

An aerial photograph of a suburban area. In the center, there is a large school building with a blue roof. To the right of the school is a green sports field with a red running track. The surrounding area is filled with houses, streets, and trees. A dark grey semi-transparent rectangle is overlaid on the center of the image, containing the title text.

PLANNING JUSTIFICATION REPORT

545-565 BIG BAY
POINT ROAD

CITY OF BARRIE

PREPARED FOR :
DBZ ENTERPRISES
LTD.

NOVEMBER 2024

545-565 BIG BAY POINT ROAD

CITY OF BARRIE

APPLICATION FOR

ZONING BY-LAW AMENDMENT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

DBZ ENTERPRISES LTD.

November 2024

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1.0 INTRODUCTION

Innovative Planning Solutions Inc. has been retained by DBZ Enterprises Ltd., to complete the following Planning Justification Report relative to an application for a Zoning By-law Amendment (ZBA) Application on lands known as 545-565 Big Bay Point Road, legally known as Part of Lots 29 to 36, Registered Plan 1213, City of Barrie, County of Simcoe. The collective lands have approximately 180.93m of frontage on Big Bay Point Road, 57.99m of frontage on Montgomery Drive, and 57.96m of frontage on Ashford Drive, with a total developable area of approximately 11,633.92m². The subject lands are illustrated in **Figure 1**.

The intent of this Zoning By-law Amendment Application is to amend the City of Barrie Zoning By-law 2009-141 to permit the development of a six-storey apartment building.

The purpose of this Report is to review the proposed development in the context of applicable planning policies to provide necessary rationale for the approval of the proposed six-storey apartment building. This Report will review the applicable policies found within the documents noted below to demonstrate consistency with good planning principles:

- The Planning Act, R.S.O. 1990
- Provincial Planning Statement (2024)
- Lake Simcoe Protection Plan
- City of Barrie Official Plan (2024)
- City of Barrie Zoning By-law 2009-141



LEGEND

 Subject Lands

Figure 1

Subject Lands

Source: City of Barrie GIS

Drawn By: IPS

File: 24-1371



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2.0 SITE DESCRIPTION

The subject application is for eight properties, located at 545, 547, 549, 553, 555, 559, 561, and 565 Big Bay Point Road in the City of Barrie ("subject lands"). The subject lands occupy an entire city block on the south side of Big Bay Point Road, in between Montgomery Drive and Ashford Drive. The site is 11,633 m² in total area, with a 2m road dedication on each of Big Bay Point and Ashford Drive and 10m x 5m daylight triangles at each of Big Bay Point/Ashford and Big Bay Point/Montgomery. The subject site currently has 8 single detached dwellings which are occupied by residential tenants.

The subject lands are relatively flat in grade with groupings of trees central to the site running east to west acting as boundary trees. All existing buildings and structures on the lands are intended to be removed to accommodate the proposed redevelopment.

The property is designated 'Neighbourhood' per Map 2 of the City of Barrie Official Plan (**Figure 2**) and is currently zoned 'Residential Single Detached Dwelling First Density (R1)' per the City of Barrie Zoning Bylaw 2009-141 (**Figure 3**).

According to Map 4B of the City's Official Plan, Big Bay Point Road is identified as an Arterial Road serving as a primary traffic carrying route across and within the city. Barrie Transit Bus #12 travels along Big Bay Point with stops directly in front of the subject lands. This bus provides connections to the GO Stations, central bus terminal, downtown Barrie, Park Place Shopping Centre, and Georgian Mall. The route operates 7 days per week in both directions with service approximately every half hour during peak times and every hour on weekends.

Figure 4 shows the location of the subject lands relative to the City's transit network.

While the subject lands are within the Lake Simcoe Watershed Boundary per Schedule J of the City of Barrie Official Plan, the lands are outside the Lake Simcoe Region Conservation Authority (LSRCA) regulated area.



LEGEND

- Subject Lands
- Neighbourhood Area
- Medium Density
- Commercial District
- Community Hub
- Greenspace

Figure 2

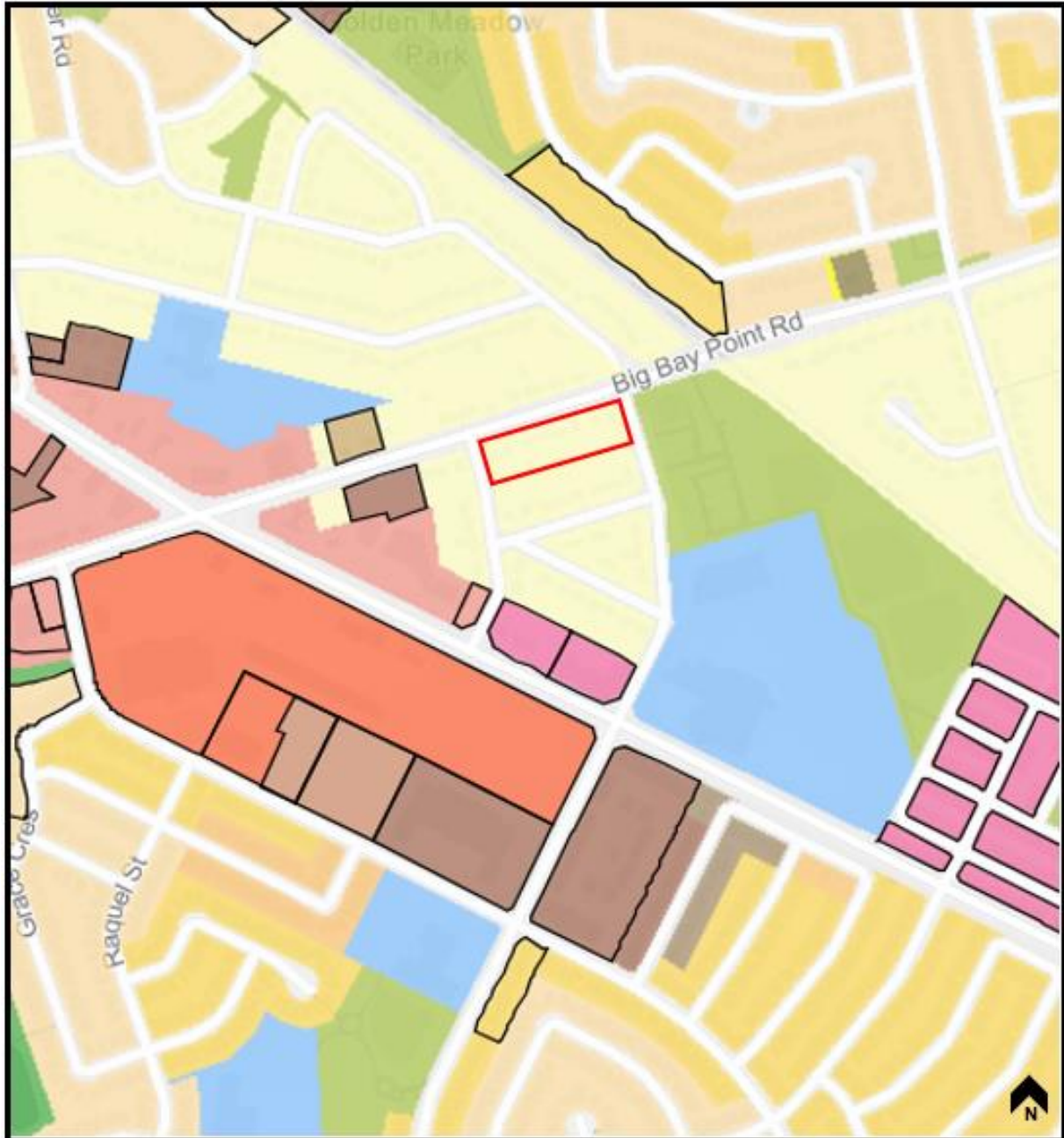
City of Barrie Official Plan

Source: City of Barrie GIS

Drawn By: IPS

File: 24-1371





LEGEND

- Subject Lands
- Shopping Centre Commercial (C3)
- General Commercial (C4)
- Convenience Commercial (C5)
- Residential Single Detached Dwelling First Density (R1)

