



JONES
CONSULTING GROUP LTD.
PLANNERS & ENGINEERS



Excellence Reliance Innovation

Planning Justification Report

(including Affordable Housing & Urban Design)

Application for Zoning By-law Amendment

303 Cundles Road, City of Barrie

Penady (North Barrie) Limited

July 2022

The Jones Consulting Group Ltd.
229 Mapleview Drive East, Barrie ON L4N 0W5

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
3.0	BACKGROUND	8
4.0	PROPOSED DEVELOPMENT	8
4.1	Pre-Consultation & Neighbourhood Meeting - Design Response	10
4.2	Supporting Technical Reports & Plans	13
5.0	LEGISLATION & POLICY REVIEW	16
5.1	Planning Act (R.S.O. 1990 c. P.13)	16
5.1.1	Matters of Provincial Interest	16
5.2	Provincial Policy Statement (PPS), 2020	18
5.2.1	Building Strong and Healthy Communities	18
5.2.2	Wise Use and Management of Resources	25
5.2.3	Protecting Public Health and Safety	25
5.3	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020	26
5.3.1	Where and How to Grow	26
5.3.2	Infrastructure to Support Growth	27
5.3.3	Protecting What is Valuable	29
5.3.4	Implementation	30
5.3.5	Simcoe Sub-Area	30
5.4	City of Barrie Official Plan	32
5.4.1	Official Plan Policies	32
5.5	Adopted City of Barrie Official Plan	48
5.5.1	303 Cundles Road East	48
5.5.2	Proposed Official Plan Policies	48
5.6	City of Barrie Zoning By-law Amendment	53
6.0	URBAN DESIGN	56
6.1	General Design Guidelines	56
6.2	North Barrie Crossing Shopping Centre Urban Design Guidelines	59
7.0	AFFORDABLE HOUSING	62
7.1	Proposed Development	62
7.2	Legislation, Provincial Plans & Provincial Policies	63
7.2.1	Planning Act	63
7.2.2	Provincial Policy Statement (PPS)	63
7.2.3	A Place to Grow, Growth Plan for the Greater Golden Horseshoe	64

7.3 Barrie Official Plan Policies.....	64
7.3.1 Barrie Official Plan (currently in-effect).....	64
7.3.2 Barre New Official Plan (adopted and awaiting Provincial approval).....	66
7.4 Barrie Affordable Housing Strategy.....	67
7.5 Barrie Housing Affordability Task Force	67
7.6 Affordable Housing Analysis & Recommendations	68
8.0 CONCLUSION	69

LIST OF FIGURES

Figure 1. Aerial Photograph of Subject Lands.....	4
Figure 2. Surrounding Land Uses	5
Figure 3. Church located North of the Lands	6
Figure 4. Commercial Plaza located East of the Lands	6
Figure 5. The Junction 6 Storey Residential and School's are located West of the Lands.....	6
Figure 6. Highway 400 located South of the Lands	7
Figure 7. Single Detached Dwellings located on Pacific Avenue and Cundles Road East	7
Figure 8. Townhouse dwellings located on north side of Cundles Road East	7
Figure 9. Proposed Site Plan.....	9
Figure 10: Schedule A Land Use: 303 Cundles Road East	32
Figure 11. Adopted City of Barrie Official Plan: 303 Cundles Road East	48
Figure 12. Zoning By-law 2009-141: 303 Cundles Road East	53
Figure 13. Draft Zoning By-law Amendment Schedule	55

LIST OF TABLES

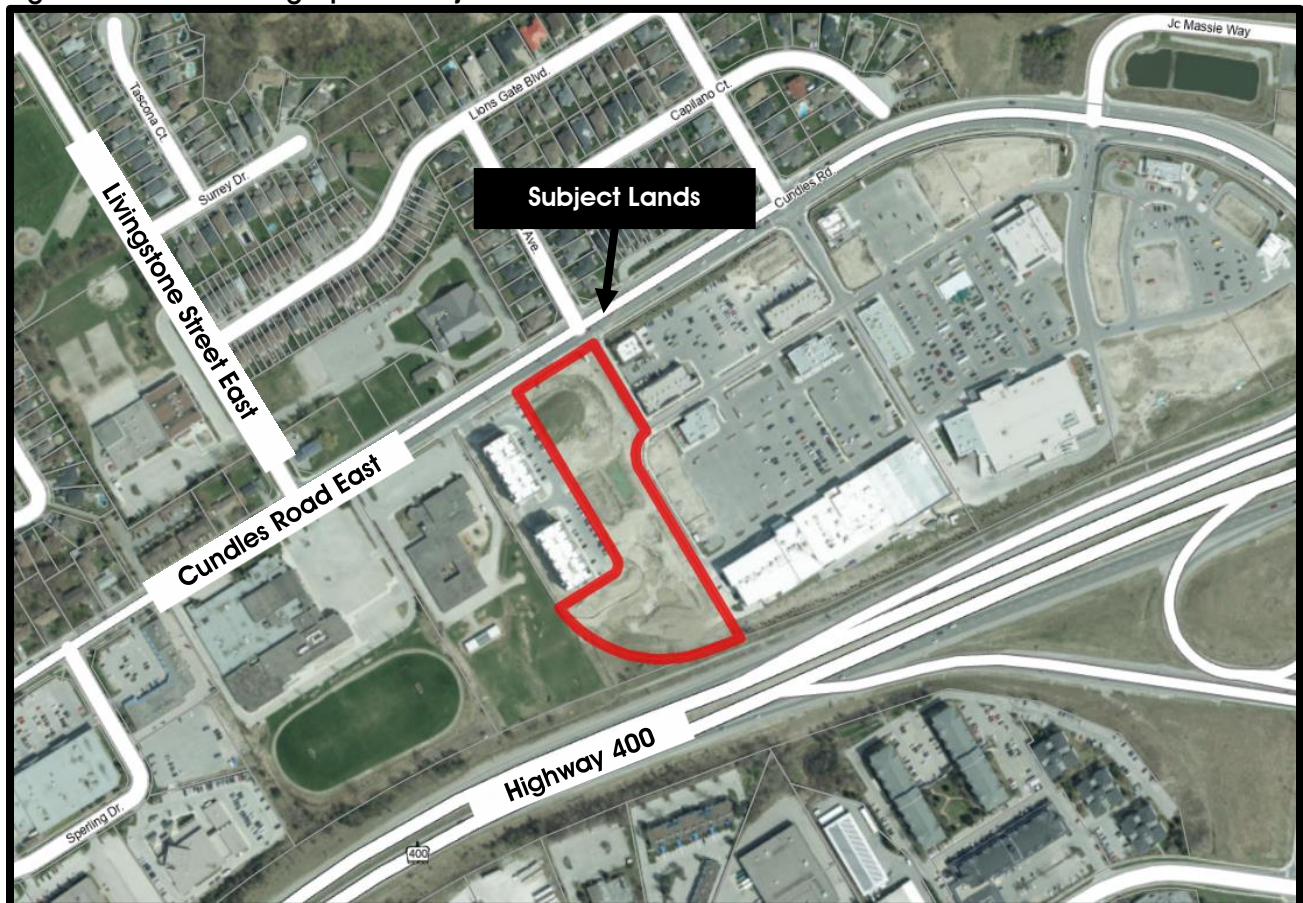
Table 1: Proposed land uses and unit breakdown	8
Table 2: Proposed Preliminary Unit Breakdown.....	63

1.0 INTRODUCTION

On behalf of our client Penady (North Barrie) Limited, we are pleased to provide this Planning Justification Report in support of an application for a Zoning By-law Amendment for lands municipally known as 303 Cundles Road East (**Figure 1**). The purpose of the application is as follows:

- i) **Zoning By-law Amendment:** This application proposes to rezone the lands from General Commercial, Special Provisions (C4)(SP-520)(SP-530) to General Commercial with new Special Provisions (C4)(SP-520)(SP-530)(SP-XXX).

Figure 1. Aerial Photograph of Subject Lands



This Planning Report examines the subject lands, site context, land use policies, affordable housing, and the form of development that is proposed. This Report concludes that the application represents orderly and proper land use planning.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands are legally described as Part of 21 Concession 3 in the City of Barrie and are known municipally as 303 Cundles Road East (**Figure 1**). The lot is irregular in shape and is currently vacant. The total area of the lands is approximately 1.93 hectares (4.79 acres) with a total lot frontage of approximately 74.3 metres on Cundles Road East. The subject lands are surrounded by existing residential, commercial, and institutional uses (**Figure 2**).

The surrounding land uses include the following:

- **North:** Barrie Free Methodist Church, single detached dwellings, and townhouse dwellings (**Figure 3**).
- **East:** Commercial, containing a mix of uses including restaurants, pharmacies, a fitness centre, a movie theatre and personal service shops (**Figure 4**).
- **South:** Highway 400, and south of that, industrial warehousing and commercial uses (**Figure 5**).
- **West:** The property abuts two 6 storey residential apartment buildings and Frere-Andre Catholic Elementary School. St. Joseph's Catholic High School and Monsignor Clair Catholic Elementary School located further west. A separate commercial Plaza at St. Vincent Street and an employment area (Sperling Drive) are located within walking distance (350-450 metres) along Cundles Drive East (**Figure 6**).

Figure 2. Surrounding Land Uses



Figure 3. Church located North of the Lands



Figure 4. Commercial Plaza located East of the Lands

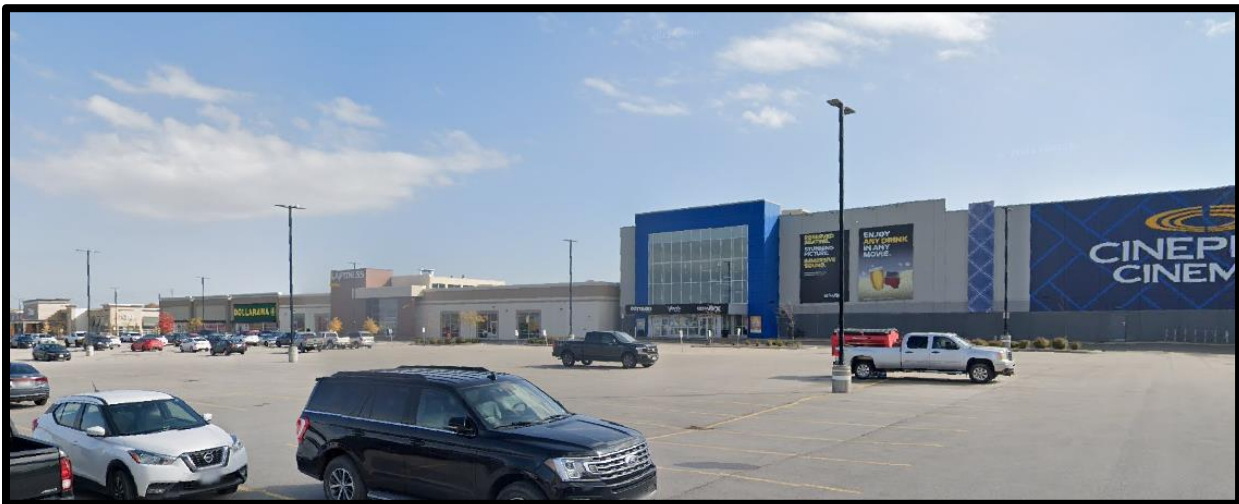


Figure 5. The Junction 6 Storey Residential and School's are located West of the Lands



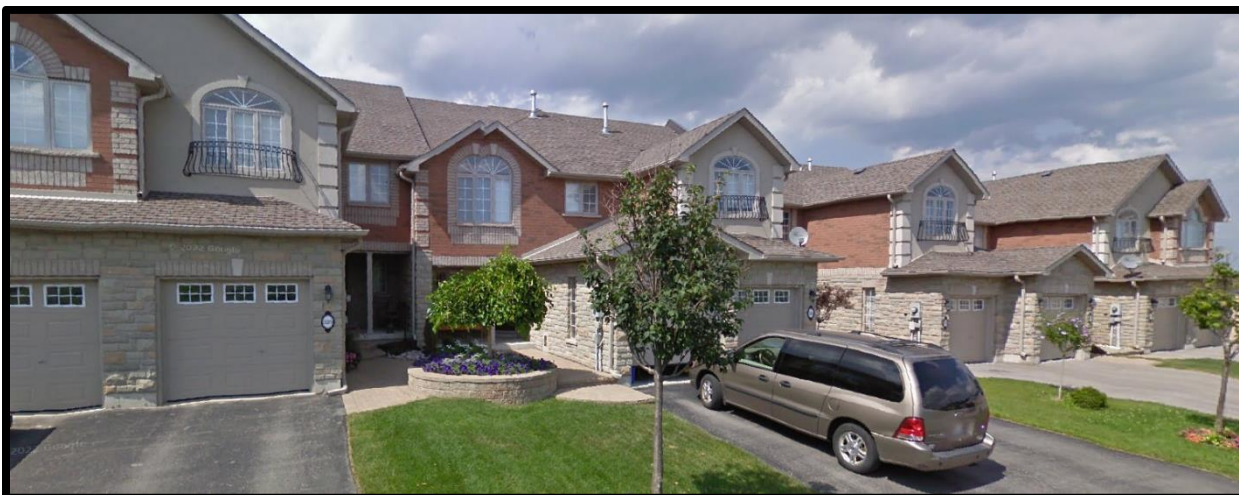
Figure 6. Highway 400 located South of the Lands



Figure 7. Single Detached Dwellings located on Pacific Avenue and Cundles Road East



Figure 8. Townhouse dwellings located on north side of Cundles Road East



3.0 BACKGROUND

As noted in Section 2 of this Report, the subject lands comprise approximately 1.93 hectares and form part of a much larger 19 hectare development parcel. The larger development parcel has been comprehensively planned and has been the subject of previous applications for Official Plan Amendment (OPA 89 to the former Official Plan), Zoning By-law Amendment (D14-400 & D14-1603), a master Site Plan Agreement (D11-1476), location specific Site Plan Agreements (D11-1604 & D11-1604R), and a minor variance approval in 2011 (A22/11). The nature of the overall site OPA and rezoning applications are detailed in staff report PLN031-06.

A site-specific Zoning By-law Amendment was approved in November 2006 by By-law 2006-283 that zoned the subject lands General Commercial C4 (SP-382) (H-93) (SP-383) (H-94). These special provisions were carried forward into the City's new Comprehensive Zoning By-law 2009-141 in Section 13.2.74. A second By-law was passed in December 2012 (By-law 2012-209) that removed the Holding Provisions from the subject lands. A third Zoning By-law Amendment was approved in 2016 (By-law 2016-070) to facilitate approval and development of the Junction Condominiums by the Pratt Hansen Group which consisted of two 6-storey buildings containing a total of 120 residential units.

The Master Site Plan (D11-1476) approved for the lands contains 19 buildings containing 49,469 square metres (532,501 square feet) of building area serviced by 2,424 parking stalls. As noted, this Master Site Plan was amended to incorporate The Junction condominium development (D11-1604R) and will need a further amendment, if the proposed rezoning is approved, to implement the new development proposed – which is detailed in Section 4 of this Report.

The minor variance approval increased the residential permissions on the site by 4 units, bringing the total to 200 units, of which 120 have been developed in The Junction.

It is noteworthy that Part B of the original 2006 Official Plan Amendment, included implementation text that required a special zoning provision that would treat the entire 19-hectare site as a single property for zoning purposes. The intent of the OPA and the current zoning of the lands is that the lands have and will continue to be treated as one for planning purposes.

4.0 PROPOSED DEVELOPMENT

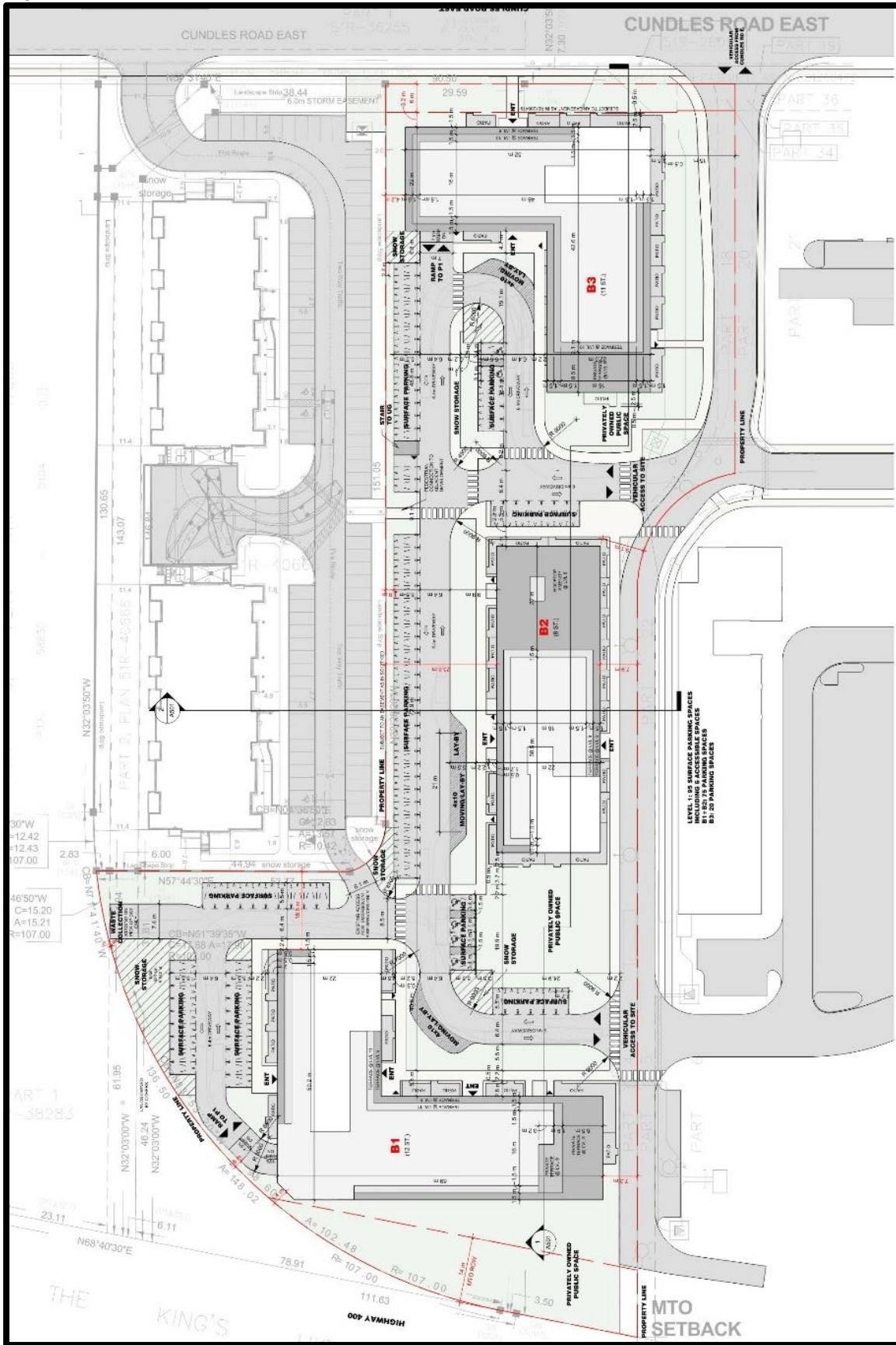
The proposed development consists of three residential buildings containing 505 units that would be fully designed/approved as part of a future Site Plan approval application (**Figure 9**). The site also proposes private amenity areas, surface parking areas and underground parking structures. Further, the site contains internal roadways and pedestrian connections that will provide access to the residential buildings and parking areas. The purpose of the application and unit breakdown is outlined below:

- i) **Zoning By-law Amendment:** The purpose of the application for the Zoning By-law Amendment is to rezone the lands from General Commercial, Special Provisions (C4)(SP-520)(SP-530) to General Commercial with new Special Provisions (C4)(SP-520)(SP-530)(SP-XXX). Please refer to Table 1 for a breakdown of the land uses and unit types.

