



PLANNING RATIONALE

109 PARK PLACE BLVD.
CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR:
NORTH AMERICAN (PARK PLACE)
CORPORATION

APRIL 2022


NorthAMERICAN
DEVELOPMENT GROUP

PETROFF

STUDIO **tla**

IPS

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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INTRODUCTION



Innovative Planning Solutions has been retained by North American (Park Place) Corporation to complete a Planning Justification Report in support of Official Plan and Zoning By-law Amendment applications to permit the development of a mixed use residential/commercial development.

The subject site is legally described as INNISFIL CONCESSION 12 PART OF LOT 8 RP 51R41367 PARTS 7, 8 AND 20 and municipally known as 109 Park Place Boulevard, in the City of Barrie. The development site has an area of approximately 2.43 hectares with frontage onto three private roads as follows: approximately 200 metres along Park Place Boulevard; approximately 110 metres along South Village Way; approximately 200 metres along Live Eight Way. See Figure 1.

The subject site is currently designated 'General Commercial' subject to Defined Policy Area R' in the City of Barrie Official Plan. The site is zoned 'General Commercial Exception (C4)(SP-304)' in the City of Barrie Zoning By-Law.

The purpose of this report is to obtain approval for an Official Plan Amendment and Zoning By-Law Amendment to revise 'Defined Policy Area R' and the 'General Commercial (C4)(SP-304)' zone in order to facilitate a mixed-use development containing residential uses. The proposal will result in approximately 72,927m² of gross floor area (GFA), 7,385m² of landscape/amenity area and 2,346m² of retail/commercial GFA.

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

- Provincial Policy Statement, 2020 Consolidation
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Lake Simcoe Protection Plan, 2009
- City of Barrie Official Plan, 2018 Consolidation
- City of Barrie Zoning By-Law, 2021 Consolidation

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed applications will support development that:

- is consistent with the applicable policies of the Provincial Policy Statement 2020;
- conforms with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conforms with the applicable policies of the Lake Simcoe Protection Plan;
- conforms with the applicable policies of the City of Barrie Official Plan (Office consolidation - January 2018);
- complies with City of Barrie Zoning By-law (Office consolidation - January 2020);
- does not contain, adjoin or impact significant cultural heritage / archaeological resources; and
- does not contain, adjoin or are impacted by any natural or human-made hazards.
- represents good planning.

Details regarding the proposed development and applications are provided in the following sections of this Report.



■ SUBJECT SITE

Figure 1. Subject Site

LOCATION & CONTEXT

2

2.1 Subject Site

The subject site is situated within Park Place, located at the northeast quadrant of the Highway 400 and Mapleview Drive East interchange. The subject site has an area of approximately 2.43 hectares with frontage onto three private roads as follows: approximately 200 metres along Park Place Boulevard; approximately 110 metres along South Village Way; approximately 200 metres along Live Eight Way.

The subject site currently contain one (1) restaurant establishment (The Great Canadian Brewhouse), while the remainder of the site is comprised of surface parking areas and maintained grassed areas. The site has been subject to preliminary grading and site servicing through the development of Park Place, with further grading and servicing required to facilitate the proposal. Access to the local municipal road network is provided through Park Place Boulevard (intersects with Mapleview Drive East 140.0 metres south) and South Village Way (intersects with Bayview Drive 85.0 metres east). Access to Highway 400 is provided approximately 250 metres southwest via Mapleview Drive.

South Village Way runs east-west to bisect the site, effectively dividing the site into two sections: a north block and a south block.



Figure 2. Surrounding Land Uses

2.2 Official Plan Designation & Zoning

The subject lands are currently designated ‘General Commercial’ and are accommodated for within ‘Defined Policy Area R’ in the City of Barrie Official Plan. ‘Defined Policy Area R’ was implemented through OPA No. 22, which has and continues to facilitate mixed-use development within the Park Place lands. ‘Defined Policy Area R’ includes a wide range of employment uses (i.e., retail, office, hotel, service commercial) as well as a Retail Village with a central boulevard to support a pedestrian friendly shopping area and lifestyle centre. Through OPA No. 22, the Retail Village is meant to be accommodated within lands zoned ‘General Commercial (C4)(SP-304)’. Residential uses are currently not contemplated through ‘Defined Policy Area R’.

The subject lands are zoned ‘General Commercial (C4)(SP-304)’ in the City of Barrie Zoning By-Law. As noted through implementing By-law 2010-130, the ‘General Commercial (C4)(SP-304)’ zone is meant to accommodate the Park Place Retail Village. Site specific special provisions are provided to guide the ultimate design of the Retail Village, such as considerations for built form, massing, and urban design. Residential uses are specifically prohibited under the current ‘General Commercial (C4)(SP-304)’ zone.



Figure 3. City of Barrie Official Plan Designation - Schedule A



Figure 4. City of Barrie Special Policy Areas - Schedule C



Figure 5. City of Barrie Zoning By-Law

2.3 Surrounding Land Uses

The area immediately surrounding the site and within a 500 metre walking radius comprises of a variety of commercial uses largely associated with the Park Place development. Commercial/retail uses provide an array of services, including but not limited to banks, dental offices, a fitness facility, furniture stores, clothing stores, restaurants, retirement facility and a future hotel.

The Barrie South Transit Park Place Hub is located just north of the proposed development along Live Eight Way, offering convenient access to the City's, Regional and MetroLinx transit system.

- Other uses within the 500 metre walking radius are as follows:
- North: Wooded Area/Open Space lands
 - East: Barrie Dog Off Leash Recreation Area, Sadlon Arena
 - West: Highway 400
 - South: Home Improvement Store (RONA), Big-box Retail Store (Costco), Ontario Travel Information Centre



Figure 6. Surrounding Uses within 500 metres

2.4 Surrounding Context

The subject site lies within the northeast quadrant of the Highway 400 and Maplevue Drive interchange. The other three quadrants of this interchange are designated and zoned for General Commercial use, resulting in this interchange being one of the City's major focal points for commercial uses. The other three quadrants are described as follows:

Northwest Quadrant

Commercial development in the northwest quadrant of the Highway 400-Maplevue Drive interchange are largely focused along Barrie View Drive and Bryne Drive, both of which run parallel to Highway 400. An automobile dealership, office supply store (Staples), home improvement store (the Home Depot), and smaller retail users such as restaurants, banks, and service shops are found in this quadrant.

Southwest Quadrant

Commercial development in the southwest quadrant are predominantly associated with the Smartcentres Barrie South Shopping Centre. This shopping centre includes a number of retailers, including but not limited to Walmart Supercentre, Sobeys, Indigo, Scotiabank, Kelsey's and Bulk Barn.

Southeast

Commercial lands in the southeast quadrant currently contain a big-box retail store (Costco), home improvement store (RONA), and an Ontario Travel Information Centre. At the southeast corner of Maplevue Drive East and Bayview Drive also lies a service station including a gas station, car wash, convenience store, and Tim Horton's with drive-through.

Lands to the East

East of the Park Place development lies the Sadlon Arena, IMB Data Centre, Barrie Dog Off Leash Recreation Area, a ravine, and a stormwater pond.

As previously mentioned, the development of Park Place involved the integration of the Barrie South Transit Place Place Hub, to support connectivity of Park Place with the City's broader public transit system. The Park Place Hub offers connections to five Barrie Transit routes (1, 2, 3, 7, & 8) as well as Regional and MetroLinx Transit systems.

The existing Barrie Transit System Map is shown in Figure 8.



Figure 7. Surrounding Context within Highway 400-Maplevue Drive Interchange

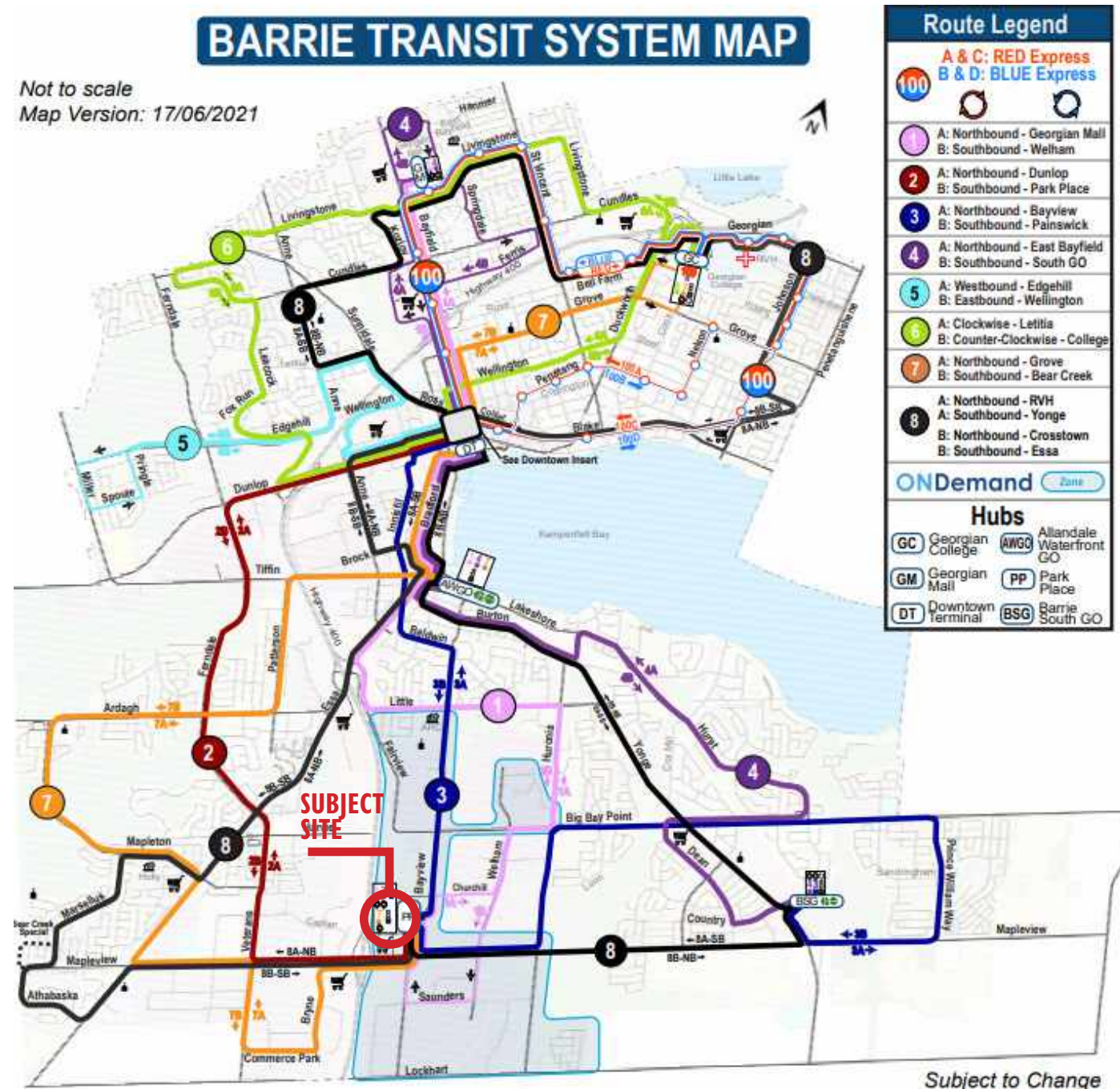


Figure 8. Barrie Transit System Map

2.4 Development Trends

Recent years have seen continued momentum in the redevelopment of retail/shopping centres with the goal of repurposing these largely single-use, expansive retail sites into compact, walkable, mixed-use districts. Examples include Metrotown in Burnaby, British Columbia, anchored by the Metropolis Shopping Mall (Figure 9), the Scarborough Town Centre Master Plan in Toronto, Ontario, anchored by Scarborough Town Centre Shopping Mall, and the Vaughan Mills Centre Secondary Plan in Vaughan, Ontario, anchored by the Vaughan Mills Mall. With this continued trend, commonalities between these redevelopments have emerged, including:

- encouragement of higher density development;
- often provided access to and supported by a transit hub;
- higher densities can be accommodated through retail and restaurants at-grade with residential, office, and/or hotel above;
- retail becomes more pedestrian-scaled, particularly where retail main streets exist.

It is anticipated that there will be continued momentum in redeveloping these large retail/shopping centres into new, mixed-use districts. The multiplicity of uses offered by mixed-use development caters to a greater amount of users, allowing the retail component to have greater reach than just the destination shopper. This in turn supports the longevity and economic viability of these retail sites, especially in light of the evolution of online shopping and the impacts of the COVID-19 global pandemic. Overall, the redevelopment of retail/shopping malls into mixed-use districts continues to be recognized as good land use planning practice.

2.5 New City of Barrie Official Plan

The City of Barrie's new Official Plan was approved and adopted by City Council on February 14, 2022. The new adopted Official Plan is currently with the Province of Ontario's Ministry of Municipal Affairs and Housing (MMAH) for review and approval.

The City of Barrie's new Official Plan designates the subject site as 'Commercial District' located within a 'Strategic Growth Area'. Within the 'Commercial District' designation, residential uses are permitted as part of a mixed-use development containing retail or commercial uses, and provided that the necessary servicing is available in support of the development. Residential development within the 'Commercial District' designation shall have a minimum residential density of 125.0 units per hectare.

'Strategic Growth Areas' (SGAs) are intended to become complete communities, accommodating higher levels of intensification, taller buildings, higher densities, and are encouraged to evolve around existing regional shopping destinations. Development within SGAs will be planned and designed to be transit-oriented and pedestrian-friendly.

Understanding that the new Official Plan is currently with the MMAH, consideration has been provided for the intent of the City's new adopted Official Plan with respect to the planning objectives for the subject site.



Figure 9. Metrotown in Burnaby, British Columbia

DESCRIPTION OF THE PROPOSAL

3

3.1 The Proposal

The proposal represents an opportunity to introduce residential growth to the Park Place development, allowing Park Place to evolve as a mixed-use district that will support the longevity of this regional shopping destination, while offering high quality, compact, and sustainable growth in alignment with City and Provincial growth strategies.

The intent of these applications is to obtain approval for an Official Plan Amendment to revise 'Defined Policy Area R' and a Zoning By-Law Amendment to revise the 'General Commercial (C4)(SP-304)' zone. The intent of both amendments is to facilitate residential development within the Park Place development. The proposed Site Plan is seen in Figure 10 and included as Appendix 1.

The proposed development will result in a total GFA of approximately 72,927m², 7,385m² of landscape/amenity area and 2,346m² of retail/commercial GFA. The proposal is anticipated to be developed in three phases: Phase 1A, Phase 1B, and Phase 2. Phase 1A and 1B will be developed within the north section of the site (north of South Village Way), with Phase 2 accommodated within the south section (south of South Village Way).

Phase 1A

Phase 1A contemplates a 6-storey building (Building A) with grade related commercial/retail uses. Building A is sited to have building frontage along both South Village Way and Park Place Boulevard, Building A has a total estimated GFA of 16,488m², of which 6,990m² is dedicated for residential use and 1,111m² for retail use. Approximately 200m² of community amenity area is provided along with 1,375m² of landscaped open space. A total of 99 units are contemplated for Building A, through a mix of unit types and sizes.

A total of 161 parking spaces will be provided for Building A, with 109 spaces dedicated for residential use and 52 for commercial/retail use. Parking will be primarily accommodated through 2 storeys of underground parking, with some surface parking at-grade to support convenient access to the commercial/retail uses.