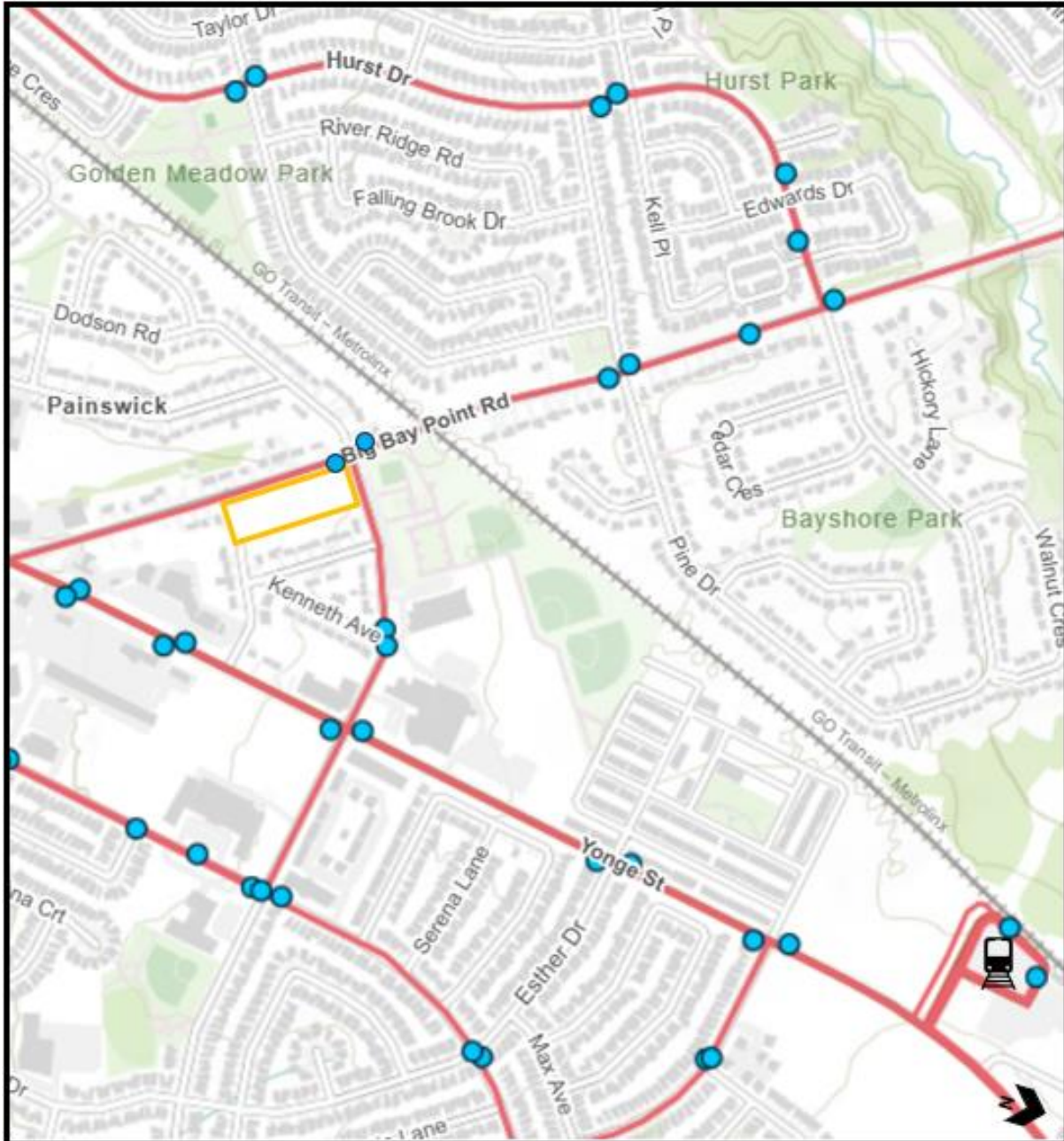
Figure 3
Zoning By-law Zone

Source: City of Barrie Web GIS

Drawn By: IPS

File: 24-1312

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LEGEND

-  Subject Lands
-  Rail Line
-  Transit Stop
-  GO Station

Figure 4

Public Transit Network

Source: GIS

Drawn By: IPS

File: 24-1371



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2.1 SURROUNDING LAND USES

The subject lands are in an area with a variety of amenities and services for everyday living. These uses include parks and open space (Painswick Park, Kuzmich Park), institutional uses (St Peter's Catholic Secondary School, St John Paul II Separate School, Warnica Public School), and various commercial uses such as grocery stores, pharmacies, banks, and restaurants along Yonge Street. The site is also close to Highway 400 and a short trip away from the Barris South and Allandale Waterfront GO stations.

The subject lands and surrounding land uses include the following:

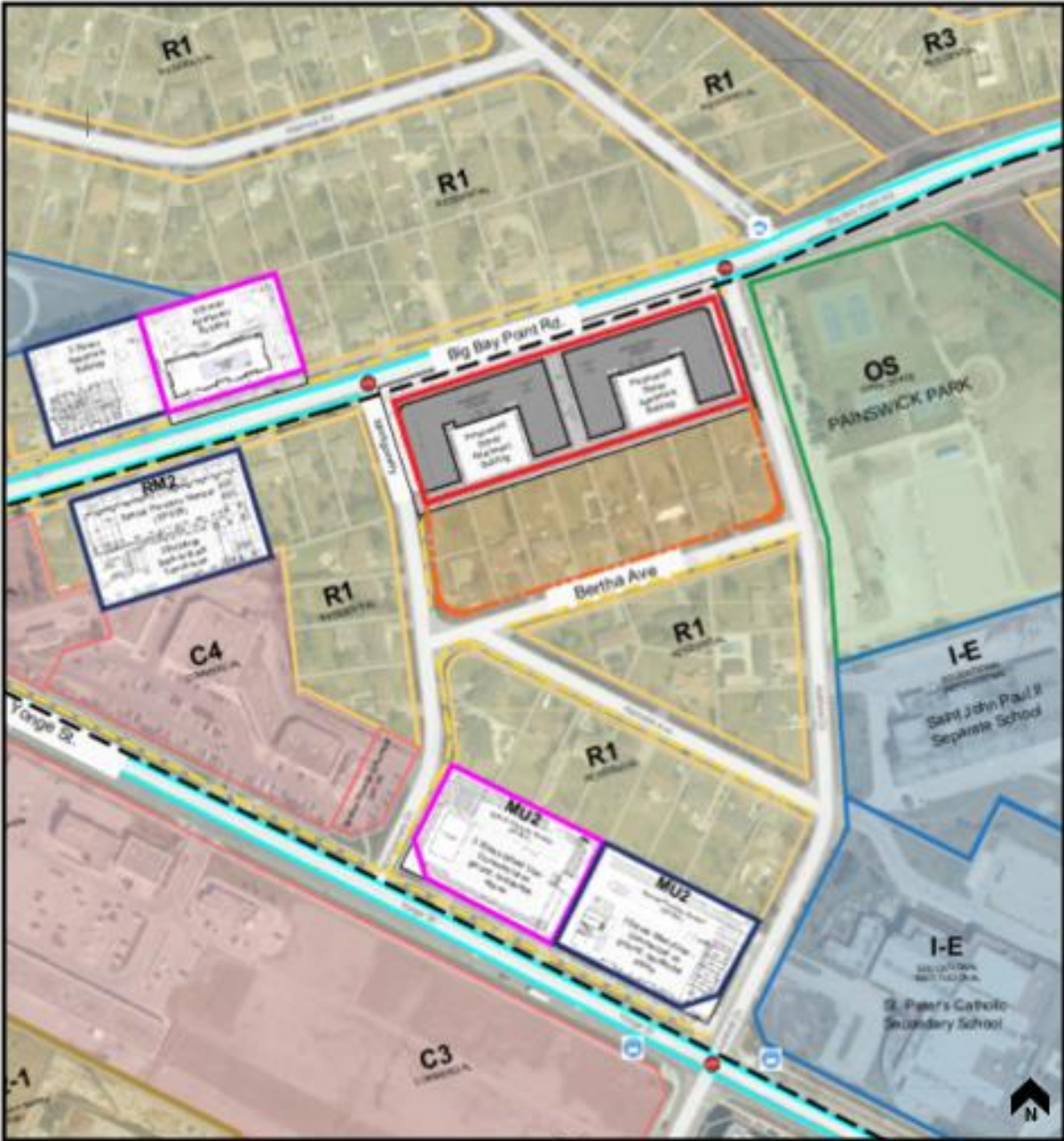
North: Immediately north is Big Bay Point Road followed by single detached residential dwellings. Further northwest is Warnica Public School and various commercial uses that front onto Yonge Street.

