



P L A N N I N G
J U S T I F I C A T I O N
R E P O R T

3, 5, 7, AND 11 MCDONALD STREET, 17 SOPHIA
STREET AND 58 AND 60 CLAPPERTON STREET
CITY OF BARRIE

APRIL 2022
FILE #10228

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1. INTRODUCTION

Weston Consulting is the professional planning consultant for 2850124 ONTARIO INC. (Black Creek Group), the registered owner of the properties located at 3, 5, 7, and 11 McDonald Street, 17 Sophia Street and 58 and 60 Clapperton Street (the “subject lands”) in the City of Barrie. This report has been prepared in support of a Zoning By-law Amendment application to facilitate the proposed development of the subject lands to include 21-storey mixed use building.

This report is submitted along with the materials identified in the Pre-Application Checklist dated February 14, 2022, and discussed during the pre-consultation meeting held on February 17, 2022. This report satisfies the City’s requirement for a Complete Application under Section 34 (10.1) of the Planning Act.

1.1 PURPOSE OF THE REPORT

The purpose of this report is to provide a professional land use planning opinion in support of the proposed development as it relates to the hierarchy of applicable land use planning policies and regulations, including the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the City of Barrie Official Plan (2010), the adopted and not yet in force Draft City of Barrie Official Plan (2022), the Lake Simcoe Protection Plan, and the City of Barrie Zoning By-law (2009-141). The evaluation of the proposed development is further supported by a comprehensive analysis of adjacent land uses, area context, development applications in the surrounding area, and the technical reports and studies that have been prepared in conjunction with this report. This report will provide the necessary and applicable land use planning analysis and justification in support of the proposed Zoning By-law Amendment, and will clearly articulate why in our opinion, it represents good planning, is in the public interest and should proceed through the planning process as outlined in the *Planning Act*.



2. SITE DESCRIPTION AND CONTEXT

2.1 SITE DESCRIPTION AND NEIGHBOURHOOD CONTEXT

The subject lands are located in the southwest quadrant of the McDonald Street and Clapperton Street intersection in the downtown community of the City of Barrie. The subject lands are composed of an assembly of 7 separate parcels that forms an irregularly shaped site. Two of the parcels are occupied with single detached dwellings that will be demolished to facilitate the proposed redevelopment, while the others are currently vacant. The vacant lands are generally flat and contain a variety of trees and shrubs. The site has a frontage of approximately 64.6 metres along the McDonald Street and a combined lot area of 3,045.8 square metres (0.3 hectares). The site can be accessed by a gravel driveway from McDonald Street and driveways located on Clapperton Street, associated with the single detached dwellings. The subject lands are located approximately 1km southeast of Highway 400.

The area is currently characterized by a variety of densities, land uses and built-form typologies given its location within the downtown area. The surrounding context consists of surface parking lots, low-rise neighbourhood buildings, mixed-use and retail buildings, public services, and a 7-storey apartment building immediately to the west. The area serves as a hub, providing services and amenities for local residents of Barrie and as a gateway to the downtown area.



Figure 1: Aerial Photograph of the Subject Lands

2.2 LEGAL DESCRIPTION

North: Immediately northwest of the subject lands, across Sophia Street and McDonald Street, is a vacant lot which is planned for a mid-rise apartment building and north of the site is Lion's Park. A triangular landscaped island creates a multi-intersection configuration of streets, with Sophia Street continuing to the east and McDonald Street continuing to the southeast. Single detached homes are located to northeast of the subject lands, beyond the intersection area.

South: Immediately south of the subject lands is a funeral home and commercial business which fronts onto Worsley Street. Further south, across Worsley Street, are additional commercial uses and surface parking lots.

East: Located to the northeast is a mix of single detached dwellings on the north side of McDonald Street. Immediately east is a large parking lot which to be developed as a YMCA site, with a public park and the Barrie Public Library beyond.

West: Immediately to the west is a 7-storey apartment building, low-rise office buildings, and additional commercial/retail uses that front onto Bayfield Street. Further west across Bayfield Street is a small plaza with take out restaurants and a convenience store and a future high-rise residential building at the northwest corner of Bayfield and Sophia Street West.

PT LT 14 S/S MCDONALD ST PL 31 BARRIE AS IN RO1361360; BARRIE

PT LT 13 S/S MCDONALD ST PL 31 BARRIE; PT LT 14 S/S MCDONALD ST PL 31 BARRIE AS IN RO1305479; BARRIE

PT LT 13 S/S MCDONALD ST PL 31 BARRIE AS IN RO1361366; BARRIE

PT LT 12 S/S MCDONALD ST PL 31 BARRIE AS IN RO990470; BARRIE

PT LT 15 S/S SOPHIA ST PL 31 BARRIE AS IN RO1361367; BARRIE

PT LOT 11 S/S MCDONALD ST PL 31 BARRIE; PT LT 12 S/S MCDONALD ST PL 31 BARRIE AS IN RO1367274; BARRIE

PT LT 11 S/S MCDONALD ST PL 31 BARRIE AS IN RO1347852; BARRIE

2.3 TRANSIT AND TRANSPORTATION

The proposed development is well served by existing and planned pedestrian, vehicular and transit infrastructure that provides access to both local and regional destinations. Active transportation opportunities are also located nearby.

Roads

The subject lands are located along McDonald Street and Sophia Street which are designated as *Minor Collectors* in the Barrie Official Plan. Minor Collector roads have an ultimate right-of-way width requirement of 24 metres. The proposed development is providing a 2 metre widening along the full frontage of Sophia Street and McDonald Street. Approximately 150 metres to the west of the subject lands is Bayfield Street which is designated an *Arterial Road* and providing access as a major north-south thoroughfare through the City. The area is also generally surrounded by a grid pattern of streets leading in and out of the downtown area.

Highway 400 is located approximately 910 metres north-west of the subject lands, with an interchange access at Bayfield Street. Highway 400 generally runs north-south, connecting the Greater Toronto Area to the City of Barrie and other small cities located to the north.

Transit

The subject lands are well serviced by Barrie's Transit System. The following three bus routes are located in proximity of the subject lands, with connections to key destinations such as Barrie's two GO Transit rail stations, Barrie South and Allandale Waterfront.

- Route 100A/B
 - o Provides express service with access to locations such as Georgian College, Georgian Mall, and the Downtown Barrie Transit Terminal.
 - o Stop located at Bayfield Street and Collier Street
- Route 1
 - o Provides north/south transportation with access to Georgian Mall, Downtown, Allandale Go Station and Park Place
 - o Stop located at Dunlop Street and Bayfield Street

- Route 4
 - o Provides north/south service, connecting Allendale GO Station with the Georgian Mall.
- Route 7
 - o Provides generally south and northbound route, connecting north and south Barrie.

The related bus stops to the above routes are located approximately 200-300 metres from the subject lands. As such, future residents will be within walking distance of public transit.

Active Transportation

Sidewalks are provided along both sides of Sophia Street, west of the subject lands, while the southern sidewalk continues along McDonald Street. A sidewalk is also located along Clapperton Street providing direct pedestrian access to the downtown area and its associated amenities. The sites' location on the edge of the downtown area provides optimal opportunities for the promotion of active transportation given the access to services, amenities and active transportation infrastructure.