Phase 1A will provide continuity with the existing retail village uses to the north of the site. Grade related commercial/retail uses will allow for an expanded retail strip that supports an activated street front and continues the main street village feel, while a consistent streetwall height along Park Place Boulevard maintains a rhythmic, pedestrian-scaled streetscape. A parkette is envisioned north of Building A, for the dual purpose of providing a pedestrian through-zone while also providing a place for pedestrian respite and relaxation within the Retail Village. Private amenity areas in the form of rooftop terraces and indoor amenity areas will be provided for resident

enjoyment separate to the Retail Village. Further design details are provided within the Urban Design Report submitted in support of these applications.

Phase 1B

Phase 1B contemplates a 16-storey tower with a 5-storey podium (Building B). Building B is sited to have building frontage along both South Village Way and Live Eight Way. Building B has a total estimated GFA of 27,067m², of which 13,395m² is dedicated for residential use and 195m² for retail use. Approximately 1,000m² of community amenity area is provided along with 1,630m² of landscaped open space. A total of 197 units are contemplated for Building B, through a mix of unit types and sizes.

A total of 227 parking spaces will be provided for Building B, with 217 spaces dedicated for residential use and 10 for commercial/retail use. Parking will primarily accommodated through 3 storeys of underground parking, with some surface parking anticipated at-grade to support convenient access to the commercial/retail uses.

Building B will ultimately connect with Building A, completing the L-shaped building design for the north portion of the site. Grade related commercial/retail uses are also proposed for Building B (although less significant than Building A) to offer additional commercial/retail opportunities along Live Eight Way. The placement of the tower provides for a maximum setback to the Retail Village while minimizing shadowing. Further design details are provided within the Urban Design Report & Shadow Study submitted in support of these applications.

Phase 2

Phase 2 contemplates a U-shaped building (Building C) comprised of a 6-storey and 12-storey tower, connected through a 5-storey podium. Building C will have building frontage along Park Place Boulevard, South Village Way, and Live Eight Way. Building C has a total estimated GFA of 29,372m², of which 12,815m² is dedicated for residential use and 1040m² for retail use. Approximately 650m² of community amenity area is provided along with 2,530m² of landscaped open space. A total of 179 units are contemplated for Building C, through a mix of unit types and sizes.

A total of 251 parking spaces will be provided for Building C, with 197 spaces dedicated for residential use and 54 for commercial/retail use. Parking will primarily be accommodated through 3-storeys of underground parking, with some surface parking anticipated at-grade to support convenient access for drop off/short term users.

Phase 2 will work in conjunction with Phase 1A to offer an expanded Retail Village, through the provision of grade related commercial/retail uses that supports an activated street front and continues the main street retail village. Furthermore, the 6-storey mid rise will support a consistent streetwall height along Park Place Boulevard that maintains a rhythmic, pedestrian-scaled streetscape. A parkette is envisioned south of Building C, for the dual purpose of providing a pedestrian through-zone while also providing a place for pedestrian respite and relaxation within the Retail Village. Private amenity areas in the form of rooftop terraces and indoor amenity areas will be provided for resident enjoyment separate to the Retail Village. Additional design details are provided within the Urban Design Report & Shadow Study submitted in support of these applications.

As a whole, the proposal accommodates for residential growth within the Park Place development, allowing Park Place to evolve as a mixed-use district and complete community that is pedestrian-friendly and transit-supportive. As mentioned previously, the development will have access to the Park Place transit hub, while the surrounding amenities encourage convenient pedestrian access to nearby shops, parks, and restaurants, as well as the Sadlon Arena. The proposed density allows for efficient use of existing lands and infrastructure, in a manner that will support the longevity of the Park Place regional shopping destination.

3.2 Official Plan Amendment

The subject site is currently designated ‘General Commercial’ and ‘Defined Policy Area R’ as per Schedules A and C, respectively, in the City of Barrie Official Plan. In order to facilitate the proposal, revisions to ‘Defined Policy Area R’ are proposed to permit residential development within the Park Place development and facilitate the proposed development of the subject site.

The following text is proposed to replace Section 4.8.9.1(a) within Defined Policy Area [R]:

Uses: The subject lands are intended to accommodate a wide range of uses generating employment including retail, office, hotel, entertainment and service commercial uses. In addition to the above uses, Residential uses will be permitted within Parcel D, legally described as:

PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 7, 8 AND 20 PLAN 51R41367 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PART 25 PLAN 51R37438 AS IN SC839161 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 7 AND 8 CONCESSION 12 INNISFIL, PART 24 PLAN 51R37438 AS IN SC839162 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 8 AND 9, CONCESSION 12 INNISFIL, PARTS 116, 117, 118, 119 AND 120 PLAN 51R37438 AS IN SC839164 SUBJECT TO AN EASEMENT IN GROSS OVER PART 20 PLAN 51R41367 AS IN SC839148 TOGETHER WITH AN EASEMENT OVER PART OF LOT 9, CONCESSION 12 INNISFIL, PARTS 26, 27,

30 AND 39 PLAN 51R31901 AS IN SC106925 SUBJECT TO AN EASEMENT AS IN SC1115728 SUBJECT TO AN EASEMENT IN GROSS AS IN SC1115500 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 1 AND 3 PLAN 51R41055 AS IN SC1435121 TOGETHER WITH AN EASEMENT OVER PART OF LOT 9, CONCESSION 12 INNISFIL, PARTS 7, 8, 9 AND 10 PLAN 51R41055 AS IN SC1499898 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 7, 8 AND 9, CONCESSION 12 INNISFIL, PARTS 1, 9, 12, 13, 14, 15, 16, 17, 18, 22, 24 AND 25 PLAN 51R41367 AS IN SC1513606 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PART 23 PLAN 51R41367 AS IN SC1513611 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 8 AND 9, CONCESSION 12 INNISFIL, PARTS 2, 3, 4, 5 AND 6 PLAN 51R41367 AS IN SC1513616 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOTS 7, 8 AND 9, CONCESSION 12 INNISFIL, PARTS 1, 9, 12, 13, 14, 15, 16, 17, 18, 22, 24 AND 25 PLAN 51R41367 AS IN SC1513619 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOT 8, CONCESSION 12 INNISFIL, PART 23

PLAN 51R41367 AS IN SC1513620 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOTS 8 AND 9, CONCESSION 12 INNISFIL, PARTS 2, 3, 4, 5 AND 6 PLAN 51R41367 AS IN SC1513621 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 10, 11, 19 AND 21 PLAN 51R41367 AS IN SC1513622 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOT 8, CONCESSION 12 INNISFIL, PART 1 PLAN 51R38934 AS IN SC1513623 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 10, 11, 19 AND 21 PLAN 51R41367 AS IN SC1513627 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PART 1 PLAN 51R38934 AS IN SC1513632 CITY OF BARRIE

The lands designated to “General Commercial”, located west of Bayview Drive and south of the Open Space area shall be zoned General Commercial (C4) (SP304). The lands designated as General Commercial south west of the intersection of Big Bay Point Road and Bayview Drive shall be zoned General Commercial (C4)(SP304)(H) to permit an Automotive Service Station, Car Wash and Convenience Retail Store.

A Retirement Home shall be permitted on lands located on the north side of Concert Way, west of Bayview Drive, municipally known as 3 Concert Way. (OPA 60, By-law 2017-018)

Within the area to be zoned General Commercial (C4) (SP304), will be located the Retail Village, with location, scale, and performance measures designed to require the construction of the central Retail Village as opposed to simply permitting it to occur. Certain uses which are clearly not intended to form part of the Retail Village component of the proposed development such as automobile service stations, the sale and leasing of automobiles and auto repair and taverns are not permitted as part of the Retail Village. Certain of these uses, for example, automotive sales and leasing, automotive service centres, and automotive repair uses in conjunction with automotive sales and leasing establishments or department stores shall be permitted on other lands designated and zoned General Commercial (C4) (SP304) outside of, and/or adjacent to, the Retail Village.

Large format stores, such as but not limited to a food store, a bookstore, a music store, or a home furnishing store may be located within the Retail Village, subject to a maximum size restriction and the gross floor areas of such stores shall be included in the overall gross floor area of the Retail Village. Office space and non-retail hotel space are permitted within the Retail Village but the gross floor area of the non-retail hotel space shall not be part of the calculation of the gross floor area of the Retail Village.

Department stores and/or cinemas shall be permitted outside of, and/or adjacent to, the Retail Village and the gross floor area thereof shall not be part of the calculation of gross floor area for the Retail Village. Adult entertainment parlours shall not be permitted on any of the subject lands. Parking standards have been varied from the typical General Commercial (C4) provisions to reflect the needs of the project as identified in a parking report to the satisfaction of the City.

A copy of the draft Official Plan Amendment to implement revisions to Section 4.8.9.1 - Defined Policy Area [R], is attached as Appendix 2.

3.3 Zoning By-law Amendment

The subject lands are zoned ‘General Commercial (C4)(SP-304)’ in the City of Barrie Zoning By-Law. In order to facilitate the proposal, revisions to the ‘General Commercial (C4)(SP-304)’ zone are proposed to permit residential development within the Park Place development to facilitate the proposed development of the subject site.

The intent of the proposed revisions are to accommodate dwelling unit(s) in conjunction with the permitted commercial and institutional uses of the ‘General Commercial (C4)(SP-304)’ zone.

A Draft Zoning By-law Amendment and Schedule are included as Appendix 3 of this Report. Based on the complexity of the site, we intend to work with the City of Barrie Zoning Department following application submission to ensure all items are adequately addressed.

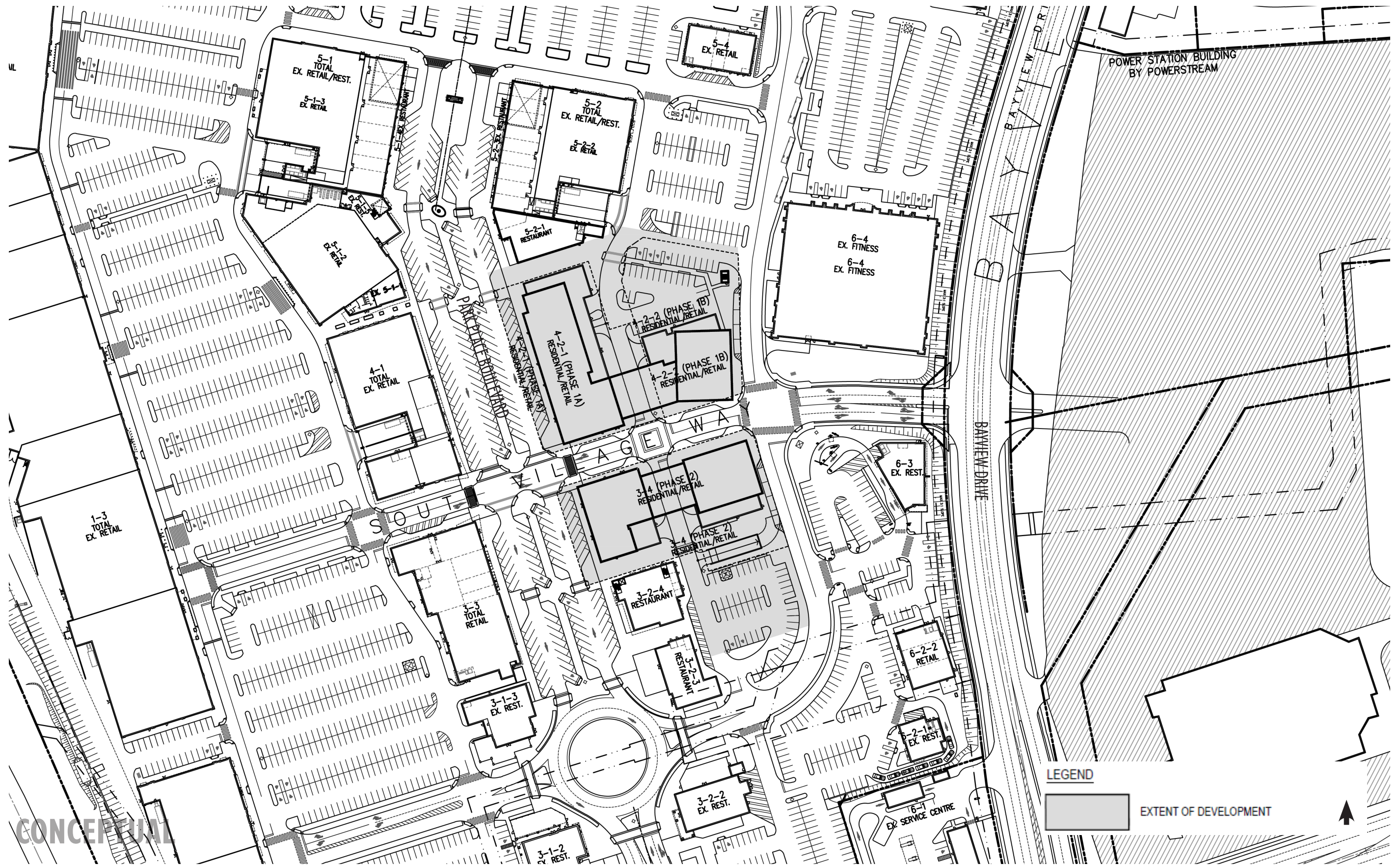
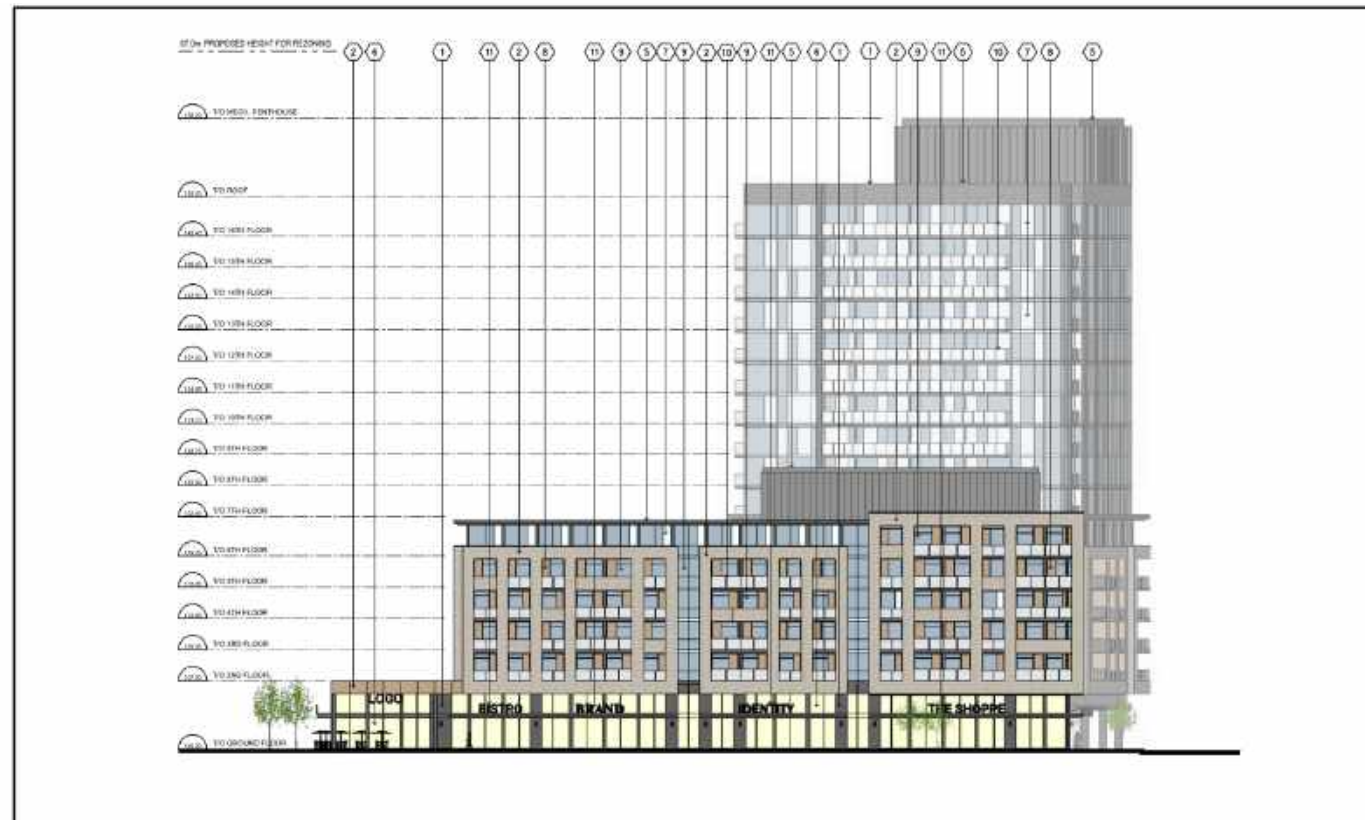


Figure 10. Site Plan



1 BUILDING A WEST ELEVATION
A.301 SCALE: 1:300

CONCEPTUAL



2 BUILDING A SOUTH ELEVATION
A.301 SCALE: 1:300

Figure 11. Building A Draft Elevations



Figure 12. Building B Draft Elevations

NEIGHBOURHOOD MEETING

4

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

A virtual Neighbourhood Meeting was held on Wednesday, February 9th, 2022 in which a presentation was given to introduce the development concept and proposed OPA and ZBA applications to the public.