East: Immediately east of the property is Painswick Park, which has various recreational activities, followed by a rail line that services the GO Transit system. Further east are communities that consist mainly of single-detached residential housing.

South: Immediately to the south are single-family homes which are under the same ownership as the subject lands. They are not part of the current development application. Across Bertha Avenue are single detached dwellings; further south is mainly commercial and retail buildings that front onto Yonge street. Southeast of the property there is a school.

West: Across Montgomery Drive immediately west are a few residential properties which back onto a large commercial plaza. The intersection of Yonge and Big Bay Point is a commercial hub with a variety of stores, restaurants, and services.

Figure 5 illustrates the local amenities and proposed developments in the surrounding area.



LEGEND

Subject Lands

- Downtown Commercial Area
- Neighbourhood Commercial Area
- Major Transit Station Mixed Use Area
- Residential Low Density 1
- Residential Low Density 2
- Residential Medium Density
- Community Space
- Parks and Open Space
- Key Natural Heritage Features & Key Hydrologic Features
- Lake Bed

**Figure 5
Block Plan**

Source: Innisfil Official Plan

Drawn By: IPS

File: 24-1371



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2.2 SURROUNDING DEVELOPMENT APPLICATIONS

The City of Barrie is recognized as the Primary Settlement Area in the County of Simcoe; thus, it is important for the city to encourage intensification, densification, and diversification on lands within the built-up area to accommodate the growing demand for housing. Big Bay Point is an arterial road, the nearby corner of Yonge and Big Bay Point has been identified as a Strategic Growth Area, and nearby Yonge Street has been identified as an Intensification Corridor. The proposed development will provide a transition from these areas of higher intensity development, and will further support and maintain a compatible built form with several other proposed development applications in the surrounding area.

Surrounding pending and approved development applications are illustrated on the context and block plan of the area, which is included as Figure 5.

3.0 DESCRIPTION OF DEVELOPMENT

The proposed development represents an opportunity to develop an underutilized parcel within the City of Barrie. Given that the subject lands are on an arterial road and close to a Strategic Growth Area and an intensification corridor, the subject lands present an opportunity for transitional development between the intensification area and the established residential neighbourhood. The proposal further presents an opportunity to contribute to the housing stock in the City in an appropriate location per the City's policies and guidelines.

The proposed development consists of two 'U' shaped 6-storey residential buildings. The proposed development seeks to provide a total of 456 purpose-built rental apartment units consisting of various unit types. The breakdown of units can be seen below:

- 1 bedroom/Studio: 376
- 2 bedroom: 60
- 3 bedroom: 20
- Total = 456 units

Of the total units, 10% are proposed to be affordable units. The exact location of the affordable units will be determined at a later stage in the process.

Vehicular access to the site is proposed via a private laneway which runs from Montgomery Drive to Ashford Street. The laneway provides access to surface parking, loading areas, and a ramp to the underground parking area. Sidewalks run alongside the driveway to provide pedestrian access between the surface parking and the building.

In addition to surface parking stalls, the proposed development will have one level of underground parking. Total parking is proposed to be 327 spaces for use by residents of the two buildings.

Common and private amenity areas are proposed for this site for the benefit of building residents. A total area of 2,487 m² is proposed, which includes 266.67 m² of outdoor amenity space between the two buildings, 318.7 m² of indoor amenity space on the ground floor of the building, and 74.7 m² of indoor amenity space on the 6th floor. Private amenity space (1,350 m²) is proposed in the form of balconies and terraces. Detailed design of the amenity spaces, including any programming features, will be provided at the Site Plan Approval stage, following approval of the requested Zoning By-law Amendment.

The proposed Site Plan is shown in **Appendix 1**.

4.0 ZONING BY-LAW AMENDMENT APPLICATION

Table 1 below demonstrates the zoning statistics achieved relative to the requirements of the proposed RA-2 zoning. The special provisions required are highlighted in Yellow.

Table 1: Residential Apartment 2 (RA2-XX) Zone Section 5.3.1 of By-law 2009-141		
PROVISIONS	REQUIRED	PROVIDED
Permitted uses	Apartment Dwelling	Apartment Dwelling
Lot Area – Gross (min)	1,300 m ²	11,633.92 m ²
Front Lot Line	For a corner lot, the shorter lot line	Big Bay Point Road
Lot Frontage (min.)	30 m	180.93 m
Front Yard Setback to Dwelling Unit (min.)	7 m	3.99 m
Side Yard Setback (min.)	Where abuts a street: 3 m Otherwise: 5m	Abutting a street: 1.5 m
Rear Yard Setback (min.)	7 m	11.4 m
Landscaped Open Space (min.)	4,071.87 m ² 35%	2,732.7 m ² 24 %
Lot Coverage (max. % of lot area)	4,071.87 m ² 35%	5,635.98 m ² 48.44%
Gross Floor Area (max. % of lot area)	23,267.84 m ² 200%	27,164 m ² 233%
Building Height (max.)	30 m	19.5 m
Parking (min.)	684 (456 x 1.5) 1.5 spaces per unit	327 spaces 0.72 spaces per unit
Barrier Free Parking (min.)	22 Spaces (1 + 3% of required)	22 spaces

4.1 RATIONALE FOR SPECIAL PROVISIONS

The following provides an overview and analysis of the site-specific provisions requested with the Zoning By-law Amendment.

4.1.1 Front Lot Line & Front Yard Setback

The Zoning By-law defines the Front Lot Line as “the lot line that divides a lot from the street, provided that in the case of a corner lot, the shorter lot line that abuts a street shall be deemed to be the front lot line, and the longer lot line that so abuts shall be deemed to be a side lot line of the lot.” For this site, Montgomery Drive would be considered the

front lot line. However, the project has been designed to be oriented to the arterial road of Big Bay Point. The front lot line is therefore proposed to be Big Bay Point Road.

Table 5.3 of the Zoning By-law provides the development standards for residential zones. For the RA2-1 zone, the required front yard setback is a minimum of 7 m between the front lot line and the front wall of any main building on the lot. As noted in the chart above, the proposed front yard setback is 3.9 meters.

Although the setback will only be 3.9 metres from the lot line, the actual distance from the building to the edge of the sidewalk, where it meets the road, will be a minimum of 9 metres due to the existing and new road widening dedications required by the City. To provide an additional setback from the new lot line, after the road widening requirements, would create a 12-metre setback from Big Bay Point Road; this would be excessive and would not contribute to a pedestrian-friendly streetscape. Big Bay Point Road already has a sidewalk and there is no need to create an additional walkway. A 7-metre setback would create an underutilized area which could become a nuisance for the property and local community. It makes more sense to provide an attractive streetwall that enhances pedestrian and neighbourhood security and safety.

It is our opinion that a 3.9 meter front yard setback in addition to the 5 meters of road widening and in addition to the existing pedestrian road network would be an adequate buffer between the street. The end result is that the building will be set back from the street by more than the minimum required 7 meters.

4.1.2 Provisions for Exterior Side Yard Setback

Table 5.3 requires a minimum side yard setback of 5 meters between any side wall of the building to the side lot line. As seen in the chart above the proposed development will provide an exterior side yard setback of 1.5 meters along both exterior side yards.

Although the setback will only be 1.5 metres from the lot line, the actual distance from the building to the edge of the sidewalk, where it meets the road, will be significantly more due to existing site conditions.

On the Ashford side, the distance between the building and the road will be over 8 metres, which is well above the required 5 metres. The reason for this is because there is a required 2m road dedication along Ashford; the remaining 4.5 metres are due to the existing landscape buffer between the property line and Ashford Drive. To provide an additional setback from the lot line would create a setback of over 13.5 metres from Ashford. This is an excessive setback for a local street and would create an underutilized area which could become a nuisance for the property and local community. It makes more sense to provide an attractive streetwall that enhances pedestrian and neighbourhood security and safety.

On the Montgomery side, Montgomery Drive already has a sidewalk and landscape buffer, so there is no need to duplicate what is existing. In addition, the actual distance from the building wall to the edge of the sidewalk is approximately 7 metres. To require an additional setback on top of the existing sidewalk and landscape would create an underutilized area which could become a nuisance for the property and local community. It makes more sense to provide an attractive streetwall that enhances pedestrian and neighbourhood security and safety.

It is our opinion that a 1.5 meter exterior side yard setback is sufficient given the existing site conditions.