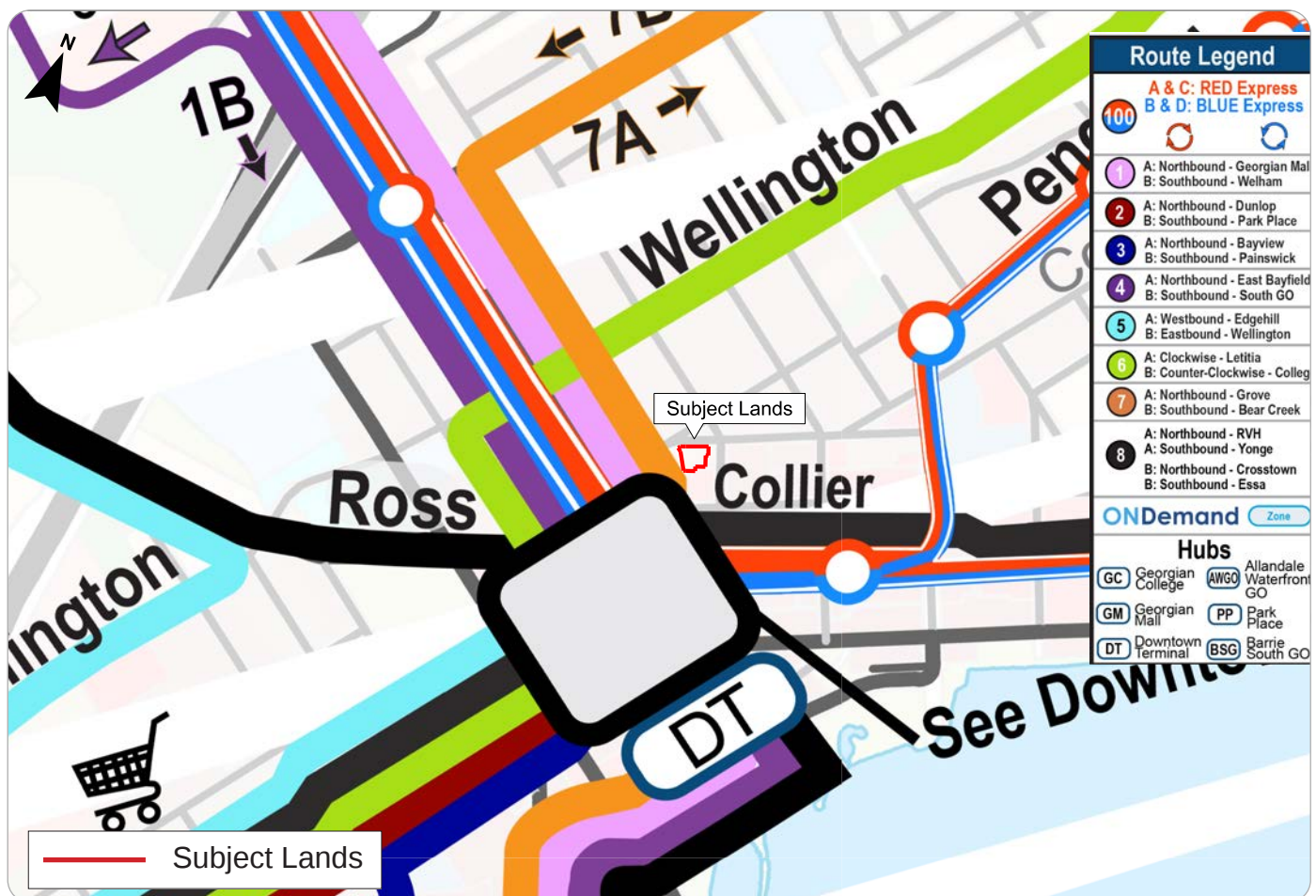


Figure 2: Barrie Transportation Map

2.4 COMMUNITY FACILITIES

As the subject lands are located within downtown Barrie, the proposed development is in proximity to a number of community amenities, facilities and services. The various services include restaurants, entertainment venues, personal care services, medical clinic, personal service shops, retail and office uses. Other community facilities include the Barrie Public Library – Downtown Branch, Barrie City Hall, Service Canada Centre, various places of worship, financial institutions, the Downtown Bus Terminal and more. The downtown Barrie area serves as one of the Region's most significant and vibrant entertainment and recreation destinations, with the waterfront and Heritage Park located also within 800 metres from the proposed development. A number of parks and parkettes are located in proximity of the proposed development. Lions Park is located immediately to the north, John Edwin Coupe Park is located to the east, and Berczy Park within 300 metres to the east.

2.5 SURROUNDING DEVELOPMENT APPLICATIONS

The following provides a list of the active development applications within Ward 2, the ward in which the proposed development is located. As shown, a number of redevelopment and intensification projects are planned for the downtown Barrie area, and beyond, including mixed-use developments in the 20-34 storey range. This report will demonstrate how the proposed development fits within the context of the current development activity proposed for the downtown area.



Figure 3: Surrounding Development Application

Table 1. Surrounding Development Applications

No.	Address	Development Application & File Number	Description	Status
1	2-14 Dunlop Street West, 43 & 45 Maple Avenue, 30 – 42 Bayfield Street	Site Plan D11-022-2017 ZBA D14-1589	20-storey apartment building with 203 residential condominium units with associated parking and ground floor commercial uses.	Rezoning approved Site Plan under review
2	34-50 Bradford Street and 125 Dunlop Street West	Zoning By-law Amendment TBD	Two (2) residential apartment buildings with shared 6 storey podium (119 units). Tower 1- 29 storeys (276 units), Tower 2- 25 storeys (228 units). Total number of units is 623.	Zoning By-law Amendment in Pre-Application Public Consultation Phase
3	113 & 117 Bayfield Street and 6, 8, 12 Sophia Street East	Zoning By-law Amendment D14-1701	8-storey apartment building that will contain 108 residential units. The proposed development would result in the creation of 70 Affordable Housing Units, in support of the City of Barrie's Affordable Housing Strategy.	Zoning By-law Amendment Adopted March 1st, 2021
4	136 & 112 Bayfield Street, 14 Sophia Street West, and 113 & 115 Maple Avenue	Zoning By-law Amendment D14-1702	12-storey mixed use condominium building with ground floor commercial uses and 8 townhouse units, for a total of 300 units.	Under review
5	51–75 Bradford St. & 20 Checkley St	Official Plan Amendment D09-OPA078 Zoning By-law Amendment D14-1692 Site Plan D11-020-2020	4 buildings with approximately 1700 residential units, commercial space, a hotel space and public corridors that will provide linkages with the existing natural features. Site Plan Control application D11-020-2020 has been submitted as Phase 1 of the development concept which includes the proposed 25 storey building fronting Lakeshore Drive for 145 hotel units and 233 residential units.	Official Plan and Zoning By-law Amendments Approved Site Plan under review

No.	Address	Development Application & File Number	Description	Status
6	21 & 23 Collier Street	Zoning By-law Amendment TBD	27-storey mixed-use building containing 214 residential units and 1,100 square metres of ground floor commercial space, together with three (3) levels of structured parking.	Pre-application Public Consultation Phase
7	79 Collier Street	Site Plan D11-023-2020	15-storey mixed-use building containing 126 residential units and approximately 404 square metres of ground floor commercial space, together with structured and underground parking.	Under review
8	129 Collier Street	Zoning By-law Amendment, D28-019-2019	Two 12-storey purpose-built rental towers comprised of 293 residential units.	Pre-application Public Consultation Phase
9	217 Dunlop Street East	Zoning By-law Amendment D30-002-2021 Site Plan D11-001-2021	15-storey, 41 unit mixed-use condominium	Zoning By-law Amendment Approved Site Plan under review
10	55–57 McDonald Street, 61–67 Owen Street, & 70–78 Worsley Street	Zoning By-law Amendment D14-1645	20-storey Mixed-use building containing 278 residential units and 950 square metres of ground floor commercial space, together with underground and structured parking.	Zoning By-law Amendment Approved Site Plan under review
11	9-17, 21, 23, 25 Owen Street & 47, 49, 51, 53 Collier Street	Site Plan Application D11-007-2018	16-storey, 314 unit retirement residence	Under review



3. PROPOSED DEVELOPMENT

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The following description of the proposed development should be viewed in conjunction with the Architectural Drawing set prepared by JCI Studio Architects, which has been submitted along with this report. The proposed development contemplates a mixed-use development consisting of 21 storeys (66.73 metres) with a 4-storey podium. The proposed development will consist of 17,124.5m² of residential space throughout the building, and 256.5m² of ground floor commercial space with a total gross floor area (GFA) of 17,381.5m². This equates to a development net density of 6.02 Floor Space Index (FSI) or 602% of the lot area. The proposed unit breakdown is as follows:

Table 2. Unit Breakdown

	Number of Units	Percentage of Total
Studio	16	6%
1-bedroom	117	46%
1-bedroom + den	28	12%
2 bedroom	25	10%
2 bedroom + den	58	23%
3 bedroom	9	4%
Total	253	100%

The building's ground floor will consist of commercial space, indoor amenity, lobby, waste collection and service areas. Entrances are located at each side of the development, with the principal entrance located along McDonald Street to animate the streetscape and provide prominence within the pedestrian realm. A secondary entrance is also located on the south side of the building, internal to the site for loading, mail delivery, and drop offs. Pedestrian crossings that connect at-grade parking areas to building entrances will be provided to enhance pedestrian safety and comfort. An outdoor urban square located at the corner of McDonald and Clapperton Street is located at the east side of the development and will provide a prominent landscape and amenity feature for the development and broader community, facilitating a gateway feature into the downtown area from the north. The ground floor of the development has been designed to animate the public realm and improve the pedestrian experience with extensive landscaping and building design.

The vehicular entrance to the site that leads to surface and underground parking will be accessed via Clapperton Street as requested by City staff during pre-consultation discussions. The access is contemplated to be full moves, while the loading space and access to the underground parking will be located internal to the site, out of public view. The 6.4 metre drive aisle wraps around the rear of the development with access to 26 at-grade parking spaces, 3 of which are car-share parking spaces. The parking spaces along the west side of the site consist of two-vehicle parking stackers, providing parking for 22 total spaces within this area. A pedestrian crossing will be delineated with pavement markings to ensure safe pedestrian movement from the surface parking to the pick up and drop off area.

