



Excellence Reliance Innovation

# Planning Justification Report

Revised Draft Plan of Subdivision,  
 Revised Zoning By-law Amendment,  
 Site Plan Control &  
 Future Plan of Condominium & Part Lot Control Applications

## Mapleview Village (Pearl Builders)

674 Essa Road & 366 Mapleview Drive West, City of Barrie

October 2024

The Jones Consulting Group Ltd.

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## 1.0 INTRODUCTION

On behalf of our client, Essa Road Development Ltd., we have prepared this Planning Justification Report in support of a revised Zoning By-law Amendment application for the entirety of the lands located at 674 Essa Road and 366 Mapleview Drive West, which is outlined in blue in **Figure 1** and hereinafter referred to as the **subject lands**. In addition, a revised Draft Plan of Subdivision application and new Site Plan Control application for the northern portion of the lands located at 674 Essa Road in the City of Barrie, herein after referred to as the **northern block** and outlined in red on **Figure 1**. Lastly, future Plan of Condominium and Part Lot Control (PLC) Applications will be submitted to create the Common Elements Condominium and Freehold Parcels of Tied land (POTLs). The timing of the condominium and PLC applications will be pending the completion of the draft condominium declaration document and the City's review of the site plan application.

The purpose of the **revised Zoning By-law Amendment** application is to rezone the entirety of the **subject lands** from the Light Industrial (LI) zone, General Commercial (C4) zone and General Commercial with Special Provision 368 (C4 SP-368) zone to the Mixed Use Node with Special Provisions (MU1 SP-XX) zone, Mixed Use Corridor with Special Provisions (MU2 SP-XX) zone, Open Space (OS) zone and Environmental Protection (EP) zone. In light of the fact that the timing of this rezoning application coincides with the City's release of their 3<sup>rd</sup> draft of the new City-Wide Zoning By-law, we have also prepared a zoning analysis of that document and provided a corresponding draft zoning by-law amendment schedule to amend that document. The need for this second amendment, and any revisions thereto, will depend on the timing of the City's adoption of the new By-law.

The purpose of the **revised Draft Plan of Subdivision** application is to subdivide the lands to create the **northern block** and a road widening block.

The purpose of the **Site Plan Control** application is to permit the development of 244 townhouse dwelling units, two mid-rise buildings that will contain 214 apartment units, and a maximum of 66 additional dwelling units (secondary suites) on the **northern block**.

The purpose of the future **Plan of Condominium** application will be to create a Common Element condominium that will be comprised of private roadways and common amenity areas and walkways.

The purpose of the future release of **Part Lot Control** application will be to create parcels comprising the townhouse lots and the mid-rise apartments that will be Parcels of Tied Land (POTLs) to the Common Element condominium.

**Figure 1. Aerial Photography of Subject Lands**



This Planning Report examines the subject lands and northern block, site context, land use policies, and the form and design of the proposed development. This Report concludes that the applications represent orderly and proper land use planning that is consistent with the Provincial Planning Statement and conforms to the City of Barrie Official Plan.

## 2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The revised Zoning By-law Amendment application applies to the **subject lands** located at 674 Essa Road and 366 Mapleview Drive West and are outlined in blue in **Figure 2**. The lands are irregular in shape with a total area of approximately 10.27 hectares (25.4 acres) with approximately 280 metres of frontage along Mapleview Drive West and approximately 361 metres of frontage along Essa Road. The lands contain two single detached dwellings and various accessory buildings which are proposed to be demolished (**Figure 3**). The Holly Branch of the Bear Creek channel also traverses the central portion of the subject lands and improvements to this area, known as the channel works, are currently underway.

The revised Draft Plan of Subdivision application and new Site Plan Control application only apply to the **northern block**, which is outlined in red in **Figure 2**. The lands are irregular in shape with a total area of approximately 5.38 hectares with approximately 181 metres of frontage along Essa Road.

The surrounding uses of the subject lands consist of residential, institutional, and commercial uses (**Figure 2**). The immediate surrounding land uses are as follows:

- **North:** The lands to the north consist of a Church and single detached dwellings on large estate lots (**Figure 4**).
- **East:** A church is located directly east of the lands (**Figure 5**). Further east consists of various light industrial uses and commercial uses including restaurants, a health clinic and car dealerships.
- **South:** Lands to the south include single detached dwellings, industrial uses, and a high school (**Figure 6**).
- **West:** Single detached dwellings, a pharmacy, townhouses, and municipal parkland are located directly west of the lands. An elementary school is located further west (**Figure 7**).

Figure 2. Surrounding Uses



**Figure 3. Subject Lands (674 Essa Road and 366 Mapleview Drive West)**



**Figure 4. Holy Spirit Parish Church located to the North**



**Figure 5. Mapleview Community Church located to the East**



**Figure 6. Car Dealership and Single Detached Dwellings to the South along Essa Road**



**Figure 7. Townhouse Dwellings located to the West along Brucker Road**



## 3.0 PROPOSED DEVELOPMENT

### 3.1 Background

In October 2020, the previous owner of the subject lands submitted an Official Plan Amendment application and Zoning By-law Amendment application (City File: #D30-002-2020). This submission proposed a mixed-use site with residential building heights ranging from 7 storeys to 27 storeys, with ground floor commercial, as well as environmental lands along the Holly Branch of the Bear Creek channel.

In 2022, the current owner acquired the lands and provided a 2<sup>nd</sup> submission of these applications, as well as a Draft Plan of Subdivision application, which revised the development proposal. The purpose of each of these previous applications is summarized below:

- **Official Plan Amendment:** The lands were designated General Commercial and General Industrial under the previous City of Barrie Official Plan, 2010. The previous Official Plan Amendment proposed to redesignate the lands to Residential.
- **Zoning By-law Amendment:** The lands are currently zoned General Commercial (C4), General Commercial Special Policy 368 (C4 SP-368), and General Industrial (LI) in the City Zoning By-law 2009-141. The previous Zoning By-law Amendment proposed to rezone the lands to Residential Multiple Dwelling Second Density with Special Provisions (RM2 SP-XX), the central portion of the lands to Environmental Protection (EP) and Open Space (OS), and the southern portion of the lands to Mixed Use Node with Special Provisions (MU1 SP-XX).
- **Draft Plan of Subdivision:** The previous plan of subdivision consisted of the following:
  - **North Block:** One (1) north block was proposed to contain 464 townhouse units.
  - **South Block:** One (1) south block was proposed to contain four (4) mid-rise buildings ranging from 6 to 12 storeys with a total of 753 residential units, as well as commercial, library and community uses.
  - **Other Blocks:** Five (5) other blocks were proposed which included:
    - One (1) block was proposed to identify and convey the Holly Branch of the Bear Creek channel to the City.
    - Two (2) blocks were proposed to be created for Open Space to provide a buffer to the Holly Branch of the Bear Creek channel Block.
    - Two (2) blocks were proposed to be created for access easements in the Open Space area.
    - Two (2) blocks were proposed for road widenings along Essa Road and Mapleview Drive West.

The City of Barrie has adopted a new Official Plan, which now designates the lands as Medium Density. As such, an Official Plan Amendment is no longer required to permit residential uses on the lands.

Section 3.2 of this Planning Report explains the revisions to the Zoning By-law Amendment application and Draft Plan of Subdivision application, as well as the new Site Plan Control application.

## 3.2 Proposed Applications

The current development proposal includes a revised Zoning By-law Amendment application, revised Draft Plan of Subdivision application, and a new Site Plan Control application.

### 3.2.1 Revised Zoning By-law Amendment

The purpose of the **revised Zoning By-law Amendment** application is to rezone the subject lands from the Light Industrial (LI) zone, General Commercial (C4) zone and General Commercial with Special Provision 368 (C4 SP-368) to the Mixed Use Node with Special Provisions (MU1 SP-XX) zone, Mixed Use Corridor with Special Provisions (MU2 SP-XX) zone, Open Space (OS) zone and Environmental Protection (EP) zone.

- 1) The Mixed Use Node with Special Provisions (MU1 SP-XX) zone would apply to the majority of the southern portion of the subject lands to permit residential uses and prescribe a minimum density for that block. The Special Provisions are described in Section 4.5.1 of this Report.
- 2) The Mixed Use Corridor with Special Provisions (MU2 SP-XX) zone would apply to the majority of the Northern Block to permit residential uses. The Special Provisions are described in Section 4.5.1 of this Report.
- 3) The Open Space (OS) zone would apply to two (2) blocks which are the required buffers adjacent to the Environmental Protection (EP) zone.
- 4) The Environmental Protection (EP) zone would apply to the Holly Branch of the Bear Creek channel located in the central portion of the subject lands.

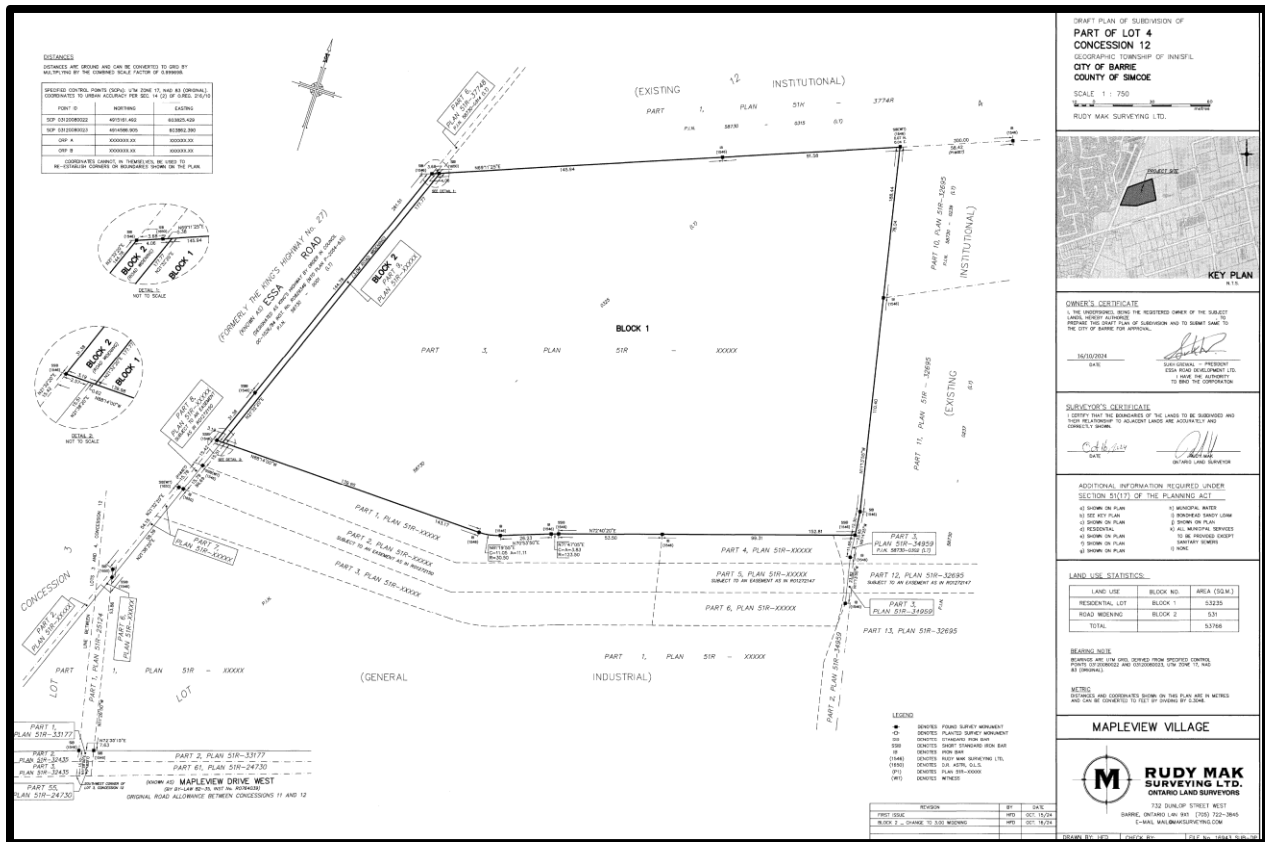
In light of the fact that the timing of this rezoning application coincides with the City's release of their 3<sup>rd</sup> draft of the new City-Wide Zoning By-law, we have also proposing a corresponding amendment to that document which would add special provisions to the proposed Neighbourhood Mid-rise (MNR) zone for each of the north and south parcels. The need for this second amendment, and any revisions thereto, will depend on the timing of the City's adoption of the new By-law.