4.1.3 Provisions for Landscaped Open Space

Section 5.3.1 outlines that 35% of the lot area should be dedicated for landscaped open space. In respect to the subject lands that would mean that 4,071.87 m² of landscaped open space is required by the Zoning By-law.

The proposed development provides 2,732.7 m² of landscaped open space which is 24% of the lot area. The proposed development is adjacent to Painswick Park, a large municipal park with around 4 ha of recreational open space. Utilizing 35% of the lot area for landscaped open space would be unnecessary and underutilized, especially when adjacent to a large park with more attractive recreational facilities such as sports equipment/facilities or designated recreational structures.

The proposed amount of landscape open space will provide landscape buffers and outdoor amenity areas as appropriate for the project and the surrounding community without creating large unutilized areas on the property.

4.1.4 Provisions for Lot Coverage

Section 5.3.1 identifies a maximum lot coverage of 35% of the lot area, which in respect to the subject lands would total to 4,071.87 m². The proposed development will provide 5,635.98 m² of lot coverage, which is 48.44% of the total lot area.

The proposed development is for purpose-built rental housing. One intention of the proposed project is to create an attainably-priced and flexible housing option for local residents. In order to maintain attainable prices, the project must be designed efficiently. A maximum lot coverage of 35% means that 65% of the property is left for driveways, surface, parking, and landscaping, which is a large amount of land dedicate to these non-housing uses. The ability to provide affordable and attainably-priced units would be severely impacted by this loss of development space. The project maintains an appropriate scale while creating a pedestrian-friendly façade along the three project frontages. The requested maximum lot coverage is therefore appropriate.

4.1.5 Provision for Gross Floor Area

Section 5.3.1 identifies that in the RA1 zone the maximum building gross floor area is 200% of the total lot area. As denoted above in the chart the lot area is 11,633.92m², which would indicate that the maximum building gross floor area is 23,267.84 m². The development currently proposes a maximum gross floor area of 27,164.4 m² between both buildings, which is 233% of the lot area.

As mentioned in the previous section, one of the goals of the proposed development is to provide much-needed attainably priced housing to the City of Barrie in the form of purpose-built rental units. In order to maintain attainable prices, the project must be designed efficiently. In order to meet the provision for maximum floor area, the proposed development would need to be reduced in size, which would result in a less efficient use

of the subject lands. The development is designed to the Official Plan height of 6 storeys and with appropriate setbacks, amenity space, and landscaping for the project site and surrounding neighbourhood context, where a significant amount of development is proposed. A reduction in Gross Floor Area would create a built form that does not fit the vision for a medium sized city and adjacent to a Strategic Growth Area.

4.1.6 Parking & Barrier free Parking

Table 4.6 of the Zoning By-law outlines the parking requirements by use; within residential dwellings that have more than 3 units on the lot, a parking ratio of 1.5 spaces / dwelling unit is required. As noted in Table 1 of this report, the proposed development will provide a parking ratio of 0.72 spaces / dwelling unit (327 parking spaces for 456 dwelling units).

The applicant is proposing to have 10% of the units be affordable units, which will be occupied by lower-income individuals and families. These units will not be allocated a parking space as it is expected that the demographic will not have a private automobile. With the exclusion of these units, the market-rate units will have a parking ratio of 0.8 spaces per unit.

As detailed in the Parking Assessment prepared by TraffMobility (provided under separate cover), the parking rate was deemed acceptable for the proposed development due to the following factors:

1. Proximity to transit.
2. The walkability of the neighbourhood, and the proximity to amenities.
3. The provision of secure bike parking for residents and proximity to cycling routes.
4. Delivery and rideshare services are readily available, and residents can organize carpooling through social networking sites such as Facebook.

The large commercial area at Yonge and Big Bay Point makes it feasible for residents to get daily necessities without the use of an automobile. The intersection is only about 350 metres from the subject lands, which is about a 1 minute walk. Within the plazas at this intersection are businesses including pharmacies, grocery stores, retail establishments and restaurants. The proximity of these services means that residents can accomplish

daily tasks without the use of an automobile. For activities that are further away, transit and cycling routes are available to enable access without an automobile.

The Parking Assessment also notes that the City of Barrie's Draft Zoning By-law proposes new parking ratios. The report noted the ratio for Strategic Growth Areas and Intensification Corridors since the site is adjacent to both. The Draft By-law requires 0.7 parking spaces per unit of residential parking and 0.1 spaces per unit of visitor parking. The proposed project falls just below the required 0.8 spaces per unit, but is very close to the City's vision for parking ratios in this area.

The applicant has committed to a number of Transportation Demand Management measures to assist with alternative transportation methods. The proposed initiatives include the following:

1. Parking will be unbundled from rent.
2. Residents will be provided with information about nearby transit routes, including schedules and maps.
3. Free or discounted transit passes are contemplated for residents who do not have a parking space
4. Residents will be provided with maps of nearby amenities within walking distance.
5. On-site secured bicycle parking will be provided at a rate of 0.66 spaces per unit.
6. A shuttle bus to the GO Station at peak hours is contemplated.
7. A screen with real-time bus information will be provided in the lobby.

The goal of these measures is to offer reasonable opportunities for residents who do not have a car to get to farther destinations such as work and school.

With the proximity of nearby services and amenities, the options for alternative transportation, and the unit types proposed, the development will support and encourage a complete community with reduced reliance on the private automobile. The reduced parking rate will therefore be appropriate for the development.

The requested site-specific provisions are reasonable and appropriate for the neighbourhood and the type of development proposed. They will help support the goals of the Barrie Official Plan, which will be discussed further in the next section.

5.0 PRE-CONSULTATION AND NEIGHBOURHOOD MEETING

5.1 PRE-CONSULTATION

A pre-consultation meeting was held with the City of Barrie on August 1st, 2024, where planning and other departmental comments were received in relation to the subject proposal. City of Barrie staff have provided a list of required reports and plans that are to be completed and submitted with the ZBA application to aid in a thorough review of the proposed development. In addition to this Planning Justification Report, the following have been prepared and submitted under separate cover in support of this application:

5.1.1 Shadow Study

A Shadow Study was completed by Lima Architects in November 2024. This study demonstrates the shadows cast by the proposed built form during several times throughout the year, to determine whether shadows generated will impact adjacent properties, streets, and public spaces, and to what extent. The assessment illustrates the impacts are predominately contained within the site. Where the shadows leave the property, they will mainly impact the surrounding roads only. There is some shadow impact on Painswick Park in the evening in the Fall and Spring, and shadows will reach the properties across Big Bay Point Road in December.

5.1.2 Noise/Vibration Impact Analysis

A Noise Feasibility Study was completed by HGC Noise Vibration Acoustics on November 22, 2024. The primary sources of noise are transportation (road traffic and rail traffic). A number of noise control measures are recommended including central air conditioning, upgraded glazing, and warning clauses. The report also analyzed the impact of the nearby commercial uses on the proposed buildings and the sound levels were found to comply with the applicable sound level limits. No mitigation is required.

5.1.3 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Pinestone Engineering Ltd. on November 22, 2024 2024. The report had the following conclusions:

- Existing municipal water and sanitary systems are generally capable of handling the development of the subject site for residential intensification.
- The existing watermain on Ashford Drive will be used to provide service for the development.
- A sprinkler system will be required for firefighting demands.
- The existing sanitary MH on Big Bay Point Road to the north boundary of the subject site will provide service to the full build out of the site. The entire site will be able to discharge by gravity with exception of the underground garage level that may require pumps.
- Peak flows will increase during major storm events because of the increased impervious area. Peak flow attenuation will be required. An underground storage tank system will be constructed on the northwest area of the property to attenuate peak flows up to and including the 100-year storm event.
- Storm water quality enhancement can be achieved using a "treatment train" of quality control techniques before entering the existing storm sewer system.
- The proposed OGS separator unit will provide storm water quality control, achieving over 80% TSS removal.
- Suitable measures utilizing standard erosion protection devices can be implemented during construction to protect the adjacent properties from migrating sediments.
- Storm water phosphorous removal can be achieved using a "treatment train" of quality control techniques.
- With SWM controls in place, the annual phosphorus loading is 0.80 Kg/Year. This amount presents a reduction of 53% from the uncontrolled post development condition, however it presents an increase to the existing condition of 10 times.
- The potential post-development infiltration deficit of 1,892 m³ will be offset using additional required on-site storage of 41.47m³ to be provided for the capture of rainwater for re-use on site.

