

PLANNING JUSTIFICATION **REPORT**

129 Collier Street, Barrie
ZONING BY-LAW AMENDMENT

Date:

February 2022

Prepared for:

129 Collier Limited Partnership.

Prepared by:

MacNaughton Hermesen Britton Clarkson Planning Limited

7050 Weston Road, Suite 230

Woodbridge ON L4L 8G7

T: 905 761 5588

F: 905 761 5589

Our File 21318A

LIST OF CONTENTS

1.0

Introduction

	1
1.1 Site and Surrounding Context	2
1.2 Open spaces and Parks	2
1.3 Roads and Transit Network	2
1.4 Development Activities	3
1.5 Proposal Description	4
1.6 Public Consultation Requirement	4

2.0

Planning Analysis

	6
2.1 Provincial Policy Statement	6
2.2 Growth Plan for the Greater Golden Horseshoe	8
2.3 City of Barrie Official Plan	10
2.4 Lake Simcoe Protection Plan	13
2.5 City of Barrie Zoning By-law 2009-141	14

3.0

Summary and Conclusion

17

LIST OF FIGURES

		after page
Figure 1:	Location Map	2
Figure 2:	Development Activities	3
Figure 3:	Site Plan	5
Figure 4:	Urban Growth Center	9
Figure 5:	City of Barrie Official Plan Land Use Map	12
Figure 6:	City of Barrie Official Plan Planning Areas Map	12
Figure 7:	City of Barrie Official Plan Height Review Study Map	12
Figure 8:	City of Barrie Official Plan Intensification Areas	12
Figure 9:	City of Barrie Official Plan Lake Simcoe Watershed Map	13
Figure 10:	City of Barrie Zoning By-law 2009-141	17

LIST OF APPENDICES

Appendix A:	Draft Zoning By-law Amendment to the City of Barrie Zoning By-law 2009-141
Appendix B:	Provincial Policy Analysis
Appendix C:	Growth Plan for the Greater Golden Horseshoe Analysis
Appendix D:	City of Barrie Official Plan Analysis
Appendix E:	Community Consultation Feedback Report. Solutions ink.

1.0

INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by 129 Collier Limited Partnership (hereinafter as the “Applicant”) to seek approvals for the development of the lands located on the south side of Collier Street and the north side of Dunlop Street, municipally addressed as 129 Collier Street (hereafter referred to as “the Subject Lands” or “the Site”).

The Subject Lands is located in the City of Barrie’s City Center planning area, within the Intensification Area with a Special Study Area for height. Both area plans for Downtown Barrie support the proposed housing variation, types, and mixture. The Subject Lands is also in a Provincial Urban Growth Centre, as designated in the Growth Plan for the Greater Golden Horseshoe, which is intended to accommodate a significant share of population and employment growth for the City.

The proposal represents intensification within the boundaries of Downtown Barrie, optimizing development through densification that represents reinvestment and revitalization of the existing built-up area. The proposed development will promote the use of multi-modal transportation options such as walking and cycling by enhancing the active network connecting to Downtown Barrie and North Shore Trail and will support the use of local transit routes by enhancing the quality of public realm linkage to Barrie’s Downtown Transit Terminal and GO Transit connections.

This Planning Report provides an evaluation of the relevant planning policy and regulations applicable to the proposal and justification for the Zoning By-law Amendment application to permit the proposed development.

1.1 Site and Surrounding Context

The proposed development seeks to develop lands that are currently unoccupied/vacant for residential purposes, as shown in **Figure 1**. The site is located at the eastern edge of Barrie's Downtown, south of Collier Street, east of Poyntz Street and north of Dunlop Street East, and has access to the Waterfront Recreational trails and Heritage Park.

The Subject Lands is approximately 0.61 ha (1.5 acres) in size and has approximately 58 meters of frontage on Dunlop Street East, identified as "Major Arterial", and 58 meters of frontage on Collier Street, identified as "Major Collector Road" – Schedule D - Road Plan by the City of Barrie Official Plan.

The land uses that exist within the immediate context include:

NORTH: Mixture of low commercial and institutional/community service buildings including Collier St United Church.

WEST: Mixture of institutional and commercial uses toward Downtown Barrie, including a 15 storey high-rise building west of Poyntz Street.

EAST: Mixture of low rise residential, commercial conversions and low density multiple dwellings.

SOUTH: Mixture of parks and recreation facilities along the Kempenfelt Bay including Sam Cancilla Park, Memorial Square, and waterfront Heritage Park, an existing 7-8 storey apartment building (Flamingo) and under construction 10- storey residential building (Lakhouse).

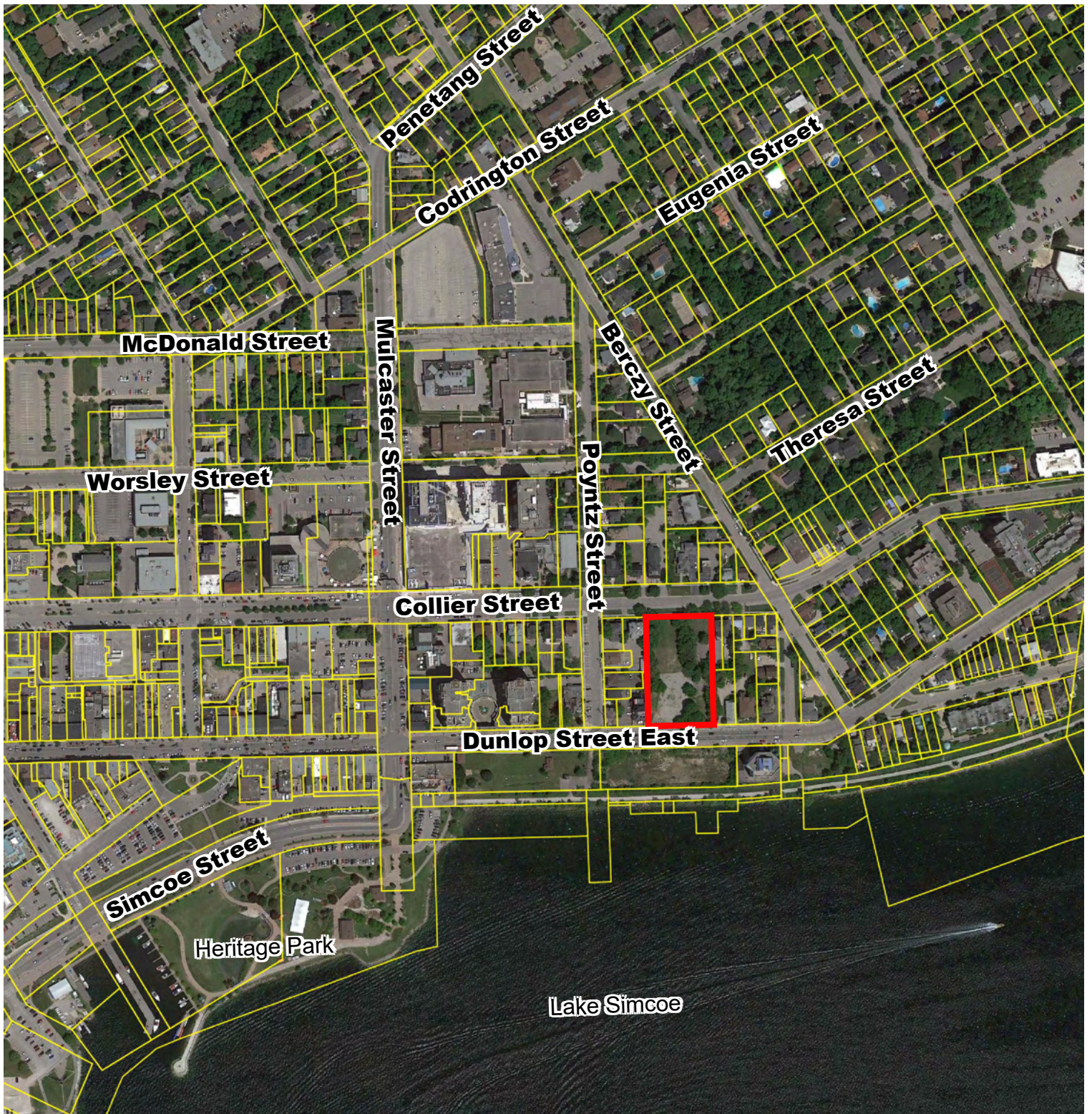
Significant components within a walking distance of the Subject Lands include BIA, shops, restaurants, amenities, City Hall, MacLaren Art Center, Collier Street United Church, Barrie Public Library, waterfront parks and trails, and Downton Terminal.

1.2 Open Spaces and Parks

The general character of the area is an urban area with immediate access to waterfront parks and open spaces. The major open space network which is located in close proximity to the site includes lakefront parks such as Sam Cancilla Park and Heritage Park that feature walking and cycling trails connecting to the Downtown Core within a 500-meter boundary of the Subject Lands. There are other local parks with walking connections to the surrounding area including Memorial Square, Kempenfelt Park, and John Edwin Couple Park.

1.3 Roads and Transit Network

Dunlop Street East is identified as Major Arterial and Collier Street as Major Collector Road by the City of Barrie Official Plan. Section 5.4.2.2 indicates that Arterial Roads are primarily traffic carrying facilities, providing



Data Source: First Base Solutions Aerial

Figure 1
Location Map

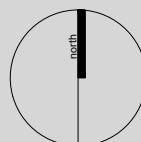
LEGEND

Subject Lands

DATE: February, 2022

SCALE

0 25 75 100 m



**129 Collier Street,
Barrie, Ontario**



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through routes across and within the City. Development of properties adjacent to Arterial roads is to be encouraged to design access onto the site to minimize the impact on the adjacent Arterial Road. Collector Roads carry traffic between the Arterial Roads and the Local Roads. Collector roads may be used to service property.

The Subject Lands is well serviced by surface transit routes along Collier Street including Express bus routes 100D blue express and 100C red express plus regular routes 8A and 8B. Express routes connect the City's north and east bounds to the Downtown Terminal and include major destinations such as Waterfront Park and Recreation, Georgian College, and Georgian Mall. Bus numbers 8A and 8B run across the City and provide connections to and from Royal Victoria Regional Hospital, Downtown Terminal, Allandale Waterfront Go Station, and Barrie South Go Station along Yonge Street.

1.4 Developments Activities

City Center is characterized by a range of commercial, retail, and residential uses at various heights and densities, including restaurants, retail stores, community service facilities, single detached dwellings, and mid-to high-rise apartment buildings.

The planned context of the area is presently evolving and transforming. This is considered to be as a result of increased demand due to population growth and projections, and accessibility through relative ease of access to public transit services, including the Downtown Terminal and GO Transit Network. In addition to this, the area is also deemed to be highly desirable from a recreational and amenity perspective given the proximity to the waterfront and recreational facilities, and therefore presents the potential for higher quality living standards.

The following table summarizes the relevant proposed and approved developments within City Center

	Address	Use	Height (Storeys)	Total GFA (sq. m)	Residential Units
1	217 Dunlop St E	Mixed-use	15	11,882	41
2	185 Dunlop St. E	Mixed-use	10	23,900	178
3	79 Collier St.	Mixed-use	15	17,813.01	126
4	9-14 Owen St.49,51,53 Collier St.	Residential	16	19,687	290
5	61-67 Owen St., 55-57 Mc Donald St.	Mixed-use	20	27,997	278
6	2-14 Dunlop Street West, 43 & 45 Maple Avenue, 30-42 Bayfield St.	Mixed-use	20	17,042.6	208
7	113,117 Bayfield Street & 6,8 & 12 Sophia St. E	residential	8	8,402	108
8	136&112 Bayfield St., 14 Sophia St. W	Mixed-use	12	25,881	292

and in close proximity to the Subject Lands (Table 1). These developments are also mapped on **Figure 2**. For comparison, as noted in Table 1 below, the proposed development proposes two 12-storey buildings on a 3-4 storey podium. The total gross floor area (GFA) is 23,113 sq m. (248,788 sq.ft) and the FSI proposed is 3.79. The total number of residential units proposed is 293. Details of the proposal is provided in the next section.



Data Source: First Base Solutions Aerial

Figure 2 Development Activities

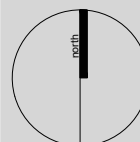
LEGEND

★ Subject Lands

DATE: February, 2022

SCALE

0 25 75 100 m



129 Collier Street,
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1.5 PROPOSAL DESCRIPTION

The proposal consists of two high rise towers along the eastern edge of Downtown Barrie, east of Poyntz Street. The southern components will consist of a 12-storey residential building with a total height of 43.5 m. The Building is anchored to the Site via a 4-storey podium that contains at-grade amenity and residential uses fronting onto Dunlop Street East. The northern component will consist of a 12-storey residential building on a 3-storey podium with a total height of 42.1 m and residential units at grade within the podium that front onto Collier Street. The overall development is linked through an internal courtyard that serves both high rise components of the development (**Figure 3**).

The proposal will have a total GFA of 23,113 sq m. (248,788 sq ft). The primary residential entrance and residential lobby will front onto Collier Street in the north and Dunlop Street in the South. In addition, the proposed internal courtyard is supported by a private driveway with access to Collier Street, a collector road. The overall development will have a density of 3.79 Floor Space Index ("FSI") with 293 residential units.

Parking is provided primarily through an underground structure, with a total of 249 parking spaces. Of these spaces, 235 will be dedicated residential, and 14 spaces will be visitor parking. Underground parking will be accessed via an entrance ramp from an internal courtyard on the Site. In addition, existing parking spaces along Dunlop Street East will be reconfigured and maintained as municipal parking spaces to allow for on-street parking for the area. The proposed development will have short and long term bicycle parking at grade and in storage rooms within the underground parking, offering a total of 206 bicycle parking spaces calculated on the basis of 0.6 spaces per residential unit for residential, and 0.1 spaces per residential unit for visitor. All loading for the development will be contained within the site, with one (1) loading space contained within the internal courtyard, and screened from the street.

Overall the proposal represents intensification within the boundaries of Barrie's Downtown, optimizing development through densification that represents reinvestment and revitalization of the existing built-up area. The proposal also provides for a respectful transition in density and height, recognizing that Subject Lands is located on the edge of Downtown Barrie and adjacent to existing low rise neighborhoods. The proposed development achieves this goal by 1) establishing a low rise relationship along the podium frontage onto the surrounding public streets; 2) stepping down in height toward the existing low rise developments in the north; and 3) integrating setbacks along the Site's primary frontages. Furthermore, the proposed development will promote the use of multi-modal transportation options such as walking, cycling and will support the use of local transit routes with connections to the Downtown Terminal and GO Transit network.

1.6 PUBLIC CONSULTATION REQUIREMENT

The *Planning Act* requires inclusion of a public consultation strategy as part of the complete application requirements. It is anticipated that the proposal will follow the City of Barrie's public consultation strategy for development applications which includes;

- A Neighbourhood Meeting held by the Councillor on 2nd day of February 2022; and,
- A Public Meeting to be held by General Committee post-submission.