### 3.2.2 Revised Draft Plan of Subdivision

The purpose of the **revised Draft Plan of Subdivision** application is to create the northern block, which will be further subject to a future a Plan of Condominium and release of Part Lot Control application, as well as a 3-metre road widening block along Essa Road to be dedicated to the City of Barrie (**Figure 8**).

The northern block is proposed to contain 244 townhouse units, and 214 apartment units in two (2) 6-storey mid-rise buildings, which is further described in the proposed Site Plan Control application.

Figure 8: Proposed Draft Plan of Subdivision



### 3.2.3 Site Plan Control

The purpose of the **Site Plan Control** application is to permit the development of 244 townhouse dwelling units and two mid-rise buildings that will contain 214 apartment units on the northern block, and a maximum of 66 additional dwelling units (secondary suites). The total number of units on the northern block would be 524 if all optional accessory dwelling units were purchased. **Figure 9** contains the proposed site plan for the northern block.

Primary access to the site is proposed from a direct entrance onto Essa Road, while a secondary access will utilize a private road, known as Hollyholme Farm Road that was constructed by the Mapleview Community Church. The lands will also contain private amenity areas which includes balconies, decks, terraces, rooftop private amenities, back yards, and a common amenity area.

The central area of the subject lands is identified as the Holly Branch of the Bear Creek channel, which is proposed to be conveyed to the City. Lastly, the southern portion of the subject lands is proposed to contain future residential development.

### 3.2.4 Plan of Condominium

The purpose of the future **Plan of Condominium** application will be to create a Common Element condominium that will be comprised of private roadways and common amenity areas and walkways. This application will be submitted upon completion of the draft condominium declaration.



**ii. Urban Design Brief & Community & Sustainable Design Report (including Phasing Plan)**

An Urban Design Brief & Community & Sustainable Design Report was prepared by 4 Architecture Inc. in October 2024 in support of the proposed applications for the northern block. The Report provides details on the development and illustrates its conformance to the Urban Design Policies and Urban Design Guidelines. The Report also illustrates how the proposed development achieves key urban design principles and sustainability initiatives. The Report concludes the proposed development will provide appropriate intensification, building form, massing, and uses for the subject lands and will provide the local community a sense of place and unique urban spaces. For more information, please refer to the Report.

**iii. Environmental Impact Study**

A Scoped Environmental Impact Study has been prepared by Beacon Environmental in October 2024. The Study evaluated development opportunities and environmental constraints, assessed the proposed development to ensure it will not result in negative impacts to significant ecological features and functions and demonstrate conformity with applicable natural environment regulations and policies.

The Study references the completed site alterations approved by the City of Barrie and Nottawasaga Valley Conservation Authority that resulted in the realignment of the natural channel of the Holly Branch of Bear Creek.

The Study concludes that subject to the recommendations contained therein, the proposed development is consistent with the PPS and complies with all other relevant federal and provincial legislation.

**iv. Supplemental Geotechnical Investigation**

A Supplemental Geotechnical Investigation was prepared by GEI Consultants Ltd., in October 2024 to further assess the subsurface conditions for the latest concept plan of the northern block. The Report summarizes the previous and recent borehole findings, provides design recommendations for foundations, slabs-on-grade, earth pressures and drainage for basements, site servicing, and pavements, and provides considerations for constructability such as soil excavation, compaction, and temporary groundwater control. For more information, please refer to the Investigation.

**v. Functional Servicing Report**

A Functional Servicing Report was prepared by Tatham Engineering Ltd. for the northern block. The Report concludes the proposed development can be adequately serviced with municipal water, sanitary, stormwater and utility infrastructure. Further, the Report notes the detailed engineering design was prepared in accordance with the City's Engineering Standards to achieve the objectives of the Stormwater Management Plan and tying into existing grades. For more information, please refer to the Report.

**vi. Stormwater Management Report**

A Stormwater Management Report was prepared by Tatham Engineering Ltd. in October 2024 for the northern block. The Report concludes the proposed Stormwater Management Plan satisfies the criteria and requirements of the MECP, NVCA and City of Barrie. Stormwater quality control will be provided by a dry pond, and stormwater quality treatment will also be provided through a treatment train approach. The Report states that the site will implement LID infiltration facilities and outlines best efforts for phosphorus mitigation. Further, the Report provides siltation and erosion control strategies, and states the proposed operation, maintenance and inspection plan will ensure the longevity of the stormwater management facilities function as designed. For more information, please refer to the Report.

**vii. Traffic Impact Study & Addendum Letter**

A Traffic Impact Study was prepared by Tatham Engineering Ltd. in December 2022 for the subject lands. The Study concludes no improvements are recommended for intersection operations or queue operations to accommodate the future total conditions, no additional turn lanes are required to serve the site, sight lines at each new access were found to be acceptable. Further, the Study identifies potential transportation demand management (TDM) opportunities for the site.

An Addendum Letter was prepared in October 2024 to address the revised proposal for the northern block. The Letter concludes the proposed changes to the development and corresponding increases in anticipated trip generation of the northern block do not result in meaningful additional impacts to the adjacent road network, and as such, the findings and recommendations of the Traffic Impact Study remain valid. Further, in response to comments provided by the City of Barrie Staff, the letter concludes the proposed access complies with TAC guidelines and traffic signals are not warranted at the north access. For more information, please refer to the Study and addendum letter.

**viii. Noise Impact Study**

A Noise Impact Study was prepared by Tatham Engineering Ltd in October 2024 for the northern block to review the outdoor living area and indoor living space. The Study concludes a noise attenuation feature consisting of an acoustic fence along the rooftop amenity area facing Essa Road could reduce the projected road sound levels during the daytime period. Further, a portion of the units that will be in the range of projected traffic-related sound levels should be designed with a provision of installation of central air conditioning in the future, at the occupant's discretion and warning clauses are recommended for the purchase/lease agreements. The Study notes the building components meet the minimum requirements of the Ontario Building Code, and no noise control measures, or warning clause are recommended for the rest of the development as the projected sound levels are within the applicable criteria. For more information, please refer to the Study.

**ix. Natural Hazard Study**

A Natural Hazard Study was prepared by Tatham Engineering Ltd in July 2023 for the subject lands as an existing portion of the Holly Branch of the Bear Creek channel bisects the site and is to be reconstructed as a natural channel with a floodplain corridor to contain major storm peak flows. The Study states the flooding and erosion hazards associated with the tributary of Bear Creek were assessed for the subject lands under existing and proposed conditions. The Study concludes the proposed channel and floodplain configuration will have no adverse impact to the flood elevations upstream of the subject lands, and the proposed channel and floodplain design are acceptable from a flooding perspective. For more information, please refer to the Study.

**x. Supplemental Hydrogeological Investigation**

A Supplemental Hydrogeological Investigation was prepared by GEI Consultants Ltd. in October 2024 for the subject lands. The assessment provides site-specific information for the subject lands which includes site grading, foundation design, drainage, site servicing and pavement design. Further, the report provides recommendations on construction considerations, which includes excavations, temporary construction groundwater control, compaction specifications, quality verification services and site work. For more information, please refer to the Investigation.

**xi. Updated Enhanced Water Balance Assessment**

An Updated Enhanced Water Balance Assessment was prepared by GEI Consultants Ltd. in October 2024 for the northern block. The Assessment includes calculations of pre-development, and post development for the site and LID features. For more information, please refer to the Assessment.

**xii. Stage 1-2 Archaeological Assessment**

A Stage 1-2 Archaeological Assessment was prepared by AMICK Consultants Ltd in May 2013 for the subject lands. The Study states no archaeological resources were encountered, and no further archaeological assessment of the property is required. For more information, please refer to the Study.

**xiii. Phase One Environmental Site Assessment**

A Phase One Environmental Site Assessment (ESA) was prepared by BAE Environmental in January 2020 for the subject lands. The Study states that based on the Phase One ESA and limited Soil and Groundwater Analysis findings, there is no indication of environmental concern immediately on or near the subject property. The Study concludes no further environmental investigations are recommended at this time.

**xiv. Shadow Study**

A Shadow Study was prepared by 4 Architecture Inc. in October 2024 for April 21st, June 21st, September 21st and December 21st at hourly intervals starting 1.5 after sunrise and ending 1.5 hours before sunset, in order to assess the incremental shadow impact of the proposed building. The shadow impact analysis demonstrates that the proposed new residential development will not have any significant impact on the surrounding context. For more information, please refer to the Study.

**xv. Site Plan & Architectural Design Package**

4 Architecture Inc. has prepared a site plan, statistics and detailed architectural design package which includes perspectives, elevations and floor layouts for the mid-rise buildings and townhouse dwelling units.

**xvi. Civil Engineering Design & Photometric Package (including Phasing information)**

Tatham Engineering has prepared a detailed civil engineering design and photometric package, as well as phasing information on Drawing SS-1, for the northern block consistent with the City's design standards.

**xvii. Landscape Design Package**

Strybos Barron King Landscape Architecture has prepared detailed landscape plans for the northern block, including tree inventory and preservation plans.

## 4.0 LEGISLATION & POLICY REVIEW

The following subsections provide a summary assessment of how the proposed applications have regard to the Planning Act, and are consistent with the Provincial Planning Statement, and conforms to the City of Barrie Official Plan, and the City of Barrie Zoning By-law.

### 4.1 Planning Act (R.S.O. 1990 c. P.13)

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering a revised application for a Zoning By-law Amendment (Section 34 of the Planning Act) and revised application for a Draft Plan of Subdivision (Section 51 of the Planning Act).

The matters of provincial interest have been listed below, along with an explanation of how the proposed applications have regard to those matters.

*a) the protection of ecological systems, including natural areas, features and functions;*

The Holly Branch of Bear Creek crosses the subject lands. An Environmental Impact Study was prepared in support of the applications which concludes that both the realignment of the natural channel and the proposed development is consistent with the PPS and complies with all other relevant federal and provincial legislation, subject to the implementation of the recommended mitigation measures.

*b) the protection of the agricultural resources of the Province;*

The subject lands and northern block are located within the City of Barrie settlement area boundary, and are designated Medium Density in the City of Barrie Official Plan, which permits a range of residential uses as well as parks and open spaces.

*c) the conservation and management of natural resources and the mineral resource base;*

No mineral resources have been identified, and no impacts are anticipated for natural heritage features as described in Section (a).

*d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

A Stage 1-2 Archaeological Assessment was prepared that confirmed the subject lands and northern block do not contain any significant archaeological resources.

*e) the supply, efficient use and conservation of energy and water;*

The City of Barrie has invested significant monies in upgrading their water and wastewater treatment plans. The proposed development, and the corresponding Development Charge payments will, in part, reimburse the City for those expenses.

The proposed development of the northern block is located on lands that are designated to permit residential uses. New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. The lands will utilize municipal infrastructure efficiently, as described in the Functional Servicing Report.

*f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

The proposed development conforms to the City's Master Plans.

*g) the minimization of waste;*

The proposed development of the northern block has been designed for private waste removal, as detailed in the Waste Overlay Management Plan submitted with the applications.

*h) the orderly development of safe and healthy communities;*

The subject lands and northern block are designated for residential uses. The northern block has been designed in consideration of Crime Prevention through Environmental Design principles.

*i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

Development applications in the City of Barrie are reviewed by their in-house accessibility coordinator.

*j) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;*

The northern block is proposed to contain amenity areas to provide recreational opportunities for future residents. The lands are also within 1 kilometre of municipal parkland, churches, an elementary school, and a high school.