- The developer will be required to enter into a servicing agreement with the City of Barrie.

5.1.4 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared by Cambium Inc. on October 25 2024. The Phase One identified six potentially contaminating activities (PCAs), two of which are on-site. The four off-site PCAs were not determined to have an impact on the property, but two on-site fuel oil tanks contributed to Areas of Potential Environmental Concern (APECs) at the site. Based on the findings, a Phase Two ESA was prepared by Cambium Inc. on October 28, 2024. The Phase Two included two boreholes outfitted with groundwater monitoring wells. One contaminant, benzo(a)pyrene, was above required levels at one of the monitoring wells. However, based on re-sampling, this was determined to be due to sediment bias in the initial groundwater sample. A further resampling was recommended to confirm the conclusion.

5.1.5 Geotechnical Report

A Geotechnical Report was prepared by Cambium Inc. on November 11, 2024. The purpose of the report was to obtain information on the general subsurface soil and groundwater conditions at the site. The report provides recommendations regarding excavation, fill, and foundation design. The report also provides recommendations regarding groundwater control and dewatering during and after construction.

5.1.6 Hydrogeological Study

A Hydrogeological Study was prepared by Cambium Inc. on November 22, 2024 to characterize hydrogeological conditions, groundwater quality, and provide recommendations on the suitability of the site for the proposed development. The report includes analysis of the short-term construction dewatering for the underground parking.

The report recommends best management practices to avoid overland flow of contaminants to the natural environment. The report also notes that a form of

filtration/settlement could improve water quality; this should be utilized for water discharge during construction excavation.

During construction, a maximum of 322,600 L/day is expected as a maximum dewatering rate; this includes a safety factor and precipitation runoff. EASR registration will be required for the construction dewatering. The report recommends regular monitoring of adjacent properties for land settlement and stability issues during construction.

In the final condition, there will be an infiltration deficit of about 1,892 m³/year. This can be offset by LID measures.

5.1.7 Road Traffic Impact and Parking Study Report

A Road Traffic Impact and Parking Study Report was prepared by TraffMobility on November 21, 2024. The report had the following conclusions:

- Under existing conditions, all movements are operating at acceptable level of service and have residual capacity during the peak hours.
- Under the future conditions, all movements are expected to operate with acceptable level of service and have residual capacity during the peak hours. Optimization of signal timing is recommended as a mitigation measure. Queues can be accommodated within the available storage.
- Swept path analysis shows that the site can handle the necessary trucks, including garbage trucks and fire trucks. Swept path analysis also shows that the parking spaces can accommodate passenger cars.
- Dedicated left and right turn lanes are not warranted at the site access from either the Montgomery or Ashford sides.
- The proposed parking supply is justified based on site-specific Transportation Demand Management (TDM) proposed.

5.1.8 Tree Inventory & Preservation Plan/Report

A Tree Inventory & Preservation Plan Report was prepared by Kuntz Forestry Consulting Inc. on October 25, 2024 and revised on November 22, 2024. The purpose of this report

was to build an inventory of the existing trees located on and within 6m of the subject lands. The report provides an assessment of the trees and outlines trees that can be preserved and those that need to be removed. The report also provides protective measures needed to protect any trees that are to be preserved. A total of 89 trees and 6 tree polygons will be required to be removed in order to accommodate the proposed development, and an additional 12 trees are recommended for removal due to their poor condition. The plan and report provide recommendations on reducing the impact on the remaining vegetation.

5.1.9 Topographic Survey of existing conditions

A topographical survey was completed by Rudy Mak Surveying on September 5, 2024.

5.2 NEIGHBOURHOOD MEETING

A Neighbourhood Meeting was held virtually with the City of Barrie and approximately 4 attendees from the public on October 10th, 2024. The Neighbourhood Meeting focused on the ZBA application relative to the development described in this Report. Throughout the Neighbourhood Meeting, members of the public were welcomed to express their opinions and ask any relevant questions about the project. The comments received at the meeting have been recorded and are as follows:

- Traffic Concerns and Considerations
- Design Considerations Regarding Road Widening
- Impact on current School System

A response to each is provided below.

5.2.1 Traffic Concerns

A Road Traffic Impact and Parking Study Report prepared by TraffMobility has been submitted with this application under separate cover to understand the impact the new development will have on the current communities and mobility network. The Traffic Study concluded that there will be acceptable levels of service under the future conditions with this development and other nearby developments built out. The report

provides further information about the impacts on traffic patterns and suggested mitigation measures to be implemented.

5.2.2 Road Widening/Sidewalks

There was a concern about the project having a private sidewalk along Big Bay Point that would be separate from the public sidewalk, defeating the purpose of the city's investment in pedestrian infrastructure in the area. The proposed development includes a walkway to allow access to the building entrance but does not include a competing sidewalk. This comment has been considered in our design for the building to prevent a disconnected streetscape in front of the building.

5.2.3 Schools

There was a concern about how the existing schools would be able to handle the influx of new residents. As part of the review process for a Zoning By-law Amendment, the submission package will be circulated to the local school boards for their review and comment. The school boards will best be able to address the capacity of local schools and any measures required to handle new students.

The concerns from the neighbourhood meeting will continue to be addressed as the project moves through the process. Any relevant changes will be incorporated as appropriate.

6.0 PLANNING POLICY AND ANALYSIS

This Section will outline the applicable policies guiding the development of the subject lands. Each section will outline applicable plans and policies and provide a planning rationale on conformity with the respective development principles.

6.1 THE PLANNING ACT – PROVINCIAL INTEREST

The Planning Act (The Act) is provincial legislation that establishes the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. The Act promotes sustainable development while balancing factors such as economic development, preservation of the natural environment and the creation of healthy communities, within a provincial framework focused on provincial interests and fairness.

The policies as set out in Section 2 of the Planning Act, inform the Provincial Planning Statement (PPS), and other matters of provincial interest, ensuring consistency with the Act.

Under Section 2 of the Planning Act, key matters of provincial interest include:

- *The orderly development of safe and healthy communities.*
- *The adequate provision of a full range of housing, including affordable housing.*
- *The protection of public health and safety.*
- *The appropriate location of growth and development.*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*
- *The promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.*

The proposed development is located within the '*primary settlement area*' of the City of Barrie. Settlements areas are directed to accommodate for and support concentrated levels of growth and development, with the highest levels to the '*Primary*' areas. The proposed development would contribute to the housing and employment stock within the City of Barrie while also providing a housing typology in short supply in the City, purpose built rental housing. The proposed development further aims to provide a high-quality, attractive built form, supporting the creation of vibrant and complete communities on lands where it is directed and can be accommodated. Furthermore, the density proposed is transit-supportive and therefore appropriate for the area, which is well-served by the City's bus routes. The proposed development would occur on lands that are identified as an appropriate location for medium-density residential development supported by the Planning Act.

In our professional opinion the proposed development aligns with the Province's Interest in land use planning.

6.2 PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement (PPS) is a vital part of the policy-led planning system in Ontario. The PPS provides the policy foundation that regulates development in order to protect resources, public health and safety, and the quality of the natural and built environment. The 2024 PPS contains policies that fall under four overarching sections, with the goal of fostering an effective and efficient land use planning system:

- Increasing the housing supply by promoting a diverse range of housing.
- Creating a strong and competitive economy that continues to attract investment and mature and provides opportunities to the people who live and work in the province;
- Prioritizing compact and transit-supportive infrastructure that will provide convenient access to housing, employment, services and recreation; and
- Recognizing and protecting the vibrant agricultural sector, natural resources, and sensitive areas by prioritizing development in urban and rural settlement areas.

6.2.1 INCREASING HOUSING SUPPLY

Section 2.1 of the PPS addresses the intent of providing appropriate infrastructure to support the growing population in Ontario. This is achieved through adequate growth planning and the promotion of *complete communities* which provide a mix of housing options as well as transportation options, employment opportunities, and access to public service facilities, institutional uses such as schools, and parks and open space. To achieve this goal requires the efficient use of lands available within Settlement Areas. To meet the long-term needs of residents, the Plan also supports the accommodation of an affordable and market-based range and mix of residential types, including multi-unit housing, with access to employment opportunities. More specifically, the PPS promotes intensification to achieve cost-effective development patterns and reduced servicing costs.