Table 1: Proposed land uses and unit breakdown

Residential Uses			
Building	No. of Residential Units	GFA (sq.m.)	Height
Building B1 (rear)	250	20,392	12
Building B2 (middle)	81	8,047	8
Building B3 (front)	174	16,144	11
Sub-Total	505	44,583	
Existing Residential Permitted	80	44,583	
Total Proposed New Residential Units	425	44,583	

Figure 9. Proposed Site Plan



Several key project components have been outlined below:

1. Building heights have been staggered with the tallest building (B3) being located adjacent to Highway 400, and the shortest building (B2) being in the middle of the site to reduce site massing. The building fronting Cundles Road (B1) is proposed at 11 storeys.
2. In order to activate the Cundles Road streetscape from an urban design perspective, the ground floor of Building B1 includes two storey integrated 'townhouse' style units.
3. Particular architectural design focus has been made to create a 'grand entrance' at Cundles Road. This includes the use of different materials, building articulation, and enhanced glazing.
4. The site design integrates vehicle and pedestrian movement with the existing private and public driveway and road network. Access to the site is primarily obtained from the existing commercial driveway intersecting Cundles Road East.
5. The overall master site plan residential density is approximately 33 units per hectare (625 units divided by the master site plan area of 19 hectares). The more site-specific proposed density is 261 units per hectare (505 units divided by the internal lot area of 1.93 hectares).
6. Indoor and outdoor amenity areas are provided for the residential buildings.
7. The site will contain surface parking and two levels of underground parking to accommodate future residents and visitors. Visitor parking, although not specifically required by the City's Zoning By-law will be dedicated on this site at a ratio of 0.15 spaces per unit.
8. Waste, recycling and organics will be stored in dedicated rooms in each building in the underground garage, and on collection day, the property manager will place all containers in a common staging/collection area at the southwest corner of the site.
9. The lands are suitable for medium density development by virtue of the following:
 - a. Direct access to Cundles Road East, which is an arterial road.
 - b. The lands are located within a mixed-use area, that includes walking distance to retail and service commercial uses, elementary and secondary schools, employment, and recreational uses. The site is also a 15-to-25-minute walk to Georgian College and Royal Victoria Hospital.
 - c. Direct access to regional and local transit stops.
 - d. The lands abut medium density residential buildings to the west, medium density residential uses are located to the north.

4.1 Pre-Consultation & Neighbourhood Meeting - Design Response

A Pre-Consultation meeting was held on February 4, 2021 with the City of Barrie staff and external agencies to discuss the proposed design and formal submission requirements. All items identified during this process have been included in the submission and are summarized in Section 4.2 of this Report.

A Neighbourhood Meeting was held on June 9, 2021, to provide an overview of the proposed development and provide an opportunity for area residents to provide comments for consideration as part of the formal submission. Approximately 42 people attended the Neighbourhood Meeting.

The following themes were discussed at one or both of the pre-consultation and Neighbourhood Meeting. In each section, we have also included our planning/design response.

1. Traffic

- Concerns with the current amount of traffic on Cundles Road East and the new traffic that would be generated from the development.
- Concerns about queuing times at the entrance to the site.
- Concerns/inquiries about the need for a new/additional traffic signal at Cundles/Pacific Avenue.

Planning/Design Response: The City requires the preparation of a Traffic Impact Study in support of the application. This Study must be prepared in accordance with the Transportation Association of Canada Geometric Design Guideline for Canadian Roads, in addition to the City's Traffic Impact Study Guidelines.

A Traffic Impact Study was prepared in support of the proposed development which will be reviewed by the City's Traffic Engineers. The Traffic Impact Study concluded that the traffic generated by the proposed development can be accommodated on the existing road network, and that no road improvements were required.

2. Parking

- Concerns were expressed about the perceived lack of visitor parking.
- Questions raised about whether the adjacent commercial developer had been consulted about the impact of parking.

Design Response: The City requires the preparation of a Parking Study in support of the application. This Study must include an analysis of peak parking needs at proxy sites in Barrie.

The proposed development is providing a total of 632 parking stalls, which includes 556 residential parking spaces, 22 accessible parking spaces and 76 visitor parking spaces. The proposed surface and underground parking spaces equal 1.25 spaces per dwelling unit, which exceeds the site-specific parking requirement for these lands (1.1 parking spaces per dwelling unit). Although not required by the By-law, as part of the site plan approval process, the proposed 76 visitor parking stalls (0.15 space per dwelling unit) will be specifically identified on the site plan.

3. Building Height, Views & Placement

- Concerns were raised about the proposed 10 storey building heights (particularly the middle building) blocking views to Little Lake.
- Residents suggested the buildings closest to Highway 400 and Cundles Road could have the tallest height, with the middle building be lower.
- Several residents commented about staggering the building heights.
- Comments that the building closest to Cundles should have an increased setback from the road.
- Comments on the desire for high-quality architectural style to be created.

Design Response: Although not technically required for the rezoning process, the Project Team, and in particular, the Project Architect, has worked together to prepare a very comprehensive architectural design package that illustrates, at a very detailed level, how each of the buildings have been designed (including floor layouts, underground parking, pedestrian movement, and amenity spaces).

In direct response to the Neighbourhood Meeting comments, the building heights have been varied, with the tallest being located adjacent to Highway 400, and the shortest being the internal mid-block building.

We expect further review of the site layout as part of the Zoning By-law Amendment review process and the anticipated future site plan approval process.

Technical studies, including a Sun and Shadow Study and a Wind and Microclimate review have been prepared to ensure there will be no adverse impacts on adjacent dwellings/amenity areas.

In terms of the front yard setback, the City's Zoning By-law requires a minimum front yard setback of 6 metres in the General Commercial (C4) zone, which the proposed residential buildings will adhere to.

In our opinion the proposed development is compatible with existing residential development in the area, appropriate for this mixed-use areas, and the built form conforms to the Urban Design Guidelines.

4. Open Space/Landscaping

- Landscape plans will be required and shall be developed in accordance with the landscape design guidelines outlined in Section 9.0 of the City of Barrie's Urban Design Manual.
- Concerns about amount of green space on the site.

Design Response: The proposed development will provide private amenity spaces for future residents. The City's Zoning By-law requires a consolidated outdoor landscaped amenity area of 12 square metres per unit. The proposed development will provide a combination of indoor and outdoor amenity areas in the form of balconies/patios, rooftop areas and indoor spaces. In total, the site will contain approximately 6,111 square metres on amenity space which meets the requirements in the City's Zoning By-law. Further, a total of 40% of the site will be comprised of landscaped areas, largely as a result of the use of underground parking. Detailed landscaping plans will be reviewed by City staff during the Site Plan Control application stage. The lands are also in proximity to municipal parkland including Osprey Ridge Park, Osprey Ridge West, and the adjacent open spaces associated with the elementary school to the west.

5. Active Transportation

- Requests the provision of appropriate pedestrian connections within the development to access all units, amenity areas, waste areas and the municipal sidewalks.
- Safe pedestrian crossings are required through the subject land's proposed parking/vehicular traffic areas
- Direct pedestrian connections are required from each building to Cundles for access to the nearby bus stops.

Design Response: The site will provide an enhanced pedestrian network for residents to access all units, amenity areas, waste collection areas, municipal sidewalks, municipal cycling lanes, the adjacent residential development to the west, and the adjacent commercial plazas to the east. The development incorporates pedestrian crossings to promote safe active transportation, as well as access to transit stops.

6. Infrastructure

- Question about impacts on broadband, water, and wastewater due to the new proposed development.
- A detailed Functional Servicing Report is required which demonstrates the existing municipal infrastructure and utilities surrounding the property are adequate to support the proposed development.

Design Response: The subject property is not located within any Source Water Protection vulnerable areas and no policies within the South Georgian Bay Lake Simcoe Protection Plan apply to the site, according to the City's Official Plan. The proposed development is not expected to have any negative impacts on drinking water, and the lands will efficiently utilize municipal infrastructure as described in the Functional Servicing Report submitted in support of the proposed development. The Report concludes the existing watermain is capable of servicing the site. Further, the proposed stormwater management design incorporated the policies and criteria of a number of agencies, including the Ministry of the Environment (MOE), Nottawasaga Valley Conservation Authority (NVCA) and City of Barrie (City).

4.2 Supporting Technical Reports & Plans

The following technical reports and plans have been prepared in support of the proposed application.

1. Planning Justification Report (including Affordable Housing and Urban Design)

This Planning Justification Report examines the subject lands, site context, land use polices, and the form of development with specific consideration to affordable housing and urban design. The report concludes that the application represents orderly and proper land use planning that will positively contribute to the future growth and quality of life in the City of Barrie.

2. Functional Servicing Report (including Stormwater Management)

WMI & Associates Limited has prepared a Functional Servicing Report that reviews how the proposed development could be serviced by existing internal infrastructure and how storm drainage will function per the North Barrie Crossing Master Site Plan. The Report notes there is an existing 250mm diameter sanitary trunk sewer installed across the Site, and it is proposed to connect to the development in two locations. The Report concludes there is adequate reserve capacity in the existing on-site sanitary sewer to accommodate the proposed flow. Further, the Report notes there is an existing 200mm diameter watermain looped through the Site connecting the Cundles Road watermain and the Duckworth Street watermain. The Report concludes the existing watermain is capable providing the flow per the Fire Underwrites Survey requirements.

The Report provides the proposed Stormwater Management Design for the subject lands and concludes stormwater quantity and quality control is provided by the existing off-site regional wet pond, which is located north of Cundles Road adjacent to J. C. Massie Way. Effective erosion and sediment control will be established prior to construction commencement and maintained until the site has been stabilized. Existing hydro, gas and telecom infrastructure is present within the existing development and along Cundles Road. Each utility provider will be circulated the conceptual development plans for their use in determining possible service connections and upgrades, which may be required. For more information, please refer to the Report.

3. Traffic Impact Study & Parking Study

A Traffic Impact Study was prepared by BA Group that included an assessment of traffic and pedestrian movement and an intersection operational analysis. The Report also includes an analysis of estimated vehicle parking needs based on a number of factors including the assessment of actual parking needs at three comparable proxy sites in Barrie.

The Report notes the site is expected to generate in the order of 180 and 220 two-way vehicle trips, during the weekday morning and afternoon peak hours, respectively, and that no road improvements are recommended because all movements will operate at acceptable levels-of-service.

Regarding vehicle parking, the Study concludes that the proposed parking supply, at 1.25 spaces per unit, will meet the peak parking demand for the project. They further note that 1.1 parking spaces per unit should be available to the residents, and 0.15 parking spaces per unit be allocated for visitor parking.

4. Geotechnical Engineering Report

A Geotechnical Engineering Report has been prepared by Grounded Engineering Inc. to assess the sub-surface conditions of the site and provide recommendations for building foundations, seismic site classification, earth pressure design, slab on grade design, basement drainage, and pavement design. The report also includes construction considerations associated with excavation, groundwater control, and geostructural engineering design advice.

The report included the findings of 12 boreholes drilled on the property which resulted in overlying earth fill, upper glacial fill unit, wet sands and silts unit and a hard clays and silts unit. The report notes that positive dewatering will be required to lower the groundwater table prior to excavation. The Report provides several geotechnical engineering design recommendations and considerations for construction based on the results which include foundation design, earthquake and slab on grade parameters, short-term and long-term groundwater and seepage control, site servicing, and excavations. For more information, please refer to the Report.

5. Hydrogeological Assessment (including Water Balance Analysis)

A Hydrogeological Assessment has been prepared by Grounded Engineering Inc. to evaluate the hydrogeological conditions at the property for the existing and proposed development and to manage risk of potential impacts associated with the proposed land use. The assessment included a water balance analysis and the installation of eight (8) groundwater monitoring wells with measurements to date taking in April, May and June 2022.

The report concluded that the site soils provide for low recharge capability and that groundwater transmission is expected to be moderate. Accordingly, engineered infiltration methods are not recommended; however, passive Low Impact Development (LID) features may be considered as part of the detailed design.

The report also concluded that the property lies within a Significant Groundwater Recharge Area according to the NVCA and groundwater was observed 0.9 to 4.0 metres in depth in the monitoring wells with seasonal fluctuations expected. From a water balance perspective, there will be a post development infiltration deficit of 2,407 square metres, which can be mitigated by capturing clean water from roofs. Please refer to the report for a full listing of their conclusions and recommendations.

6. Environmental Noise & Vibration Feasibility Assessment

An Environmental Noise and Vibration Feasibility Assessment was prepared by Valcoustics Canada Ltd. in support of the proposed development. The Assessment concludes that the applicable MECP noise guidelines can be met and a suitable acoustical environment provided for the occupants. The Assessment also concluded that ground borne vibration due to vehicular movements on surrounding roadways, including 400 series highways, is not expected to create significant impact on the proposed development. There is also no rail or other sources of ground born vibration in the vicinity of the site.

In terms of noise impacts on the neighbourhood, the Assessment recommends that mechanical equipment interfacing the outdoors be designed to comply with the guideline limits in NPC 300 and that in their opinion, by proper engineering design, all requirements can be met and no significant noise impact would be created for surrounding uses. During detailed design, the appropriate choice of location, equipment type, and noise control features should be considered during detailed design for such items as rooftop equipment and air intakes and exhaust, including the underground parking garage ventilation system. These matters will be addressed in a noise impact study completed in support of the future site plan application.

7. Pedestrian Wind Comfort & Microclimate Opinion Letter

Gradient Wind Engineering Inc. prepared a Pedestrian Wind Comfort and Microclimate Opinion Letter and noted that pedestrian wind comfort is determined by three main factors, including (i) the geometry and orientation of the building, (ii) the shielding and channeling effects created by the massing and relative spacing of surrounding buildings, and (iii) the alignment of the study building with respect to statistically prominent wind directions. The letter notes that northwesterly winds are the most common in Barrie, as well as winds from the east. Summer months tend to produce calmer wind conditions as compared to other seasons.

The letter notes that the adjacent upwind mid-rise buildings located at 295 Cundles Road East will provide sheltering from lower-level winds over the east portion of the site, whereas the west side of the site will be more exposed to the prominent westerly and northwesterly wind directions from the open schoolyard. Buildings 1 and 3 will be particularly exposed to higher-level winds with minimal upwind resistance; however, the building step-backs along the north elevations will provide some mitigation of downwash winds. The east elevations of building B32 will provide limited protection from downwash winds at the base of the building.

The letter also provided comments about comfort at the lobby entrances, driveways and walkways, and the amenity areas throughout the site (e.g. standing or for walking). Specific to the amenity areas, which the report refers to as POPS or privately-owned publicly accessible spaces, the letter concludes that the area west of building B3 will be comfortable for sitting during warmer months, but the two areas west of Buildings B2 and B3 will be 'somewhat windier and suitable for standing during the summer'. The same is said about the elevated amenity terrace for Building B2 (east side). If seating is desired for any of these

spaces, then vertical wind barriers would be needed to deflect oncoming winds. These details would be reviewed at the detailed design stage as part of the landscaping submission.

8. Energy Conservation Report

Penady (North Barrie) Limited has prepared an Energy Conservation Report which is “intended to act as a roadmap that helps achieve the City of Barrie’s energy consumption and carbon footprint targets”. The report also helps designers and developers identify, at the earliest opportunity, options to integrate local energy conservation measures that are efficient, low carbon and resilient.

The report notes that the development is anticipated to meet the OBC SB-10 requirements for energy conservation targets, but that the actual energy conservation measures will ultimately be developed and refined at the detailed design stage. The report notes that the Owner will consider the following measures:

- The use of environmentally-friendly products for the exterior, interior and finishes.
- Use of durable materials that can be operated in an efficient manner (from a heating and cooling perspective).
- Use of high efficient systems (including HVAC, lighting, plumbing, Energy Star® appliances).
- Implement rough-ins for future installation of plug-ins for electric vehicles.
- Implement drought resistant, water efficient landscaping, including the use of native trees and plants.
- Reviewing thermal bridging opportunities.
- Use of glazing with a low solar heat gain coefficient.
- High performance opaque building envelope with continuous insulation within the assembly,
- Low window to wall ratio (e.g. 40% vision).
- Dedicated mechanical heating and cooling system with individual HVAC units for each suite.
- LED lighting.

