 year capture zone) and within a Significant Groundwater Recharge Areas (SGRAs).

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

- 2.3.2 — Urban Growth Centre (UGC)
- 2.3.6 — Intensification Corridors
- 2.4 — Growth Management
- 2.6.3 — High Density
- 3.2 — General Urban Design Policies
- 3.3 — Built Form Types and Development Criteria
- 6.5 — Resource Resilience

Urban Growth Centre

Section 2.3.2 provides policies on the Urban Growth Centre, recognizing the UGC as the premiere hub for business, residences, and visitors; further stating that the UGC is intended to provide for a range of uses including



office, commercial, institutional, cultural, residential, and other uses. Section 2.3.2 states the following:

- b) *The Urban Growth Centre will be planned to be a complete community, and as a strategic location for the concentration of the highest densities and widest mix of uses in the city. This will transform the Urban Growth Centre into a dynamic place to live, work, shop, and connect.*

The proposed development aligns with the intent of the UGC as it provides for increased density in the form of a mixed-use development with commercial uses at-grade. The proposal contributes towards the achievement of complete communities, including the provision of affordable housing units (where 15%, or 136 units, are designated as affordable), and provides a dynamic place to live, work, and shop, and is in close proximity to the Barrie Waterfront.

- d) *The Urban Growth Centre will be planned to:*
 - i) *Achieve and maintain by 2031, by accommodating a significant amount of the City's forecasted population and employment growth, a minimum density of 150 persons and jobs per hectare (refer to Section 2.4.2.1 for calculation instructions); and,*
 - ii) *Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.*

Through the subject OPA application, new language is proposed to align with Council's recommended modifications, better aligning the Official Plan with Council's intent. Although an OPA is proposed, the subject application aligns with the policy of section 2.3.2(d) as it offers an increased density and further provides for a range of housing options providing for housing that is more attainable. Policy 2.3.2(d)(ii) applies a 20% affordable housing target to the Urban Growth Centre as a whole, and is not specific to each development site. The proposed development seeks to provide 15% of the total units (136 units) as affordable which will greatly contribute to the UGC's 20% target. In order to meet the provision for 15% as affordable housing and to provide for a cost efficient development, an increased height and density is required.

- e) *A high standard of design shall be achieved in the Urban Growth Centre by:*
 - i) *Working with stakeholders, transit providers, and other agencies to achieve design excellence with all public infrastructure projects in the Urban Growth Centre;*
- f) *To enable the area to become a complete community, the City will plan a critical population mass for the Urban Growth Centre that will attract food retailers to provide local residents with local access to fresh food options.*

In alignment with Section 2.3.2.e) an Urban Design Report has been prepared which demonstrates alignment with the Urban Design Guidelines of the City of Barrie and ensures that the proposed development achieves a high standard of Urban Design. The proposal further contributes towards complete communities by providing for new residential units (including 136 affordable units) in proximity to a mix of uses, with access to local transit, and active transportation networks.

Intensification Corridors

Bradford Street has been identified on Map 1 as an Intensification Corridor. As per Section 2.3.6, Intensification Corridors are planned for higher-density and mixed-use developments, as proposed.

- a) *The function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation.*
- b) *It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies.*
- c) *Intensification Corridors will be planned so that all new development*

and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure should also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.

- d) *For those street segments identified as Intensification Corridors:*
 - i) *The properties fronting those streets are the properties envisioned for development or redevelopment; and,*
 - ii) *Development or redevelopment, where possible, must be oriented towards those street segments.*

In alignment with Sections a) and c), stated above, the proposed development is transit-supportive, and supports active transportation as it provides for higher densities along existing transit routes and in proximity to the Downtown Bus Terminal and the Allandale GO Station, as well as the future Allandale Transit Mobility Hub.

In alignment with Section b) and d), stated above, the proposed development provides for two (2) high-rise towers similar to those approved on surrounding lands (within 400 metres of the subject lands). A pedestrian-scale podium is provided to limit the impact of height while the at-grade commercial uses are oriented towards the street, providing for an active streetscape. The proposed development aligns with the current land use as it offers a high-density development. An Urban Design Report has been prepared in support of the subject application, which demonstrates alignment with the urban design policies of the City of Barrie Official Plan.

Growth Management

Section 2.4 provides policies related to Growth Management which are consistent with the considerations of the Growth Plan. Section 2.4.2.1 states the following:

- a) *The City shall plan to accommodate a population of 298,000 people and 150,000 jobs by the year 2051, as per Schedule 3 of the Growth Plan.*
- c) *The City shall monitor development patterns, housing mix, and housing need to ensure an adequate supply of housing while transitioning toward more compact and sustainable development. Developments which contribute to an increase in medium- and high-density housing will be encouraged.*

Applicable policies of Section 2.4.2.2 - Built-up Area are detailed below:

- a) *The City will take a balanced approach to growth management by directing 50% of annual residential growth to within the Built-Up Area, in accordance with the following:*
 - i) *Development within the Built-Up Area shall be directed*

toward Strategic Growth Areas, including the Urban Growth Centre, the Allandale Major Transit Station Area and lands fronting onto Intensification Corridors as shown on Map 1;

- b) *The Built-Up Area will be planned to accommodate new development with a housing mix that is at least 74% high-density, with a substantial proportion of medium-density housing, and with limited low-density development*

In alignment with the above mentioned policies, the proposed development provides for a more sustainable development through its compact design, offering a high density development that is located within the Built-up Area, within the Urban Growth Centre, and along an Intensification Corridor. The proposed development will contribute towards a mix of housing options, including 136 affordable housing units, in an area where high-density development is permitted and encouraged, while further assisting the City in achieving their intensification targets.

High Density Land Use Designation

Section 2.6.3 provides policies on development for lands designated High Density, such as the subject lands. As per Section 2.6.3.1, mixed-use residential and commercial uses are permitted, such as the proposed. As per Section 2.6.3.2, ground floor frontages facing an arterial road (Bradford Street) shall predominantly consist of retail uses or non-residential uses in order to animate the public realm, such as the proposed. Section 2.6.3.3 provides development policies for the High Density designation, applicable policies are provided below:

- a) *Development is to be designed to a high architectural standard, be well-integrated with adjacent areas, as per Section 3 policies of this Plan, and shall ensure a safe and secure public realm.*
- b) *Where limited or no commercial and retail uses exist within 450.0 metres of a proposed development, a mix of uses would be required, as per the following:*
 - i) *The mix of uses would need to include a combination of two of the following: residential, commercial, retail, institutional and office use development; and,*
 - ii) *A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area.*

The proposed development will be designed to a high architectural standard

and implement urban design guidelines, as detailed within the Urban Design Report and below, satisfying the criteria of Section 3. The subject lands are located within the UGC where a mix of uses are provided, and within 450 metres of the subject lands. Notwithstanding such, the proposed development provides for a mixed-use building offering commercial at-grade.

- d) *Until further direction can be provided through a Downtown Master Plan, secondary plan, height review study or equivalent, heights in excess of 25 storeys may only be permitted in the Urban Growth Centre and Major Transit Station Area if justified and supported by evidence (e.g., through a market study), which demonstrates to the satisfaction of the City:*
 - i) *The need for additional height;*

The proposed development provides for a building height of 45 storeys within the Urban Growth Centre. In relation to policy 2.6.3.3(d)(i), there is a need for additional height in order to provide for much needed affordable housing units within the City of Barrie, and to accommodate for market demand. The proposed development seeks to provide for 15% of the total units proposed as affordable housing units. Due to high development costs, an increased building height is required in order to ensure a cost-efficient development and to provide for 136 affordable housing units (15%).

As per the Housing Needs Market Study, prepared by Altus Group Economic Consulting, the subject lands are appropriately located to accommodate high-rise development, stating the following:

- Situated just south of the Downtown area, on an arterial road connecting two main transit hubs; and located in an up-and-coming submarket that is expected to significantly intensify;
- The subject site has strong transit and vehicular connectivity, proximity to recreational opportunities and strong pedestrian connections to the Downtown;
- The Subject Site is located within the Downtown Barrie Growth Centre that has a target of 150 residents and jobs per hectare to be achieved by 2031. It is also within short distance from the Allandale Go Major Transit Station Area, which targets the same density;
- With surrounding approved developments with building heights over 30 storeys, the subject site is well situated to accommodate tall buildings without compromising and rather enhancing the quality and vibrancy of the surrounding area by attracting new commercial and infrastructure investment.

- ii) *Demand within the regional market area for housing units that could be provided through building heights above 25 storeys;*

As detailed within the Housing Market Study, there is regional market demand for new apartment dwellings. The increased height will assist the Region and City in meeting market demand. The Housing Market Study details demand within the regional market area stating that *the Barrie Census Metropolitan Area (CMA) requires some 20,000 new apartment units through to 2051*. The Report continues to state that the composition of future population growth is expected to be a mix of natural, domestic and international sources, including immigrants, foreign workers and foreign students who will be the dominant trend in population growth in Barrie CMA. As a result, apartment and high-rise apartment housing choices among newcomers will provide steady support to demand for new apartments. The Housing Market Study states that, *on net, the City of Barrie will need to approve an additional 12,865 apartment units for completion over the forecast period in order to meet projected need for apartments*. Based on the findings provided within the Housing Market Study, there is a need for additional height and there is demand within the regional market for new apartment dwellings.

- iii) *How additional dwelling units created as a result of the increase in height contribute to the provision of attainable, affordable or deeply affordable housing; and/or,*

The proposed development contributes towards attainable housing as it provides new housing options to the area, providing for a range of 1-Bedroom and 2-Bedroom options, that provide options for a range of house hold sizes and incomes. The proposed development further contributes towards the City's affordable housing targets as the proposed development seeks to provide 15% of the total residential units as affordable housing (136 units). Affordable housing units are greatly needed within the City of Barrie, due to the current housing affordability crisis. In order to accommodate for much needed affordable units on the subject lands, an increase in building height and density is required in order to ensure development remains cost efficient and possible. An Affordable Housing Report has been prepared by SHS Consulting in support of the proposed development and affordable housing targets. Additional details on the contribution of affordable housing units can be found within Section 7 of this Planning Report and within the Affordable Housing Report.

- iv) *Exceptional design — further guidance on this will be provided for in the City-Wide Urban Design Guidelines*

The proposed development maintains a high-quality of design, inspired by the natural features of Lake Simcoe, and uses architectural features to provide for screening, transition in scale, and visual interest. Furthermore, the proposed development will be architecturally significant and contribute towards the City of Barrie Skyline.

The proposed development maintains a high-quality of urban design that aligns with the urban design policies of the Official Plan and the City of Barrie's Urban Design Guidelines. An Urban Design Report has been prepared and submitted with this application that demonstrates how the proposed development implements good urban design.

- e) *Development within the Urban Growth Centre or Major Transit Station Areas shall have a minimum residential density of 300.0 units per hectare. Development on lands designated High Density outside the Urban Growth Centre or Major Transit Station Areas shall have a minimum residential density of 225.0 units per hectare.*
- f) *Buildings should be a minimum of 12 storeys.*
- i) *New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan.*
- j) *The policies 2.6.3.3(b)(i) and (ii) are not applicable to lands within the Urban Growth Centre and Major Transit Station Areas, since these lands are expected to develop as mixed use with ground floor commercial, retail and other permitted non-residential uses.*

The proposed development is appropriately located in proximity to other approved high-rise developments and provides for appropriate transition to surrounding lands. The proposal implements a pedestrian-scaled podium to limit the impact of height on the pedestrian realm and adjacent lands. The lands to the north and south are also designated High Density and are expected to be developed with high-rise buildings in the future. Land directly adjacent to the west are designated Medium Density; these lands are expected to be redeveloped with increased heights which will provide appropriate transition between the proposed high-rise development and adjacent neighbourhood area (approximately 200 metres away). The proposed development further provides for retail/commercial at-grade, providing for an active streetscape along Bradford Street.

Urban Design

Section 3 provides urban design guidelines that seek to achieve the City's objectives to become an attractive City, ensure transitions between different types of development, and achieve design excellence. Sections 3.2 and 3.3 provide specific policies on Urban Design and Built Form Types and Development Criteria. An in depth analysis of the urban design guidelines are provided for within the Urban Design Report, prepared by Innovative Planning Solutions and submitted along with the subject application. The Urban Design Report is meant to be read in conjunction with this report.

Under the in-force Official Plan, as adopted by Council March 7, 2022, an Official Plan Amendment is required to address sections 3.3.4(a)(ii) (c) and 3.3.4(a)(ii)(f). As stated within Section 4 of this planning report, an amendment to the Official Plan is proposed to better align the Official Plan with Council's intent, as detailed through Mayor Nuttall's letter to the Ministry of Municipal Affairs and Housing, dated December 6, 2023.

Under the current Official Plan, Section 3.3.4 (a)(ii) states the following:

- c. *Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower will be setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line; and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City;*
- f. *Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above shall be at least 30.0 metres;*

An Official Plan Amendment is required as the proposed development does not meet the required 12.5 metre tower setback from the rear yard line and it does not meet the required tower separation distance of 30.0 metres. These policies restrict site development, and while the proposed development does not comply with these policies, it provides consideration for an appropriate rear yard tower setback and tower separation distance. Lands to the rear of the subject property are designated 'Medium Density' and expected to be developed to a building height of 12-storeys. The reduced rear yard setback does not impact, or limit, the development potential of the 'Medium Density' lands located rear adjacent. Providing a tower separation distance of 30 metres would require smaller floor plates which would provide for a costly development and fewer units, which would impact the ability to provide for affordable housing units. Due to the size of the lot, a 12.5 metre rear yard tower setback and a tower separation of 30 metres does not support an efficient built form. The proposed development considers these setbacks and offers a reduced rear yard tower setback of 5 metres and a reduced tower separation distance of 25 metres.

Resource Resilience

Section 6.5 provides policies on resource resilience. The subject lands are identified as being within a Wellhead Protection Area (WHPA-B) and a Significant Groundwater Recharge Area, therefore the policies of this section apply.

As stated within Section 6.5.1.2, significant groundwater recharge areas are meant to improve or restore the quality and quantity of groundwater. In support of the policies of this section, a Hydrogeological assessment was completed by GHD to demonstrate the appropriateness of the proposed development.

In alignment with Section 6.5.1.3, Vulnerable Areas, the proposed development proposes residential and commercial uses, none of which are expected to pose a significant threat to drinking water.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the City of Barrie Official Plan.

AFFORDABLE HOUSING

A large, stylized number 7 is centered within a dark gray rectangular block. The number 7 is rendered in a light gray color, creating a strong contrast with the dark background. The block itself is positioned in the lower half of the page, below the title.

An Affordable Housing Report has been prepared by SHS Consulting in support of the proposed development. The Affordable Housing Report details the proposed affordable housing strategy and demonstrates its appropriateness. This section provides an overview of the affordable housing strategy in relation to the proposed development and policies of the City of Barrie Official Plan.

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach to much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue, as detailed below.

Section 2.3.3 of The City of Barrie Official Plan provides the following applicable policies:

- d) *The Urban Growth Centre will be planned to:*
 - ii) *Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.*

It is noted that the above mentioned policy, 2.3.2, is to be applied to the Urban Growth Centre as a whole, and not based on a single development site.

Section 2.5.1) of the City of Barrie Official Plan states the following:

- l) *The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.*

Section 6.4.2 of the City of Barrie Official Plan provides the following applicable policies:

- a) *The City will take measures to ensure that housing options meet the needs of all residents.*
- c) *As a measure of social and economic resiliency, the City will plan for and support the provision of attainable and affordable housing to meet the diverse needs of the city's residents, regardless of age or circumstance, so that all people can call Barrie home.*
- e) *The City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, health, economic, and well-being requirements of current and future residents. Further to this:*
 - i) *Development and redevelopment applications occurring outside of Employment Areas and through draft plan of subdivision, draft plan of condominium, site plan or part lot control shall be supported by an affordable housing*

report. The report will be prepared in accordance with the City's current terms of reference, and provide an opinion by a qualified professional as to how the proposed development or redevelopment provides housing to meet the needs of current and future residents;

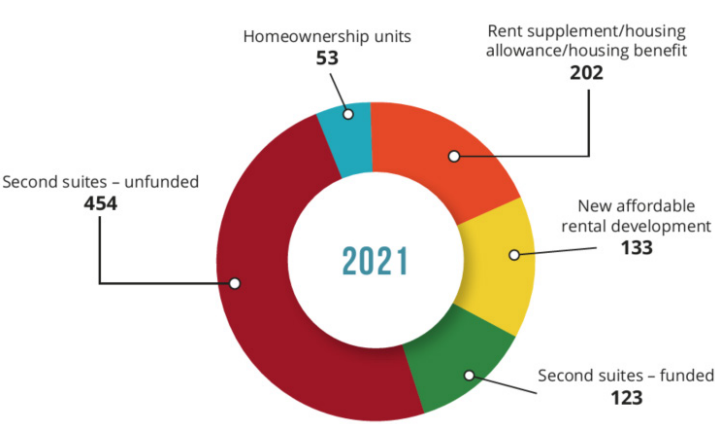
- ii) *Innovative and non-traditional housing types, arrangements, and forms will be encouraged where residential land uses are permitted to facilitate intensification and the creation of affordable housing units, subject to the Zoning By-law, including but not limited to: ancillary units, life lease housing, shared accommodations, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, and inclusive and accessible housing for people with special needs;*
- iii) *All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;*
- iv) *All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5.1), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three-bedroom units or larger; and,*
- v) *Consideration will be given to alternative parking ratios and development standards, the creation of a cash-in-lieu fund dedicated to affordable housing, and/or other alternative provisions of the implementing Zoning By-law to assist in the provision of affordable housing units.*

The affordable housing policies of the City of Barrie Official Plan seek to encourage the production of affordable and attainable housing options by promoting an appropriate range of housing types, sizes, affordabilities, and tenures. The proposal seeks to provide additional housing types to the area, accommodating for a range in household sizes and affordabilities; utilizing a built form that provides for more attainable housing options. The proposed towers are anticipated to be developed with various unit sizes, 1-bedroom and 2-bedroom, to support a range of incomes and household sizes. The proposed development is located within the Urban Growth Centre where a mix of uses are provided and encouraged, providing close proximity to shopping, community facilities, open space, public transit routes, and active transportation networks, all of which support high density housing which facilitates attainable housing options.

As stated within the City of Barrie Official Plan, at least 20% of housing units within the Urban Growth Centre are to be affordable. This target is to

be calculated based on the Urban Growth Centre as a whole and not per an individual development site. Further stated in the City's Official Plan, developments in the High Density designation are required to provide 15% of their housing units as affordable. In alignment with the policies of the Official Plan, the proposed development seeks to provide 15% of units as affordable, for a total of 136 units.

There is a current lack of affordable homeownership units available in the City, as demonstrated through a review of recently approved developments (Table 3) and the City of Barrie Affordable Housing Monitoring Report (Figure 18). As a result, the proposed development provides much needed affordable homeownership units to the City's affordable housing target and increases the overall attainable housing stock within the City of Barrie.



Source: County of Simcoe – Social Housing Department & City of Barrie - Development Services

Figure 18. City of Barrie Affordable Housing Report (2022 Update)

PROPERTY	STATUS	STOREYS	NUMBER OF AFFORDABLE UNITS
51-75 Bradford St & 20 Checkley	Approved	25-46 storeys	233 Rental Units (not specifically affordable)
34 Bradford St	Approved	25-29 storeys	None, however states that there are units without a parking space which are more affordable (parking ratio of 0.78 spaces/unit)
220 Bradford St	Approved	14 storeys	None
272 Innisfil St	Approved	17 storeys	None
17 Jacobs Terrace	Approved	19-23 storeys	None
41 & 43 Essa Rd	Proposed	23-39 storeys	None
70 & 76 Edgehill	Proposed	16 storeys	21 affordable units (~5%)
175 & 199 Essa Rd	Proposed	12-35 storeys	None

Table 3. Affordable Housing Units of Surrounding Development Applications

SUPPORTING STUDIES

A large, light gray number '8' is centered on a dark gray rectangular background. The number is composed of two thick, rounded strokes, giving it a modern, minimalist appearance. The dark gray background is a solid rectangle that occupies the lower two-thirds of the page, extending from the left margin to the right margin and from the top of the number to the bottom of the page.

The following is a summary of reports/studies which have been submitted in support of the applications and should be read in conjunction with the Planning Justification Report.

8.1 Urban Design Report

The Urban Design Report prepared by Innovative Planning Solutions dated February 2024 addresses the various guidelines and policies developed to direct urban design in the City of Barrie. The guidelines and policies have been reviewed against the proposed development demonstrating that the proposal is consistent with the intent and objectives of the City's direction for urban design, including the City's directive for design in Intensification Areas, design of tall buildings, and design of Mixed Use Areas. The Report addresses issues of urban design including but not limited to: built form and siting, high quality design and materials, streetscape, landscaping, pedestrian scale and walkability. It concludes that the proposal is aligned well with many of the Urban Design Criteria established by the City of Barrie.

8.2 Traffic Impact and Parking Study

A traffic impact study (TIS) was prepared by BA Group in support of the subject application and is dated January 2024. The Study reviews existing and future traffic impacts, transportation context, parking considerations, multimodal travel demand forecasting, and transportation demand management strategies; as detailed below:

TRANSPORTATION CONTEXT

- The site is well-situated relative to existing and planned transit services operated by Barrie Transit, Metrolinx (GO) Transit, and Simcoe County Transit. Notably, the site is located within 200 from local bus stops that provide direct connections to key local and regional transit destinations, including the Barrie Bus Terminal (approximately one kilometre to the north) and Allandale Waterfront GO Station (approximately one kilometre to the south).*
- Several city-wide transit improvements are being planned in Barrie to allow greater opportunities for future site users to travel a more extensive distance and with enhanced service to other local and regional communities. Such improvements include the development of the Barrie Allandale Transit Terminal, Downtown Mini Hub, Allandale Waterfront GO improvements, and Barrie Transit Vision (2025 Transit Network).*
- The existing infrastructure nearest the site include a mix of one and two-sided sidewalks and a Waterfront Trail located within a walkable distance from the site. As per the TMP, future pedestrian facilities (additional sidewalk infrastructure) and bicycle facilities (cycle tracks along Bradford Street and bike lanes along Victoria Street and Innisfil*

Street) are expected to significantly enhance active connections in all directions.

PARKING CONSIDERATIONS

- It is proposed to provide a reduced parking supply that intends to meet the City and Province's overarching mobility goals / sustainability targets and is suitable for the site. The vehicle parking supply provides 364 resident spaces for all market housing units (approximately 0.469 spaces per unit), including 21 accessible spaces, as well as an additional four short-term spaces to accommodate on-site pick-up / drop-off activity. It is proposed to provide no residential visitor, affordable housing unit, or retail spaces.*
- The proposed (reduced) vehicle parking standards have been assessed based upon a comprehensive assessment of key considerations including the evolving provincial and municipal planning and policy context, evolving transportation context within the site area, review of progressive Zoning By-law standards and corresponding parking reductions across the Province, review of relatively low or decreasing resident market parking approvals across the Province, review of area public parking facilities, ancillary nature of retail use, review of "no minimum" retail parking approvals in Barrie, and diverse TDM strategies proposed for the site.*

TRANSPORTATION DEMAND MANAGEMENT

The Transportation Demand Management (TDM) strategies proposed through this initial ZBA application are as follows:

- Reduced Vehicle Parking Supply*
- Unbundled Vehicle Parking*
- Pick-up / Drop-off Area*
- Electric Vehicle (EV) Ready Parking*
- Abundant Bicycle Parking Supply*
- Bicycle Repair Station*
- Internal and External Cycling and Pedestrian Connections*
- PRESTO Transit Passes*
- Information Packages*
- Transit Screens / Visible Transit Information*

TRAFFIC CONSIDERATIONS & OPERATIONS ANALYSIS

- The existing site, as surveyed, generates approximately 35 two-way vehicle trips during the weekday morning and afternoon peak hours. As part of the redevelopment of the subject site, these trips will be removed from the road network.*
- The site is anticipated to generate in the order of 200 and 240 net new two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.*
- Under existing traffic conditions, the key signalized intersections in the vicinity of the site all operate under capacity during the weekday*

morning and afternoon peak hours with overall volume-to-capacity (v/c) ratios of 0.51 or better.