It is anticipated that the schedule for the General Committee meeting will be determined by planning staff. In addition, the Applicant has retained Solutions ink. who has conducted a series of focused discussions

with key-organizations and stakeholders on the proposed development of the Subject Lands. Those discussions were conducted in the January of 2022 in order to gain an increased depth of understanding and on-the-ground feedback from the surrounding community related to high density development on the Subject Lands. The following feedback was received during this consultation:

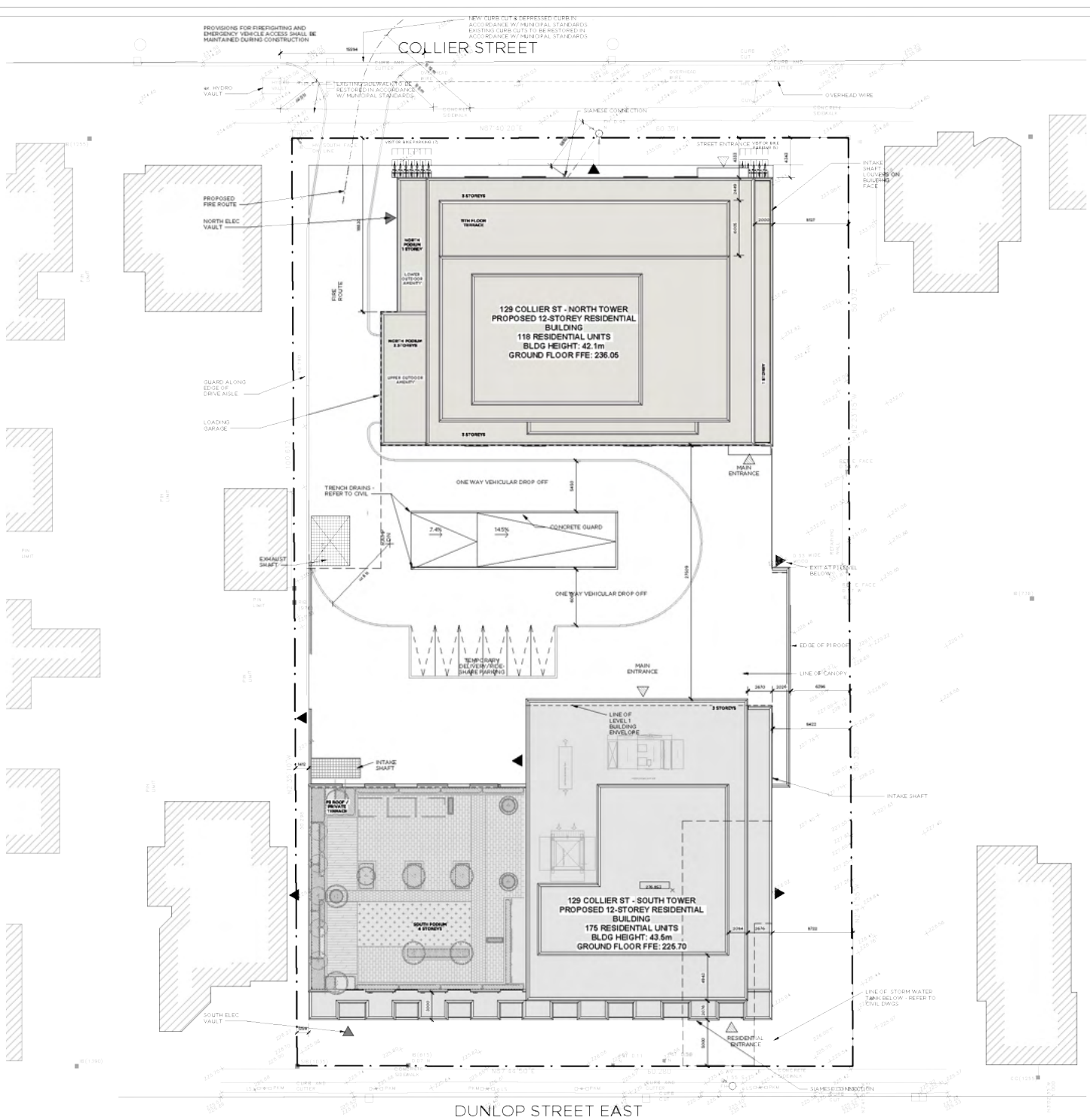
Feedback Recommendations – Development Design and Integration

1. Design an architecturally pleasing and exciting building that relates to the existing neighbourhood;
2. Include pedestrian scale and experience;
3. Respond to the historic character of the neighbourhood;
4. Promote street activation through design principles including permeable edges, no blank walls, and human-scale materials;
5. Integrate height and density into the neighbourhood, focusing on impacts on existing residents;
6. Eliminate or limit ground floor commercial space as part of the development;
7. Consider activating the street front through residential units or community spaces;
8. Professionally managed rental units with a mix of unit sizes and rental rates are desirable;
9. Aim to provide an element of affordable housing within the development;

Feedback Recommendations – Transportation and Parking

1. Create an environment that engages people on a pedestrian scale;
2. Strengthen active transportation infrastructure and connections in the area;
3. Provide onsite parking for residents and visitors;
4. Promote alternative modes of transportation including, cycling, transit and walking.

This feedback was taken into consideration in the overall design of the proposal in advance of submission of this application. This feedback will also be used to help inform the proposal as the Applicant moves through the City's public process. In addition, a Retail and Economic Development Study has been prepared by 360 Collective to support the removal of commercial retail floor area given existing vacancies in the Downtown and so as not to compete with the existing businesses. This input has been reflected in the overall design of the development. The full details of the Community Consultation Feedback prepared by Solutions Ink. can be found in **Appendix F** of this Report.



Data Source: First Base Solutions Aerial

Figure 3
Proposed Site Plan

2.0

PLANNING ANALYSIS

The following is a review of the land use policy and regulatory framework related to the proposed development, and how the proposal has met those considerations. The relevant policies and regulations have been analyzed to evaluate how the proposed OPA and ZBA support the intention and goals of each, as detailed in **Appendices C-E** of this Report. Overall, it is found that the OPA and ZBA meet the objective of the applicable policies and regulations.

2.1 PROVINCIAL POLICY STATEMENT, 2020

The *Provincial Policy Statement, 2020* (“PPS”) was approved by the Lieutenant Governor in Council and has been in effect as of May 1, 2020. The PPS has replaced the Provincial Policy Statement issued April 30, 2014.

The PPS is applicable to the Subject Lands.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens’ wellbeing, economic vitality, and environmental protection. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being.

Building strong healthy communities is one of the key policy directives of the PPS as found in Section 1.0. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies surrounding the promotion of healthy, livable and safe communities, settlement areas, land use compatibility, employment, public services and infrastructure, transportation and long-term economic prosperity are relevant in building strong healthy communities.

Section 1.4 outlines housing policies that focus on providing a range and mix of housing types and densities to accommodate the projected requirements of both current and future residents. These policies guide municipalities to establish development standards for residential intensification and redevelopment of new residential development in a compact form.

Section 1.5 promotes healthy, active communities by planning safe and publicly-accessible facilities such as shorelines, conservation reserves, and parklands.

The policies in Section 1.6 deal with the efficient use of existing water, stormwater, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

Section 1.8 discusses the policies to support energy conservation through appropriate land use and development patterns.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendment can be found in **Appendix B**. In summary:

1. The proposed amendment will permit the development of underutilized lands within an existing settlement area.
2. The proposed amendment will allow a residential development that will assist the City in providing a mixture of residential units in a compact built form.
3. The proposed amendment will permit development that will use the Subject Lands in a compact, urban form. This use will support the financial well-being of the City, support downtown growth without challenging existing commercial operations, and facilitate the development of a complete community.
4. The proposed amendment will allow development that will efficiently utilize existing infrastructure including municipal water and sewage services, utilities, roads and transit.
5. Development of the Subject Lands as facilitated by the amendment will not cause undue environmental or public health and safety concerns or result in any impact to existing natural heritage systems.
6. The proposed amendment will ensure that the Subject Lands is developed in a manner that is compatible with existing and future land uses.
7. The proposed development will support economic opportunities and development within Downtown Barrie by providing densification through intensification and reinvestment and avoid challenging the viability of existing commercial areas closer to the City Centre core.
8. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.
9. The applicant is supportive of Sustainable Initiatives and intends to work with the community and staff on what initiatives would be most appropriate during this approval process. It is anticipated that the preferred initiatives will be considered comprehensively during design development at the Site Plan Application stage.

Based on the above, it is concluded that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

2.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

The *Growth Plan for the Greater Golden Horseshoe* (“*Growth Plan*”) was approved by the Province of Ontario on June 16th, 2006 and amended May 16th, 2019, and August 28, 2020. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth. The Growth Plan is applicable to the Subject Lands.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed OPA and ZBA applications are in keeping with the direction of the Growth Plan policies. The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future. Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies within Section 2.2 and 3.2 of the Growth Plan speak to achieving these objectives.

The Subject Lands is within a built-up area and more specifically identified as an Urban Growth Centre (“UGC”) in the Growth Plan (**Figure 4**). The Growth Plan promotes intensification and a mix of uses in the built-up areas. The policies within Section 2.2 discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. More specifically, the UGC policies within Section 2.2.3 promote UGC as focal areas for intensification to accommodate significant population and employment growth. The Growth Plan promotes intensification within both delineated built up areas of settlement areas and UGC in order to take advantage of the established infrastructure and resources.

Section 3.2 directs growth to settlement areas that offer municipal water and wastewater systems and promotes intensification in order to efficiently and effectively utilize these services.

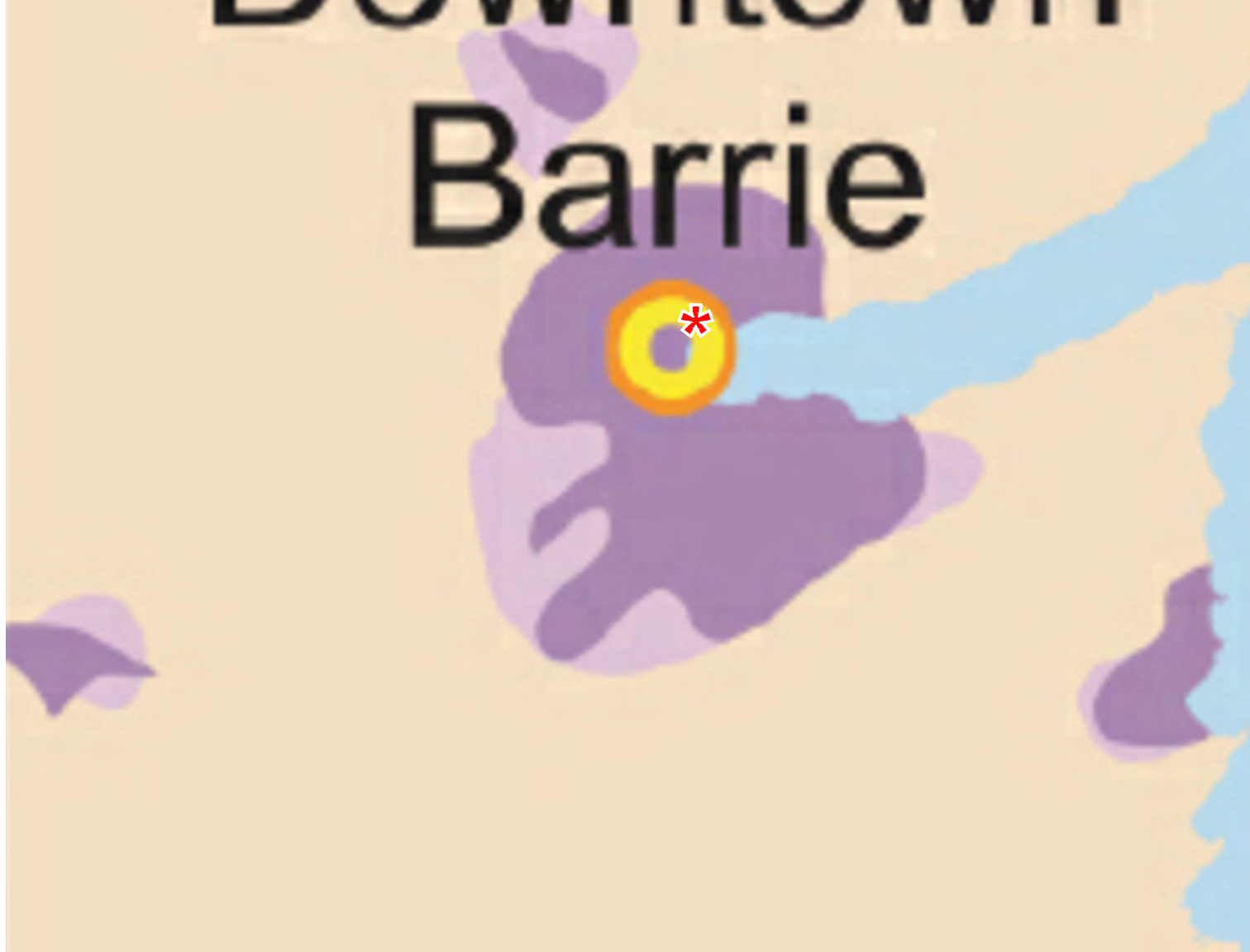
A full analysis of the relevant Growth Plan policies in relation to the proposed amendment can be found in **Appendix C**. In summary:

1. The proposed amendment will allow for the efficient and appropriate utilization of currently underutilized lands within a settlement area and one of the Province’s UGC’s.
2. The proposal will assist in achieving the City’s population and employment targets of 150 residents and jobs per hectare by providing high rise residential development within Downtown Barrie.
3. The proposed amendment will allow for additional living options within Downtown Barrie, supporting growth in close proximity to existing services and employment opportunities, helping to achieve a complete community.
4. The proposed amendment will permit a development which will allow for the efficient use of the Subject Lands and available infrastructure including municipal water and sewage services, utilities, roads and transit.

5. The proposal contributes to achieving the minimum density target for an Urban Growth Centre by adding approximately 495 residents for a total density of 825 residents per hectare on the Subject Lands.
6. Development of the Subject Lands as facilitated by the Zoning By-law Amendment will not cause any undue environmental or public health and safety concerns.

Based on the above, it is concluded that the proposal conforms to the applicable policies of the Growth Plan.

Downtown Barrie



Data Source: Growth Plan - Schedule 4 Urban Growth Centres

Figure 4 Growth Plan

Schedule 4: Urban Growth Centres

LEGEND



Subject Lands



Urban Growth Centres



Built- Up Area- Conceptual



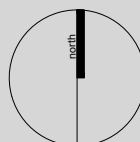
Greater Golden Horseshoe
Growth Plan Area



Designated Greenfield
Area- Conceptual

DATE: February, 2022

SCALE



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2.3 CITY OF BARRIE OFFICIAL PLAN, 2010

The City of Barrie Official Plan (“OP”) was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010. The Office Consolidation prepared by the City’s Planning Services Department dated January 2017 includes amendments approved to January 2018 and is the document referenced herein.