9. Site Plan, Floor Plans, Elevations, Cross-Sections and Renderings

SRN Architects has prepared a detailed architectural package that includes a Site Plan, floor plans for each building, elevations, cross-sections and streetscape/aerial renderings. The purpose of these plans are to illustrate how the proposed development will function and be integrated into the neighbourhood.

10. Block Context Plan

SRN Architects has prepared a Block Context Plan (Plan A103) which illustrates the surrounding land uses and building footprints within 250-500 metres, or an approximately 3-6 minute walk, from the centre of the subject site. Surrounding land uses are detailed in Section 2 of this Report.

11. Sun and Shadow Plans

SRN Architects has prepared Sun and Shadow Plans (Plans A701-A704) that illustrate the shadows cast by the proposed and adjacent buildings throughout the day on the 21st of April, June, September and December. Primarily because the proposed development is located east and south of any residential areas or amenity areas, no shadow impacts have been identified.

12. Crane Swing Plan

SRN Architects has prepared a Crane Swing Plan (Plan A103) which illustrates the preliminary location of crane locations required for construction of the three buildings. The arc of the cranes will not cross over and above any adjacent residential buildings.

5.0 LEGISLATION & POLICY REVIEW

The following subsections provide a summary assessment of how the proposed application has regard to the Planning Act, are consistent with the Provincial Policy Statement, and conform to the Growth Plan, current City of Barrie Official Plan, adopted new City of Barrie Official Plan, and the City of Barrie Zoning By-law.

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

The following subsections assess how the application has regard to matters of Provincial Interest.

5.1.1 Matters of Provincial Interest

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

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

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

The lands do not contain any natural heritage features.

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

The subject lands are located within the City of Barrie settlement area and are not in close proximity to any agricultural lands. The subject lands and adjacent lands are designated for development.

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

No mineral resources or natural heritage resources have been identified on the subject lands.

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

The lands do not contain any significant cultural, historical, or architectural value.

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

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

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. An Energy Conservation Report has been prepared that outlines the various measures that will be considered at the detailed design/building permit stage.

The development efficiently uses lands and optimizes the use of infrastructure in accordance with the requirements of the Growth Plan.

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

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

g) the minimization of waste;

The proposed development has been designed to adhere to the City's waste management program and design requirements.

h) the orderly development of safe and healthy communities;

The proposed development has been designed in consideration of Crime Prevention through Environmental Design principles.

- i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- Development applications in the City of Barrie are reviewed by their in-house accessibility coordinator. Implementing specific requirements such as the location of curb cuts and tactile warning surfaces in accordance with Ontario Provincial Standards (OPSD) occurs at the detailed design stage, prior to construction. Matters concerning accessibility will be reviewed during the detailed design process.
- j) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- Frere-Andre Catholic Elementary School, St. Joseph's Catholic High School and Monsignor Clair Catholic Elementary School area located to the west of the site. Further, multiple municipal parks are in proximity to the lands including Osprey Ridge Park and Little Lake Park South.
- k) the adequate provision of a full range of housing, including affordable housing;*
- Refer to Section 7 of this report.
- l) the adequate provision of employment opportunities;*
- The subject lands are located within walking distance to an employment area as well as retail and service commercial uses including a post office, restaurants, personal service shops and pharmacies.
- m) the protection of the financial and economic well-being of the Province and its municipalities;*
- The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained.
- n) the co-ordination of planning activities of public bodies;*
- Circulation of the proposed application will occur to all agencies and public bodies identified in the Planning Act.
- o) the resolution of planning conflicts involving public and private interests;*
- A Neighbourhood Meeting was held on June 9th, 2021 which provides an additional opportunity, pre-application, for the public to comment on the proposed application. Comments provided by the public, agencies or City Departments will be reviewed by the applicant and City Planning Staff to identify whether plan revisions are required.
- p) the protection of public health and safety;*
- The site has been designed in consideration of Crime Prevention through Environmental Design principles. In addition, the Building Department and emergency services (Fire, Police) will be circulated a copy of the proposed application for comment.
- A number of technical studies have also been undertaken that public health and safety impacts including noise and vibration, wind and microclimate, and traffic. As outlined in Section 4 of this Report, those technical studies have concluded that the development, as proposed, will not result in adverse impacts.
- q) the appropriate location of growth and development;*
- The proposed development is located within the City of Barrie settlement area boundary, within a mixed use area and a master planned property that can appropriately accommodate growth.
- r) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- The site includes sidewalks which connect from Cundles Road East to the internal roadways to provide pedestrian access to the residential buildings and amenity areas. The site is located along the City of Barrie Transit Routes of 6A Letitia and 6B College, and a transit stop is located directly adjacent to the lands. Further, the lands are located along the County of Simcoe LINX Route 1 which runs from the City of Barrie to the Towns of Midland and Penetanguishene. This Route also provides access to the County of Simcoe LINX Route 2 at the Georgian College, which connects the City of Barrie to the City of Orillia.

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

The application will be reviewed by City staff in consideration of the City's Official Plan policies regarding Urban Design and Sustainable Development Guidelines. The proposed site plan includes compact residential buildings to encourage a sense of place and provide for greater safety and accessibility.

In our opinion, the proposed Zoning By-law Amendment application has regard to the matters of Provincial Interest identified in the Planning Act.

5.2 Provincial Policy Statement (PPS), 2020

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Policy Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. The Vision is for long-term prosperity and social well-being by maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

5.2.1 Building Strong and Healthy Communities

Section 1.0 of the PPS contains policies for building strong and healthy communities. The applicable policies from this section have been listed below followed by an assessment of the application's conformity with the policies.

1) Managing and Directing Land Use to Achieve Efficient and Resilient Development & Land Use Patterns.

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by the following:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

This master planned property has been designated and planned for mixed use growth since 2006. The additional units proposed as part of the proposed rezoning will utilize, and by extension, help to optimize existing infrastructure.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development provides an additional smaller residential dwelling types to add to the mixture of housing that exists in this area. The housing type allows for more attainable housing options for those looking for a smaller non-ground oriented dwelling unit. The site also contains private amenity areas to provide recreational opportunities for future residents. The lands are in proximity to commercial uses, institutional uses, parks, and open spaces to meet the long-term needs of residents.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The lands do not contain any natural heritage features.

A Traffic Impact Study has been prepared by BA Group that concludes the traffic expected to be generated by the proposed development can be accommodated on the future road network, and no road improvements are recommended.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The subject lands are within the Built-up Area of the City of Barrie and the proposed development will not prevent the efficient expansion of the settlement areas.

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

The proposed rezoning application will implement the Zoning By-law framework in the City of Barrie. The proposed site-specific development standards will allow for more compact forms of housing through an increased building height and increased number of units on the lands.

- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The proposed application will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the site can be discussed following that review. In addition, a mix of 1-2 bedroom units will be provided that will cater to different needs and affordability.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The proposed development will meet the servicing requirements of the City's Master Plan.

- h) *promoting development and land use patterns that conserve biodiversity; and,*

The lands do not contain any natural heritage features.

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

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), protecting the natural heritage system, and consisting of a compact housing typology adjacent to commercial and institutional uses, which promotes active transportation.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

- a) *Policy 1.1.3.1: Settlement areas shall be the focus of growth and development*

The lands proposed for development are within the City of Barrie settlement area.

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

- a) *efficiently use land and resources;*

- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*

- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

The proposed development efficiently uses land, resources, infrastructure, and public services within the City of Barrie settlement area boundary. The development promotes active transportation through its close proximity to a mix of land uses in the area. The compact nature of the buildings will promote efficient use of energy and support multi-modal transportation. The lands are located adjacent to local and regional public transit stops.

- c) *Policy 1.1.3.2: Land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The City has also identified intensification nodes and corridors and the Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria which are assessed in Section 5.5 of this report.

The subject lands are identified within the Built-up Area which is required to accommodate additional growth prior to new greenfield development being approved. The proposed development will assist the City in achieving its intensification targets while allowing for the more efficient use of land and optimization of existing infrastructure.

- d) *Policy 1.1.3.4: Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed residential buildings maintain the appropriate levels of public health and safety by creating a walkable neighborhood at transit supportive densities that promote active transportation. The design of the buildings will adhere to the principles of Crime Prevention through Environmental Design.

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

The proposed buildings are located within the built-up area and are proposed in a compact form that allows for the efficient use of land, infrastructure and public service facilities.

3) Housing

Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected market-based and affordable housing needs of current and future residents of the regional market area.

- a) *Policy 1.4.3 a): Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*

The City of Barrie Official Plan policy 3.3.2.2.a) states the City's goal to achieve a minimum target of 10% of all new housing units per annum to be affordable housing. Refer to Section 6 of this report for affordable housing information.

- b) *Policy 1.4.3 b): permitting and facilitating (1) all housing options to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and (2) all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The City has identified intensification nodes and corridors and their Official Plan contains policies encouraging intensification in those areas, while permitting intensification in other areas subject to meeting certain criteria which are discussed in Section 4.5 of this report. The subject lands are not located within an intensification node or corridor, however the lands are located within the built-up area which can accommodate additional growth.

- c) *Policy 1.4.3 c): directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

The proposed development will utilize existing municipal infrastructure.

- d) *Policy 1.4.3 d): promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

The proposed density efficiently uses land, resources, infrastructure, and public service facilities. The proposed development will be built at a density that is appropriate for the lands as it will contribute to the housing supply of the City, while being compatible with the surrounding area, and adjacent residential uses. Further, the proposed development supports the use of active transportation through the close proximity of commercial uses, institutional uses and public transit.

- e) *Policy 1.4.3 e): requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

The site proposes a density that is transit-supportive and adjacent to existing transit routes.

- f) *Policy 1.4.3 f): establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development maintains public health and safety by providing compact housing with short block lengths. The requested special provisions will permit efficient redevelopment of the lands through an increased building height and increased number of units. Further, the development promotes walkable neighborhoods with a planned increase in active transportation, while also ensuring that it adheres to the principles of Crime Prevention through Environmental Design.

A number of technical studies have also been undertaken that public health and safety impacts including noise and vibration, wind and microclimate, and traffic. As outlined in Section 4 of this Report, those technical studies have concluded that the development, as proposed, will not result in adverse impacts.

4) Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 promotes healthy, active communities through the following:

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

The proposed development has been designed to include sidewalks, pedestrian crossways, and private amenity areas.

- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*

The proposed development will provide private amenity areas which will encourage recreational opportunities for future residents. Further, the lands are in close proximity to municipal parkland and open spaces which are accessible to the public.

5) Infrastructure and Public Service Facilities

Policy 1.6.1 requires that infrastructure, electricity, and public service facilities be provided in an efficient manner prepares for the impacts of a changing climate while accommodating projected needs. Planning for infrastructure and public service facilities should ensure they are financially viable over their life cycle and meet current and projected needs.

The City has prepared a Financial Impact Assessment, Long-Range Financial Plan, an Infrastructure Implementation Plan, a Capital Plan and a series of Master Plans that consider the needs and timing of delivery and their associated long-term costs. Policy 1.6.2 requires Planning Authorities to promote green infrastructure. The proposed development will incorporate Low Impact Development measures, where feasible.

6) Sewage, Water and Stormwater

Policy 1.6.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Lastly, water conservation and water use efficiency is promoted and infrastructure servicing and land use considerations should occur at all stages of the planning process.

The proposed development will utilize municipal infrastructure. A Functional Servicing Report was prepared by WMI & Associates Limited which concludes there is adequate capacity in the existing on-site sanitary sewer to accommodate the proposed development. Further, the existing watermain is capable providing fire and potable water servicing per the requirements. Stormwater quantity and quality control will be provided by the existing off-site regional wet pond.

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

The City of Barrie Engineering Department will review the stormwater management design for the site to ensure their standards are being met. The Functional Servicing Report was prepared by WMI & Associates Limited in support of the proposed development.

- b) *minimize, or, where possible, prevent increases in contaminant loads;*

The Functional Servicing Report prepared by WMI & Associates Limited explains the stormwater management design intention.

- c) *minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure.*

The City of Barrie Engineering Department will review the Stormwater Management design and report to ensure their standards are being met. In addition, the design of the site will incorporate Low Impact Development measures.

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

The lands do not contain any natural heritage features or natural hazards.

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

The detailed engineering design for the site will cover matters such as the limit and extent of grading, infiltration, stormwater management including the use of Low Impact Development facilities, and a calculations/modelling of pre- and post-development monitoring.

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

The proposed stormwater design is based on these objectives. The stormwater management design are contained in the Functional Servicing Report.

7) Transportation Systems

Policy 1.6.7.3 states as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained. The site will have direct access to Cundles Road East. Further, internal roads will provide access to the residential buildings and underground parking.

Policy 1.6.7.4 promotes land use patterns, densities and a mixture of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development contains a compact housing form that promotes walkable communities. Further, the lands are in close proximity to a variety of commercial and institutional land uses which encourages active transportation. The site will include sidewalks and pedestrian crossings to promote pedestrian movement and safety. The lands are adjacent to local and regional transit stops. A Traffic Impact Study submitted in support of the proposed development concludes the expected generated traffic can be accommodated on the future road network, and no road improvements are recommended to accommodate the development.

8) Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity is supported by the following:

a) promoting opportunities for economic development and community investment-readiness;

New development must conform to the City's Long-Range Financial Plan which ensures the economic well-being of the City.

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

The proposed development will provide for additional housing options and supply. The proposed development's location is within reasonable walking distance to community facilities (recreation facilities, elementary schools, and a high school) and adjacent to local and regional transit stops.

c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;

The proposed development considers the use of land, resources, infrastructure and public service facilities through utilizing municipal services and redeveloping the lands in an efficient and effective manner.

d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;

There are no anticipated negative impacts on the downtown area.

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

No built or cultural heritage resources will be impacted by the proposed development.

f) promoting the redevelopment of brownfield sites;

The subject lands are not a brownfield site.

g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

The proposed development encourages the use of multi-modal transportation by way of its density, compact form, and proximity to transit stops.

h) providing opportunities for sustainable tourism development;

Not applicable to the subject application.

- i) *Sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;*

The proposed development will not impact agricultural uses.

- j) *promoting energy conservation and providing opportunities for increased energy supply;*

Energy conservation is promoted through the proposed development as it contains compact urban form that will efficiently use planned infrastructure and promote multi-modal transportation.

- k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change. The proposed development will not negatively impact any natural heritage features.

- l) *encouraging efficient and coordinated communications and telecommunications infrastructure.*

The detailed engineering site design will contain provisions for wireline infrastructure in consultation with Bell and Rogers.

9) Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) *promote compact form and a structure of nodes and corridors;*

The development is proposed at transit supportive densities.

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

The proposed development is located adjacent to regional and local transit stops.

- c) *Focus major employment, commercial and other travel-intensive land use on sites which are well served by transit where this exists or is to be developed or designing these to facilitate the establishment of transit in the future;*

Not applicable to the subject application.

- d) *Focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*

Not applicable to the subject application.

- e) *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The proposed development is proposed at transit supportive densities and within walking distance to a transit stop.

- f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;*

The proposed development will conform to the energy efficiency requirements of the Ontario Building Code and will contain Low Impact Development measures.

- g) *Maximize vegetation within settlement areas, where feasible;*

Landscaping details will be reviewed at the detailed design stage.

5.2.2 Wise Use and Management of Resources

Section 2.0 of the PPS contains policies for the wise use and management of resources. The applicable policies from this section have been listed below followed by an assessment of the application's conformity with the policies.

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term.

The lands do not contain any natural heritage features.

2) Water

The Policies in Section 2.2 direct planning authorities to protect, improve or restore the quality and quantity of water.

A Functional Servicing Report and a Hydrogeological Study have been prepared in support of the application. These reports confirm that the site can be serviced with municipal infrastructure and there will be no negative impacts to the quality or quantity of water.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes.

The lands do not contain any significant cultural heritage value or interest for an archaeological assessment.

5.2.3 Protecting Public Health and Safety

Section 3.0 of the PPS contains policies for protecting public health and safety. The applicable policies from this section have been listed below followed by an assessment of the application's conformity with the policies.

1) Natural Hazards

Policy 3.1 directs development away from natural hazards such as flooding or erosion hazards.

No development is proposed within any natural hazards.

2) Human-Made Hazards

Policy 3.2 deals with development on, abutting or adjacent to human-made hazards.

No human-made hazards exist on or in proximity to the site.

In our opinion, the current Zoning By-law Amendment application proposed is consistent with the Provincial Policy Statement, 2020.

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

The current Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019 and was subsequently amended with Amendment No. 1 that took effect on August 28, 2020. The Growth Plan provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities that are well-designed, offer transportation choices, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to stores and services to meet daily needs.

The six principal parts of the Growth Plan include (i) Where and How to Grow, (ii) Infrastructure to Support Growth, (iii) Protecting What is Valuable, (iv) Implementation, and (v) the Simcoe Sub-area. The following sub-sections assess the application's conformity with the Growth Plan.

5.3.1 Where and How to Grow

Section 2 of the Growth Plan contains policies applicable to the proposed application including: Managing Growth (Policy 2.2.1), Delineated Built-up Areas (Policy 2.2.2) and Housing (2.2.6).

1) Policy 2.2.1: Managing Growth

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

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

The proposed development features a high density residential typology which will provide convenient access to elementary schools, a high school and multiple community parks. The application will improve social equity and the quality of life of future residents by being in close proximity to commercial uses and community facilities. The residential buildings provide varying unit sizes to accommodate people of all ages and income levels. Further, the proposed development, through efficient layout and built form, considers the impacts to climate change.

2) Policy 2.2.2: Delineated Built-Up Areas

3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as 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;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The lands are located within the built boundary of the City of Barrie. The proposed density is appropriate for the lands and will assist the City in meeting its intensification targets. The residential uses will provide additional housing supply through a built form that will be compatible with adjacent development. Future residents will be able to access a mix of commercial, institutional, and recreational uses, which will contribute to the area in becoming a complete community. The lands will utilize existing municipal infrastructure.