Parking for the site is located within three levels of below grade parking and the 26 at-grade spaces as noted above. The total parking supply is 207 parking spaces, which includes 3 car share spaces. This equates to a proposed parking rate of 0.85 spaces per residential unit. In calculating the proposed parking rate, the 3 car share spaces have been considered to represent 12 spaces due to the typical replacement rate found within the City of Toronto, in the absence of the City of Barrie having an established guideline. As such, the proposed parking rate has been calculated on the basis of a theoretical supply of 216 spaces, as opposed to the provided 207 spaces. No dedicated parking is proposed for the commercial/retail space given its small size and intended use as a local destination for shoppers in the immediate area and residents of the proposed development that are likely to walk to the retail space.

With respect to bicycle parking, 253 parking spaces have been provided within the mezzanine level and outdoors, at-grade. Residential spaces consist of 25 short-term spaces, outdoors along the frontage of the development and 228 spaces within the internal mezzanine space. No dedicated bicycle parking is contemplated for the commercial space.

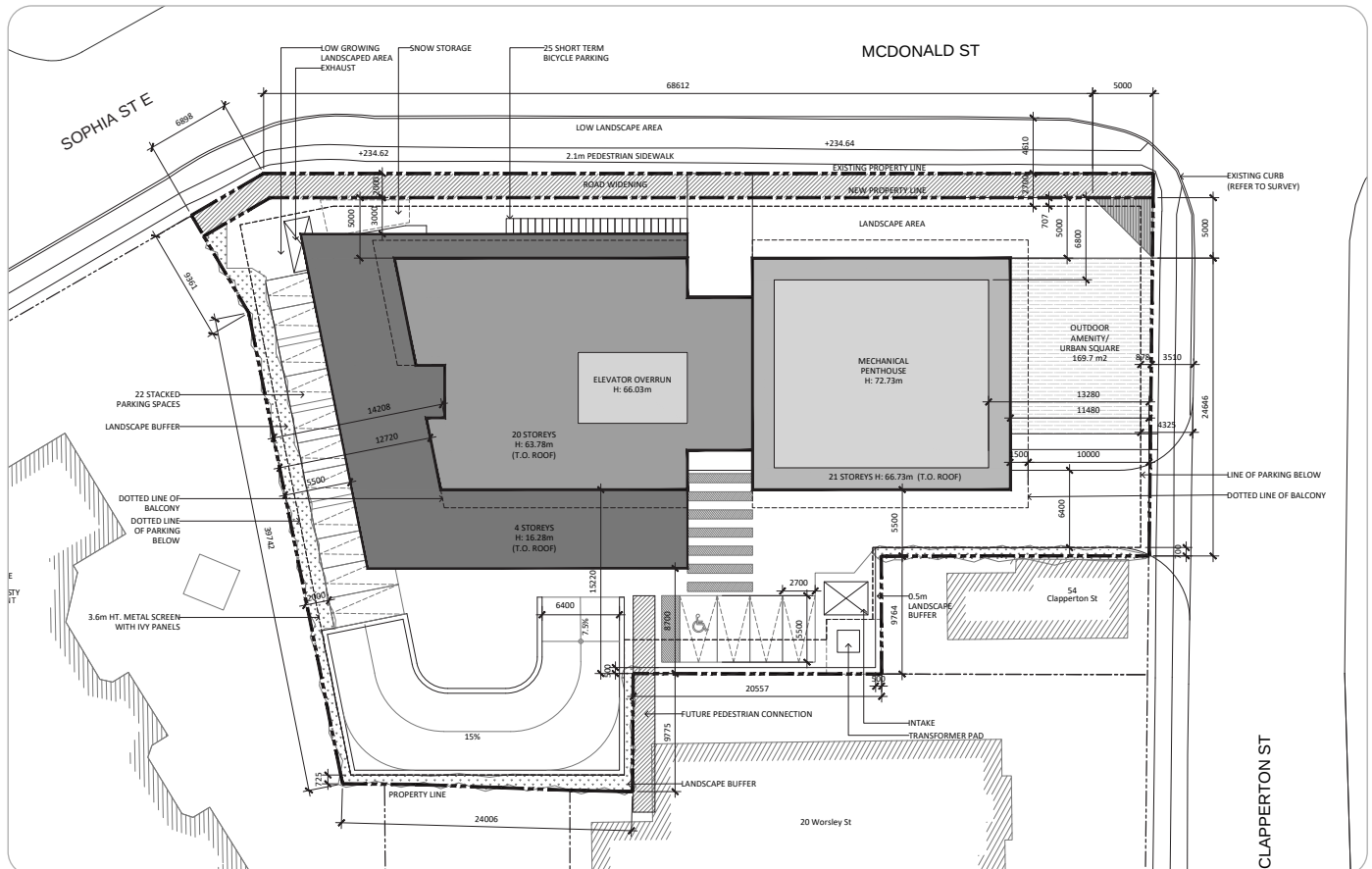


Figure 4: Site Plan, prepared Studio JCI

A variety of amenity space is provided in the form of indoor amenity, landscaped open space, private balconies and terraces, and rooftop amenity spaces. The total amenity space contemplated is 3,860.4 square metres which equates to 15.3 square metres per unit. The proposed development has been designed with a 4-storey podium height which provides a human-scaled streetwall condition and framing of the street which mitigates the impact of building height on adjacent neighbourhoods. The podium stepbacks have been implemented to provide appropriate distances between the high-rise portion of the towers and existing structures within the block. The tower is configured to consist of two distinct volumes of massing. Appropriate setbacks from the property line to the tower have been provided, with the bulk of the massing positioned closer to the frontage of the site. The west volume of the building has a maximum height of 20 storeys, and connects to the east volume at 21 storeys in height. Building articulation and materiality has been designed to mitigate visual impacts while also providing an attractive built form.

The urban square at the northeast corner of the site has an area of 170m² which will function as an inviting outdoor amenity space for residents, visitors and those utilizing the commercial space at grade. The landscape package prepared by Land Art Design (LAD) provides a concept for this space that will emphasize the corner as a focal point and gateway to the downtown Barrie area. Glazing at the commercial frontage will provide permeability between indoor and outdoor active spaces. The urban square will support large seating areas, benches for visitors, trees and low-lying vegetation for high-quality visual amenity, as demonstrated in the enclosed Urban Design Brief.



Figure 5: Rendering, prepared Studio JCI



Figure 6: Rendering, prepared Studio JCI

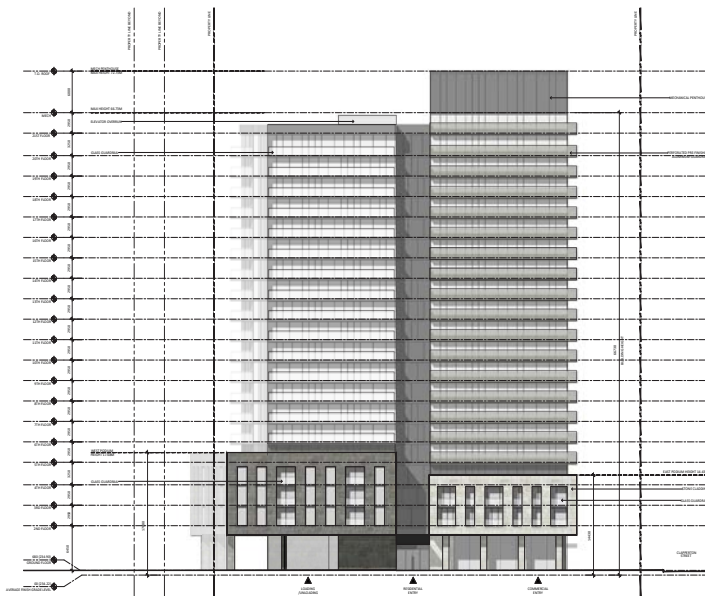


Figure 7: South Elevation, prepared Studio JCI

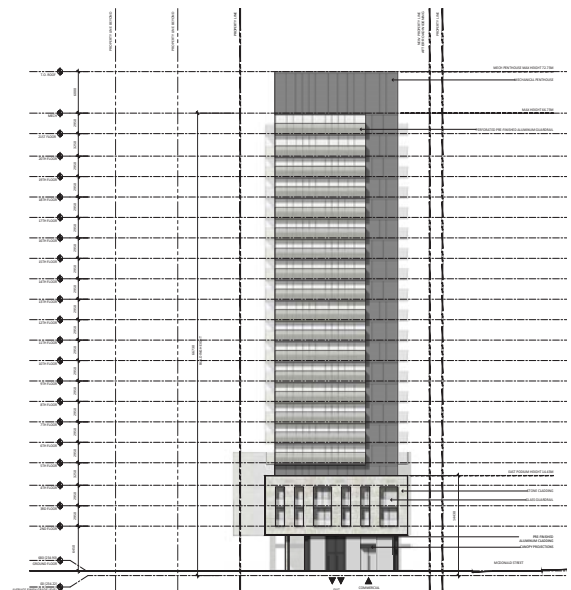


Figure 8: East Elevation, prepared Studio JCI



Figure 9: Renderings, prepared Studio JCI



Figure 10: Landscape Renders, prepared by Land Art Design



Figure 11: Landscape Renders, prepared by Land Art Design



Figure 12: Landscape Renders, prepared by Land Art Design

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4. PUBLIC CONSULTATION

A public consultation strategy, consistent with the Planning Act is proposed to ensure that residents and stakeholders have sufficient opportunity to review and provide feedback on the development proposal. A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject property by the municipality. It is noted that a Public Open House was held on April 6, 2022, prior to the submission of the application in order to obtain initial feedback from the community and to guide the formulation of the development concept.