The Subject Lands is designated as “City Centre” in Schedule A: Land Use (**Figure 5**), and further identified in the Commercial Planning Area in Schedule B: Planning Areas (**Figure 6**) and are within the boundaries of a “Height Review Study” as per Schedule C: Special Policy Areas (**Figure 7**). The proposal is also located within the City’s Urban Growth Centre – 150 person/jobs per Hectare in Schedule I: Intensification Areas (**Figure 8**), and is located within the Lake Simcoe Watershed as per Schedule J: Lake Simcoe Watershed (**Figure 9**). Additionally, the proposal is located within both the WHPA-B (2 Year Capture Zone) and WHPA-D (25 Year Capture Zone) within Schedule G: Drinking Water System Vulnerable Area.

The City Centre designation is categorized under the Commercial Land Use that permits uses which provide a broad range of retail, service and residential uses to serve the general needs of the Downtown. Residential uses are permitted in a variety of housing types and are encouraged to achieve a medium and high density within the City Centre. Redevelopment within the City Centre is intended to maintain the existing character of the area.

The OP states that residential development within the City Centre designation will be guided by the policies of the “Residential” designation. This designation outlines high density residential developments are permitted developments which exceed 54 units per net hectare.

Section 3 of the OP includes general cultural heritage conservation policies. Specifically, Section 3.4.2 speaks to new development within established areas of historic, architectural or landscape value are encouraged to be in keeping with the overall character of these areas. Furthermore, the City encourages measures that enhance the public interest of buildings, structures, streetscapes, open spaces or landscapes of historic, architectural and scenic value. The Subject Lands do not contain buildings listed or designated on the Heritage Register, or occupy areas of significant landscapes.

Section 3 of the OP outlines natural heritage, natural hazards and resources and is applicable to the Subject Lands. Sections 3.5.2.3.5.1 and 3.5.2.3.5.2 refer to the vulnerable areas overlay to the Land Use plan. The vulnerable area policies are applicable to the Subject Lands as the entirety of the lands is split between the WHPA-B and WHPA-D Zones.

Additionally, Section 3 of the OP further includes policies regarding affordable housing goals and objectives of the City. Further to this, the Applicant is currently working with the City to meet the goals of affordable housing, assisting the City in meeting its policy objectives. The total percentage of affordable housing is subject to discussion with the City through the approval process.

Section 6.6 of the OP specifically addresses the Tall Building and Height Control policies that are applicable to all developments greater than three (3) storeys in height and is therefore applicable to the proposal. The proposal provides a high quality architectural design inclusive of a 3-4 storey podium that links the stepbacks to the tower components of the design to reduce the visual impact on adjacent properties. The proposed development conforms to the general and design policies outlined within the Section as outlined within the Urban Design Brief and Block Context Analysis submitted in support of Zoning By-law amendment application.

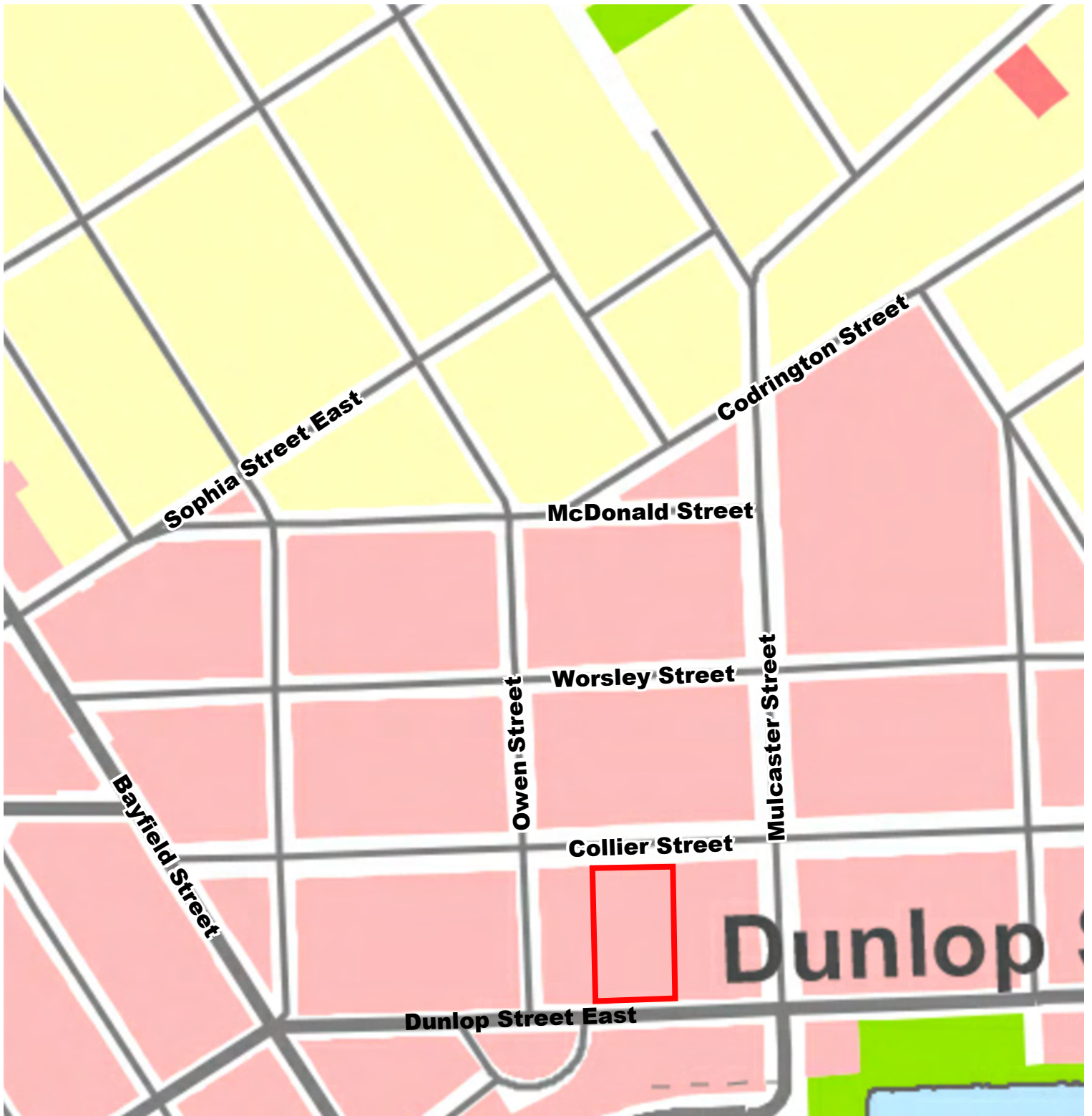
The proposed at grade residential and amenity uses represent the majority of the building's ground floor façade along Collier Street and Dunlop Street East, where animation will be promoted at the eastern edge of the City Centre. Furthermore, the proposed residential terraces and rooftop amenity area are more in keeping with the residential character in this area while still promoting activity and informal surveillance along the public realm. Finally, an Economic Development Study that assessed the health of the downtown concluded that it is appropriate to proceed with this amendment so as not to challenge the health of existing commercial uses.

A full analysis of the relevant City of Barrie Official Plan policies in relation to the proposed development can be found in **Appendices E** respectively. In summary:

1. The proposed residential development is permitted in the City of Barrie Official Plan "City Centre" designation.
2. The proposed amendment will permit the development at an increased height to provide a variety of residential unit types within the Downtown. The additional height is contemplated through the Special Policy Area Study undertaken by the City, and conforms to the intent of the OP.
3. The proposal will enhance the City's skyline and will further promote the ability to live and work within the Downtown. The proposed point tower and building orientation will maximize the views of the Downtown, for future residents.
4. The amendment will allow for the redevelopment of vacant and underutilized lands within the Downtown in an appropriate manner.
5. The proposed amendment conforms to the policies set out in the OP as a City Centre as it seeks to provide a variety of residential unit types on lands adjacent to existing public services and amenities to meet the current and future needs of the residents.
6. The proposed amendment will allow a development that utilizes existing and proposed infrastructure including municipal water, wastewater, stormwater, roads and transit.
7. The Applicant is supportive of Affordable Housing and is currently working with the City on innovative approaches to address this need as to continue to meet the thrust of the affordable housing policy objective of the City.
8. The proposed development will provide a mix and range of unit sizes to further assist the City in providing opportunities for residents of all incomes and household structures.
9. The proposal supports the City's objectives of creating complete communities by being located within Barrie's Downtown within close proximity to existing services and amenities such as the City Library, open space, and employment opportunities.
10. The proposed amendment will permit a development which is compatible with and provides an appropriate transition to adjacent land uses and avoids challenging existing commercial uses more appropriately located more central to the City Centre

Based on the above analysis, it is our opinion that the proposed amendment conforms to the applicable policies of the City of Barrie Official Plan 2010.

We understand that the City of Barrie's new Official Plan was adopted at the February 14, 2022 City Council meeting. We also understand that the new Official Plan will be sent to the Province of Ontario's Ministry of Municipal Affairs and Housing for approval. Based on our experience, the Province has the ability to make further amendments to the Official Plan before it is final and before the appeal period begins. As such, while this application has been submitted under an existing in-force Official Plan and an adopted Official Plan, and recognizing the final approval is not in place, we will address any further policies as part of our resubmission or a separate addendum to this report once the Province approves the new Official Plan.



Data Source: City of Barrie Official Plan- Schedule A: Land Use

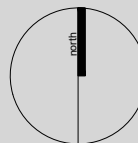
Figure 5
City of Barrie
Official Plan
Schedule A:
Land Use

LEGEND

- | | |
|--|---|
| Subject Lands | Open Space |
| City Centre | General Commercial |
| Residential | |

DATE: February, 2022

SCALE 1:4000

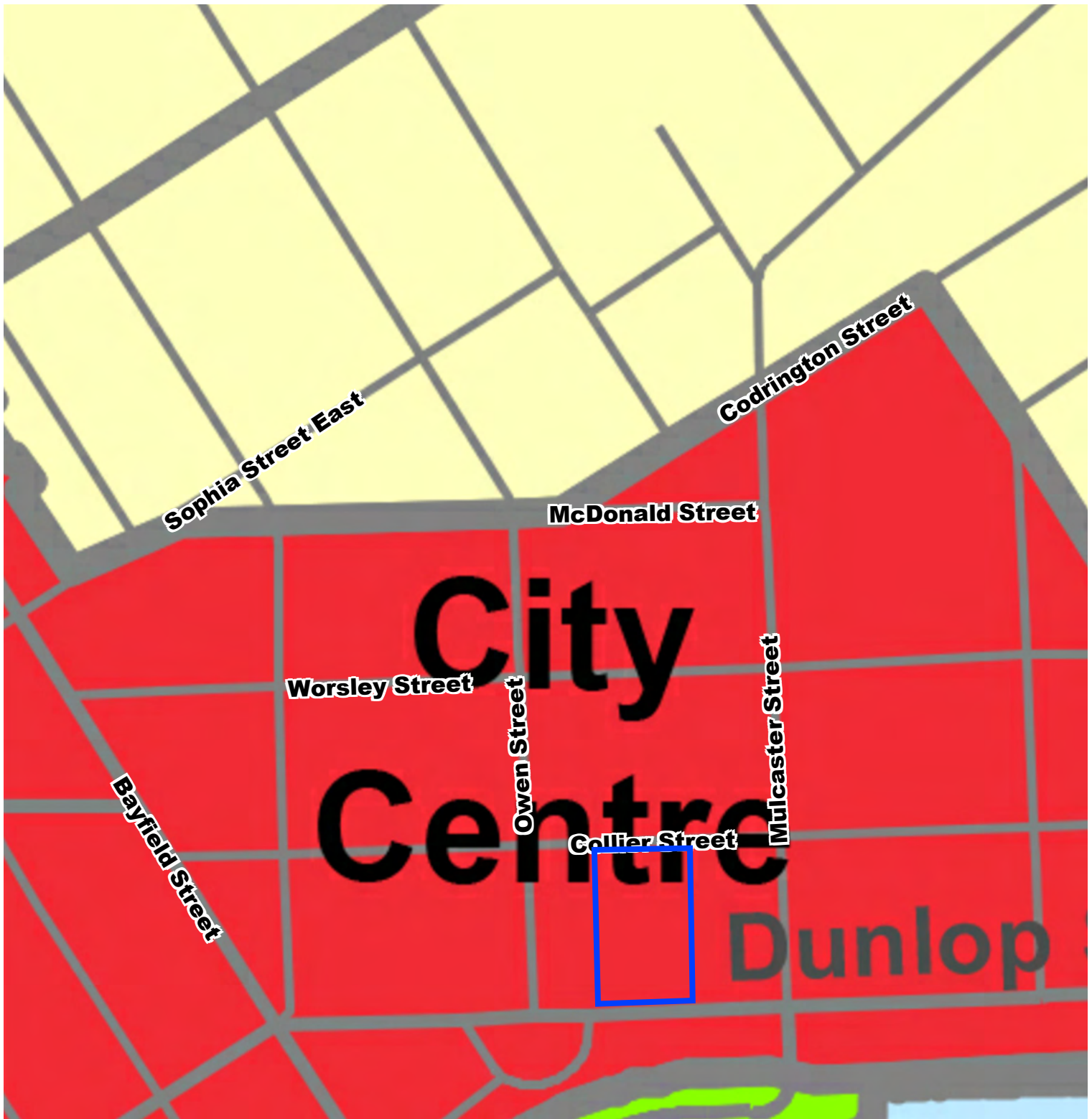


129 Collier Street,
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Data Source: City of Barrie Official Plan- Schedule B: Planning Areas

Figure 6
**City of Barrie
 Official Plan**
 Schedule B:
 Planning Areas

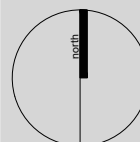
129 Collier Street,
 Barrie, Ontario

LEGEND

- Subject Lands
- Commercial Planning Area
- Lakeshore Planning Area
- Residential Planning Area

DATE: February, 2022

SCALE 1:4000



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Data Source: City of Barrie Official Plan- Schedule C: Defined Policy Areas