Section 2.2 furthers the rationale that areas need to have various housing options to provide for different types of household and income levels. This section also recognizes that there is a need for residential intensification to meet density targets and provide for both current and future residents. Additionally, the PPS promotes redevelopment on underutilized lands to meet intensification and density targets. As mentioned above this section of the PPS indicates how to appropriately and efficiently provide housing options for the growing population.

Section 2.3 of the PPS outlines policies on Settlement Areas; as noted above, the subject lands are located within the Settlement Area of the City of Barrie. Settlement Areas are identified as the focus for growth and development. Land use patterns within Settlement Areas are directed to be based on a range of uses and opportunities for intensification and redevelopment, where it can be accommodated. More specifically, land use patterns are to be based on densities and a mix of land uses which efficiently utilize land, services, and resources, and are transit- and active transportation-supportive. Settlement Areas are targeted for accommodating a significant supply and range of housing options through intensification and redevelopment, to promote compact forms of development. This is reiterated for development within designated growth areas to support a mix of uses and densities that allow for the efficient use of land, infrastructure,

and public service facilities. The City of Barrie is a “large and fast-growing municipality” (see PPS Appendix – Schedule 1) that is targeted for additional density.

6.2.2 Infrastructure and Facilities

Section 3.1 and 3.6 of the PPS plan to accommodate forecasted growth in a manner that promotes the efficient use and optimization of municipal services (water/sewage). Within Settlement Areas, intensification and redevelopment are promoted, wherever feasible, to optimize the use of municipal services. Municipal services are proposed and available for the subject development, per the Functional Servicing Report included with this application.

Additionally, sections 3.2 to 3.3 note that the transportation systems and infrastructure should be adequate to accommodate the forecasted growth. These systems should be multimodal and efficient in moving both people and goods. The intensified development in the area adequately provides for and further enhances the transportation system through a more compact and walkable streetscape. This will in turn contribute to the active transit and multi-modal goals of the PPS.

Overall, the proposed development supports the policies outlined by the PPS through the redevelopment and intensification of the Big Bay Point corridor with a development that will provide compact, attainable housing. It is our opinion that the proposed development is consistent with the policy framework outlined by the Province of Ontario in the PPS.

6.3 LAKE SIMCOE PROTECTION PLAN

The proposed development is defined as a major development in the Lake Simcoe Protection Plan (LSPP). Applications for new major development must show how phosphorus loadings and changes in water balance will be minimized. Policy 4.8 states that the application must be accompanied by a stormwater management plan that is consistent with stormwater management master plans, sub watershed evaluations, and water budgets. Section 4.8 also states that an integrated treatment train approach will be used to minimize management flows and reliance on end-of-pipe controls, as well as

minimizing phosphorus loadings and changes in water balance. Please refer to the Geotechnical and Hydrogeological Investigation Reports prepared by Cambium inc., along with the Stormwater Management Report prepared by Pinestone Engineering Ltd for further details on how the proposed project satisfies policies of the LSPP.

6.4 CITY OF BARRIE OFFICIAL PLAN

The City of Barrie Official Plan 2051 ("The Plan") provides policy direction for the future of the municipality, and outlines how the city will grow and develop through to 2051. It received Royal Assent on May 16, 2024 as part of the Bill 162, *Get it Done Act, 2024*. The Plan outlines that Barrie is the most populous and prominent city north of the Ontario Greenbelt and is significant as a regional urban centre. The Plan visualizes that Barrie will be a vibrant and attractive medium-sized city and outlines the policy framework to support that vision.

The Plan designates the subject lands as the following:

- Map 1 – Community Structure: '**Built-up Area**'
- Map 2 – Land Use: '**Neighbourhood Area**'
- Map 4B – Mobility Network: '**Arterial**' road

The current Official Plan land use designation is shown on **Figure 2**.

6.4.1 Community Structure

Section 2.3.7 of The Plan outlines the goals and policy directives for Neighbourhoods. These areas are historically low-density residential, and are envisioned to continue to evolve into a diverse range of housing types and services to support the residents of the City. The scale and type of development is dependent on specific land use policies and the City-Wide Urban Design Guidelines; both of these will be discussed in further detail later in this report. Policy 2.3.7(b) states "*Neighbourhoods within the Built-Up Area, as permitted and defined by the applicable land use designation, are generally considered to be areas where low impact intensification is expected to occur as maturation happens over time.*" Policy (e) goes on to state "*Development within Neighbourhoods shall permit and encourage opportunities for a full range of housing forms, types, and*

options, including affordable housing and housing with supports." As will be discussed further in this section, the land use designation allows for intensification and the proposed development represents a housing typology that is under-represented in the area. The proposed development therefore meets the policy goals of Neighbourhoods.

6.4.2 GROWTH MANAGEMENT

Section 2.4 of The Plan outlines the policies to effectively manage the growth occurring in the City of Barrie to the year 2051. The proposed development is located within the *Built-up Area*, which is targeted for a majority of the residential development that will occur in the City.

In Section 2.4.2.2, the Plan outlines that 50% of targeted growth shall occur in *Built-up Areas*. Additionally, the city identifies that gentle intensification is encouraged in *Neighborhood Areas*, but *Neighbourhood Areas* within the *Built-up Area* are to accommodate appropriate levels of scale and density to the surrounding area with a mix of land uses. The Plan further encourages the adoption of development that is mainly medium to high density housing within the *Built-up Area*.

The proposed project aligns with the objectives of the growth management policies in the Plan through the development of a 6-storey residential apartment building. The proposed development, located on an arterial road, provides appropriate scale and density while providing a range in uses to further assist in the population and employment targets set out in the Official Plan. This transition can be seen on **Figure 5** which outlines the current surrounding context of the subject lands.

Section 2.5 of The Plan outlines the policies related to land use that apply to areas across the City of Barrie. The following policies are relevant to the proposed project:

e) To protect the limited supply of rental housing stock:

i) The conversion of three units or more to freehold or condominium ownership shall proceed by draft plan of condominium;

ii) Rental units converted to condominium ownership shall be replaced by the proponent at a ratio of one-to-one; and,

iii) Applications for a condominium conversion shall comply with the policies in Section 9.5.4.1 of this Plan

Response: The proposed development will contribute to the rental housing stock by providing over 400 new rental housing units. This policy indicates that rental housing is under threat in the City of Barrie; the proposed project will offset the loss and contribute to increasing the total supply.

h) All new development shall be on full municipal services.

i) The planning of servicing must be done in an integrated and financially viable manner.

Response: The proposed is located on Big Bay Point Road which is currently serviced. The servicing capacity is detailed in the Functional Servicing Report included in this submission under separate cover. This report provides preliminary details about the project servicing; the specifications on the design of the servicing will be provided in the detail design phase to be completed after approval of the Zoning By-law Amendment.

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.

Response: The 15% target is citywide and includes both market-rate and 100% affordable development projects. The applicants have committed to providing 10% of the units as affordable units. The details of the affordable units, and finding qualified tenants, will be negotiated at a later stage in the process.

6.4.3 NEIGHBORHOOD AREA

Section 2.6.1 of The Plan outlines the various policies regarding lands designated as *Neighbourhood Area*. *Neighbourhoods Areas* are to be designed as complete communities which encourage walking, cycling and transit use. Therefore, lands located on arterial roads are permitted to intensify provided they are sensitive to the surrounding context.

Lands within the *Neighbourhoods Area* designation and on *Arterial Road* are subject to policy 2.6.1.3 d) which is as follows:

d) Outside of historic neighbourhoods, new development of up to six storeys may be permitted on vacant lands designated Neighbourhood Area where:

- i) The lands are comprehensively planned through a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to six storeys*
- ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;*
- iii) Appropriate transitions can be achieved, as per the Section 3 policies of this Plan; and,*
- iv) Servicing availability can be confirmed by the City.*

The proposed development is designed to be a height of 6 storeys which aligns with the policies stated above in the Official Plan. The lands will be comprehensively planned through the proposed zoning by-law amendment and, as previously mentioned, servicing is available.

The subject lands are directly adjacent to the Strategic Growth Area centred around Yonge Street and Big Bay Point Road. Section 2.3.3 of the Plan details that Strategic Growth Areas are intended as long-term centres of growth and social interaction. These lands are intended for high-density development in order to provide the residential community necessary to support a vibrant commercial and employment sector in the

same area. The proposed development is designed with this policy context in mind and will act as a transitional area between the high-density area and adjacent existing low-density residential areas.