2) Policy 2.2.6: Housing

2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*

The proposed development implements a built form that will contribute to the housing supply in the City. The development will promote efficient intensification on existing lands that will be compatible with the surrounding area. The proposed development provides an appropriate density for the area and promotes diversity within the housing stock of the City.

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

The application will facilitate an additional housing type that is compatible with the adjacent residential uses. The proposed units will range in size to accommodate a wide variety of people in all stages of life.

5.3.2 Infrastructure to Support Growth

Section 3 of the Growth Plan contains policies applicable to the proposed application including: Integrated Planning (3.2.1), Transportation – General (3.2.2), Moving People (3.2.3), Water and Wastewater Systems (3.2.6), Stormwater Management (3.2.7), and Public Service Facilities (3.2.8).

1) Policy 3.2.1: Integrated Planning

1. *Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.*

The City prepared a series of Master Plans. New development must conform to these Master Plans as a condition of approval. The proposed development has been designed to conform to these Master Plans.

2) Policy 3.2.2: Transportation – General

1. *Transportation system planning, land use planning, and transportation investment will be coordinated to implement this Plan.*

The City prepared a series of Master Plans. New development must conform to these Master Plans as a condition of approval. The proposed development has been designed to conform to these Master Plans.

3) Policy 3.2.3: Moving People

2. *All decisions on transit planning and investment will be made according to the following criteria:*
 - a) *aligning with, and supporting, the priorities identified in Schedule 5;*
 - b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) *increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*
 - e) *facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
 - f) *increasing the modal share of transit; and*
 - g) *contributing towards the provincial greenhouse gas emissions reduction targets.*

The City of Barrie has prepared a Multi-Modal Active Transportation Master Plan in fulfillment of these policies.

4) Policy 3.2.6: Water and Wastewater Systems

1. *Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.*

The City of Barrie has prepared a Financial Impact Assessment and Long-Range Financial Plan based on the principle that 'growth pays for growth to the greatest extent possible'.
2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
 - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
 - iii. *identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

The City has prepared a Wastewater Collection Master Plan, a Wastewater Treatment Master Plan and a Water Supply Master Plan in fulfillment of these policies. New development, including the proposed development, must conform to these Master Plans.

5) Policy 3.2.7: Stormwater Management

1. *Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:*

- a) *are informed by watershed planning or equivalent;*
- b) *protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
- c) *characterize existing environmental conditions;*
- d) *examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;*
- e) *incorporate appropriate low impact development and green infrastructure;*
- f) *identify the need for stormwater retrofits, where appropriate;*
- g) *identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and*
- h) *include an implementation and maintenance plan.*

In support of the above policies, the City of Barrie prepared a Drainage and Stormwater Management Master Plan as well as guidelines/standards to implement the use of Low Impact Development measures.

2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
 - a) *is informed by a sub watershed 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.*

A Functional Servicing Report has been prepared in support of the proposed rezoning application.

6) Policy 3.2.8: Public Service Facilities

1. *Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.*

The proposed development is in proximity to existing public service facilities. The lands are east of two elementary schools and a high school. Further, multiple parklands and open spaces are located to the north, east and west of the lands.

2. *Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.*

The location, size, configuration and orientation of the proposed development allows for public service facilities to be within a short distance.

5.3.3 Protecting What is Valuable

Section 4 of the Growth Plan contains policies applicable to the proposed application including: Water Resource Systems (4.2.1), Natural Heritage System (4.2.2), Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features (4.2.4), and Cultural Heritage Resources (4.2.7).

1) Policy 4.2.1: Water Resource Systems

1. *Upper- and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.*

The lands are within the watershed boundary of Nottawasaga Valley, however, the lands are not regulated.

3. *Watershed planning or equivalent will inform:*
 - a) *the identification of water resource systems;*
 - b) *the protection, enhancement, or restoration of the quality and quantity of water;*
 - c) *decisions on allocation of growth; and*
 - d) *planning for water, wastewater, and stormwater infrastructure.*

The lands do not contain natural heritage features.

2) Policy 4.2.2: Natural Heritage System

1. *A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.*

The GGH natural heritage mapping does not apply to the majority of lands within the City, including the subject lands as they are located within an approved settlement area boundary as of July 1, 2017.

2. *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*
 - a) *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
 - b) *may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The proposed development and rezoning application propose development that will not negatively impact the natural heritage system or its related ecological functions.

3) Policy 4.2.7: Cultural Heritage Resources

1. *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

The lands do not contain cultural heritage resources.

5.3.4 Implementation

Section 5 of the Growth Plan contains policies applicable to the proposed application including: Growth Forecasts (5.2.4).

1) Policy 5.2.4: Growth Forecasts

3. *The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of August 28, 2020 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those forecasts are approved and in effect in the upper- or single-tier official plan.*

The proposed overall master site plan density is 33 units per hectare, and the site specific density is 261 units per hectare.

5.3.5 Simcoe Sub-Area

Section 6 of the Growth Plan contains policies applicable to the proposed application including Managing Growth (6.3).

1) Policy 6.3: Managing Growth

1. *Primary settlement areas for the Simcoe Sub-area are identified in Schedule 8.*

The City of Barrie is identified as a primary settlement area in Schedule 8 of the Growth Plan.

2. *Municipalities with primary settlement areas will, in their official plans and other supporting documents:*

- a) *identify primary settlement areas;*

The subject lands are located within the City of Barrie settlement area boundary.

- b) *identify and plan for strategic growth areas within primary settlement areas;*

The subject lands are within the built-up area.

- c) *plan to support the achievement of complete communities within primary settlement areas; and,*

The proposed development is intended to aid in the transformation of Barrie becoming a complete community.

- d) *ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit- supportive.*

New Development must conform to the Urban Design and Sustainable Development Guidelines for The City of Barrie Official Plan.

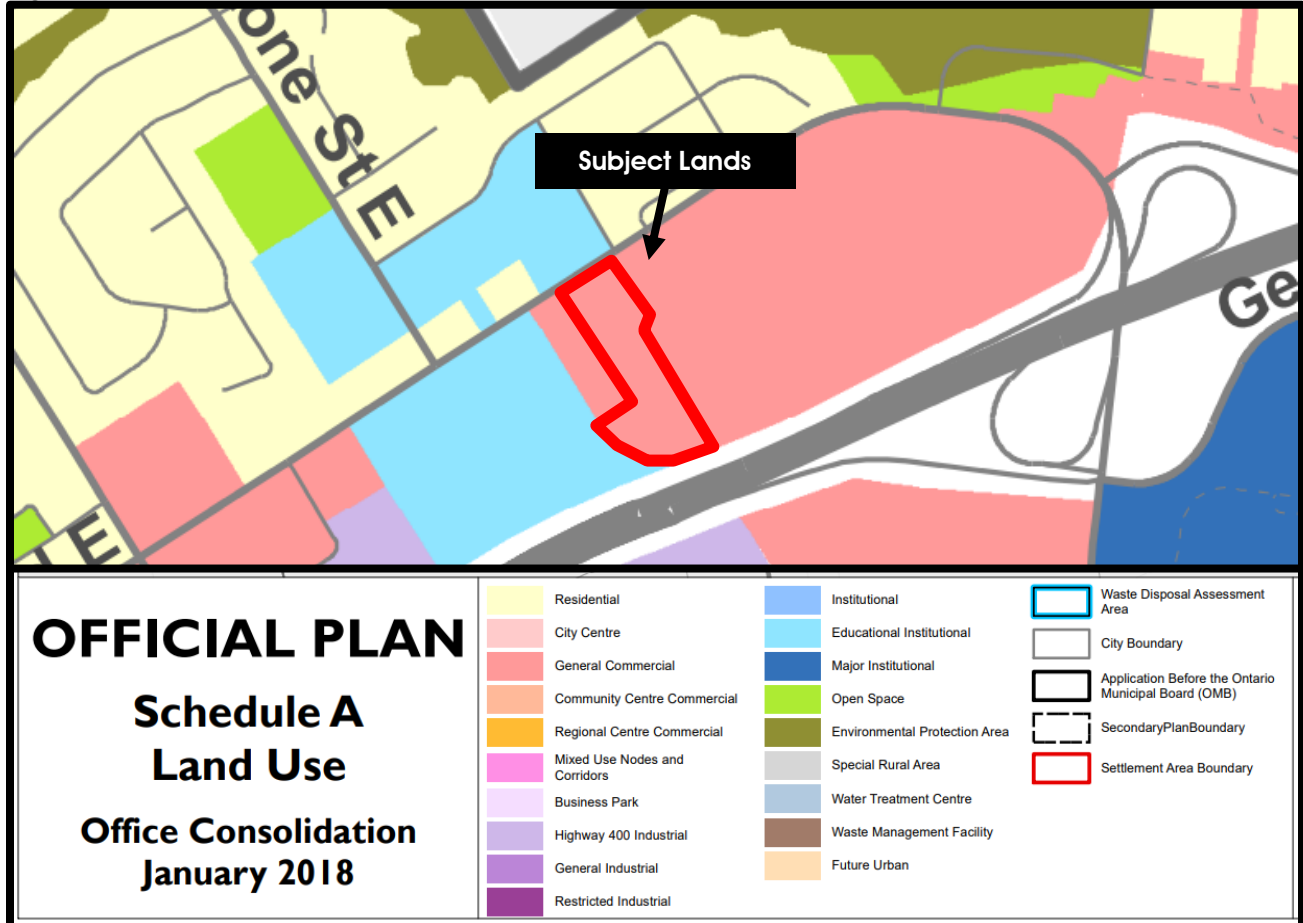
In our opinion, the proposed Zoning By-law Amendment application conforms to the Growth Plan.

5.4 City of Barrie Official Plan

On April 23, 2010, the Ministry of Municipal Affairs and Housing (MMAH) approved the current Official Plan for the City of Barrie. The Official Plan incorporates municipal strategic priorities and addresses matters of provincial interest. The lands are subject to the policies of this currently in-effect City of Barrie Official Plan.

The subject lands are designated General Commercial according to Schedule A – Land Use (**Figure 10**).

Figure 10: Schedule A Land Use: 303 Cundles Road East



5.4.1 Official Plan Policies

The proposed application has been reviewed to determine its conformity with the following Official Plan policies.

5.4.1.1 Community Vision

Section 2.0 of the Official Plan contains direction on the Community Context, and specifically Section 2.2 provides principles related to the City's Vision. The Plan states the City is to promote and manage growth that sustains and builds a strong economy, and supports a healthy environment. The City is to provide a safe environment for the community through developing security measures for physical spaces (private and public) and implementing good urban design, encourage the sustainable use of our water, land and air resources, and maintain and enhance transportation links within the City and beyond.

The proposed development will provide additional housing units to assist with accommodating future growth within the City. No natural heritage features or resources will be negatively impacted from the development, and enhanced landscaping/amenity areas will be facilitated to provide a healthy environment to future residents. The residential buildings are located directly adjacent to a mix of commercial, institutional and

recreational land uses. The proposed development will efficiently utilize municipal wastewater and water services, and are adjacent to regional and local public transit stops. The lands will provide private amenity spaces and residential buildings that will adhere to the City's Urban Design Guidelines.

5.4.1.2 Growth Management

Section 3.1 of the Official Plan contains policies for growth management. Section 3.1.1 states the goals of growth management are to accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities. Further, the City is to direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.

The proposed development will provide residential uses in a mixed-use area, which will contribute to the achievement of complete communities. Future residents will have access to commercial uses, elementary schools, a high school, and private open spaces. The lands will efficiently utilize existing municipal infrastructure.

1) Policy 3.1.2.1: Balanced Growth

a) It is an objective of this Plan to identify employment areas and residential lands for development in order to achieve and maintain a ratio of approximately 1 job in the City for every 2 residents of the City. (Mod D (b))

The lands have been identified through a previous Official Plan Amendment and Zoning By-law Amendment application as being appropriate for residential development. The proposed development will assist the City in achieving its intensification targets (e.g. 50% of all new residential growth occurring within the built-up area of the City).

(d) In addition to the above, all proposed development located adjacent to and in the vicinity of a provincial highway within the Ministry of Transportation's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited. (Mod D (e))

The lands are adjacent to Highway 400, however, there is no direct access provided from the site and the Ministry of Transportation (MTO) will be circulated upon submission of the application for rezoning.

2) Policy 3.1.2.2: Staging and Phasing of Development

(d) The approval of specific development applications shall be governed by the following principles:

i) encouraging a mix and form of housing that supports affordable housing and specialty needs housing; (Mod D (g))

The lands will provide additional housing supply to the City that is compatible with the adjacent built form in the area.

ii) giving priority to lands adjacent to existing development;

The lands are adjacent to existing residential, commercial, and institutional uses.

iii) sequential development of neighbourhood facilities;

The proposed development will be adjacent to elementary schools, a high school and be in proximity to municipal parks and churches. The lands will also contain private amenity spaces for future residents to access.

- iv) *provision of community facilities and urban services with emphasis on using existing sewage and water services where possible; (Mod D (h))*

The lands will utilize existing sewage and water services.

- v) *provision of schools and parks;*

The proposed development will contain private amenity areas, and are in proximity to multiple schools and municipal parks.

- vi) *provision of sidewalks and access to public transit.*

A pedestrian network is proposed to encourage active transportation. The lands are adjacent to regional and local public transit stops, and cycling infrastructure is located along Cundles Road East.

- vii) *sequential construction of collector roads and access to arterial and boundary roads;*

The lands have frontage on Cundles Road East, an arterial roadway. The proposed development will have direct access to Cundles Road East, as well as internal connections to adjacent development.

- viii) *sequential construction of sanitary sewer and watermain extensions and electrical distribution systems;*

A Functional Servicing Report was submitted for the proposed development which concludes there is adequate capacity in the existing on-site sanitary sewer to accommodate the proposed development. Further, the existing watermain is capable providing fire and potable water servicing per the requirements.

- ix) *adequacy of storm drainage; and,*

A Functional Servicing Report was submitted for the proposed development which includes the proposed Stormwater Management design. The Report concludes the stormwater quantity and quality control will be provided by the existing off-site regional wet pond. The approved Stormwater Management Plan for the North Barrie Crossing Master Site Plan included on-site control measures, such as roof top controls for the Zehrs building and the LAF building, an oil and grit separator for The Junction Condominiums and an oil and grit separator for the Fuel Station, as such there are no additional measures proposed for the Subject Site.

- x) *protection of the environment and significant natural resources.*

The lands do not contain any natural heritage features or resources.

3) Policy 3.1.2.3: Density of Development and Intensification

- (b) By 2015, and for each year thereafter, at least 40 percent of residential dwelling unit development shall be directed to the area within the built-up area as identified on Schedule I - Intensification Areas of the Plan. (Mod D (k))*

According to Schedule I – Intensification Areas, the lands are located within the built-up area. The proposed development will contribute to the resident dwelling unit intensification targets for the built-up area.

- (d) The City's Growth Management Strategy identifies that the built up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre. An additional 5,700 units will be developed in the City's designated Greenfield areas within the former City of Barrie, while approximately 15,700 units will be accommodated in the Salem and Hewitt's Secondary Plan Areas. These units will accommodate the population forecast in the Growth Plan and will be subject to monitoring and review throughout the life of this Plan. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)*

The proposed development will provide 505 residential units within the built-up area, which will contribute to the housing supply in the City. The dwelling units will be compatible with the surrounding residential development and will contribute to the mix of housing typologies within the neighbourhood.

(e) The City of Barrie will monitor residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in 3.1.2.3 (a) - (d) are met. (Mod D (l))

The proposed development will appropriately intensify a parcel of land that is designated and zoned to support residential uses at an overall master site plan density of 33 residential units per hectare or 261 units per hectare on a property specific basis. The additional dwelling units will assist the City in meeting the prescribed housing intensification targets.

(f) The development of transit infrastructure will be used to direct and manage growth, and residential and employment densities will be used to support the efficiency and viability of existing and planned transit services.

The site is located along the City of Barrie Transit Routes of 6A Letitia and 6B College, and a transit stop is located directly adjacent to the lands. Further, the lands are located along the County of Simcoe LINX Route 1 which runs from the City of Barrie to the Towns of Midland and Penetanguishene. This Route also provides access to the County of Simcoe LINX Route 2 at the Georgian College, which connects the City of Barrie to the City of Orillia.

5.4.1.3 Housing

Section 3.3 of the Official Plan contains policies for housing which have been assessed below:

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

The proposed development will facilitate a high-density housing built form with a mix of unit types that will accommodate a variety of household sizes and incomes. The development will positively contribute to more attainable housing options in the City compared to less units or more ground oriented units.

b) 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 proposed development contains high density residential uses which will offer additional housing options.

g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.

The prescribed density on the site promotes a compact urban form that supports the use of public transportation and active transportation.

h) The City shall maintain a 10-year supply of designated land and a 3-year supply of draft approved and registered lots through residential intensification and redevelopment sufficient to provide an appropriate range of housing types and densities to meet projected requirements of current and future residents.

The current Official Plan states the City is projected to grow to 210,000 persons by the year 2031. The proposed development will contribute to housing the future residents of the City.

5.4.1.4 Cultural Heritage Conservation

Section 3.4 contains policies related to Cultural Heritage Conservation, which state development should have regard for cultural heritage resources and shall, wherever feasible, incorporate these resources into any development plans. Further, all new development in older established areas of historic, architectural or landscape value, shall be encouraged to be in keeping with the overall character of these areas.

The lands are not located within an established area of historic, architectural or landscape value and the lands do not contain any cultural heritage resources.

5.4.1.5 Natural Heritage, Natural Hazards, and Resources

Section 3.5 of the Official Plan are design policies for Natural Heritage, Natural Hazards and Resources.

1) Policy 3.5.2.1: General Policies

a) The City shall encourage the local Conservation Authorities to prepare watershed management plans as input to the City's role in the management of watershed resources.