Figure 7
City of Barrie
Official Plan
Schedule C:
Defined Policy
Areas

129 Collier Street,
 Barrie, Ontario

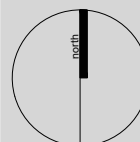
LEGEND

- Subject Lands
- A Defined Policy
- Height Review Study Area

- Urban Growth Centre
- Historic Neighbourhood
Defined Policy Area

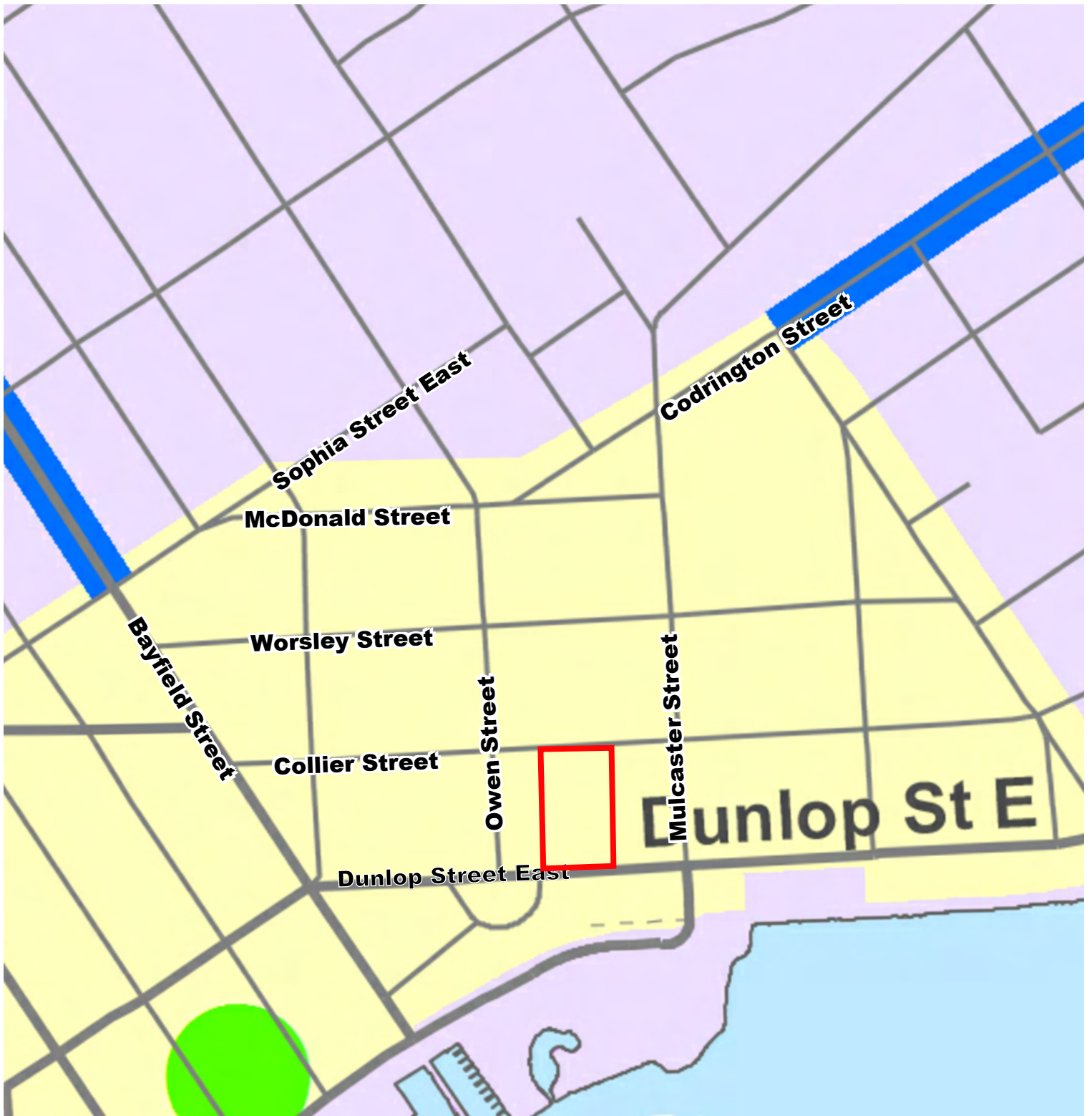
DATE: February, 2022

SCALE 1:4000



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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Data Source: City of Barrie Official Plan- Schedule I: Intensification Areas

Figure 8
City of Barrie
Official Plan
Schedule I:
Intensification Areas

129 Collier Street,
 Barrie, Ontario

LEGEND

 Subject Lands

 Urban Growth Centre- 150
 Person/ Jobs Per hectare

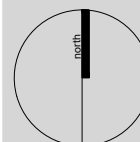
 Built- Up Area

 Primary Corridor 50 Units
 per Hectare

 Major Transit Stations 50-
 120 Units per hectare

DATE: February, 2022

SCALE 1:5000



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2.4 LAKE SIMCOE PROTECTION PLAN

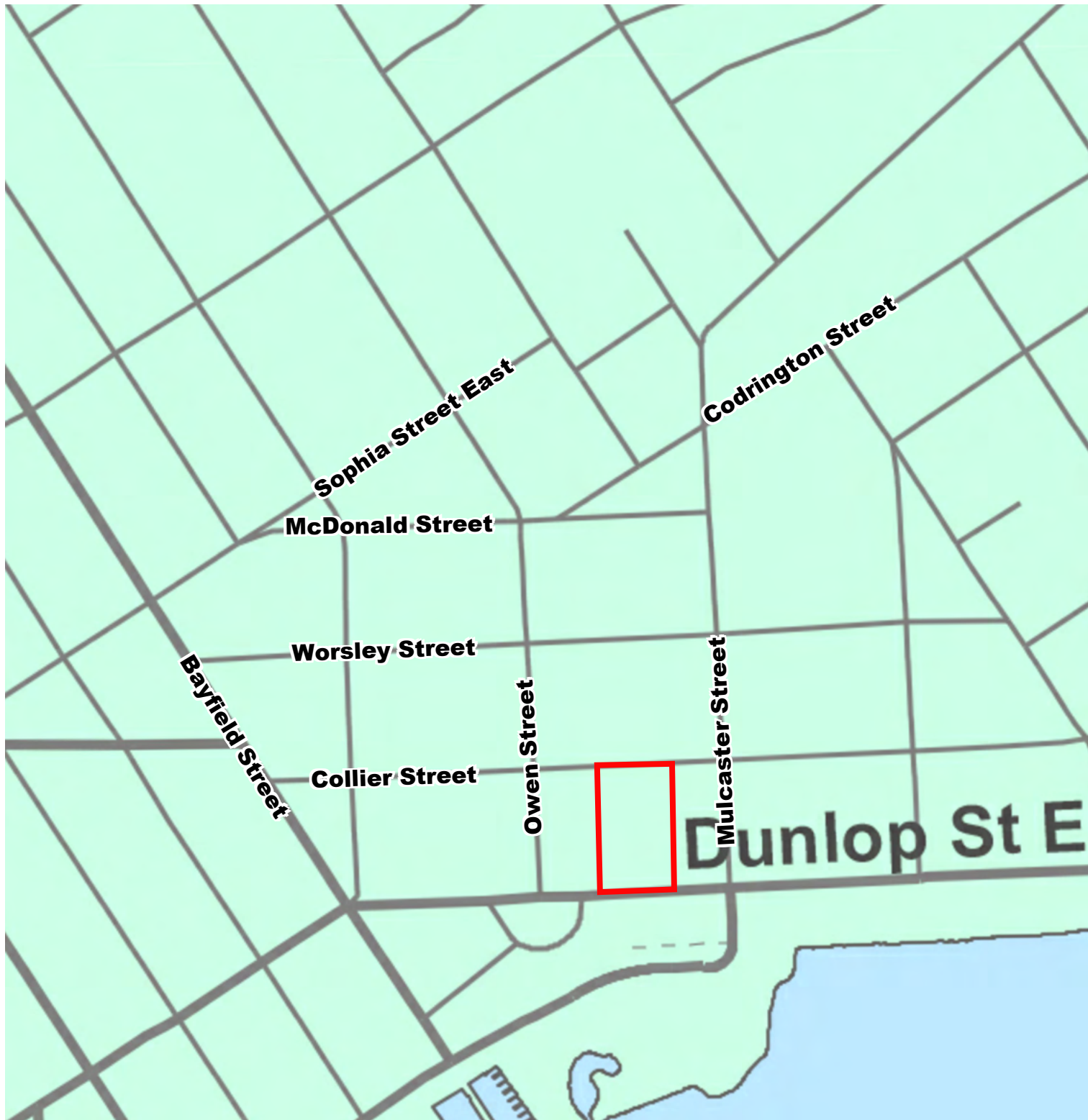
The Lake Simcoe Protection Plan (“LSPP”) is a comprehensive watershed-based legislated plan to protect and restore the ecological health of Lake Simcoe and its watershed. The LSPP was approved under the Lake Simcoe Protection Act, 2008, on June 2, 2009. As the Subject Lands is within the Lake Simcoe Protection Act Watershed Boundary (**Figure 9**), the LSPP is applicable to the Subject Lands.

As the proposal consists of two buildings with a ground floor area of 500 square metres or more, the proposal is considered to be a major development under the LSPP. As such, the following policies are applicable:

Policy 4.8 states that an application for major development shall be accompanied by a stormwater management plan that demonstrates consistency with stormwater management master plans prepared, subwatershed evaluations and water budgets prepared by local municipalities in accordance with LSPP. In addition, the policy requires an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales. The anticipated change in water balance and phosphorus loading should be evaluated between pre-development and post-development.

The proposed development will be supported by a Stormwater Management and Functional Servicing Report prepared by counterpoint Engineering. The purpose of this report is to demonstrate that the proposed stormwater management controls achieve all the City of Barrie and Lake Simcoe Region Conservation Authority (‘LSRCA’) design criteria. In addition, this report outlines the sanitary and water demands from the development and illustrates that the surrounding infrastructure has the capacity to accommodate the redevelopment.

Based on the above, it is our opinion that the proposal and the proposed Zoning By-law Amendment will conform to the policies of the Lake Simcoe Protection Plan.



Data Source: City of Barrie Official Plan- Schedule J: Lake Simcoe Watershed

Figure 9
City of Barrie
Official Plan
 Schedule J:
 Lake Simcoe
 Watershed

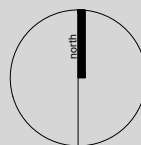
129 Collier Street,
 Barrie, Ontario

LEGEND

- Subject Lands
- Lake Simcoe Watershed Boundary

DATE: February, 2022

SCALE 1:5000



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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2.5 CITY OF BARRIE ZONING BY-LAW 2009-141

The provisions of Zoning By-law 2009-141 are in-effect for the Subject Lands. The subject property is zoned Transition Centre Commercial (C2-1) (**Figure 10**).

The **C2-1 Transition Centre Commercial Zone** permits a mix of residential and non-residential uses.

The following is a summary of the zoning provisions applicable to the proposal, with items requiring amendment in bold:

PROVISION	REQUIREMENT	PROVIDED
6.3.1 Minimum Lot Area	--	0.3968 ha (3,968 sq m)
6.3.1 Minimum Lot Frontage	--	40.3m
6.3.1 Minimum Front Yard (south)	--	1.0m
6.3.1 Minimum Side Yard	3m ⁽¹⁾	n/a
6.3.1 Side Yard Adjoining – Residential Zone (min.) (east and west)	6m⁽¹⁾ (43.5-11)/2(*0.5) =8.125+6=14.125m	1.2 m along the west and 8.1 along east
6.3.1 Side Yard Adjoining – Street (min.)	3m ⁽¹⁾	N/A
6.3.1 Minimum Rear Yard	--	N/A
6.3.1 Rear Yard Adjoining – Residential Zone (min.)	7m	n/a
6.3.1 Rear Yard Adjoining – Street (min.)	--	5.0 m
6.3.1 Maximum Lot Coverage	--	41.1%
6.3.1 Maximum Gross Floor Area	400%	379%
6.3.2 Maximum Building Height (C2-1)	30 m	43.5m
6.3.2 Minimum coverage for commercial uses (% of lot area)	50%	0 %
6.3.7.1 Minimum Landscape Buffer Area (Where an <i>apartment dwelling</i> is located in the Central Area Commercial (C1) Zone or the Transition Centre Commercial (C2) Zone, a continuous landscaped buffer area of a minimum width of 3m shall be provided along the side and rear lot lines.)	3.0 m along the side lot lines	7m (side yard, northern exposure), and 3 m (side yard, southern exposure)
4.6.1 Parking standards for residential units in urban growth centre	1 space per dwelling units = 293 required	0.85 space per dwelling units=235 residential
4.6.2.5 Size of Parking Spaces	2.7 m wide and 5.5m length	2.6m x 5.5m
4.6.4 Barrier free parking: where over 90 spaces required	3% of required parking must be accessible =9.78	9 BF Spaces

4.6.4 Barrier free dimensions	4.6m x 5.5 m; if adjoining spaces a combined width of 7.7m is permitted	4.6m x 5.5m
4.6.2.5 Minimum aisle width for a drive aisle at a 90 degree angle	6.4 meter	6.0 meter
4.6.5.2 Parking underground	Nothing in this By-law shall prevent the location of a parking structure underground in any part of any required front yard, side yard or rear yard on a lot provided such parking structure underground is not within 3m of a street line.	0m from a street line
4.7.1.2 Loading spaces dimensions	Min. width of 3m x 9m length with a min vertical clearance of 4m	3m x 9m
4.8.2.1 Landscape buffer adjacent to residential zone	Min. width of 3m shall be provided along the abutting lot line of the lot, and a continuous tight board fence with a minimum height of 2m is to be constructed along the lot line	X m along a public street 7m (side yard, northern exposure), and 3 m (side yard, southern exposure)
(1)	Where the height of the main building in a Transition Centre Commercial (C2) Zone is in excess of 11m, the minimum side yards shall be increased by 0.5m for every 2m of additional height over 11m.	

The proposed ZBA has been drafted (**Appendix A**) to implement the proposal on the Subject Lands through exemptions noted above. Relief from the following provisions will be required to permit the proposal:

- A westerly side yard setback of 1.2 metres and an easterly side yard setback of 8.1 metres
- A building height of 43.5 metres
- A minimum coverage for commercial uses to be 0%
- A minimum width of 2.6 metres for a parking space
- A minimum width of 6.0 metres for a drive aisle with parking at a 90 degree angle
- A minimum of 0.85 parking space per dwelling unit(s) for residential dwelling(s) in the Urban Growth Centre

Rationale for these Amendments is as follows:

Side Yard Adjoining – Residential Zone

The intent of this provision is to ensure sufficient space for access between the front and rear yard, to allow for maintenance of the building façade, and to provide sufficient separation between buildings on abutting lots and to mitigate overlook and protect for privacy. In the case of the westerly side yard, only the southerly building requires this relief, and contextually the abutting property is an existing commercial use with a non-active frontage. Furthermore, the proposal will not have any primary windows or balconies along the

westerly frontage, protecting for privacy and limiting overlook between both properties. The 1.2m setback continues to provide sufficient space for access and maintenance and access between the building and the property line. Along the easterly side yard, this setback of 8.1m exceeds the recommended 5.5m setback from the City's Intensification Area Urban Design Guidelines, demonstrating compliance with current City design objectives.