*k) the adequate provision of a full range of housing, including affordable housing;*

The northern block is proposed to contain multiple housing options for people in various stages of life, including townhouses and apartment units. The site will provide affordable housing options as described in Section 5 of this Report.

*l) the adequate provision of employment opportunities;*

The lands are designated for residential uses, and are located within a mixed-use area that contains a range of commercial, institutional, and industrial land uses.

*m) the protection of the financial and economic well-being of the Province and its municipalities;*

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan to ensure the City's economic well-being is maintained.

*n) the co-ordination of planning activities of public bodies;*

Circulation of the proposed applications will occur to all agencies and public bodies identified in the Planning Act.

*o) the resolution of planning conflicts involving public and private interests;*

Internal and external review of the applications will be coordinated by the City's Development Services Department. A public notice sign will be posted on the property which notifies and provides opportunity for the public to comment on the applications.

*p) the protection of public health and safety;*

The northern block has been designed in consideration of Crime Prevention through Environmental Design principles. In addition, the Building Department and emergency services (Fire, Police) will be circulated a copy of the application for comment.

*q) the appropriate location of growth and development;*

The subject lands and northern block are located on lands designated for residential development within the settlement of Barrie.

*r) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

The development of the northern block is proposed at transit supportive densities and the lands are located along the public transit route 7A: Grove and public transit route 7B: Bear Creek. The City of Barrie transit routes provide connections to the Metrolinx GO Stations, as well as County of Simcoe Linx Transit.

- s) *the promotion of built form that,*
  - a. *is well-designed,*
  - b. *encourages a sense of place, and*
  - c. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
  - d. *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The northern block is proposed to contain 458 residential units that will be designed and constructed to be compatible with the existing and planned built form and character in the surrounding area. Further, the proposed development contains small block lengths, a compact form and will include sidewalks to encourage safety and accessibility.

In our opinion, the proposed applications have regard to the matters of Provincial Interest identified in the Planning Act.

## 4.2 Provincial Planning Statement (PPS), 2024

The new Provincial Planning Statement (PPS) comes into effect on October 20, 2024. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Planning Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. Chapter 1 of the PPS states the Vision is to increase the supply and mix of housing options, address the full range of housing affordable needs, and support a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The four (4) principal parts of the PPS include (i) Chapter 2: Building Homes, Sustaining Strong and Competitive Communities, (ii) Chapter 3: Infrastructure and Facilities, (iii) Chapter 4: Wise Use and Management of Resources, and (iv) Chapter 5: Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

### 4.2.1 Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS contains policies for building homes and sustaining strong and competitive communities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

#### 1) Planning for People and Homes

- 4. *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
  - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development;*  
*and*
  - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

The proposed development of the northern block will provide 458 residential units through multiple built forms, which will contribute to the City's residential growth targets. The lands are designated for residential uses and will efficiently utilize municipal infrastructure as concluded in the Functional Servicing Report.

- 6. *Planning authorities should support the achievement of complete communities by:*

- a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development of the northern block will consist of 244 townhouse units and 214 apartment units in two mid-rise buildings to provide housing options for people in various stages of life. The surrounding lands consist of institutional uses, commercial uses, and parks and open spaces, which will assist with meeting the long-term needs of residents.

## 2) Housing

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents of the regional market area by:

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

The City of Barrie Official Plan policy 6.4.2 (e)(iii) states residential development and redevelopment in Medium Density and High Density land use designations should contribute to the provision of affordable housing in accordance with policy 2.5 (l), which states the annual affordable housing target is 15%. The site will provide affordable housing options as described in Section 5 of this Report.

- b) *permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

The subject lands are designated as Medium Density, which permits all forms of residential uses and parks and open spaces. The proposed development of the northern block will facilitate 244 townhouse units, 214 apartment units, and as many as 66 additional dwelling units. The remainder of the lands will consist of environmental lands, open space areas and future residential development.

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

The subject lands are located within the Medium Density designation along an arterial roadway and intensification corridor, which is recognized as an appropriate location for new growth in the City of Barrie Official Plan.

The Functional Servicing Report concludes the northern block will efficiently utilize municipal services.

- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*

The proposed development will be built at a density that is transit supportive, and the subject lands are located along municipal public transit routes.

### 3) Settlement Areas

Policy 2.3 contains policies for settlement areas, which are included below:

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

The subject lands are within the City of Barrie Settlement Area.

2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight-supportive;*

The proposed development of the northern block will efficiently utilize land within a settlement area, will be serviced with planned public service facilities and infrastructure, and the compact form of development will support multi-modal transportation.

3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The revised Zoning By-law Amendment application will facilitate a compact ground oriented and mid-rise form on the northern block and mid-rise and taller buildings on the south block, all while maintaining appropriate levels of public health and safety. This framework is also being implemented in the new Draft City of Barrie Zoning By-law. The latter is achieved by creating walkable neighbourhoods with planned increase in the active transportation multi-modal split, while also ensuring that new developments adhere to the principles of Crime Prevention through Environmental Design.

4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

The subject lands are located along an intensification corridor. The applications propose residential uses on the lands that allow for the efficient use of land, infrastructure and public service facilities.

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

The northern block is planned to achieve a density of approximately 194 residents and jobs per hectare (1,041 people & jobs/5.38 ha.) based on the following:

- 458 units generate a total of 986 people living on these lands, assuming the following:
  - 2.571 persons per townhouse unit (244 units = 628 people)
  - 1.669 persons per apartment unit (214 units = 358 people)

- We estimate that approximately 55 jobs would be generated from home-based businesses (assuming 5.5% of population).
- The people and jobs are calculated over the total area of the northern block (5.38 hectares).

The southern portion of the subject lands is also planned for residential development, and will be developed at a density significantly that exceeds the 50 residents and jobs per gross hectare target.

6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The subject lands and northern block are located along an intensification corridor and designated Medium Density in the City of Barrie Official Plan, which permits residential development. Further, a Functional Servicing Report was prepared in support of the proposed development of the northern block.

#### 4) Employment

Policy 2.8.1.1 states that planning authorities shall promote economic development and competitiveness by the following:

- providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

The proposed 458 residential dwelling units and up to 66 additional dwelling units on the northern block will provide additional housing options and supply for the City and will be transitioned to the mixed use development (including residential and commercial) on the south block.

#### 5) Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 states planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- support the achievement of compact, transit-supportive, and complete communities;*

The development of residential uses is proposed at transit supportive densities.

- Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*

The Stormwater Management Report concludes the proposed Stormwater Management Plan satisfies the criteria and requirements of the MECP, NVCA and City of Barrie.

- support energy conservation and efficiency;*

The development of the northern block will conform to the energy efficiency requirements of the Ontario Building Code.

- d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*

The Holly Branch of the Bear Creek channel is proposed to be zoned Environmental Protection (EP) and will be conveyed to the City. As such, no development is proposed on natural heritage features as concluded in the Environmental Impact Study. Further, the northern block incorporates sidewalks to encourage active transportation.

- e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Additional approaches may be further considered through detailed design.

## 4.2.2 Infrastructure and Facilities

Chapter 3 of the PPS contains policies for infrastructure and public service facilities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

### 1) General Policies for Infrastructure and Public Service Facilities

Section 3.1 contains general policies, which are provided below:

1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
  - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
  - b) *leverage the capacity of development proponents, where appropriate; and*
  - c) *are available to meet current and projected needs.*

The proposed development of the subject lands will utilize existing municipal infrastructure.

### 2) Transportation Systems

Policy 3.2 contains policies on transportation systems.

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*

A Traffic Impact Study and Addendum were prepared in support of the applications which concludes the proposed development of the northern block do not result in meaningful additional impacts to the adjacent road network. A future Traffic Impact Study will be prepared for the southern block at the time that block is proposed for development.

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

The Traffic Impact Study and Addendum conclude the proposed development of the northern block do not result in meaningful additional impacts to the adjacent road network. Further, the Study identifies potential transportation demand management (TDM) opportunities for the site.

3. *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

Primary access to the northern block is proposed from a direct entrance onto Essa Road, while a secondary access will utilize a private road, known as Hollyholme Farm Road that was constructed by the Mapleview Community Church. The proposed development provides a density that supports transit and active transportation use. The Traffic Impact Study and Addendum conclude the proposed development of the northern block do not result in meaningful additional impacts to the adjacent road network.

The future access to the southern block will occur at the signalized intersection of Hollyholme Farm Road.

### 3) Sewage, Water and Stormwater

Policy 3.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Also, water conservation and water use efficiency is promoted and infrastructure servicing and land use considerations should occur at all stages of the planning process.

The City has significantly invested in upgrades to their Water and Wastewater Treatment Plants to support planned growth. Those plants are both located adjacent to Lake Simcoe and are required to meet the Ministry of the Environment Conservation and Parks regulatory criteria. Development Charges collected from growth will reimburse the City for the majority of the costs incurred as a result of the plant expansions.

The Functional Servicing Report concludes the proposed development can be adequately serviced with municipal water, sanitary, stormwater and utility infrastructure.

Policy 3.6.8 requires stormwater management planning to achieve the following:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*

The City of Barrie Engineering Department will review the Stormwater Management Report and Engineering Plans to ensure their standards are being met.

- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*

The Stormwater Management Report includes a phosphorus loading assessment. The Report concludes the Stormwater Management Plan satisfies the criteria and requirements of the MECP, NVCA and City of Barrie.

- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*

The development of the site addresses water balance and stormwater management, in addition to site specific matters, as detailed in the Stormwater Management Report and Updated Enhanced Water Balance Assessment that accompanies the applications. The City of Barrie Engineering Department will review the design to ensure their standards are being met.

- d) *mitigate risks to human health, safety, property and the environment;*

A Natural Hazard Study was prepared in support of the applications which concludes the proposed channel and floodplain design are acceptable from a flooding perspective.

- e) *maximize the extent and function of vegetative and pervious surfaces; and*

The Stormwater Management Report and Updated Enhanced Water Balance Assessment provides information on the limit and extent of grading, infiltration, use of Low Impact Development facilities, and calculations/modelling of pre- and post-development monitoring.

- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

The Stormwater Management Report includes proposed Low Impact Development facilities, and concludes the Stormwater Management Plan satisfies the criteria and requirements of the MECP, NVCA and City of Barrie.

- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale*

A Stormwater Management Report was submitted with the application, which concludes the Stormwater Management Plan satisfies the criteria and requirements of the MECP, NVCA and City of Barrie.

#### **4) Waste Management**

- a) *Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.*

The proposed development of the northern block has been designed for private waste removal, as detailed in the Waste Overlay Management Plan submitted with the applications.

#### **5) Energy Supply**

- a) *Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, district energy, renewable energy systems, and alternative energy systems, to accommodate current and projected needs.*

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. The lands will utilize municipal infrastructure efficiently, as described in the Functional Servicing Report.

#### **6) Public Spaces, Recreation, Parks, Trails and Open Space**

Policy 3.9.1 promotes healthy, active communities through the following:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

The development of the northern block has been designed in accordance with the principles of Crime Prevention through Environmental Design.

- b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The northern block will provide pedestrian sidewalks throughout the site, as well as outdoor amenity areas to encourage recreational opportunities. Further, the lands are within 1 kilometre of municipal parkland including Redfern Park and Wessinger Park.

### **4.2.3 Wise Use and Management of Resources**

Chapter 4 of the PPS contains policies for the wise use and management of resources. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

### **1) Natural Heritage**

Policy 4.1.1 states that natural features and areas shall be protected for the long term.

An Environmental Impact Study was prepared for the subject lands which concludes that subject to the recommendations contained therein, the proposed development is consistent with the PPS and complies with all other relevant federal and provincial legislation.

### **2) Water**

The Policies in Section 4.2 direct planning authorities to protect, improve or restore the quality and quantity of water.

A Stormwater Management Report, Supplemental Geotechnical Investigation, Supplemental Hydrogeological Investigation and Updated Enhanced Water Balance Assessment have been prepared in support of the applications.