Members of the public gave feedback in relation to the proposed development. Main themes arising from the Neighbourhood Meeting included the following:

- traffic and parking,
- unit type and pricing, and
- timing of development/construction.

It is anticipated that the materials submitted in support of this application provide the additional information necessary to address the comments and concerns brought forward by residents through the Neighbourhood Meeting.



PLANNING POLICY & ANALYSIS

5

4.1 Provincial Policy Statement (2020)

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

Section 1.1.1 of the PPS provides overarching policies for the development of healthy, liveable, and safe communities. These policies highlight the importance of accommodating for an appropriate mix of uses, while also providing efficient land use patterns. These policies also promote the integration of land-use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns that optimize transit investment, and minimizes land consumption, and minimize servicing costs.

The proposed development supports the Province’s goal of building healthy, liveable, and safe communities within the City of Barrie Primary Settlement Area. The proposed development seeks to integrate residential uses into an existing regional shopping destination (Park Place development). Facilitating mixed-use residential development on-site will allow for the integration of land-use planning, growth management, transit-supportive development, residential intensification, and infrastructure planning, thereby supporting efficient land use patterns. The proposed density and compact built form will also support the efficient use of land, infrastructure, services, and public facilities.

Settlement Areas

Section 1.1.3 of the PPS states policies for Settlement Areas, promoting the efficient use of land, resources, public service facilities, infrastructure, and transportation systems. Settlement Areas are stated as being the focus of growth and development (1.1.3.1). The subject lands are within the built-up area of the City of Barrie. The development efficiently uses the land, leverages the existing surrounding resources, infrastructure, and facilities, and is transit supportive (located adjacent to the Park Place transit hub), therefore aligning with Section 1.1.3.2. The proposal further aligns with the policies of the PPS as it provides for intensification within the existing built-up area, maintains a compact form, provides for a mix of uses, and brings new densities to the area (1.1.3.6), supporting the efficient use of land, infrastructure, and public service facilities.

Employment

Section 1.3 of the PPS speaks to employment. The PPS promotes economic development and competitiveness by providing an appropriate mix and range of employment opportunities, including mixed-uses, to meet long-term needs. It further promotes compact, mixed-use development that



incorporates compatible employment uses to support liveable and resilient communities, with consideration for the PPS housing policies in Section 1.4 of the PPS. The proposal supports economic development and competitiveness by introducing new commercial/retail uses that will contribute to the mix and range of employment uses (1.3.a) within the Park Place development. Furthermore, in alignment with Section 1.3.d, the proposed OPA and ZBA will permit compact, mixed-use residential development that incorporates compatible employment uses and has consideration for the housing policies of the PPS, as discussed below.

Housing

Section 1.4 of the PPS states policies for Housing with the goal of providing for an appropriate range and mix of housing options and densities in order to meet the current and future needs of residents. As stated in Section 1.4.3.c, new housing development should be directed to areas where there is existing or planned infrastructure and public service facilities. As stated in Section 1.4.3.d, new housing densities are promoted that can support the efficient use of land, resources, infrastructure, and where applicable support transit investments and transit infrastructure. The proposed OPA and ZBA seek to introduce and direct new housing to the Park Place development, where appropriate levels of infrastructure and public service facilities exist to support current and projected needs (1.4.3.c). The proposal demonstrates to be transit-supportive, providing high-density residential development adjacent to the Park Place transit hub (1.4.3.e). Overall, the proposed density offers housing in a compact form that supports the efficient use of land, resources, infrastructure, and public service facilities, while supporting

the use of active transportation and transit infrastructure (1.4.3.d).

Sewage, Water and Stormwater

Section 1.6 of the PPS speaks to Infrastructure and Public Service Facilities. Specifically, Section 1.6.6.2 and 1.6.6.4 note municipal sewage services and municipal water services as the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas, on existing municipal sewage services and municipal water services should be promoted, where feasible. Where Section 1.6.6.7 states that planning for stormwater management shall promote best practices, including attenuation, re-use, water conservation, and low impact development.

This development represents infill of an established master planned area. A Functional Servicing Study and Stormwater Management Analysis has been completed and submitted in support of the proposed applications to confirm that the proposed site revisions are in keeping with the master servicing plans for the area. The study concludes that the existing sewer and water supply systems can accommodate the increase in flows as a result of the proposed site revisions, without need for upgrades or modifications. It further notes that the existing SWM ponds and storm sewers are appropriately sized to accept major and minor system flows from the proposed development.

Transportation Systems & Transportation & Infrastructure Corridors

Section 1.6.7 of the PPS speaks to the provision of transportation systems. Land use and development patterns should be encouraged that minimize the length and number of vehicle trips, and support the use of transit and active transportation. Section 1.6.8 relates to transportation and infrastructure corridors. Transportation and infrastructure corridors shall be protected for current and future use and needs. New development proposed on adjacent lands to existing or planned corridors should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Reducing auto dependency is encouraged through the proposed development. Active transportation is encouraged as the proposed OPA & ZBA will introduce residential uses to support the mixed-use development of a regional shopping destination and in walking distance to a variety of services, amenities, and open spaces. Access to transit is provided through the adjacent Park Place transit hub, encouraging transit use. The site is designed to be high-density, mixed use, with a compact built form, to minimize the length and number of vehicle trips in consideration of the Highway 400 corridor. Through the above, the proposal seeks to provide development that makes efficient use of the existing transportation facilities, while supporting the development of future transit and active transportation infrastructure.

Long-Term Economic Prosperity

Section 1.7 focuses on how to achieve and support long-term economic prosperity. In adherence to the policies of Section 1.7, the proposal will facilitate high-density mixed-use residential development in order to respond to dynamic market-based needs while offering a range of housing options for a diverse workforce (1.7.1.b). The proposal optimizes the use of land, resources and infrastructure (1.7.1.c) and supports the continued viability and vitality of the Park Place development.

Energy Conservation, Air Quality and Climate Change

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

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

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

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

Settlement Areas

Similar to the PPS, the Growth Plan uses an intensification approach for development in Settlement Areas. Settlement Areas are identified as the focus of population and employment growth. Policy 2.2.1.2 provides that growth will be directed within settlement areas and focused in locations with existing or planned transit. Directing growth to these areas encourages the achievement of complete communities. Section 2.2.1.4 states complete communities as having a mix of land uses, housing options, a more compact built form, and convenient access to a range of transportation options, public service facilities, and safe and accessible open space.

The proposed development directs growth to the City of Barrie Primary Settlement Area and adjacent to the Park Place transit hub (2.2.1.2.a; 2.2.1.2.c). The proposed OPA and ZBA will permit mixed use residential and commercial development which will assist in achieving the population targets for the City as set out in through this policy and in Schedule 3 of the Growth Plan. The proposal supports the Growth Plan's intensification and mixed-use directives by introducing residential uses within the Park Place development that will utilize existing and planned infrastructure



and deliver new growth through a compact built form (2.2.1.2.3.c). Introducing residential uses to the Park Place development will also support the achievement of complete communities in providing housing options with convenient access to a plethora of local stores and services, as well as convenient access to a range of transportation options, public service facilities, and safe and accessible open spaces (2.2.1.4.d).

Delineated Built Up Areas

Section 2.2.2 of The Growth Plan directs municipalities to encourage intensification generally throughout built-up areas. A minimum of 50% of all residential development occurring annually within the City of Barrie is targeted to lie within the delineated built-up area. This proposal will offer a total of 475 residential units to be accommodated within the delineated built-up area in support of the minimum 50% target.

Section 2.2.2.3 provides that all municipalities will develop a strategy to achieve intensification within the delineated built up areas. Strategies include:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- The proposed development will facilitate residential intensification within an area where municipal services and infrastructure are suitable to support the growth proposed. Development is directed to lands where the introduction of residential uses supports mixed-use development and the achievement of a complete community, better accommodating

a range a mix of housing options. The subject lands are identified as a Strategic Growth Area within the new adopted City of Barrie Official Plan, identifying the lands a key focus for development.

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

- The Park Place development is well-suited to support the mixed-use residential development proposed, given the site's access to transit, access to shops and amenities, and connection to open spaces. The proposal has implemented mitigation measures such as step-backs, tower separation, and angular plane provisions to create a transition in built form to adjacent areas, with particular consideration for the pedestrian-scaled Retail Village.

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

- The proposed development is located within the delineated built up area of the City of Barrie. In addition, the lands are identified within the new adopted City of Barrie Official Plan as lying within a Strategic Growth Area, where high levels of intensification and higher densities are planned to evolve.

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

- The current zoning does not maximize upon the potential of the site to contribute to the achievement of complete communities. The application represents an opportunity to align the zoning of the lands with provincial policy directing growth to lands with access to existing infrastructure, public transportation, and where development can support the achievement of complete communities.

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

- The proposal will utilize the existing infrastructure in the area.

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

- An Official Plan Amendment is required to facilitate mixed-use development on-site. The adopted new Official Plan for the City of Barrie and other supporting documents encourage development such as the proposed development.

Employment

The policies of Section 2.2.5 seek to ensure that economic development and competitiveness in the GGH is promoted through land use planning. It encourages the integration and alignment of land use planning and

economic development to retain and attract investment and employment. It states that the retail sector will be supported by promoting compact built form and intensification of retail and service areas, to encourage the integration of those uses with other land uses and to support the achievement of complete communities. The proposed OPA and ZBA will support the retail sector by facilitating mixed-use residential development that will support the achievement of a complete community within the Park Place development (2.2.5.15). Integrating high-density, compact residential uses with compatible retail and service uses will support the viability and longevity of this regional shopping centre by attracting more than just the destination shopper.

Housing

Housing policies stated in Section 2.2.6 seek to meet the needs of current and future residents through the provision of a range and mix of housing types and densities, contributing to a more diverse housing stock. The housing policies seek to provide complete communities while also supporting the minimum intensification and density targets set out in the Growth Plan and Local Municipal Plans. As stated in Section 2.2.2.1, the minimum intensification target for the City of Barrie is a minimum of 50% of all residential development occurring annually within the delineated built-up area.

In aligning with the goals and policies stated in the Growth Plan, the proposed development brings new housing options in a high-density, compact built form that will contribute to the range and mix of housing types and densities in the area (2.2.6.b). The proposed development encourages complete communities by providing a mix of residential and commercial uses, anchored by a regional shopping destination with access to a range of transportation options. Furthermore, the proposal incorporates a mix of unit sizes to accommodate a diverse range of household sizes and incomes, while diversifying the overall housing stock of the City (2.2.6.3; 2.2.6.d).

Water and Wastewater Systems

Section 3.2.7.2 provides guidance for stormwater management strategies for proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, or site plan. It states that the development will be supported by a stormwater management plan or equivalent, that:

- a) is informed by a subwatershed plan or equivalent;
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d) aligns with the stormwater master plan or equivalent for the

settlement area, where applicable.

This development represents infill of an established master planned area. A Functional Servicing Study and Stormwater Management Analysis has been completed and submitted in support of the proposed applications to confirm that the proposed site revisions are in keeping with the master stormwater plans for the area. The study concludes that the existing SWM ponds and storm sewers are appropriately sized to accept major and minor system flows from the proposed development. Additional stormwater infrastructure will be provided as part of the proposal development to ensure appropriate treatment and phosphorus loads.

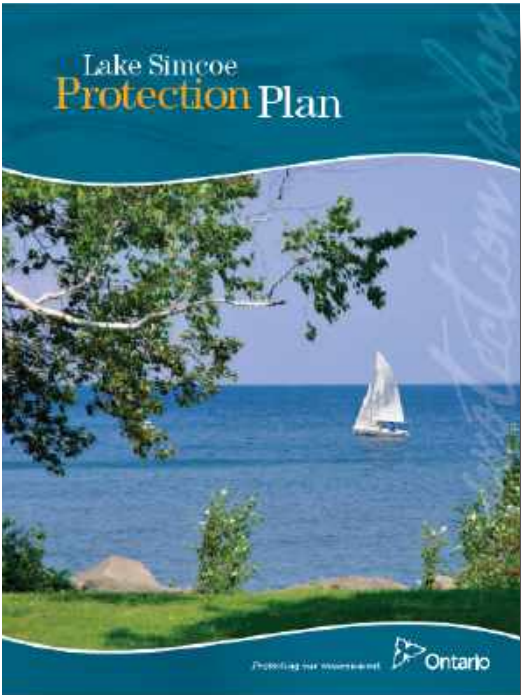
Simcoe Sub-Area

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

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



Figure 13. Schedule 8 - Simcoe Sub-Area



Growth Plan.

4.3 Lake Simcoe Protection Plan

The subject lands are within the Lake Simcoe Protection Watershed boundary and are therefore subject to the policies in the Lake Simcoe Protection Plan (LSPP). A portion of the subject lands are also within the Lake Simcoe Region Conservation Authority (LSRCA) regulated area, including woodlands and Lovers Creek.