Maximum Building Heights-C2-1 Zone

The intent of this provision is to control building massing and ensure built form fits within the area context. While the maximum height is 30 metres, it is with recognition that the height permissions in the by-law are out of date, and taller buildings are encouraged in the City Centre designation. The height of 30m permits a 9 storey building. In comparing that to the proposal, that amounts to only a 3 storey increase along Dunlop Street East and a 2 storey difference along Collier Street. Furthermore, the increased height is focused along Dunlop Street East, and the 11th storey along Collier Street is stepped back significantly by 6m, allowing it to read as a 10 storey building from the street, and promoting a transition of height as you move north. Finally, 12 storeys or 43.5m is a modest tall building and a slight increase on the edge of the City Centre, in comparison to other approvals in the same designation, such as:

- 67 Owen Street – 20 storeys (67 m)
- 39-67 Dunlop Street West and 35-37 Mary Street – 32 storeys (110 m)

Minimum Coverage for Commercial Uses

The intent of this provision is to ensure that the ground floor of buildings offers active uses along the public realm, contributing to the activity of the City Centre. While the proposal will be excluded from ground floor commercial provision, the proposed at grade residential and amenity uses represents the majority of the building's ground floor façade along Collier Street and Dunlop Street East, where animation will be promoted at the eastern edge of the City Centre. Furthermore, the proposed residential terraces and rooftop amenity area are more in keeping with the residential character in this area while still promoting activity and informal surveillance along the public realm. This reduction is also supported by an Economic Development Study that assessed the health of the downtown concluded that it is appropriate to proceed with this amendment so as not to challenge the health of existing commercial uses.

Minimum Parking Size

The intent of this provision is to ensure that parking spaces are appropriately sized to accommodate vehicles, including ingress and egress for said vehicles. The proposed stall width reduction is in keeping with parking standards in other Ontario urban contexts, such as the City of Toronto. The reduced width will continue to provide sufficient access in and out of vehicles.

Minimum Drive Aisle width

The intent of this provision is to ensure that the drive aisle is wide enough to accommodate vehicular access to and from a space, and to ensure two way movement and emergency access is protected. As mentioned previously, the proposed reduction is in keeping with parking standards in other Ontario urban contexts. Furthermore, the reduction is only required in limited locations such as the parking ramps which are 6.0m. In all other cases, the drive aisle averages 6.2m or greater. Vehicles can continue to maneuver in and out of parking spaces without issue within a 6.0m drive aisle; the width meets the minimum standard two-way movement.

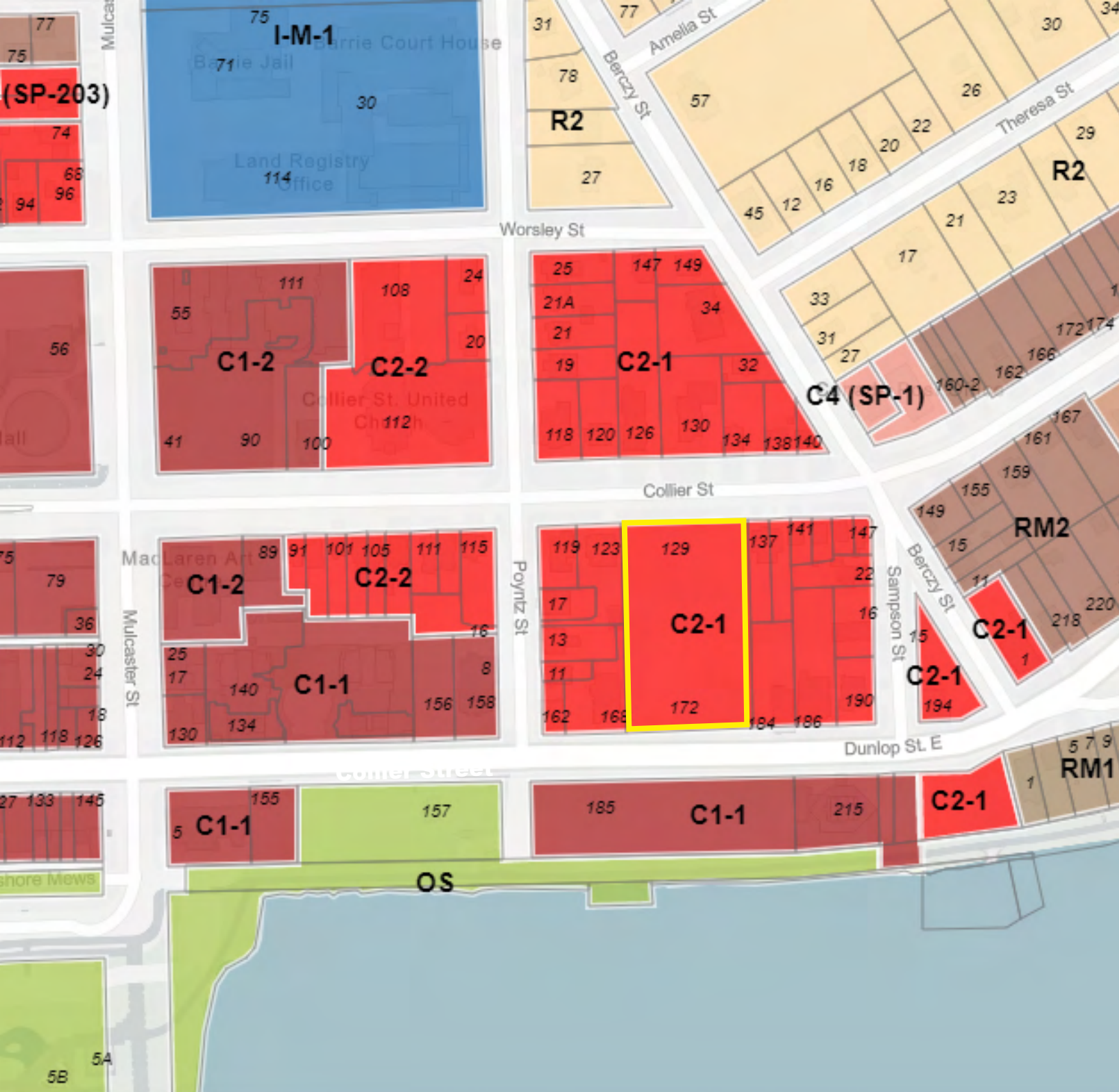
Minimum Parking Requirement

The intent of this provision is to ensure sufficient parking can be accommodated on the same property. In this case, the proposed residential parking rate is similar to other proposed parking rate reductions in the City Centre, including 0.82 parking spaces per dwelling unit for 79 Collier Street, 0.8 parking spaces per

dwelling unit for 136 Bayfield Street and 0.89 parking spaces per dwelling unit for 39-67 Dunlop Street West & 35-37 Mary Street. In addition, the proposal provides an additional 14 visitor parking rates beyond the requested 0.85 parking spaces per dwelling unit, providing an additional buffer to parking requirements. Furthermore, the proposed reduced residential rate of 0.85 spaces per dwelling unit is further cushioned by existing on-street parking along Dunlop Street East, reinforcing that parking is available to accommodate future needs. This demonstrates that the proposed rates are appropriate for compact infill development in the City Centre designation.

The draft Zoning By-law Amendment, provided in **Appendix A**, adds the site-specific provisions summarized above.

It is our opinion that the proposed Zoning By-Law Amendment to the City of Barrie Zoning By-law implements Provincial and Official Plan policy direction (as amended by this application), and therefore is in the public interest and represents good planning.



Data Source: City of Barrie Official Plan Zoning By law

Figure 9
City of Barrie
Official Plan
 Schedule J:
 Lake Simcoe
 Watershed

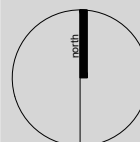
129 Collier Street,
 Barrie, Ontario

LEGEND

- | | |
|---|--|
| Subject Lands | Residential Single Detached Dwelling |
| Cental Area Commercial | Residential Multiple Dwelling (1st density) |
| Transition Centre Commercial | Residential Multiple Dwelling (2st density) |
| General Commercial | Major Institutional |

DATE: February, 2022

SCALE 1:3000



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3.0

SUMMARY & CONCLUSIONS

The Subject Lands is located within the Downtown of the City of Barrie, within the Special Study Area for height intensification. The intensification of Downtown Barrie supports the proposed variety of housing types. The Subject Lands is also in a Provincial Urban Growth Centre, as designated in the Growth Plan for the Greater Golden Horseshoe, which is intended to accommodate a significant share of population and employment growth for the City. In summary, this Planning Justification Report concludes that the Zoning By-law Amendment application proposed by the Applicant is in the public interest and represents good planning for the following reasons:

1. The proposed amendment is consistent with the relevant policies of the Provincial Policy Statement.
2. The proposed amendment conforms to the relevant policies of the Growth Plan for the Greater Golden Horseshoe.
3. The proposal conforms to applicable policies of the City of Barrie Official Plan 2010.
4. The proposal supports the long term health and economic viability of the City Centre recognizing the location of the Subject Lands at the edge of the City Centre.
5. The proposed amendment will allow a residential development that will assist the City in providing a mixture of residential units in a compact built form with a mixture of unit sizes for residents of all incomes and household structures, utilizing existing infrastructure including municipal water and sewage services, utilities, roads and transit.
6. The proposed amendment will ensure that the Subject Lands is developed in a manner which is compatible with existing and future land use.,
7. The proposal will assist in achieving the City's population and employment targets of 150 residents and jobs per hectare by providing reasonable density within Downtown Barrie.
8. The Applicant is supportive of providing more affordable housing options and is currently working with the City on innovative approaches to address this need as to continue to meet the thrust of the affordable housing policy objective of the City.
9. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.
10. Approval of the proposed amendment will allow for additional living options within Downtown Barrie, supporting growth in close proximity to existing services and employment opportunities, thereby helping to achieve a complete community.

Respectfully submitted,

MHBC

A handwritten signature in black ink, appearing to read 'Eldon Theodore'.

Eldon Theodore, BES, MUDS, MCIP, RPP, LEED AP
Partner & Urban Designer

A handwritten signature in black ink, appearing to read 'Mahshid fadaei'.

Mahshid Fadaei, B.Arch, M.Arch, MPlan
Planner & Urban Designer

APPENDIX **A**



BY-LAW NUMBER 2022-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to create Site Specific Provisions for the lands identified as 129 Collier Street in the Transition Centre Commercial (C2-1) Zone;

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion XX-X-XXX

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

THAT the zoning map is amended to change the zoning of the lands identified as 129 Collier Street from Transition Centre Commercial (C2-1) Zone to Transition Centre Commercial Special (C2-1-XXX) in accordance with Schedule A attached to this By-law.

THAT notwithstanding the provisions set out in Table 6.3.1 of By-law 2009-141, a minimum side yard setback adjoining a residential zone of 1.2 metres from the west property line and 8.1 metres from the east property line shall be permitted.

THAT notwithstanding the provisions set out in Table 6.3 and Section 6.3.2 of By-law 2009-141, a maximum building height of 43.5 metres for the south building, and 42.5 metres for the north building shall be permitted.

THAT notwithstanding the provisions set out in Table 6.3.2 of By-law 2009-141, a minimum coverage for commercial uses of 0% shall be permitted.

THAT notwithstanding the provisions set out in Section 4.6.2.5 of By-law 2009-141, a minimum parking space width of 2.6 metres shall be permitted.

THAT notwithstanding the provisions set out in Section 4.6.2.5 of By-law 2009-141, a minimum drive aisle width of 2.6 metres for a drive aisle with parking at a 90-degree angle shall be permitted.

THAT notwithstanding the provisions set out in Table 4.6 and Section 4.6.1 of By-law 2009-141, the following provisions for minimum parking space per dwelling unit(s) for residential dwelling(s) shall be 0.85 parking space per dwelling unit.

THAT the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above-described lands as shown in Schedule "1" to this By-law shall continue to apply to the said lands except as varied by this By-law.

THAT this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this __ day of _____, 2022.

READ a third time and finally passed this __ day of _____, 2022.

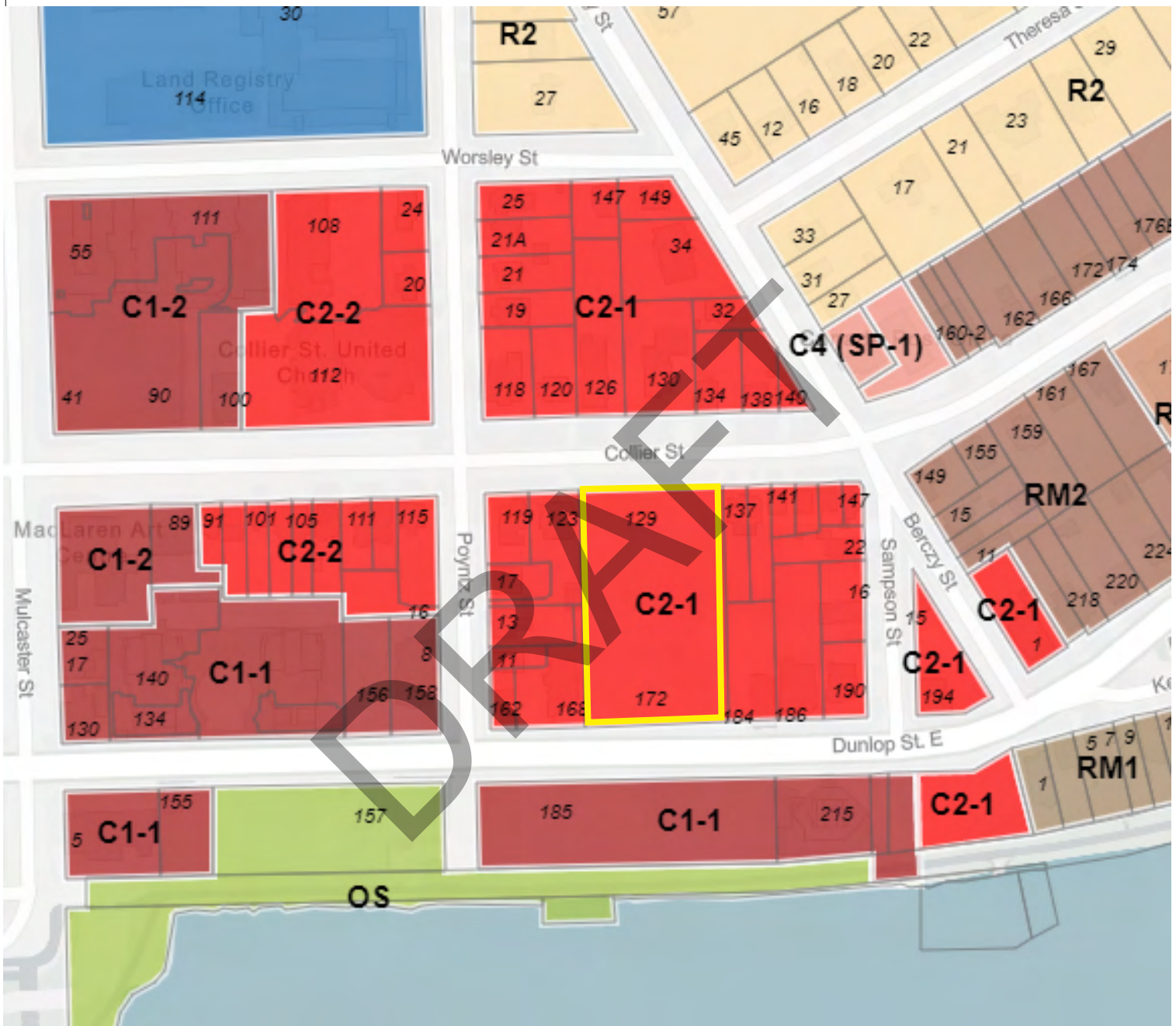
THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CITY CLERK

Schedule 1 to Zoning By-law 2022-XXX

129 Collier Street, City of Barrie



Lands to be rezoned from Transition Centre Commercial C2-1 to
Transition Centre Commercial Special (C2-1-XXX)

This is Schedule 1 to By-law 2022-XXX Adopted _____, 2022
Passed this _____ day of _____, 2022

Mayor

Clerk

APPENDIX **B**

Appendix B: Provincial Policy Analysis, 2020

The Provincial Policy Statement, 2020 (“PPS”) was approved by the Lieutenant Governor in Council and has been in effect as of May 1, 2020. The PPS has replaced the Provincial Policy Statement issued April 30, 2014.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens’ well-being, economic vitality and environmental protection. The following is a summary of policies within the PPS applicable to the proposed development and how the proposal responds to the policies.