- Under all future (future background and future total) traffic conditions, the intersections are anticipated to continue to operate under capacity. The impacts of site related traffic activity on the area signalized intersections are minor and can be acceptably accommodated on the area road network.

Please refer to the report for additional details.

8.3 Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by GHD in support of the subject application and is dated November 2023. The report presents a recommendation on a municipal servicing strategy that includes the provision of sanitary drainage, storm drainage, and water distribution / fire protection, in accordance with the City's standards and criteria.

SANITARY SERVICING

As stated within the FSR, an existing sanitary sewer is located along Bradford Street; the proposed sanitary services will provide for a connection to the existing sanitary sewer location. As stated within the FSR, *the existing sanitary sewer system will be sufficiently sized to accommodate the post-development sanitary flows anticipated by the planned growth outlined in the Simcoe County Official Plan and the City of Barrie Official Plan, and as proposed by this development.*

WATER SERVICING

Water supply in the vicinity consists of an existing watermain on Bradford Street and an existing hydrant in close proximity to the site; the proposed water supply will be provided through a connection to the existing watermain along Bradford Street. As stated within the FSR, *the water service connection will be a combined fire and domestic water connection. The size of the water connection and the domestic water and fire protection services will be coordinated with the building Mechanical Consultant to meet proposed domestic water and fire protection demands for the development in accordance with City standards and the Ontario Building Code.*

Please refer to the report for additional details.

8.4 Stormwater Management Report

A Stormwater Management Report (SWM) was prepared by GHD in support of the subject application and is dated November 2023. The purpose of the report is to establish the SWM design objectives for the subject applications. As stated within the SWM Report, *the design criteria are based on the Ministry of the Environment, Conservation and Parks (MECP) 2003 SWM Planning*

and Design Guidelines, the City of Barrie's Storm Drainage and Stormwater Management Policies and Design Guidelines, and the LSRC's Technical Guidelines for Stormwater Management Submissions.

As stated within the SWM Report, the SWM strategy aims to meet the targets set by the City of Barrie and the LSRC retaining to water quantity control, water balance, water quality and erosion control. Hydrologic models have been undertaken to determine the required storage volumes and to establish the allowable discharge flow rates for the estimated imperviousness based on the provided Site plan. To demonstrate the feasibility of the proposed SWM objectives, this report includes conceptual designs for the SWM facilities servicing the proposed development phases.

One stormwater management tank is proposed to receive runoff from the development's roof to provide water quantity control prior to diverting the orifice-controlled runoff to their existing storm sewer outlets. An OGS connected in series with the SWM tank will provide water quality control and an infiltration LID following the OGS will provide the required infiltration needed to meet water balance objectives.

This report recommends a SWM treatment train approach based on Best Management Practices (BMP) and Low Impact Development (LID) measures to achieve the proposed SWM objectives and discusses modelling alternatives to simulate the anticipated performance of the proposed measures from an integrated water quantity, water quality and water balance perspective. This report also recommends Erosion and Sediment Control practices to implement during construction to minimize the transport of sediment downstream. The feasibility of the proposed BMP for SWM is demonstrated by the conceptual design features illustrated in this report.

Please refer to the report for additional details.

8.5 Affordable Housing Report

An Affordable Housing Report was prepared by SHS Consulting in support of the proposed development, dated January 2024. The report concludes and provides the following recommendations:

The Housing Needs Assessment presented to Council on June 7, 2023 identified a need for affordable ownership options affordable to households with moderate income, which this project aims to provide. Providing affordable ownership options in this development will balance a mix of affordable rental and ownership in downtown, with the expectation that any community housing developed in the UGC would be rental tenure.

The affordable housing component of this project aims to house moderate income households in the 60th percentile, providing housing options for

working families and young professionals in Barrie's downtown. These households occupy a space between the high-income households that can afford market-priced condominiums downtown and lower income households that would occupy community housing in the community.

This development proposes to provide approximately 15% of the units as affordable ownership, providing a significant contribution to the affordable housing goals of the City of Barrie in both the Urban Growth Centre and across the city.

Please refer to the report for additional details.

8.6 Hydrogeological Assessment

A Hydrogeological Assessment has been completed by GHD in support of the subject application and dated December 2023. The Assessment was completed to provide an overview of the existing geological and hydrogeological conditions of the site and to provide an assessment of the hydrogeological constraints to development, including an estimation of construction dewatering requirements and potential impacts to local groundwater resources. The Assessment summarizes the following:

1. The Site is underlain by a thin layer of fill (up to 1.7 mBGS) and a sand deposit which extends to a depth of at least 6.1 mBGS. The fill was unsaturated at the time of investigation, and the water table was encountered within the sand.
2. The hydraulic conductivity of the sand deposit is 6.2×10^{-3} cm/s, which is representative of an aquifer.
3. Groundwater level monitoring conducted from January 23, 2023 to June 07, 2023, the water table within the sand deposit ranges from 222.28 to 221.56 mAMS, and depth ranging from 1.98 to 3.1 mBGS.
4. The proposed development concept plan contains one (1) mixed-use building with two residential towers, each forty-five (45) storeys in height and a shared six (6) storey podium with commercial at-grade. The proposed development will be constructed with no underground levels (i.e., slab on grade). The majority of the development would not require groundwater takings but given the water table is encountered at depths of up to 2.06 mBGS it is possible the installation of underground utilities would require some groundwater takings.
5. The construction groundwater takings for the proposed utility excavations are anticipated to be up to 142.12 m³/day (142,120 L/day) based on a 3X safety factor. The typical groundwater taking is estimated to be approximately 41385 m³/day (41,380 L/day) once groundwater levels are lowered and during a dry period. The predicted groundwater takings are above the MECP EASR limit of 50,000 L/day. Based on this, an EASR is anticipated to be required for the construction groundwater takings for the utility excavations.

6. In the event that water takings are required during development construction activities, the groundwater is not anticipated to meet the City of Barrie Storm Sewer Use By-Law 2021-002 or Provincial Water Quality Objectives (PWQO). The discharge would be a combination of groundwater, surface water runoff and precipitation into the excavation and would require further assessment to confirm its quality and requirement for pre-treatment. Prior to discharge to the sewer, a sewer-use discharge permit will be required, as applicable.

Please refer to the report for additional details.

8.7 Geotechnical Report

A Geotechnical Investigation was completed by GHD in support of the subject application and dated May 2023. The purpose of the geotechnical report is to provide geotechnical recommendations including but not limited to the following considerations: foundation design, excavations, frost penetration, dewatering, subdrainage and floor slabs, buried utilities, and preliminary pavement design.

Please refer to the report for additional details.

8.8 Phase One & Phase Two Environmental Site Assessment

A Phase One and Phase Two Environmental Site Assessment (ESA) was completed by GHD in support of the subject application and dated January 2023 (Phase One) and April 2023 (Phase Two).

The Phase One ESA identified the following Areas of Potential Environmental Concern (APEC) to be associated with the site:

- APEC #1 – Automotive Maintenance and Repair Facility (Off-Site)
- APEC #2 – Automotive Maintenance and Repair Facility (On-Site)
- APEC #3 – Former Used Oil AST (On-Site)
- APEC #4 – Fill of Unknown Quality (On-Site)
- APEC #5 – Pole Mounted Transformer (On-Site)
- APEC #6 – Bulk and Used Oil ASTs (On-Site)
- APEC #7 – De-Icing Activities (On-Site and Off-Site)

The Phase Two ESA investigated the APECs identified through the Phase One ESA. Based on the soil analytical data and the groundwater analytical data, with respect to the APECs, the following findings were provided:

- Inorganics: SAR were detected at levels above the Table 2 Generic Standards in soil samples collected from MW1-22 to MW4-22, BH5-23 and BH7-23. Conductivity was detected at levels above the Table 2 Generic Standards in a soil sample collected from BH5-23. The SAR

and conductivity impacts to soil is considered to be related to the application of road salt on the parking area at the Site and adjacent roadways (Bradford Street) during winter months for the safety of vehicular or pedestrian traffic under conditions of snow or ice or both (APEC 7). Bulk salt has not been stored at the Site. In accordance with paragraph 1 of Section 49.1 of O. Reg. 153/04, any on-Site exceedances of SAR and conductivity associated with the application of road salt would be deemed as having met the applicable Site Condition Standards. As a result, SAR and conductivity was not identified as COCs in the Phase Two ESA.

- *Inorganics: Sodium and chloride was detected at concentrations above the Table 2 Generic Standards at MW3-22 and MW4-22. Road salt has been applied on the parking area at the Site and along adjacent/ nearby sidewalks, roadways and parking lots during winter months for the safety of vehicular or pedestrian traffic under conditions of snow or ice or both (APEC 7). Bulk salt has not been stored at the Site. The elevated chloride concentrations in groundwater at the Site are attributed to the application of road salt on Site and in the vicinity of the Site. In accordance with paragraph 1 of Section 49.1 of O. Reg. 153/04, any on-Site exceedances of sodium and chloride associated with the application of the road salt would be deemed as having met the applicable Site Condition Standards. As a result, sodium and chloride was not identified as COCs in the Phase Two ESA.*
- Based on the investigations completed, there is no evidence of groundwater impacts related to any other APECs identified at the Site.
- With the application of Section 49.1 of O. Reg. 153/04, the soil and groundwater analytical results meet the 2011 Table 2 Generic Standards for the APECs that have been investigated at the Site. A RSC will need to be filed on the Environmental Registry to support the change in the Property use from commercial to residential property use.

Please refer to the reports for additional details.

8.9 Shadow Study

A Shadow Study was completed by Kirkor Architects in support of the subject application. This study demonstrates the shadows cast by the proposed development at different times of day and through different seasons, to determine whether shadows generated will impact adjacent properties, streets, and public spaces, and to what extent. An analysis of the Shadow Study is included within the Urban Design Report submitted in support of this application. Please refer to the Shadow Study and Urban Design Report for additional details.

8.10 Housing Needs Market Study

A Housing Needs Market Study was prepared by Altus Group Economic Consulting, dated February 2024. The Market Study was prepared to address the need for additional housing to the local and regional market. The Market Study specifically addresses Section 2.6.3.3(d)(i) and 2.6.3.3(d)(ii) of the City Official Plan, addressing the need for additional height and demand within the regional market area. The Study concludes the following:

126-140 Bradford Street is an appropriate site to accommodate high rise residential units

- *Situated just south of the central Downtown area, on a primary arterial road connecting the City of Barrie's two main transit hubs, the Subject Site is located in an up-and-coming submarket that is expected to significantly intensify over the next couple of census periods.*
- *The Subject Site has a number of benefits that increase its attractiveness for high-density residential development, such as strong transit and vehicular connectivity, proximity to recreational opportunities and strong pedestrianized connections to Downtown's main destination.*
- *The Subject Site is located within the Downtown Barrie Urban Growth Centre that has a target of 150 residents and jobs per hectare to be achieved by 2031. It is also within short distance from the Allandale Go Major Transit Station Area, which targets the same density.*
- *With proximity to existing high-rise residential uses east of the site and several recently approved development applications with building heights up to 46 storeys, the Subject Site is well suited for accommodating tall buildings without compromising and rather enhancing the quality and vibrancy of the surrounding area by attracting new commercial and infrastructure investment.*

The Barrie Census Metropolitan Area (CMA) requires some 20,000 new apartment units through to 2051

- *Through to 2051 the Barrie CMA has a need for some 83,100 new housing units to accommodate potential growth.*
- *The composition of future population growth is expected to be a mix of natural, domestic and international sources, but the weight on the international components, including immigrants, foreign workers and foreign students will be the dominant trend in population growth in Barrie CMA. Higher propensities for apartment and high-rise apartment housing choices among newcomers will provide steady support to demand for new apartments.*
- *About 25% of the net new housing demand is expected to emerge as apartment households accounting for a need for about 20,000 net new apartments to accommodate growth in census households through to 2051.*
- *The City of Barrie is expected to accommodate most of the need for apartment units.*

The subject site is justified in supporting the proposed development in excess of 25 storeys

- The subject site is well situated to accommodate high density living with appropriate public transit links and pedestrianized connections to Downtown Barrie*
- The City of Barrie has a need to accommodate some 12,865 new apartment households in the current planning period in excess of current approved supply. Current demand trends are quickly shifting toward demand for residential options in higher towers. Given the City's Housing Pledge, the urgency of accommodating as much of the new demand in the next 10 years is high. The subject site will appropriately contribute toward this goal.*
- The market and demographics in the regional market area is supportive of an increasing share of Barrie's apartment demand being accommodated in high-rise buildings in general and tall towers in particular.*
- The City of Barrie is currently in a housing crisis, as identified by the City's Affordable Housing Strategy (December, 2023) prepared by NBLC. The subject site is well positioned to provide badly needed new housing in close proximity to downtown through a supportable high density tall building development.*

CONCLUSION

A large, light gray number 9 is centered on a dark gray rectangular background. The number is stylized with a thick stroke and a slight curve at the bottom. The background is a solid dark gray rectangle that occupies the lower two-thirds of the page.

This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Zoning By-law Amendment seeks to rezone the subject lands from 'General Commercial (C4)' to 'Central Area Commercial -2 with Special Provisions (C1-2)(SP-XX)'. This zone is intended to facilitate the future development of a residential mixed-use development with commercial at-grade, that provides for a total height of 45 storeys. The proposal represents an opportunity to provide for redevelopment and intensification along the Bradford Street Intensification Corridor.

The proposal will assist the City of Barrie in achieving its targets for population growth, new housing units, jobs and employment. Redevelopment is directed to a location where growth and development is anticipated and encouraged. The subject location and proposed built form represent functional and appropriate development, through an intensification redevelopment project on underutilized lands. The proposed development would serve to revitalize the area, supporting future economic growth and encouraging other development.

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed application:

- is consistent with the applicable policies of the Provincial Policy Statement 2020;
- conforms with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conforms with the applicable policies of the Lake Simcoe Protection Plan;
- conforms with the applicable policies of the City of Barrie Official Plan (adopted 2023);
- complies with the City of Barrie Zoning By-law

For the preceding reasons, the proposed developments represent good planning in the public interest. As such, it is respectfully requested that the City of Barrie approve the Zoning By-law Amendment.

Respectfully submitted,
Innovative Planning Solutions



Kyle Galvin, MCIP, RPP
Senior Planner

Kevin Bechard, BES, M.Sc., RPP
Senior Associate



IPS

INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

APPENDIX I:
Architectural Drawing Set

126 BRADFORD ST

Proposed Residential Development



DRAWING LIST						
Sheet Number	Sheet Name	Issue#1 (Add Date)	Issue#2 (Add Date)	Issue#3 (Add Date)	Issue#4 (Add Date)	Issue#5 (Add Date)
dA1.00	Cover Sheet	■				
1						
dA1.01	Project Information/Site Context/Statistics	■				
dA1.02	Site Survey	■				
dA1.03	Overall Site Plan	■				
3						
dA2.01	Parking Floor - Level 1	■				
dA2.02	Parking Floor - Level 1 Upper	■				
dA2.03	Parking Floor - Level 2	■				
dA2.04	Parking Floor - Level 3-4	■				
dA2.05	Parking Floor - Level 5	■				
dA2.06	Parking Floor - Level 6	■				
dA2.07	Level 7	■				
dA2.08	Level B-1	■				
dA2.9	Level 12-41	■				
dA2.10	Level 42-45	■				
10						
dA3.01	Elevations - North & East	■				
dA3.02	Elevations - South & West	■				
2						
dA4.01	Sections	■				
1						
dA5.01	Sun Shadow Study - April 21	■				
dA5.02	Sun Shadow Study - June 21	■				
dA5.03	Sun Shadow Study - September 21	■				
dA5.04	Sun Shadow Study - December 21	■				
4						
dA6.01	Perspectives	■				
1						
TOTAL NUMBER OF SHEETS: 22						

DEVELOPER

CROWN (BRADFORD)
DEVELOPMENTS INC
400 CREDITSTONE RD., UNIT 37,
CONCORD, ON, L4K 3Z3
T: 905-761-7555
ADAM TAVERNA
ANDREA GAMBARDELLA

ARCHITECT

KIRKOR ARCHITECTS & PLANNERS
20 DE BOERS DR, SUITE 400,
NORTH YORK, ON, M3J 0H1
T: 416-665-6060
ROMAN PEVCEVICIUS

PLANNING CONSULTANT

PS CONSULTING INC.
647 WELHAM RD UNIT # 9, BARRIE,
ON, L4N 9A1
T: 705-812-3281
KYLE GALVIN

CIVIL ENGINEER

GHD
70 YORK ST SUITE 801, TORONTO,
ON, M5J 1S9
T: 416-360-1600
ABRAHAM BARRIOS

LANDSCAPE ARCHITECT

MHBC
113 COLLIER ST, BARRIE, ON,
L4M 1H2
T: 705-728-0045
NICK MIELE

GEOTECHNICAL ENGINEER

GHD
70 YORK ST SUITE 801, TORONTO,
ON, M5J 1S9
T: 416-360-1600
ABRAHAM BARRIOS

TRAFFIC CONSULTANT

BA CONSULTING GROUP LTD.
95 ST. CLAIR AVE. W SUITE 1000,
TORONTO, ON, M4V 1N6
T: 416-961-7110
TONY CHAO-WEI SHIH

WIND CONSULTANT

THEAKSTON ENVIRONMENTAL
GLENGARRY CRES, FERGUS, ON,
N1M 3E2
T: 519-787-2910
STEPHEN POLLOCK

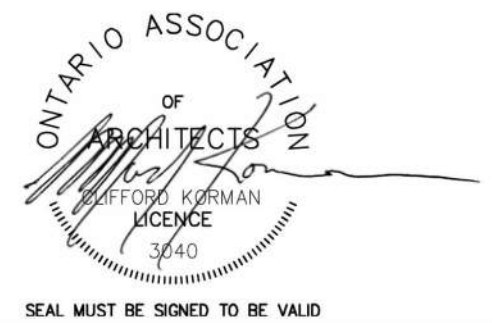
Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings

This Drawing Is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

10 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No.:	Revision:	Date:
------	-----------	-------

1	REZONING & OPA SUBMISSION	NOV 28, 2022
No.:	Issued For:	Date:

Client Logo Here

Client: **CROWN (BRADFORD) DEVELOPMENTS INC.**

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Cover Sheet

scale:

Drawn by:
A.P.

checked by:
R.P.

Project No.:
23-072

Date: NOV 28 2023

Drawing No.:

dA1.00

Plot	Date	2024-03-11	4:28:41	RM File	Path: C:\Realt\2023\230329D10	126 Bradford St	BVT2023	ccattity4C14C.rut
------	------	------------	---------	---------	-------------------------------	-----------------	---------	-------------------

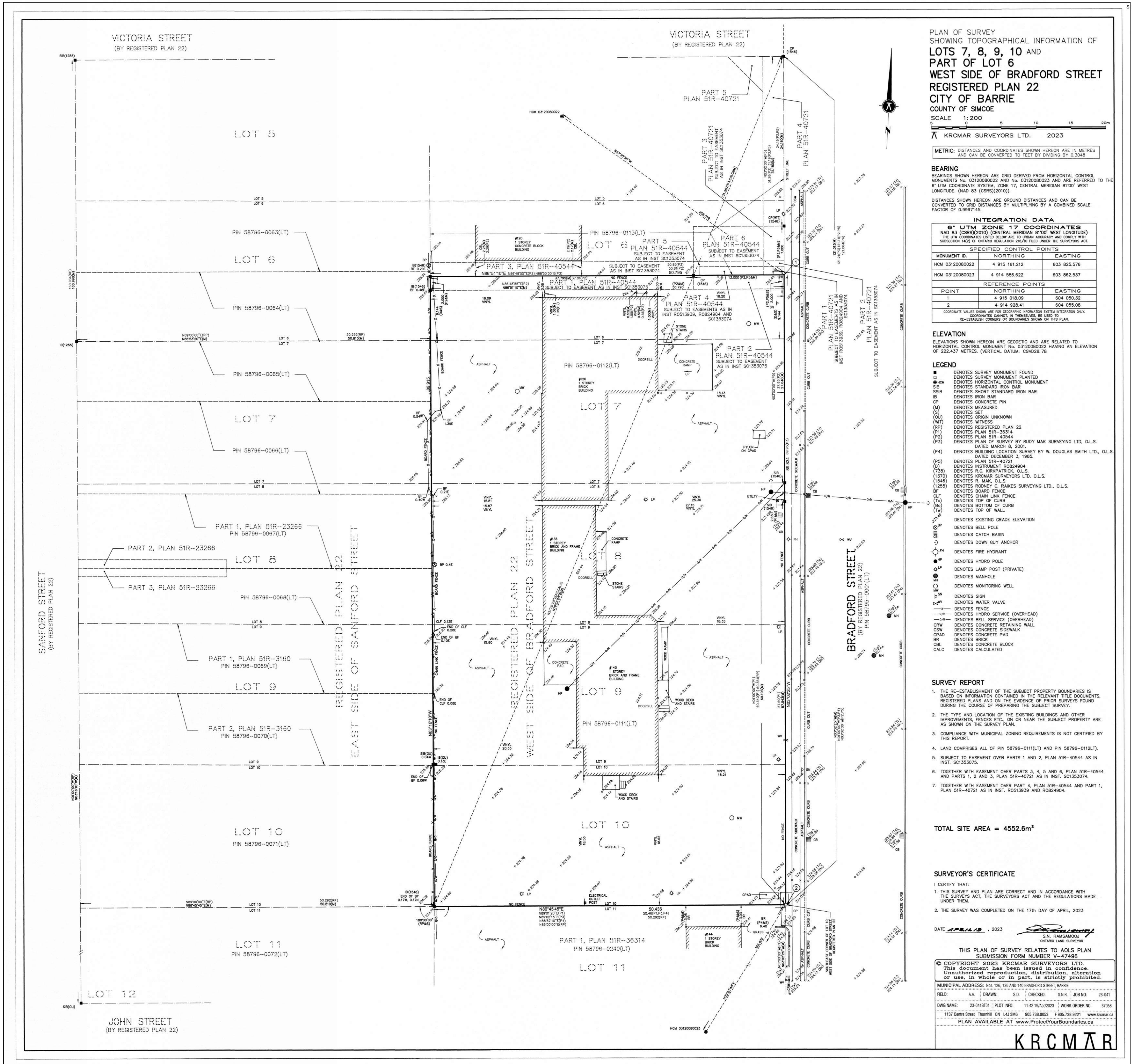


- General Parking Levels Notes 3
NTS dA1.01



—

Project Statistics



All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		Date:
No.:	Revision:	Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