6.4.4 PLANNING AN ATTRACTIVE CITY

Section 3 of the Official Plan identifies various design and transition policies as it relates to various type of development across the City of Barrie. This section of the report will review the transition policies and development criteria for mid-rise buildings.

Section 3.2 identifies the general urban design guidelines for development that occurs in the City of Barrie. The following policies have been considered in respect to the proposed application:

3.2.1 a) i) A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:

- a. Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in intensification areas;*
- b. Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,*
- c. Contribute to the city's legibility (meaning the coherent organization of the built environment), navigability and sense of place;*

Response: The proposed development will ensure the patterns of walkable streets will respond and connect with the surrounding area. The proposed development provides linkages between the two buildings to provide a walkable and pedestrian friendly amenity area. The building setback will remain consistent to match the adjacent properties.

3.2.1(a)(ii) A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;

Response: The proposed project will fit in with other proposed and approved developments along Big Bay Point Road by providing adequate transition of building heights between the Strategic Growth Area and the existing low-density residential.

3.2.1(a)(iii) Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;

Response: The proposed entrance will be located on Big Bay Point Road, and as mentioned prior will provide additional landscaped and vegetative amenity areas between buildings to provide an attractive pedestrian linkage and environment.

3.2.1(b) Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.

Response: The proposed project occupies an entire city block. The only abutting properties that are not part of the proposed project are under common ownership with the subject lands. Properties across the street in multiple directions are also slated for redevelopment, and the property to the east is a park. The proposed development will provide an appropriate transitional height between the Strategic Growth Area and nearby low-density residential areas while still providing the appropriate height and density for the site location.

Section 3.2.2 emphasizes the need for complete neighbourhood design. The proposed development will contribute to the diversity of housing types and options in the neighbourhood by providing a purpose-built rental building in an area with a lack of rental housing options. The proposed development will also activate the public street and will coordinate with adjacent approved and proposed developments.

Section 3.3.3 identifies the urban design guidelines for mid-rise buildings which is applicable to the proposed development. The following policies have been considered in respect to the proposed application:

3.3.3 a) The building, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties.

Response: The proposed development is designed to front onto Big Bay Point Road, an *Arterial Street*, and the principal entrance for the development will be designed to frame the street. The building facades will help frame the adjacent streets and create a more pleasant pedestrian environment. As mentioned above, the surrounding area is in transition and many of the existing single-family homes are approved for redevelopment or proposed to be redeveloped. Angular plane is employed where necessary but does not apply to the abutting properties as they are under the same ownership as the subject property.

3.3.3 b) Mid-rise buildings should be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further:

- i) The base should generally be between three and six storeys in height; and,*
- ii) Building elements above the base should incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.*

Response: The proposed development will be 6 storeys in height, which will frame the street, and will have pedestrian-friendly elements that will enhance the streetscape; these include but are not limited to landscaped pedestrian corridors and vegetation that will enhance the building and the arterial street.

3.3.3 c) Mid-rise buildings should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.

Response: The proposed development will not encroach onto any adjacent properties and will align with the studies done in relation to the shadow analysis to ensure privacy and adequate daylighting will be maintained with adjacent development.

3.3.3 d) In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building should be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.

Response: The applicants have purchased the entire block, so the project does not abut any low-rise residential that is not under common ownership.

3.3.3 e) Where buildings front onto a public street and are greater than 30.0 metres in length, entrances should be located at regular intervals.

Response: The project proposes one main entrance along Big Bay Point per building; the buildings are 83.258 metres in width each. Additional entrances are not appropriate as this is a 100% residential building and there are residential units facing onto Big Bay Point. Additional entrances are provided in the rear of the buildings, facing onto the parking area.

3.3.3 f) *Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.*

Response: As previously mentioned, the project has not been required to provide these studies due to the fact that the applicants own the entire block. Additional studies can be completed as necessary during the review of the project.

3.3.3 g) *The first storey should generally be taller in height to accommodate a range of non-residential uses.*

Response: Non-residential uses are not appropriate along Big Bay Point, and there is no demand for additional commercial space when a large commercial hub is located just a block away from the subject site. The project is designed as 100% residential. The ground floor will be 4.5 m in height, which is taller than other floors in the building, to accommodate ancillary uses to the residential units, including bike storage rooms and amenity space.

As shown above the proposed development aligns with the policies regarding mid-rise buildings in the City of Barrie.

6.4.5 TRANSPORTATION

Section 4.1 contains the City's transportation policies. Goals include providing safe, efficient and convenient movements; the promotion of healthy communities, active living and energy efficiency; and to develop areas at densities which are transit supportive. The proposed density is transit supportive by increasing local ridership opportunities, especially areas such as Arterial Roads and Intensification Corridors. Accordingly, the proposed building has been sited to promote a pedestrian friendly streetscape. Section 4.2.3 further details policies regarding streetscape design. Big Bay Point and Montgomery both have existing sidewalks and a landscaping strip. The development is required to dedicate a 2m strip of land along Big Bay Point to the public right of way to allow for further improvements to the streetscape. Ashford does not

currently have a sidewalk along the frontage of the subject lands, but the project will dedicate 2m to the public right of way to allow streetscape improvements such as the installation of a sidewalk. The project will provide a landscape buffer which would run adjacent to a future public sidewalk to enhance the streetscape.

Section 4.3.1.2 directs that development adjacent to arterial roads, as is proposed, be designed to provide access to the site while minimizing impact on the roadway. A Traffic Impact Study in support of the development has been prepared by TraffMobility. Please refer to the full report under separate cover.

Section 4.6 discusses the need for Transportation Demand Management (TDM) to reduce single-occupant vehicle travel. The proposed development provides less than the required number of parking spaces (0.72 spaces per unit in lieu of 1.5 space per unit), so some residents will not have access to a parking space; this in turn will make the development more appealing to residents who do not have a car and do not want to pay for an unused parking space. Those residents without a car will be able to make use of bus stops on Big Bay Point Road. Big Bay Point Road is also part of the Cycling Network per Map 4a of the Official Plan, and the project provides bike storage rooms for residents. Residents will be able to reach a variety of destinations with a short bike ride including both the Allendale Waterfront and Barrie South GO Stations, the waterfront, and downtown Barrie. Finally, as has been mentioned, the site is within close walking distance to a large commercial hub where residents can access a variety of essential stores and services.

Section 4.7 details parking solutions as part of the transition to a transit-supportive and pedestrian-friendly city. The majority of the policies refer to actions to be taken by the City and not private developers. However, the policies note that reduced parking may be permitted in all land use designations, particularly in Strategic Growth Areas (which abuts this property) where it can be demonstrated that parking reductions will not have an adverse effect on the surrounding areas. The Parking Study prepared by TraffMobility provides a thorough analysis of the anticipated parking demand for the site and Transportation Demand Management (TDM) measures that will be put in place to ensure

residents can accomplish necessary tasks without a car, ensuring that those residents without a parking space are not parking on nearby streets.

Section 3.4 provides guidelines for designing parking. The policies below apply to the site design:

d) Walkways should be provided directly from parking lots and municipal sidewalks to the main entrance(s) of the building(s). Walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.

Walkways are proposed throughout the site in order to connect the building entrances to parking and municipal sidewalks.

g) Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.

Bicycle parking is provided inside the building for the use of residents and near building entrances for use by visitors.

6.4.6 SERVICING

Section 6.6.4 of the Official Plan identifies the policies regarding Stormwater Management. The proposed development is located on an *Arterial Road* which has Servicing available for the proposed development. The Official Plan outlines the goals and policies regarding stormwater management to support the protection of watercourses and water quality; controlling flooding, sedimentation, and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces. Section 6.6.4 c) requires the preparation of a stormwater management plan in support of major developments demonstrating conformity with the above objectives. A Stormwater Management Report has been prepared by Pinestone Engineering and is included with the submission package under separate cover. Please

refer to this report for further details of how the proposed development complies with the City of Barrie requirements.

6.4.7 REQUIREMENTS FOR A ZONING BY-LAW AMENDMENT

Section 9.5.7 outlines the criteria to be used when evaluating an amendment to the Zoning By-law, which are:

a) Conformity with the Plan's land use designation and overall intent of the Plan.

Response: As has been detailed in this section, the proposed development complies with the Official Plan land use policies for a property located in a *Neighbourhood Area* and along an arterial road.

b) The inherent nature of the planned land uses and their potential for negative impacts, relative to any new proposed land use being sought by the amendment.