Section 1.0 – Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within **Section 1.0** Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment addresses them.

POLICY

RESPONSE

- | | |
|---|--|
| a) <i>Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i> | The proposed development will efficiently develop the Subject Lands that is currently underutilized/vacant with a residential complex, take advantage of existing transit services, and will contribute to the housing stock in this area of the City. The proposal represents efficient development and land use and will help support the financial well-being of the neighbourhood, City and Province over the long term. |
| b) <i>Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i> | The proposed development on the Subject Lands will contribute residential uses to a range and mix of uses within the City of Barrie City Center, meeting the long-term needs. |
| c) <i>Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i> | The Subject Lands does not have nor would the proposed development cause any environmental or public health and safety concerns. |
| d) <i>Avoiding development and land use patterns that</i> | The Subject Lands is located within a settlement |

would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

area. No expansion to the existing settlement area boundary is required to accommodate the proposed development.

e) *Promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development represents an appropriate intensification of an underutilized site within the City Centre, which is serviced by existing transit and infrastructure, including the current bus routes which provide access to the Downtown Terminal, and Go Transit Network, thereby minimizing land consumption and servicing costs.

f) *Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*

The proposed development will meet and be constructed in accordance with the Ontario Building Code, the AODA, and all other required accessibility standards.

g) *Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs; and*

The proposal will utilize the existing municipal infrastructure and public service facilities to meet future needs, thereby optimizing their use.

h) *Promoting development and land use patterns that conserve biodiversity; and*

The proposed development will make more efficient use of an underutilized site, will promote the use of transit and utilization of existing infrastructure, and will provide a compact sustainable urban form.

i) *Preparing for the regional and local impacts of a changing climate.*

The proposed development will not cause any undue environmental concerns. Further, the proposed development will incorporate low impact development measures; transportation demand management measures and other green infrastructure to assist the Province and City become resilient to climate change.

Policy 1.1.2 states that *sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.*

Evaluation: The proposal seeks to redevelop lands through infill within a settlement area that will assist the City in meeting growth projections.

Policy 1.1.3 – Settlement Areas

The PPS is applicable to the proposed development as it states that:

“The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect

resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Policy 1.1.3.1 of the PPS states that *settlement areas shall be the focus of growth and development*

Evaluation: The Subject Lands is located within the City of Barrie’s urban boundary. The proposed development and infill represent intensification on underutilized/vacant lands, representing growth and development. The proposed residential use is compatible with the existing community and will continue to support and promote the vitality of Barrie Downtown.

Policy 1.1.3.2) states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

Evaluation: The proposal will allow for the development and intensification of existing underutilized lands with a higher density and will connect to existing municipal infrastructure. The proposal includes bicycle parking and an improved pedestrian environment, which supports and encourages active transportation. This in turn reduces reliance on vehicular modes, thereby improving air quality and mitigating climate change impacts through green house gas emissions. The proposal is also supportive of existing transit infrastructure given that the site is within walking distance of existing bus stops located along Collier Street (route 100D, 100C, 8A, and 8B). These routes connect to the Downtown Terminal and GO Transit Network. The proposed amendment will allow for residential uses in a range of unit sizes and in a compact built-form, which will efficiently utilize the existing and planned infrastructure. A Functional Servicing Report prepared by Counterpoint Engineering confirms that the existing municipal water system is able to provide sufficient flow, and there is adequate capacity in the sanitary system to accommodate this development. Stormwater management quality and quantity control will be managed on site to ensure that post-development flows at acceptable rates into the City system meet the 1-100 year storm events.

Policy 1.1.3.3 states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

Evaluation: The proposed development falls within an existing settlement area and has been identified as a growth area by the City, therefore supporting new growth and intensification to occur. As confirmed in the Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering, the proposed development will be adequately serviced by existing municipal services and will not require the uneconomical expansion of those services.

Policy 1.1.3.4 of the PPS states that *appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form while maintaining appropriate levels of public health and safety.*

Evaluation: The proposed development allows for an appropriate level of intensification in accordance with appropriate development standards and City guidelines. The Urban Design Brief and Block Context Plan Prepared by MHBC confirms that the proposal is in keeping with the design guidance of City Wide Urban Design Guidelines and Intensification Area Urban Design Guidelines, to ensure built form compatibility. The proposal and its design will not result in public health and safety issues.

Policy 1.1.3.6 states that *new development in designated growth areas should occur adjacent to the existing built-up area in a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

Evaluation: The Subject Lands is located within a designated growth area and will provide a compact built form to ensure efficient use of the Subject Lands.

Policy 1.4 – Housing

Policy 1.4.1 states *to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Evaluation: The proposal supports the projected housing needs of the City by proposing residential intensification that helps to diversify the mix and range of housing options for the City, making newly available units that increase the housing supply of the City. The proposal will also connect to the existing services and utilities available to the Subject Lands, and will have the capacity to service the proposed residential development, as confirmed by the Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering.

Policy 1.4.3 states 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 which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- 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 special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Evaluation: The proposed amendment supports these policies, as they will permit future residential development to assist in increasing housing options within the City. This development will occur in an area where there is a range of services, facilities and existing infrastructure to support intensification. The proposed density will support active transportation options and the overall design is in keeping with the City's tall building policies as per the Urban Design Brief and Block Context Plan submitted within this application.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 promotes healthy, active communities by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity*
- b) *emphasizes the promotion of healthy and active communities by providing an equitable range of publicly-accessible spaces for recreation.*

Evaluation: The proposed development will have frontage onto Dunlop Street East and Collier Street and will promote active frontages along the podium that foster social interaction and animation along the public right of way. The site is in close proximity to the waterfront recreational trails and Heritage Park located in the south and is within walking distance of City Hall, Memorial Square, and City of Barrie Downtown Library. The proposal is also located within walking distance

of the downtown core. The proposal provides outdoor amenity space through both an urban courtyard and hardscape (586 sq m) as well as rooftop landscaped feature areas. Additionally, a total of 586 sq m. of indoor amenity space is provided to be shared between the proposed buildings.

Section 1.6 – Infrastructure and Public Service Facilities

Policy 1.6.3 states that *before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The Subject Lands will be adequately serviced by existing public service facilities. As confirmed within the FSR prepared by Counterpoint Engineering in support of this application, the proposal can be adequately accommodated within the existing system without impact.

Section 1.6.6 Sewage, Water and Stormwater

Section 1.6.6.1 states that *planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *prepares for the impacts of a changing climate;*
 - 3. *is feasible and financially viable over their lifecycle; and*
 - 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

Evaluation: The proposed development intends to connect to the existing municipal water and sewer services in the area as per the Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering.

Policy 1.6.6.2 states that *municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human*

health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

Evaluation: The development will take advantage of existing municipal sewer and water services. As noted previously, a Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering has concluded that existing municipal sanitary, water and stormwater services can accommodate the proposal.

Policy 1.6.7.1 states that *transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

Evaluation: The Subject Lands is located within walking distance of existing bus stops located along Collier Street (route 100D, 100C, 8A, and 8B). These routes connect to the Downtown Terminal and GO Transit Network. The proposal will also provide a private driveway and pedestrian walkways to allow vehicles and pedestrians to move to and from Collier Street with ease.

Policy 1.7 – Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity should be supported by:

- a) Promoting opportunities for economic development and community investment-readiness;*
- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system, that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support movement of goods and people;*
- h) providing opportunities for sustainable tourism development;*
- i) promoting energy conservation and providing opportunities for increased energy supply;*
- k) minimizing negative impacts from a changing climate and considering ecological benefits provided by nature.*

Evaluation: The proposed development will support the long-term economic development and community investment by proving an FSI of 3.79 that will support the existing businesses in the surrounding areas, and which will optimize the use of existing infrastructure and public service facilities in this area of the City. Additionally, the proposal will introduce a range of housing types and unit sizes, adding a total of 293 new housing units to the City's housing supply to accommodate a diverse and market-driven workforce.

1.8 – Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

POLICY

a) *Promote compact form and a structure of nodes and corridors;*

b) *Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

e) *Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

f) *Promotes design orientation which:*
1. *maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
2. *maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*

RESPONSE

The proposed future development of the Site will be in a compact built form with a mixture of unit types at a density that is appropriate for, and in keeping with, the nodes and corridors policies of the City.

The proposed development is located in Downtown, within walking distance from a number of transit routes. The proposal will support increased active transportation given its location and will provide bicycle storage for residents and visitors to reinforce that objective.

The proposed residential building will support shortened commute journeys and decreased transportation congestion, due to the proposal's density, its multi-unit form and its location in Downtown Barrie.

The energy efficiency requirements of the City and the Province will be encouraged and detailed through future Site Plan and Building Permit Application processes.

Based on our analysis the proposed amendment is consistent with the PPS.

APPENDIX C

Appendix C: Growth Plan for the Greater Golden Horseshoe, 2020 Analysis

The *Growth Plan for the Greater Golden Horseshoe* (“Growth Plan”) was approved by the Province of Ontario on June 16th, 2006 and amended May 16th, 2019, and August 28, 2020. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth. The Growth Plan is applicable to the Subject Lands.

An analysis of the Growth Plan policies has been conducted to demonstrate that the Applications are in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposal.

Section 1.2.1 Guiding Principles

Section 1.2.1 states that *the successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Metis Communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to and establishing a compact, vibrant and complete community. In addition, the proposal optimizes the use of existing water, wastewater, stormwater, and transit infrastructure to

support growth in a compact form. The proposal will also provide an additional 293 housing units along Collier Street and Dunlop Street East, comprising 7 studio units, 187 one-bedroom apartment units, 94 two-bedroom apartment units, and 7 three-bedroom apartment units. The proposal represents a range and mix of housing options, unit types and sizes for a diverse workforce and tenant structure. Further, the Subject Lands is in proximity to transit connections along Collier Street. This location and proximity to transit will assist in reducing greenhouse gas emissions by providing tenants with alternative modes of transportation.

Section 2.2.1 – Managing Growth

Section 2.2.1.1 provides that *population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*

Evaluation: The proposal will permit residential development in a compact form, which will assist in accommodating the population and employment forecasts for the City as set out in this policy section and in Schedule 3 of the Growth Plan.

Section 2.2.1.2 states that *forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and waste water systems; and,*
 - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and waste water systems; or,*
 - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned;*
 - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous;*
- f) *the establishment of new settlement areas is prohibited.*

Evaluation: The proposal supports the Growth Plan's intensification policies by:

- Adding new residential units and amenities in an intensification area within Barrie's urban boundary that will achieve the goal of directing growth to the delineated built boundary with existing and planned public infrastructure.
- focusing new growth through intensification on an underutilized site, that is within an Urban Growth Centre and is a strategic growth area;
- providing a residential and pedestrian-friendly environment adjacent to existing public services including transit, and existing recreational services including waterfront park and trail ;
- concentrating residential uses in a way that will contribute to meeting the forecast residential demand for the City of Barrie; and,
- Contributing to a diverse mix and range of land uses within Downtown Barrie that will reduce residents' need to drive.

Section 2.2.1.4 states that *the policies of the Growth Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all house hold sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and low impact development.*

Evaluation: The proposal supports the Growth Plan's directives to achieve complete communities by:

- providing a residential and pedestrian-friendly environment in an area well-served by existing and planned public transportation;
- proposing a development that will promote a high quality of life for future residents and helping to diversify the mix and range of housing options for all incomes in the City;

- seeking innovative options to achieve the goals of affordable housing that meet Provincial and City affordable housing objectives;
- providing new residential units in a location that will support the use of existing adjacent service commercial, offices, community infrastructure, public open spaces and public transportation;
- contributing to a diverse mix and range of land uses within an intensification area that will reduce the residents' need to drive;
- providing amenity spaces for the enjoyment of future residents;
- directing growth to a settlement area with existing community and recreational infrastructures, such as the City of Barrie City Hall, Library, and Waterfront Trail and parks; and
- providing residential opportunities in a compact urban form that will promote resilience, reduce greenhouse gas emissions, and permit low impact development.

Policy 2.2.3 States that *Urban Growth centres will be planned:*

- as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
- to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- to accommodate significant population and employment growth.*

Evaluation: The proposed development is located within the City of Barrie, a designated Urban Growth Centre. The proposed development supports the Urban Growth Centre objectives by providing residential uses adjacent to existing economic investments within Downtown Barrie. The provision of additional housing options will accommodate the population growth expected in the City. The future residents of the proposal will be well-served by the adjacent waterfront open spaces and recreational trail, nearby Downtown Library and City Hall, and will have access to inter- and intra-regional transit services. A full range of uses, including office, retail, and community facilities, will be within walking distance from the proposed development, allowing future residents to meet their daily needs without depending on cars.

Policy 2.2.3.2c) sets out *the minimum density target for the City of Barrie is planned to achieve a minimum density target of 150 residents and jobs per hectare.*

Evaluation: The proposal contributes to achieving the minimum density target for an Urban Growth Centre by adding approximately 495 residents for a total density of 825 residents per hectare on the Subject Lands.

Policy 2.2.6.3 states that *to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

Evaluation: The proposal contemplates a variety of unit sizes within the 293 residential units. The Owner is working with the City to meet the goals of affordable housing, assisting the City in meeting its policy objective. As such, the proposed development will meet the housing and affordable housing objectives of the Growth Plan.

Based on the above analysis, it is concluded that the proposed development conforms to the relevant policies of the Growth Plan for the Greater Golden Horseshoe.

APPENDIX D

Appendix D: The City of Barrie Official Plan, 2010

The City of Barrie Official Plan (OP) was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010. The Office Consolidation prepared by the City's Planning Services Department dated January 2017 is the document referenced herein includes amendments approved to January 2018 and is the document referenced herein.