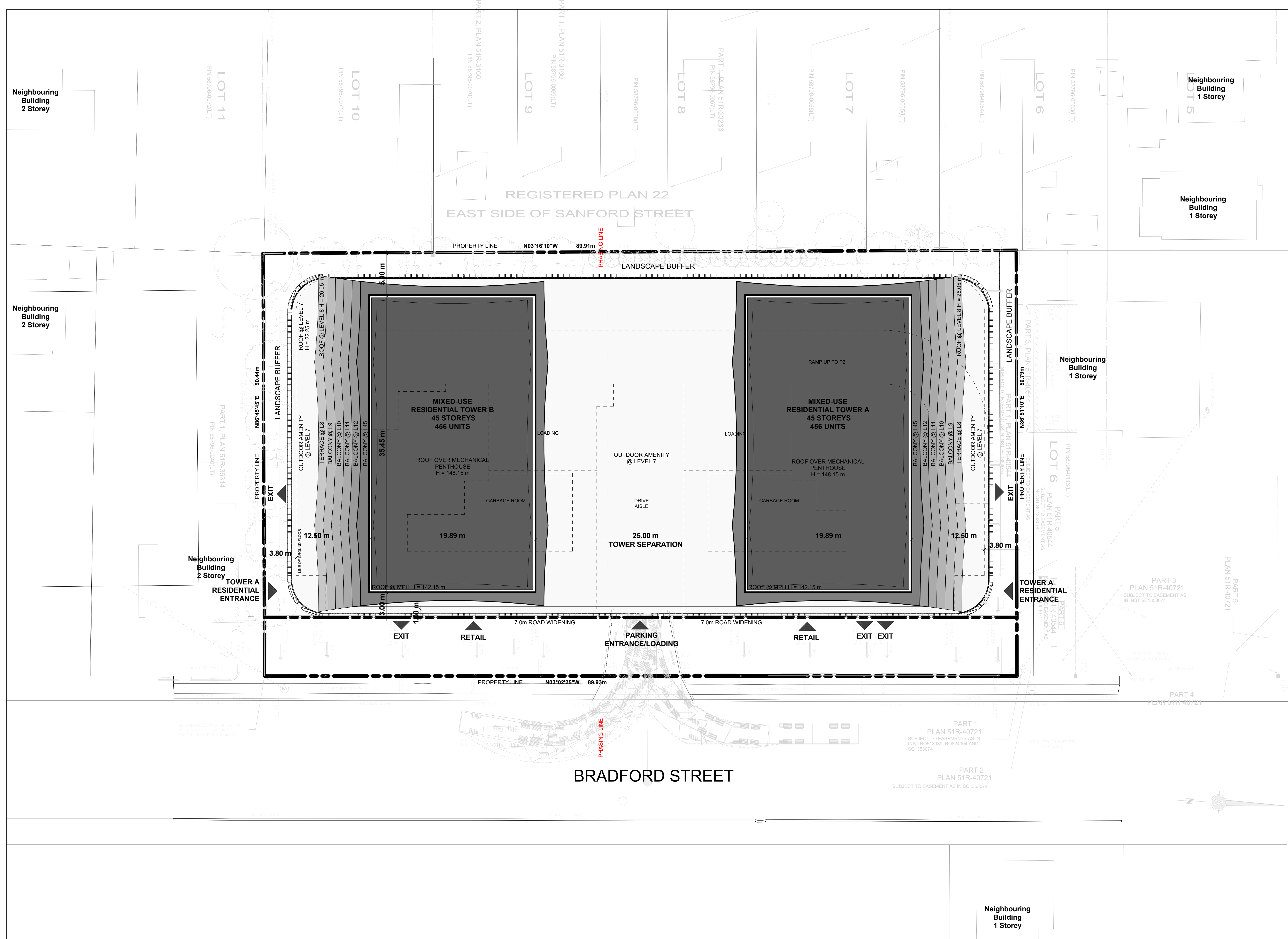
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Site Survey

Scale:
1:50
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

Site Survey
NTS
2
dA1.02

dA1.02



All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed By The Architect.
Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

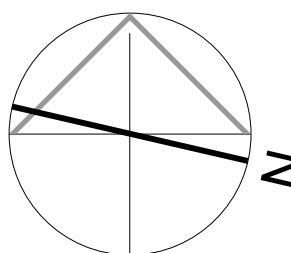
1	REZONING & OPA SUBMISSION	NOV 28, 2023
---	---------------------------	--------------

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Overall Site Plan

Scale:
1 : 200
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA1.03

Site Plan 1
1 : 200

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:
No.: Revision: Date:

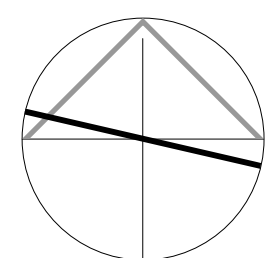
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

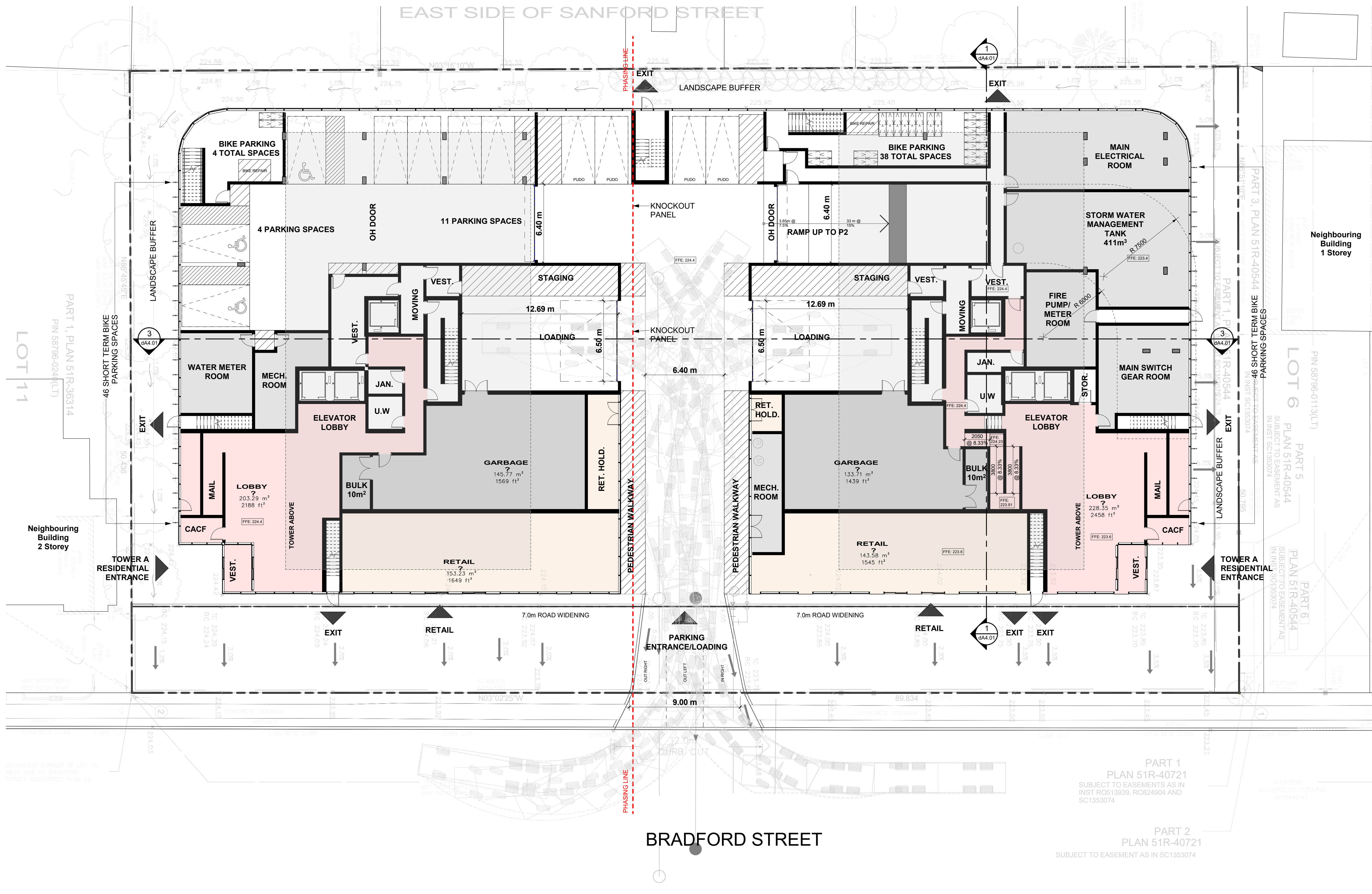
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 1

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.01



Floor Plan Level 1
1 : 150

1
dA2.01

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

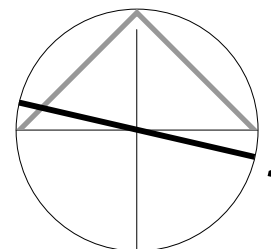
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

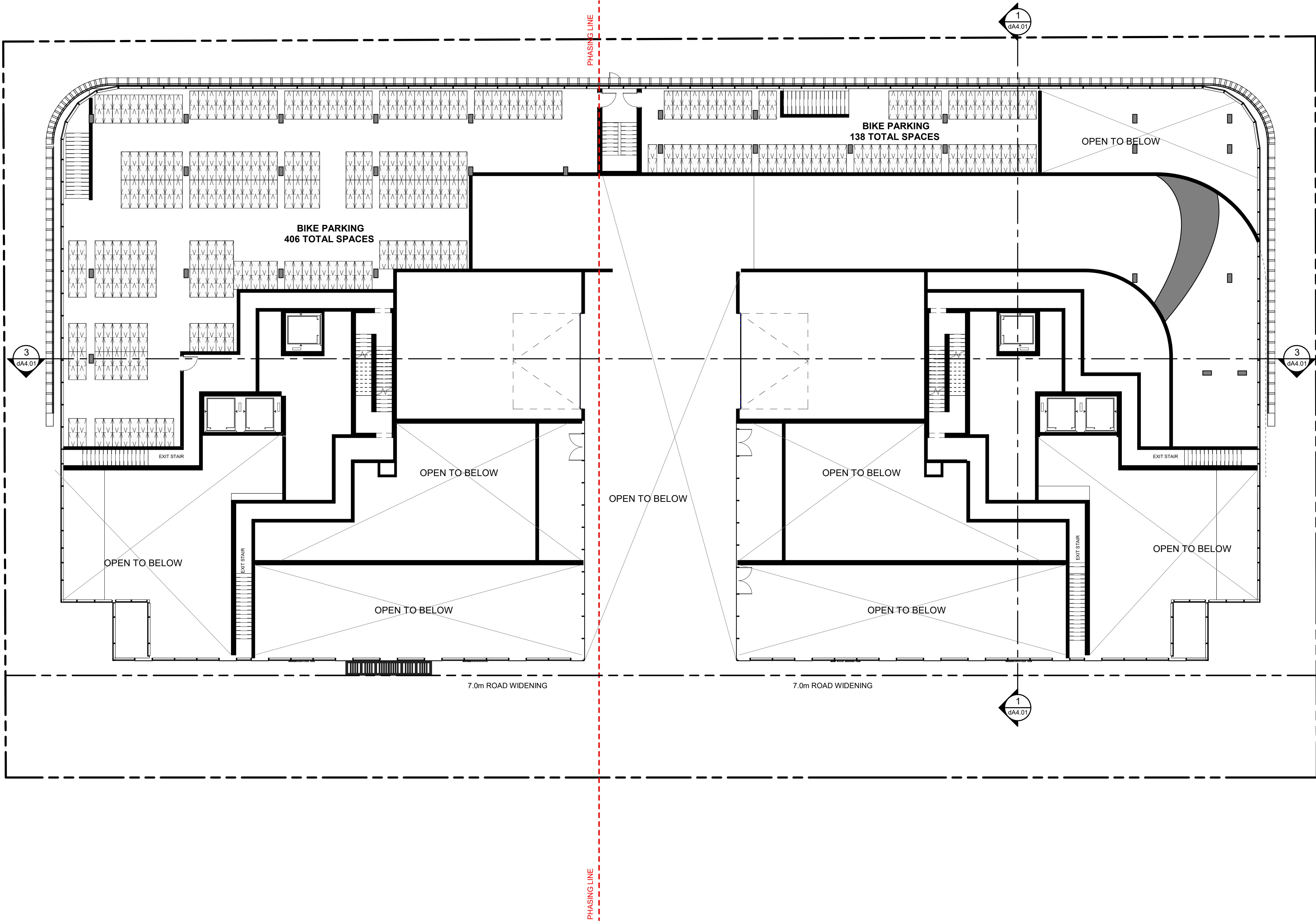
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 1 Upper

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.02



Floor Plan Level 1 Upper

1 : 150

1
dA2.02

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

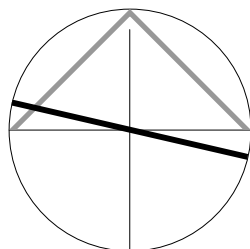
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

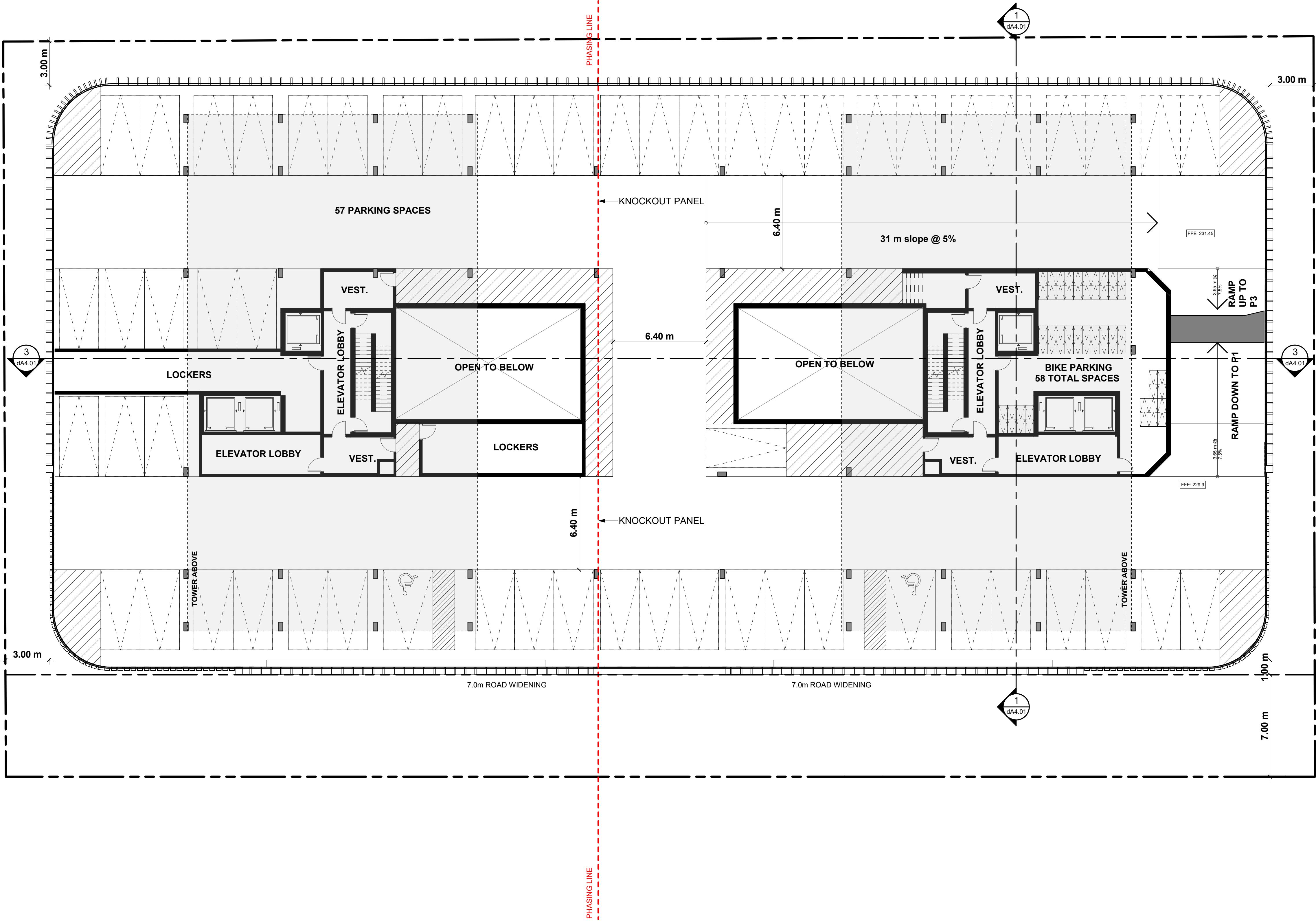
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 2

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.03



Floor Plan Level 2

1 : 150

1
dA2.03

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

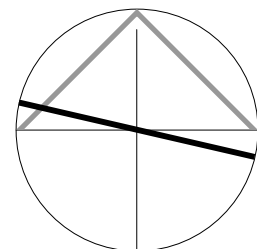
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

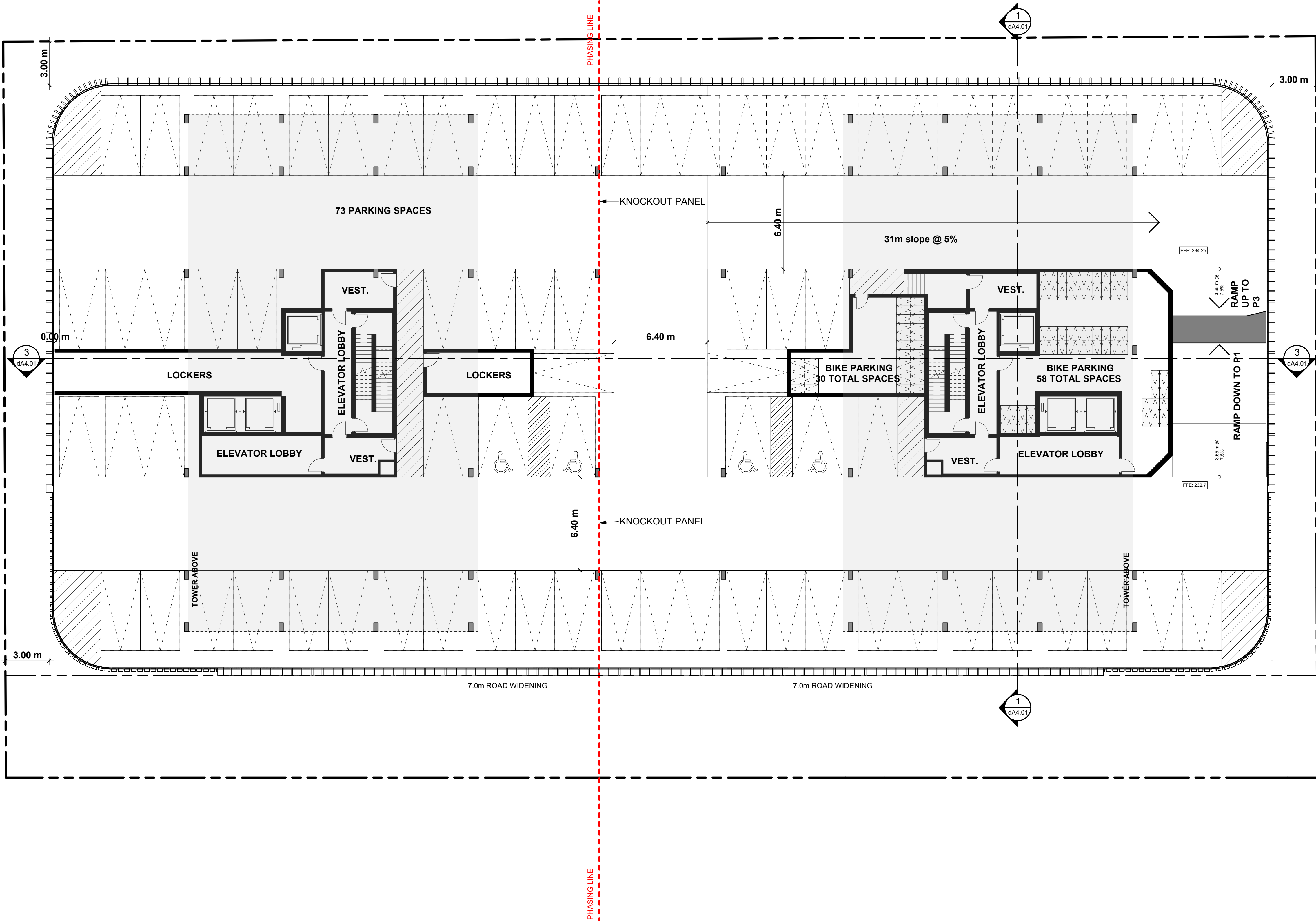
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 3-4

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.04



Floor Plan - Level 3-4

1 : 150

1

dA2.04

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

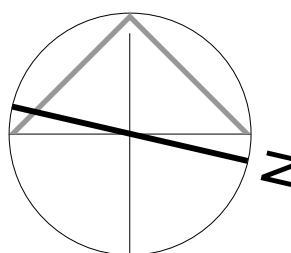
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

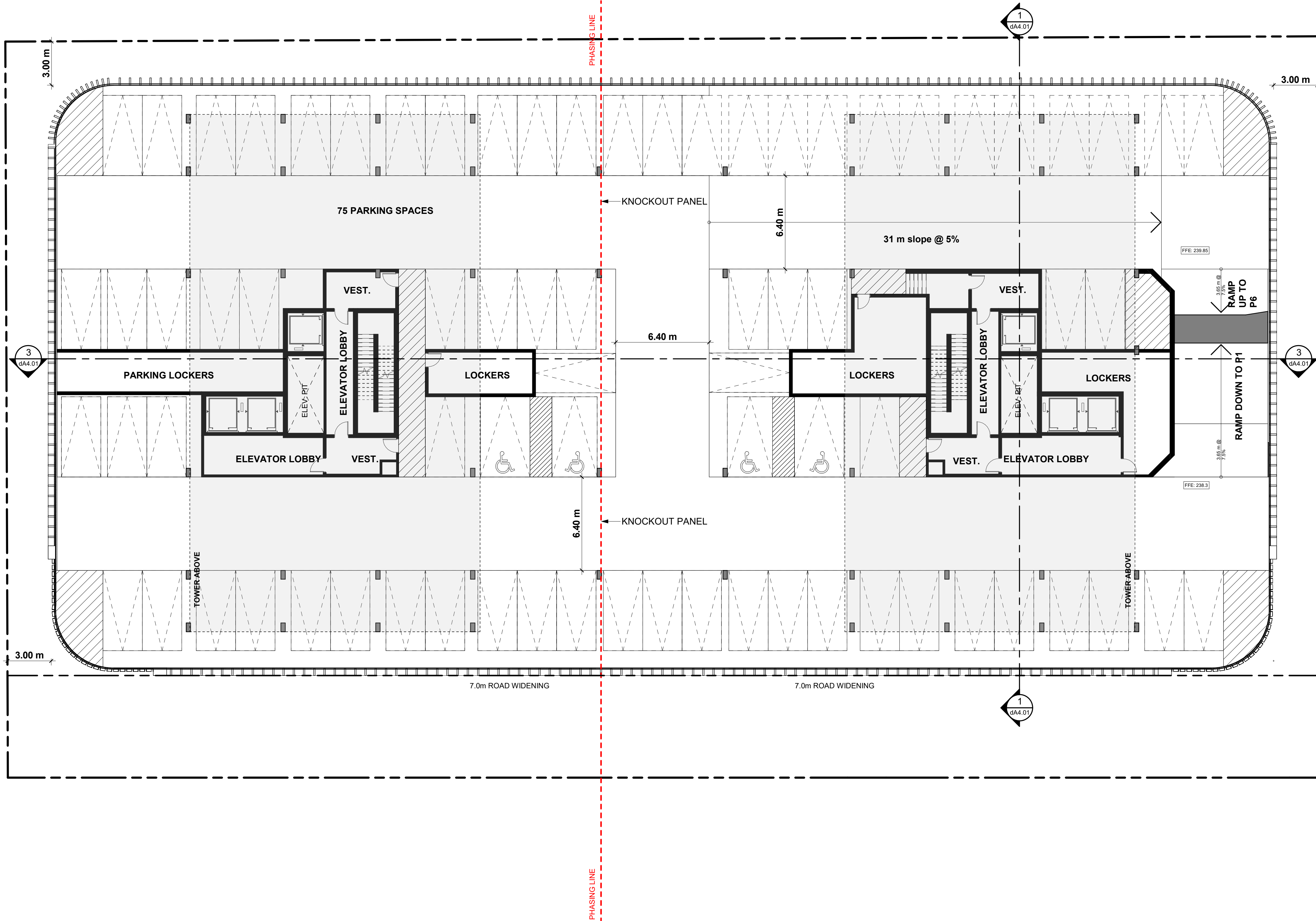
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 5