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the site by the municipality detailing the nature of the applications and the requested amendments to the Zoning By-law.
- An Application Notice Sign has been posted on the subject lands by the proponent and will be updated to identify the latest request for amendments to the Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the site and those that attended the Public Open House.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Additional community consultation may be undertaken (if required) based on the review of the application and any substantial modifications to the development proposal.

Public Open House Comments

- Traffic concerns related to the 3-way intersection of Sophia, McDonald and Clapperton.
- Heritage preservation and design compatibility.
- Questions related to area density.
- Transition to adjacent properties.

The applicant is committed to responding to these comments along with any technical comments received as part of the review process.



5. SUPPORTING MATERIALS

Arborist Plan and Report

Burgess Gleason Environmental was retained by the landowners to prepare an Arborist Plan and Report in support of the development application. The report inventories and evaluates the eleven trees found within the site. Based on the proposed redevelopment of the site and the condition of the trees, removal of all eleven trees is recommended with neighbour input needed on the Manitoba Maple to the west. The report states that removal of the trees should occur in accordance with the City's Tree Protection Manual and timing of removal should avoid bird migration periods. The compensation amount for the removal of the eleven trees is provided. For more information, please see the enclosed Arborist Plan and Report.

Landscape Concept

Land Art Design Landscape Architect Inc. was retained by the landowners to prepare a Ground Floor Landscape Plan in support of the development application. The proposed plan provides for programming of the public square located at the northeast corner of the site, which will include plantings, a feature wall, table and seating elements, and hard landscaping. Tree plantings are also contemplated along the western property boundary and to the west of the main entrance located along the building frontage. A 3.6-metre-high metal screen with pre-vegetated ivy is proposed along the western and southern property boundaries, to provide visual screening of the parking areas and driveway. Bollards are contemplated along the rear walkway, to guide pedestrian travel from Clapperton. A number of landscape renderings of the proposed public plaza and other green areas have been integrated into the Urban Design Brief prepared by Weston Consulting. For more information, please see the enclosed Landscape Plan.

Functional Servicing and Stormwater Management Plan

Gerrits Engineering Ltd. was retained by the landowners to prepare a Functional Servicing and Stormwater Management Plan in support of the development application. The plan recommends a servicing scheme and stormwater management strategy for the proposed mixed-use development. Water servicing will be provided by a new internal 50mm diameter connection to the existing watermain on McDonald Street. Hydrant flow tests were also conducted, which indicates sufficient water pressure and volume exists to service the site. Sanitary Servicing will be provided via the existing sanitary line located on Clapperton Street and there are no anticipated capacity issues. Stormwater drainage and management will be provided by underground storage tanks and infiltration. In accordance with the requirements of the Lake Simcoe Region Conservation Authority, the MECP's enhanced protection standard will be met, as TSS removal will exceed 80%. In summary, the proposed development will be able to be serviced by municipal services. For more information, please see the enclosed Functional Servicing and Stormwater Management Plan and Engineering Drawings.

Hydrogeological Assessment

Azimuth Environmental Consulting Inc. was retained by the landowners to prepare a Hydrogeological Assessment in support of the development application. The purpose of the report is to describe the existing hydrogeological conditions of the subject lands and the potential for the proposed redevelopment to impact the existing environmental and hydrogeological conditions. Various field work and testing was undertaken as part of this assessment. The report also comments on the proposed three storey underground parking structure that is expected to be partially be located within the water table. As such, appropriate dewatering and waterproofing will be implemented. In summary, the hydrogeological consultant reports that the proposed development will not have an adverse impact on the hydrogeological setting of the subject lands. For more information, please see the enclosed Hydrogeological Assessment.

Transportation Impact and Parking Study

Paradigm Transportation Solutions Limited was retained to prepared a Transportation Impact and Parking Study in support of the development application. The report also includes a summary of recommended Travel Demand Management (TDM) Strategies in order to promote a reduction of vehicle trips and general reliance on personal vehicles. The report concludes that under total traffic conditions the operations within the study intersections are noted to be slightly worse than existing conditions; however, the net impact of the proposed development is found to be relatively minor. All intersections and traffic movements are forecast to continue to operate at acceptable levels. A detailed rationale is provided in support of the proposed parking rate reduction and the use of car share spaces. Based on the accepted standards in the City of Toronto, care share spaces typically replace approximately 4 permanent spaces per car share space. As such, the proposed three car share spaces will theoretically replace 12 permanent spaces. Parking rates within other similarly sized municipalities are discussed, as well as recently approved parking rates of comparable developments in the City of Barrie. Furthermore, no dedicated parking is proposed for the commercial space due to the nature of the anticipated commercial space being used by residents of the proposed development and other local residents who are within walking distance. For more information, please see the enclosed Transportation Impact and Parking Study.

Pedestrian Wind Assessment

Rowan Williams Davies & Irwin Inc. (RWDI) was retained to prepare a Pedestrian Wind Assessment in support of the development application. The assessment required an evaluation of the wind impacts, based on the local wind climate, the current design of the proposed development, and surrounding buildings. The report finds that the proposed development will cause some increase in wind speeds but that the building design has incorporated several mitigation features, to moderate wind impacts. Importantly, wind conditions on and around the proposed development are not expected to exceed pedestrian safety criterion, which includes the children's playground that is located to the west of the proposed development. For more information, please see the enclosed Pedestrian Wind Assessment.

Urban Design Brief

An Urban Design Brief was prepared by Weston Consulting in support of the development application. The Brief evaluates the siting and built form of the proposed development and assesses the proposed development against the applicable urban design policies such as the current Barrie Official Plan, the new Barrie Official Plan, the Tall Buildings guidelines, City Wide Guidelines and Intensification Guidelines. The Brief also provides a discussion on the prepared Shadow Study and angular plane elevations and views prepared by JCI Architects. The Urban Design Brief concludes that the proposed development meets the urban design principles and goals as outlined by the relevant documents, in terms of articulation, materiality, site movement, permeability and massing. For more information, please see the enclosed Urban Design Brief.



6. PLANNING POLICY FRAMEWORK

The following sections of this report provide an analysis of the relevant statutory policy documents applicable to the proposed development. The policy analysis demonstrates that the development is supported by the hierarchy of applicable land use planning policies and regulations, while also providing a justification as to why the development conforms to and is consistent with these policies, represents good planning and is within the public interest. The applicable documents reviewed and discussed include:

- The Planning Act, (“Act”);
- The Provincial Policy Statement, 2020 (“PPS”);
- The Growth Plan for the Greater Golden Horseshoe, 2020 Consolidation (“Growth Plan”);
- City of Barrie Official Plan, 2010 (“BOP”)
- Draft City of Barrie Official Plan, 2022 (“DBOP”)
- City of Barrie Zoning By-law 2009-141

6.1 PLANNING ACT, R.S.O 1990, c.P 13

In consideration of the proposed land use planning application, Section 2 of the Planning Act must be considered as it provides the general direction for all land use planning decisions made in the Province of Ontario. Section 2 specifically regulates matters of provincial interest:

Provincial Interest

The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- a. the protection of ecological systems, including natural areas, features and functions;*
- b. the protection of the agricultural resources of the Province;*
- c. the conservation and management of natural resources and the mineral resource base;*
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e. the supply, efficient use and conservation of energy and water;*
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g. the minimization of waste;*
- h. the orderly development of safe and healthy communities;*
- h.1 the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j. the adequate provision of a full range of housing, including affordable housing;*
- k. the adequate provision of employment opportunities;*
- l. the protection of the financial and economic wellbeing of the Province and its municipalities;*
- m. the co-ordination of planning activities of public bodies;*
- n. the resolution of planning conflicts involving public and private interests;*
- o. the protection of public health and safety;*
- p. the appropriate location of growth and development;*
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*
- r. the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s. the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

The regulations and direction of Section 2 of the Planning Act informs the Provincial Policy Statement and establishes matters of provincial interest, thereby ensuring that the Provincial Policy Statement addresses issues of consistency with Section 2 of the Act. The Provincial Policy Statement is given consideration in the following section of this report. It is our opinion that the proposed development has regard for matters of provincial interest as discussed in this report.