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

The proposed development has proceeded with a Pre-Consultation Meeting with the City, which took place on March 4, 2021. Based on conversations and comments provided by the LSRCA the following reports and studies have been prepared in adherence with the LSPP:

- Functional Servicing Report
- Stormwater Management Report
- Phosphorus Budget
- Hydrogeological Report
- Geotechnical Report

The proposed development demonstrates further adherence to the LSPP as it relates to the following policies:

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

- a. consistency with stormwater management master plans prepared under policy 4.5, when completed;
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;
- c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;
- d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and
- e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

Comment: The proposed development constitutes major development as defined by the LSPP, as the construction of a building within a ground floor area of 500 m² or more. A Functional Servicing Study and Stormwater Management Analysis has been prepared in support of these applications, to confirm that the proposed site revisions are in keeping with the master servicing plans for the area. The report reviews the potential impacts of the proposed site revisions in relation to the master servicing plans, and provide measures for how changes shall be minimized to support the ecological and hydrologic integrity of Lake Simcoe.

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

4.4 The City of Barrie Official Plan (2018)

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

within the Simcoe Sub-Area.

The lands are designated 'General Commercial' in the City's Official Plan (Schedule A) and identified as lying within Defined Policy Area R (Schedule C).

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

- 3.1 — Growth Management
- 3.3 — Housing (including Affordable Housing Policies)
- 3.5 — Natural Heritage, Natural Hazards and Resources
- 3.7 — Energy Conservation and Renewable Energy Systems
- 3.9 — Lake Simcoe Protection Plan
- 4.3 — General Commercial
- 5.0 — Servicing and Transportation
- 6.5 — Urban Design Guidelines
- 6.6 — Tall Buildings

Community Context - Assumptions

Section 2.3(d) states that there will be a growing need to provide higher residential densities which are more cost effective, energy efficient, and environmentally sustainable than past development in the City. Barrie's new housing stock will continue to include a growing share of multi-unit development at medium and high densities to provide a complete range of housing options for the City's residents. Intensification is identified as an essential component of Barrie's growth management strategy to minimize infrastructure requirements and utilize existing services.

The proposal accommodates high residential densities that will make efficient use of the land, resources, and infrastructure of the Park Place development, while supporting better utilization of existing municipal infrastructure including transit, parks, and schools. Accommodating for multi-unit development will support a complete range of housing options and diversify the area's housing stock. The proposal aligns with the City's growth management strategy by providing compact and efficient residential intensification that will head mixed-use residential development within the Park Place development to minimize infrastructure requirements and utilize existing services.

Growth Management

Section 3.1.1 outlines the growth management goals of the Official Plan, which aim to accommodate the projected residential, employment and other needs in order to achieve complete communities. The goals also aim to direct growth to areas that can take advantage of existing services and infrastructure. The goals aim to provide for a mix of uses while ensuring that increased densities can appropriately be accommodated.

The proposal represents an opportunity to accommodate mixed-use



residential development that can be anchored by the Park Place regional shopping centre. The lands are a prime location to accommodate forecasted growth given the municipal services and facilities available, including access to transit. The development proposal assists the City in meeting its intensification and density targets.

Section 3.1.2.3 outlines density considerations for growth management. Section 3.1.2.3(b) states that a minimum of 40% of new residential development shall be directed within the built-up area. The section further states through Section 3.2.1.3(d) that of the 13,500 housing units that can be accommodated within the built-up area, approximately 61% (8,235 housing units) are to be accommodated on lands outside of the Urban Growth Centre, such as the subject lands. Section 3.2.1.3(f) notes that residential densities will be used to support the efficiency and viability of existing transit services. The proposal would assist the City of Barrie in meeting the 40% minimum intensification target, providing 475 residential units within the built-up area. The proposal would provide a residential density of 115 units per net hectare to support the efficiency and viability of existing transit services.

Housing

Section 3.3 states the goals and policies on housing for the City of Barrie Official Plan. Section 3.3.1 outlines the goals for housing, which seeks to promote building designs and densities for new housing that efficiently uses land, resources, infrastructure, and public services while supporting safe and vibrant pedestrian and cyclist-friendly streetscapes. The goals of Section 3.3.1 also seek to direct the development of new housing towards locations

where appropriate levels of infrastructure and public services will be able to support current and future populations. Section 3.3.1 also notes that a mix of land uses and housing types is encouraged to ensure the development of complete communities.

The development concept includes a range of dwelling sizes to accommodate a range of household sizes, ages and incomes, providing greater options for those looking to enter the City of Barrie housing market. The development has been designed to be compact which efficiently uses land and infrastructure and be active transportation friendly. These are all aspects which contribute to a complete community.

Section 3.3.2.1(a) encourages the maintenance of reasonable housing costs by promoting all forms of housing and directs that the Zoning By-law be amended to allow for innovative housing where it is shown to represent good land use planning principles. Revitalization and intensification throughout the built-up area is also encouraged so long as it is compatible and satisfies the targets of the Plan.

The proposal represents innovative planning and adheres to the principles of good planning by accommodating for residential intensification that is anchored by the Park Place regional shopping centre and the Park Place transit hub. The proposal thereby demonstrates an appropriate mix of land uses and a range of household sizes through a compact form, that can maximize the efficient use of the lands, infrastructure, and surrounding amenities. A revision to the site specific special provisions for Park Place development would therefore permit such development that helps the City maintain a healthy supply of land designated for residential use without encumbrances and with respect for the surrounding context.

Section 3.3.2.1(b) of the Official Plan states that the City shall support programs and policies encouraging a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles.

The proposal intends to provide a wide range of housing opportunities through the provision of a mix of unit types, in order to support identified housing needs. A mix of unit types will accommodate a diverse range of household sizes and incomes in accordance with good land use planning principles and in accordance with the City of Barrie's housing strategy.

Section 3.3.2.1(c) of the Official Plan states that the review process for intensification applications within the built up area will consider the existing and planned character and lot fabric of the areas, in addition to the intensification and density targets of the Official Plan.

The proposed development has regard for the existing and planned character of the Park Place development. The proposal is situated interior to the Park Place development, adjacent to the Retail Village uses, to support the development of compact, mixed use built form that is conducive to the achievement of complete communities. The proposal provides 475 residential units to support in the achievement of the 40% minimum intensification target within the City's built-up area. An important consideration to the following plan is its ability to achieve greater densities while leveraging the existing, underutilized land and infrastructure within the Park Place development.

Land Management

Section 3.5.2.2 supports tree planting, preservation, and conservation initiatives so as to maintain vegetation cover. The site is subject to site specific performance standards that detail landscaping, tree planting, and vegetated buffers through 'Defined Policy Area R' and the 'General Commercial (C4)(SP-304)' zone. It is the intent of the proposal to maintain the site specific performance standards that currently exist to maintain compatibility with the Park Place development. Landscaping Drawings have been submitted in support of these applications to demonstrate how the proposal will accommodate for tree planting and landscaping in a manner that is appropriate to the context while supporting integration of mixed-use residential development into the Park Place lands.

Energy Conservation & Renewable Energy Systems

Section 3.7 provides goals and policies to support energy conservation and the use of renewable energy systems. Section 3.7.2.1(a) provides that it is a policy of the City to promote a compact urban form that supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality. The compact form of the proposed mixed-use development will support active transportation as a means to access the nearby amenities, while access to an existing transit hub will support transit use. Both active transportation and transit use will support reduced energy consumption and improved air quality.

Lake Simcoe Protection Plan

Section 3.9 offers alignment with the policies and objectives of the Lake Simcoe Protection Plan. The review of the LSPP in relation to the proposal is provided in Section 4.3 of this Report.

General Commercial

Section 4.3.2.5 provides policies to guide development on lands designated 'General Commercial'. The intent of these policies is to provide a range of retail and service commercial uses that are easily accessible to the travelling public and connected to points within and beyond the City through a variety of transportation modes, including public transit and active transportation. In

addition to retail and service commercial uses, residential uses are permitted through the ‘General Commercial’ designation in conjunction with at-grade commercial or office uses. It is the intent of the proposed OPA and ZBA to facilitate mixed-use residential development that meets the intent of the ‘General Commercial’ designation, while having regard for the site specific policies provided through ‘Defined Policy Area R’, as discussed below.

Defined Policy Area [R]

Section 4.8.9 identifies site specific policies for ‘Defined Policy Area R’. ‘Defined Policy Area R’ was implemented through OPA No. 22, which facilitates mixed-use development within the Park Place development. ‘Defined Policy Area R’ includes a wide range of employment uses (i.e., retail, office, hotel, service commercial) as well as a Retail Village with a central boulevard to support a pedestrian friendly shopping area and lifestyle centre. Residential uses were not contemplated for ‘Defined Policy Area R’ through the passing of OPA No. 22. It is the intent of the proposed OPA to introduce mixed-use residential development to Defined Policy Area R with respect for the City’s growth strategy, new Provincial policy directives for growth and development, as well as providing consideration for the intent of the City’s new adopted Official Plan.

Servicing & Infrastructure

Section 5.1 outlines policies for the appropriate development of servicing infrastructure, including but not limited to municipal sanitary and storm sewers, municipal water, electrical, and other utilities. In alignment with the goals and policies of this section, the proposal intends to provide for intensification on existing municipal water, sewage, and storm services, with the intent of ensuring that growth and redevelopment take place in an efficient, cost effective, and environmentally sound manner. A FSR has been submitted in support of this application to demonstrate further adherence to the goals and policies of this Section, including analyses to confirm that the proposal can be accommodated for through the existing servicing mains.

Section 5.2 seeks to ensure development is provided in a manner that maintains the efficient and sustainable use of water resources. In alignment with the goals and policies of this section, the proposal provides for intensification which is serviced by municipal water and sanitary sewers, contributing to greater efficiencies within these systems and minimizing waste.

Section 5.3 looks to ensure development has appropriate regard for stormwater management. Section 5.3.1 outlines the City’s goal in this regard, and include: the protection of watercourses and water quality; controlling flooding, sedimentation and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces.

Section 5.3.2.2 requires the preparation of a stormwater management plan in support of major developments demonstrating conformity with the policies of Section 5.3.2.2 and design criteria in Section 5.3.2.3. A Functional Servicing Study and Stormwater Management Analysis has been submitted in support of this application, which demonstrates that the existing SWM ponds and storm sewers are appropriately sized to accommodate and accept major and minor system flows from the proposed development. Additional stormwater infrastructure will be provided as part of the proposal development to ensure appropriate treatment and phosphorus loads.

Section 5.4 contains the City’s transportation policies. Section 5.4.1 provides the goals for the City’s transportation system, which includes providing safe, efficient and convenient movements; the promotion of healthy communities, active living and energy efficiency; and developing Intensification Areas at densities which are transit supportive and provide linkages to major transportation hubs and routes.

The proposal seeks to provide safe, efficient, and convenient movement, by providing for development within the Park Place lands, where places to work, shop, and play are easily accessible and in proximity to the site. The density proposed supports a pedestrian-oriented environment, lending to active living, energy efficiency, and the promotion of healthy communities. The proposed density of the site demonstrates to be transit-supportive, being adjacent to the Park Place transit hub.

Section 5.4.2.2 directs that development have consideration for Highway 400 and adjacent arterial (Mapleview Drive East) and major collector (Bayview Drive) roads. Consultation with MTO is anticipated throughout the process to ensure minimized impact to Provincial Highway 400. With respect for the adjacent arterial and major collector roads, the proposal will utilize the existing access points, as discussed in detail through the TIS submitted in support of these applications. The proposal offers a density that is transit and active transportation supportive, to further reduce vehicle trips and impact to the surrounding road network.

Section 5.4.2.3 promotes the use of existing and the development of new public transit where possible to link communities in the interest fiscal responsibility, energy conservation and environmental protection. Higher density development is encouraged to locate near public transit routes and provide pedestrian connections. Section 5.4.2.4 promotes pedestrian and bicycle connections throughout large-scale new developments. The development proposal is fiscally responsible, energy efficient and supportive of many transportation alternatives to the private car. For the above stated reasons, the proposal conforms to the general intent of the City of Barrie’s Official Plan.

Parkland Dedication

Policy 6.4.(a) states:

“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.”

Through the master planned development of Park Place, significant parkland contribution was made in adherence with Policy 6.4(a), including the conveyance of 22 acres of land, the rehabilitation of Lovers Creek in the amount of \$1.6 million, and the dedication approximately 4 acres of land for the establishment of a Dog Off-leash Recreation Area. No further parkland should be required.

Urban Design Guidelines

Section 6.5 of the Official Plan provides Urban Design Guidelines to provide a framework for the development and maintenance of a healthy, safe, convenient, efficient, and aesthetically pleasing urban environment. A separate Urban Design Report has been submitted along with this application. Details regarding the policies and goals of the Official Plan with respect to Urban Design are within the report which should be read in conjunction with this report.

Tall Buildings and Height Control

Section 6.6. of the Official Plan provides policies and guidelines applicable to any building proposed to be greater than three (3) storeys in height. A separate Urban Design Report has been submitted along with this application. Details regarding the policies and goals of the Official Plan with respect to Tall Buildings are within the report which should be read in conjunction with this report.

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

AFFORDABLE HOUSING

5

The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach to much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue. Below is a review of the City's affordable housing objectives as they apply to the development proposal.

Section 3.3.2.2 of the Official Plan contains the City's affordable housing policies, they are as follows:

a) 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.

b) Low, medium and high-density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.

c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.

d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan.

The City of Barrie Affordable Housing Strategy notes that consideration of the City of Barrie Official Plan policies is just one of many avenues to support affordable housing initiatives for the City. Overall, the Official Plan encourages the production of affordable housing by promoting an appropriate range of housing types, sizes, affordability and tenures. This also sits in alignment with Implementation Recommendation 3.7 - New Development from the City of Barrie Affordable Housing Strategy.

The proposal seeks to provide a range of housing sizes and affordabilities. The proposed buildings are anticipated to be developed with various unit sizes to support a range of incomes and housing sizes. The proposed density lends itself to facilitate affordable housing units(3.3.2.2(b)). The development is in close proximity to shops, community facilities and public transit routes, all which further support both high density housing and specifically affordable housing units (3.3.2.2(c)). The proposed development will increase the overall attainable housing stock for the City of Barrie.

SUPPORTING STUDIES

6

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

5.1 Urban Design Brief

The Urban Design Brief, prepared by Innovative Planning Solutions, dated April 2022 is provided as addendum to the Park Place 2005 Urban Design Guideline. This Urban Design Report has been developed to guide urban design relative to the proposed development, to demonstrate consistency with the objectives of the City's directives. The Brief addresses issues relating to: land use, built form, building placement and siting, high quality design and materials, streetscape, landscaping, walkability, and pedestrian-scale among others. It concludes that the proposal is well aligned with the City's urban design directives. Please refer to the Brief for details.

5.2 Functional Servicing Report and Stormwater Management Report

A Functional Servicing Study and Stormwater Management Analysis, prepared by Sabourin Kimble & Associates, dated March 2022, was completed in support of these applications. The study acknowledges that the subject site will be subject to the guidelines set out in the approved Stormwater Management Analysis and Preliminary Servicing Study (PSS) prepared by Sabourin Kimble and Associates Ltd. for the Park Place Development dated July 2003 and updated December 2007, and the approved Interim stormwater management facility (SWM Pond C) design in the Park Place Development — Phase 1 SWM Brief prepared by Sabourin Kimble and Associates Ltd. dated August 2007 and revised February 2008. This study details the proposed servicing solutions, summarized as follows:

Water Supply and Distribution

The site will be serviced by a combination of fire and domestic watermain with connections to the existing water distribution system surrounding the site. A Water System Analysis was completed by Hydratek & Associates and concluded that there is sufficient capacity to support the site revisions without further upgrades or modifications to the existing water supply network. Water service sizes and locations will be confirmed by the building's mechanical engineer.