Not applicable.

b) In the review of plans, programs and development applications, the City shall protect the natural environment and its ecological functions for conservation, recreation, scientific and educational value, and its benefits to human health.

The proposed development will not negatively impact any natural heritage features.

2) Policy 3.5.2.2: Land Management

a) *In order to maintain and enhance vegetation cover, the City shall support tree planting, tree preservation, conservation initiatives and land stewardship strategies.*

The lands are currently vacant, graded, partially serviced and contain minimal vegetation. The proposed development will provide tree planting and landscaping which will be determined at the detailed design stage.

b) *New development shall be directed to maintain the natural landscape that shapes and defines the City's landform features, natural watershed drainage patterns and vistas.*

The proposed landscaping on the site will be determined through detailed design.

3) Policy 3.5.2.3: Water Resource Management

a) *In reviewing development proposals, the City shall protect, maintain, and enhance water and water related resources on an integrated watershed management basis.*

The lands are not identified within any intake protection zones, wellhead protection areas or issue contributing areas on Schedule G – Drinking Water System Vulnerable Areas. As such, the proposed development is not expected to have any impacts on water related resources.

b) *The City will maintain and, where possible, protect, improve or restore the quality and sustainability of surface and groundwater resources.*

The lands are not located within a significant groundwater recharge area.

c) *The City will promote water conservation and support the efficient use of water resources.*

The lands will utilize municipal water as described in the Functional Servicing Report. The proposed development will not negatively impact any water resources.

d) *The City shall protect or improve water quality and quantity by minimizing cross jurisdictional or cross watershed impacts, in consultation with the Conservation Authorities.*

The lands are located within the Nottawasaga Valley watershed, however, the lands are not regulated by the Nottawasaga Valley Conservation Authority.

5.4.1.6 Energy Conservation and Renewable Energy

Section 3.7.2.1 of the Official Plan contains general policies for energy conservation, which are assessed below:

a) *A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted;*

The proposed density promotes a compact urban form that supports the use of public transportation and active transportation.

b) Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping;

An Energy Conservation Report has been prepared in support of the proposed rezoning that lists conservation measures that will be reviewed at the detailed design and building permit stage.

c) In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials; and.

The compact built form of the proposed development promotes greater energy efficiency and energy efficient building materials will be considered at a later date.

d) The retention of forests and tree planting will be encouraged to enhance and improve the "urban forest" and tree cover as a means of improving air quality and reducing energy use through shading, sheltering, and screening.

Landscaping Plans will be provided at the detailed design stage.

5.4.1.7 Residential Policies

Section 4.2 contains policies related to the Residential designation. Although the lands are currently designated General Commercial, the lands will facilitate residential development and must adhere to the following applicable policies:

1) Policy 4.2.2.2: Residential Densities

c) Low density residential development shall consist of single detached, duplexes, or semi-detached dwellings with frontage on a public street.

- i. Average densities in low density residential development shall range between 12 and 25 units per net residential hectare unless otherwise specified in this Plan. (Mod E (k)(i))*
- ii. The average density within this range shall generally be achieved by combining a mix of housing/built form and densities within these ranges. (Mod E (k)(ii))*

The proposed development does not contain low density residential uses.

d) Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments, and street, stacked and cluster townhouses.

- i. Medium density residential development relating to triplexes and fourplexes shall range between 26 and 35 units per net residential hectare. (Mod E (k)(iii))*
- ii. Medium density residential development relating to a "walk-up" apartment shall range between 26 and 53 units per net hectare. (Mod E (k)(iv))*
- iii. Medium density residential development relating to street town housing shall range between 45 and 53 units per net hectare. (Mod E (k)(v))*
- iv. Cluster and /or block town housing shall be no more than 53 units per net hectare. (Mod E (l))*

The proposed development does not contain medium density residential uses.

e) High density residential development shall consist of developments which are in excess of 54 units per net hectare. (Mod E (m))

The proposed development will contain three (3) residential condominium buildings with a density of approximately 33 units per hectare over the entire master plan site, or 261 units per hectare on the subject lands. The built-form proposed is defined as high density according to the current City Official Plan.

2) Policy 4.2.2.3: Locational Criteria

b) Medium and high-density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:

- i. adjacent to arterial and collector roads;
- ii. in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and
- iii. where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. (Mod E (n))

The site will contain high density residential development within the built-up area and have frontage on Cundles Road East, an arterial roadway. The lands are adjacent to elementary schools, a high school, public transit stops, municipal parkland and various commercial uses. The lands will adequately utilize existing municipal services.

c) High density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other relevant policies of this Plan has been approved.

The overall master site plan residential density is approximately 33 units per hectare (625 units divided by the master site plan area of 19 hectares). The more site-specific proposed density is 261 units per hectare (505 units divided by the internal lot area of 1.93 hectares).

During pre-consultation, the City confirmed that an Official Plan Amendment would not be required as Staff consider this request to be an extension of existing permissions for development of this site and that the density on the lands should be considered, for the purposes of this policy, across the entire master planned site (19 hectares vs. the 1.93 hectare proposed for this site-specific rezoning).

3) Policy 4.2.2.4: Design Policies

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

The site will provide a total of 632 surface and underground parking spaces, including 22 accessible parking spaces, which will meet the requirements in the City's Zoning By-law. Further, the site will contain private amenity spaces to provide recreational opportunities for future residents. Landscaping plans will be provided and reviewed at the detailed design stage.

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

The lands are surrounded by low and medium density residential uses to the north, which include a mix of single detached, semi-detached dwellings and townhouses. Further, an apartment complex is located directly west of the lands, known as "The Junction". The three (3) residential buildings will be built at staggering heights to mitigate perceived impacts (as outlined at the Neighbourhood meeting) to adjacent residential uses. The built form is compatible with the adjacent residential housing typology and the general mixed use nature of this area.

c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).

The lands are adjacent to Highway 400 to the south, as well as non-residential uses to the east and west. A noise and vibration study has been prepared that concludes that the development, as proposed, will not create or be subject to adverse noise or vibration impacts.

d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

The proposed development will positively contribute to the character of this mixed use area through the use of high-quality materials designed in a manner consistent with best urban and architectural design practices and guidelines. This includes conformity with the 45% angular plane urban design requirement to Cundles Road East. Various technical studies, as outlined in Section 4 of this Report, have been prepared which demonstrate that no adverse impacts will result from the development.

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

The proposed development will redevelop the site with residential uses that will be compatible with existing residential buildings to the west, and will not negatively impact the surrounding residential, commercial and institutional land uses as it will contribute to providing a complete community.

4) Policy 4.2.2.5: General Policies

- a) *Development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged in order to maintain healthy, safe and liveable communities and a high degree of residential area amenity. Spot rezoning of residential lands should not be approved when they would have a negative impact on an existing neighbourhood. (Mod E (p))*

The proposed development is not expected to generate a large amount of noise, odour or dust as the lands will facilitate residential development with private amenity areas. Further, a Traffic Impact Study was completed for the proposed application which concludes the traffic expected to be generated by the development can be accommodated on the future road network, and no road improvements are recommended.

5) Policy 4.2.2.6: Intensification Policies

- a) *Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.*

The subject application proposes intensification and development of a vacant portion of a master site plan area. The development will create a more compact urban form through three residential buildings at heights ranging from 8-12 storey's. The subject lands are located within the built-up area and propose a high-density housing typology that is compatible with the adjacent land uses and will contribute to the mixed use character of this area.

- b) *Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan. (Mod E (s))*

The subject lands are located within the built-up area.

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

The prescribed density of the proposed development promotes a compact urban form that supports the efficient use of land and resources, public transportation, and active transportation. All of which contribute to improved air quality.

- d) *Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:*

- i) *that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;*

The proposed built form is compatible with the adjacent land uses. Specifically, the residential buildings located directly west of the lands – at 6 storeys – help to demonstrate that taller buildings in this area positively contribute to this mixed-use area. Lands to the south are physically separated by Highway 400 and the lands to the east contain a mix of commercial uses. Lands to the north include a range of low and medium-density residential uses that are separated and well set back from Cundles Road East.

- ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*

The development and future residents will utilize the existing infrastructure (sanitary, water, storm sewers), transportation facilities (Cundles Road, Highway 400, Duckworth St.), existing community facilities and services within walking distance (retail and service commercial, schools, parks). Based on the technical work undertaken in support of this proposal, it is our opinion that capacity exists in all of those existing systems to accommodate the development. Furthermore, the proposed development will assist the City in optimizing the use of existing systems (e.g. hard infrastructure, public transit).

- iii) that public transit is available and accessible;*

Regional and local public transit routes and stops are located adjacent to the site.

- iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*

The site is located within the Built-up Area, and we can think of no reason why the proposed development would detract from intensification opportunities elsewhere in the City.

- v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*

The proposed development will conform to the City's Urban Design Guidelines, which specifically will be implemented through the Site Plan approval process.

- vi) that consideration is given to the preservation of heritage resources.*

The lands do not contain any cultural or built heritage resources.

- e) The City may, in the process of reviewing development applications for residential intensification, require studies related to the improvement of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:*

- i) Programs for the rehabilitation of properties consistent with the character and role of the particular area within the City;*

The lands are located within a mixed-use area that contains low and medium density residential uses, parks, schools, and commercial uses. The proposed development will positively contribute to this mixed-use area.

- ii) Acquisition and clearance of land for community services;*

A road widening along Cundles Road East was previously conveyed to the City.

- iii) The protection, enhancement and restoration of the natural heritage system;*

The property does not contain any natural heritage features.

- iv) Improvement of municipal services including streets, sidewalks, public utilities, sewer and water mains, street lighting, parking and landscaping;*

The development proposes the use of existing municipal sanitary, water, sidewalks, lighting and landscaping. A road widening along Cundles Road East will be conveyed to the City.

- v) Enhancing access to public transit and the pedestrian environment;*

The site proposes an internal sidewalk network to provide enhanced opportunities for pedestrian movement. The lands are adjacent to regional and local public transit stops.

- vi) Promoting high quality urban design and harmonious integration of the new and existing development functionally and visually;*

As evidenced through the elevations and renderings provided with the application, the proposed built form is of a high quality in terms of materials and building design, and will active and enhance Cundles

Road East. Design consideration on internal elements has also considered views into the site from adjacent uses and Highway 400.

vij) Accessibility for persons with disabilities; and

All construction will conform to the accessibility requirements of the Ontario Building Code, and specific accessibility matters (e.g. tactile surfaces, curb cuts, ramps, accessible parking) will be considered during Site Plan review.

viii) Protection of cultural heritage resources. (Mod E (u))

The site does not contain any cultural or built heritage resources.

5.4.1.8 General Commercial

Contained in Section 4.3.2.5 of the Official Plan are policies for the General Commercial designation, which are addressed below:

- a) Lands designated General Commercial are intended to provide a range of retail and service commercial uses and should be easily accessible to the traveling public and connected to points within the city and beyond through a variety of modes of transportation including public transit, and active transportation infrastructure. Such uses may require large sites and may have significant on-site storage and parking needs. (Mod E (ii))*

The subject lands are directly adjacent to a mix of commercial uses to the east. The proposed development will be designed in that the site and adjacent lands to the east will be treated as a single lot for zoning purposes. Further, regional and local public transit stops are located within walking distance to the site and sidewalks are provided for pedestrians.

- b) The following uses may be permitted within a General Commercial designation: large scale retail and service commercial uses such as retail warehouse stores, automotive commercial, furniture and home furnishing uses, garden centres, supermarkets and food stores as well as smaller scale retail, service commercial and personal service uses; financial institutions and services; business, professional and medical offices; restaurants, recreation, entertainment and other community facilities such as libraries and day care centres, and medium density residential uses. (Mod E (jj))*

The proposed development form is considered high density on a site-specific basis, but as outlined in the original 2006 Official Plan Amendment, the site forms part of a larger 19-hectare master planned property. The overall master planned density is considered medium density, at 33 units per hectare. The City confirmed during pre-consultation that the proposed residential density conforms to the City's Official Plan.

- c) Development in a General Commercial designation shall be in separate buildings and/or a grouping of separate buildings.*

The proposed development will provide three separate residential buildings with differing heights, building articulation and layouts.

- d) Residential uses shall be located within or above commercial or office uses at grade. (Mod E (kk))*

The lands are directly adjacent to commercial uses. The proposed residential uses will positively contribute to this mixed-use area.

- e) The planned size and function of General Commercial areas is designed to serve one or more residential planning areas.*

The lands are directly adjacent to numerous existing commercial uses for future residents to access.

- f) General Commercial areas will be permitted in suitable locations primarily at the intersection of arterial and collector roads and will be encouraged to establish in nodal fashion.*

The lands have frontage on Cundles Road East, which is an arterial roadway.

5.4.1.9 Servicing and Transportation

Section 5.0 of the Official Plan contains policies for servicing and transportation, which are assessed below:

1) Policy 5.1.2.1 Servicing General Policies

a) Public Utilities, including sanitary sewage facilities, stormwater management facilities, municipal water, the electrical power utility, the TransCanada Pipeline, telecommunications/communications infrastructure, or any other utilities shall be permitted within any land use designation of this Plan. (Mod F (b)) Wherever possible, public utilities/facilities shall not be located on lands designated Environmental Protection or Open Space. Where the location of public utilities on lands designated Environmental Protection or Open Space is efficient, cost effective and in the public interest, an EIS shall be undertaken in accordance with the policies of Section 6 of this Plan.

Not applicable. The subject lands do not include Environmental Protection or Open Space.

b) New sewage treatment facilities, waste disposal sites, wastewater treatment or stormwater management facilities shall not be permitted in vulnerable areas where the activity would be a significant drinking water threat. (OPA 24 By-law 2013-185)

Infrastructure is not proposed within vulnerable areas.

c) Expansions or retrofitting of existing facilities that are located in vulnerable areas where they are or would be a significant threat, may be permitted where no feasible alternative is available and the risk is not increased, or where the risk is reduced as result of the expansion or retrofit. (OPA 24 By-law 2013-185)

Not applicable to the proposed development.

c) If the availability of any urban service is to be restricted, industrial/commercial/institutional development shall take precedence over other land uses to receive the available capacity.

The proposed development includes high density residential built form.

d) The City will encourage, and work in co-operation with the County and neighbouring municipalities for overall co-ordination of the transportation system including any active transportation and public transit initiatives.

The proposed development has been designed to include direct pedestrian accesses to the street. The development is proposed at transit supportive densities and the site is located adjacent to regional and local public transit stops.

e) Development occurring adjacent to the TransCanada Pipeline easement shall be required to maintain an appropriate setback for all permanent structures and excavations. Specific standards will be included in the City's Zoning By-law.

Not applicable.

f) Where municipal sewage services and municipal water services are not provided, no new development shall be permitted on individual on-site sewage services with the exception of a limited amount of residential infill where infill is defined by 6.2.1.1 of this Plan. Expansions or additions to existing development on individual on-site sewage services may be permitted only when they do not exceed the capacity of the existing system and where they do not constitute a significant drinking water threat. (Mod F (c)) (OPA 24-By-law 2013-185)

The proposed development will utilize existing municipal water services.

g) The provision and expansion of services, taking into account the utilization of existing services, whenever feasible, shall be co-ordinated with planned future development to ensure that growth and redevelopment take place in an efficient, cost effective and environmentally sound manner. (Mod F (d))

Not applicable to the subject application.

h) The provision and expansion of services shall be planned to minimize conflicts with other land uses through their location, design and buffering.

Not applicable to the proposed development. Existing municipal services will be utilized.

- j) Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations. (Mod F (e))*

A Functional Servicing Report has been prepared that assesses the proposed water and sanitary servicing of the site.

- j) Draft approval of a plan of subdivision does not in itself constitute a commitment by the City, its electrical power utility, or the Ministry of the Environment to provide access to the City's Water Pollution Control Centre or the Water Supply Plant. Draft plans may proceed to registration provided there is sufficient plant capacity and capability to serve the development. Plant capacity will be allocated for new development on a priority basis at the time of payment of development charges. The provisions of Section 3 will be used to assist in determining the priority of individual development proposals.*

Details about servicing and capacity will be confirmed as part of the detailed engineering design review/approval.

- k) Expansions to the existing serviced area shall progress logically from the extremities of the existing system outwards to the City boundaries subject to the provisions of Section 5.1.2.1 (e) and (f) above.*

The subject lands are located within the Built-up Area.

- l) All sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.*

Details about servicing and capacity will be confirmed as part of the detailed engineering design review/approval.

- m) No stormwater from any source including roof or foundation drains of buildings or parking lots shall be connected to the sanitary sewer system. Capture and reuse of stormwater will be encouraged. Separation of any stormwater systems attached to municipal sanitary sewer systems shall be a requirement of redevelopment.*

Proposed stormwater approaches are outlined in the Functional Servicing Report and will be finalized as part of the detailed engineering design review/approval.

- n) The design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.*

The detailed engineering design will conform to the City standards.

- o) The City will encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights.*

Not applicable to the subject application.

2) Policy 5.3.2.2 Stormwater Management General Policies

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

- i) 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;*
- ii) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
- iii) through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized.*

A Functional Servicing Report was prepared for the proposed application, which includes the Stormwater Management design. The Report notes a regional stormwater management (SWM) facility was constructed to accommodate the runoff generated by the Cundles Road/Duckworth Street Widening

project and the North Barrie Crossing Master Site Plan. Based on the proposed Conceptual Site Plan for the Subject Site, this area of the site for the NBC Master Site Plan the run-off coefficient remains unchanged. The Report concludes the stormwater quantity and quality control will be provided by this existing off-site regional wet pond.

3) Policy 5.4.2.1 Transportation General Policies

- a) *The road network existing and proposed is shown on Schedule D - , Roads Plan and Schedule E – Road Widening Plan. (Mod F (r)) These maps, together with the following policies, will be the basis for the provision of roads and right-of-way widths within the City. Development proposals may be subject to conditions related to transportation improvement as outlined in the City's Transportation Study, updates thereto and the Development Charges By-law.*

The lands are located on Cundles Road East, which is classified as an arterial roadway on Schedule D – Roads Plan. A Traffic Impact Study was submitted in support of the proposed application which concludes the traffic expected to be generated by the development proposal can be accommodated on the future road network, and no road improvements are recommended.