6.2 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development throughout the Province of Ontario. The PPS provides the policy direction on land use planning decisions and requires that all decisions are consistent with the policies of the PPS. The proposed development has regard for these policies and in our opinion is consistent with the PPS.

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020 and replaces the previous PPS issued on April 30, 2014. The PPS provides for and encourages appropriate development and long-term economic prosperity while ensuring the protection of provincial resources, promoting responsible development forms such as intensification, ensuring public health and safety, and the quality of the natural and built environment.

The policies of the PPS encourage the development of strong and healthy communities as outlined in Section 1.1. The following policies speak to how healthy, liveable, and safe communities are ensured, and are relevant to the proposed development.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns (Section 1.1)

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- 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;*
- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d. 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;*
- h. promoting development and land use patterns that conserve biodiversity; and*
- i. preparing for the regional and local impacts of a changing climate.*

The proposed development provides an efficient built form and land use pattern by locating mixed-use intensification within a built-up area. The proposal will also provide for a diversification of housing types in the area, enhancing the range and mix of unit types available by introducing a multi-unit built form with a range of unit sizes. Single-detached dwelling units have historically dominated much of the historic development patterns of the Barrie area. As such, the provision of apartment dwellings will enhance the number of housing options available and will be a suitable housing option for first-time home buyers or those looking to downsize, providing housing opportunities for various family sizes and varying housing needs. The intensification of the subject lands is consistent with the PPS's goals related to the environment as the proposed development reduces the need for unnecessary settlement boundary expansions and urban sprawl. The proposed development promotes the integration of land use planning with other elements such as growth management and transit supportive development, as the proposed development is located within an Urban Growth Centre and is in proximity of transit infrastructure, and existing community services and amenities.

Settlement Areas (Section 1.1.3)

The proposed development is located within the City of Barrie, which is considered an existing Settlement Area. As such, the following policies apply:

1.1.3.1 Settlement areas shall be the focus of growth and development.

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;*

Land use patterns within settlement areas shall also 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.

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

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.

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 development directs intensification to the settlement area, and to a designated Urban Growth Centre, per the policies of the Growth Plan and the City of Barrie Official Plan. The proposed 21-storey mixed-use development is an example of efficient and compact development that supports the mitigation of climate change through proximity to transit and active transportation routes. By locating development within the built-up area, unnecessary land consumption is avoided and reliance on personal vehicles is reduced. The proposal is also located within proximity of active transportation such as walkways and future cycling lanes, as detailed by Barrie's Transportation Master Plan dated June 2019. The proposed development includes 253 dwelling units in a variety of unit sizes, providing a range of housing options for existing and future residents within an existing settlement area. While the proposed development is providing retail space within the building podium, the development is also located within the downtown area, providing direct access to a wide range of existing services and amenities within a broader mixed-use district.

Housing (Section 1.4)

The proposed mixed-use development will provide 253 residential units, ranging from 1-3 bedroom sizes. As such, the following Housing policies apply.

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

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

1.4.3 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:

- b. permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

- e. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f. *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed mixed-use development will meet market demands for high-quality housing and will enhance the overall supply of housing within the City of Barrie, supporting general affordability. Furthermore, the compact and efficient nature of the proposed development provides for a more affordable housing type than single-detached housing options that dominate the local market. The proposed development will implement appropriate site-specific standards that will facilitate compact development and ensure safety for residents and the public. Furthermore, the proposed development directs additional housing units to a location designated for growth with existing servicing and transportation infrastructure, and public service facilities. Existing pedestrian walkways are in proximity of the proposed development and cycling infrastructure is planned to be implemented, based on the 2019 Transportation Master Plan and Cycle Barrie Infrastructure Program which is underway by the municipality. The proposed mixed-use development will contribute to the social and economic needs of existing and future residents of Barrie and will endeavour to enhance community well-being through the provision of attractive and safe housing options. The proposed development incorporates a substantial rate of amenity space per unit (15.3 square metres/unit), enhancing appeal for families of various sizes.

Infrastructure and Public Service Facilities (Section 1.6)

The infrastructure policies of the PPS instruct that infrastructure and public service facilities should be provided in an efficient manner, reflecting the policies above that emphasize compact development and the efficient use of existing land and resources. The following policies are applicable to the proposed development:

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

- a. *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b. *minimize, or, where possible, prevent increases in contaminant loads;*
- 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;*
- d. *mitigate risks to human health, safety, property and the environment;*
- e. *maximize the extent and function of vegetative and pervious surfaces; and*
- f. *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed mixed-use intensification will be located within a settlement area with existing municipal sewage and municipal water services, and as such will optimize the use of these services. A Stormwater Management and Servicing Report has been prepared by Gerrits Engineering Limited, which describes how the servicing and stormwater management scheme for the site will be feasible, sustainable, and implement best practices. Water servicing will be provided by a new internal 50mm diameter connection to the existing watermain on McDonald Street. Hydrant flow tests indicated sufficient water pressure and volume exists to service the site. Sanitary servicing will be provided via the existing sanitary line located on Clapperton Street and there are no anticipated capacity issues. Stormwater drainage and management will be provided by underground storage tanks and infiltration. In accordance with the requirements of the Lake Simcoe Region Conservation Authority, the MECP's enhanced protection standard will be met, as TSS removal will exceed 80%. In summary, the proposed development will be able to be serviced by municipal services.

Transportation Systems (Section 1.6.7)

The following policies relating to the transportation system that supports the proposed development are as follows:

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development introduces residential intensification in an area well served by local public transportation that has connections to GO Transit stops. The proposal is located in an Urban Growth Centre, which supports the development of higher densities and an enhanced mix of uses. As such, the proposed development will support the additional residential opportunities that are located within walking distance of local services, amenities and employment opportunities, contributing to the development of complete communities and less reliance on personal vehicles.

Long-Term Prosperity (Section 1.7)

The proposed development contributes to the long-term economic prosperity of the City of Barrie by conforming to the following policy objectives:

1.7.1 Long-term economic prosperity should be supported by:

- b. encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c. optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.*

The proposed development will support the long-term economic prosperity of the City by enhancing the availability of compact housing stock and commercial space in the downtown area. The proposal will support the development of the Downtown Barrie Urban Growth Centre as a regional focal point for living and working. The provision of housing will respond to market need and will provide housing for Barrie's workforce, while also optimizing the use of underutilized land. The development will also enhance the viability and vitality of the local street network, and downtown Barrie as a whole. The proposed additional density will provide economic benefit to local businesses and a greater utilization of existing municipal services, while adding additional tax revenue to share in the payment and expansion of existing services, benefiting the City.

Energy Conservation, Air Quality and Climate Change (Section 1.8)

The following policies relating to climate change and environmental concerns are applicable to the proposed development:

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

- a. promote compact form and a structure of nodes and corridors;*
- b. promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e. encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

In accordance with the policies that have regard for climate change, the proposed development supports the development of a compact form of intensification and it is located within an Urban Growth Centre. As the subject lands are located within an area designated for growth and development, the proposed development will promote active transportation and the use of public transit for future residents. It will also enhance the mix and of range of housing provided in Barrie, by introducing a more compact and efficient housing option, as compared to traditional single, detached housing options that consume larger tracts of land. The provision of housing within the downtown Barrie area will reduce the need for lengthy commutes to the downtown core and area services. The mixed-use nature of the development and its location within a broader mixed-use area will contribute to the establishment of a complete community. Further, through the future detailed design phases of the project, best management practices, optimal construction processes and building design will be explored to ensure an efficient and environmentally sustainable development. As such, the proposed development supports the goals of the PPS as it relates to climate change mitigation.

Summary

The proposed mixed-use development and Zoning By-law Amendment will provide for intensification in an area specifically designated for growth in the City of Barrie. The proposed development contemplates compact intensification and the efficient use of land, within an underutilized site, while also respecting nearby low-rise built forms. The mixed-use built form will enhance the economic prosperity of the City and will support any future transit investment. Future residents of the proposed development will have access to local amenities and services via active transportation and local transit, in turn supporting complete communities. The proposed development will enhance the supply of apartment dwelling options, supporting overall housing affordability and providing for a housing type which is generally more affordable than historical development patterns in the City. The proposed development will also optimize the use of available municipal services such as water, wastewater and storm infrastructure. In conclusion, it is our opinion that the proposed development and related development applications are consistent with the Provincial Policy Statement.