Sanitary Sewer Collection

The development will be serviced by an existing sanitary sewer system which outlets to the existing trunk sanitary sewer east of Bayview Drive. The existing sewers are appropriately sized to accommodate the increase in sanitary flows from the proposed site revisions.

Stormwater Management Plan

The site will be serviced by two distinct existing storm sewer systems based on the existing site drainage divide. Most of Phase 1 drains to the north where storm drainage will be conveyed to the existing SWM Pond C. The remainder of the site, including Phase 2, drains to the south-east where storm drainage will be conveyed to the existing SWM Pond A. Both facilities provide 2 year-100 year water quantity controls and MOE Enhanced Protection Level 1. The existing SWM ponds and storm sewers are appropriately sized to accept major and minor system flows from the entire subject site.

Grading and Drainage

The site will be graded for residential and retail use, satisfying current City of Barrie grading criteria, meeting boundary conditions and respecting drainage boundaries.

5.3 Wind Study

A Pedestrian Level Wind Impact Study was completed by Gradient Wind, and submitted in support of this application. The study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to receive conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks, surface parking lots, building access points, and the pocket parks are considered acceptable.
- 2) Conditions over the elevated amenity terraces serving the proposed development are predicted to be suitable for sitting during the typical use period of late spring through early autumn, which is considered acceptable.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

5.4 Landscape Plan

A Landscape Plan has been prepared by Studio TLA, dated April 2022, and submitted in support of the applications. The intent of the Landscape Drawings is to ensure appropriate consideration for the plantings, buffering, and streetscaping required to ensure alignment with the principles of good urban design and with respect for the City of Barrie's Tree Protection/Preservation requirements and Engineering Standards. Please refer to the

drawing set for details.

5.5 Shadow Study

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

CONCLUSION



This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Official Plan and Zoning By-law Amendments seek to revise 'Defined Policy Area R' and the 'General Commercial (C4)(SP-304)' zone in order to introduce residential development within the Park Place development, to support the achievement of a complete community and to maximize the use of existing infrastructure including the Park Place transit hub. The proposal will result in approximately 72,927m² of gross floor area (GFA), 7,385m² of landscape/amenity area and 2,346m² of retail/commercial GFA.

The proposal represents an opportunity to provide mixed-use residential development that can be anchored by the Park Place development. Introducing medium-density, high-density, and compact mixed-use residential development will allow Park Place to evolve as a mixed-use district and complete community that is pedestrian-friendly and transit-supportive. The proposal will assist the City of Barrie in achieving its targets for population growth, new housing units, jobs and employment. The proposal is directed to a location where growth and development are functional and appropriate, making efficient use of existing infrastructure and lands, in a manner that will support the longevity of the Park Place regional shopping destination.

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed applications will support development that:

- is consistent with the applicable policies of the Provincial Policy Statement 2020;
- conforms with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conforms with the applicable policies of the Lake Simcoe Protection Plan;
- conforms with the applicable policies of the City of Barrie Official Plan (Office consolidation - January 2018);
- complies with City of Barrie Zoning By-law (Office consolidation - January 2020);
- does not contain, adjoin or impact significant cultural heritage / archaeological resources; and
- does not contain, adjoin or are impacted by any natural or human-made hazards.

For the preceding reasons, the proposed development represents good planning in the public interest.

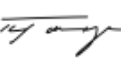
As such, it is respectfully requested that the City of Barrie approve the Official Plan and Zoning By-law Amendments.

Respectfully submitted,

Innovative Planning Solutions



Darren Vella, MCIP, RPP
President & Director of Planning



Karla Tamayo, M.Pl.
Intermediate Planner



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PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT


NorthAMERICAN
DEVELOPMENT GROUP

PETROFF

STUDIO **tla**

APPENDIX 1 – SITE PLAN



PROPOSED MULTI UNIT RESIDENTIAL INTENSIFICATION DEVELOPMENT PARK PLACE, BARRIE

NORTH AMERICAN DEVELOPMENT GROUP

ARCHITECTURAL DRAWING LIST

A000	COVER SHEET
A001	DEVELOPMENT STATISTICS
A101	CONTEXT PLAN
A102	BLOCK PLAN
A103	SITE PLAN
A301	ELEVATIONS - PHASE 1A & 1B
A302	ELEVATIONS - PHASE 1A & 1B
A303	ELEVATIONS - PHASE 2
A401	BUILDING SECTIONS - PHASE 1A & 1B
A402	BUILDING SECTIONS - PHASE 2

CONSULTANTS LIST

PLANNING CONSULTANTS
R.G. RICHARDS & ASSOCIATES
6163 PEBBLEWOODS DR.
GREELY, ONTARIO K4P 0A1
TEL: 416-219-5122

ARCHITECT
PETROFF PARTNERSHIP ARCHITECTS
260 TOWN CENTRE BLVD. SUITE 300
MARKHAM, ONTARIO L3R-8H8
TEL: 905-470-7000

PLANNING CONSULTANTS
IPS CONSULTING INC.
647 WELHAM RD., SUITE 9
BARRIE, ONTARIO L4N 0B7
TEL: 705-812-3281

LANDSCAPE ARCHITECTS
STUDIO TLA
20 CHAMPLAIN BLVD., SUITE 102
TORONTO, ONTARIO M3H 2Z1
TEL: 416-638-4911

SITE SERVICES & GRADING ENGINEERS
SABOURIN KIMBLE & ASSOCIATES LTD.
110 OLD KINGSTON RD.
AJAX, ONTARIO L1T 2Z9
TEL: 905-426-9451

TRANSPORTATION ENGINEER
BA CONSULTING GROUP
45 ST. CLAIR AVE. WEST, SUITE 300
TORONTO, ONTARIO M4V 1K9
TEL: 416-961-7110

ELECTRICAL ENGINEER
HAMMERSCHLAG & JOFFE INC.
43 LESMILL ROAD
NORTH YORK, ONTARIO M3B 2T8
TEL: 416-444-9263

COVER SHEET

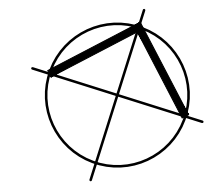
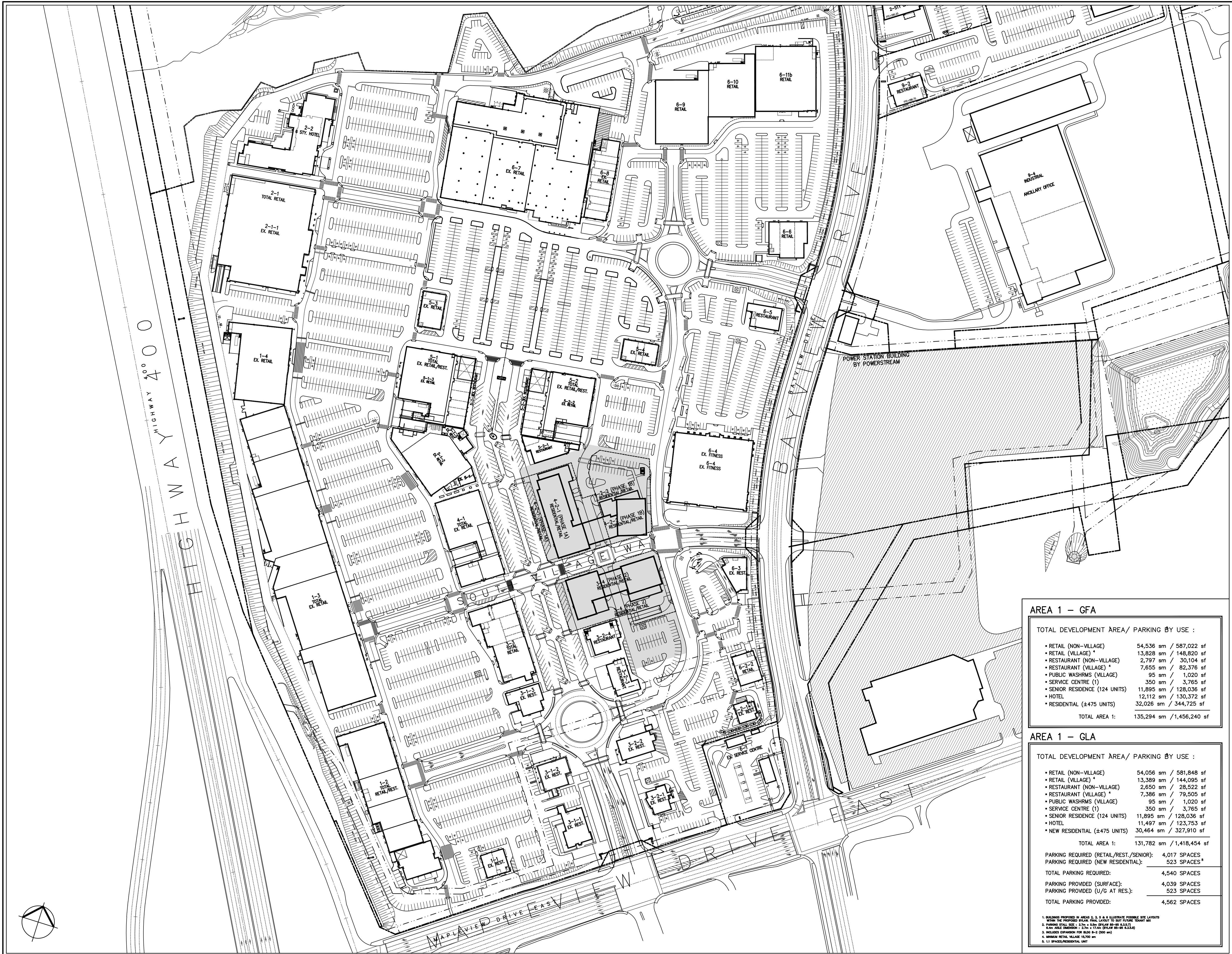
SCALE: AS NOTED

**PROPOSED MULTI-UNIT
RESIDENTIAL DEVELOPMENT
PARK PLACE BARRIE**
100 MAPLEVIEW DRIVE EAST, BARRIE, ON
FOR: NORTH AMERICAN DEVELOPMENT GROUP

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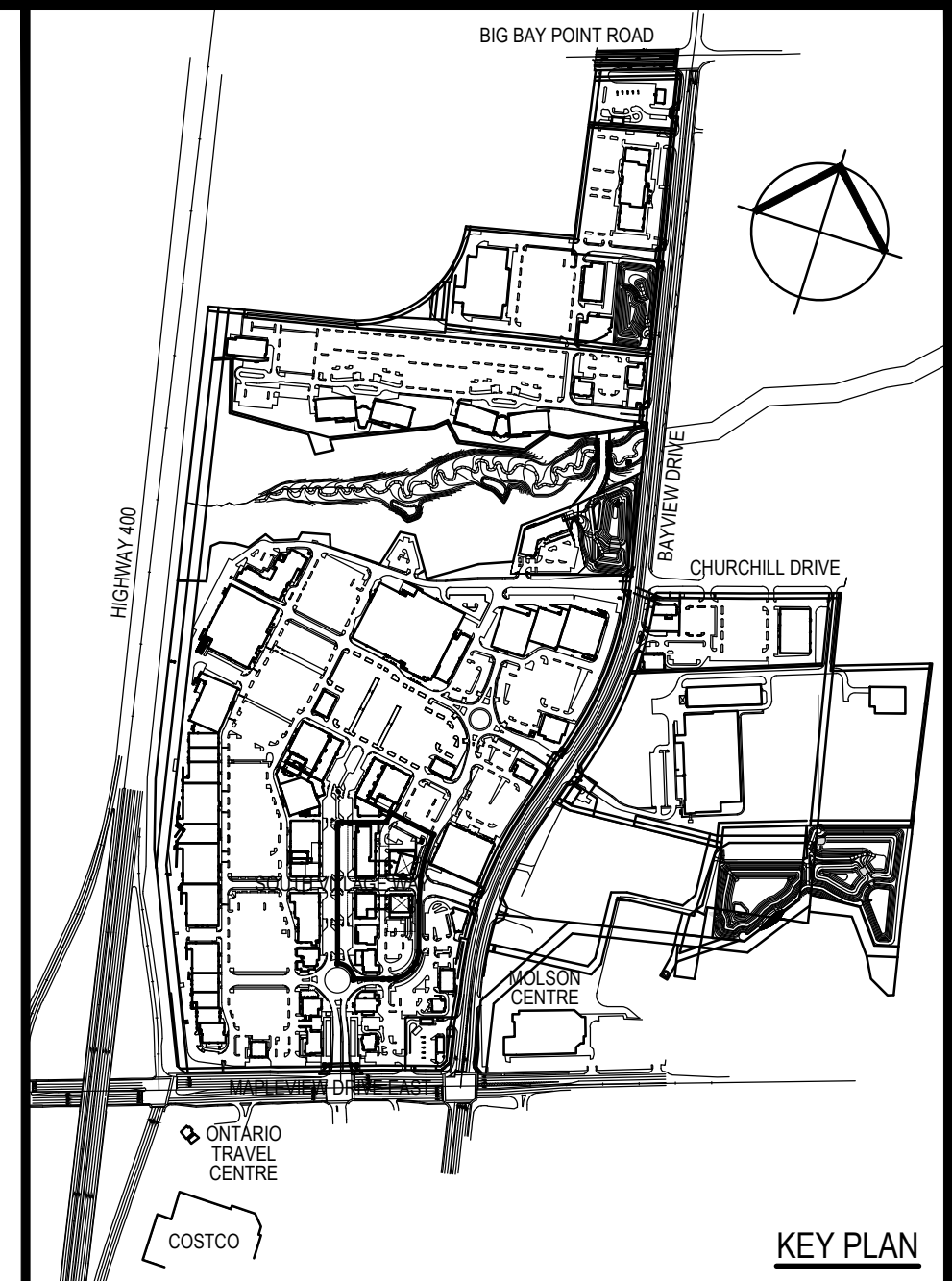


1 CONTEXT PLAN
A101 SCALE: 1:1000

AREA 1 – GFA		
TOTAL DEVELOPMENT AREA/ PARKING BY USE :		
• RETAIL (NON-VILLAGE)	54,536 sm	/ 587,022 sf
• RETAIL (VILLAGE) *	13,828 sm	/ 148,820 sf
• RESTAURANT (NON-VILLAGE)	2,797 sm	/ 30,104 sf
• RESTAURANT (VILLAGE) *	7,655 sm	/ 82,376 sf
• PUBLIC WASHRMS (VILLAGE)	95 sm	/ 1,020 sf
• SERVICE CENTRE (1)	350 sm	/ 3,765 sf
• SENIOR RESIDENCE (124 UNITS)	11,895 sm	/ 128,036 sf
• HOTEL	12,112 sm	/ 130,372 sf
• RESIDENTIAL (±475 UNITS)	32,026 sm	/ 344,725 sf
TOTAL AREA 1:	135,294 sm	/ 1,456,240 sf