The following is an analysis of the proposal and the proposed Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") in relation to the City of Barrie's 2017 Consolidated Official Plan.

Section 3 provides the general goals, policies and objectives of the City's growth management strategies. The goal of **policy 3.1.1(a)** is to accommodate projected needs for residential, employment, and other lands in order to achieve complete communities with a mix of jobs, local services, housing, open space, schools, and recreation opportunities.

Evaluation: The proposed development supports this goal by creating additional residential uses in a designated Urban Growth Centre. Additional residential density and amenity use on the Site will contribute to the creation of a complete community and active public realm along Dunlop Street East and Collier Street.

Policy 3.1.1(b) encourages and accommodates the continued expansion and diversification of the City's economic base with regard to the industrial, commercial, tourism, and institutional sectors in order to strengthen the City's role as the area's principal employment centre and to achieve an appropriate balance between employment and residential land uses.

Evaluation: The proposed development promotes an appropriate and reasonable density at the eastern boundaries of the City Centre to support the existing commercial, office, and institutional sectors while establishing balanced land uses and a diversified range of unit types and sizes on the Subject Lands, supporting what is currently available in the Downtown.

Policy 3.1.1(e) directs growth to take advantage of existing services and infrastructure and to minimize the cost of infrastructure extension.

Evaluation: The proposed development will operate on lands well-served by existing municipal infrastructure. The Stormwater Management and Functional Servicing Report prepared by Counterpoint Engineering confirms that the existing municipal water system is able to provide sufficient flow, and there is adequate capacity in the sanitary system to accommodate this development. Stormwater management quality and quantity control will be managed on site to ensure that post-development flows at acceptable rates into the City system meet the 1-100 year storm events.

Policy 3.1.2.3b) and d) recognize that *at least 40% of residential dwelling unit developments will be directed to the area within the built-up area of the City of Barrie because of the Growth Plan targets to the year 2031.*

Evaluation: The proposed development will assist in the City's growth targets by proposing intensification within the existing built-up area of the City, which is in keeping with the Growth Plan.

The City's housing objectives are discussed highlighted in Section 3. Specifically, **Policy 3.3.1** provides the following goals:

- a) *To provide for an appropriate range of housing types, unit sizes, affordability, and tenure arrangements at various densities and scales to meet the needs and income levels of current and future residents;*
- b) *To ensure that the quality and variety of the housing stock is maintained and improved.*
- c) *To promote building designs and densities for new housing developments which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes;*
- d) *To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services;*
- e) *To encourage all forms of housing required to meet the social, health, and well-being requirements of current and future residents including special needs requirements;*
- f) *To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.*

Evaluation: The proposed development meets the goals of Section 3.3.1 as follows:

- The proposed development consists of 293 units comprised of 5 studio units, 187 1-bedroom units, 94 2-bedroom, 7 3-bedroom. In addition. All units will be purpose-built rentals;
- The redevelopment of the Subject Lands substantially increases the number of residential units in comparison to what is currently existing, adding to the quality and variety of the housing stock within the City of Barrie;
- The proposal incorporates a compact design that ensures the efficient use of land in the Downtown and optimizes the use of area services and infrastructure while contributing to a vibrant streetscape that is safe and pedestrian-friendly; and,
- The proposal provides diversity in housing as well as amenity opportunities that ensure this development will contribute to a complete community.

Policy 3.3.2.1(a) states that *the City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.*

Evaluation: The proposed development will diversify the mix and range of housing types in the City by providing multi-unit housing to the Downtown. This development will provide alternative housing options that are more affordable than typical single-detached dwellings.

Policy 3.3.2.1(c) states that *the City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types.*

Evaluation: The proposed development is located within the City Centre. The proposal represents residential revitalization and intensification in an existing built-up area, adding new housing options that will help to diversify an existing neighbourhood.

Policy 3.3.2.1(d) states that *the City shall promote the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule A of the Plan.*

Evaluation: Given that the Subject Lands is located in a transition zone on the fringe of the City Center, the proposed development will add needed residential density to the City Centre that will

complement and support the active retail street frontage to the west of the Site. The proposed amendment will help to keep Downtown Barrie retail vacancies low and continue to hold the existing retail structure of Barrie City Centre robust.

Policies 3.3.2.1 (g); and 4.2.2.2(e) speak to the City's direction that *all residential densities shall be consistent with the plan; and where high density residential development is proposed a minimum density of 54 units per net hectare shall be required.*

Evaluation: Given that the development on the Subject Lands is in an urban area, the proposal will result in a density of 825 units per net hectare, meeting the minimum target.

Policies 3.3.2.2(a) speaks to the City's objective of securing Affordable Housing, specifically:

It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:

i) In the case of home ownership, 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 regional market area.

ii) 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 regional market area.

Evaluation: The objective of this policy is to help increase affordable housing options across the City to ensure equitable housing options for existing and future residents. To this point, the Owner is supportive of Affordable Housing and is currently working with the City to meet the goals of affordable housing, assisting the City in meeting its policy objectives.

Policies 4.2.2.3 (b); and 4.2.2.3 (c) state that *medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I; and High density developments within the City Centre shall have a density of 150 units per hectare.*

Evaluation: The Subject Lands is located within an Urban Growth Centre where 150 persons/jobs per ha is projected in the area. The development proposal will add to the housing stock of the City within the Urban Growth Centre Area by providing a density of 825 units per net hectare, exceeding the City Centre objectives.

Policy 4.2.2.4 (a) states that *Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.*

Evaluation: The proposed zoning By-law amendment requests a minimum of 0.85 parking space per dwelling unit(s) for residential dwelling(s) in the Urban Growth Centre, whereas the Comprehensive Zoning By-law 2009-141, under Section 4.6.1, Table 4.6 requires a minimum of 1.0 parking space per dwelling unit(s) for residential dwelling(s) in the Urban Growth Centre. This provision intends to ensure sufficient parking can be accommodated on the same property. In this case, the proposed residential parking rate is similar to other proposed parking rate reductions in the City Centre, including 0.82 parking spaces per dwelling unit for 79 Collier Street, 0.8 parking spaces per dwelling unit for 136 Bayfield Street and 0.89 parking spaces per dwelling unit for 39-67 Dunlop Street West & 35-37 Mary Street. In addition, the proposal provides an additional 14 visitor parking rates beyond the requested 0.85 parking spaces per dwelling unit, providing an additional buffer to parking requirements. Furthermore, the proposed reduced residential rate of 0.85 spaces is further cushioned by existing on-street parking along Dunlop Street East, reinforcing that parking is available to accommodate future needs. This demonstrates that the proposed rates are appropriate for compact infill development in the City Centre designation. For greater detail please refer to the detailed Parking Justification report prepared by NextEng Consulting Group Inc.

Open space and amenity space are provided through urban landscape featured areas, rooftop amenity space, and interior recreation space. Landscape screening is provided along the property line to protect for privacy and to improve the transition in scale between existing and new developments.

Policy 4.2.2.4 (b) States that *Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.*

Evaluation: The proposal provides a 12-storey building with a height of 42.5 meters to the north and a 12-storey building with a height of 43.5 m to the south to allow for transition and stepping down of densities from the lower density neighbourhoods to the north, to the denser Downtown in the south and west. This gradation of heights promotes a greater fit and minimizes impact on the existing lower density areas.

Policy 4.2.2.4 (e) States that *Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.*

Evaluation: The proposal has made great efforts to avoid introducing non-residential uses to existing low density residential areas. All non-residential uses are focused towards the ground floor of the south building, to direct users to the Downtown. This allows the northern building to provide residential units along the street frontage within the base of the podium, pairing new residential with existing residential uses.

Policy 4.2.2.6 (a) states that *intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.*

Evaluation: The proposed development will achieve a desirable compact urban form by intensifying land located in the City Centre.

Policy 4.2.2.6 (b) *be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan.*

Evaluation: The Subject Lands is located in an Urban Growth Centre, as identified on Schedule I of the OP. The proposed residential intensification on the Subject Lands is in keeping with Provincial and Municipal objectives for growth.

Policy and 4.2.2.6 (c) states that *intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, and contribute to improving air quality and promoting energy efficiency.*

Evaluation: The proposed development will optimize the use of existing infrastructure and services available to the area, promote transit use and active transportation, contribute to improved air quality through reduced vehicle dependency and reduced energy use through a compact urban form.

Policy 4.2.2.6(g) states that *the following target densities shall be applied to the Urban Growth Centre, Intensification nodes and Corridors and Major Transit Node identified on Schedule I of the Plan i) Urban Growth Centre – 150 persons and jobs combined per hectare (it is anticipated that this additional density will occur in the high density categories averaging between 150 – 200 units per net hectare).*

Evaluation: The proposed development will achieve a density of 825 people per net hectare, helping to balance the high density average across the Growth Centre.

Policies 4.3.2.2 (a) states that *Lands designated City Centre are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area. Retail stores, offices, hotels, institutional, and entertainment uses shall be integrated, where possible, with residential uses, community facilities, and open space.*

Evaluation: An Official Plan Amendment has been sought to remove the requirement of ground floor commercial uses. Notwithstanding this, the proposed at grade residential and amenity uses represent the majority of the building's ground floor façade along Collier Street and Dunlop Street East, where animation will be promoted at the eastern edge of the City Centre. Furthermore, the proposed residential terraces and rooftop amenity area are more in keeping with the residential character in this area while still promoting activity and informal surveillance along the public realm. The proposed amendment to Policy 4.3.2.2 (a) requests to exclude the applicability of commercial provision on the Subject Lands based on the followings; 1) Even though the Subject Lands have the designation City Center, and would typically be required to integrate service commercial and retail uses, where possible, with residential uses, the Subject Lands has been identified with minimum potential for commercial and retail uses and therefore, shall not require ground floor commercial uses. 2) Given that the Subject Lands is located in a transition zone on the fringe of Urban Growth Center, the amendment will add needed residential density to the UGC that will complement and support the active retail street frontage to the west of the Site; 3) The amendment will also help to keep Downtown Barrie retail vacancies low and continue to hold the existing retail structure of Barrie UGC robust; 4) the amendment will avoid the dilution of the existing retail in comparison to upcoming development proposals and keeps certain prominent areas with higher aggregation that are accessible and visible to wider target market.

Finally, an Economic Development Study that assessed the health of the downtown concluded that it is appropriate to proceed with this amendment so as not to challenge the health of existing commercial uses. On that basis, the proposed amendment to the Official Plan is in the public

interest and represents good planning. The draft Official Plan Amendment is found in **Appendix A**.

Policies 4.3.2.2 (b); and 4.3.2.2 (c) note the following uses that may be permitted within the City Centre designation: commercial activities ranging from local service and retail use to business and administration uses; residential development, including the residential use of upper storeys of commercial buildings; cultural and institutional uses; leisure and recreational uses; major office uses, and all levels of government and special purpose public agencies; and Where residential uses are proposed a variety of housing types at medium and high densities are encouraged in the City Centre.

Evaluation: The proposed development is consistent with the permitted uses and policy objectives of the City Centre designation.

Policy 4.3.2.2(f) states that street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and flower treatments, and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the City Centre and the Lakeshore in a consistent manner.

Evaluation: All street furniture elements and features are addressed in the Urban Design Brief prepared by MHBC Planning, and will be considered in greater detail at the Site Plan stage.

Policy 4.3.2.2 (h) notes the provision of public open space, in the form of active and passive parks, is recognized as an essential component within the City Centre for the enjoyment of workers, residents and visitors to the City. Visual and pedestrian linkages between commercial and related uses in the City Centre and the public open space system along the waterfront shall be encouraged. Furthermore, **policy 4.3.2.2(i)** states that all new development in the City Centre shall respect the physical scale and characteristics of the existing structures. Any redevelopment of properties shall be in keeping with the existing character of the area and, where possible, the existing heritage structures shall be retained.

Evaluation: The proposed development will provide parkland dedication as a component of the development approval process, helping to contribute to purchasing new parkland or enhancing existing parkland in the City. The physical scale, form and architectural characteristics of existing structures were considered in the design process, and the owner intends to seek input from the community on specific design elements to ensure compatibility in the final design of this development.

Policy 6.4 (a) states that As a condition of development of land for residential or institutional purposes, the City may require the conveyance of land for park purposes or the equivalent cash-in-lieu in accordance with the provisions of the Planning Act and the following criteria or combination thereof:

- i) development of densities of less than fifteen units per net hectare will require up to a five percent land dedication.
- ii) development of densities greater than fifteen units per net hectare will require a dedication of up to one hectare per 300 units.

Evaluation: As noted previously, the proposed development will provide cash in lieu of parkland dedication as a component of the development approval process, helping to contribute to purchasing new parkland or enhancing existing parkland in the City.

Section 6.5 outlines a variety of urban design guidelines and principles applicable to new development with specific policies addressing the City Centre Guidelines.

Evaluation: An Urban Design Brief has been prepared by MHBC Planning that addresses these policies and guidelines in detail. Overall, the Urban Design Brief concludes that the proposal adheres to the design direction of the City of Barrie. Please refer to the Urban Design Brief for greater detail.

Policy 6.6.2 states that *policies found within Section 6.6 – Tall Buildings and Height Control - are applicable across the entire City, but it is anticipated that the majority of this type of development will occur within the Urban Growth Centre and in the Intensification Nodes & Corridors as identified on Schedule I. As such, a number of the following policies have greater applicability in the Urban Growth Centre or Intensification Areas than in other parts of the City. However, it is stated that all policies will be considered when reviewing applications to increase height or site plan applications proposing buildings in excess of three (3) storeys.*

Evaluation: The Subject Lands is designated within the Urban Growth Centre, the policies within section 6.6 have been considered within the proposed development.

Policies within section **6.6.3** relating to general policies state the following:

- a) *Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*
- b) *Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.*
- c) *Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.*
- d) *Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.*
- e) *Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.*

Evaluation: The proposed development has considered the policies within section 6.6.3 to reduce any adverse impact on surrounding uses. These policies are considered in greater detail in both the Urban Design Brief and Block Context Analysis prepared by MHBC Planning in support of the proposed development. Overall, the Urban Design Brief confirms that the overall proposal represents good design that will enhance placemaking in Downtown Barrie

Policies in section **6.6.4** evaluate proposals based on building shadow, microclimatic impacts, street level activity and local compatibility.

Evaluation: These policies are considered in greater detail in both the Urban Design Brief and Block Context Analysis prepared by MHBC Planning as well as the Pedestrian Wind Study prepared by SLR Consulting in support of the proposed development. Overall, the Urban Design Brief confirms that the proposed buildings represent positive design features suitable for the predicted wind conditions at the main entrance, the proposed outdoor amenity areas, and on the public sidewalks surrounding the proposed development. The Pedestrian Wind Study confirms that the wind safety criterion is expected to be met at all areas at grade and above for both the existing and proposed configuration, and wind condition at the main entrances outdoor amenity areas, and on the sidewalk are predicted to be comfortable for the intended use throughout the year.