6.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides policy direction to support the development of strong, prosperous communities and manages growth within the Greater Golden Horseshoe (GGH). The Growth Plan was prepared under the Places to Grow Act, 2005 and provides the framework for implementing the provincial government’s vision for prosperity and growth in the region. The implementation of the vision for the GGH requires cooperation between other levels of government, First Nations communities, residents, private and non-profit sectors across all industries, and other stakeholders. The Growth Plan (2020) came into effect on August 28, 2020, implementing Amendment 1, which expanded the planning horizon to 2051, and applies to the development of the subject property.

The Guiding Principles of the Growth Plan are outlined in Section 1.2.1 and provide the rationale for the policies in the subsequent sections. The specific Guiding Principles that are applicable to the proposed development include the following:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

The proposed development supports the above principles as it will establish the creation of a complete community through the provision of a compact residential development in proximity to multiple transportation modes, community services and amenities that meet daily needs. The proposed development also directs intensification to a strategic growth area, the Downtown Barrie Urban Growth Centre, making efficient use of land and existing resources. A range and mix of housing options, and land uses are also provided, as the proposed mixed-use development will deliver apartment dwelling units to an area historically dominated by less efficient, low-density housing forms. The proposed high-rise apartment building will be able to serve first time home buyers, those looking to downsize and various family sizes and demographic groups with varying housing needs.

Section 2.2 provides policies for where and how we grow, thus providing the foundation for the direction of growth and intensification. The following policies are applicable to the proposed development.

Managing Growth (Section 2.2.1)

2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- c. within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;*

The proposed development conforms to the above policies as the subject lands are located within a *Settlement Area* that has a delineated built boundary, thus providing access to existing municipal water and wastewater systems and is well-positioned to support the achievement of complete communities. Within the *Settlement Area*, the proposed development further directs growth to a delineated built-up area and a strategic growth area, the Downtown Barrie Urban Growth Centre. The subject lands are located in proximity to public service facilities such as local businesses, retail, libraries, grocery stores, restaurants and more given its centralized location.

In order to achieve the development of complete communities, the following policies are applicable:

2.2.1.4. 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 a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*

The proposed development supports the creation of a complete community by improving the mix of land uses and built forms found within the area, as it provides mixed-use development in an area typically dominated by low-density housing forms and standalone commercial uses. The proposed development is considered mixed-use based on the incorporation of retail uses at grade, while also being located with a broader community context that is mixed-use in nature, thus providing an optimal location for further intensification. The proposal is also in proximity of local retail, businesses, public service amenities, local and regional transit and the Barrie waterfront. A prominent corner plaza will enhance the interface between the public and private realm and the high-quality aesthetic of proposed architectural treatments will provide for an attractive gateway to the downtown Barrie area. Furthermore, the efficient nature of the proposed development will locate additional residential dwellings in an already built-up area, reducing the need for further development into undeveloped areas, and reliance on personal vehicles. The subject lands are also optimally located adjacent to many public service facilities and developments, including the future proposed site of a new YMCA, Barrie Public Library and Lion's Park.

Delineated Built-Up Areas (Section 2.2.2)

The proposed development is located within the Built-Up area, in accordance with Schedule 2 of the Growth Plan. Section 2.2.2 states that municipalities are directed to achieve minimum intensification targets within the built-up area, and as such, the City of Barrie is undergoing a Municipal Comprehensive Review as part of an Official Plan Review process to update its growth targets. The City of Barrie's policy framework is moving towards directing more intensification to areas within the *Built-Up Area* that are designated for growth, as well as strategic growth areas such as the downtown area. The size and location of the subject lands provides an opportunity to contribute to the new intensification targets. As such, the following policies are applicable to the proposed development:

2.2.1.1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a. A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area.*

2.2.2.3. 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;

The policies above indicate that intensification, such as the proposed mixed-use development, is to be directed to built-up areas and strategic growth areas to support the creation of complete communities. As the proposed development is located within an *Urban Growth Centre*, the above policy direction is supported. It also introduces a more appropriate built form for the downtown Barrie area, while also respecting adjacent low-rise development. The proposed site-specific zoning will ensure that the lands are zoned in such a way as to support the policy direction of the Growth Plan and the creation of complete communities through reduced parking requirements, maximum floor space index, and reduced side yard setbacks.

Urban Growth Centres (Section 2.2.3)

The proposed development is further located within the Downtown Barrie Urban Growth Centre, and as such the following policies are applicable:

2.2.3.1. Urban growth centres will be planned:

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

2.2.3.2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:

- c. 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres

The proposed mixed-use development directs intensification to the Downtown Barrie Urban Growth Centre, as required by the Growth Plan. The provision of intensification will support the related goals of supporting investment in commercial, recreational, cultural, and employment uses and will support the density target of 150 residents and jobs per hectare. Delivering additional dwelling units to the downtown Barrie Urban Growth Centre will also support the existing public transit routes and connections to nearby GO Transit service. The proposed development will further support the evolution of the downtown Barrie area into a regional centre, in accordance with the policy direction of the Growth Plan. The proposed development is appropriate for the subject lands given its location within the Urban Growth Centre, which is considered a strategic growth area that is expected to accommodate the greatest levels of growth and intensification in the City.

Housing (Section 2.2.6)

The proposed development delivers 253 new apartment dwelling units to the City of Barrie, and as such, the following policies are applicable:

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a. 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;*

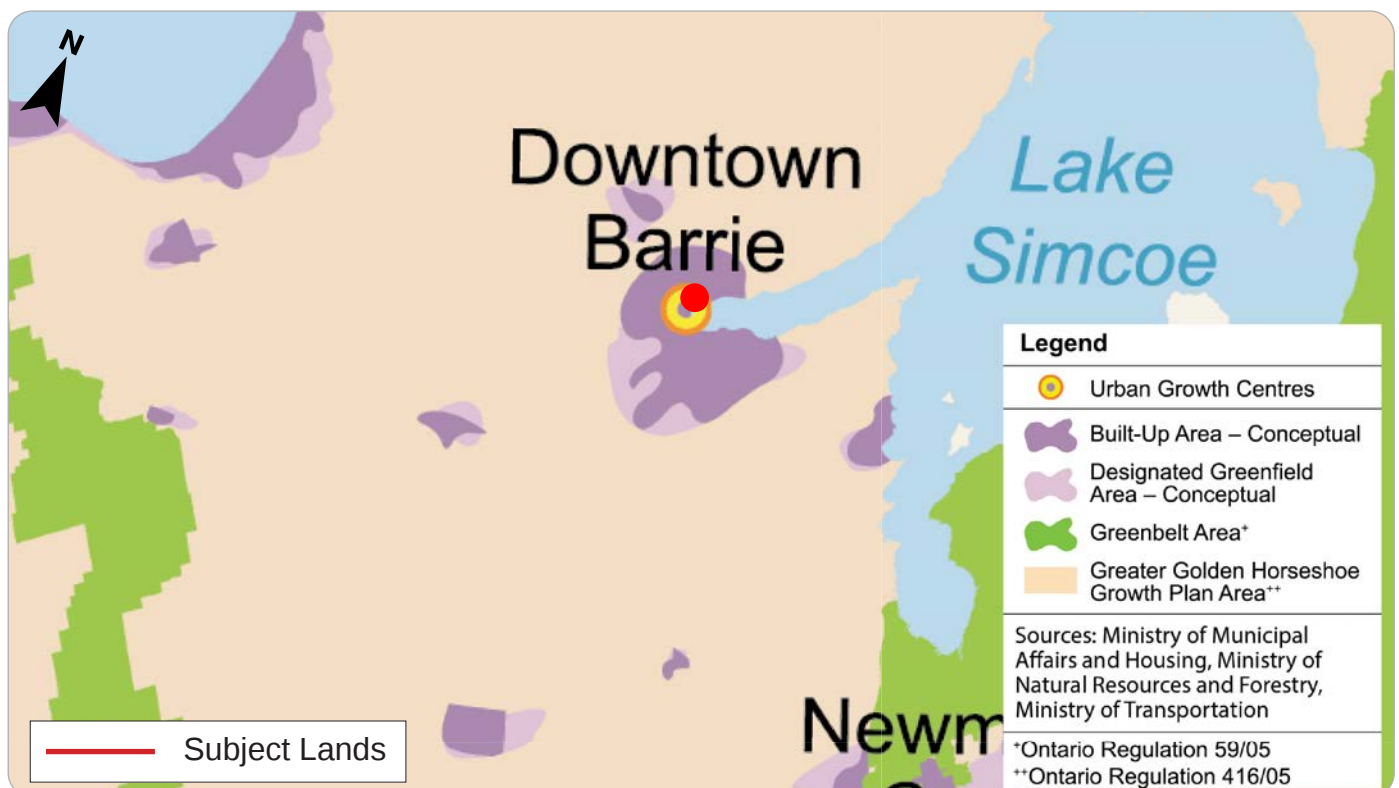


Figure 13: Growth Plan, Schedule 4 - Urban Growth Centre

2.2.6.2. 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.