AREA 1 – GLA		
TOTAL DEVELOPMENT AREA/ PARKING BY USE :		
• RETAIL (NON-VILLAGE)	54,056 sm	/ 581,848 sf
• RETAIL (VILLAGE) *	13,389 sm	/ 144,095 sf
• RESTAURANT (NON-VILLAGE)	2,650 sm	/ 28,522 sf
• RESTAURANT (VILLAGE) *	7,386 sm	/ 79,505 sf
• PUBLIC WASHRMS (VILLAGE)	95 sm	/ 1,020 sf
• SERVICE CENTRE (1)	350 sm	/ 3,765 sf
• SENIOR RESIDENCE (124 UNITS)	11,895 sm	/ 128,036 sf
• HOTEL	11,497 sm	/ 123,753 sf
• NEW RESIDENTIAL (±475 UNITS)	30,464 sm	/ 327,910 sf
TOTAL AREA 1:	131,782 sm	/ 1,418,454 sf
PARKING REQUIRED (RETAIL/REST./SENIOR):	4,017 SPACES	
PARKING REQUIRED (NEW RESIDENTIAL):	523 SPACES*	
TOTAL PARKING REQUIRED:	4,540 SPACES	
PARKING PROVIDED (SURFACE):	4,039 SPACES	
PARKING PROVIDED (U/G AT RES.):	523 SPACES	
TOTAL PARKING PROVIDED:	4,562 SPACES	

1. BUILDINGS PROPOSED IN AREAS 2, 3, 4 & 5 ILLUSTRATE POSSIBLE SITE LAYOUTS WITHIN THE PROPOSED DEVELOPMENT FINAL LAYOUT TO BEAT FUTURE TOWNHALL ASK
2. PARKING SPACES: 0.2% + 0.5% OFF-ROAD + 0.5% ON-ROAD + 0.5% ON-ROAD
3. INCLUDES EXPANSION FOR ROAD 8-2 (200 m)
4. MINIMUM RETAIL VILLAGE (10,000 m)
5. 1:1 SPACES/RESIDENTIAL UNIT



LEGAL DESCRIPTION
LOTS 7, 8 AND 9, CONCESSION 12, (GEOGRAPHIC TOWNSHIP OF INNISFIL), CITY OF BARRIE, COUNTY OF SIMCOE

LEGEND
EXTENT OF DEVELOPMENT

NO.	REVISIONS	DATE	BY
3	ISSUED FOR OPA & ZBA	APR.15.2022	OH
2	ISSUED FOR COORDINATION	MAR.15.2022	OH
1	ISSUED FOR COORDINATION	FEB.11.2022	OH

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CONTEXT PLAN

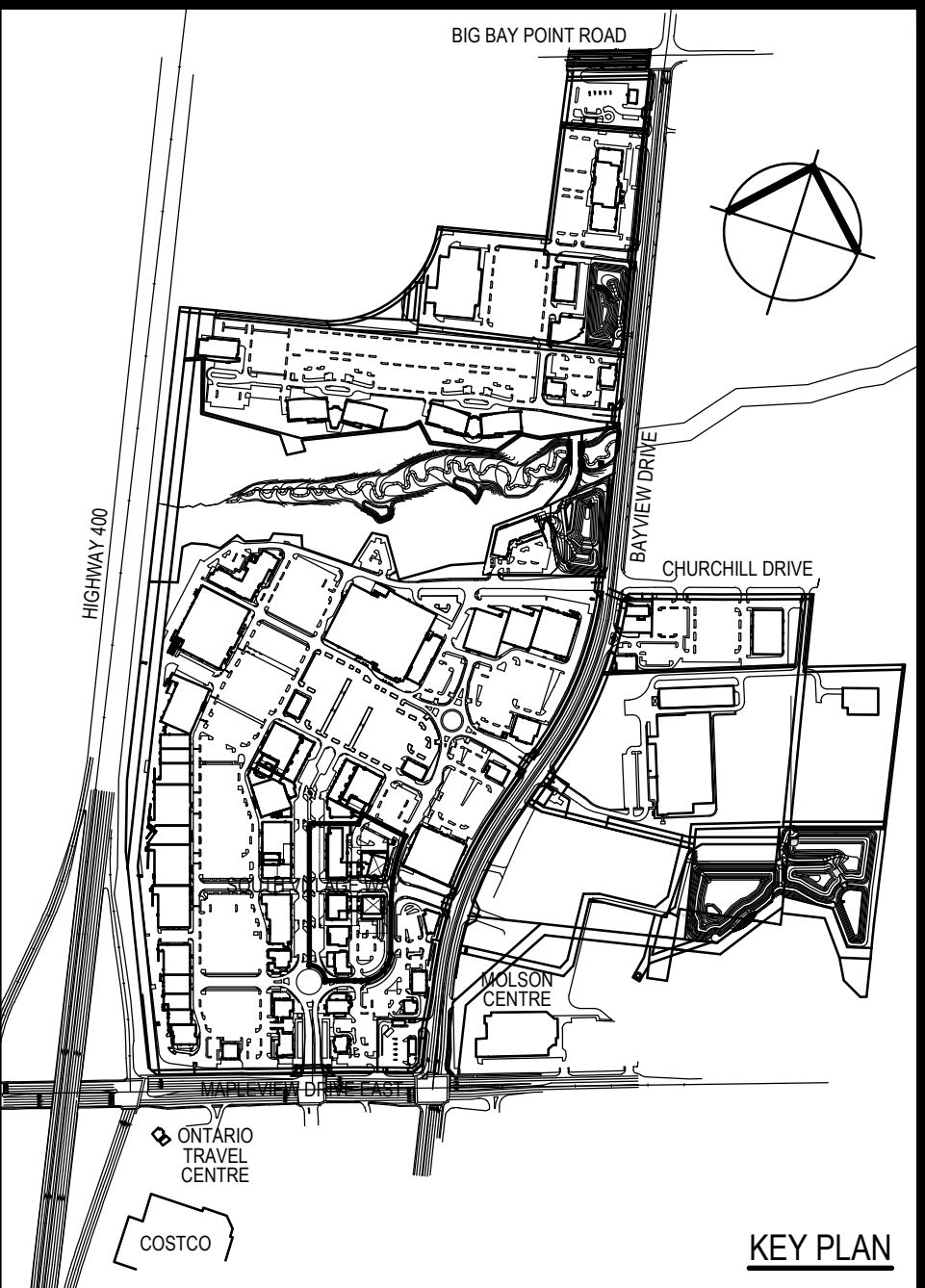
PROPOSED MULTI-UNIT
RESIDENTIAL DEVELOPMENT
PARK PLACE BARRIE
100 MAPLEVIEW DRIVE EAST, BARRIE, ON
FOR: NORTH AMERICAN DEVELOPMENT GROUP

PETROFF
PETROFF PARTNERSHIP ARCHITECTS
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MARKHAM, ON L3R 8H8
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CHECKED BY:	AH	DWG. NO.	A101
DATE:			
ISSUED:			



1 BLOCK PLAN
A102 SCALE: 1:500



LEGAL DESCRIPTION
LOTS 7, 8 AND 9, CONCESSION 12, (GEOGRAPHIC TOWNSHIP OF INNISFIL), CITY OF BARRIE, COUNTY OF SIMCOE

- LEGEND**
- EXTENT OF DEVELOPMENT
 - PHASE 1A & 1B SUBJECT BUILDINGS
 - PHASE 2 SUBJECT BUILDINGS
 - EXTENT OF UNDERGROUND PARKING

3	ISSUED FOR OPA & ZBA	APR.15.2022	OH
2	ISSUED FOR COORDINATION	MAR.15.2022	OH
1	ISSUED FOR COORDINATION	FEB.11.2022	OH

NO.	REVISIONS	DATE	BY
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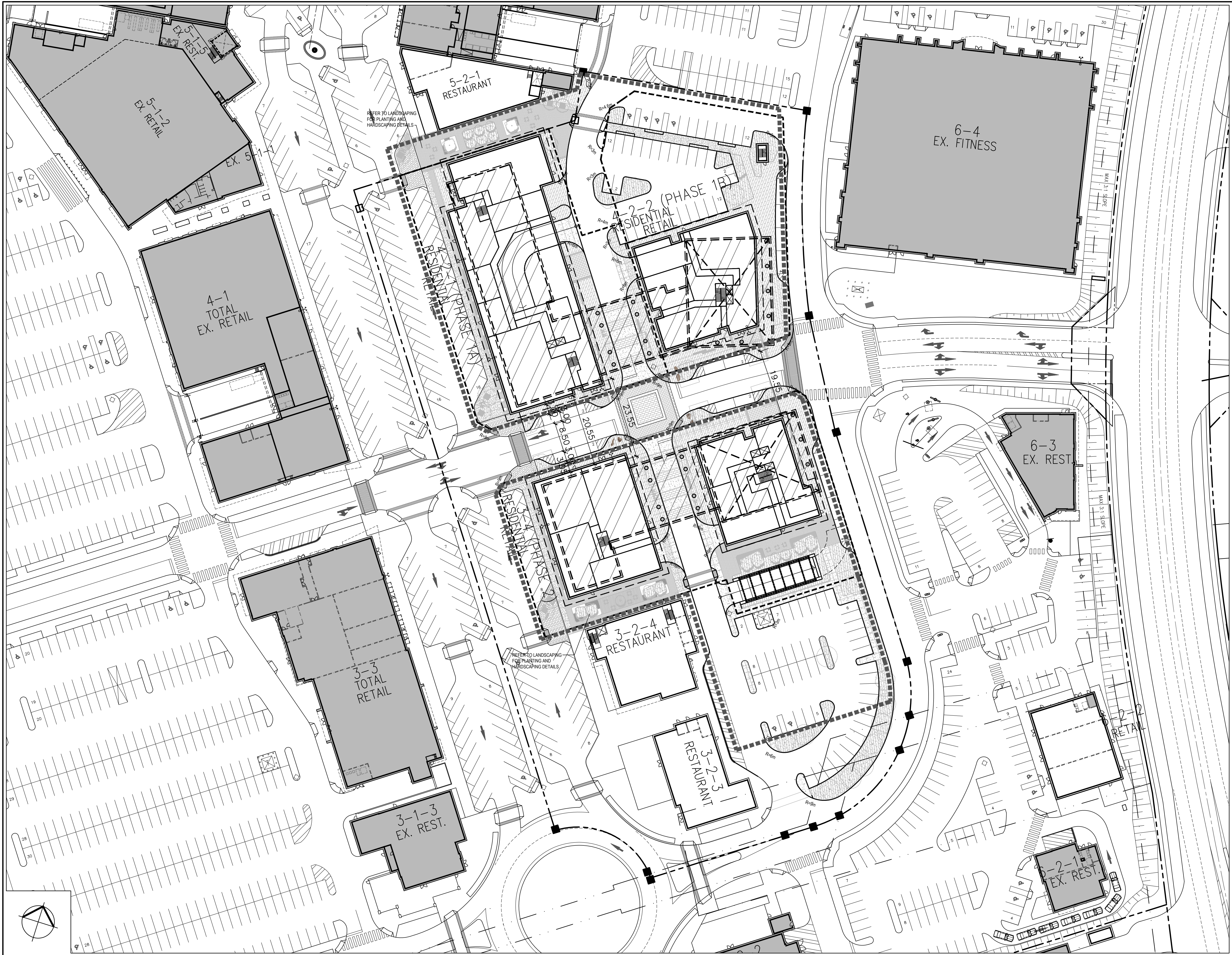
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BLOCK PLAN

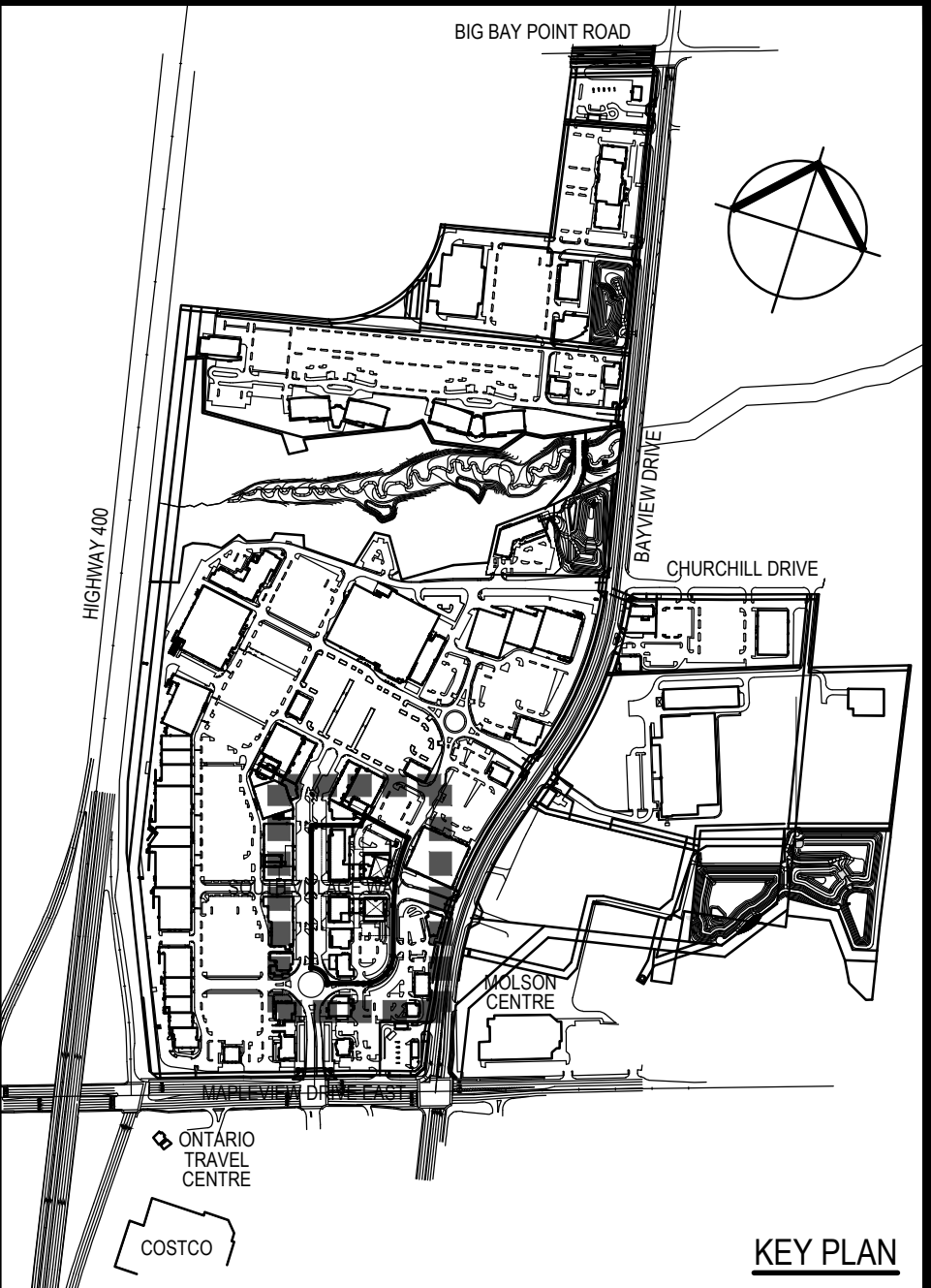
SCALE: AS NOTED 1:500
**PROPOSED MULTI-UNIT
RESIDENTIAL DEVELOPMENT
PARK PLACE BARRIE
100 MAPLEVIEW DRIVE EAST, BARRIE, ON
FOR: NORTH AMERICAN DEVELOPMENT GROUP**