### **3) Cultural Heritage and Archaeology**

Policy 4.6.2 requires the conservation of significant built heritage resources and significant cultural heritage landscapes.

A Stage 1-2 Archaeological Assessment was prepared which concludes no archaeological resources were encountered, and no further archaeological assessment of the property is required.

## **4.2.4 Protecting Public Health and Safety**

Chapter 5 of the PPS contains policies for protecting public health and safety. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

### **1) General Policies**

Policy 5.1.1 states development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

A Natural Hazard Study was prepared for the proposed applications which concludes the proposed channel and floodplain design are acceptable from a flooding perspective.

### **1) Natural Hazards**

Policy 5.2.2 directs development away from natural hazards such as flooding or erosion hazards.

A Natural Hazard Study was prepared for the proposed applications which concludes the proposed channel and floodplain design are acceptable from a flooding perspective.

### **3) Human-Made Hazards**

Policy 5.3.1 deals with development on, abutting or adjacent to human-made hazards. No human-made hazards exist on or in proximity to the site.

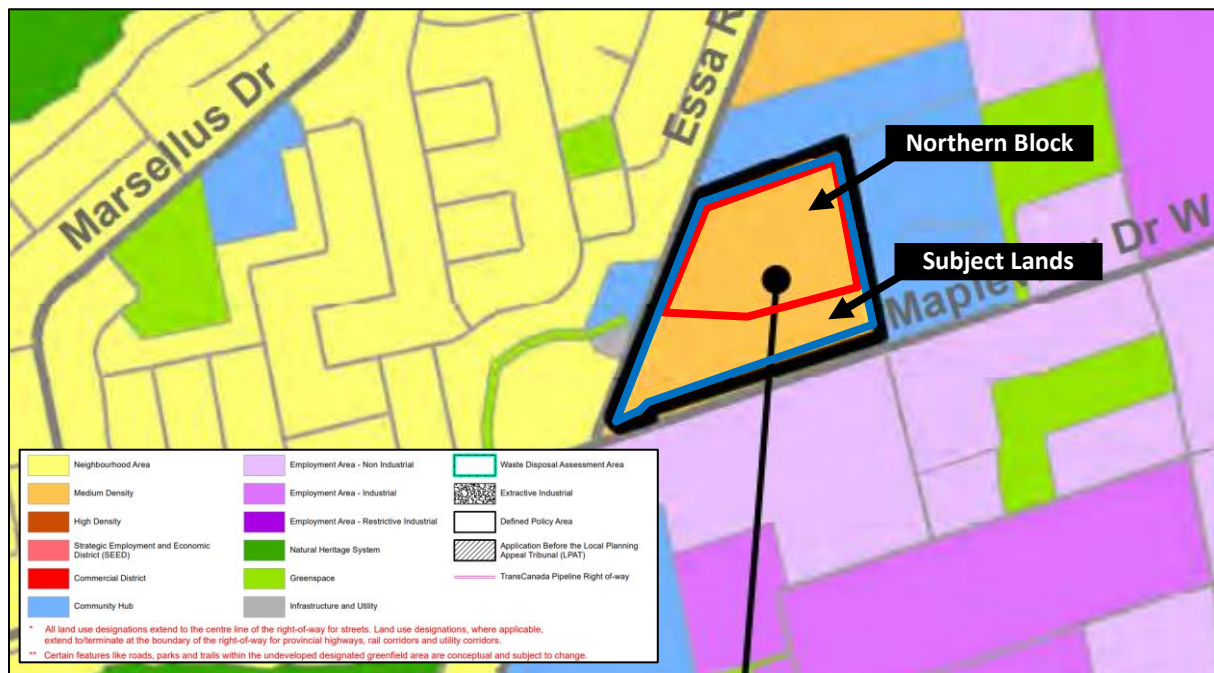
In our opinion, the proposed applications are consistent with the Provincial Planning Statement, 2024.

## 4.3 City of Barrie Official Plan

Bill 162, the Get it Done Act, 2023 received Royal Assent on May 16, 2024, bringing into effect the new City of Barrie Official Plan 2051. Although the original Zoning By-law Amendment application and Draft Plan of Subdivision application were submitted and deemed complete in 2020, the City's new Official Plan now designates the lands as Medium Density, which permits the proposed land use. As such, there is no need to continue with the former Official Plan Amendment Application.

The subject lands, outlined in blue in **Figure 10**, and northern block, outlined in red in **Figure 10**, are designated Medium Density and subject to Special Policy 2.8.8 according to Map 2: Land Use Designations (**Figure 10**).

**Figure 10. City of Barrie Official Plan, Map 2: Land Use Designations**



The proposed applications have been reviewed to determine its conformity with the following proposed Official Plan policies.

### 4.3.1 Intensification Corridors

The subject lands are identified to be located along Essa Road, which is an Intensification Corridor, as shown on Map 1 of the Official Plan. Section 2.3.6 contains policies for Intensification Corridors, which have been assessed below:

- 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.*

The northern block is proposed to be developed with 458 residential units through townhouses and two (2) apartment buildings, plus up to 66 additional dwelling units. The lands are located along a public transit route, and the site will be built at transit supportive densities. The southern portion of the subject lands is proposed for future mixed use (ground floor commercial and residential above) development and an architectural package has been provided illustrating the potential built form for the southern lands.

- 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.*

The subject lands are designated Medium Density, which permits all forms and tenure of residential uses. In our opinion, the proposed development of the subject lands will conform to the policies in Section 3, as further detailed in Section 4.4.5 & 4.4.6 of this Report.

- 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.*

A Traffic Impact Study and Addendum were prepared in support of the applications which concludes the proposed development of the northern block do not result in meaningful additional impacts to the adjacent road network.

- 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.*

The northern block will be redeveloped with residential uses with mid-rise buildings that oriented towards and will frame the Essa Road intensification corridor. As conceptually shown in the supporting package, the south block will be developed with mixed use mid-rise buildings that frame both Mapleview Drive West and Essa Road.

- e) *New drive-thrus will be discouraged on Intensification Corridors.*

No drive-thru's are proposed.

### **4.3.2 Designated Greenfield Area**

The subject lands are identified to be within the Designated Greenfield Area, as shown on Map 1 of the Official Plan. Section 2.4.2.3 contains policies for Designated Greenfield Areas which have been assessed below:

- a) *The City's balanced approach to growth management means that 50% of annual residential growth will be directed towards the Designated Greenfield Area.*

The subject lands are located within the Designated Greenfield Area and proposed development on the subject lands will contribute to the City's housing supply and residential growth targets.

- b) *The development of new neighbourhoods on Designated Greenfield Area lands shall generally be planned and designed according to a modified grid street pattern.*

The proposed development of the northern block has been designed with a private modified grid street pattern. A Traffic Impact Study and Addendum were prepared in support of the applications which concludes the proposed development of the northern block do not result in meaningful additional impacts to the adjacent road network. This requirement is not applicable to how the south site will be developed.

- c) *Development on Designated Greenfield Area lands will follow a logical progression where new development is contiguous with or abuts developed areas and progresses outward, excepting where physical barriers or significant natural heritage features and areas prohibit this development pattern.*

A Phasing Plan has been prepared for the proposed development on the northern block, which shows a logical progression of the site and avoids natural heritage features.

- d) *Designated Greenfield Area lands shall be planned to maximize the potential for the creation of complete communities and sustainable development. This will be achieved through:*

- ij) The efficient use of land and infrastructure;*
- ii) Preservation of the Natural Heritage System;*
- iii) A varied land use arrangement including a mix of uses along Intensification Corridors and within Strategic Growth Areas, the provision of live-work opportunities, and a mix of housing options and employment opportunities;*
- iv) The opportunity to provide viable transit service and the provision of active transportation facilities;*
- v) The creation of neighbourhoods with parks, schools and the Natural Heritage System as their focal points within a five-minute walk of most residents; and,*
- vi) The implementation of measures to maintain the natural hydrologic cycle and function of the watersheds, and to protect ground and surface water quantity and quality.*

The development of the subject lands will efficiently utilize lands designated to permit residential development. The central portion of the subject lands does contain the Holly Branch of the Bear Creek channel. The realignment of this channel is nearly complete and has been approved by the City of Barrie and NVCA. The Environmental Impact Study concludes that the development as proposed is located outside of natural heritage features. A Supplemental Geotechnical Investigation, Supplemental Hydrogeological Investigation and Updated Enhanced Water Balance Assessment were prepared for the applications to assess surface water quantity and quality. The lands are located along a public transit route, and the site is located in a mixed use area which will encourage active transportation.

- e) Development on Designated Greenfield Area lands, except within Employment Areas, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051.*

The development of the northern block is planned to achieve a density of approximately 194 people and jobs per hectare (1,041 people & jobs/5.38 ha.) based on the following:

- 458 units generate a total of 986 people living on these lands, assuming the following:
  - 2.571 persons per townhouse unit (244 units = 628 people)
  - 1.669 persons per apartment unit (214 units = 358 people)
- We estimate that approximately 55 jobs would be generated from home-based businesses (assuming 5.5% of population).
- The people and jobs are calculated over the total area of the property (5.38 hectares).

The southern portion of the subject lands is planned for mixed use commercial and residential development, which will significantly exceed 50 residents and jobs per gross hectare target.

- f) Developments in the Designated Greenfield Area that received approval prior to the approval of this Plan, consideration should be given as to whether the Designated Greenfield Area density target can still be met (on remaining vacant blocks, future development blocks, or future phases of draft plans of subdivision), provided that the infrastructure will support the increased density.*

The development of the northern block is planned to achieve a density of approximately 194 people and jobs per hectare (1,041 people & jobs/5.38 ha.). The lands will be serviced by municipal infrastructure, as concluded in the Functional Servicing Report.

- g) To meet the Designated Greenfield Area density target and to help meet housing need, development across the Designated Greenfield Area shall provide a range and mix of housing options, unit types, and built form.*

The development of the northern block will provide 244 townhouse units, 214 apartment units, and up to 66 additional dwelling units will provide additional housing options in this area of the City.

- h) All new neighbourhoods and employment areas in the Designated Greenfield Area will be designed to support resource conservation and environmental preservation, protection and enhancement, and should include the best practices in the use of energy, water conservation/recycling, and sustainable community planning.*

New buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further, the proposed compact built form of the northern block promotes greater energy efficiency.

- j) To ensure new development on Designated Greenfield Area land is integrated, co-ordinated, and financially viable, all growth shall occur in accordance with the phasing policies set out in Section 9.5.2, and servicing shall be co-ordinated in accordance with the infrastructure policies of Sections 5.6 and 6.6.*

A Phasing Plan has been prepared for the northern block. Further, a Stormwater Management Report and Functional Servicing Report have been prepared in support of the applications.

### **4.3.3 General Land Use Policies**

Section 2.5 contains general land use policies that are applicable to all land use designations. The applicable policies in h) and l) are outlined below:

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

The proposed development of the subject lands will efficiently utilize existing municipal services.

- 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.*

In our opinion, the proposed development of the northern block will comply with affordable housing policies, as detailed in Section 5 of this Report. Affordable housing considerations for the southern block will be assessed at the time of future Site Plan Control and related applications for that block.

### **4.3.4 Medium Density**

The subject lands, including the northern block, are designated Medium Density, as shown on Map 2, which permits all forms and tenure of residential uses (Section 2.6.2.1).

Section 2.6.2.3 contains development policies for the Medium Density designation which have been assessed below:

- a) Development in the Medium Density land use designation is encouraged to be mixed use.*

The proposed development of the northern block will provide a mix of residential uses, including townhouses and apartment buildings.

- 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 northern block will not contain commercial uses; however, the lands are within 450 metres of commercial, institutional, and industrial land uses. Furthermore, the future development of the lands south of the channel will contain mixed use buildings with ground floor commercial.