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.05



12 A2 Floor Plan - Level 5

1 : 150

1
dA2.05

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

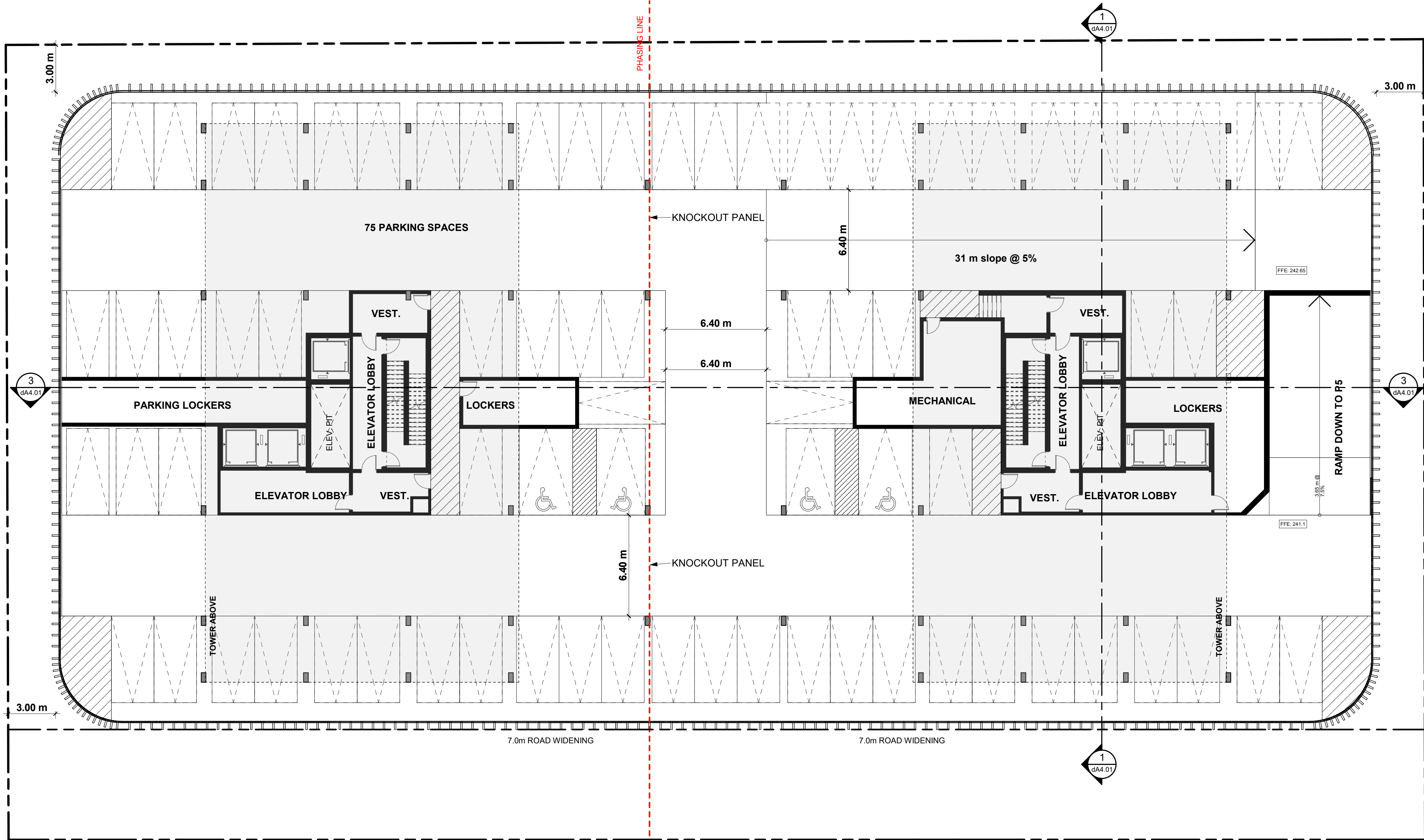
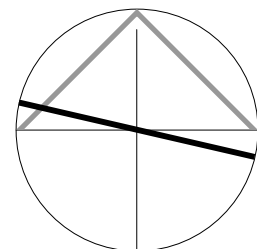
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 6

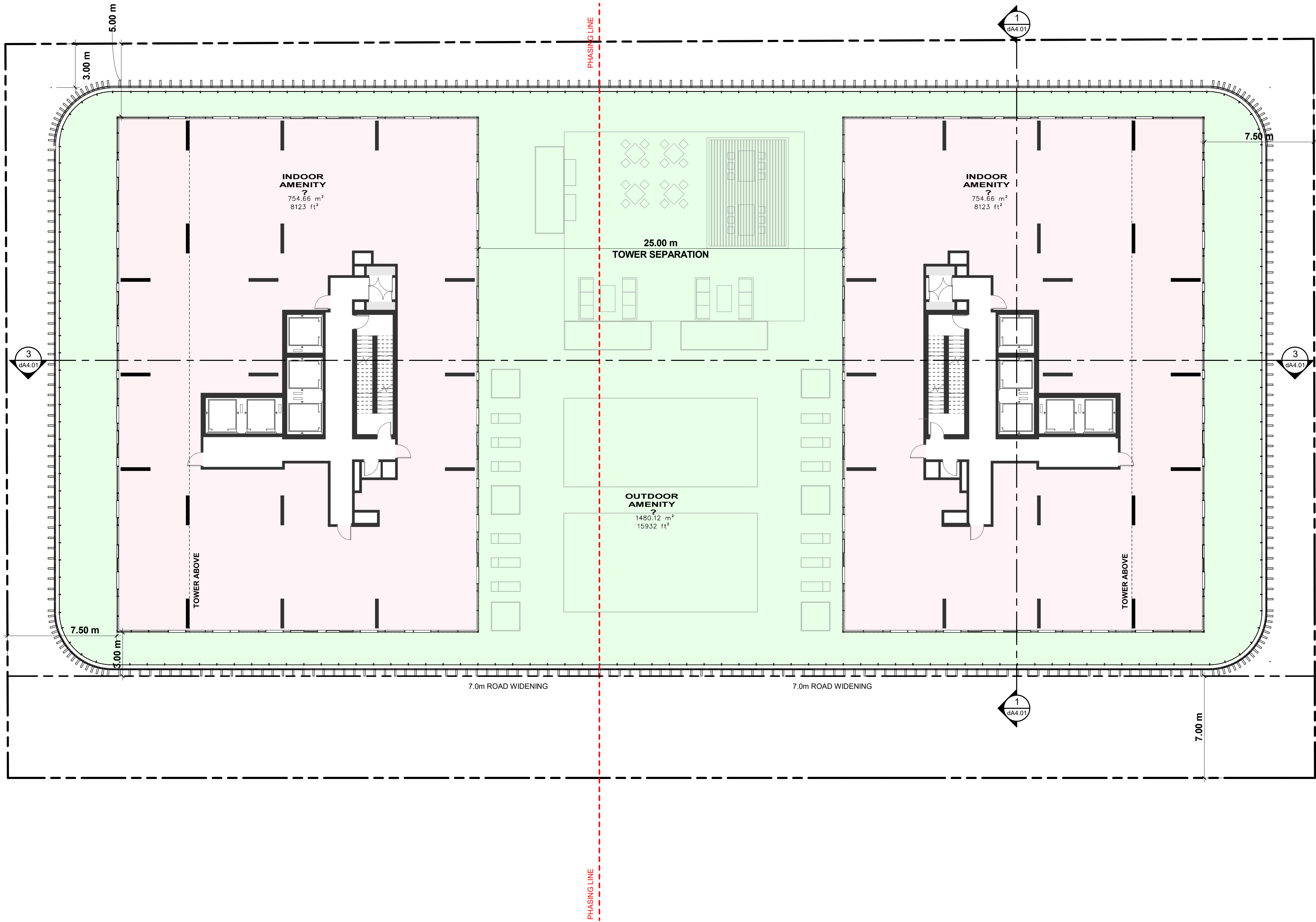
Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:
dA2.06



12 A2 Floor Plan - Level 6

1 : 150

1
dA2.06



Floor Plan - Level 7
1 : 150

Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:

ONTARIO ASSOCIATION OF ARCHITECTS
KIRKOR ARCHITECTS
OFFICE: KIRKOR
LICENCE 3640
SEAL MUST BE SIGNED TO BE VALID

KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:
1	REZONING & OPA SUBMISSION	NOV 28, 2023

No.:	Issued For:	Date:
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 7

Scale:
1 : 150

Drawn by:
A.P.

Checked by:
R.P.

Project No.:
23-072

Date:
NOV 28, 2023

Drawing No.:
dA2.07

1

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

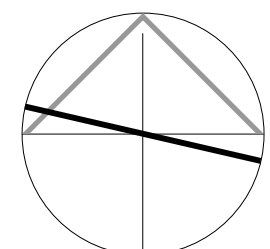
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

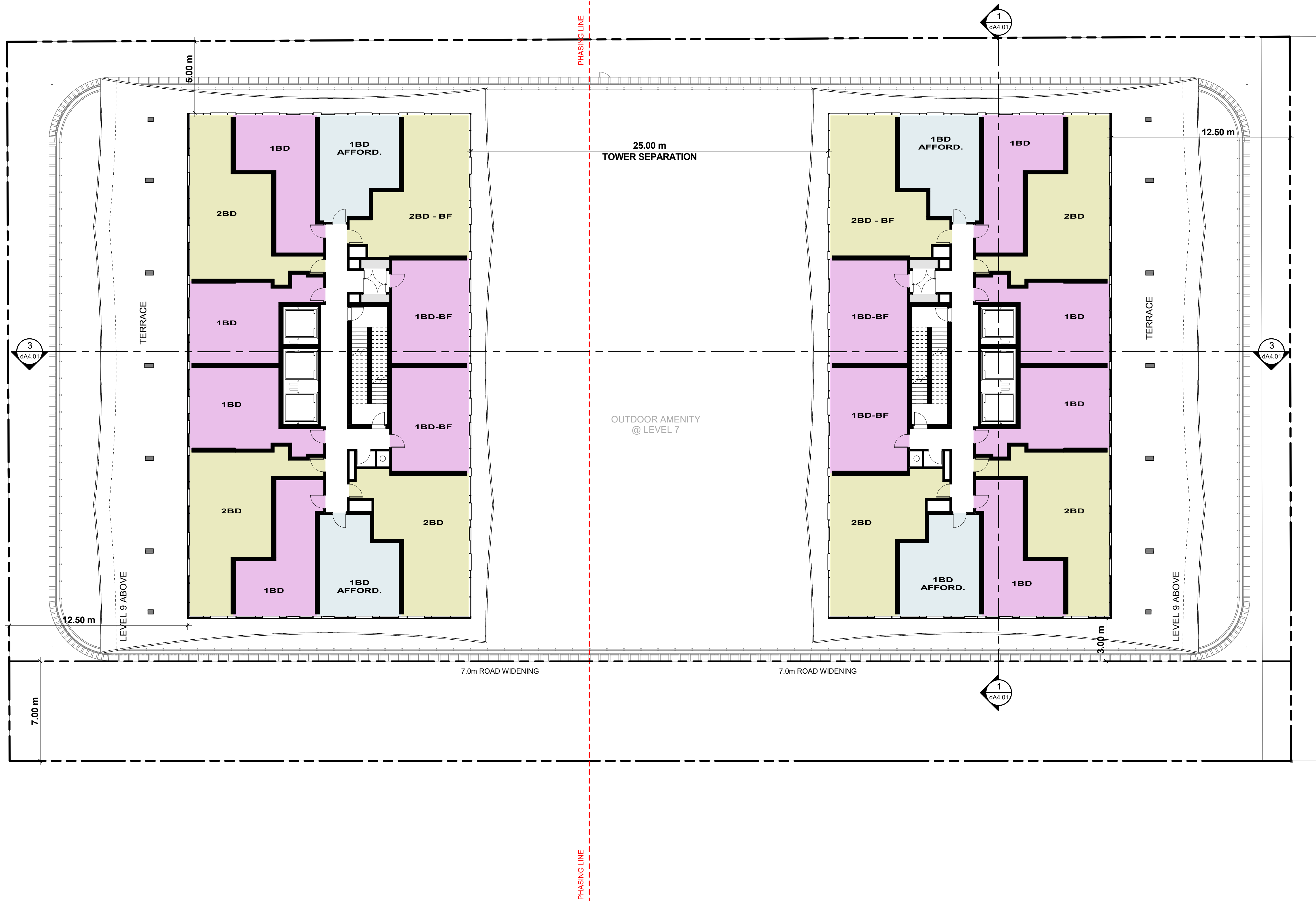
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 8-11

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.08



Floor Plan - Level 8-11

1 : 150

1
dA2.08

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

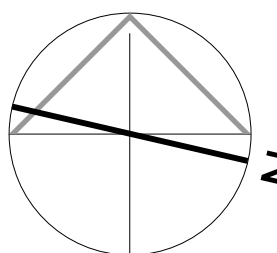
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

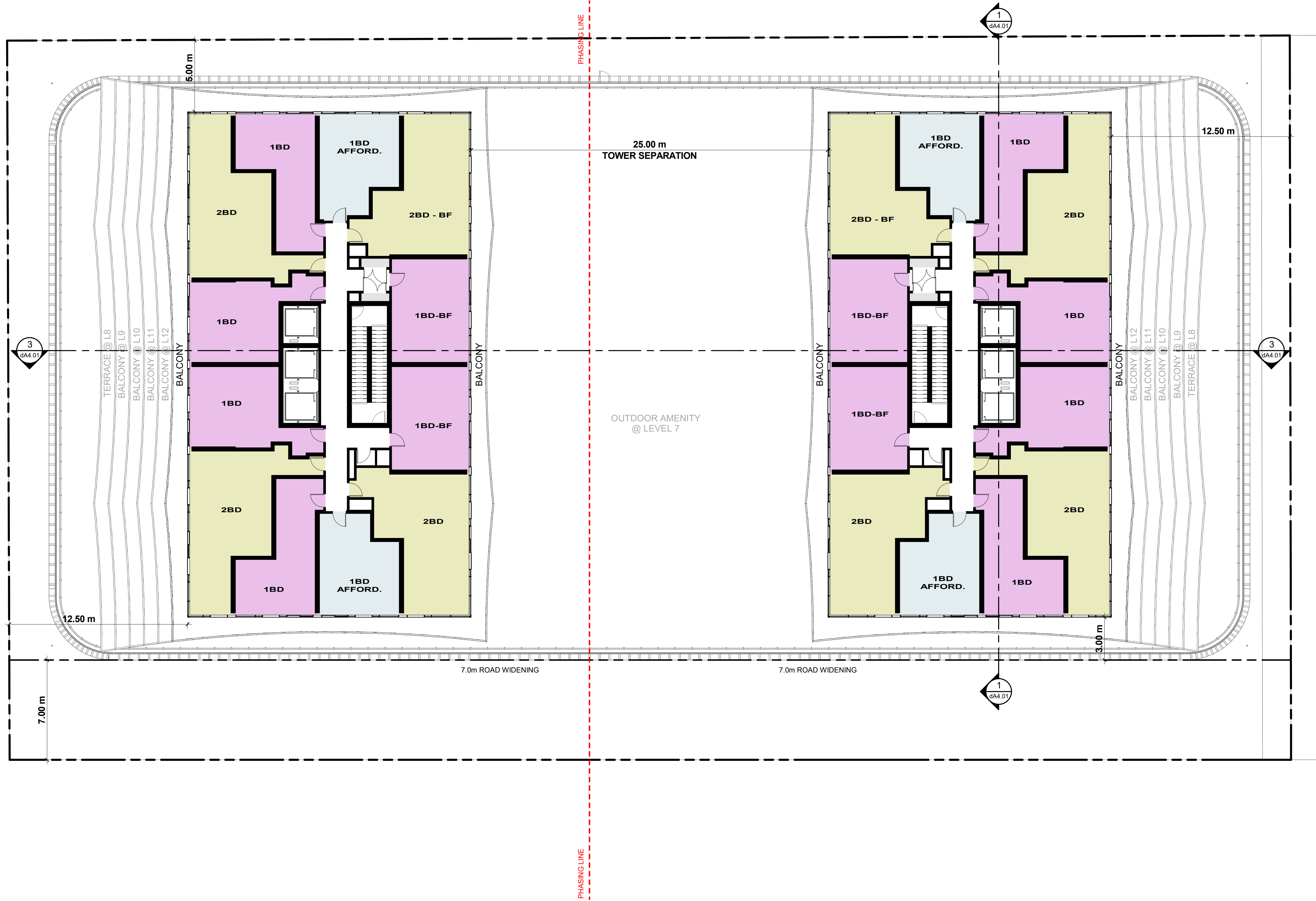
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 12-41

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.9



Floor Plan - Level 12-41

1 : 150

1
dA2.9



Floor Plan - Level 42-45

1 : 150

1
dA2.10

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed By The Architect.
Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

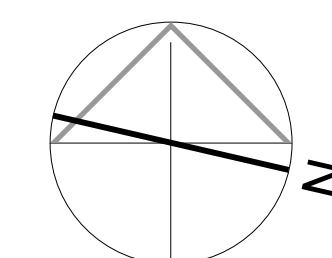
1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 42-45

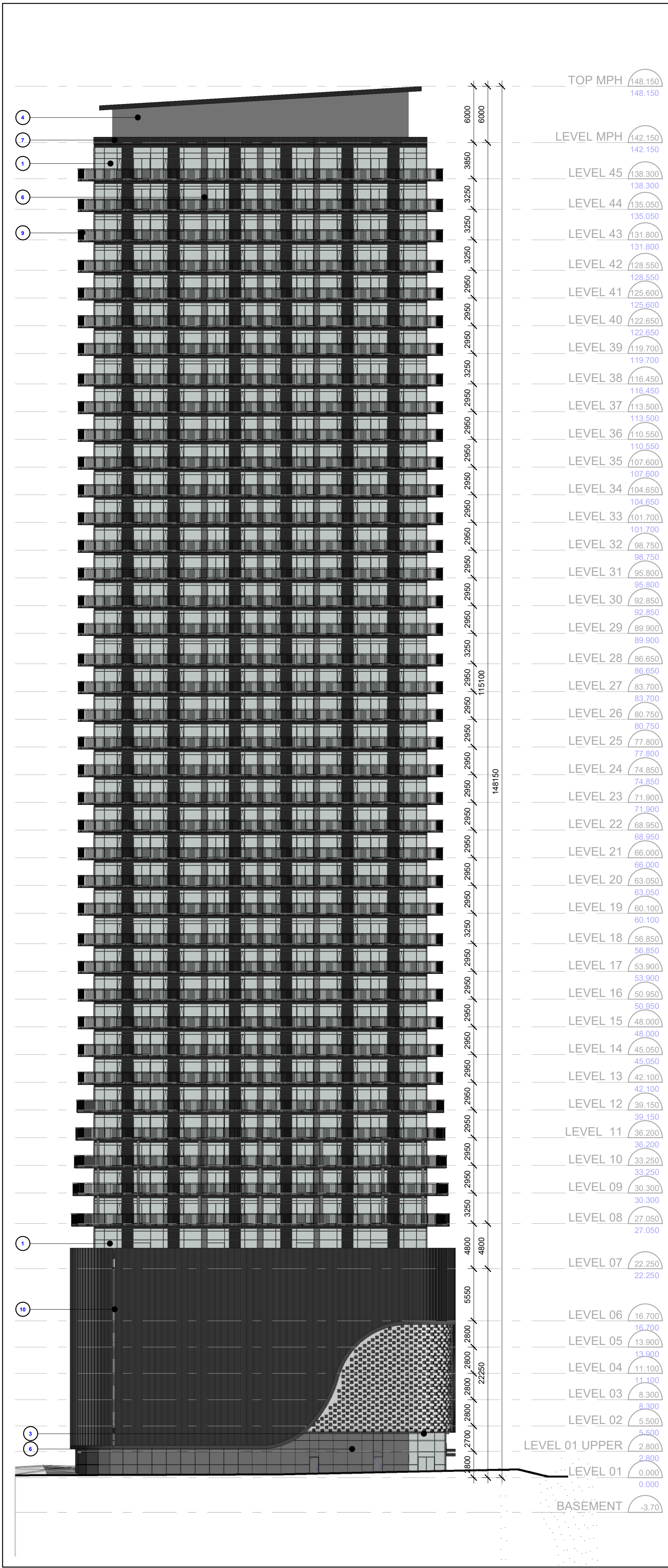
Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.10



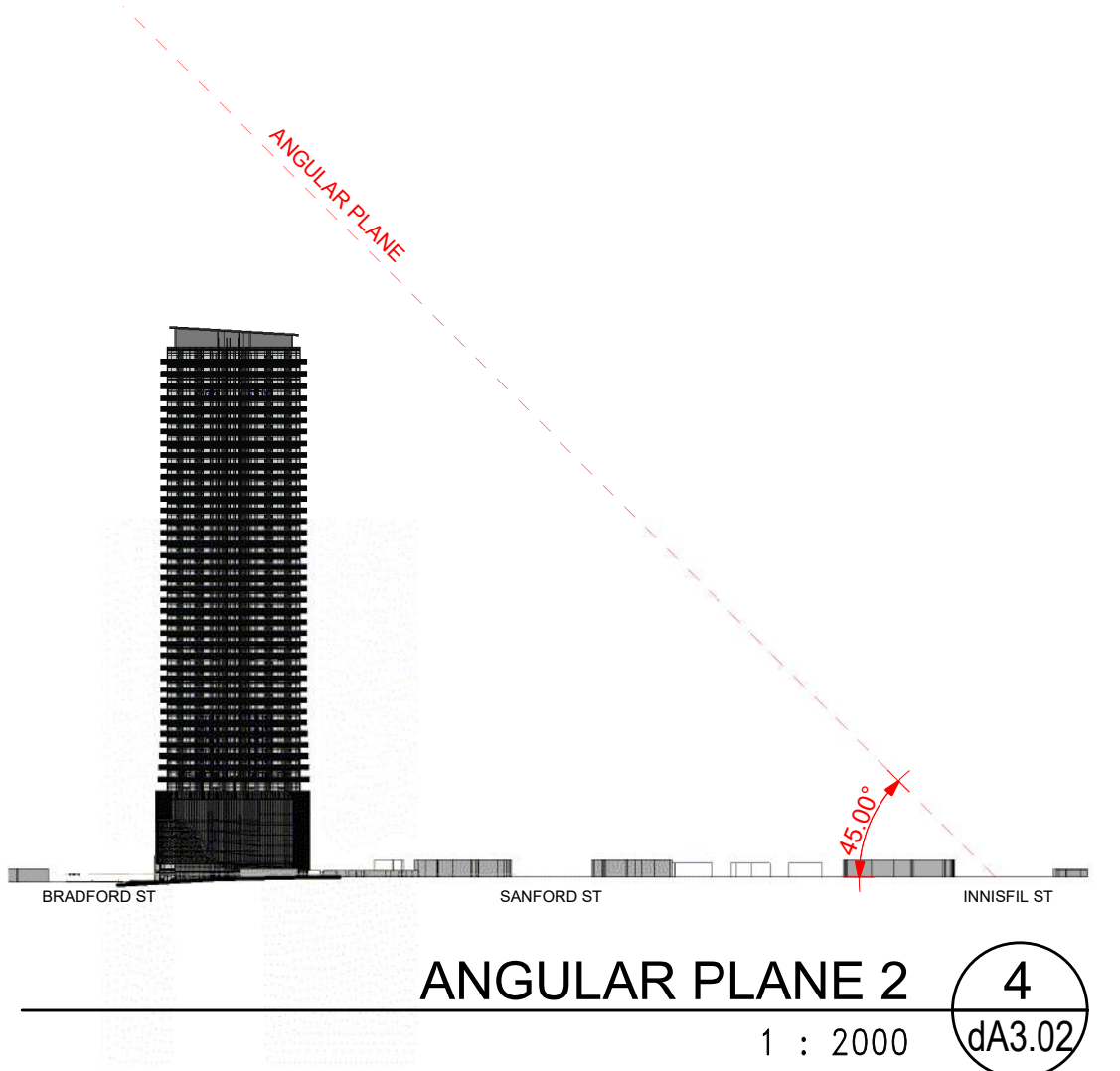
West Elevation 3
1 : 300 dA3.02



South Elevation 2
1 : 300 dA3.02

EXTERIOR FINISH LEGEND	
23-072 126 BRADFORD ST	
1	WINDOW WALL
2	CURTAIN WALL - UNITIZED
3	CURTAIN WALL - STOREFRONT
4	METAL PANEL SYSTEM
5	METAL SIDING SYSTEM
6	METAL PANEL
7	GLASS SPANDREL
8	FLASHINGS & COPINGS
9	METAL PICKET RAILING
10	PERFORATED METAL PANEL
X	MISCELLANEOUS ITEMS - CONTINUE NUMBERING CONVENTIONS