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DATE		ENG. NO.	
ISSUED			



1 SITE PLAN
A103 SCALE: 1:500



LEGAL DESCRIPTION

LOTS 7, 8 AND 9, CONCESSION 12, (GEOGRAPHIC TOWNSHIP OF INNISFIL), CITY OF BARRIE, COUNTY OF SIMCOE

LEGEND

- EXISTING BUILDINGS
- EXTENT OF DEVELOPMENT
- PRIMARY RESIDENTIAL ENTRANCE

NOTES

- LEGAL DESCRIPTION, SURVEY LAYOUT HAVE BEEN TAKEN FROM FILE No. 14909 PREPARED BY RUDY MAK SURVEYING LTD. DATED AUGUST 18, 2021
- SPECIFIC BLOCK DESIGN & DEMISING WALL LOCATIONS/AREAS WITHIN PROPOSED BUILDINGS TO BE DETERMINED BY FUTURE TENANT LEASING
- FOR LANDSCAPING INFORMATION, REFER TO DRAWINGS PREPARED BY STUDIO TLA
- FOR GRADING & SERVICING INFORMATION, REFER TO DRAWINGS PREPARED BY SABOURIN KIMBLE
- FOR ELECTRICAL INFORMATION, REFER TO DRAWINGS PREPARED BY HAMMERSCHLAG & JOFFE
- ALL DIMENSIONS TO BE READ AS ±

3	ISSUED FOR OPA & ZBA	APR.15.2022	OH
2	ISSUED FOR COORDINATION	MAR.15.2022	OH
1	ISSUED FOR COORDINATION	FEB.11.2022	OH

NO.	REVISIONS	DATE	BY
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SITE PLAN

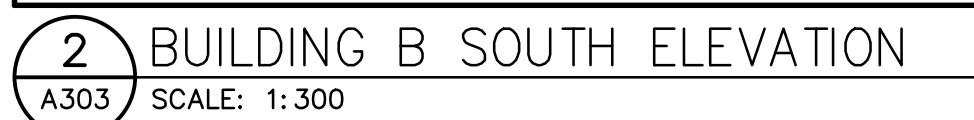
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PROPOSED MULTI-UNIT
RESIDENTIAL DEVELOPMENT
PARK PLACE BARRIE
100 MAPLEVIEW DRIVE EAST, BARRIE, ON
FOR: NORTH AMERICAN DEVELOPMENT GROUP

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DATE			
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DATE		DWG. NO.	A303
ISSUED			



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BUILDING SECTIONS
PHASE 1A & 1B

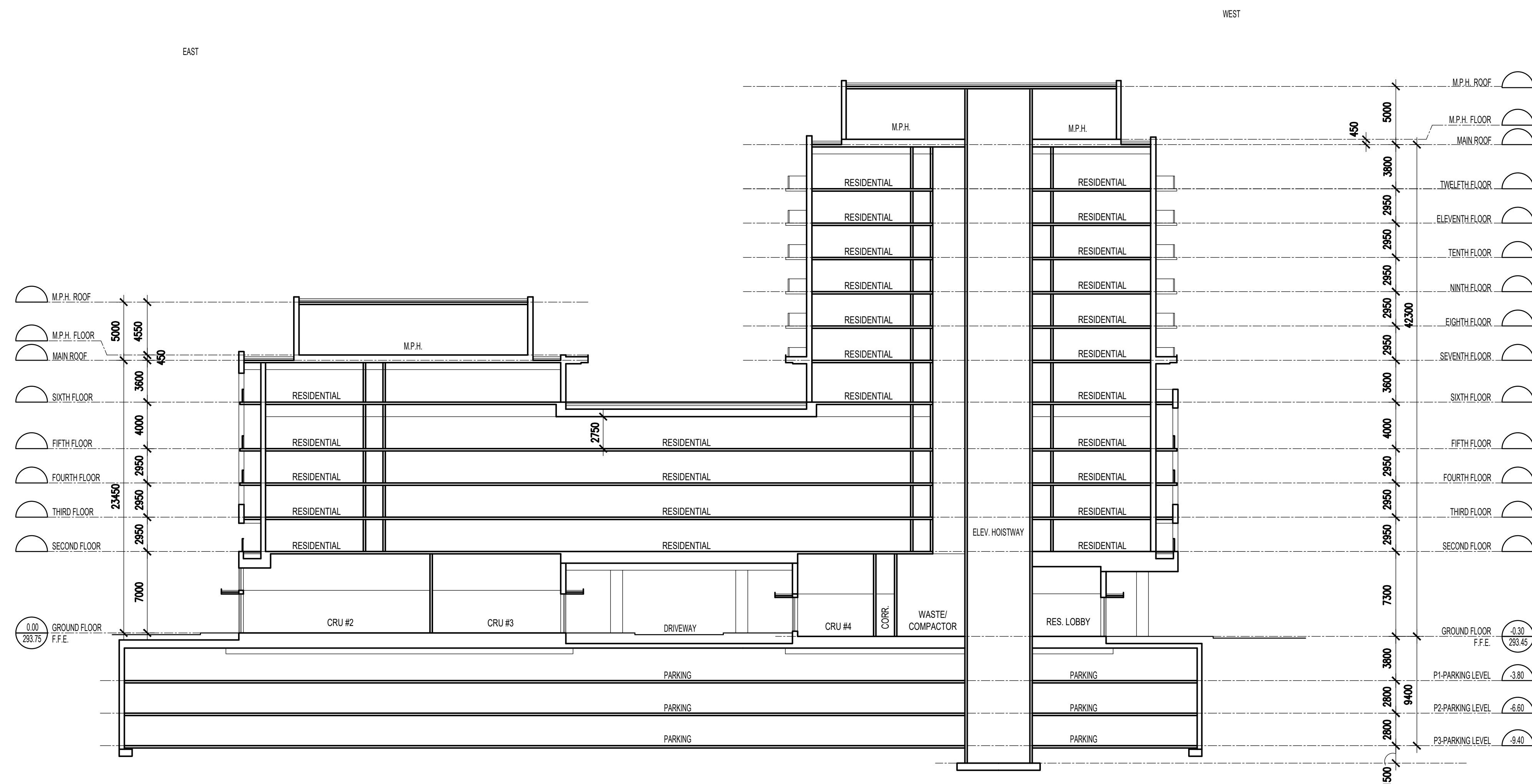
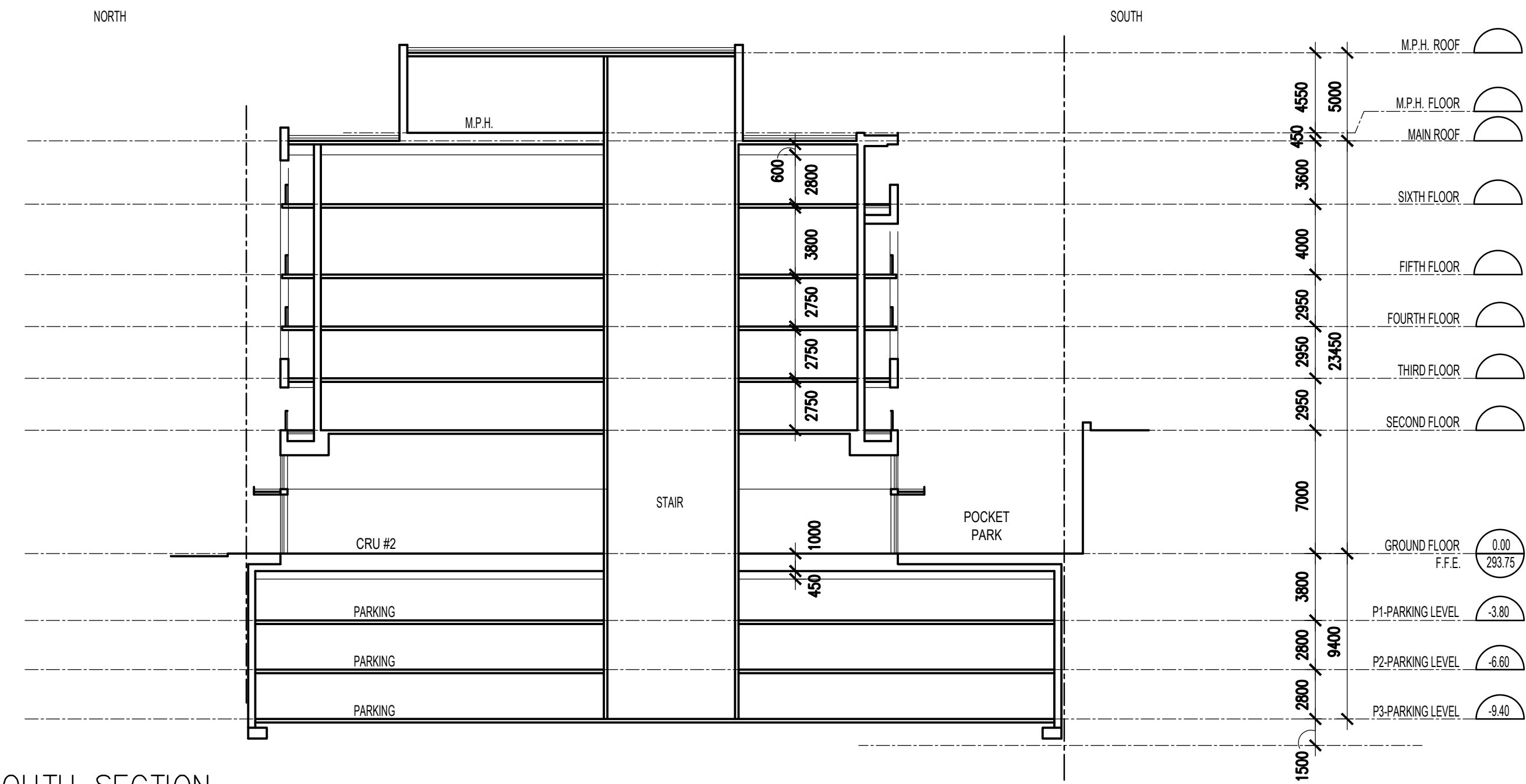
SCALE: AS NOTED

**PROPOSED MULTI-UNIT
RESIDENTIAL DEVELOPMENT
PARK PLACE BARRIE**
100 MAPLEVIEW DRIVE EAST, BARRIE, ON
FOR: NORTH AMERICAN DEVELOPMENT GROUP

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DATE			
ISSUED			

[illegible]

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2	ISSUED FOR COORDINATION	MAR.15.2022	OH
1	ISSUED FOR COORDINATION	FEB.11.2022	OH

NO.	REVISIONS	MARK	VOID	ALL	COPIES	PREVIOUS	FINAL	DATE	DATE	BY
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BUILDING SECTIONS PHASE 2

SCALE: AS NOTED

**PROPOSED MULTI-UNIT
RESIDENTIAL DEVELOPMENT
PARK PLACE BARRIE**
100 MAPLEVIEW DRIVE EAST, BARRIE, ON
FOR: NORTH AMERICAN DEVELOPMENT GROUP

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DATE		DWG. NO.	A402
ISSUED			

APPENDIX 2 – DRAFT OFFICIAL PLAN AMENDMENT

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

DRAFT

THE CORPORATION OF THE CITY OF BARRIE

BY-LAW NO. 2022-____

A By-law to adopt Amendment No. ____ to the Official Plan for the City of Barrie, for lands legally described as Part of Lots 1-4, 6-10, 13-15, 18-20, and Lots 8 and 9, Concession 12 on Registered Plan 51R-37438.

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

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

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

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

Read three times and finally passed in open Council this ____ day of _____, 2022.

Mayor

Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text, appendix, and Schedule A-1, constitutes Amendment No. ____ of the City of Barrie.

PART C – THE APPENDIX - which does not constitute part of this Amendment. This appendix contains the Public Meeting Minutes, Staff Report, and the Council Resolution associated with this Amendment

AMENDMENT NO. ____

TO THE CITY OF BARRIE OFFICIAL PLAN

PART A - THE PREAMBLE

1.0 Purpose of the Amendment:

The purpose of this Amendment is to revise the City of Barrie Official Plan Amendment (OPA) No.22. This Amendment will repeal and replace Section 4.8.9.1(a) of Defined Policy Area R, which relates to the permitted uses for lands designated “General Commercial” within an existing mixed-use commercial, business park, and industrial development on a large and highly visible site (Park Place) in the City of Barrie. The Amendment serves only to permit residential uses within the Retail Village of the Park Place development, with specific performance standards for such proposed residential uses in the amended Zoning By-law for the subject lands. This Amendment does not amend the land use designation for the subject lands.

2.0 Location:

The lands subject to this Amendment are legally described as Part of Lots 1-4, 6-10, 13-15, 18-20, and Lots 8 and 9, Concession 12 on Registered Plan 51R-37438 in the City of Barrie. The lands are located in the northeast quadrant of the Highway 400-Mapleview Drive interchange. More particularly, the lands are located east of Highway 400 north of Mapleview Drive East, on the east and west sides of Bayview Drive and south of Big Bay Point Road.

3.0 Basis:

The purpose of this Official Plan Amendment is to revise Defined Policy Area R for the subject lands to permit residential development within the Park Place Retail Village.

The development will assist the City of Barrie in meeting minimum growth and density targets in alignment with Provincial and municipal planning policy. The proposed development will strategically provide for high-density residential development in an opportune location that will support the development of a complete community.

3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement has been reviewed relative to this proposal, with specific attention paid to:

Section 1.1.1	Healthy, Liveable, and Safe Communities
Section 1.1.3	Settlement Areas
Section 1.3	Employment
Section 1.4	Housing
Section 1.6.6	Sewage, Water and Stormwater

The subject lands are characterized as lying within the City of Barrie Primary Settlement Area and demonstrate to be consistent with the policies of Section 1.1. and 1.1.3. The proposed development will: accommodate for an appropriate mix of uses, provide an appropriate mix of housing options and densities, optimize transit investments, minimize land consumption, and minimize servicing costs. The proposed development will also support the integration of land use-planning, growth management, transit-supportive development, intensification, and infrastructure planning.

Section 1.3 regards the promotion of economic development and competitiveness. The proposal will introduce new commercial/retail uses that will contribute to the mix and range of employment uses. Mixed-use residential development will incorporate compatible employment uses while also supporting the housing policies of the PPS.

Section 1.4 regards the appropriate provision of housing in order to meet the needs of both current and future residents. The proposed development introduces new housing where appropriate levels of infrastructure and facilities currently exist. High-density residential development will support the efficient use of land, resources, and infrastructure, including transit and active transportation infrastructure. The development will accommodate for a range of housing options and densities to meet current and future resident needs.

Section 1.6.6 regards the efficient use and optimization of sewage, water, and stormwater infrastructure. In alignment with the policies of this Section, the proposed development will support efficient use of existing municipal sewage, water, and stormwater infrastructure. The provided densities will also support future infrastructure development, include transit infrastructure.

The proposed development is consistent with the Provincial Policy Statement.

3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 Consolidation

The Growth Plan has been reviewed relative to this proposal, with specific attention paid to:

Section 2.2.1	Managing Growth
Section 2.2.2	Delineated Built-up Areas
Section 2.2.5	Employment
Section 2.2.6	Housing

Section 2.2.1 offers general policies on growth and development within the GGH, and states that development will be generally directed towards settlement areas where there are existing or planned infrastructures. The proposed development appropriately directs growth to a location within the City of Barrie Primary Settlement Area where access to existing municipal infrastructure exists, including public transit infrastructure. The intensification proposed would support the efficient use of existing and planned infrastructure in the area.