- f) *Any development in any land use designation located within the Ministry of Transportation Highway 400 permit control area will be subject to Ministry approval. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry Guidelines.*

The Highway 400 is located to the south of the subject lands. The Ministry of Transportation (MTO) will be circulated upon the submission of the application. A Traffic Impact Study was prepared and submitted, which concludes the expected traffic to be generated by the development proposal can be accommodated on the future road network. No road improvements are recommended to accommodate the development proposal.

4) Policy 5.4.2.3 Public Transit

- a) *The City shall promote the use of existing and the development of new public transit routes, wherever possible to link communities in the interests of fiscal responsibility, energy conservation and environmental protection. (Mod F (u))*

The proposed development is located along the City of Barrie Transit Routes of 6A Letitia and 6B College, and a transit stop is located directly adjacent to the lands. Further, the lands are located along the County of Simcoe LINX Route 1 which runs from the City of Barrie to the Towns of Midland and Penetanguishene. This Route also provides access to the County of Simcoe LINX Route 2 at the Georgian College, which connects the City of Barrie to the City of Orillia.

- b) *High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.*

The site is proposed to contain three (3) high density residential buildings with approximately 505 units. Future residents will have direct access to public transit routes along Cundles Road East.

- c) *New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.*

The site will include a pedestrian network to connect residents from the buildings to Cundles Road East, which contains multiple regional and local public transit stops.

5) Policy 5.4.2.4 Active Transportation

- a) *The City shall promote the use of bicycles, pedestrian movement and other modes of active transportation by developing a linked open space network as identified in Section 4.6 of this Plan. (Mod F (x))*

The proposed development encourages active transportation through pedestrian linkages within the site, and connects to the existing sidewalks and cycling lanes along Cundles Road East. The lands are adjacent to a mix of land uses within reasonable walking and cycling distance. Further, a Traffic Impact

Study was submitted in support of the proposed development which recommends numerous Transportation Demand Management strategies including walkways from the site to the existing sidewalk on Cundles Road East, bicycle parking and a bicycle repair station, travel information screens in each lobby, unbundled parking, and transit passes & travel information packages for new residents.

5.4.1.10 Tall Buildings and Height Control

Section 6.6. of the Official Plan contains general policies for buildings proposed to be greater than three storeys, which are assessed below:

1) Policy 6.6.3: General Policies

- a) *Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*

The proposed residential buildings will conform to the City's Urban Design Guidelines, as described in Section 6 of this Report.

- b) *Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.*

The compact nature of the proposed residential buildings and varying building heights will not obstruct important views from public spaces. The building design will conform to the City's Urban Design Guidelines through the Site Plan Control approval process.

- c) *Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.*

The proposed development incorporates 505 residential units within three medium density residential buildings. The proposed buildings will have varying building heights of 12 storeys, 8 storeys and 11 storeys. The buildings will be sufficiently setback from adjacent uses to ensure there are no negative impacts on privacy, daylight, and views of the sky.

- d) *Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above ground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.*

The proposed development will include surface parking and two levels of underground parking to accommodate future residents and visitors. Buildings 1 and 2 will contain 400 underground parking spaces, including 6 barrier free parking spaces. Building 3 will contain 231 underground parking spaces, including 6 barrier free parking spaces. Further, a total of 95 parking spaces, including 8 barrier free parking spaces, are located on the surface of the site.

- e) *Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.*

The residential buildings will conform to the City's Urban Design Guidelines. The building materials and architectural treatments will be considered during the detailed design stage.

2) Policy 6.6.4: Policies

a) Building Shadowing

- i) *Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development*

applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.

- ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.*

A sun and shadow study was completed for the proposed buildings that analyze any potential impacts to the adjacent properties and streets. The proposed buildings will be developed at staggering heights to mitigate impacts on sunlight and views of sky for adjacent land uses. The lands are not located adjacent to Kempenfelt Bay.

b) Views And Access to Kempenfelt Bay

- i) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publically accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.*
- ii) Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.*
- iii) Buildings adjacent to Kempenfelt Bay will also be designed to maintain physical accessibility to the waterfront for all City of Barrie residents along existing streets and trails, and may include the requirement for pedestrian access through development proposals.*

Not applicable to the subject lands.

c) Microclimatic Impacts

- i) Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.*
- ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.*

A wind and microclimatic assessment was undertaken as outlined in Section 4 of this Report.

d) Street Level Activity

- i) The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.*
- ii) New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.*
- iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.*
- iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.*

The lands are not located within the Urban Growth Centre, however, the site is located within the built-up area. The site will encourage a pedestrian friendly public realm through incorporating sidewalks and pedestrian pathways throughout the development. Building 3 is located directly along Cundles Road East, which provides a continuous street wall to complement to the streetscape. Specific architectural treatments will be determined at the detailed design stage. The residential buildings are positioned and oriented along the property line, and one entrance to Building 3 is accessible on Cundles Road East. Each building will incorporate outdoor patio areas to activate the streetscape, and the site will contain plantings throughout the open space areas. The lands will not contain any fencing or long stretches of blank walls that will negatively impact the pedestrian environment.

e) Local Area Compatibility

- i) Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.*

The site is adjacent to existing taller buildings to the west, which will be compatible with the proposed development. A mix of commercial uses is located directly to the east and low-density residential uses are located to the north across Cundles Road East. The residential buildings will not negatively impact the surrounding land uses and the site will provide additional housing typologies that will be built at a density that maintains the character of the area.

f) Views Of The Algonquin Ridgeline, Landmarks, And Lookouts

- i) All development proposals shall preserve major public views of the Algonquin ridge, geographical and building landmarks, and principal viewing areas such as the Nelson Street and Vancouver Street Lookouts.*
- ii) For tall buildings located within the Urban Growth Centre, adequate spacing should separate building towers in order to maximize views of the Algonquin ridge.*

Not applicable to the subject lands.

4.4.1.11 Height and Density Bonusing (OPA No. 043, By-law 2015-051)

Section 6.8 of the Official Plan contains general policies for height and density bonusing, which are assessed in Section 7.3 of this Report.

In our opinion, the proposed Zoning By-law Amendment application conforms to the current City of Barrie Official Plan.

5.5 Adopted City of Barrie Official Plan

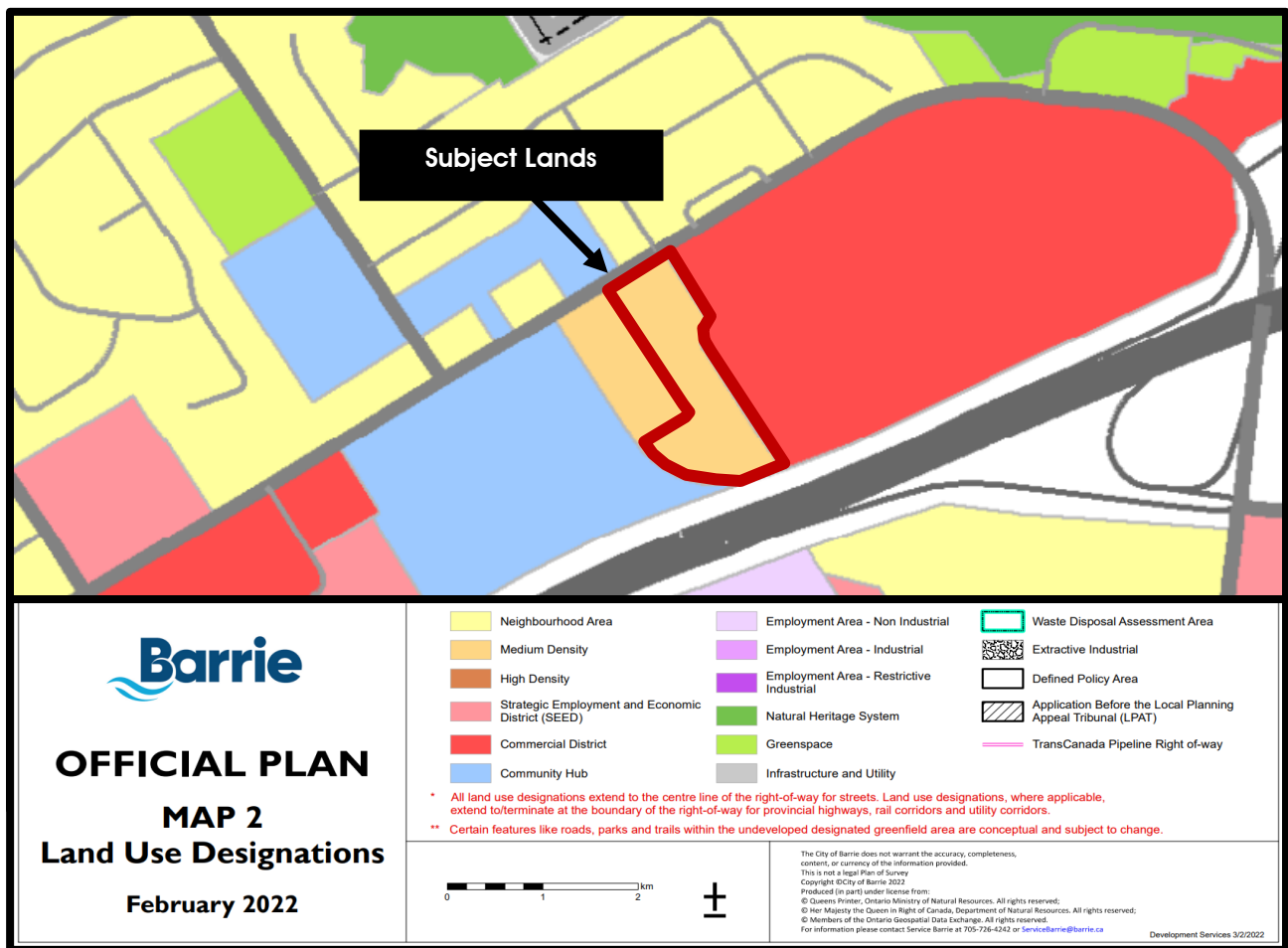
On February 14, 2022, City Council approved a new Official Plan for the City of Barrie. The new Official Plan is pending further approval from the Ministry of Municipal Affairs and Housing (MMAH). The new Official Plan directs the city's growth to accommodate for population and job growth by 2051. The document provides municipal policies and objectives for protecting employment lands, natural spaces, and building up the downtown and other growth areas to create more homes, as these matters adhere to provincial interest. The lands are subject to the policies of the new City of Barrie Official Plan.

Because the new Official Plan is adopted, but not yet approved and in-effect, it is relevant from a policy perspective as it provides information as to the direction the City is taking with respect to land uses.

5.5.1 303 Cundles Road East

The subject lands are a designated Medium Density according to Map 2 – Land Use Designations (**Figure 11**).

Figure 11. Adopted City of Barrie Official Plan: 303 Cundles Road East



5.5.2 Proposed Official Plan Policies

The proposed application has been reviewed to determine its conformity with the following proposed Official Plan policies.

5.5.2.1 Strategic Growth Areas (SGAs)

The lands are identified to be within a Strategic Growth Area, as shown on Map 1 to the adopted Official Plan. Section 2.3.3 contains policies for Strategic Growth Areas (SGAs) which have been assessed below:

- a) *Strategic Growth Areas will be planned to become complete communities.*

The proposed development will facilitate three residential buildings that will be in proximity to a variety of residential, commercial, institutional, and recreational uses. The lands are adjacent to regional and local public transit stops.

- b) *To enable each Strategic Growth Area to become a complete community, the City will plan a critical population mass for the Strategic Growth Area that will attract food retailers to provide local residents with local access to fresh food options.*

The proposed development will provide 505 residential units to the site which will contribute to the City's housing supply. The lands are adjacent to commercial uses, including food retailers, which will be accessed from future residents in the community.

- c) *Strategic Growth Areas shall accommodate higher levels of intensification, tall buildings, higher densities, and will be planned to evolve as distinct places of major activity around planned transit facilities, primary gateways into the City, and existing regional shopping destinations.*

The proposed development will appropriately intensify vacant lands with three residential buildings, which will be compatible with the character of the area. The lands are in proximity to regional and local public transit stops, and are adjacent to a shopping destination to the east.

- d) *To serve both local residents and the city as a whole, Strategic Growth Areas will be planned as mixed-use areas that incorporate residential development as well as a wide range of other uses.*

The lands will provide medium density residential uses which are adjacent to residential uses and an elementary school to the west, commercial uses to the east and residential uses to the north. The proposed development will contribute to the existing neighbourhood becoming a complete community.

- e) *As shown on Map 1, the Strategic Growth Areas centred at the Dunlop Street and Anne Street interchange, near the Duckworth Street and Georgian Drive interchange, and at the Highway 400 and St. Vincent Street interchange will in part be planned via the Strategic Employment and Economic District (SEED) land use designation to support non-industrial economic and employment growth. Lands with the SEED designation shall provide space for clusters of economic activity that foster innovation, business incubation and acceleration (see Section 2.6.8 for SEED policies).*

Not applicable to the subject lands.

- f) *Development in Strategic Growth Areas will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate transit-supportive densities and mix of uses, and be pedestrian-friendly to support active transportation. This will be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and will incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.*

The lands will be developed at a transit-supportive density and are adjacent to a mix of land uses, which contributes to active transportation. The proposed development will conform to the proposed City-Wide Urban Design Guidelines.

- g) *The City will connect Strategic Growth Areas with higher-order transit by establishing dedicated transit facilities along Intensification Corridors.*

The lands are not located along an Intensification Corridor, however, the lands are located within the Built Up Area. Further, the lands are adjacent to regional and local public transit routes, which travel along Cundles Road East.

- h) *Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors. Higher densities will ensure sensitive transition to adjacent areas in accordance with the respective land use designation policies, as well as the transition policies in Section 3.*

The proposed development will intensify the existing lands with a built form that will not result in adverse impacts on adjacent land uses.

- i) Strategic Growth Areas will contain community gathering and celebration spaces to encourage social interaction and activity.*

The lands will provide private amenity areas which will encourage social interaction and activities for future residents.

- j) The City will identify and plan to provide flexible street designs in Strategic Growth Areas. Flexible streets will generally include mountable curbs and multi-use space for pedestrians that can be converted to parking for vehicles when needed, as well as moveable infrastructure and furnishings*

The proposed development includes an internal private street network for the residential buildings which will be further reviewed at the detailed design stage.

5.5.2.2 Built-Up Area

Section 2.4.2.2 of the adopted Official Plan contains general policies for lands within the Built-Up Area, which are assessed below:

- a) The City will take a balanced approach to growth management by directing 50% of annual residential growth to within the Built-Up Area, in accordance with the following: i) Development within the Built-Up Area shall be directed toward Strategic Growth Areas, including the Urban Growth Centre, the Allandale Major Transit Station Area and lands fronting onto Intensification Corridors as shown on Map 1; ii) In the Built-Up Area, lands within neighbourhoods shall accommodate appropriate levels of intensification and redevelopment as per the policies of the applicable land-use designation; and, iii) The City will support a mix of land uses across the Built-Up Area.*

The proposed development will contribute to the residential growth targets in the Built-Up Area. Further, the lands are located within a Strategic Growth Area which encourages residential intensification. The development will provide residential uses which are adjacent to a mix of residential, commercial, institutional, and recreational uses.

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

The proposed development will provide a medium density housing typology that will consist of 505 residential units. The site will be built at a transit-supportive density and will contribute to the variety of housing options in the City.

5.5.2.3 Medium Density

The lands are proposed to be designated Medium Density, as shown on Map 2, which permits all forms and tenure of residential uses. Section 2.6.2.3 contains development policies for the Medium Density designation which have been assessed below:

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

The proposed development is part of a large master planned mixed use site.

- b) Where limited or no commercial and retail uses exist within 450.0 metres of a proposed development, a mix of uses would be required, as per the following: (i) The mix of uses would need to include a combination of two of the following: residential, commercial, retail, institutional and office use development; and, (ii) A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area.*

The lands are directly adjacent to a wide range of commercial uses.

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

The proposed development will facilitate three residential buildings. Building 1 will contain 12 storeys, Building 2 will contain 8 storeys, and Building 3 will contain 11 storeys.

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

The application proposes a site-specific density of 261 units per hectare, and 33 units per hectare across the entire 19 hectare site.

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

Not applicable to the proposed development.

- f) *New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan.*

The site is located south of lands proposed to be designated Neighbourhood Area. The development will satisfy the transition policies as the buildings will have sufficient setbacks from the street and adjacent properties and adhering to best urban design practices, such as adhering to the 45 degree angular plane from Cundles Road East. Furthermore, a sun and shadow study was completed for the proposed buildings which confirms that the proposed buildings will not result in related impacts.

5.5.2.4 Mid-Rise Buildings

Section 3.3.3 contains urban design policies for mid-rise buildings which generally are a minimum of six storeys and limited to 12 storeys. The applicable urban design policies are assessed below:

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

A sun and shadow study was completed for the proposed buildings which confirms that the proposed buildings will not result in related impacts. The architectural details of the buildings will be determined at the detailed design stage.

- b) *Mid-rise buildings shall be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further: i) The base shall generally be between three and six storeys in height; and, ii) Building elements above the base shall incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.*

The proposed Zoning By-law Amendment application requests a reduced rear yard setback from Highway 400. The residential buildings will meet all other required setbacks in the City's Zoning By-law. Further, the buildings will be compatible with the character of the surrounding area and be consistent with adjacent building designs and massing.

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

The orientation of the residential buildings will not negatively impact the privacy of future residents. A sun and shadow study was completed for the proposed buildings which confirms that the proposed buildings will not result in related impacts.

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

The detailed design of the residential buildings will be reviewed/refined through the Site Plan Control process.

5.5.2.5 Natural Heritage System

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

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

The lands are not identified within any natural heritage protection overlays in Map 3.

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

The lands do not contain any natural heritage features.

5.5.2.6 Affordable Housing

Section 6.4.2 of the adopted Official Plan contains affordable housing policies. Refer to Section 7 of this Report.