Exterior Finish Legend 3
NTS dA3.02



All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
---	---------------------------	--------------

No.:	Issued For:	Date:
------	-------------	-------

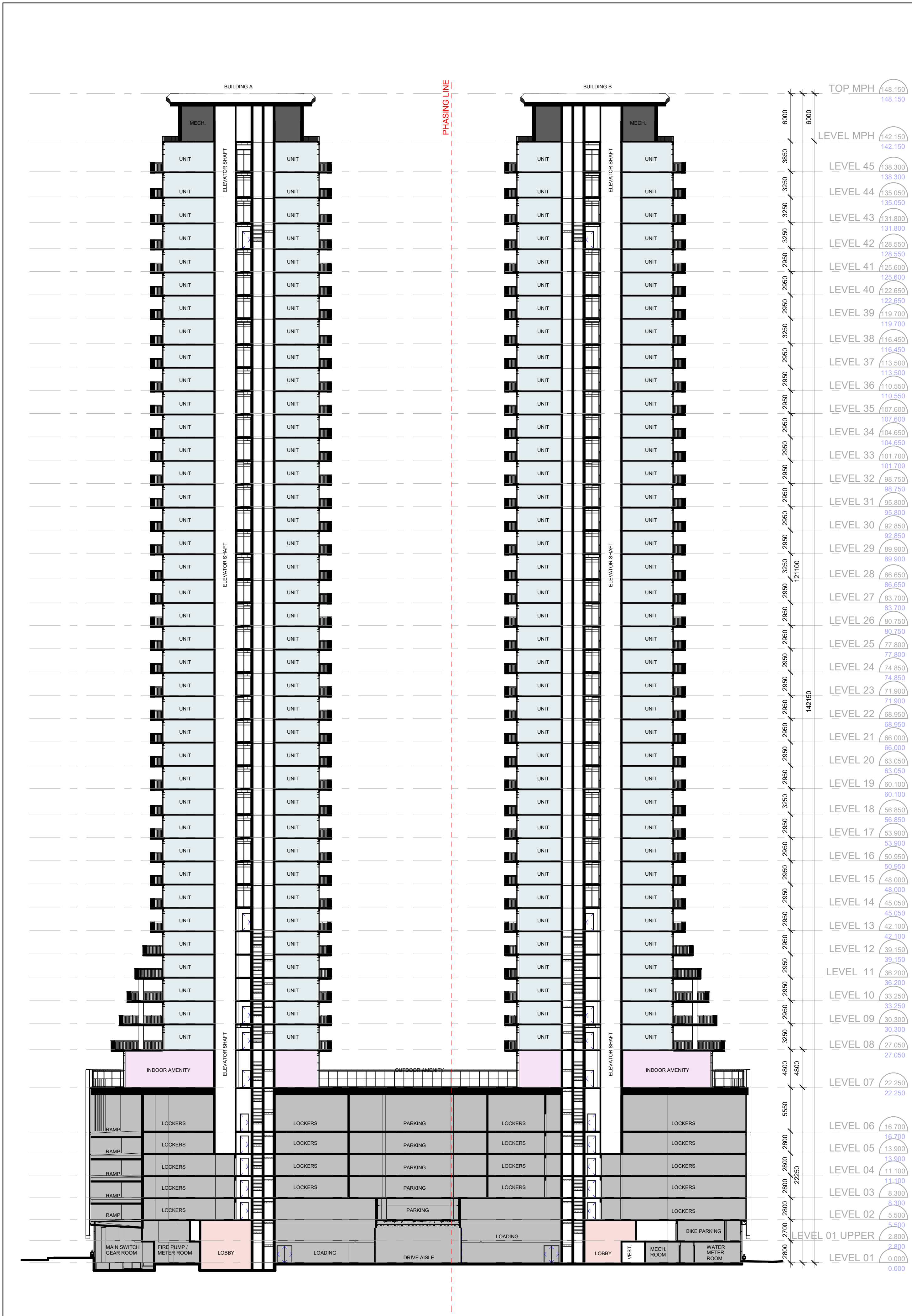
Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

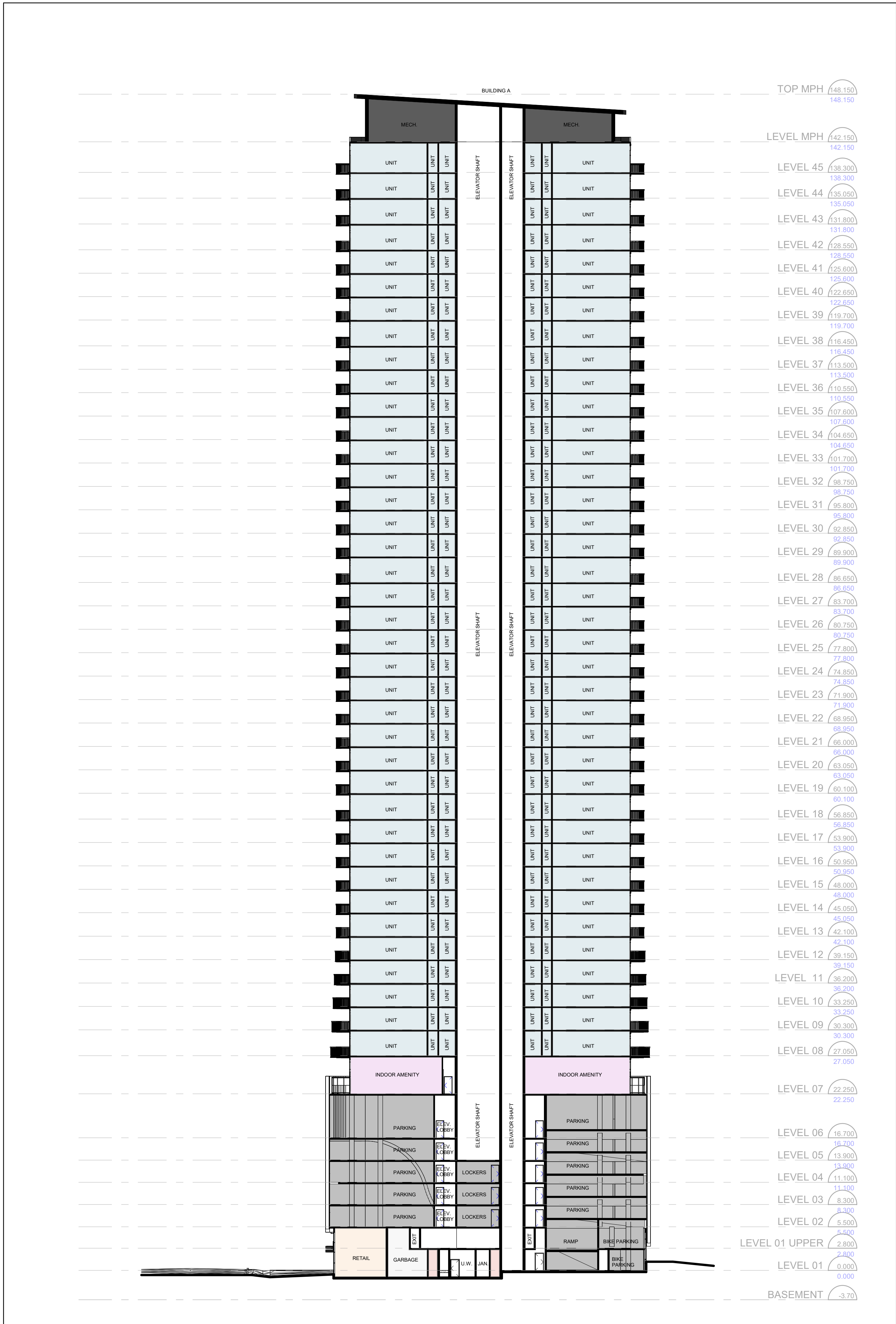
Drawing Title:
Elevations - South & West

Scale:
As indicated
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

dA3.02



Building Section 1 3
1 : 300 dA4.01



Building Section 2 1
1 : 300 dA4.01

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed By The Architect.
Date:



Revisions:		
No.:	Revision:	Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sections