2.2.6.3. 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 proposed development conforms to the above policies by providing a range and mix of housing options, such as 1-, 2- and 3-bedroom units in a compact, high-rise development. The range and type of unit sizes contribute to the diversification of the housing stock in the community. The proposed development also contributes to the creation of complete communities by directing high density residential development to an area with local amenities, such as the Barrie waterfront, retail, services, transit and entertainment. Additionally, the proposed development offers housing options that are typically more affordable than the prevailing low-density built forms that are common in the area and have historically been developed in Barrie. This more compact and efficient housing form appeals to various income groups and residents at various stages of life, and will varying demographics and needs.

Infrastructure (Section 3.2)

Section 3.2 provides policies with respect to infrastructure that supports growth. The proposed development is located within an existing settlement area and will be connected to full municipal servicing. The proposed development conforms to the water, wastewater and stormwater system policies of the Growth Plan. The Zoning By-law Amendment application is supported by a Functional Servicing Report prepared by Gerrits Engineering Limited. The proposed development will integrate with the area's existing water, sanitary, and stormwater infrastructure and city requirements regarding servicing will be satisfied. Water servicing will be provided by a new internal 50mm diameter connection to the existing watermain on McDonald Street. Sanitary Servicing will be provided via the existing sanitary line located on Clapperton Street and there are no anticipated capacity issues. Stormwater drainage and management will be provided by underground storage tanks and infiltration. In accordance with the requirements of the Lake Simcoe Region Conservation Authority, the MECP's enhanced protection standard will be met, as TSS removal will exceed 80%. In summary, the proposed development will be efficiently serviced by municipal infrastructure.

Climate Change (Section 4.2.10)

The Growth Plan directs the orderly development of Growth within the GGH, while also having regard for climate and environmental integrity, and as such, the following policies are applicable:

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

- a. supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b. reducing dependence on the automobile and supporting existing and planned transit and active transportation*

The proposed development has been designed to achieve a number of goals related to climate change mitigation. The proposed development introduces compact intensification to an under-utilized site within a built-up area, reducing the need for urban sprawl. Limiting urban sprawl supports the maintenance of biodiversity throughout the region and reduces traffic congestion and unnecessary land consumption. Furthermore, the proposed development will be located within an urban node, in proximity of local amenities and services that can be accessed through active transportation and transit routes, reducing the number and length of vehicle trips. Through this pattern of development, the creation of complete communities is supported so that residents can have their daily needs met within their immediate community. The proposed development has also been designed to conform to regional and municipal standards regarding stormwater management and will utilize best management practices and explore new technologies to ensure efficient building design through the future detailed design process.

Simcoe Sub-Area (Section 6)

Section 6 of the Growth Plan has special regard for the *Simcoe Sub-Area*, which includes the City of Barrie. The policies in Section 6 state that a significant portion of growth within the Simcoe Sub-area is to be directed to communities where development can be most effectively serviced, and where growth improves the range of opportunities for people to live, work, and play in their communities, with a particular emphasis on primary settlement areas. The City of Barrie is the principal primary settlement area and Downtown Barrie is the only urban growth centre in the Simcoe Sub-area, thus this is the most optimal area to direct growth and intensification. The policies in Section 6 recognize and support the vitality of urban and rural communities in the Simcoe Sub-area. As such, the following policies apply to the proposed development:

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

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

- b. identify and plan for strategic growth areas within primary settlement areas;*
- c. plan to support the achievement of complete communities within primary settlement areas; and*
- 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.*

The proposed development directs residential intensification in the form of a high-rise mixed-use building to a primary settlement area and to the only *Urban Growth Centre* within the Simcoe Sub-area. As discussed previously, the proposed development will also contribute to the development of complete communities by directing compact residential dwelling units to an area with existing neighbourhood amenities, resources and public services. The proposed development is also designed to have a high-quality urban form and massing that respects adjacent development. Attractive urban design is achieved and will support the vibrancy of the local community through active uses and an outdoor plaza at grade. The designation of the City of Barrie as a primary settlement area and the delineation of the Urban Growth Area within the downtown area provides for a shift from the historic land development patterns within the City that focused largely on sprawl and less on intensification. The emerging land use patterns within the City of Barrie will focus on contextually-appropriate forms of intensification which will optimize the use of land, resources and servicing and will position the City to mature into a Regional focal point in a more urbanized context.

Summary

The proposed development conforms to the Growth Plan and supports the policy direction of the Growth Plan by directing high density, mixed-use intensification to the built-up area and an *Urban Growth Centre*. Intensification is directed to settlement and built-up areas generally, but is especially promoted within strategic growth areas, such as *Urban Growth Centres* as they represent focal areas for regional growth in the Greater Golden Horseshoe. The proposed density will support the applicable density target of 150 people and jobs per hectare, supporting the creation of complete communities. The proposed development will also contribute to the future intensification targets to be established through the City of Barrie's Municipal Comprehensive Review and new Official Plan. The proposed development, located in downtown Barrie, is in proximity of entertainment, retail, local businesses, transit, parks, the Barrie Waterfront, grocery stores and public services such as the Barrie Library and City Hall. The proposed development will make efficient use of the underutilized site and will support the further development of downtown Barrie as a vibrant focal point for the *Simcoe Sub-area*. The proposed development will provide for a transition in scale to adjacent low-rise communities by incorporating appropriate massing, stepbacks and articulation into the building design. The proposed development also provides a generally more affordable built-form as compared to low-rise housing options that have dominated historical development patterns in the City. The proposed built form is suitable for various family sizes, and life stages given the mix and range of unit sizes. While the persistent concern of housing affordability is a complex issue, the enhancement of the City of Barrie's housing supply will support overall affordability in the City of Barrie's housing market.

Given the above, it is our opinion that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

6.4 CITY OF BARRIE OFFICIAL PLAN (OFFICE CONSOLIDATION JANUARY 2018)

The Ministry of Municipal Affairs and Housing (MMAH) approved the City of Barrie Official Plan (BOP) (2010) on April 23, 2010. The January 2018 Office Consolidation, which is the most current version of the Official Plan, includes all amendments made up until January 2018. The City of Barrie Official Plan delivers land use and development goals, objectives and policies for the guidance of public and private development decisions within the City of Barrie. The Official Plan also provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises. The Plan also provides for the means of controlling growth so that the health of the community is not compromised.

The City of Barrie has also recently undertaken a Municipal Comprehensive Review and Official Plan Review process to update its official plan documents. The new Official Plan has been endorsed by Council and is discussed in Section 5.6 of this report. The current official plan is the in-force planning documents applicable to the proposed development at the time the application was filed.

The following principle is applicable to the proposed development:

1.2(f) As an Urban Growth Centre (UGC), Downtown Barrie will be the focus for growth and development for the Simcoe area and Southern Ontario. (Mod B (a)(ii)).

In accordance with the applicable principle, the proposed development directs growth and development to the Downtown Barrie Urban Growth Centre, as noted above and consistent with the provincial policy direction previously discussed.

Growth Management (Section 3.1)

3.1.1 Goals

- a. *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.*
- d. *To guide, direct, and monitor the rate of growth to match the supply of land, municipal services and facilities with the needs of residents and employers, in accordance with the City's population, employment, intensification and density targets. (Mod D (a) (ii))*
- e. *To direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.*

The proposed high-rise, mixed-use building will increase the available housing stock within the City of Barrie, meeting projected needs of future and existing residents. As described above, numerous community services and amenities are located in proximity of the proposed development such as retail, a library, entertainment and more. The proposal also directs residential intensification to the Downtown Barrie Urban Growth Centre, supporting the prescribed density targets, as outlined by the Growth Plan. Optimal use will also be made of the existing municipal services and infrastructure, minimizing the cost of servicing and contributing to the long-term maintenance and use of existing services and facilities.

General Objectives and Policies (Section 3.1.2)

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))*
 - ii) *giving priority to lands adjacent to existing development;*
 - iii) *sequential development of neighbourhood facilities;*
 - iv) *provision of community facilities and urban services with emphasis on using existing sewage and water services where possible; (Mod D (h))*
 - v) *provision of schools and parks;*
 - vi) *provision of sidewalks and access to public transit.*

The proposed development supports a mix of housing forms as it introduces additional high-rise apartment dwellings to the City of Barrie where low-density housing forms have traditionally dominated. The proposed built form is also typically more affordable as compared to less efficient built forms, while also providing a greater range of housing opportunities for larger cohorts of the population. The proposed development is located in proximity of other redeveloping parcels such as the lands located at the northeast corner of Bayfield and Sophia Street, northwest corner of Bayfield and Sophia Street, and southeast of McDonald and Owen Streets. The proposed development also makes use of existing municipal sewage and water services. Parks, such as Lion's Park, and schools such as Hillcrest Public school are located within 800 metres of the subject property. Sidewalks and access to public transit routes are also easily accessible.