Policy 6.8 (a) states that *upon the City determining that an application would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the Planning Act provided that:*

- i) *The development constitutes good planning and is consistent with the goals, objectives and policies of this Plan;*
- ii) *The community benefit provided bears a reasonable planning relationship to the increase in the height and/or density of the proposed development including having an appropriate geographic relationship to the development; and*
- iii) *Adequate infrastructure exists or will be provided by the developer to support the proposed development.*

Evaluation: The City determines Section 37 community benefits and their applicability. Should it be determined to be applicable to the proposal, they would be applied at the time of a recommendation report to the Committee of Council on the Zoning By-law Amendment.

Based on our analysis, the proposal and the proposed Official Plan Amendment and Zoning By-law Amendments conform to the City of Barrie Official Plan.

We understand that the City of Barrie's new Official Plan was adopted at the February 14, 2022 City Council meeting. We also understand that the new Official Plan will be sent to the Province of Ontario's Ministry of Municipal Affairs and Housing for approval. Based on our experience, the Province has the ability to make further amendments to the Official Plan before it is final and before the appeal period begins. As such, while this application has been submitted under an existing in-force Official Plan and an adopted Official Plan, and recognizing the final approval is not in place, we will address any further policies as part of our resubmission or a separate addendum to this report once the Province approves the new Official Plan.

APPENDIX E



community response
129 Collier Street, Barrie

January 24, 2022

1. Create an architecturally pleasing and exciting building that mixes with and relates to the existing neighbourhood.
2. Design to relate to pedestrian traffic, including pedestrian scale and experience.
3. Eliminate or limit ground floor commercial space and activate the street with residential units.
4. Promote active transportation through the design of the building and site function.
5. Plan active integration with the local neighbourhood to enhance the downtown community.





Pinemount Developments retained SOLUTIONS ink to conduct a series of focused interviews concerning the proposed development of 129 Collier Street, Barrie. In January of 2022, key community stakeholder discussions were held. These interviews supported an increased community-focused depth of understanding related to the development of the Collier Street property.

Five questions were developed to create the broadest context for respondent feedback.

Questions:

What do you see as the strengths of this neighbourhood?

What are your overall thoughts on the types of investments, improvements, and efforts we need in this neighbourhood to create a better place to live, work and play?

Specifically, what do you think it should include when looking at the proposed development site?

What are your thoughts on design and how the development should relate to the surrounding community and neighbourhood?

What would you like Pinemount Developments to learn from other developments in Barrie (both positive and negative)?

A summary of the respondent themes and ideas is outlined in this report. All interviews were conducted in confidence, and the comments and quotes found here are not attributed, protecting the privacy of the respondents. Interviewees selected from the surrounding community represented residential, business, organizational, political, and not-for-profit community sectors. All respondents had a significant and longstanding relationship to the 129 Collier Street property, with some having lived there for decades.



The Collier Street development site is located east of downtown Barrie with frontage on Collier Street and Dunlop Street. Outside of what respondents would characterize as central downtown and one block east of the Downtown Business Area Improvement zone, it is within the Urban Growth Centre identified by the Province and the City. South of the site is the Lak House, currently under construction, the Flamingo (a residential apartment building), The North Shore Trail and Kempenfelt Bay. To the north, east and west is an existing neighbourhood that contains single-family dwellings, apartment and condominium towers, heritage homes – many of which have been converted to office offices or multi-residential dwellings. To the west is the downtown core of Barrie, including waterfront parks and accompanying amenities.

Significant components of the neighbourhood:

- Walking distance to the BIA, shops, restaurants, and amenities
- Walking distance to City Hall, the MacLaren Art Centre, Collier Street United Church, and the Barrie Public Library
- A well-established neighbourhood with many amenities, including parks and trails
- Transit supported
- The unique character of the homes in the area



Quotes:

"...this is such a wonderful neighbourhood."

"Here, people take pride in their properties."

"The beauty of this neighbourhood is that you can walk to the downtown, but you are outside of the hub."





The site is in a well-established, well maintained, safe and well-loved neighbourhood just east of the city's downtown core. It is a place where people like to live and work and where various land uses intermingle to create a distinct and vibrant neighbourhood. One of the key strengths noted by all respondents is the proximity to the downtown; without being downtown. It is described as a beautiful place to live while still having great potential.

Tree-lined streets with unique heritage homes bring an authentic character to the neighbourhood. This area is both mature and in transition - a sought-after location for residents and investors. Views of the water give the community a special feeling. Many homes are restored for residential or office use, and new development sites have recently been approved or under construction. As a result, there is a mixed demographic in what presents as a prestigious neighbourhood on the surface.

Digging deeper, one can see a mix of some of the finest homes in the city and well-cared-for rental accommodation, either in old homes or apartment complexes. Along Collier Street and Poyntz Streets, the commercial offices blend with the homes and add to the community's distinct character.

The proximity to Kempenfelt Bay creates a feeling of connectedness with the water. Many homes have a view of the water (if only seasonally). But, even those who do not still feel a clear connection to the water. Residents enjoy the North Shore Trail, the Waterfront Trail, Johnson's and Centennial Beaches, and green spaces near the Bay, like Kempenfelt Park.

Quotes:

"Immense potential!"





This site is well-served by transit and active transportation options. There are connections to trail networks, including the North Shore Trail and the waterfront paths. Sidewalks are available for those walking in the area, but at some locations are narrow and could be widened to encourage additional pedestrian movement, especially for those who need accommodations for accessibility challenges. Walking, cycling, using transit, or driving to the GO train station are all easy options for commuters in this community.

Many amenities are close by, reducing the need for vehicular trips. Restaurants, coffee shops, art galleries, civic buildings, retail stores and professional offices are all within walking distance. All the respondents discussed the need for a full service or a boutique grocery store in the downtown core. One of the respondents noted that the neighbourhood is 2 km away from the Simcoe Plaza on Blake Street, a grocery store, pharmacy, and beer store. The site is also close to Bayfield Street, Highway 400 and the college, hospital and other retail opportunities are easily accessed via St. Vincent or Duckworth Streets.



Quotes:

"Even though you are so close to the centre of the city, you are a bit outside the downtown core."

"...we want more people, more eyes on the street."





community response

129 Collier Street, Barrie

6

This is a mixed-use community with a variety of built forms and uses. Respondents agree that tall buildings and commercial spaces in the community should maintain a quiet neighbourhood feeling – that of a small town. The neighbourhood's unique character, with its mix of heritage homes and variety in housing types, creates a welcoming feel to this area. It is described as an excellent location to live, work and play.

Respondents feel that increasing development in this area and throughout the downtown core is positive. Those interviewed are hopeful that new residents will create a market for a downtown grocery store, diversity in shops and additional public infrastructure. More people in the area will also activate the streets and the downtown core and add to the safety and security of the neighbourhood – adding more eyes on the street.

Views on the height and density of the proposed building on the site varied among respondents. Some were supportive of very tall buildings and density, while others would like to see a 4 – 6 storey structure on the site. Most respondents fell somewhere in the middle – seeing a moderate height building in the range of 12 storeys and supportive of density without creating a feeling that the project was jammed into the site. It was evident that the grade change between Dunlop and Collier should be used as an advantage when designing the building and adding more height on Dunlop rather than Collier. The slope can also be used as a natural way to hide parking and avoid an unattractive podium.

Thoughts on height and density aside, it was abundantly clear that design matters. Paramount to this development concept is creating a building that compliments the existing neighbourhood. Curb appeal, high-quality materials, exciting architecture, and appealing façade were comments echoed by many of the residents. The community also has a certain feeling with the heritage homes, the green space, and the lake – a new building on this site needs to fit with the neighbourhood. It should be harmonious and feel and look like it belongs there.

Quotes:

"I'm not worried about height. I just want the neighbourhood to still feel like home."





community response

129 Collier Street, Barrie



Quotes:

"More units in the downtown will be leased when there are more people living downtown."

"We need more people living downtown. It will make people feel safer."





community response

129 Collier Street, Barrie

8

How the building integrates into the neighbourhood is very important to everyone interviewed. The scale of the building, its relationship to the street and how pedestrians experience the built form should all be top architectural considerations. Having a building constructed to a pedestrian scale that engages at street level is very important to the community.

A pedestrian scale and exciting main entrance on Dunlop Street are desirable, with secondary and vehicular access on Collier Street. All entrance points should be designed with interest, safety, and accessibility in mind.

1. Design an architecturally pleasing and exciting building that relates to the existing neighbourhood.
2. The pedestrian, including pedestrian scale and experience, is critical.
3. Respond to the historic character of the neighbourhood.
4. Promote street activation through design principles including permeable edges, no blank walls, and human-scale materials.
5. Height and density are suitable if integrated thoughtfully into the neighbourhood, focusing on impacts on existing residents.

Quotes:

"...achieve density without jamming it into the site."

"Integrate aesthetically with the historic community while thinking about the future."

"It's fantastic. Let's get this site filled in."





An increase in residential units in this area is viewed as a positive addition to the neighbourhood. More people living in the community will help create safer streets, bring more people into the downtown core for shopping and dining and provide more clients for the service-based businesses in the area.

There was a lot of support for purpose-built rental units on this site. Condominiums were also supported. Respondents noted that purpose-built rental is lacking throughout the city. It was believed that this location would be an excellent opportunity to create rental units to serve families and single-person households. A professionally managed rental building provides a housing option that the city needs, now and in the future.

Housing affordability was discussed in most interviews. Respondents spoke about increasing housing costs, homelessness, and the need for all community members to access safe and affordable housing options. A mix of possibilities for the site was explored, including allocating a percentage of the units as affordable. Another option is to provide cash in lieu of affordable housing to the city. This would contribute to the city to facilitate the creation of affordable housing on another site or partner with community agencies. In addition, more rental units built would help ease the cost of rental across the city through supply and demand.

Resoundingly, the interviewees did not want to see a commercial component integrated into this site. Instead, the residents of this development project should support the existing shops and restaurants and utilize the commercial services available downtown. These amenities are right outside their front door.

Empty storefronts and office spaces, all within 500 meters of the site, are likely to be leased as the residential population increases. Established businesses will be able to take advantage of the increased clientele. Current residents do not want to see the quiet area overrun with commercial – especially because the downtown core is just to the east of the site.

Quotes: 'You have so much already built when you walk out the front door. Don't overcomplicate it.'





community response

129 Collier Street, Barrie

Respondents are hopeful that this and other developments will create the critical mass needed to bring a grocery store downtown. Also, as more residents live in a walkable community, shops may diversify, offering a more comprehensive range of retail opportunities to visitors. Support for cultural facilities, events and festivals are also a key element in the success of the downtown and this community.

Although commercial space in the building is not seen as desirable, if necessary, it should be selective, small scale and designed to meet the needs of residents. A preferable alternative to commercial uses is creating a community space in the project by developing a community room, artists' studios, or workspace that can be accessed collaboratively among those living in the building and others in the neighbourhood.

Street activation through units at street level and direct access to the city street would be optimal for this location. It will help keep the neighbourhood feel, add to the building design's pedestrian scale, and compliment the surrounding community. Residential units with direct street access can provide street presence twenty-four hours a day, seven days a week.



Quotes:

"You have so much already built when you walk out the front door. Don't overcomplicate it."

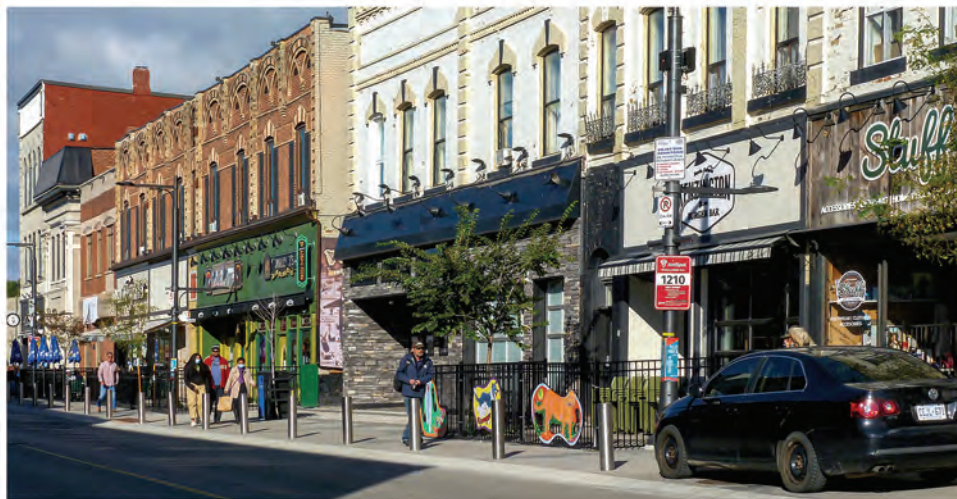




community response

129 Collier Street, Barrie

1. Eliminate or limit ground floor commercial space as part of the development.
2. Consider activating the street front through residential units or community spaces.
3. Professionally managed rental units with a mix of unit sizes and rental rates are desirable.
4. Aim to provide an element of affordable housing within the development.



Quotes:

"I don't think we need any more commercial in this neighbourhood. We have lots of it downtown."





Attention to parking is required, although dependency on vehicles for everyday trips at this location will be limited due to the central location and easy access to active transportation options. Visitor parking on site should be considered as there is limited on-street parking available on Collier Street and this section of Dunlop Street.

Vehicle movements and access to parking should be planned for Collier Street. Pedestrian access and the main entrance on Dunlop Street, with secondary access on Collier Street, were recommended.

Overall, respondents felt that the transportation network in this neighbourhood would support a high-density development at this site.

1. Create an environment that engages people on a pedestrian scale.
2. Strengthen active transportation infrastructure and connections in the area.
3. Provide onsite parking for residents and visitors.
4. Promote alternative modes of transportation including, cycling, transit and walking.

Quotes:

"Everything is within walking distance."





Interestingly, respondents wished to see more than a builder-developer but a community partner – a neighbour. They clearly expressed the desire for the site developer to become involved in the City of Barrie as a corporate citizen.

Partnerships with community organizations including but not limited to the MacLaren Art Centre, the Library, the YMCA, and the Downtown BIA were imagined during interview discussions. Thoughts of offering residents' membership to the art gallery or having the library offer programs onsite were ideas were brought forward in conversation. As well, there was a desire to see the building, and its new residents, interconnected to the neighbourhood in a community-centred way, facilitated by building management.

Listening to the community and engaging people will strengthen the development. Respondents were pleased to participate in the interviews and felt valued and heard. Continued dialogue and sharing of information are both welcome and considered necessary.

Lastly, respondents are hopeful that the developer will follow through with the project and develop the site.

1. Continue with community consultation and genuinely listen to the neighbours.
2. Be a community partner and an excellent corporate citizen.
3. Follow through with the project while keeping the community informed.



Quotes:

"Arts and culture tell of our stories and our lives.
Developers and politicians should be listening."