Response: The subject application includes an array of technical studies and reports designed to ensure the project does not have a negative impact on the surrounding neighbourhood. The proposed development does not involve a change in land use; the requested Zoning By-law Amendment is to allow a use that is permitted by the new Official Plan.

c) The availability of servicing the proposed land use, if the servicing needs are significantly different that the planned/permitted land uses.

Response: As outlined in the Functional Servicing Report (included with this submission under separate cover), existing services and infrastructure are sufficient to meet the planned uses for this property.

d) The availability of information to adequately understand the development, including whether a plan of subdivision, consent, or site plan application has been filed.

Response: At this time, the application is only for a Zoning By-law Amendment. An application for Site Plan Control will be submitted following approval of the Zoning By-law Amendment.

e) How well the proposed development or alteration contributes to meeting the principles and policies of this Plan.

Response: This section has outlined how the proposed development meets the principles and policies of this Plan.

6.4.8 COMMUNITY BENEFITS

Section 9.7 of The Plan outlines some of the community benefits that may be required of development applications. The following benefits are proposed as part of this application:

- i) Provision of affordable housing units;*
- viii) Streetscape improvements on the public boulevard not abutting the site;*
- xiii) Enhanced on-site tree planting or landscaping*

Further details about the proposed benefits of the project will be detailed at the Site Plan stage of the process.

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

7.0 AFFORDABLE HOUSING REPORT

The Province of Ontario and City of Barrie recognize the pressing need for affordable housing and have implemented policies and encouraged initiatives to address this issue.

PROVINCIAL POLICIES TOWARD AFFORDABLE HOUSING:

Section 2.2.1 a) of the Provincial Planning Statement requires that planning authorities provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs for low to moderate-income households. Further, this housing should be directed to areas where appropriate levels of infrastructure and public service facilities are or will be available. Housing costs should be minimized and intensification, particularly near transit corridors, prioritized.

The proposal supports Provincial affordable housing efforts by incorporating 456 new purpose-built rental residential units, which are historically of a more affordable housing type and built form in the City of Barrie. Units range in size from 1 to 3 bedrooms to accommodate a variety of household sizes and types. The proposed development provides intensification through redevelopment on lands located along an arterial road and public transit route, as encouraged by Provincial policy.

CITY OF BARRIE OFFICIAL PLAN HOUSING POLICIES

Section 6.4.2 of the City of Barrie Official Plan outlines the policies for incorporating affordable housing options into new developments to support the needs of the growing population in Barrie. The City of Barrie aims to achieve affordable housing by offering a mix of housing options at different densities to meet the comprehensive needs of the residents of Barrie. The Official Plan indicates various provisions to support affordable housing when it is provided in new residential projects and redevelopment of residential lands.

The proposed development supports the City of Barrie's affordable housing effort by providing a housing typology (purpose-built rental multi-family apartment units) that are

more affordable than existing housing options in the area. In addition, the applicants have committed to dedicating 10% of the units, which is equal to 46 new apartment units, for affordable housing. The applicant will work with the relevant agencies to ensure these units are allocated to appropriate and deserving Barrie residents.

THE CITY OF BARRIE'S AFFORDABLE HOUSING STRATEGY

The City of Barrie's Affordable Housing Strategy provides a framework to encourage, stimulate and increase the supply and range of affordable housing options to meet the needs of residents at all income levels and life stages. The proposed apartment units would provide an alternative housing option for both older and younger individuals at more affordable price points relative to a single detached dwelling. Both the market-rate and dedicated affordable housing units will contribute to creating more affordable and attainable housing options for Barrie residents.

The Strategy states that a healthy housing market is considered to have at least a 5 percent vacancy rate; the actual rate in Barrie is much lower. The low supply of rental housing means landlords have leverage for rent increases above the rate of inflation, which compounds the affordability problem. The subject request proposes to add 456 new residential units to the market area to satisfy demand and ease pressure on the market. Greater supply is an important first step in combatting housing cost and rent increases.

Based on the above, the proposed development appropriately contributes to the supply of affordable and attainable residential housing, thereby encouraging further affordability in the City of Barrie.

8.0 CONCLUSION

This Report explores the merits of facilitating the development of a 6-storey residential apartment building with 456 purpose-built rental units on lands municipally known as 545-565 Big Bay Point Road. To permit the proposed 6-storey development, a Zoning By-law Amendment is requested to rezone the subject lands from the 'Residential Single Detached Dwelling First Density (R1)' zone to the Residential Apartment 2 'RA2' zone with special provisions.

The subject site is situated along the arterial road of Big Bay Point Road. The neighborhood features public transit routes, a variety of parks, schools, employment opportunities, along with commercial and community amenities to sustain daily living. The proposed development would intensify the subject lands and increase residential density while efficiently utilizing existing municipal infrastructure, as supported by the City's Official Plan.

As demonstrated through the assessment completed in this report, the proposed development aligns with Provincial and City policies and land use planning guidelines, accommodating the evolution of complete communities. Provincial plans direct growth to Settlement Areas such as the City of Barrie to support a range of housing types and sizes targeting a variety of housing needs for current and future residents, as is proposed by this development. All levels of planning policies support and encourage more compact built forms through redevelopment and intensification which is demonstrated through the proposed development. The City of Barrie Official Plan prioritizes identified intensification areas for higher density residential development which contributes to achieving the City's housing, density, and intensification targets, each of which are supported by the proposed development.

It is our professional planning opinion that the Zoning By-law Amendment application conforms to applicable policies at all levels and represents good planning.

Respectfully submitted,

Innovative Planning Solutions

Dafne Gokcen

Dafne Gokcen, MPL, RPP, MCIP
Senior Planner

Ray Budiwarman

Ray Budiwarman, BES
Planner

APPENDIX 1: SITE PLAN

APPENDIX 2: DRAFT ZONING BY-LAW AMENDMENT TEXT & SCHEDULE

**THE CORPORATION OF THE CITY OF BARRIE
ZONING BY-LAW NUMBER _____-2025**

“A By-law of the City of Barrie to amend Zoning By-Law 2009-141 by rezoning lands legally described as Part of Lots 29 to 36 of Registered Plan 1213 in the City of Barrie, known municipally as 545, 547, 549, 553, 555, 559, 561, and 565 Big Bay Point Road in the City of Barrie, from the ‘Residential Single Detached Dwelling First Density (R1)’ zone, to the ‘**Residential Apartment Two Zone with Special Provisions (RA2)(SP-XX)**’ zone.) as depicted on Schedule A attached hereto”

WHEREAS the Council of the Corporation of the City of Barrie is empowered to pass By-laws to regulate the use of land pursuant to Section 34 of the Planning Act, R.S.O 1990, cP.13, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone the lands described above;

AND WHEREAS the Council of the Corporation of the City of Barrie deems 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 City of Barrie hereby enacts as follows:

1. **THAT** the South Section Map to By-law 2009-141 is hereby further amended by rezoning those lands described As Part of Lots 29 to 36 of Registered Plan 1213 in the City of Barrie, known municipally as 545, 547, 549, 553, 555, 559, 561, and 565 Big Bay Point Road, from the ‘Residential Single Detached Dwelling First Density (R1)’ zone, to the ‘**Residential Apartment Two Special Provisions (RA2)(SP-XX)**’ zone as shown on Schedule “A” to this By-law.
2. **THAT** Schedule ‘A’ attached hereto forms part of the By-law 2009-141 as amended;
3. **NOTWITHSTANDING** the provisions as set out in Zoning By-law 2009-141, development on lands zoned Residential Apartment Two Zone Exception XX (RA2-SP-XX) shall be permitted with the following provisions:
 - a. Front yard setback (min.) :3.9 metres
 - b. Side yard setback (min.) :1.5 metres
 - c. Landscape Open Space (min.) :20% of lot area
 - d. Lot coverage (max) :45% of lot area
 - e. Lot area as % of GFA (max) : 240%
 - f. Parking (min.) :0.7 spaces per dwelling unit
 - g. Drive aisle width for
underground parking (min.) : 6 metres

- h. For the purposes of this development the Front lot Line shall be established as Big Bay Point Road.
- 4. **THAT** all other provisions of the Zoning By-law 2009-141, as amended, shall apply.
- 5. **THAT** this By-law shall come into force and take effect on the date of passing thereof, subject to the provisions of Section 34 of The Planning Act, R.S.O., 1990, as amended.

BY-LAW READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS ____ DAY OF _____, 2025.

Mayor

Clerk