- c) Buildings should be a minimum of six storeys and shall be limited to 12 storeys.*

The northern block will facilitate two mid-rise buildings that will be 6 storeys in height. The proposed townhouses will be 3 to 3.5 stories in height, which is permitted subject to Section 2.6.2.3(e). As illustrated in the conceptual architectural package prepared for the south block, it is anticipated that taller buildings, up to 12 storeys in height, will be developed.

- d) *The residential density for development on lands designated Medium Density shall be in the range of 125.0 to 300.0 units per hectare.*

The subject lands are located within Defined Policy Area 2.8.8 which states:

*"664, 674 and 692 Essa Road, and 320 Mapleview Drive West*

*Notwithstanding any other policies in this plan to the contrary, the minimum density target to be achieved is 156 units per hectare."*

The proposed residential density on the northern block will be in the range of 86 to 98.5 units per hectare, depending on the number of planned additional dwelling units that are purchased. City Staff have confirmed that this minimum target is to be measured across the entirety of the developable area on the subject lands, including the lands north and south of the channel.

The southern portion of the subject lands is proposed to be developed at a higher density than the northern block. More specifically, and as demonstrated in the conceptual architectural package provided for the south block, 780 apartment units are proposed at a density of 269 units per hectare. The total units on the north block (458) and the south block (780) equal 1,238, which equals 156.7 units per hectare when divided over the area of the south and north blocks. That number rises slightly to 158.6 if all the planned additional dwelling units in the north block are purchased.

The minimum density target of 156 units per hectare will be met when measured across the subject lands, and to ensure this outcome, we have proposed a special provision for the zoning of the south lands that would require a minimum of 780 units be developed.

- e) *If the minimum residential density target can be met, building heights lower than six storeys may be permitted.*

As noted above, the minimum residential density target of 156 units per hectare will be met when measured across the entirety of the subject lands that are subject to the Defined Policy Area. Accordingly, the proposed townhouse dwellings height of 3 to 3.5 stories is permitted by the Official Plan.

- f) *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.*

The site is located to the east of lands designated Neighbourhood Area. The development will satisfy the transition policies as the floors above the podium of the mid-rise buildings will be setback to reduce shadow and wind impacts, and will adhere to best urban design practices.

### 4.3.5 General Urban Design Guidelines

Section 3.2 of the Official Plan contains general urban design policies for all land use designations. In our opinion, the proposed development of the northern block conforms to these policies as summarized below:

#### 1) Policy 3.2.1 Human Scale Design

- The development proposed on the northern block provides block lengths of less than 250 metres and includes pedestrian sidewalks to encourage active transportation.
- A Traffic Impact Study and Addendum Letter were prepared which concludes the proposed development does not result in meaningful additional impacts to the adjacent road network.
- The proposed built form will utilize high quality architectural elements.
- The subject lands and northern block are located along an intensification corridor. The proposed development of the northern block will contain medium-density residential uses, which will be compatible with the surrounding lands and built at an appropriate density.
- The revised Zoning By-law Amendment application will permit site-specific development standards, which will still provide sufficient building heights and setbacks.
- The proposed applications will not result in over-development as the northern block will provide a medium-density residential built form, be efficiently serviced by municipal infrastructure, protect natural heritage features, and the street network and lots will integrate with the adjacent lands.

#### 2) Policy 3.2.2 Complete Neighbourhood Design

- The northern block will contribute to the range of housing options in the City through townhouses and apartment units.
- The southern portion of the subject lands is proposed to contain residential uses.
- The northern block will contain sidewalks that will connect with the streetscape to encourage active transportation, and the lands are located along a public transit route.
- The northern block contains amenity areas for future residents, and the lands are within 1 kilometer to municipal parkland.
- The northern block has been designed in consideration of Crime Prevention through Environmental Design principles.

#### 3) Policy 3.2.3 Sustainable and Resilient Design

- An Environmental Impact Study, Natural Hazard Study, Supplemental Geotechnical Investigation, Supplemental Hydrogeological Investigation, and Updated Enhanced Water Balance Assessment were prepared in support of the proposed applications to ensure the protection of water resources and natural heritage features.
- All new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process.

#### 4) Policy 3.2.4 Public Realm Design

- The northern block will contain amenity areas for future residents, and the site is within 1 kilometre of municipal parkland.
- The central portion of the subject lands contains the Holly Branch of the Bear Creek channel, which is proposed to be environmentally protected and conveyed to the City.

#### 5) Policy 3.2.5 Heritage Conservation

- The subject lands are not within a historic neighbourhood.
- The subject lands are within Treaty 18 as identified on Map 8. A Stage 1-2 Archaeological Assessments were completed which concludes no archaeological resources were encountered, and no further archaeological assessment of the property is required.

#### 4.3.6 Built Form Types and Development Criteria

Section 3.3 of the Official Plan contains general design policies for all built form, which are addressed below:

##### 1) Policy 3.3.1 General Built Form Development Criteria

- Buildings should be oriented to create a strong street presence, with main entrances located to face the street.*
- Corner buildings should address both streets by providing two articulated façades facing the street.*
- Blank facades facing a street, open space, or park are strongly discouraged.*
- Buildings adjacent to the street edge and at sites with high public visibility should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.*
- Intersections of major streets should be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.*
- Buildings should be designed to completely screen roof-top mechanical equipment from public view.*
- Long building facades that are visible along a public street may incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the façade to create articulation and visual interest in the mass of such facades.*

The two apartment buildings are oriented towards Essa Road, and the built form will use high quality architectural materials as evidenced in the architectural submission package.

##### 2) Policy 3.3.2 Low Rise Development

- The scale, massing, setback, and orientation of low-rise development may be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs.*
- The primary defining features of low-rise residential or mixed-use development are the main building entrance, arrangement of windows, articulation of the building façade, and articulation of the roofline, and these should be distinctive in their urban design but not out of proportion within a neighbourhood.*
- Low-rise development should respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and should be consistent with the other policies in this Plan.*
- Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) should generally provide a front-yard and front-door pedestrian entrance facing the public street. Where such elements cannot be included, enhanced architectural elements may be required to address the street-facing nature of the flanking elevation.*
- Stacked townhouses should be a maximum of four storeys in height and should be designed to generally resemble a traditional street townhouse.*
- To provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse should incorporate setbacks and buffers that maintain a high quality of urban design, as per the policies of Section 3.2 of this Plan, the Zoning By-law and the City-Wide Urban Design Guidelines.*
- To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the*

*city are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.*

- h) Dwellings should be sited with a consistent setback to provide human scaled streets.*
- i) Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within intensification and mixed-use areas, rear lanes can help create attractive streetscapes and minimize the impact of driveways on pedestrian circulation and the public realm.*
- j) Garages should not project forward in such a way that the resultant streetscape created at ground level is dominated by the garages rather than the overall building facades.*

The proposed development of the northern block will facilitate 244 townhouse units ground oriented townhouse units as well as up to 66 additional dwelling units (second suites). The proposed low-rise residential units have been designed to compliment the streetscape and provide a consistent building façade within the site area, which will be further reviewed during detailed design. No stacked townhouses are proposed.

### 3) Policy 3.3.3 Mid Rise Development

- a) The building, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties.*
- 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.*
- c) Mid-rise buildings should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.*
- 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.*
- e) Where buildings front onto a public street and are greater than 30.0 metres in length, entrances should be located at regular intervals.*
- f) Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.*
- g) The first storey should generally be taller in height to accommodate a range of non-residential uses*
- h) The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.*

The proposed development of the northern block will contain two (2) 6-storey apartment buildings with 214 residential units. The buildings are oriented towards Essa Road to frame the streetscape. A shadow study was completed to ensure impacts to surrounding uses are minimized. The buildings will also contain indoor and outdoor amenity space, including a rooftop green space for future residents.

## 4.3.7 Complete Streets

Section 4.2 of the Official Plan contains policies on the concept of complete streets to ensure streets are planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for all users and abilities regardless of their mode of transportation. The policies state the mobility network will be planned in the following manner:

- a) All streets shall be designed to be complete streets with appropriate customization according to the street hierarchy (e.g., arterial, collector, and local streets).*
- b) Streetscapes shall be designed to generally consider the complete street zones demonstrated in Figure 1 below and described in Section 4.2.1.*

- c) Street cross-sections shall be planned, designed, and built in accordance with the Transportation Master Plan and engineering standards as updated by the City.
- d) Sub-typologies for street types, if developed as part of Transportation Master Plan, must be established to respond to the community structure and different land uses.

A Traffic Impact Study and Addendum Letter were prepared which concludes the proposed development does not result in meaningful additional impacts to the adjacent road network.

#### **4.3.8 Natural Heritage System**

Section 5.3 of the Official Plan contains design policies for the Natural Heritage System which are addressed below:

- a) *Lands part of the Natural Heritage System are subject to a series of natural heritage protection overlays identified on Map 3.*

The subject lands are not identified within any natural heritage protection overlays in Map 3. The subject lands are identified to contain a watercourse in Map 3

- b) *The City will protect its natural heritage features and areas for the long term.*

An Environmental Impact Study has been prepared for the subject lands which concludes there is no impact on natural heritage features.

#### **4.3.9 Affordable Housing**

Section 6.4.2 of the Official Plan contains affordable housing policies.

The proposed development of the northern block will comply with affordable housing policies, as concluded in Section 5 of this Report.

#### **4.3.10 Water Resources**

Section 6.5 of the Official Plan contains policies on planning for safe, accessible, and clean drinking water. The applicable policies are assessed below:

- 1) Policy 6.5.1.1 Groundwater Protection

- b) *The City shall require a risk assessment and/or hydrogeology analysis, where appropriate, where there is potential for a proposed development to pose significant risk to a vulnerable aquifer.*

The subject lands are identified within a highly vulnerable aquifer on Map 7 of the Official Plan.

A Supplemental Hydrogeological Investigation was prepared in support of the application.

#### **4.3.11 Infrastructure**

Section 6.6.2 contains development control policies for Infrastructure, which are addressed below:

- b) *Infrastructure, including wastewater, water facilities, and gas pipelines, should be planned and located in conjunction with the street right-of-way or existing infrastructure corridors.*

The proposed development of the northern block will utilize municipal water and wastewater services. A Functional Servicing Report and Stormwater Management Report were prepared in support of the proposed development.

#### **4.3.12 Stormwater Management**

Section 6.6.4 contains development control policies for Stormwater Management, which are addressed below:

- a) *All new development shall utilize generally accepted best practices in stormwater management, which shall be the highest level determined to be technically and economically feasible.*

A Stormwater Management Report was prepared in support of the proposed development of the northern block.

### 4.3.13 Archaeological Resources

Section 8.4.4 contains policies for protecting archaeological resources, which are addressed below:

- a) *Archaeological assessments by archaeologists licensed under the Ontario Heritage Act, carried out in accordance with the Standards and Guidelines for Consultant Archaeologists, shall be required as part of a development application for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision approval, or consent, and any application under the Planning Act or any public works undertaking where there is potential for archaeological resources including marine archaeological resources.*

Stage 1-2 Archaeological Assessments were prepared for the applications which concludes no further archaeology work is required.

### 4.3.14 Implementation

Section 9.5 contains policies for the City to consider when evaluating different types of development applications and land use controls, which are addressed below:

#### 1) Policy 9.5.3: Plans of Subdivision

- a) *New plans of subdivision shall be developed in accordance with the policies of this Plan with the objective of developing complete communities while minimizing impacts on the City's existing property tax base.*

The revised Draft Plan of Subdivision application will meet the intent of the Medium Density designation as the lands will facilitate residential uses that will be built at an appropriate density and contribute to the housing supply in the City.

- b) *New plans of subdivision must be integrated with adjacent lands, subdivisions, and roads.*

The plan of subdivision application will create a block on the northern portion of the lands, which will allow residential development. The remainder of the lands consist of environmental lands that will be conveyed to the City, as well as a southern block that will be for future residential development.

- c) *New plans of subdivision must include traffic calming on local roads to improve the safety of all street uses and create a more uniform speed.*

A Traffic Impact Study and Addendum Letter were prepared which concludes the proposed development does not result in meaningful additional impacts to the adjacent road network.