Scale:
1 : 300
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

dA4.01



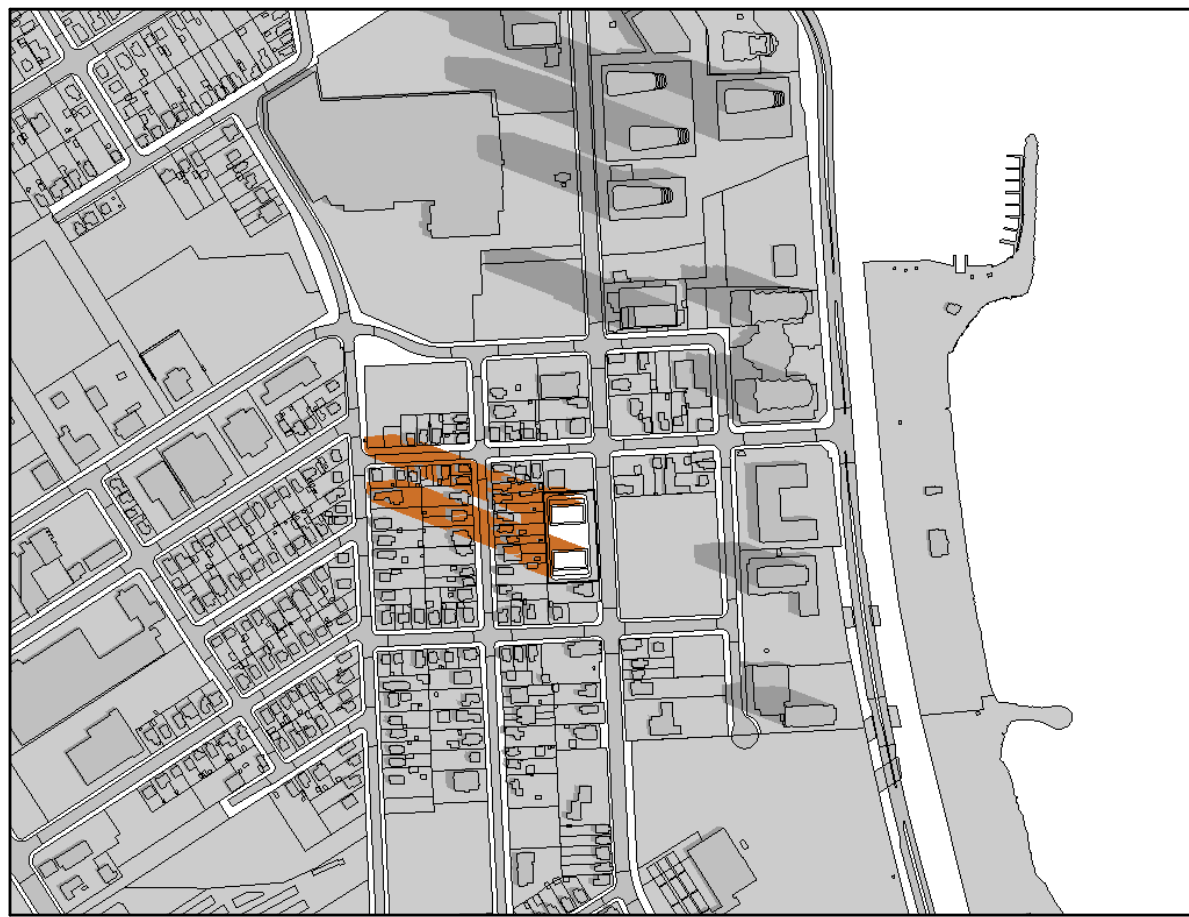
April 21 - 6:25am (DST) 1
NTS dA5.01



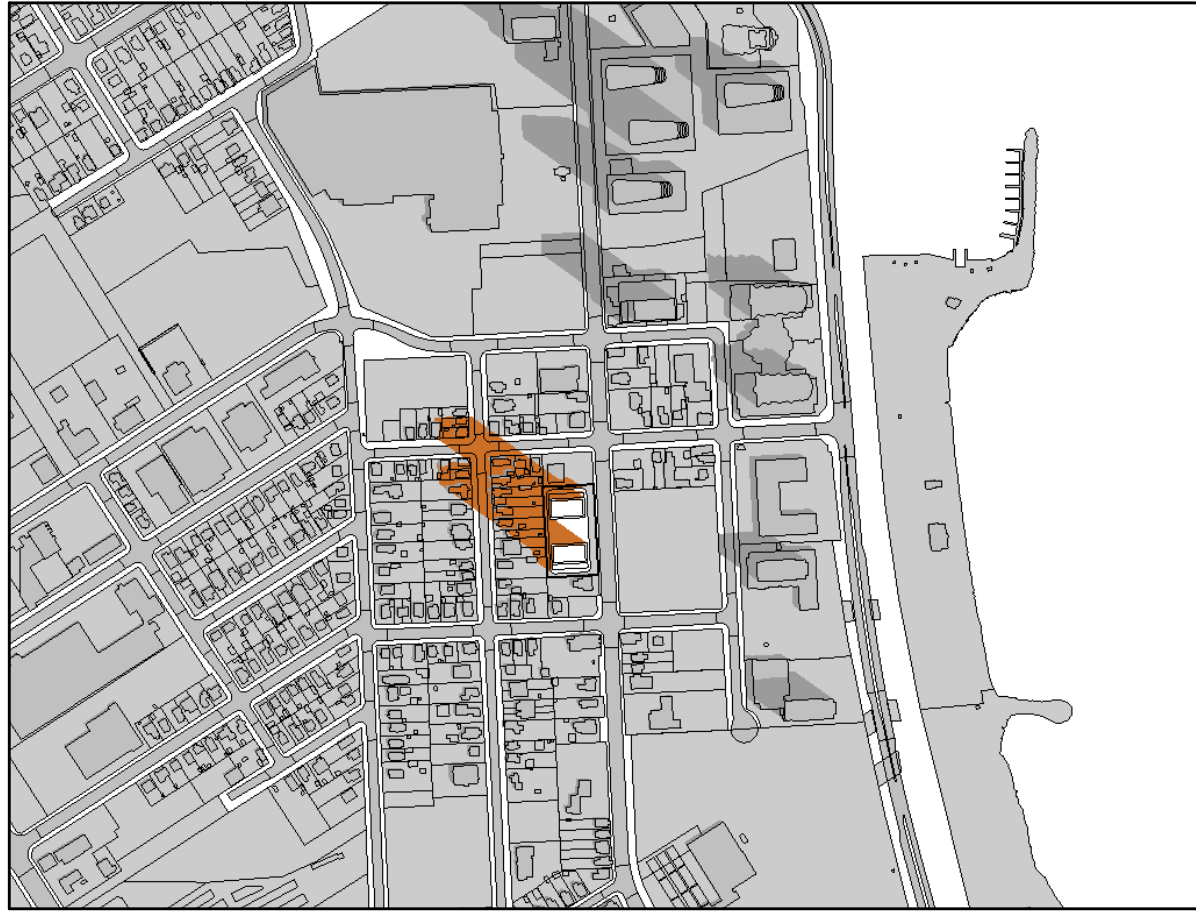
April 21 - 7:55am (DST) 2
NTS dA5.01



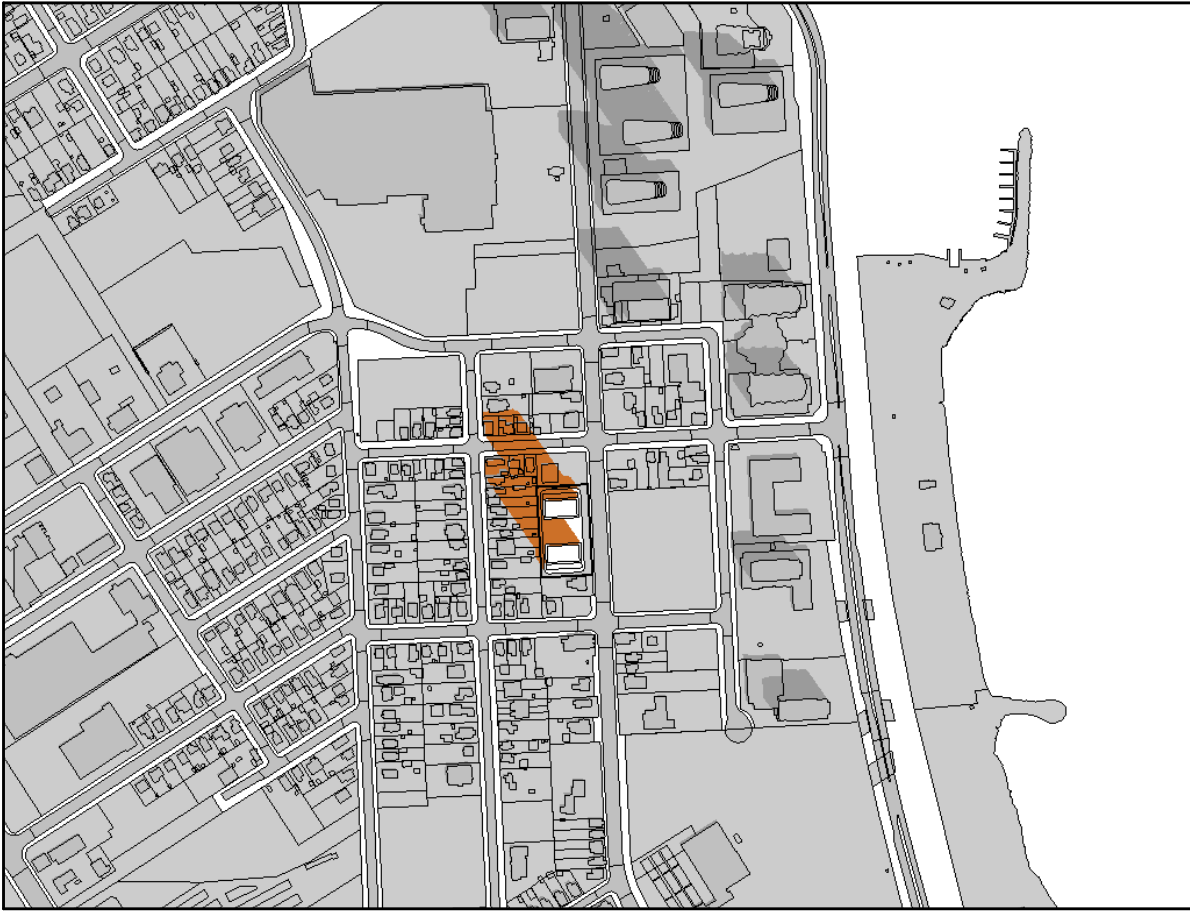
April 21 - 8:55am (DST) 3
NTS dA5.01



April 21 - 9:55am (DST) 4
NTS dA5.01



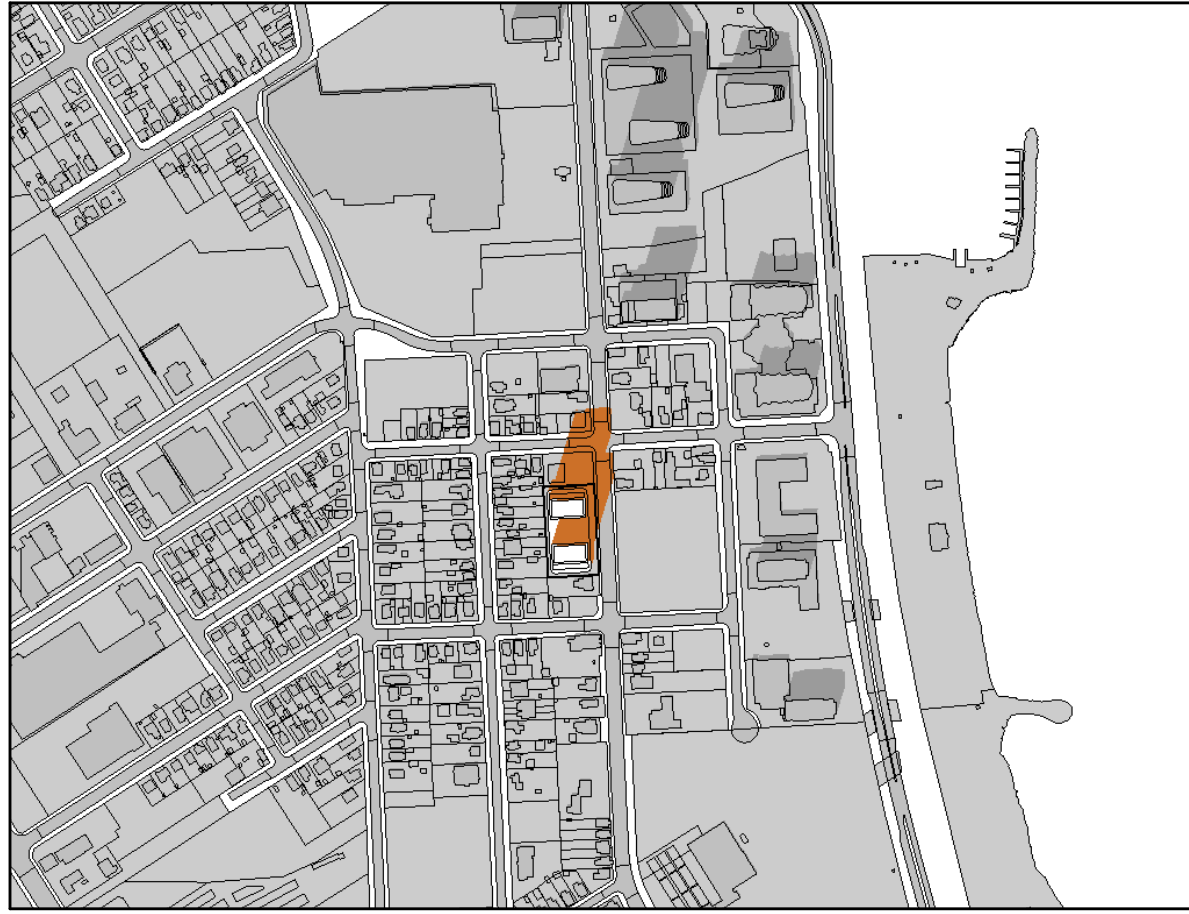
April 21 - 10:55am (DST) 5
NTS dA5.01



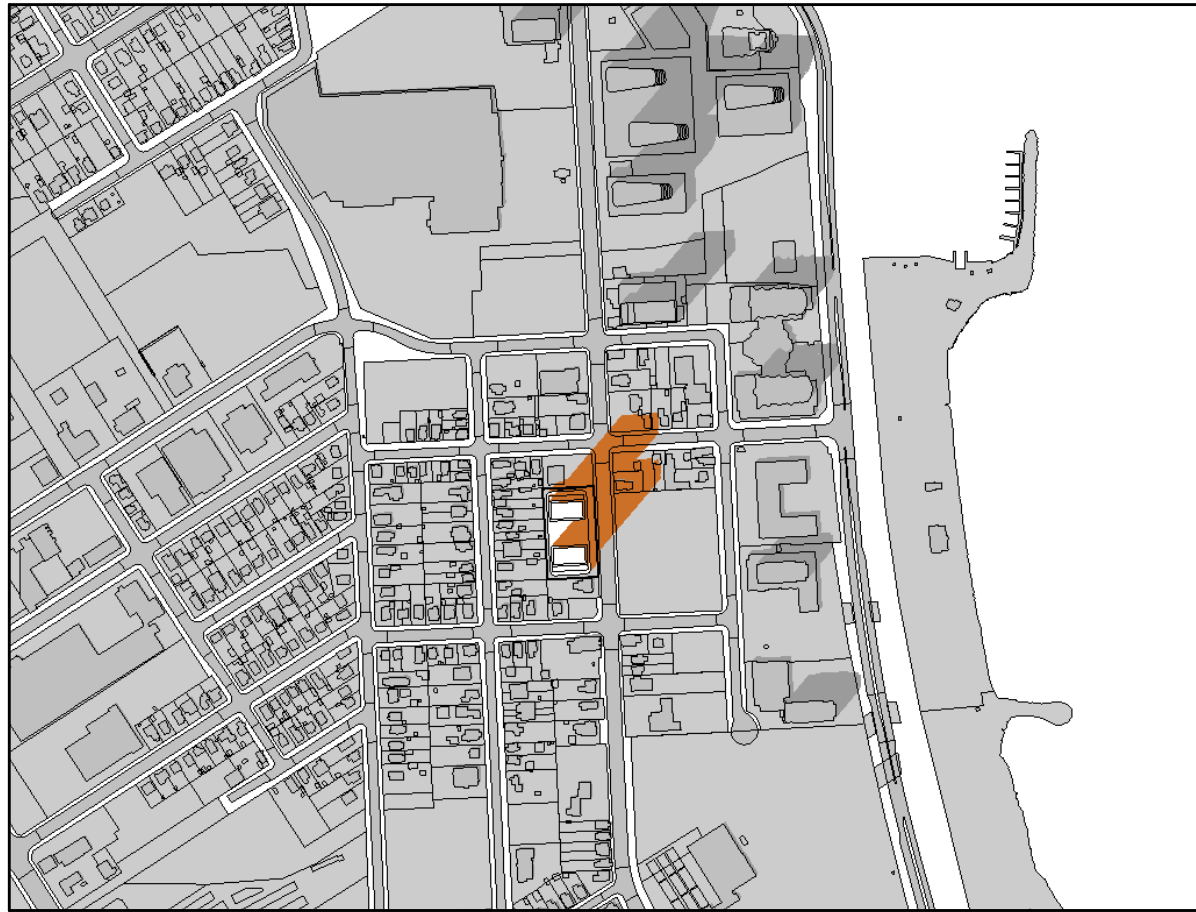
April 21 - 11:55am (DST) 6
NTS dA5.01



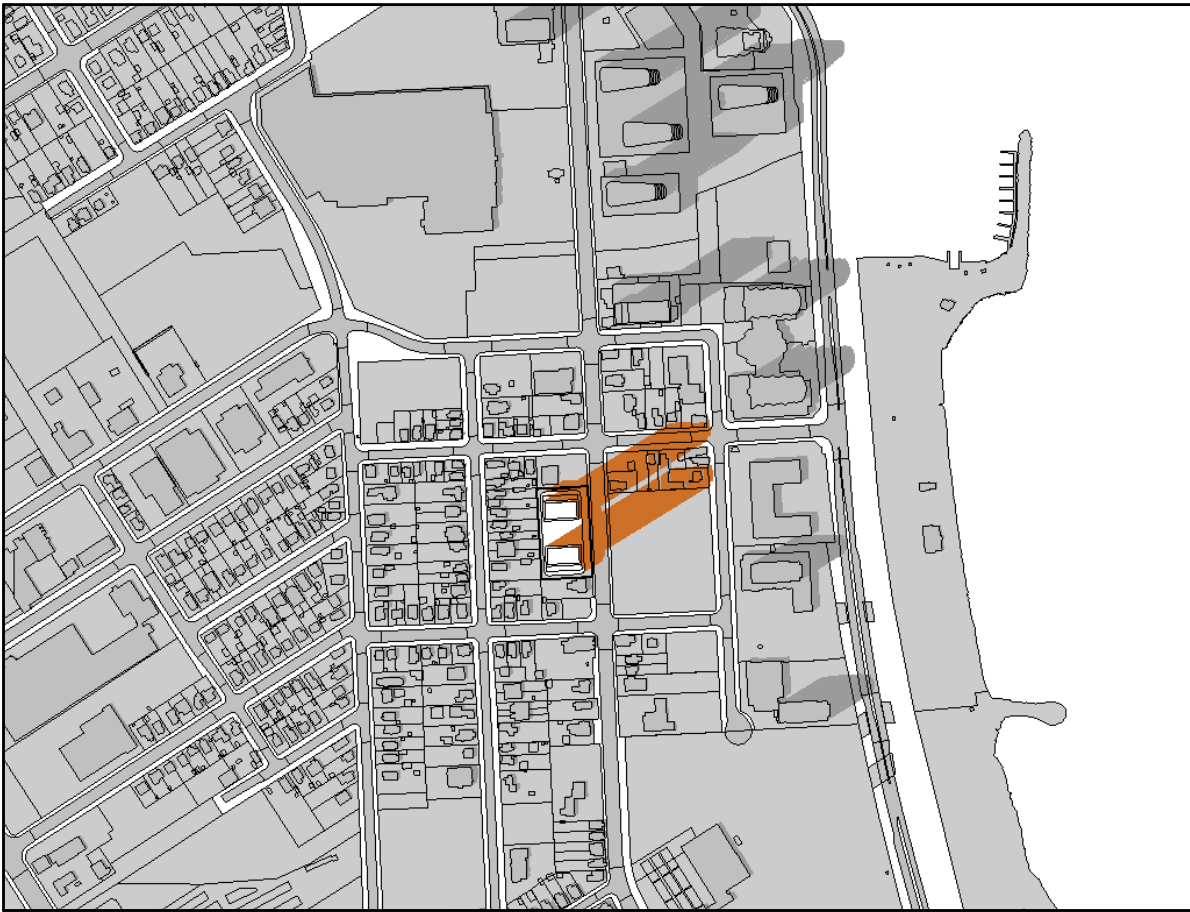
April 21 - 12:55pm (DST) 7
NTS dA5.01



April 21 - 1:55pm (DST) 8
NTS dA5.01



April 21 - 2:55pm (DST) 9
NTS dA5.01



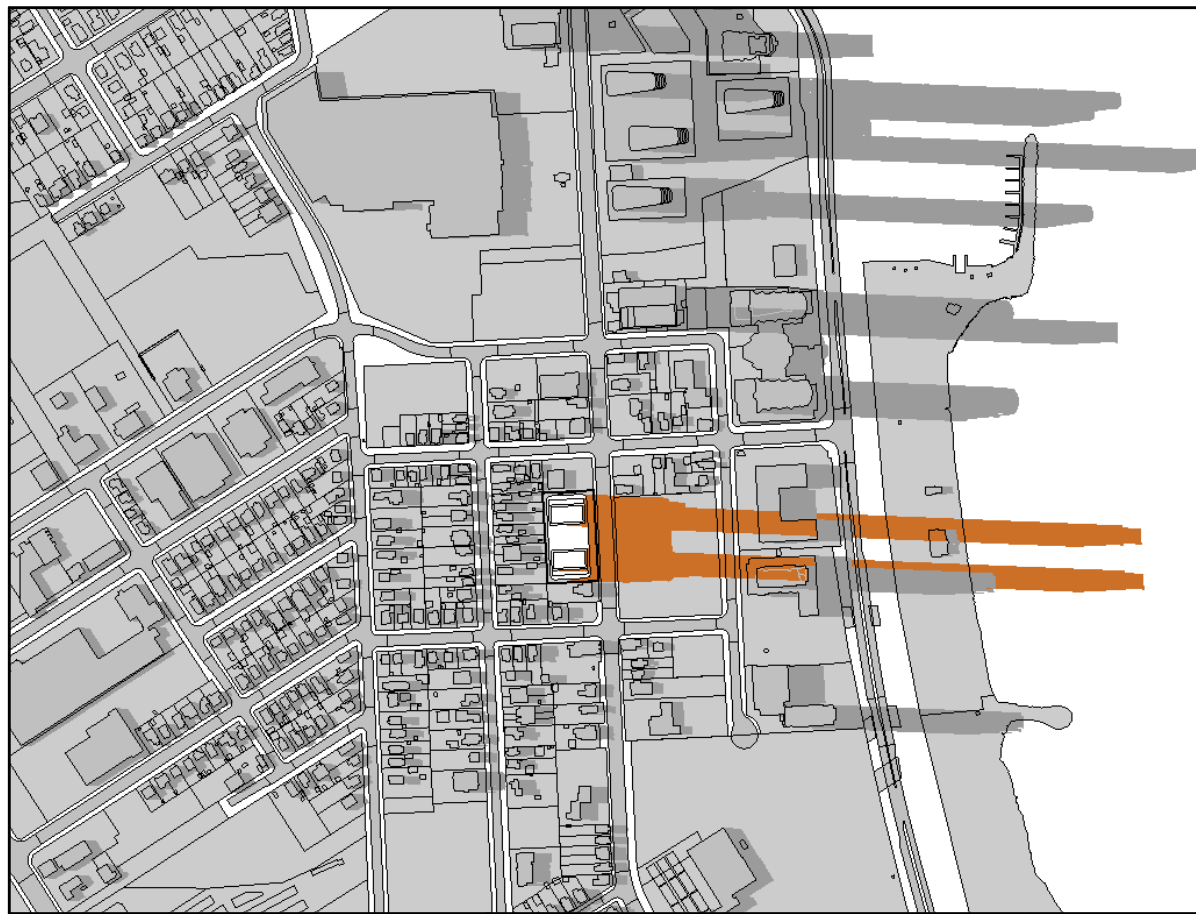
April 21 - 3:55pm (DST) 10
NTS dA5.01



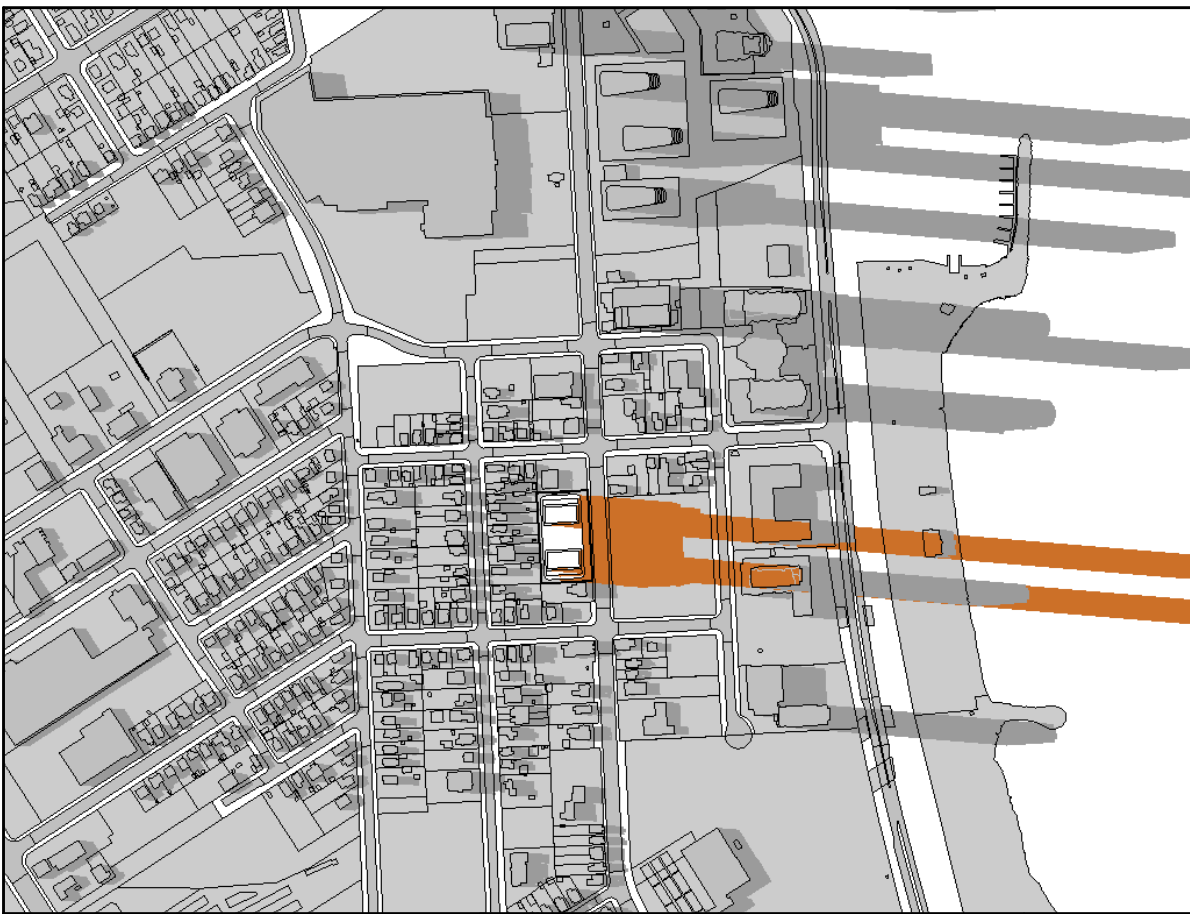
April 21 - 4:55pm (DST) 11
NTS dA5.01



April 21 - 5:55pm (DST) 12
NTS dA5.01



April 21 - 6:41pm (DST) 13
NTS dA5.01



April 21 - 6:55pm (DST) 14
NTS dA5.01



April 21 - 8:11pm (DST) 15
NTS dA5.01

Sun Angles:

Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.

Latitude:
Longitude:

Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours

UT denotes Universal Time
i.e. Greenwich Mean Time

Software Used:
Autodesk Revit Architectural 2021

Shadow Study on APRIL 21

Sun Shadow Timing: APRIL 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21

Sun Shadow Timing: JUNE 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21

Sun Shadow Timing: SEPTEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

Shadow Study on DECEMBER 21

Sun Shadow Timing: DECEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 14
NTS dA5.01

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed ByThe Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:
No.: Revision: Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
---	---------------------------	--------------

No.: Issued For: Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - April 21

Scale:

Drawn by:

A.P.

Checked by:

R.P.

Project No.:

23-072

Date:

NOV 28, 2023

Drawing No.:

dA5.01



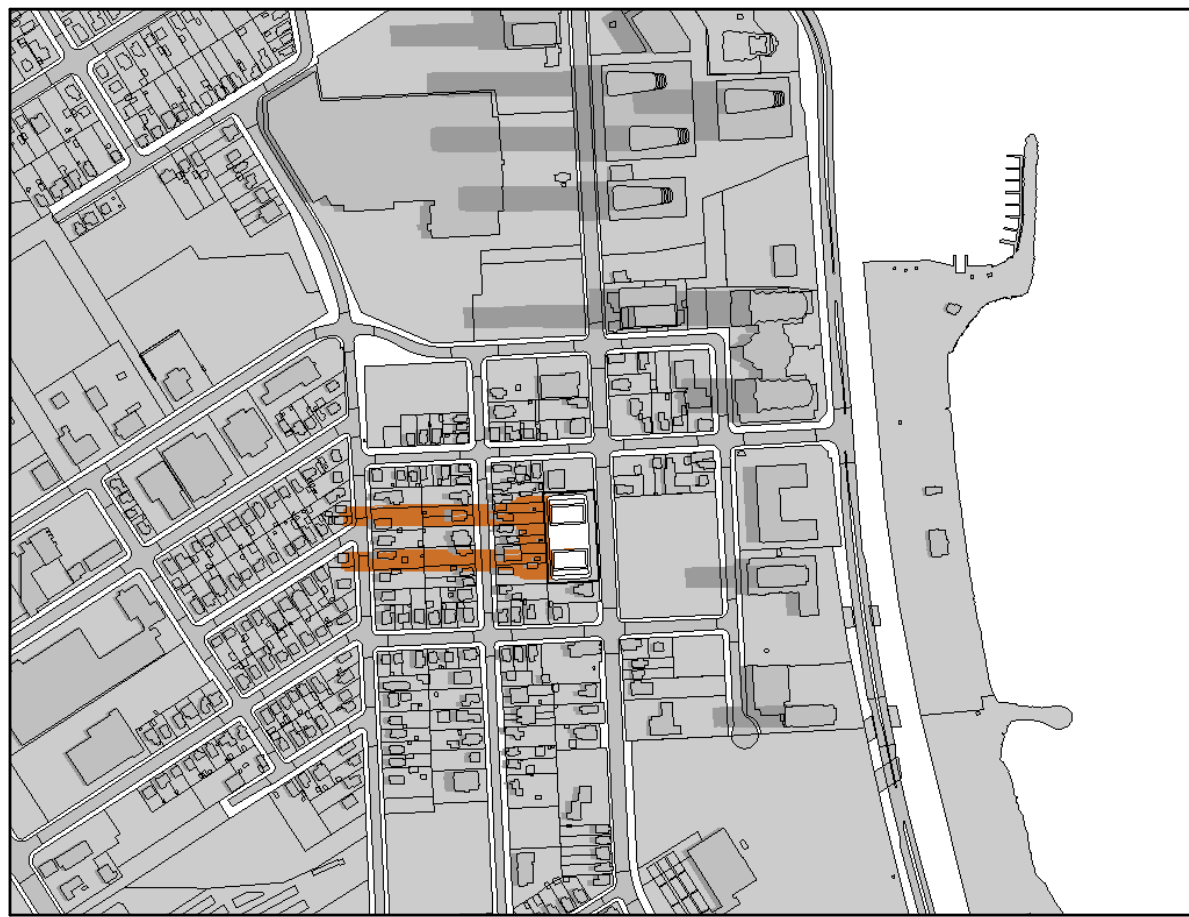
June 21 - 5:34am (DST) 1
NTS dA5.02



June 21 - 7:04am (DST) 2
NTS dA5.02



June 21 - 8:04am (DST) 3
NTS dA5.02



June 21 - 9:04am (DST) 4
NTS dA5.02



June 21 - 10:04am (DST) 5
NTS dA5.02



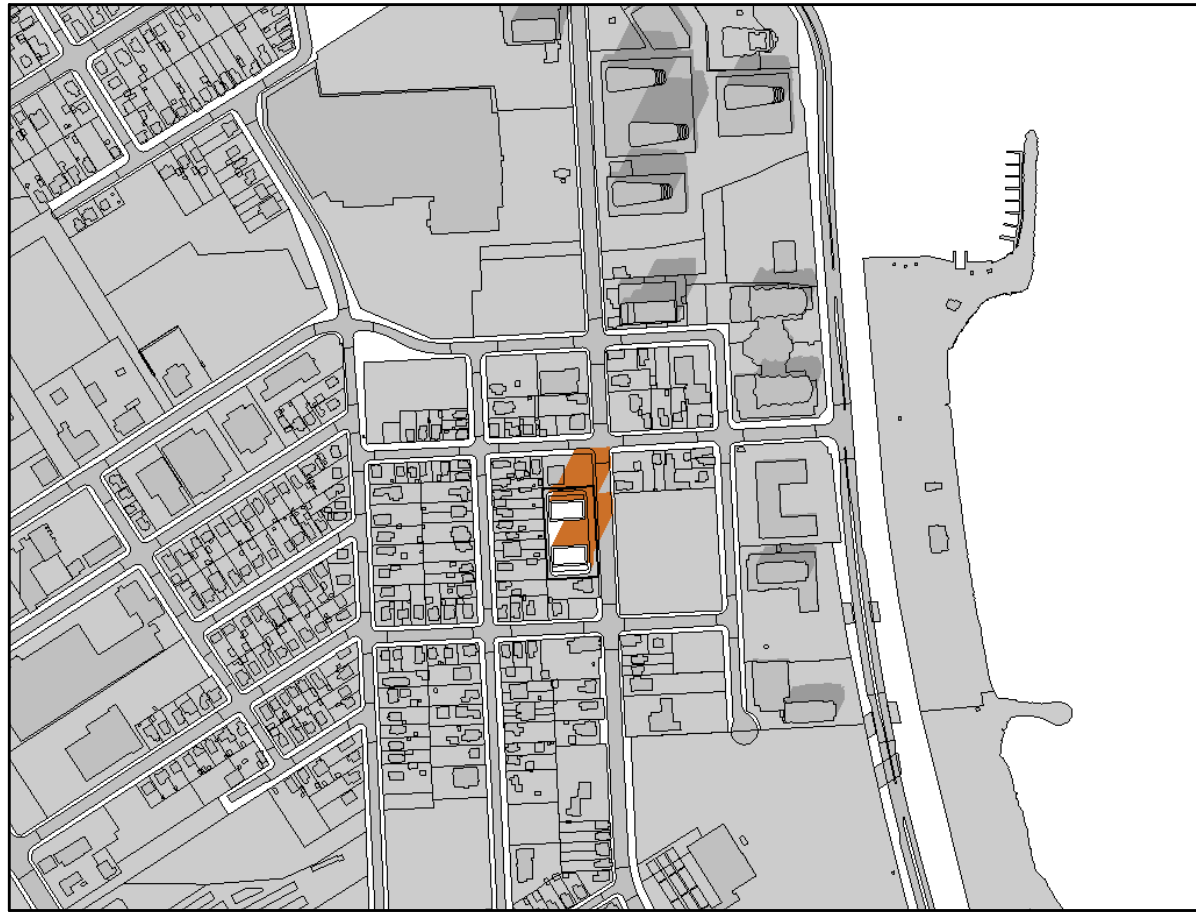
June 21 - 11:04am (DST) 6
NTS dA5.02



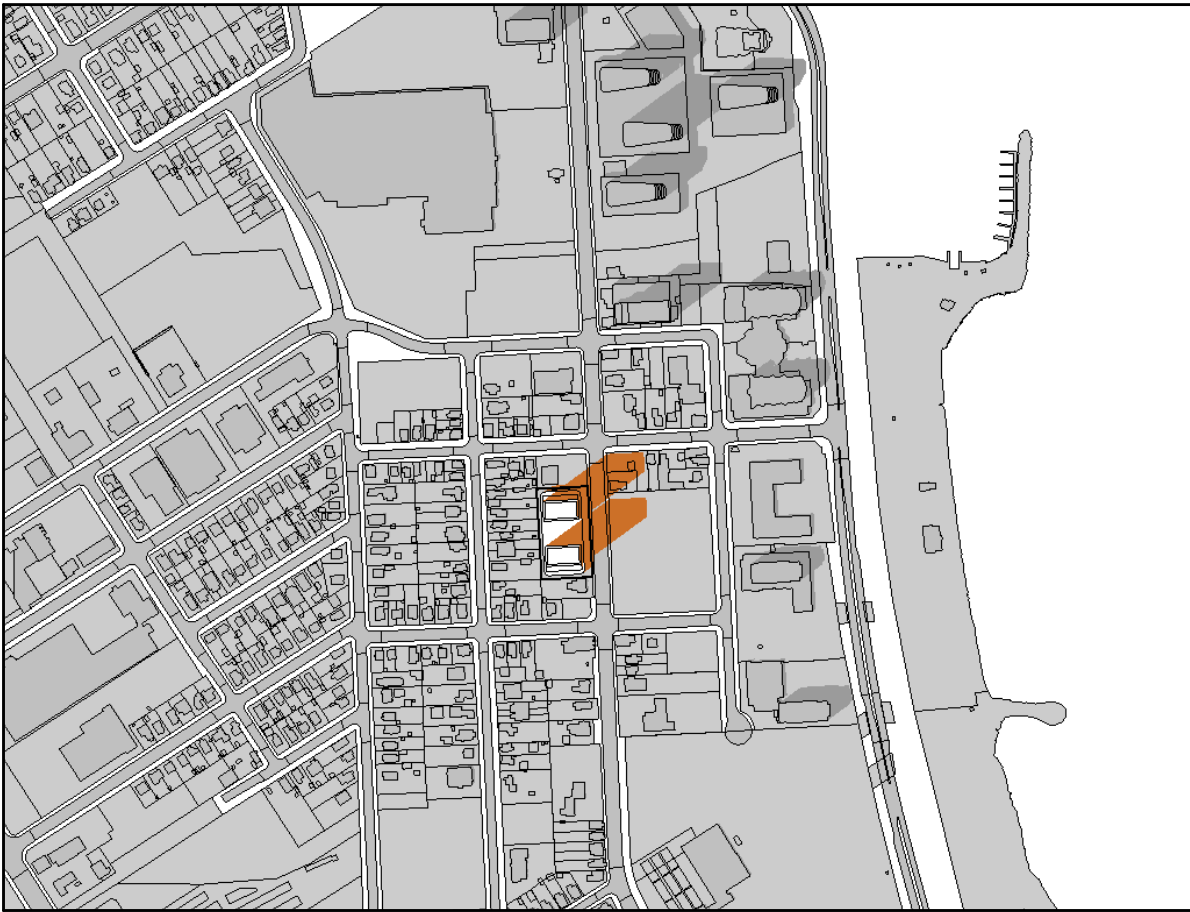
June 21 - 12:04pm (DST) 7
NTS dA5.02



June 21 - 1:04pm (DST) 8
NTS dA5.02



June 21 - 2:04pm (DST) 9
NTS dA5.02



June 21 - 3:04pm (DST) 10
NTS dA5.02



June 21 - 4:04pm (DST) 11
NTS dA5.02



June 21 - 5:04pm (DST) 12
NTS dA5.02



June 21 - 6:04pm (DST) 13
NTS dA5.02



June 21 - 7:04pm (DST) 14
NTS dA5.02



June 21 - 7:37pm (DST) 13
NTS dA5.02



June 21 - 9:07pm (DST) 14
NTS dA5.02

Sun Angles:

Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.