Section 2.2.2 guides development within delineated built-up areas. Delineated built-up areas are intended to accommodate a minimum of 50% of all new residential development occurring annually within the City of Barrie. The proposal will offer a total of 475 residential units to be accommodated within the delineated built-up area in support of the minimum 50% target. The proposal aligns with the intensification strategy outlined through the policies of Section 2.2.2.3.

Section 2.2.5 seeks to ensure economic development and competitiveness in the GGH through land use planning. It encourages the integration and alignment of land use planning and economic development to retain and attract investment and employment. The proposal will support the retail sector by facilitating mixed-use residential development that will support the achievement of a complete community that can support the longevity and viability of the Park Place regional shopping centre.

Section 3.2.6 and 3.2.7 seeks to ensure the efficient development of water, wastewater, and stormwater systems. In alignment with the policies of these Sections, the proposed development will support the efficient use of existing infrastructure, while providing densities that can make support the infrastructure development in alignment with the City of Barrie Infrastructure Master Plans and the Lake Simcoe Protection Plan.

The proposed development conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

3.3 Lake Simcoe Protection Plan, 2009

The subject lands lie within the Lake Simcoe Protection Watershed Boundary and are therefore subject to the policies and principles of the Lake Simcoe Protection Plan (LSPP).

The proposed development has undergone pre-consultation with the City of Barrie, through which comments were provided by the LSRCA. A number of reports and studies were requested by the LSRCA, which have been prepared in adherence with the LSPP and submitted in support of the proposal.

The proposed development conforms to the policies of the Lake Simcoe Protection Plan.

3.4 City of Barrie Official Plan, 2018 Consolidation

The subject lands are designated 'General Commercial' within Schedule A and identified as lying within 'Defined Policy Area R' according to Schedule C of the Barrie Official Plan. Permissions for residential uses within 'Defined Policy Area R' are required to facilitate the proposal. As a result, an Amendment to the Plan is being requested.

Section 2.3(d) states that there will be a growing need to provide higher residential densities which are more cost effective, energy efficient, and environmentally sustainable than past development in the City. The proposal accommodates high residential densities that will make efficient use of the land, resources, and infrastructure currently available to the Park Place development. Multi-unit development will also support a complete range of housing options and diversify the area's housing stock.

Section 3.1.2.3(b) states that a minimum of 40% of new residential development shall be directed within the built-up area. The proposal would assist the City of Barrie in meeting the 40% minimum intensification target, providing 475 residential units within the built-up area. The proposal would provide a residential density of 115 units per net hectare to support the efficiency and viability of existing transit services.

Section 3.3 states the goals and policies on housing for the City of Barrie Official Plan. The development concept includes a range of dwelling sizes to accommodate a range of household sizes, ages and incomes, providing greater options for those looking to enter the City of Barrie housing market. The development has been designed to be compact which efficiently uses land and infrastructure and be active transportation friendly. Section 3.3.2.1(a) specifically encourages the maintenance of reasonable housing costs by promoting all forms of housing and directs that the Zoning By-law be amended to allow for innovative housing where it is shown to represent good land use planning principles. Revitalization and intensification throughout the built-up area is also encouraged so long as it is compatible and satisfies the targets of the Plan. The proposal represents innovative planning and adheres to the principles of good planning by accommodating for residential intensification that is anchored by the Park Place regional shopping centre and the Park Place transit hub. The proposal thereby demonstrates an appropriate mix of land uses and a range of household sizes through a compact form, that can maximize the efficient use of the lands, infrastructure, and surrounding amenities.

Section 3.5.2.2 supports tree planting, preservation, and conservation initiatives so as to maintain vegetation cover. landscaping Drawings have been submitted in support of these applications to demonstrate how the proposal will accommodate for tree planting and landscaping in a manner that is appropriate to the context while supporting integration of mixed-use residential development into the Park Place lands.

Section 3.7 provides goals and policies to support energy conservation and the use of renewable energy systems. The compact form of the proposed mixed-use development will support active transportation as a means to access the nearby amenities, while access to an existing transit hub will support transit use; both active transportation and transit use support reduced energy consumption and improved air quality.

Section 4.3.2.5 provides policies to guide development on lands designated 'General Commercial'. It is the intent of the proposal to facilitate mixed-use residential development that meets the intent of the 'General Commercial' designation, while having regard for the site specific policies provided through 'Defined Policy Area R'.

Section 5.1 outlines policies for the appropriate development of servicing infrastructure, including but not limited to municipal sanitary and storm sewers, municipal water, electrical, and other utilities. In alignment with the goals and policies of this section, the proposal intends to provide for intensification on existing municipal water, sewage, and storm services, with the intent of ensuring that growth and redevelopment take place in an efficient, cost effective, and environmentally sound manner.

Section 5.2 seeks to ensure development is provided in a manner that maintains the efficient and sustainable use of water resources. In alignment with the goals and policies of this section, the proposal provides for intensification which is serviced by municipal water and sanitary sewers, contributing to greater efficiencies within these systems and minimizing waste.

Section 5.3 looks to ensure development has appropriate regard for stormwater management. A Stormwater Management Report has been submitted in support of the proposal and in adherence to the policies of the City of Barrie Official Plan and LSPP.

Section 5.4 contains the City's transportation policies. The proposal seeks to provide safe, efficient, and convenient movement, by providing for development within the Park Place lands, where places to work, shop, and play are easily accessible and in proximity to the site. The density proposed supports a pedestrian-oriented environment, lending to active living, energy efficiency, and the promotion of healthy communities. The proposed density of the site demonstrates to be transit-supportive, being adjacent to the Park Place transit hub. Consultation with MTO will ensure appropriate consideration for potential impacts to Highway 400.

Section 6.5 of the Official Plan provides Urban Design Guidelines to provide a framework for the development and maintenance of a healthy, safe, convenient, efficient, and aesthetically pleasing urban environment. Section 6.6 provides specific guidance for buildings proposed to be greater than three stories in height. A separate Urban Design Report has been submitted in support of the proposal.

The proposed development has been shown to conform to the goals and intents of the Official Plan. An Amendment is required in order to permit residential uses within the Retail Village. Given the above, the proposed development represents good planning.

DRAFT

PART B - THE AMENDMENT

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

1.0 DETAILS OF THE AMENDMENT

1. Section 4.8.9.1(a) is hereby amended revising the permitted uses for lands designated “General Commercial” within Defined Policy Area R for Part of Lots 1-4, 6-10, 13-15, 18-20, and Lots 8 and 9, Concession 12 on Registered Plan 51R-37438 as outlined below:

4.8.9.1(a)

Uses: The subject lands are intended to accommodate a wide range of uses generating employment including retail, office, hotel, entertainment and service commercial uses. In addition to the above uses, Residential uses will be permitted within Parcel D, legally described as:

PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 7, 8 AND 20 PLAN 51R41367 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PART 25 PLAN 51R37438 AS IN SC839161 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 7 AND 8 CONCESSION 12 INNISFIL, PART 24 PLAN 51R37438 AS IN SC839162 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 8 AND 9, CONCESSION 12 INNISFIL, PARTS 116, 117, 118, 119 AND 120 PLAN 51R37438 AS IN SC839164 SUBJECT TO AN EASEMENT IN GROSS OVER PART 20 PLAN 51R41367 AS IN SC839148 TOGETHER WITH AN EASEMENT OVER PART OF LOT 9, CONCESSION 12 INNISFIL, PARTS 26, 27, 30 AND 39 PLAN 51R31901 AS IN SC106925 SUBJECT TO AN EASEMENT AS IN SC1115728 SUBJECT TO AN EASEMENT IN GROSS AS IN SC1115500 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 1 AND 3 PLAN 51R41055 AS IN SC1435121 TOGETHER WITH AN EASEMENT OVER PART OF LOT 9, CONCESSION 12 INNISFIL, PARTS 7, 8, 9 AND 10 PLAN 51R41055 AS IN SC1499898 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 7, 8 AND 9, CONCESSION 12 INNISFIL, PARTS 1, 9, 12, 13, 14, 15, 16, 17, 18, 22, 24 AND 25 PLAN 51R41367 AS IN SC1513606 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PART 23 PLAN 51R41367 AS IN SC1513611 TOGETHER WITH AN EASEMENT OVER PART OF LOTS 8 AND 9, CONCESSION 12 INNISFIL, PARTS 2, 3, 4, 5 AND 6 PLAN 51R41367 AS IN SC1513616 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOTS 7, 8 AND 9, CONCESSION 12 INNISFIL, PARTS 1, 9, 12, 13, 14,

15, 16, 17, 18, 22, 24 AND 25 PLAN 51R41367 AS IN SC1513619 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOT 8, CONCESSION 12 INNISFIL, PART 23 PLAN 51R41367 AS IN SC1513620 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOTS 8 AND 9, CONCESSION 12 INNISFIL, PARTS 2, 3, 4, 5 AND 6 PLAN 51R41367 AS IN SC1513621 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 10, 11, 19 AND 21 PLAN 51R41367 AS IN SC1513622 SUBJECT TO AN EASEMENT IN FAVOUR OF PART OF LOT 8, CONCESSION 12 INNISFIL, PART 1 PLAN 51R38934 AS IN SC1513623 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PARTS 10, 11, 19 AND 21 PLAN 51R41367 AS IN SC1513627 TOGETHER WITH AN EASEMENT OVER PART OF LOT 8, CONCESSION 12 INNISFIL, PART 1 PLAN 51R38934 AS IN SC1513632 CITY OF BARRIE

The lands designated to “General Commercial”, located west of Bayview Drive and south of the Open Space area shall be zoned General Commercial (C4) (SP304). The lands designated as General Commercial south west of the intersection of Big Bay Point Road and Bayview Drive shall be zoned General Commercial (C4)(SP304)(H) to permit an Automotive Service Station, Car Wash and Convenience Retail Store.

A Retirement Home shall be permitted on lands located on the north side of Concert Way, west of Bayview Drive, municipally known as 3 Concert Way. (OPA 60, By-law 2017-018)

Within the area to be zoned General Commercial (C4) (SP304), will be located the Retail Village, with location, scale, and performance measures designed to require the construction of the central Retail Village as opposed to simply permitting it to occur. Certain uses which are clearly not intended to form part of the Retail Village component of the proposed development such as automobile service stations, the sale and leasing of automobiles and auto repair and taverns are not permitted as part of the Retail Village. Certain of these uses, for example, automotive sales and leasing, automotive service centres, and automotive repair uses in conjunction with automotive sales and leasing establishments or department stores shall be permitted on other lands designated and zoned General Commercial (C4) (SP304) outside of, and/or adjacent to, the Retail Village.

Large format stores, such as but not limited to a food store, a bookstore, a music store, or a home furnishing store may be located within the Retail Village, subject to a maximum size restriction and the gross floor areas of such stores shall be included in the overall gross floor area of the Retail Village. Office space and non-retail hotel space are permitted within the Retail Village but the gross floor area of the non-retail hotel space shall not be part of the calculation of the gross floor area of the Retail Village.

Department stores and/or cinemas shall be permitted outside of, and/or adjacent to, the Retail Village and the gross floor area thereof shall not be part of the calculation of gross floor area for the Retail Village. Adult entertainment parlours shall not be permitted on any of the subject lands. Parking standards have been varied from the typical General Commercial (C4) provisions to reflect the needs of the project as identified in a parking report to the satisfaction of the City.

2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

3.0 INTERPRETATION

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

PART C – THE APPENDICES

This part consists of the background information and planning considerations associated with this amendment. This section does not constitute part of the actual amendment.

- Planning Justification Report, prepared by Innovative Planning Solutions, dated April 2022
- Urban Design Brief, prepared by Innovative Planning Solutions, dated April 2022
- Functional Servicing Study and Stormwater Management Analysis, prepared by Sabourin Kimble & Associates, dated March 2022
- Pedestrian Level Wind Impact Study, prepared by Gradient Wind, dated April 2022
- Landscape Plan, prepared by Studio TLA, dated April 2022
- Shadow Study, prepared by Petroff, dated April 2022

APPENDIX 3 – DRAFT ZONING BY-LAW AMENDMENT

BY-LAW NUMBER 2022-

OF

THE CITY OF BARRIE

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as Part of Lots 1-4, 6-10, 13-15, 18-20, and Lots 8 and 9, Concession 12 on Registered Plan 51R-37438 and as shown on Schedule "A" to this By-law, to amend the General Commercial (C4)(SP-304); and,

AND WHEREAS the Council of the Corporation of the City of Barrie have reviewed a recommendation to amend By-law 2009-141 and has approved the recommendation; and,

WHEREAS authority is granted pursuant to Section 34 of the Planning Act, R.S.O. 1990 to enact such amendments; and,

NOW THEREFORE be it enacted as a By-law of the City of Barrie the following:

1. **THAT** the following Special Provisions (SP) be added to the General Commercial (C4)(SP-304) zone referenced in the implementing Zoning By-law 2009-141 for the subject lands.

i. In addition to the permitted uses of Section 13.2.55(a), the following uses shall be permitted:

a. Dwelling Unit(s) in conjunction with the permitted commercial and institutional uses of the General Commercial (C4)(SP-304) zone.

ii. In addition to the provisions outlined in Section 13.2.55(r), the following parking rate shall apply to residential uses within the Retail Village on lands zone General Commercial (C4)(SP-304):

a. Parking spaces shall be supplied based on the following parking rates:

Uses	Parking
Residential	1 space per dwelling unit

3. **THAT** the following Special Provisions (SP) be amended within the General Commercial (C4)(SP-304) zone referenced in the implementing Zoning By-law 2009-141 for the subject lands, as follows:

i. Section 13.2.55(j) be amended to the following:

a. Within the Retail Village, a height limit of 16.0 metres shall apply for all buildings and structures used for retail store, restaurants, entertainment, and personal service uses but not for hotels,

buildings used predominantly for office commercial purposes, buildings used predominantly for residential uses, or architectural features which may include a recreational component.

ii. Section 13.2.55(m) be amended to the following:

- a. Notwithstanding the foregoing list of permitted uses, a tavern, an adult entertainment parlour, a freestanding amusement arcade, an automotive service station, an automotive sales and/or leasing establishment, and an automotive repair establishment shall not be permitted within the lands zoned General Commercial (C4) (SP-304).

iii. Section 13.2.55(n) be amended to the following:

- a. For lands zoned General Commercial C4 (SP-304) not comprising the Retail Village, a tavern and an adult entertainment parlour shall not be permitted. An auto repair establishment shall only be permitted in conjunction with an automotive sales and/or leasing establishment or department store. Only a maximum of 400 sq. m. of gasoline service station convenience retail shall be permitted.

iv. Section 13.2.55(o) be amended to the following:

- a. The following standards shall apply to non-residential development within the lands zoned General Commercial (C4)(SP304):

Lot Area (min.)	450m ²
Lot Frontage (min.)	15m
Front Yard (min.)	6m
Side Yard (min.)	3m
Side Yard - Adjoining Residential Zone (min)	6m
Side Yard - Adjoining Street (min.)	6m
Rear Yard (min.)	7m
Rear Yard - Adjoining Residential Zone (min)	10m
Rear Yard - Adjoining Street (min)	6m
Lot coverage (max)	50%

4. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
5. **THAT** this By-law shall take force and come into force and effect immediately upon the final passing thereof and pursuant to the provisions and regulations made under the Planning Act, R.S.O. 1990, c.P.13.

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

CLERK

DRAFT