- d) *New plans of subdivision must be designed efficiently to minimize operating costs, and utilize existing services so that they do not adversely impact the transportation system, the natural environment, or adjacent land uses.*

The lands will efficiently utilize municipal services, as concluded in the Functional Servicing Report. A Traffic Impact Study and Addendum Letter were prepared which concludes the proposed development does not result in meaningful additional impacts to the adjacent road network. The Environmental Impact Study concludes there will be no impact on natural heritage features.

- e) *New plans of subdivision will not be granted draft approval unless they can be supplied with adequate services such as water supply, sewage disposal, storm drainage, fire and police protection, parks, schools, solid waste collection and disposal, and other community facilities.*

The lands will utilize municipal services and will have access to community facilities in the surrounding area. Further, the site contains amenity areas for future residents.

- f) *The layout of new plans of subdivision should be encouraged to orient lots to maximize energy efficiency.*

The proposed layout of the site maximizes energy efficiency through a compact built form and new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further energy conservation measures can be considered during the detailed design process.

- g) *New plans of subdivision must indicate the proposed use for all lots, blocks, and parcels within the subdivision.*

The northern block will contain 244 townhouse units, 214 apartment units, and up to 66 additional dwelling units

## 2) Policy 9.5.7: Zoning By-law Amendment

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

The revised Zoning By-law Amendment application will meet the intent of the Medium Density designation as the lands will facilitate multiple residential uses that will be built at an appropriate density and contribute to the housing supply in the City.

- 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.*

The lands will contain residential uses which are permitted in the Official Plan.

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

The lands will utilize municipal services, as described in the Functional Servicing Report.

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

A Plan of Subdivision application and Zoning By-law Amendment application were previously submitted. A revision to these applications has been proposed and submitted concurrently with a Site Plan Control application for the northern block.

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

The proposed applications will meet the principles and policies of the Official Plan through providing a compact development that efficiently uses land, optimizes the use of planned infrastructure, provides a range of residential unit types and sizes, and protects the natural heritage system.

In our opinion, the proposed applications conform to the general intent of the City of Barrie Official Plan.



- iii. **Justification:** This special provision will ensure that the overall south parcel will be treated as one block for zoning purposes, even if there are future severance, condominium or part lot control applications that partition the land for financing or other reasons. This is a common provision included in large medium and high density development sites with multiple unit types. For example, one or more buildings may be sold to different builders to construct and there is a corresponding need to ensure that new zoning conformity issues do not arise as a result.

**b. Minimum Density**

- i. **Requirement:** There is no minimum density requirement in the MU1 zone.
- ii. **Proposed Special Provision:** *"The MU1 SP-XX zone will require a minimum of 780 residential units"*.
- iii. **Justification:** As detailed in Section 4.4.4.d) of this Report, a lower density on the north lands will be offset by a higher density on the south lands in order to achieve the minimum Official Plan density requirement of 156 units per hectare. Accordingly, this special provision will ensure that the minimum required number of units is developed on the south site.

**c. Building Height (Section 4.6.5)**

- i. **Requirement:** Section 4.6.5 notes the MU1 zone permits a maximum building height of 25.5 metres.
- ii. **Proposed Special Provision:** *"Notwithstanding Section 4.6.5, the MU1 SP-XX zone will permit a maximum building height of twelve (12) storeys or 36 metres"*.
- iii. **Justification:** In order to achieve the minimum density of 156 units per hectare across the subject lands, and more specifically, the 780 units noted in special provision b) above, buildings taller than 25.5 metres will be required. This is demonstrated in the south site architectural package that accompanies the submission.

- 2) **North Block:** The **Mixed Use Corridor with Special Provisions (MU2 SP-XX) zone** would apply to the Northern Block to permit residential uses. The proposed special provisions and their justification are summarized below.

**a. Interpretation (Section 4.1.4.2)**

- i. **Requirement:** Where any zone boundary is not shown to be a street, lane, right-of-way or watercourse, and where the boundary approximately follows lot lines, such lot lines shall be deemed to be the zone boundary subject to Section 4.1.4.3.
- ii. **Proposed Special Provision:** *"Notwithstanding Section 4.1.4.2, and despite any future severance, partition or division of the lands this By-law shall continue to apply to the lands as if no severance, partition or division occurred"*.
- iii. **Justification:** This special provision will ensure that the overall north parcel will be treated as one block for zoning purposes, even if there are future severance, condominium or part lot control applications that partition the land for financing or other reasons. This is a common provision included in large medium and high density development sites with multiple unit types. For example, if the mid-rise buildings are sold to different builders or require partitioning for financing reasons, there is a corresponding need to ensure that new zoning conformity issues do not arise as a result.

**b. Minimum Setback from Street Line to Parking Structure Underground (Section 4.6.5.2)**

- i. **Requirement:** The minimum setback from the street line to the nearest part of a parking structure underground shall be 1.8 metres, except where the minimum yard setback for the applicable zone is less than 1.8m, in which case the minimum setback shall be the same as the minimum required yard setback.
- ii. **Proposed Special Provision:** *"Notwithstanding Section 4.6.5.2, the minimum setback from the property line abutting a street to the nearest part of a parking structure underground shall be 0.9 metres".*
- iii. **Justification:** The proposed decreased setback to the front yard will be for an underground parking structure which will facilitate the proposed mid-rise buildings to be located closer to the street, with at-grade ground floor entrances. The parking structure will not be visible on Essa Road and the required road widening of 3 metres has been provided for on the Plan of Subdivision, which addresses the long-term expansion needs of this corridor to the year 2051.

**c. Minimum Outdoor Amenity Space (Section 5.4.2.2 (b))**

- i. **Requirement:** Where a lot contains more than 4 residential dwelling units, an outdoor amenity area based on a minimum of 12m<sup>2</sup> per unit shall be provided. Outdoor amenity area may be inclusive of landscape open space, rooftop amenities (green roofs, solariums, gardens, and patios), private balconies, or other outdoor amenity feature. Outdoor amenity area shall or shall not be in a consolidated form.
- ii. **Proposed:** *"The following amenity area requirements apply to lands zoned MU2 SP-XX:*
  1. *Area: A minimum of 12m<sup>2</sup> of unconsolidated outdoor amenity area shall be required per unit.*
  2. *Definition: The definition of "Amenity Area – Outdoor" is revised for this site specific zone as follows (new text proposed is in red):*

*"Amenity Area – Outdoor, shall mean an area of land; balcony; deck; terrace; the roof of a **building**, parking structure, or **accessory structure**, which includes landscaped area and may include areas of decorative paving **and walkways** or other similar surface, provided such surface is not used for vehicle use".*

**d. Minimum Front Yard Paved Area (Section 5.4.3.2 (a))**

- i. **Requirement:** Front Yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk.
- ii. **Proposed:** *"Notwithstanding Section 5.4.3.2a), Front Yard setback areas shall only require partial paving in the form of direct shared walkway connections to the property line".*
- iii. **Justification:** This special provision will permit landscaping between the mid-rise buildings and Essa Road. The original intention of this provision was to require patios and pedestrian spaces along the frontage of mixed use buildings. The unintended consequence of this provision has been the elimination of appropriate landscaping. This problem has been encountered during the approval of other sites in Barrie. In our opinion, given that this building is residential only, it would be appropriate to provide a paved pedestrian connection but to allow for landscaping to enhance the streetscape and privacy for ground floor units directly facing Essa Road.

**e. Minimum Front Yard Setback (Section 5.4.3.2 (b))**

- i. **Requirement:** If ground floor usage abutting lot frontage is residential, a minimum front yard of 3 metres is required.
- ii. **Proposed:** *"Notwithstanding Section 5.4.3.2b), a minimum front yard setback of 2.5 metres shall be permitted for residential uses"*.
- iii. **Justification:** This special provision would allow for residential units to be 0.5 metres closer to the street than this section otherwise allows. This minor adjustment to the front yard setback for residential will help facilitate the compact form of development proposed on this site. We can think of no impact on residential units with this 0.5m change, particularly given that Essa Road is an intensification corridor. The planned 3m road widening has been provided for, and a noise study has been prepared that confirms that the development conforms to the MOE noise guideline requirements.

**f. Maximum Interior Side Yard Setback (Section 5.4.3.1)**

- i. **Requirement:** Maximum interior side yard setback of 3 metres.
- ii. **Proposed:** *"Notwithstanding Section 5.4.3.1 and Table 5.4.2, there shall be no maximum interior side yard setback requirement"*.
- iii. **Justification:** The intent of the maximum interior side yard setback requirement is to encourage mixed use development to be frame the full frontage of the street (from side yard to side yard) and to direct buildings, rather than amenity areas or parking, to the perimeter of the site. This requirement also encourages more compact built form.

The proposed reduced setback is appropriate for the site because the interior side yards border a church to the north and open space and environmental lands to the south. At the time of approval of the channel works, it was required that a 10 metre landscaped area be included on the north site plan, so a 3m interior side yard would conflict with that prior approval. Further, it is appropriate to provide a landscaped buffer along the north property limit, rather than shifting the rear of townhouse units closer to the north property boundary.

**g. Minimum Ground Level Floor Height (Section 5.4.3.1)**

- i. **Requirement:** Minimum ground level floor height is 4.5 metres.
- ii. **Proposed:** *"Notwithstanding Section 5.4.3.1 and Table 5.4.2, the minimum ground floor height shall be 3.5 metres for the apartment blocks and 2.7 metres for the Townhouses"*.
- iii. **Justification:** In our opinion, this requirement is intended for mixed-use sites to allow additional height for ground floor commercial uses. or to allow for the transition of same over the long-term. In this case, commercial uses, with the support of City staff, will be developed on the south site, and not the north site. Notwithstanding same, the ground floor height of 3.5 metres in apartment buildings will still provide for long-term conversion potential to if so desired. The Townhouses, however, will never reasonably contain commercial uses so the proposed ground floor height of 2.7 metres is appropriate.

**h. Maximum Building Height (Section 5.4.3.1)**

- i. **Requirement:** Maximum building height of 16.5 metres.
- ii. **Proposed:** "Notwithstanding Section 5.4.3.1 and Table 5.4.2, the maximum building height shall be or 21.0 metres".
- iii. **Justification:** The proposed additional building height will allow the mid-rise buildings to be 6 storeys in height, which is a permitted height in the Official Plan.

**i. Waste Management for Multi-Unit Residential Developments in Mixed Use Zones (Section 5.4.3.7.1(c))**

- i. **Requirement:** c) Any accessory building accommodating garbage, recyclables, and organic material shall not be permitted within 10 metres of the front face of the main building.
- ii. **Proposed:** "Section 5.4.3.7.1 c) does not apply to lands zoned **MU2 SP-XX**".
- iii. **Justification:** To provide a consistent streetscape, a waste storage building is proposed between, and in-line with, the mid-rise buildings fronting Essa Road. This proposed location is appropriate for the following reasons:
  - The building has been situated in a location that is directly connected to both buildings and away from the underground garage entrances.
  - The building has been designed to accommodate all municipal waste pickup requirements.
  - The building has been designed to have high quality building materials and glazing consistent with the rest of the building.
  - The rooftop of the building will contain a 162 square metre rooftop amenity area that will contribute to 'eye's on the street'.