Latitude:
Longitude:

Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours

UT denotes Universal Time
i.e. Greenwich Mean Time

Software Used:
Autodesk Revit Architectural 2021

Shadow Study on APRIL 21

Sun Shadow Timing: APRIL 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21

Sun Shadow Timing: JUNE 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21

Sun Shadow Timing: SEPTEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

Shadow Study on DECEMBER 21

Sun Shadow Timing: DECEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 15
NTS dA5.02

Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed ByThe Architect.
Date:



Revisions:
No.: Revision: Date:

1	REZONING & OPA SUBMISSION	NOV 28,2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - June 21
Scale:

Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28,2023
Drawing No.:

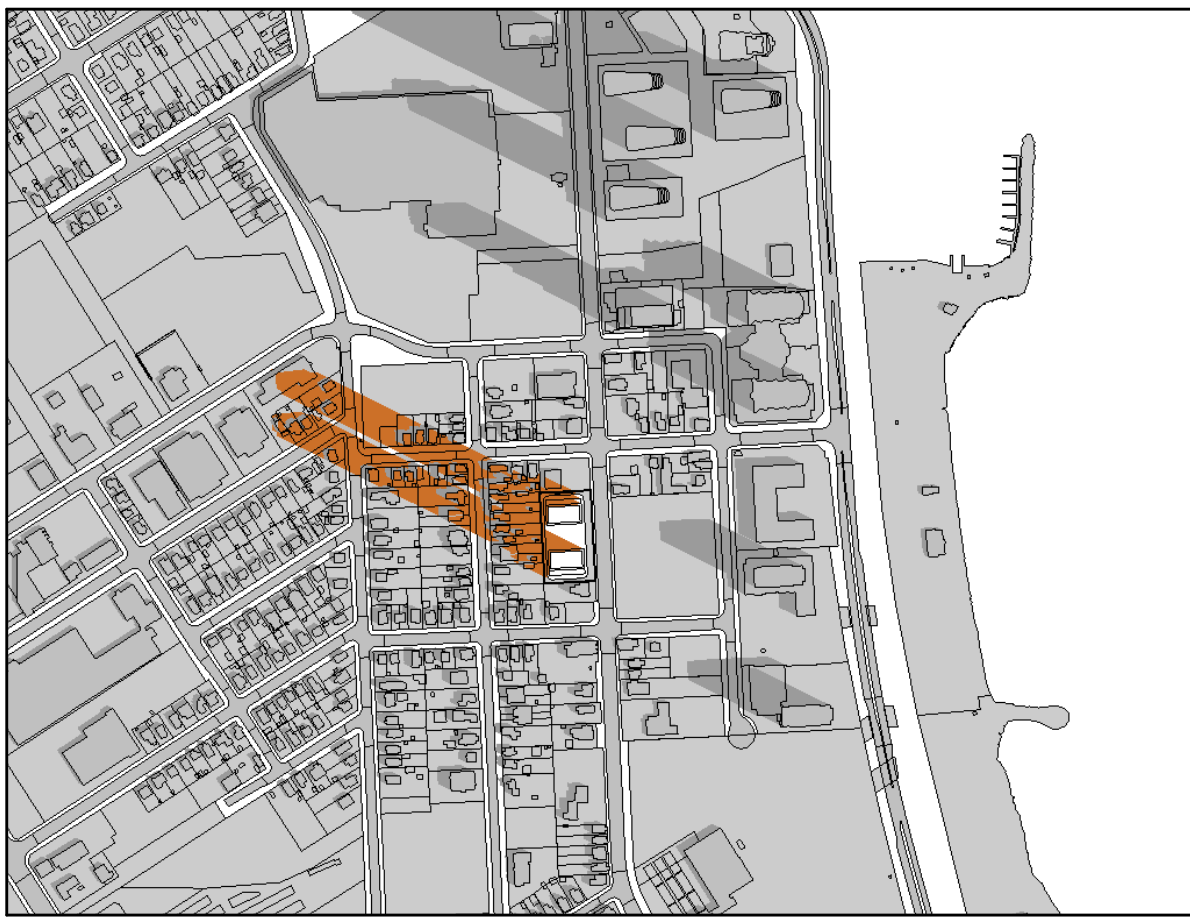
dA5.02



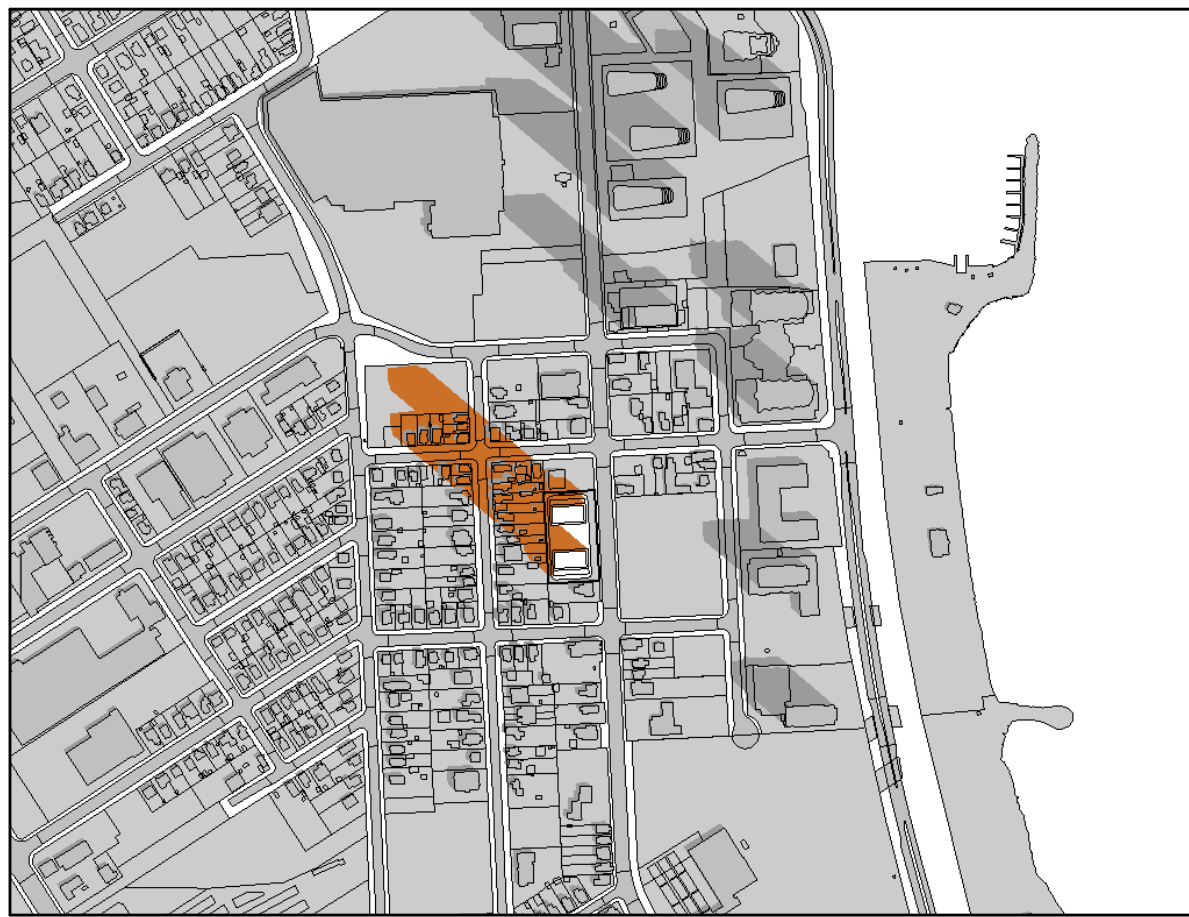
September 21 - 7:05am (DST) 1
NTS dA5.03



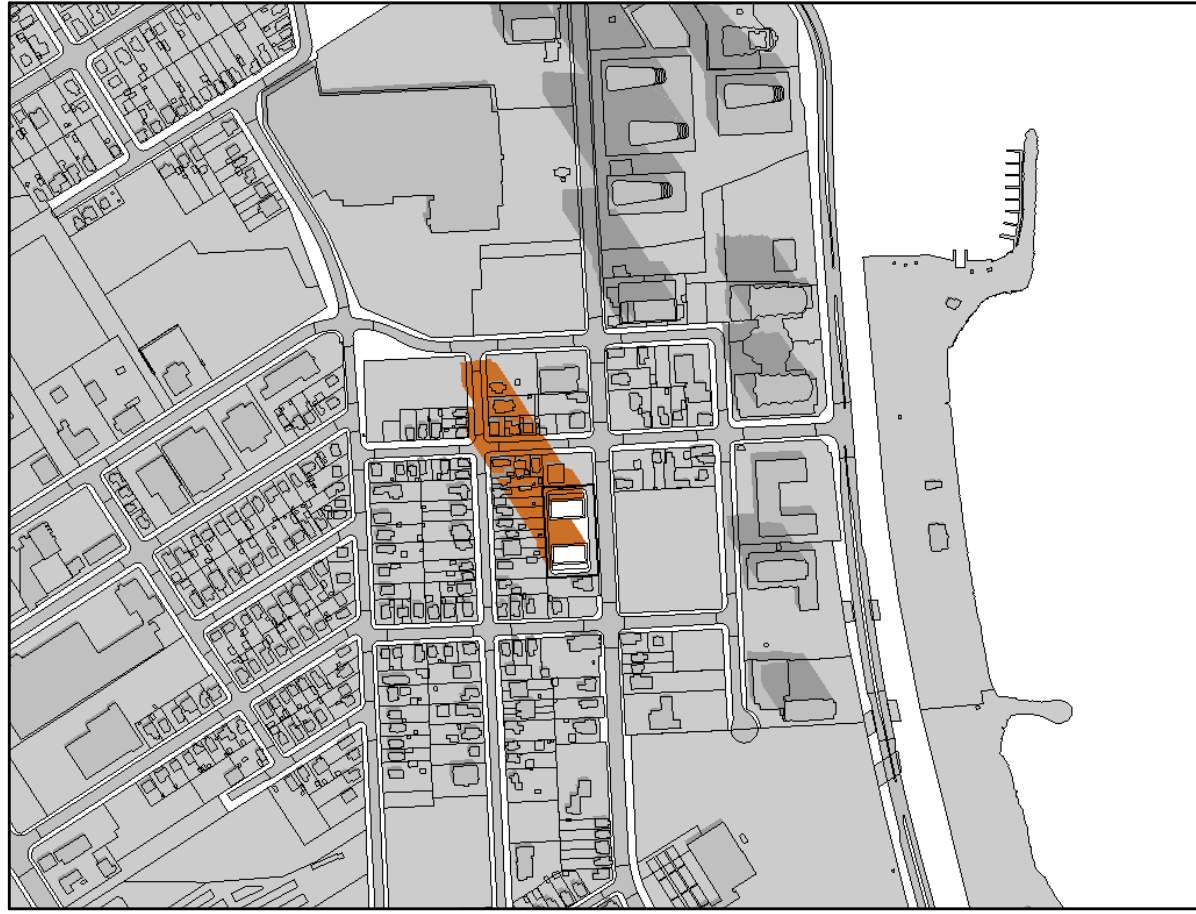
September 21 - 8:35am (DST) 2
NTS dA5.03



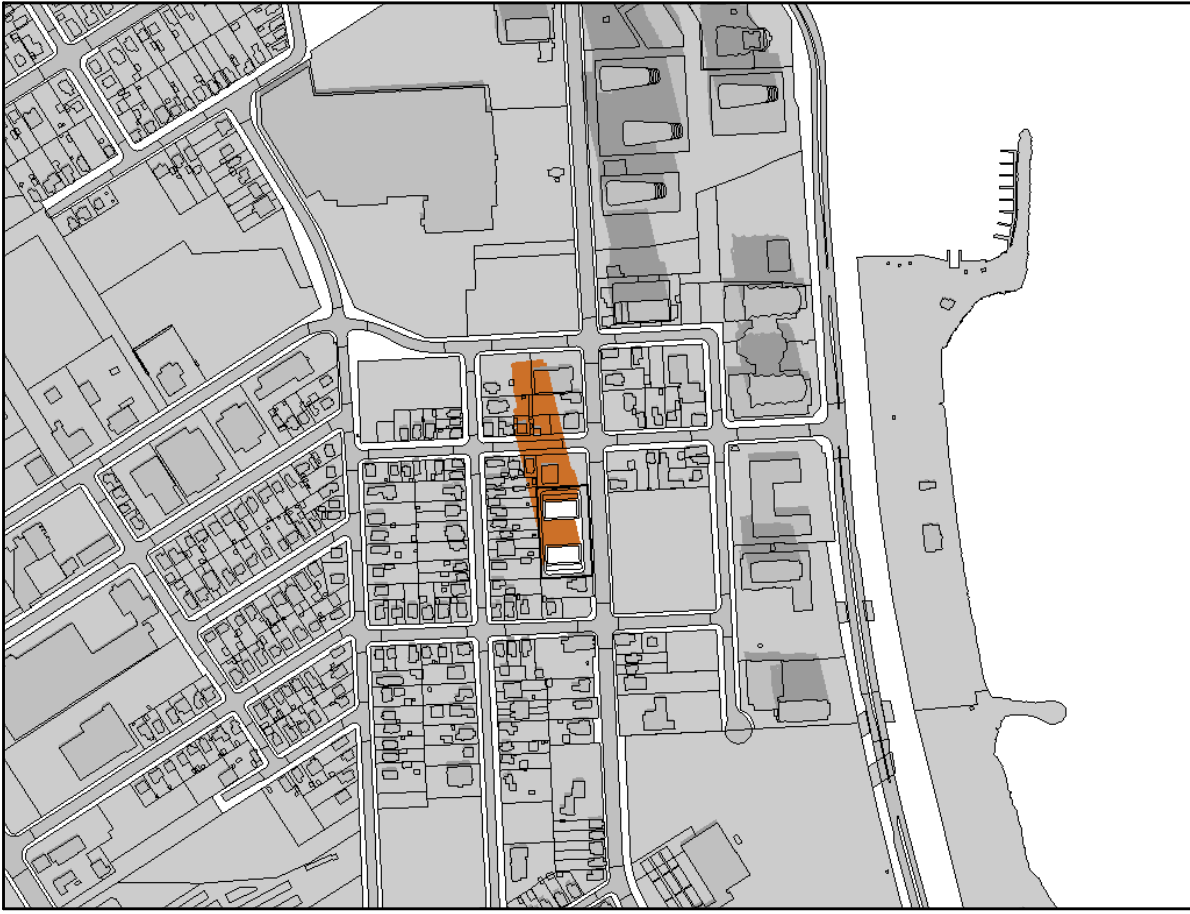
September 21 - 9:35am (DST) 3
NTS dA5.03



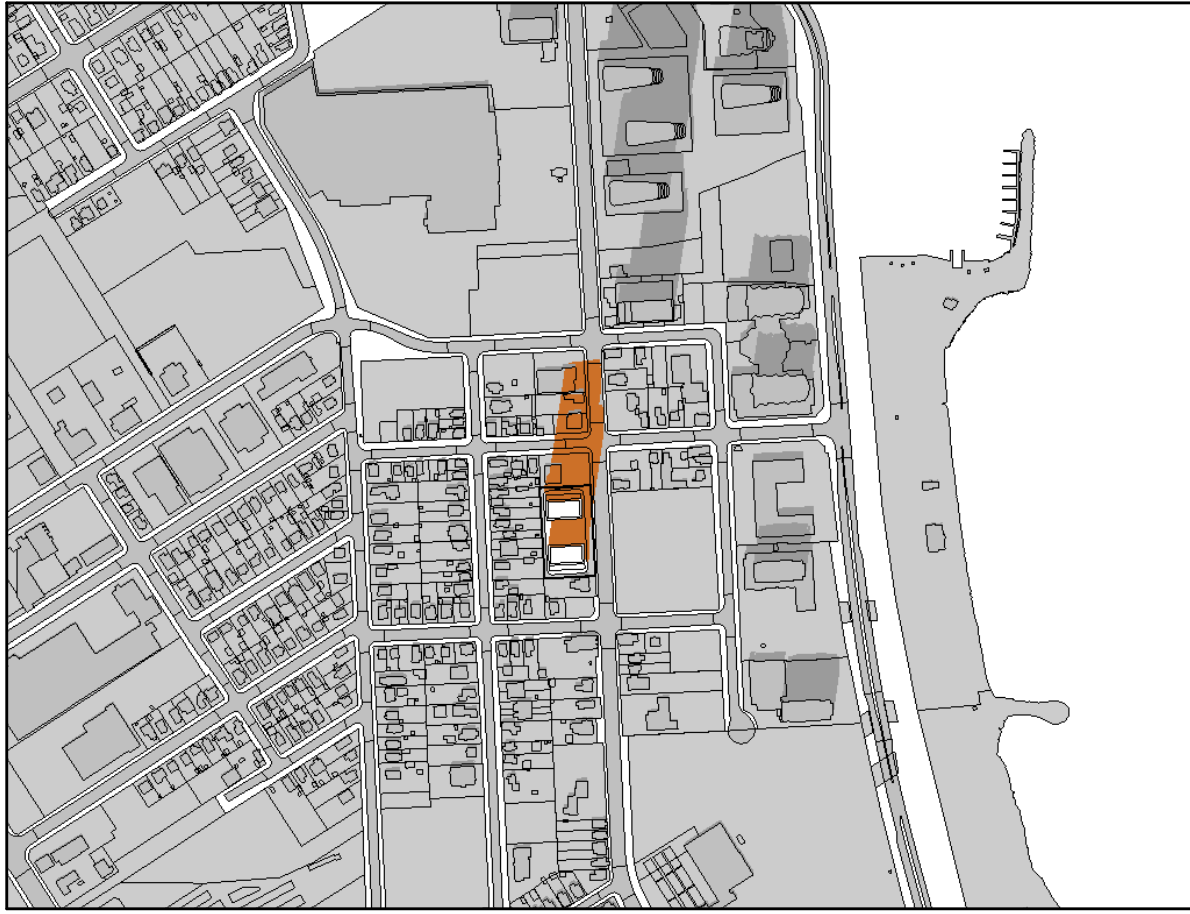
September 21 - 10:35am (DST) 4
NTS dA5.03



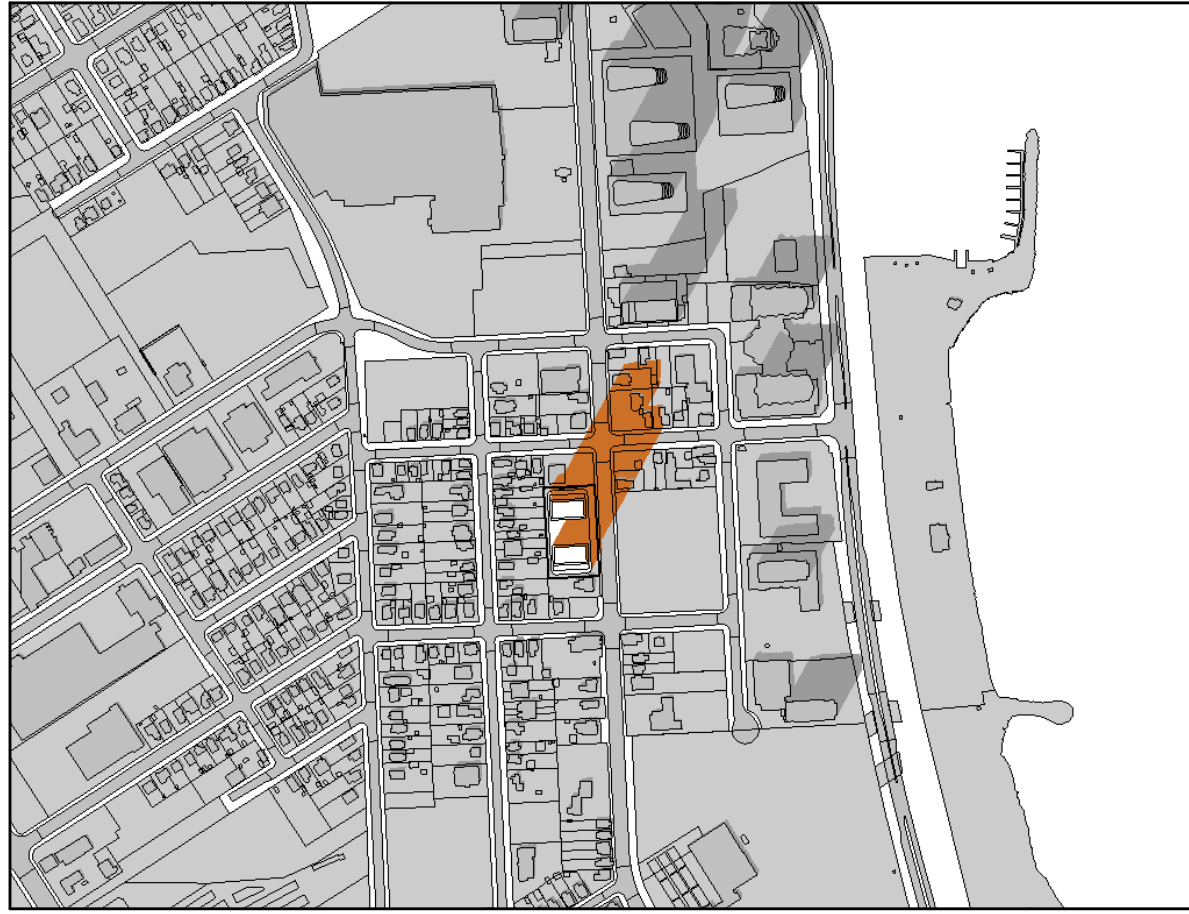
September 21 - 11:35pm (DST) 5
NTS dA5.03