5.5.2.7 Infrastructure

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

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

The proposed development will utilize existing municipal water and wastewater services. A Functional Servicing Report was prepared in support of the proposed development which concludes there is adequate capacity in the existing on-site sanitary sewer to accommodate the proposed development. Further, the existing watermain is capable providing fire and potable water servicing per the requirements.

5.5.2.8 Stormwater Management

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

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

A Functional Servicing Report was submitted for the proposed development which includes the proposed Stormwater Management design. The Report concludes the stormwater quantity and quality control will be provided by the existing off-site regional wet pond.

5.5.2.9 Implementation

Section 9.5.7 contains policies for the City to consider when evaluating an amendment to the Zoning By-law, which are addressed below:

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

The proposed development will meet the intent of the proposed Medium Density designation as the lands will facilitate residential uses that will be compatible with the adjacent land uses and provide additional housing supply to the City.

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

The lands will facilitate residential uses which are permitted in the current and proposed Official Plan. Multiple reports and studies have been submitted with the proposed application which assess the potential impacts including, but not limited to, a Traffic Impact Study, a Functional Servicing Report (including Stormwater Management), and a Geotechnical Engineering Report.

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

The lands will utilize existing municipal services. A Functional Servicing Report was prepared in support of the proposed development which concludes the existing watermain is capable providing fire and

potable water servicing per the requirements. Further, there is adequate capacity in the existing on-site sanitary sewer to accommodate the proposed development

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

The detailed design of the proposed development will be reviewed through Site Plan Control.

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

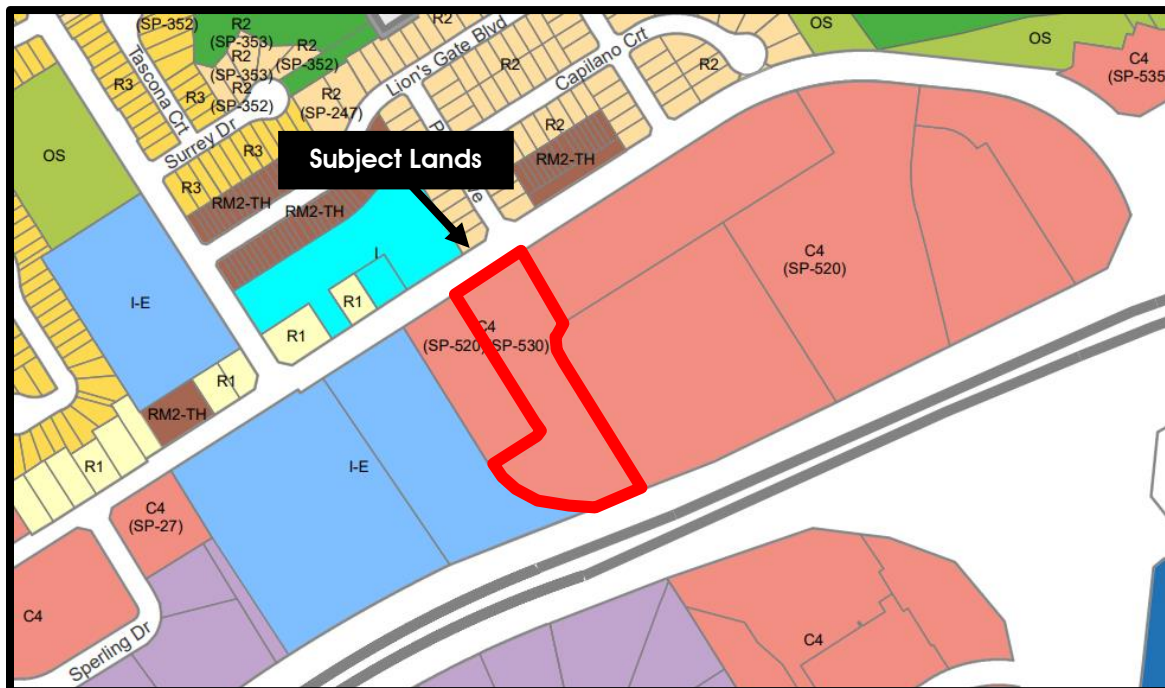
The proposed development will positively contribute to this mixed use area while also provide needed additional housing within the built-up area of the City.

In our opinion, the proposed Zoning By-law Amendment application conforms to the general intent of the adopted new City of Barrie Official Plan.

5.6 City of Barrie Zoning By-law Amendment

The subject lands are zoned General Commercial, Special Provisions (C4)(SP-520)(SP-530) in the City of Barrie Zoning By-law (**Figure 12**).

Figure 12. Zoning By-law 2009-141: 303 Cundles Road East



A previous Zoning By-law Amendment application was approved on the lands and adjacent commercial development to the east in 2015, which resulted in the following special provisions applicable to the (C4)(SP-520) zone:

- Used car lots, auto body and collision repair shops, adult entertainment parlours and marinas shall not be permitted.
- All internal lot lines shall be removed in order that the entire parcel may be treated as a single lot for zoning purposes.
- A maximum building height of 15 metres shall be permitted unless specifically identified.
- A maximum gross floor area of 3,253 square metres for permitted automotive related uses shall be required.

- e) A maximum commercial gross floor area of 49,157 square metres shall be permitted.
- f) A parking standard of 1.1 spaces per residential dwelling unit shall be permitted.
- g) A parking standard of 1 space per 24.4 metres squared shall be permitted for all commercial and institutional uses.
- h) The provisions of sections 6.2.5 and 6.3.3 of By-law 2009-141 shall not apply.

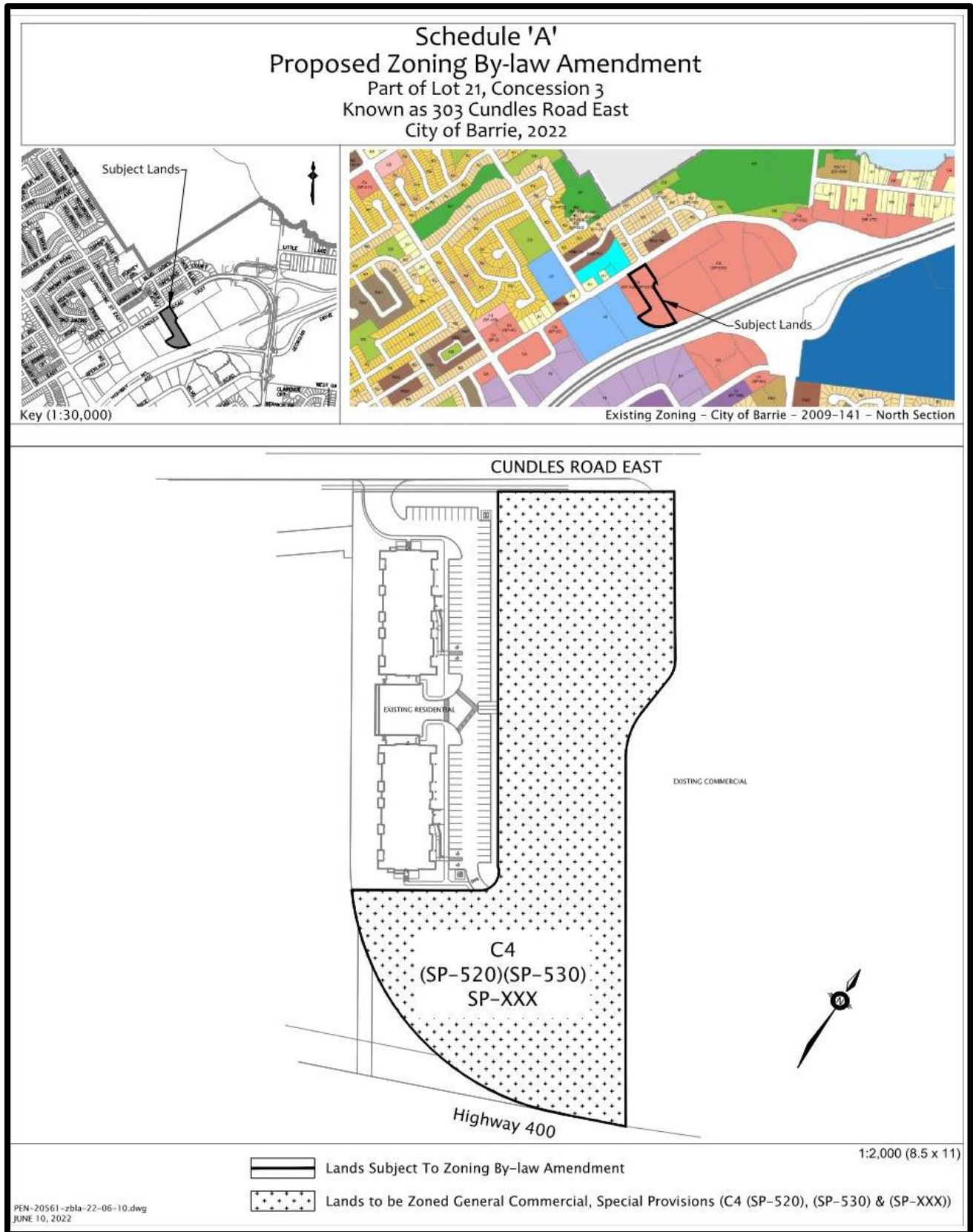
An additional Zoning By-law Amendment application was approved on the lands and adjacent residential development to the west, known as "The Junction", in 2016, which resulted in the following special provisions applicable to the (C4) (SP-530) zone:

- a) Be permitted a residential building(s) of 6 storeys and have a minimum of 65 residential units and a maximum of 196 residential units. (Note: As outlined in Section 3 of this Report, a prior minor variance was approved that increased the overall unit permitted residential unit count to 200).
- b) The provisions of sections 6.2.5 and 6.3.3 of By-law 2009-141 shall not apply.

The purpose of the application for a Zoning By-law Amendment is to rezone the lands from General Commercial, Special Provisions (C4)(SP-520)(SP-530) to General Commercial with the following additional Special Provisions (C4)(SP-520)(SP-530)(SP-XXX) **(Figure 13)**.

- Permitt a residential building(s) height of 12 storeys.
- Permit a maximum of 505 residential units on the lands.
- Permit a reduced rear yard setback of 3.5 metres.

Figure 13. Draft Zoning By-law Amendment Schedule



6.0 URBAN DESIGN

The current City's Official Plan contains general Urban Design Guidelines in Section 6.5. The following subsections assess the proposed developments conformity with these urban design policies.

6.1 General Design Guidelines

The General Design Guideline policies in the Official Plan (Section 6.5.2.2) apply to new development. The Design policies of Section 6.5.2.2 are assessed below:

a) Building and Siting

- i. Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*

The proposed Zoning By-law Amendment application requests relief in relation to the residential building height, number of units and rear yard setback. The proposed residential buildings will conform to all other provisions in the City's zoning framework. The development standards in the zoning framework includes provisions to specifically enhance the massing and conceptual design of the buildings. The residential buildings will be compatible with the surrounding uses and positively contribute to the community character.

- ii. The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*

Rooftop mechanical equipment will be placed in such a way that it is not visible to pedestrians and residents. This will be addressed during the Site Plan approval process.

- iii. Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.*

As illustrated in the architectural package prepared by SRN Architects, all sides of the buildings will be treated with enhanced architectural detailing to be consistent with the front.

- iv. Cultural heritage resources and cultural facilities shall be conserved pursuant to the City's Heritage Strategy.*

There are no cultural or built heritage resources on the property.

- v. Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*

Building entrances will meet the requirements of the Ontario Building Code.

- vi. Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.*

Sidewalks will be located along Cundles Road East and within the site to provide and enhance pedestrian access to the buildings and amenities.

- vii. Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.*

The lands are not defined as a corner lot. Specific architectural features will be determined through the site plan and building permit stage.

b) Parking Areas

- i. Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*

The entrance from Cundles Road East has been planned in way to emphasize the entrance and activate the streetscape. The private streets will connect to an internal roadway for all vehicle and

pedestrian accesses (private roads and underground parking). The internal streets will also connect to the adjacent commercial plaza to the east of the lands.

- ii. Adequate disability parking spaces will be provided where required.*

Barrier free parking spaces will be provided on the site and within the underground parking structures.

- iii. Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*

The surface parking areas are located throughout the site rather than in one clustered location. Landscaping will be determined at the detailed design stage.

- iv. Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

The waste collection area will be located to the rear and southwest corner of the site. The majority of the surface parking will be located along the southwest corner of the site, as well as along the west lot line.

c) Landscaping

- i. Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.*

Landscaping will be reviewed as part of the site plan detailed design. Landscape buffers have been proposed along the north, west and south portions of the site.

- ii. Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.*

There are no commercial uses proposed within the site. Multiple commercial plazas are located directly east of the lands, which are separated by an internal roadway and plantings.

- iii. No Environmental Protection Area should be included in the minimum landscaping standard.*

Not applicable to the subject application.

- iv. Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

The lands contain minimal vegetation that could be preserved. The proposed development will provide additional plantings that will be consistent with the native vegetation in the surrounding area.

d) Environmental Features

- i. Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.*

The lands do not contain a watercourse.

- ii. All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.*

The lands do not contain woodlands.

- iii. The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.*

The lands do not contain natural heritage features.

- iv. *Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.*

The lands are currently vacant and contain minimal vegetation. New tree plantings will be included in the detailed landscaping design.

- v. *Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long term protection, subject to the results of an Environmental Impact Study that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development. (Mod G (r)(ii))*

The lands are not adjacent to an Environmental Protection Area.

- vi. *The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the Environmental Protection Area designation of this Plan.*

The lands do not contain natural heritage features.

- vii. *Where existing trees have been substantially removed and land stripping and/or the removal of topsoil has occurred prior to an application for development or during the process of obtaining approval for any development of a site, Council may impose conditions of such approval in accordance with the intent of the City's tree cutting by-law.*

No trees have been removed prior to an application for development.

e) Signage

- i. *Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.*

Minimal signage is expected and the details of same (i.e. municipal address) will be reviewed at the site plan control approval stage.

f) Utilities

- i. *Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.*

The application is subject to a detailed design review.

g) Energy Efficient Urban Design

- i. *Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.*

An Energy Conservation Report has been prepared in support of the rezoning application.

- ii. *In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.*

An Energy Conservation Report has been prepared in support of the rezoning application.

- iii. *The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.*

Not applicable as the lands are vacant.

- iv. *Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.*

The compact form of the proposed development promotes greater energy efficiency and energy efficient construction methods will be considered at a later date.

6.2 North Barrie Crossing Shopping Centre Urban Design Guidelines

In 2012, Turner Fleischer Architects prepared the North Barrie Crossing Shopping Centre Urban Design Guidelines for a 47.8 acre parcel of undeveloped lands along Cundles Road, which included the subject lands. The concept plan was a mixed-use development which included big box retail stores, as well as small individual retail pads. The key design policies are assessed below:

1) Policy 2.0: Cundles Street Edge

The buildings along the street front shall create a strong built form to reinforce the street edge while keeping with a pedestrian scale. The street buildings shall compliment and integrate residential characteristics. The built form shall include, but not be limited to pitched roof lines, key stone window treatments, brick and/or stone facades, which includes soldiering and quoining, pedestrian scale massing and fenestration. Emphasis will be placed on landscaping and landscape treatments such as low plantings, hedges, berming, trees and decorative fencing.

The proposed development will maintain the pedestrian scale through the provided enhanced landscaping, at-grade outdoor patio areas, private amenity areas and sidewalks and adherence to the 45 degree angular plane. The residential buildings will be oriented towards Cundles Road East, as well as the internal roadways, to enhance the streetscape and provide a complimentary built form. The specific architectural treatments and landscaping plans will be reviewed at the detailed design stage.

2) Policy 2.1: Landscaping

The design and placement of both hard and soft landscaping will help to enhance the built form, screen parking and service areas, enhance the streetscape and define edges.

The site will incorporate appropriate landscaping buffers along the streetscape and parking areas. Landscaping Plans will be submitted and reviewed through the detailed design process.

3) Policy 3.0: Vehicular Circulation

Within the development the retail buildings and parking zones shall be connected by a hierarchy of vehicular roadways and pedestrian pathways. With respect to the retail component of the site, there are three major public connections onto Cundles Road East. The first is a proposed all turns which lines up with Pacific Avenue. The internal road network shall consist of Primary and Secondary driveways. Primary driveways form the main ingress/egress throughout the site. The remaining Secondary driveways shall flow off of the primary ones, but shall not be intended for a high level of vehicular travel. Traffic calming measures incorporating signage and pavement markings will be used to reinforce pedestrian crossings if necessary.

The proposed access from Cundles Road East is located across from Pacific Avenue, which connects to secondary driveways within the site. A Traffic Impact Study was submitted in support of the proposed application which concludes the traffic expected to be generated by the development proposal can be accommodated on the future road network, and no road improvements are recommended. The site will contain markings and signage within the pedestrian crossings to encourage safe active transportation.

4) Policy 3.1: Pedestrian Walkways

A system of walkways will be provided to facilitate and encourage pedestrian movements from the street into the built components. These walkways will provide a safe environment for pedestrians and also create short walking distances between destinations. The specific guidelines are as follows:

- *The storefront sidewalks shall be a minimum of 3.0 m wide and consist of concrete paving and/or decorative paving.*
- *The primary and secondary walkways shall be a minimum of 1.5 m wide.*
- *Primary pedestrian walkways shall be alongside a minimum 2.0 m wide landscape strip where possible.*
- *Pedestrian walkways which traverse vehicular areas shall be delineated by line painting, change in materials with decorative paving features.*
- *Curb cuts and ramp access for the handicapped shall be provided where required.*

The site will provide a system of pedestrian pathways from the street to connect future residents to the residential buildings in a safe and efficient manner. The pedestrian walkways will be approximately 2.2 metres in width, and landscaping areas will be provided adjacent to the walkways where appropriate. The detailed design of the site will be reviewed by City Staff to incorporate accessibility design principles and other safety measures to contribute to a pedestrian friendly environment.