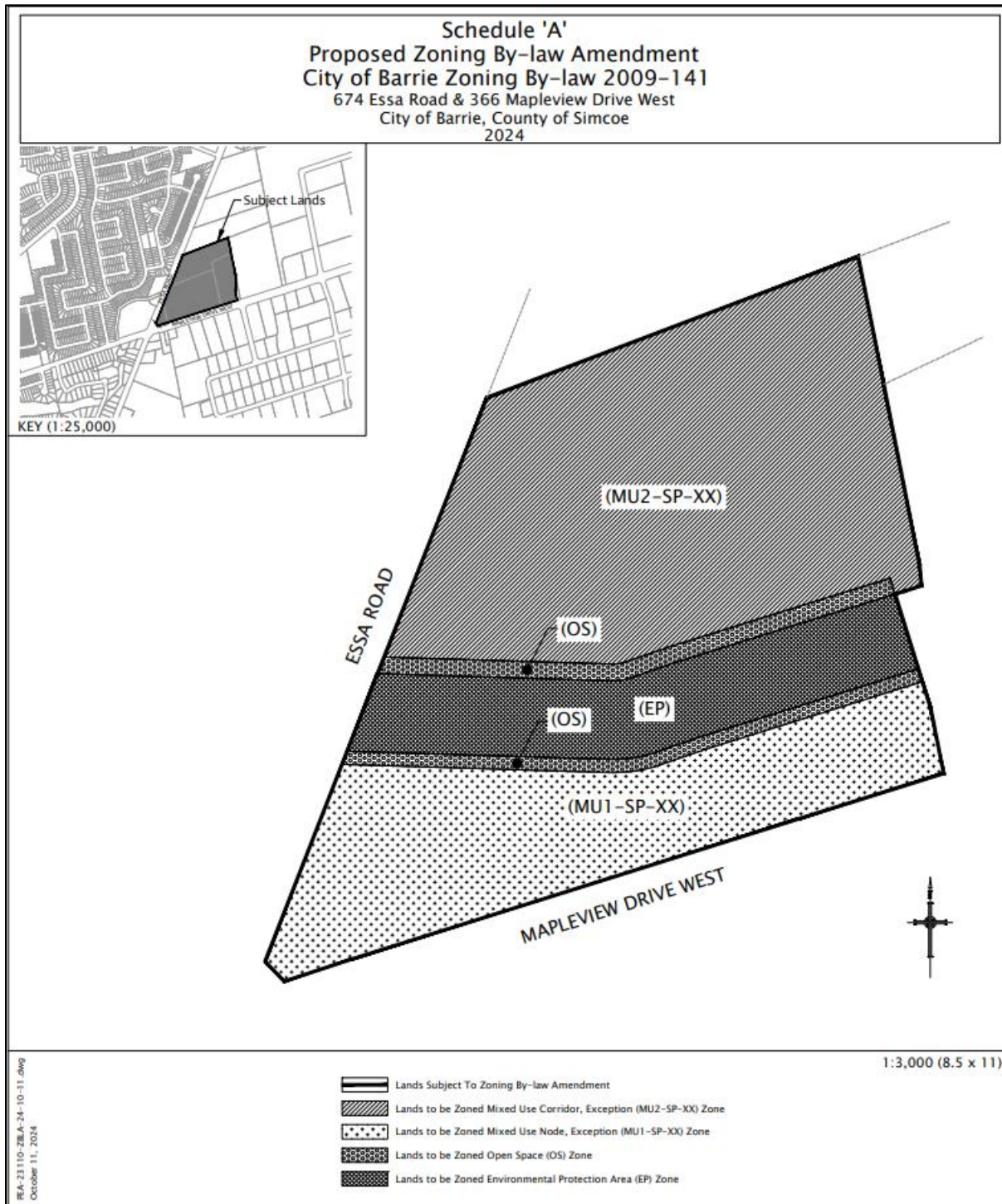
**j. Minimum Driveway Length (Section 5.2.5.2d))**

- i. **Requirement:** d) A minimum driveway length of 6 metres is required for block and cluster townhouse development.
- ii. **Proposed:** "Notwithstanding Section 5.2.5.2d), the minimum driveway length shall be 5.5 metres".
- iii. **Justification:** The intent of the 6 metre driveway requirement is to provide sufficient space for vehicle parking as well as adjacent driveway maintenance and operations. This site has been designed with 5.5 metre townhouse driveway lengths in order to facilitate the proposed compact form. In our opinion, the proposed driveways for each townhouse unit are appropriate because they meet the minimum parking space requirements of 2.7 metres in width and 5.5 metres in length. This is the standard for thousands of parking lots across the City, which have proven to be sufficient for parking a wide variety of vehicles, while also allowing for appropriate maintenance (i.e. snow removal) and operations. The driveways access private laneways which will be privately maintained. Lastly, the driveway length of 5.5 metres is permitted in the former Hewitt's and Salem Secondary Plan areas.

- 3) The Open Space (OS) zone** would apply to two (2) blocks which are the required buffers adjacent to the Environmental Protection (EP) zone comprising the channel in the middle of the site.

- 4) The **Environmental Protection (EP) zone** would apply to the Holly Branch of the Bear Creek channel located in the central portion of the subject lands.

**Figure 12. City of Barrie Zoning By-Law 2009-141**



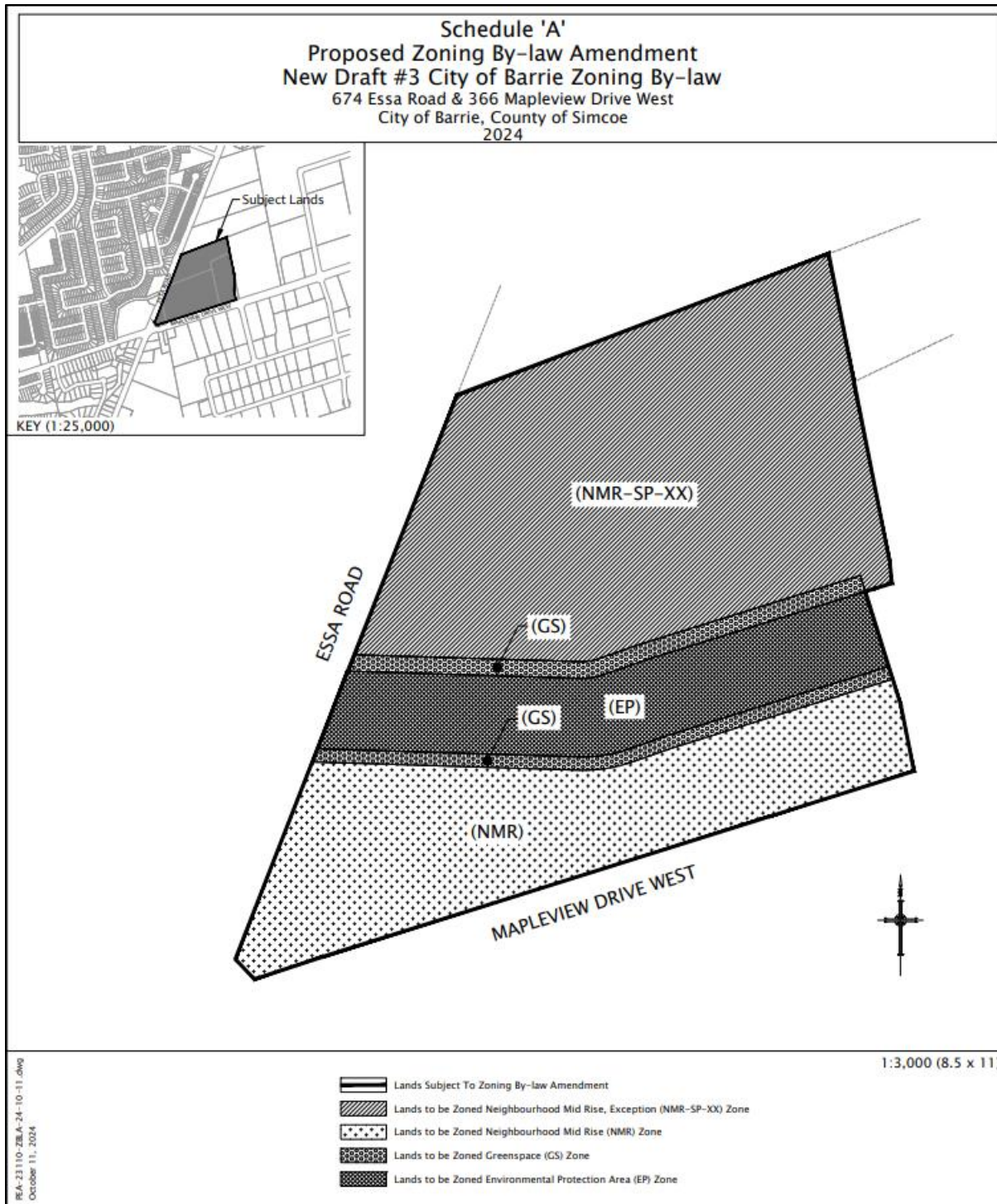
#### 4.4.2 Proposed 3<sup>rd</sup> Draft of New Zoning By-law

The City of Barrie is in the process of creating a new comprehensive Zoning By-law, which will be designed to implement the vision and policies of Barrie's recently approved Official Plan. The City has released Draft 3 of the new Zoning By-law for public and stakeholder consultation, and that a 4<sup>th</sup> and 'final' draft of the By-law will ultimately be provided to Committee and Council for adoption. We understand that final approval of the new by-law may be delayed as a result of changes to the Provincial Planning Statement.

The lands are proposed to be zoned Neighbourhood Mid-Rise (NMR) in the 3<sup>rd</sup> draft of the new Zoning By-law. There are several items of non-conformance with the new By-law, and as a result, we request that the new By-law zone the lands to Neighbourhood Mid-Rise (NMR), Neighbourhood Mid-Rise with Special Provisions (NMR SP-XX), Greenspace (GS), and Environmental Protection (EP), as illustrated in **Figure 13**. The special provisions requested below will likely have to change as the proposed By-law evolves:

- i) **Transition:** All special provisions noted in Section 4.5.1 of this report and the final implementing By-law Amendment to be recognized in the new By-law.
- ii) **Rowhouse Building Types:** Permit "Rowhouse, Cluster" and "Rowhouse, Back-to-Back" building types at a height of 3 storeys. Section 5.6a) & Table 23 only permits mid-rise buildings, which are defined as being 6 to 12 storeys in height. Section 5.12 requires a minimum building height of 5 storeys (17.5m).
- iii) **Active Frontage:** Permit residential only uses along the Active Frontage of the north Block. Section 3.2.1(a), (b), & (c) require 25% of the ground floor gross floor area to be non-residential uses.
- iv) **Window to Wall Ratio:** Permit a 40% window to wall ratio. Section 3.2.11 (b) requires 50% of the façade of any mid-rise building abutting a street, landscaped open space or amenity area to be windows, openings or similar.
- v) **Electric Vehicle Ready parking:** Permit electric vehicle rough-ins for all indoor/underground structured parking. Section 4.6.4 (a) & (b) requires every required parking space in a mid-rise building to be EV ready.
- vi) **Landscaped Area:** Permit a minimum landscaped area of 16%. Section 5.12 requires a minimum landscaped area of 20%.
- vii) **Amenity Area:** Permit a minimum unconsolidated amenity area of 12 square metres per unit that can be comprised of both common and private amenity areas. Section 5.12 requires 12 square metres of common amenity area plus 5 square metres of private amenity area per unit.

Figure 13: Draft Zoning By-law Amendment under new Zoning By-law



## 5.0 AFFORDABLE HOUSING

In accordance with Section 6.4.2 of the Official Plan, and as confirmed during Pre-Consultation, the City of Barrie has requested an affordable housing report to be prepared in support of the proposed applications. The purpose of the report is to examine the impact that a proposed development will have on the supply of affordable housing options in the City and to address the Official Plan policies that speak to the need for preserving and enhancing the City's existing stock of affordable housing. The report is to include information and an assessment of the following:

**a) Proposed Development:**

- Description of proposal and concept plan
- Number of existing residential (including rental) units
- Number of residential units to be retained, added, or lost due to the proposed development
- Type and size of units, and whether the units are intended to be condominium registered
- Proposed rental or sale prices
- Any proposed phasing and the number of affordable housing being added or removed through each phase
- Site and contextual considerations

**b) Plans and Policies:**

- Review of relevant Provincial Planning Statement and Official Plan policies
- Review and compliance with the Affordable Housing Strategy

**c) Analysis and Recommendations:**

- Demonstrating how the proposal is consistent with relevant policies and regulations and how the proposed development will add to, or compensate for, the loss of the stock of affordable housing units.