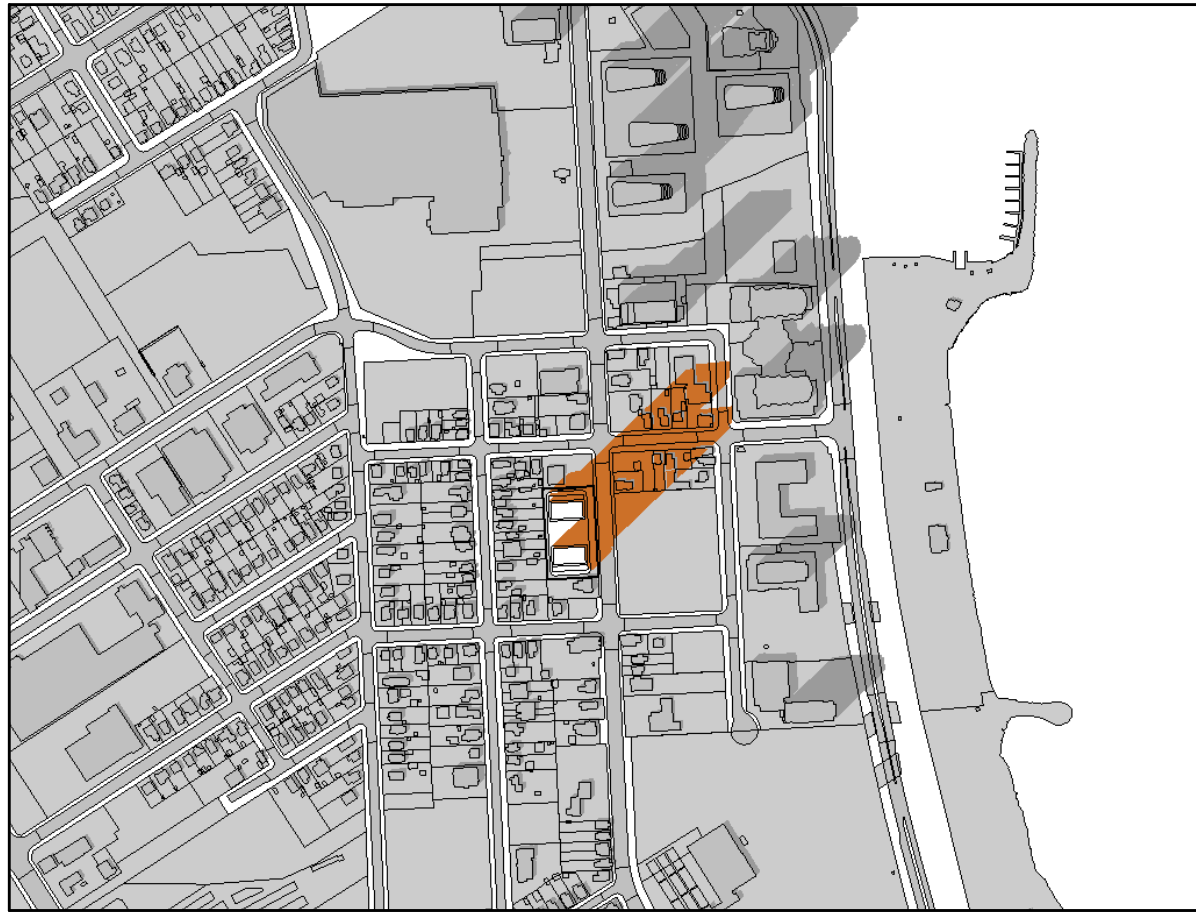
September 21 - 12:35pm (DST) 6
NTS dA5.03



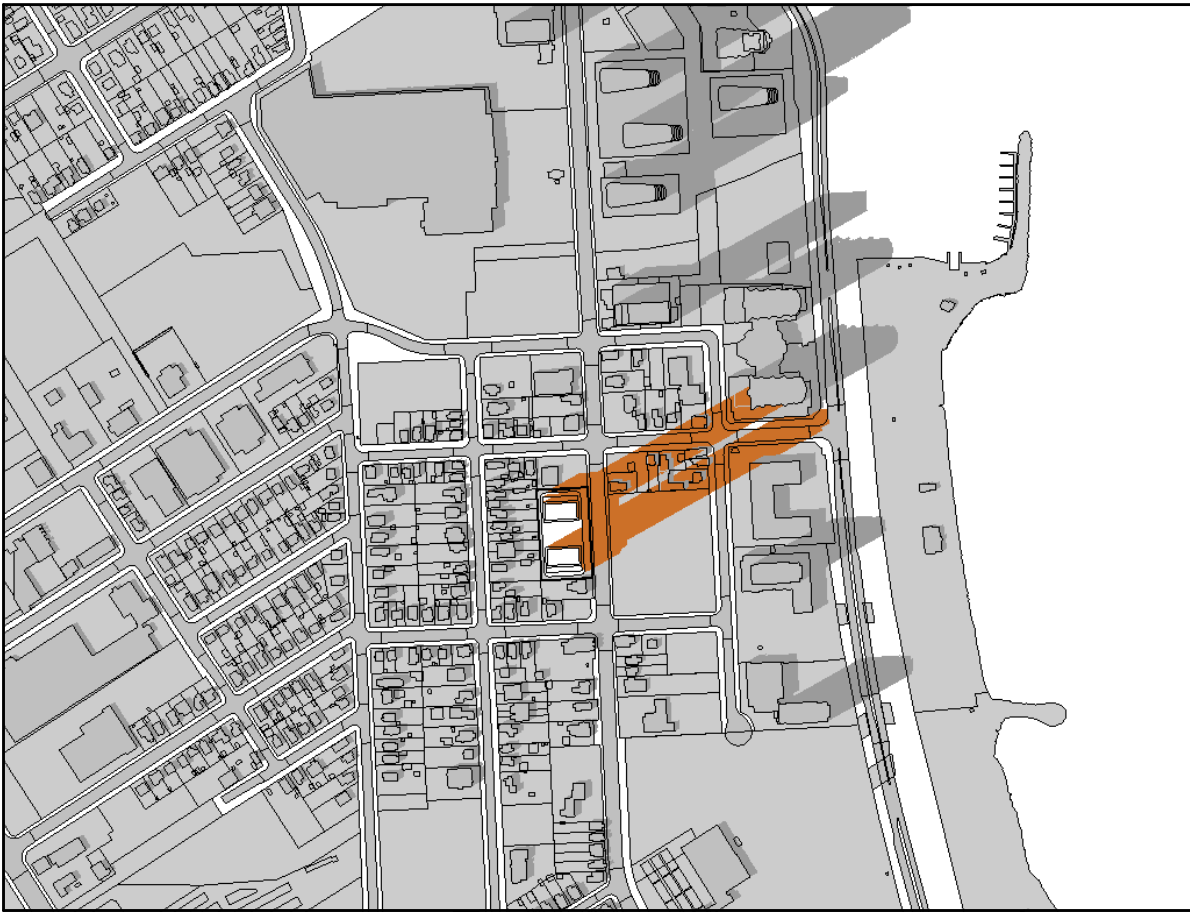
September 21 - 1:35pm (DST) 7
NTS dA5.03



September 21 - 2:35pm (DST) 8
NTS dA5.03



September 21 - 3:35pm (DST) 9
NTS dA5.03



September 21 - 4:35pm (DST) 10
NTS dA5.03



September 21 - 5:35pm (DST) 11
NTS dA5.03



September 21 - 5:48pm (DST) 12
NTS dA5.03



September 21 - 7:18pm (DST) 13
NTS dA5.03

Sun Angles:

Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.

Latitude:
Longitude:

Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours

UT denotes Universal Time
i.e. Greenwich Mean Time

Software Used:
Autodesk Revit Architectural 2021

Shadow Study on APRIL 21

Sun Shadow Timing: APRIL 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21

Sun Shadow Timing: JUNE 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21

Sun Shadow Timing: SEPTEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

Shadow Study on DECEMBER 21

Sun Shadow Timing: DECEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 15
NTS dA5.03

Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed By The Architect.
Date:



Revisions:		
No.:	Revision:	Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
---	---------------------------	--------------

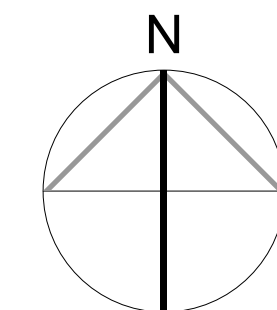
No.:	Issued For:	Date:
------	-------------	-------

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - September 21

Scale:	
Drawn by:	A.P.
Checked by:	R.P.
Project No.:	23-072
Date:	NOV 28, 2023
Drawing No.:	



dA5.03



December 21 - 7:52am (DST) 1
NTS dA5.04



December 21 - 9:22am (DST) 2
NTS dA5.04



December 21 - 10:22am (DST) 3
NTS dA5.04



December 21 - 11:22am (DST) 4
NTS dA5.04



December 21 - 12:22pm (DST) 5
NTS dA5.04



December 21 - 1:22pm (DST) 6
NTS dA5.04



December 21 - 2:22pm (DST) 7
NTS dA5.04



December 21 - 3:12pm (DST) 8
NTS dA5.04



December 21 - 4:42pm (DST) 9
NTS dA5.04

Sun Angles:

Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.

Latitude:
Longitude:

Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours

UT denotes Universal Time
i.e. Greenwich Mean Time

Software Used:
Autodesk Revit Architectural 2021

Shadow Study on APRIL 21

Sun Shadow Timing: APRIL 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21

Sun Shadow Timing: JUNE 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21

Sun Shadow Timing: SEPTEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

Shadow Study on DECEMBER 21

Sun Shadow Timing: DECEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 15
NTS dA5.04

Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing is Not To Be Used For Construction Until Signed ByThe Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:		
No.:	Revision:	Date:

1	REZONING & OPA SUBMISSION	NOV 28,2023
---	---------------------------	-------------

No.:	Issued For:	Date:
------	-------------	-------

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - December 21

Scale:

Drawn by:

A.P.

Checked by:

R.P.

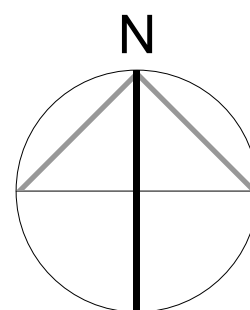
Project No.:

23-072

Date:

NOV 28,2023

Drawing No.:



dA5.04



VIEW LOOKING NORTH WEST

NTS

1

dA6.



VIEW FROM LAKE SIMCOE LOOKING NORTH WEST

NTS

3

dA6.



VIEW FROM LAKE SIMCOE LOOKING WEST

NTS

2

dA6

Authorities Having Jurisdiction

All Drawings, Specifications, and Related Documents are the Copyright of the Architect. The Architect retains all rights to control all uses of these documents for the intended issuance/use as identified below. Reproduction of these Documents, without permission from the Architect, is strictly prohibited. The Authorities Having Jurisdiction are permitted to use, distribute, and reproduce these drawings for the intended issuance as noted and dated below, however the extended permission to the Authorities Having Jurisdiction in no way debases or limits the Copyright of the Architect, or control of use of these documents by the Architect.

Do not scale the drawings.

This Drawing Is Not To Be Used For Construction Until Signed
By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No.:	Revision:	Date:
------	-----------	-------

1	REZONING & OPA SUBMISSION	NOV 28,2023
No.:	Issued For:	Date:

Client:
**CROWN (BRADFORD) DEVELOPMENTS
INC.**

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:

Perspectives

Scale:

Drawn by:
A.P.

Checked by:
R.P.

Project No.:
23-072

Date:
NOV 28, 2023

Drawing No.:

dA6.01

APPENDIX 2:
Draft Official Plan Amendment

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

THE CORPORATION OF THE CITY OF BARRIE

BY-LAW NO. 2024-_____

A By-law to adopt Amendment No. ____ to the Official Plan for the City of Barrie, for lands known municipally as 126-140 Bradford St and legally described as Lots 7, 8, 9, 10 and Part of Lot 6 west side of Bradford St, Registered Plan 22.

WHEREAS authority is given to the Council of the Corporation of the City of Barrie, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended, to pass this By-law; and

WHEREAS the Council of the Corporation of the City of Barrie has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*, R.S.O. 1990,

The Council of the Corporation of the City of Barrie HEREBY ENACTS AS FOLLOWS:

1. THAT the attached explanatory text, policies, and schedule constitute the Amendment No. ____ to the Official Plan for the City of Barrie shall be and is hereby adopted.
2. THAT this By-law shall come into force and take effect on the date of its final passing.

Read three times and finally passed in open Council this _____ day of _____, 2024.

Mayor

Clerk

THE CONSTITUTIONAL STATEMENT

- PART A - THE PREAMBLE** - does not constitute part of this amendment.
- PART B - THE AMENDMENT** - consisting of the following text, appendix and Schedule 'A', constitutes Amendment No. ____ of the City of Barrie.
- PART C – THE APPENDIX** - consists of a list of information pertinent to this Amendment in the form of a record of City of Barrie Council's actions (Public Meeting Minutes, Staff Report, and Council Resolution) and does not constitute part of this amendment.

AMENDMENT NO. ____
TO THE CITY OF BARRIE OFFICIAL PLAN

PART A - THE PREAMBLE

1.0 PURPOSE OF THE AMENDMENT:

The purpose of this Amendment is to amend the City of Barrie Official Plan to provide site specific policy alignment in accordance with Council's recommended modifications as detailed within the *City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023*.

2.0 LOCATION:

The lands subject to this Amendment are municipally known as 126-140 Bradford St and legally described Lots 7, 8, 9, 10 and Part of Lot 6 west side of Bradford St. Registered Plan 22, in the City of Barrie. The subject lands have an area of 0.39 hectares and 89.9 metres of frontage onto Bradford Street.

3.0 BASIS

A series of Official Plan Amendments have been identified, set out in Table 1, which are required to update the Official Plan in order to achieve alignment with Council's modifications, as detailed within the *City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023*.

On October 23, 2023, the Minister of Municipal Affairs and Housing announced that he would be reviewing the approval to the City of Barrie Official Plan, as approved April 11, 2023 by the previous Minister of Municipal Affairs and Housing. On December 6, 2023, *Bill 150, Planning Statue Law Amendment Act, 2023* received royal assent, reversing the Provincial modifications to the City of Barrie's Official Plan, bringing into effect the Official Plan adopted by Council on March 7, 2022, subject to a single amendment, Provincial modification number 66.

Also on December 6, 2023, the City of Barrie submitted to the Minister of Municipal Affairs and Housing the *City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023*, which responded to the winding back of the Official Plan, *Bill 150, Planning Statue Law Amendment Act, 2023*. These recommendations represent Council's intent and are before the Minister of Municipal Affairs and Housing for final approval.

The proposed Official Plan Amendment Application seeks to achieve policy alignment between the *City of Barrie Official Plan Recommendations, Minister of Municipal Affairs and Housing, December 6, 2023* and the subject application. The proposed Official Plan Amendments mirror these recommendations and are set out in Table 1 below.

Table 1

Policy	In-force Official Plan as adopted by Council March 7, 2022	Bill 162 Modifications, February 20, 2024
2.3.2 (d)	The Urban Growth Centre will be planned to: ii) Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.	The Urban Growth Centre will be planned to: ii) Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.
2.5 (l)	l) The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.	l) The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.
3.3.4 (a) (i)	High-rise buildings shall be designed with the following elements: a. For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium shall incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;	High-rise buildings should be designed with the following elements: a. For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium should incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;
3.3.4 (a) (ii)	c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower will be setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building	c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower should consider a setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot

	closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City; f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above <u>shall be</u> at least 30.0 metres; g. In order to provide appropriate transition, towers will generally be setback 70.0 metres from lower-scale neighbourhoods and buildings or, as further described in the City-Wide Urban Design Guidelines, contained within an angular plane;	line, an appropriate reduction of the setback may be considered to the satisfaction of the City; f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above <u>should consider</u> a 30.0 metres separation g. Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings;
6.4.2 (e)	iii) All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units; iv) All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three-bedroom units or larger;	iii) All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units; iv) All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies

PART B – THE AMENDMENT

This part of the document, entitled “Part B – The Amendment”, and consisting of the following changes to the text, constitutes Amendment No.____ of the City of Barrie Official Plan.

1.0 DETAILS OF THE AMENDMENT

That notwithstanding the provisions of the City of Barrie Official Plan 2051 for the lands municipally known as 126-140 Bradford St and legally described Lots 7, 8, 9, 10 and Part of Lot 6 west side of Bradford St, Registered Plan 22, in the City of Barrie, County of Simcoe, Section 2.8 – Defined Policy Areas, be amended as follows:

Section 2.8.XX – 126-140 Bradford St

- a) That notwithstanding section 2.3.2(d)(ii), the Urban Growth Centre will be planned to require that least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.*
- b) That notwithstanding section 2.5(l), The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing, as per the policies in Section 6.4.2 of this Plan. The City will be guided by provincial direction and the City’s Affordable Housing Strategy to implement this affordable housing target.*
- c) That notwithstanding section 3.3.4(a), High-rise buildings shall be designed with the following elements:*
 - i) Podium, being the base of a building that frames the public realm to help make the building human scale. It helps enhance the overall building design/ architectural interest and is programmed to provide an active pedestrian streetscape. It should generally be between three and a maximum of six storeys in height.*
 - a. For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium should incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;*
 - ii) Tower, being the upper portion of a building above the permitted podium height, it is slender in shape to reduce visual and microclimatic impacts of the tower and allows the podium to be the primary element of the public realm. The tower meets the following criteria:*
 - c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower should consider a setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be*

appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City;

f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above should consider a 30.0 metres separation

g. Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings;

d) That notwithstanding section 6.4.2(e), all development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;

e) That notwithstanding section 6.4.2(e), the City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, health, economic, and well-being requirements of current and future residents. Further to this:

iv) All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies.

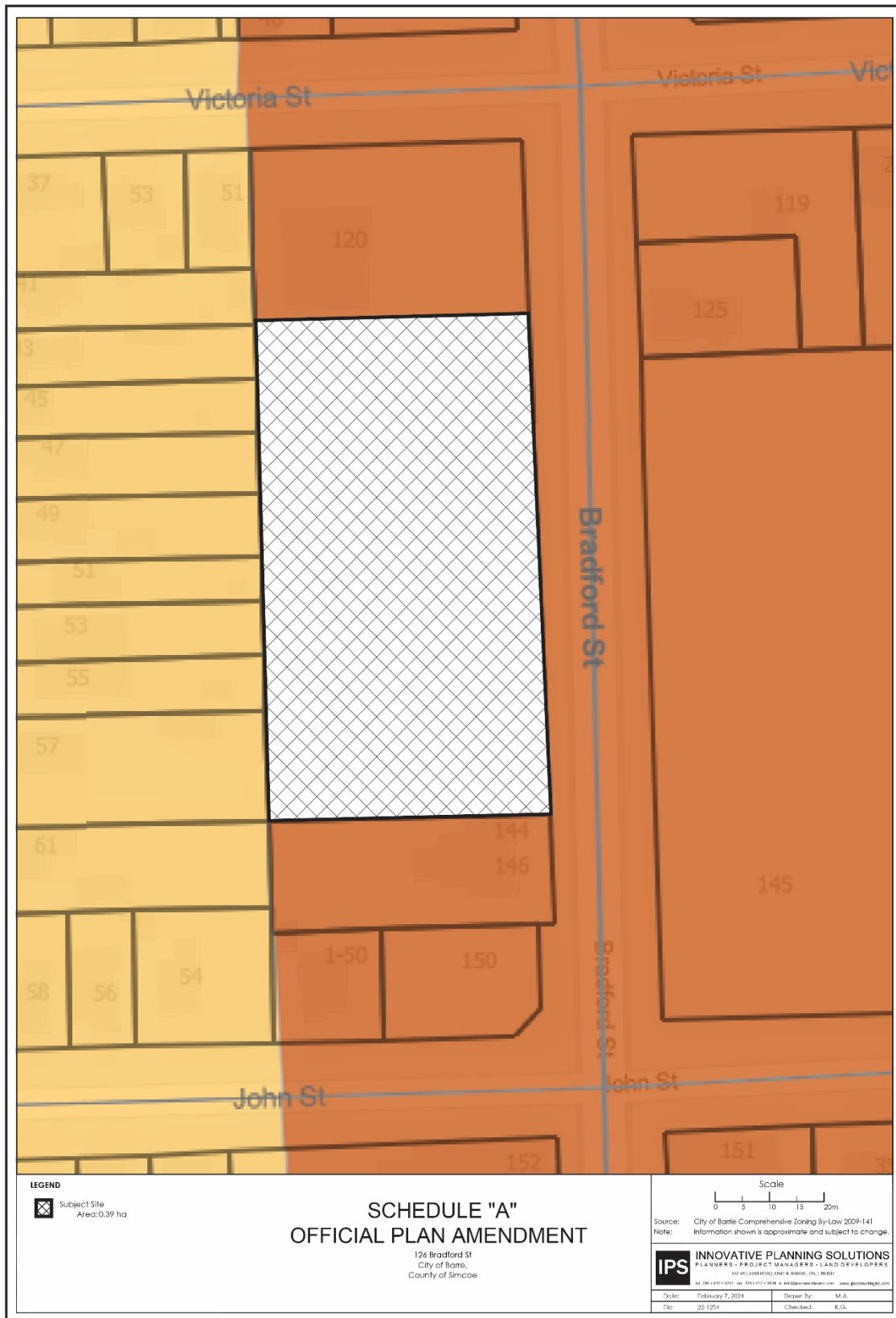
2.0 IMPLEMENTATION

Subsequent to the adoption of this Amendment, Council may consider passing an implementing zoning by-law which will rezone the property in accordance with the proposed amendment.

3.0 INTERPRETATION

The provision of the Official Plan, as amended from time to time, shall apply in regard to the Amendment.

Schedule "A"



APPENDIX 3:

Draft Zoning By-law Amendment



BY-LAW NUMBER 2024-XXX

A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 126 - 140 Bradford Street, as shown on Schedule "A" to this By-law, from General Commercial (C4) to Central Area Commercial – 2 with Special Provisions (C1-2)(SP-___).

WHEREAS the Council of The Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of The Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 126 Bradford Street;

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

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

1. **THAT** the zoning map is amended to change the zoning of 126 - 140 Bradford Street from General Commercial (C4) to Central Area Commercial – 2 with Special Provisions (C1-2)(SP-___), be approved.
2. **THAT** notwithstanding the provisions of Section 4.6.1 – Parking Standards, 6.3.1 – Commercial Standards and 6.3.2 – Additional Standards for Commercial Zones, the lands known municipally as 126 Bradford Street, zoned as Central Area Commercial – 2 with Special Provisions (C1-2)(SP-___), the following standards shall apply:
 - a) A minimum rear yard setback of 3.0 metres shall be permitted;
 - b) A maximum gross floor area of 1311% be permitted;
 - c) A maximum height of 143 metres excluding mechanical penthouse and other exclusions as defined in the definition of building height shall be permitted;
 - d) A minimum coverage of commercial uses of 7.5% be permitted; and
 - e) A minimum parking ratio of 0.469 spaces per unit shall be permitted, excluding affordable housing units.

3. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this ____ day of _____ 2024

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CITY CLERK

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