5) Policy 3.2: Parking

Parking islands and medians shall incorporate a consistent palette of soft and/or hard landscape treatments to create visually attractive areas. Tree plantings should be integrated wherever possible within the parking fields areas. Landscaping at internal parking islands should be used to soften the view of parked cars.

The proposed surface parking areas will primarily be located along the edges of the west property line to integrate with the adjacent parking area. Tree plantings and landscaped buffers are proposed to be located throughout the site, to assist with creating visually attractive spaces. The underground parking garages will contribute to softening the view of parked cars as only a small fraction of parking spaces are located at grade.

6) Policy 4.0: Built Form

The applicable guidelines are as follows:

- Buildings are to be designed to be visually attractive and user friendly.*
- The use of high quality and varied building materials will be encouraged throughout.*
- Consistency of material themes are required along Cundles Road.*
- The use of awnings, canopies and/or building overhangs will be provided where appropriate.*
- All roof top and mechanical units shall be screened from public view to compliment the building.*

The residential buildings will be designed with high quality architectural materials and be designed to positively contribute to this mixed-use area. The proposed built form will be compatible with the existing residential development located directly west of the lands, known as "The Junction," which will provide an attractive streetscape. Rooftop mechanical equipment will be placed in such a way that it is not visible to pedestrians and residents, and the use of awnings, canopies and/or building overhangs will be addressed during the Site Plan approval process.

The applicable additional guideline that applies to buildings along Cundles Road is as follows:

- Buildings and landscaped areas fronting onto Cundles Road East shall compliment the residential character of the neighbourhood with respect to building scale, appearance, and pedestrian experience. Thus, the design of these buildings and landscape areas will then reflect the look and feel of a neighbourhood plaza or main street.*

The proposed residential Building B3 will have direct frontage onto Cundles Road East and will be designed to compliment the character of the area. An entrance will be accessible from the street to activate the streetscape and encourage pedestrian movement. The specific performance standards will be further reviewed at the detailed design stage.

7) Policy 5.0: Site Features

Consistent site features are proposed throughout the development and may incorporate landscaping, screen walls, fencing, signage, lighting, paving and stone features.

This matter is subject to a detailed design review.

8) Policy 5.1: Site Signage

Signage on a building face is to be integrated with the architectural detail and facade of the buildings. All signage is to meet the requirements and by-laws of the City of Barrie.

This matter is subject to a detailed design review.

9) Policy 5.2: Traffic/Parking Signage

Traffic and parking signage shall meet the requirement and by-laws of the City of Barrie. The placement of the traffic and parking signage should be consistent and/or integrated with the architectural and landscape design wherever possible.

The proposed development will provide a total of 632 parking spaces, which will meet the required parking standards in the City's Zoning By-law. A Traffic Impact Study was submitted which concludes the traffic expected to be generated by the development proposal can be accommodated on the future road network, and no road improvements are recommended.

10) Policy 5.3: Lighting

Lighting will be used throughout the site to enhance visibility, safety and to reinforce the architectural and landscape design.

This matter is subject to a detailed design review.

11) Policy 5.4: Site Furnishings

The thoughtful design and placement of street furnishings will contribute to the character and visual continuity of the development.

This matter is subject to a detailed design review.

12) Policy 6.0: Service Areas

Service and delivery areas shall not be visually obtrusive. The visual impact of these areas should be minimized and shall be screened when in close proximity to a public street or primary sidewalk location. Loading and garbage areas are to be screened with built form elements relating to the building and combined with landscaping where possible.

This waste collection area is located in the southwest corner of the lands and is surrounded by proposed landscaping to minimize visual impacts to the public view.

In our opinion, the proposed Zoning By-law Amendment application conforms to the general Urban Design Guidelines in the current Official Plan, as well as the specific guidelines previously approved for the subject lands.

7.0 AFFORDABLE HOUSING

In accordance with Section 6.11 of the Official Plan, and as confirmed during Pre-Consultation, the City of Barrie requires an affordable housing report to be prepared in support of all applications for Zoning By-law Amendment. The purpose of the report is to examine the impact that a proposed development will have on the supply of affordable housing options in the City and to address the Official Plan policies that speak to the need for preserving and enhancing the City's existing stock of affordable housing. The report is to include information and an assessment of the following:

a) Proposed Development:

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

b) Plans and Policies:

- Review of relevant Provincial Policy Statement, Growth Plan, and Official Plan policies (particularly policy 3.3.2.2 Affordable Housing Policies)
- Review and compliance with the Affordable Housing Strategy

c) Analysis and Recommendations:

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

7.1 Proposed Development

Section 4 of this Report details the proposed development, which includes 3 buildings containing a total of 505 new residential units, or approximately 261 units per hectare, which is considered high-density according to the Official Plan.

At this time, the Owner's anticipate that the proposed development will be entirely condominium in tenure; however, tenure may be further evaluated prior to the formal site plan submission. In terms of sale price, the Owners feel that there is no reasonable way, at the rezoning stage, to estimate sale prices in light of unprecedented market changes, double digit development charge increases year-over-year, interest rate increases, labour shortages and increasing material's cost. The final decision on sale prices will be made when building permits have been submitted and tender prices have been received.

Table 2 contains the preliminary breakdown of units by building and by size. Across all three buildings there is a range of unit types including 1 bedroom, 1 bedroom plus den, 2 bedroom and 2 bedroom plus den. Unit sizes range from a low of approximately 52 square metres, to a high of 113 square metres. The unit breakdown and unit sizes are subject to adjustment at the detailed site plan and building permit stages.

In terms of phasing, the preliminary intent is to develop in order of building number, meaning B1-B3; however, a final decision on phasing will occur during the site plan approval process.

Table 2: Proposed Preliminary Unit Breakdown

4.0 Units Count							
Proposed Units (*15% of suites to be fully accessible)							
4.1	Building 1 units	floors	1BR	1BR+D	2BR	2BR+D	Units
	Level 1	1 x	3	10	6	1	20
	Levels 2 to 4	3 x	20	0	8	0	84
	Level 5	1 x	2	2	8	6	18
	Levels 6 to 8	3 x	7	2	7	4	60
	Levels 9 to 10	2 x	7	0	8	4	30
	Levels 11 to 12	2 x	2	2	9	2	30
	Total Units		104	22	93	31	250
4.2	Building 2 units	floors	1BR	1BR+D	2BR	2BR+D	2St Units
	Level 1	1 x	0	0	0	0	15
	Levels 3 to 5	3 x	6	0	9	0	45
	Levels 6 to 7	2 x	3	2	1	1	14
	Level 8	1 x	1	1	4	1	7
	Total Units		25	5	33	3	81
4.3	Building 3 units	floors	1BR	1BR+D	2BR	2BR+D	2St Units
	Level 1	1 x	0	0	0	0	16
	Level 2	1 x	1	0	1	1	3
	Levels 3 to 5	3 x	13	0	8	1	66
	Level 6	1 x	5	0	9	2	16
	Levels 7 to 9	3 x	7	0	9	1	51
	Levels 10 to 11	2 x	0	1	4	6	22
	Total Units		66	2	69	21	174
	Total Units Provided for B1, B2 & B3		195	29	195	55	31
			30%	6%	30%	11%	6%
							100%

7.2 Legislation, Provincial Plans & Provincial Policies

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

7.2.1 Planning Act

As detailed in Section 4.1.1 of this Report, affordable housing is a matter of provincial interest according to Section 2f) of the Planning Act. Barrie City Council must have regard to affordable housing when carrying out their duties and considering whether to approve the proposed Zoning By-law Amendment application.

7.2.2 Provincial Policy Statement (PPS)

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

Section 1.1.1.b) state that healthy, liveable and safe communities are sustained by:

"accommodating an appropriate affordable and market-based range and mixed of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)..."

The Housing policies in Section 1.4.3 state that Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

"a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans."

The PPS defines Affordable to mean the following:

- a) *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% below the average purchase price of a resale unit in the regional market area.*
- b) *In the case of home ownership, 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.*

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

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

7.2.3 A Place to Grow, Growth Plan for the Greater Golden Horseshoe

One of the “Guiding Principles” of the Growth Plan is to support a range and mix of housing options, which includes affordable housing. The context of the Growth Plan, as outlined in Section 2.1 states that “many communities in the GGH are facing issues of housing affordability” and the Plan helps to address this issue by providing direction to plan for a range and mix of housing options, including affordable housing.

The “Managing Growth” policies in Section 2.2.1.4c) state that applying the policies of the Growth Plan will support the achievement of complete communities that:

- “c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.”*

The “Housing” policies in Section 2.2.6a)i. state that municipalities will support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

- i) Identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
- j) Establishing targets for affordable ownership housing and rental housing.*

The Growth Plan’s definition of “affordable” and “low and moderate income households” is the same as the PPS.

7.3 Barrie Official Plan Policies

The policies of the currently in-effect Official Plan, and adopted, but awaiting Provincial approval, Official Plan have been detailed below.

7.3.1 Barrie Official Plan (currently in-effect)

Section 3.3.2.2 of the Official Plan contains affordable housing policies as outlined below:

3.3.2.2 Affordable Housing Policies

- 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 rent does 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% below the average purchase price of a resale unit in the regional market area.

Note: In their review/approval of development applications, the City has typically mentioned the 10% target but acknowledged that it is encouraged, as opposed to being strictly enforced.

- 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.*

Note: The proposed development is considered high-density according to 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.*

Note: The proposed development is located on a public transit route, adjacent to commercial uses, and within walking distance of community facilities such as elementary schools, a high school and long-term care facility. The lands are also within a 15-25 minute walk from Georgian College and Royal Victoria Hospital.

- 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.*

Note: Several special zoning provisions are requested as outlined in Section 4.6 of this Report.

Section 6.8 of the Official Plan contains policies concerning height and density bonusing and the requirement for community benefits. The relevant policies are contained below:

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

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

6.8 b) Without limiting the authority of the foregoing, the City will seek to secure any of the following community benefits above and beyond those that would otherwise be provided under the provisions of the Planning Act (including parkland dedication and cash-in-lieu of parking) or the Development Charges Act or any other statute.

The community benefits that may be secured include, but are not limited to, the following:

- ***Provision of affordable housing units;***
- *Community facilities/services;*
- *Arts and cultural facilities;*
- *Public art;*
- *Parks facilities and equipment;*
- *Protection of cultural heritage resources;*
- *Public access to facilities;*

- *Streetscape improvements on the public boulevard not abutting the site;*
- *Local improvements to transit facilities including pedestrian connections to transit facilities;*
- *Amenities for active transportation such as pedestrian or cycling facilities;*
- *Land for other municipal purposes;*
- *Preservation and enhancement of the Natural Heritage System;*
- *Enhanced on-site tree planting or landscaping;*
- *Public parking facilities (at-grade and/or structures);*
- *Local improvements identified through Community Improvement Plans;*
- *Sustainable energy works and facilities; and*
- *Any public work, initiative or matter in compliance with this Plan.*

Note: If the City seeks a community benefit as part of the rezoning approval, then the provision of affordable housing units would be one option for consideration.

6.8c) Development proposals in the R1, R2, R3, R4 and RM1 zones are not subject to this section of the Plan. Non-Profit housing proposals are also not subject to this requirement.

Note: The subject lands are zoned General Commercial (C4) with special provisions. The community benefits policies therefore apply to the proposed rezoning application.

6.8d) Where community benefits are to be provided in return for increased height and/or density pursuant to Section 37 of the Act, these benefits will be set out in the Zoning By-law amendments along with the increased height and/or density.

6.8e) Where community benefits are to be provided, they may be secured by letter of credit and/or in one or more agreements, which may be registered on title to the lands.

7.3.2 Barre New Official Plan (adopted and awaiting Provincial approval).

Section 6.4.2 of the adopted Official Plan contains affordable housing policies, and those relevant to high density development have been provided below:

6.4.2 Affordable Housing Policies

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

Note: The definition of 'housing options' includes housing arrangements and forms such as "affordable housing".

b) The City will explore partnership opportunities between the County of Simcoe, housing providers and agencies, private developers, as well as community groups, to provide innovative affordable housing options, including deeply affordable housing.

c) As a measure of social and economic resiliency, the City will plan for and support the provision of attainable and affordable housing to meet the diverse needs of the City's residents, regardless of age or circumstance, so that all people can call Barrie home.

Note: "Attainable housing" is not defined in the Official Plan. In my opinion, a significant increase in the supply of smaller apartment rental and ownership units, will create more attainable housing options than ground oriented developments such as single-detached and townhouses.

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

iii) All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;

Note: The proposed development exceeds 40 new residential units.

- iv) *All new residential development and redevelopment in Medium Density and High Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(1), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three-bedroom units or larger; and,*

Note: The proposed development is located within the “Medium Density” land use designation according to Map 2 in the adopted new Official Plan.

7.4 Barrie Affordable Housing Strategy

In 2015 Barrie approved an “Affordable Housing Strategy”, which was a 10-year plan to increase the supply of affordable housing units in the City. The intent of the Strategy was the construction of 840 affordable housing units in the City. Since 2022, staff have prepared periodic ‘Report Cards’ or updates as to how the City has performed in meeting its objective. The most recent Report Card was April 2022, and it

The implementation of the Strategy occurred through a variety of ways such as:

- Establishing a built form task force.
- Increased the permissions for second residential units.
- Allowed for the provision of affordable housing as a community benefit in exchange for increased height and density pursuant to Section 37(1) of the Planning Act.
- Amend the Community Improvement Plan policies of the Official Plan to reference affordable housing.
- Provide financial incentives for the development of brownfield lands for the purpose of affordable housing.
- Investigate municipal development charge incentives for affordable housing.
- Undertake a review of financial incentive opportunities for no-for-profit housing groups to develop not-for-profit affordable housing.
- Waiving planning, legal and building permit fees.

According to the April Report Card, the 10% affordable target was exceeded in 2018 and 2019, in large part through the inclusion of second-suites. However, the Report Card notes that there is no mechanism to ensure long-term affordability, which reduces the affordable housing count to approximately 511 units since 2015.

The April Report Card noted that affordable ownership, as of 2020, based on household income means that a unit must be sold for no more than \$316,400. 26% of all units sold in 2019 were affordable; however, that dropped to 2% in 2020. 2021 sales data was not included in the Report Card.

7.5 Barrie Housing Affordability Task Force

In January of 2022, Barrie Council received and approved the Housing Affordability Task Force Final Report. The purpose of the Task Force and the Final Report was to determine *“what direct actions can the City take to rapidly expand the supply of rental and market affordable housing built by the private sector, and the supply of supportive and affordable housing built by the public sector”*.

The Task Force concluded that land availability and funding for supportive and subsidized housing were the key issues limiting supply. One of the key recommendations of the Report to improve supply was to allow housing as-of-right on large, well-located commercially zoned properties, and to develop zoning and site planning policies. In part due to this recommendation, the new Official Plan includes more permissive residential policies on numerous big box commercial sites in the City.

The Task Force also recommends that the City introduce shared parking policies for residential redevelopment on non-residential lands and to eliminate parking standards entirely for certain classes of development (e.g. affordable rental, supportive and social housing).

7.6 Affordable Housing Analysis & Recommendations

In speaking with the Owners of this proposed development, they are concerned about their ability to sell any unit at a threshold of approximately \$316,400 (2020 rate), when the cost of land, infrastructure, construction and development charges will significantly exceed this number, regardless of unit size. These costs are continuing to rise at a rate that is drastically disproportionate to the affordability threshold.

Based on my experience with other projects and monitoring various development approvals, particularly over the past several years, City staff and Council have consistently encouraged and advanced the issue of affordable housing, but have stopped short of requiring same as part of any application due to the non-prescriptive language (e.g. 'encourage' versus 'shall provide') that exists in the current Official Plan. The intent will be much more focused and prescriptive when the new Official Plan comes into effect.

To this end, I recommend the following:

Recommendation #1: As part of the approval of numerous development applications, the City has applied the height/density bonusing policies of the Official Plan (as enabled by Section 37 of the Planning Act or any successor Community Benefit Charge By-law). If the City applies those policies, or any successor by-law to this proposed rezoning, then I recommend that the provision of affordable housing units be the community benefit that should be applied over the other options listed in Section 6.8 b) of the Official Plan (e.g. public art, off-site streetscape improvements, public works).

Recommendation #2: I recommend that the City staff, and ultimately Council, support the proposed increase in height/density for the following reasons:

- i. The development will introduce 505 new condominium residential units which will positively contribute to the housing supply in the City. The economics of supply and demand dictate that significantly increasing the supply of rental and ownership units, particularly smaller units, will create more competition in the market which will potentially create more attainable housing options over other ground-oriented units that are expected to be higher in sale price.
- ii. The development is ideally located in a mixed use area, on an arterial road, and serviced by public transit.
- iii. The development will not result in land use impacts on adjacent/area residential/institutional or commercial land uses. In particular, and as evidenced by the technical studies submitted in support of the application, there are no adverse impacts associated with traffic, parking, natural heritage, servicing/grading, stormwater management, groundwater, noise/vibration or shadows.

8.0 CONCLUSION

This report reviewed the land use planning merits of an application for a Zoning By-law Amendment for the lands located at 303 Cundles Road East in the City of Barrie. The proposed application is consistent with the PPS, and conforms to the policies of the Growth Plan, the current City of Barrie Official Plan, and the new adopted City of Barrie Official Plan.

The proposed development represents compact development that efficiently uses land and optimizes the use of existing infrastructure. The proposed development will not negatively impact any natural heritage features and is designed to integrate into the surrounding mixed-use area and be compatible with adjacent uses. Further, the proposed development will meet the needs of future residents of the City of Barrie by providing additional housing options and will have convenient access to nearby parkland, elementary schools, a high school and commercial uses.

In our professional opinion, the proposed application for a Zoning By-law Amendment represents good planning and will contribute in a positive way to the future growth and quality of life in the City of Barrie.

Sincerely,

THE JONES CONSULTING GROUP LTD.



Ray Duhamel, M.C.P., MCIP, RPP
Partner

Amanda Hoffmann, BURPI.
Planner