### 5.1 Proposed Development

Section 3 of this Report details the proposed development, which includes up to 524 residential units on the northern block and future residential uses on the southern portion of the subject lands. Refer to Section 3 of this Report for more information on the proposed development. A breakdown of the proposed residential uses are as follows:

Type of Residential Unit	Number of Units
Street Townhouses	100
Back-to-Back Townhouses	144
Sub-Total #1	<b>244</b>
Apartment Building B1	107
Apartment Building B2	107
Sub-Total #2	<b>214</b>
Optional Additional Dwelling Units (Second Suites)	<b>66</b>
Total	<b>458-524</b>

## 5.2 Tenure

The Owner is proposing freehold parcels of land that are tied (POTLs) to a common elements condominium comprising amenity areas, private roadways, snow storage and utility areas. The optional secondary suites would be rental.

## 5.3 Unit Sizes

In terms of unit sizes, please note the following:

### i) Townhouses

- |   |   |
|---|---|
| ○ Townhouse (Type A) – 21' Back-to-back Towns | Approximately 110 m <sup>2</sup> (1184 ff <sup>2</sup> ) – 149 m <sup>2</sup> (1608 ff <sup>2</sup> ) |
| ○ Townhouse (Type B) – 18' Dual Front Towns   | Approximately 161 m <sup>2</sup> (1735 ff <sup>2</sup> ) – 194 m <sup>2</sup> (2092 ff <sup>2</sup> ) |
| ○ Townhouse (Type C) – 18' Front Loaded Towns | Approximately 149 m <sup>2</sup> (1608 ff <sup>2</sup> ) – 196 m <sup>2</sup> (2113 ff <sup>2</sup> ) |
| ○ Townhouse (Type D) – 20' Front Loaded Towns | Approximately 162 m <sup>2</sup> (1739 ff <sup>2</sup> ) – 172 m <sup>2</sup> (1848 ff <sup>2</sup> ) |

### ii) Apartment Units

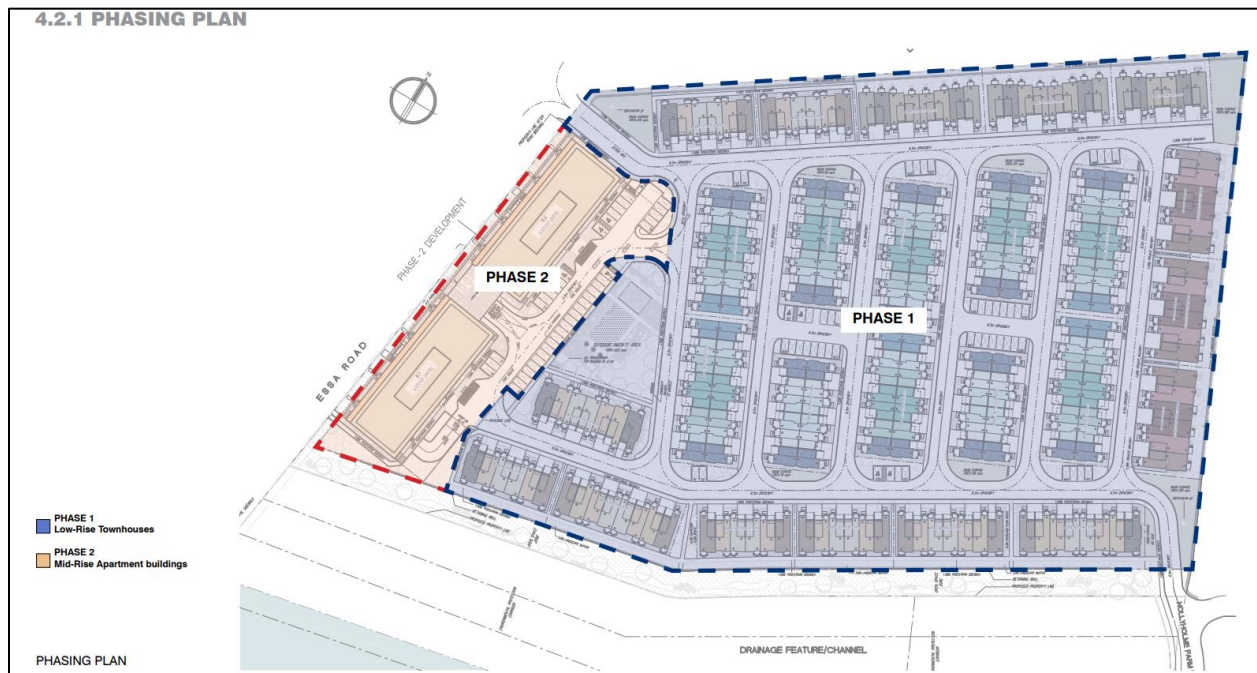
- |                                      |  |
|--------------------------------------|--|
| ○ 1 Bedroom:                         | Approximately 37.5 m <sup>2</sup> (404 ff <sup>2</sup> ) – 46.2 m <sup>2</sup> (496 ff <sup>2</sup> )  |
| ○ 1 Bedroom Plus Den:                | Approximately 51.6 m <sup>2</sup> (555 ff <sup>2</sup> ) – 62.09 m <sup>2</sup> (668 ff <sup>2</sup> ) |
| ○ 2 Bedroom (includes walk-in units) | Approximately 63.08 m <sup>2</sup> (679 ff <sup>2</sup> ) – 74.8 m <sup>2</sup> (804 ff <sup>2</sup> ) |
| ○ 2 Bedroom Plus Den:                | Approximately 65.1 m <sup>2</sup> (701 ff <sup>2</sup> ) – 78.9 m <sup>2</sup> (850 ff <sup>2</sup> )  |
| ○ 3 Bedroom:                         | Approximately 69.9 m <sup>2</sup> (753 ff <sup>2</sup> ) – 78.7 m <sup>2</sup> (848 ff <sup>2</sup> )  |

## 5.4 Phasing

The current Phasing Plan demonstrates two phases (**Figure 14**), which are described as follows:

1. Phase One is located at the eastern portion of the block and consists of the townhouse units.
2. Phase Two is located at the western portion of the block located and consists of the apartment buildings.

**Figure 14: Proposed Phasing Plan for Northern Block**



## 5.5 Prices

In terms of sale prices, the Owner feels that there is no reasonable way, at this pre-approval/pre-tendering stage, to estimate sale prices in light of market changes, continuing development charge increases, interest rate uncertainty, changing material costs, and the exact timing of the units being constructed. The final decision on sale prices will be made when tender prices have been received.

The Owner intends that the 66 optional turn-key additional dwelling units (14.4% of total units) would be rented at an affordable range, and they are prepared to work with the City to determine if there are ways to facilitate this outcome over the long-term.

## 5.6 Legislation, Provincial Plans & Provincial Policies

The provision of affordable housing is supported by legislation, Provincial Plans and Policies and well as local policies as outlined below:

### 5.6.1 Planning Act

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Site Plan Control. Section 2(k) states a matter of provincial interest includes:

*"The adequate provision of a full range of housing, including affordable housing"*

Barrie City Council must have regard to affordable housing when carrying out their duties and considering whether to approve the proposed application.

In our opinion, the proposed applications have regard to the matters of Provincial Interest identified in the Planning Act as the proposed development includes a range of smaller and more affordable housing types such as apartment units, townhouses and back-to-back townhouses, and purpose designed additional dwelling units (second suites).

Further, the Owner has designed 66 units (14.4% of the total units) to provide turn-key rental additional dwelling units (second suites) within certain townhouse models as shown on the site plan. Pending market interest in purchasing these units. Further, those units, if optioned, are intended to be rented at affordable prices.

Lastly, the two (2) apartment buildings contain a range of unit sizes, including smaller 1-bedroom units, and 15% of these apartment units may meet the definition of affordable housing in the Provincial Planning Statement (PPS), subject to final construction and development costs.

### 5.6.2 Provincial Planning Statement (PPS), 2024

The new Provincial Planning Statement (PPS) comes into effect on October 20, 2024. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

Chapter 1 of the Provincial Planning Statement contains the Vision for Ontario's Land Use Planning System which includes creating efficient development patterns that optimize the use of land, resource and public investment in infrastructure and public service facilities which promote a mix of housing including affordable housing.

The Housing policies in Section 2.2.1 state that Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

*"a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs."*

The PPS defines Affordable to mean the following:

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

The PPS defines “low and moderate income households” as follows:

- a) *in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality; or*
- b) *In the case of rental housing, household with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.*

The City of Barrie’s Official Plan requires new residential development and redevelopment in Medium Density and High-Density land use designations to provide 15% of their housing units as affordable, which meet the definitions provided above.

### 5.6.3 Barrie Official Plan Policies

Section 6.4.2 of the Official Plan contains affordable housing policies, which have been provided below:

#### 6.4.2 Affordable Housing Policies

- a) *The City will take measures to ensure that housing options meet the needs of all residents.*

Note: The definition of ‘housing options’ includes housing arrangements and forms such as “affordable housing”.

- b) *The City will explore partnership opportunities between the County of Simcoe, housing providers and agencies, private developers, as well as community groups, to provide innovative affordable housing options, including deeply affordable housing.*
- 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.*
- d) *All development proposing ground-related housing, including single-detached, semi-detached, and street townhouse dwellings, shall include design options that provide purchasers the ability to have two residential units within the main building and/or an additional residential unit in an ancillary structure.*
- 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:*
  - 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.*

For reference, policy 2.5l) states that *"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 target is to be measured city-wide. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target"*

The subject lands and northern block are designated Medium Density. The Owner will provide a minimum of 14.4% of the total number of units (66 units) to be designed to contain second suites/accessory dwelling units that will be offered as a turn-key option. Further, the two (2) apartment buildings contain a range of unit sizes, including smaller 1-bedroom units, and 15% of the apartment units may meet the definition of affordable housing.

#### 5.6.4 Barrie Affordable Housing Strategy (2024)

The City's Affordable Housing Strategy was adopted by Council on January 17, 2024 (Motion 24-G-005). One of the implementation tools was the creation of a Housing Community Improvement Plan (CIP). According to the staff presentation to Committee in May 2024, the 2024 affordable ownership and rental rates were as follows:

- 2024 Affordable Ownership Rate: \$399,338.
- 2024 Affordable Rental Rate:
  - \$1,145 (Bachelor)
  - \$1,430 (1 Bedroom)
  - \$1,610 (2 Bedroom)
  - \$1,781 (3 Bedroom)

#### 5.7 Affordable Housing Commitment

In accordance with the City's 15% affordable housing target, the Owner undertakes to provide the following:

- i) 14.4% of the units will be offered with optional turn-key rental additional dwelling units (second suites). The locations of these units, along with sidewalk access is shown on the site plan. This undertaking is subject to the following:
  - a. City approval of the site plan and zoning special provisions substantially in accordance with the submission provided.
  - b. Buyers choose the option to purchase the optional turn-key additional dwelling units.
- ii) 15% of the smaller apartment units may meet the definition of affordable ownership subject to the following:
  - a. City approval of the site plan and zoning special provisions substantially in accordance with the submission provided.
  - b. Confirmation of final construction costs and financial viability as a result of receipt of tender prices.

## 6.0 CONCLUSION

This report reviewed the land use planning merits of a revised Zoning By-law Amendment application for the subject lands, municipally known as 674 Essa Road and 366 Mapleview Drive West, in the City of Barrie, as well as a revised Plan of Subdivision application and Site Plan Control application for the northern block of the subject lands to permit 458 residential units and as many as 66 additional dwelling units.

The proposed applications are consistent with the PPS and conform to the policies of the City of Barrie Official Plan.

The proposed development of the northern block represents compact development that efficiently uses land and optimizes the use of planned infrastructure. The proposed development includes a range of residential unit types and sizes and protects the natural heritage system.

In our professional opinion, the applications represent good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Sincerely,

### THE JONES CONSULTING GROUP LTD.



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