3.1.2.3 Density of Development and Intensification

- c. *By 2031, the Downtown Barrie UGC will be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I – Intensification Areas. (Mod D (l))*
- 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 support the achievement of 150 residents and jobs per hectare in the Downtown Barrie Urban Growth Centre, as prescribed by the Growth Plan. Because the subject lands are located adjacent to the edge of the *Urban Growth Centre*, a suitable transition to low-rise neighbourhoods to the north is provided through Lions Park and the parkette on the north side of McDonald Street, an open corner plaza, articulation and step backs that minimize visual impact, and the significant separation to these uses by the McDonald Street and Sophia Street right-of-ways. As such, the

proposed development enhances the density of the subject lands by providing for 253 new residential units within an under-utilized lot, while also respecting adjacent neighbourhoods. The site is located within the downtown area and should develop to achieve the greatest heights and density reasonably achievable so long as urban design principles and appropriate transition are demonstrated. In our opinion, the proposed development respects these policies and will fit within the growing and future context of the area.



Figure 14: Schedule I - Intensification Areas - Urban Growth Centre

Housing (Section 3.3)

As noted, the proposed development provides for 253 new dwelling units in a range of unit sizes in a high-rise, mixed-use building. As such, the following policies are applicable:

3.3.1 Goals

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

The proposed development conforms to the above housing policies as it provides a range of dwelling unit sizes in a compact built-form, diversifying the available housing supply in the City of Barrie. The proposed development also enhances the quality of the available housing, as the building has been designed to have sufficient supply of high-quality amenity space and appropriate floor plans that responds to market demands. The proposed density of the development ensures efficient use of land and available servicing and transportation infrastructure. Parks, stores, and local services within the downtown core are in proximity of the proposed development. The location of the subject lands within the Downtown Barrie Urban Growth Centre will support the existing and future population, as the centre evolves towards providing more suitable housing options in a Regional focal point.

3.3.2.1 General Policies

- 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))*
- c. *The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification includes secondary suites, conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features. (Mod D (q))*
- 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. (Mod D (s))*

The proposed development enhances the variety of densities, building types and sizes within the surrounding area and the proposed Zoning By-law, with site specific exceptions that will facilitate the modern building design and layout. The proposed development will represent infill within the built-up area, and will support the continued revitalization of the downtown Barrie area. The design of the building has taken into account the existing and planned character of the Downtown Barrie Urban Growth Centre and proposes suitable building massing that optimizes the use of land while respecting adjacent neighbourhoods. The building is sufficiently designed to mitigate shadowing and impact on adjacent areas. Reduced parking will limit vehicle uses, while the design and location of the proposed site access will ensure optimal vehicle movement and reduce impacts on the existing transportation network. The formation of complete communities is encouraged by the proposed mixed-use development, providing commercial uses on site, while also being available within the larger neighbourhood context.

Cultural Heritage Conservation (Section 3.4.2.1)

The subject lands are located within the Historic Downtown Neighbourhood, according to the City of Barrie Official Plan, per policy 4.8.24. However, the policy states that lands within the Urban Growth Centre, are not subject to the historic area policies. *“The Urban Growth Centre is not included in the Historic Neighbourhood Defined Policy Area, as this is a key intensification area identified in the Places to Grow Growth Plan.”* Given this, City staff have requested consideration be given to policy 3.4.2.1 of the Official Plan.

3.4.2.1 (b) 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 proposed building has ensured appropriate transition to the adjacent historic area by incorporating appropriate setbacks from property lines, and minimizing the impact of shadowing and massing by incorporating suitable stepping back of the upper storeys and appropriate building design. The podium height of 15.75 metres will frame the street and animate the streetscape, while also being consistent with other façade heights in the area. While the proposed development is a modern design, it will fit within the existing context and will contribute to the development of the Urban Growth Centre as a gateway into the Downtown Barrie Urban Growth Centre.

Natural Heritage Resources (Section 3.5.2.4)

The northwest portion of the subject lands are partially located within ‘Level 1 with Existing Development Designation Subject to 3.5.2.4 d)’ according to Schedule H: Natural Heritage Resources. As such, the following policies are applicable to the proposed development:

3.5.2.4.(a) The Natural Heritage Resources in the City of Barrie are depicted on Schedule H. Schedule H is intended to be used as an overlay to Schedule A: Land Use. Through the implementation of the following policies, Schedule H can be used as a guide to promote the protection, enhancement, and restoration of the City’s natural heritage features and functions.

ii. *Level 2 resources represent significant components of the Natural Heritage Resource network. The features and function of these areas should be retained, however, there is potential for development if no negative impact can be demonstrated or mitigated.*

- *An EIS will be required to be completed for any development or site alteration in or within 120 metres of an area identified as Level 2 on Schedule H.*

d. *Notwithstanding the land use limitations applicable to properties identified as Level 1 in Section 3.5.2.4 (a) i), where an existing designation permits other forms of development, such development may proceed subject to the policies of Level 2 in Section 3.5.2.4 (a) ii) and the appropriate planning application processes.*

The City of Barrie does not require an Environmental Impact Study for the proposed development as confirmed through the pre-consultation application process. The existing designation of the subject lands permit residential development and as such, can proceed through the appropriate planning application processes.



Figure 15: Schedule H - Natural Heritage Resources

Energy Conservation and Renewable Energy Systems (Section 3.7)

The proposed development has regard for energy conservation by proposing a compact built form. As such, the following policies are applicable:

3.7.1 – Goals

- a. *To ensure land use and development patterns support energy efficiency and improved air quality. (Mod D (rr)(i))*
- b. *To encourage conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources. (Mod D (rr)(ii))*

3.7.2 – General Policies

- 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;*
- 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*
- 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.*

In accordance with the above policies, the proposed land use pattern of efficient development supports energy conservation, while the proximity to transit reduces reliance on personal vehicles, in turn reducing emissions. The proposal is also in proximity to active transportation routes. The proposed site landscaping will be applied to preserve energy, enhance air quality and provide sheltering and shade, where possible. Additional best practices and building elements that can improve building efficiency will be explored as part of a future site plan application.

Lake Simcoe Protection Plan (Section 3.9)

Schedule J of the Official Plan indicates the areas within the City of Barrie that are located within the Lake Simcoe Protection Plan area. The City of Barrie Official Plan integrates the policies of the Lake Simcoe Protection Plan which seek to protect the health of the watershed.

3.9.1 – Goals

- a. *To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions.*

3.9.4.2 *An application for development or site alteration shall, where applicable:*

- c. *seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands.*

The proposed development is not located on a shoreline area or water feature, and it is not located in proximity of any key nature heritage features. Gerrits Engineering has prepared a Stormwater Management Plan that describes the mitigation strategies for controlling run-off. A Water Balance was reviewed in the Hydrogeological report which summarized that as the site is only partially mapped within a significant groundwater recharge area and partially within lands subject to the Lake Simcoe protection plan, the calculated infiltration deficit does not trigger the LSPP Water balance Offsetting Policy. For more information, please see the enclosed Functional Servicing and Stormwater Management Report and Hydrogeological Assessment.

Residential (Section 4.2)

While the subject lands are not located within the Residential land use designation, it is subject to the policies of Section 4.2 according to policy 4.3.2.2, which stated that it must have regard for residential uses that are permitted within the Commercial land use designation. The proposed development will provide for the intensified use of the underutilized subject property and the following policies apply:

4.2.1 – Goals

- a. *To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- b. *To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.*
- c. *To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets. (Mod E (g)(i))*
- d. *To develop high quality, well-linked public open spaces in residential areas.*
- e. *To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*
- f. *To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*
- g. *To plan for new development in the medium and high density categories which encourage mixed use and high quality urban design for medium and high density development within the Intensification Areas as identified on Schedule I – Intensification Areas while continuing to support the integrity of stable neighbourhoods. (Mod E (g)(ii))*

4.2.2.2 – Residential Densities

- 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 contribute to the formation of a complete community by locating multi-unit intensification within a centralized location that is in proximity to local services, amenities, transit and recreational opportunities. The proposed development will also support the City of Barrie in achieving the intensification targets as directed by the Growth Plan and will not compromise or preclude any nearby non-residential development. While the proposed development represents a more intensified use than is existing within the surrounding area, it will represent a more appropriate built form given its location within an intensification area, while also respecting adjacent low-density built forms through appropriate separation and building design. The proposed high-density development is designed to be efficient, attractive and contribute to the revitalization and further urbanization of the Downtown Barrie community.

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))*
- 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 proposed high-density residential development is appropriately located within the Downtown Barrie Urban Growth Centre, an area designated by the Province to accommodate the greatest range of growth and intensification. The proposed development is also located in proximity to arterial and collector roads, public transit, schools, parks and local services and amenities. There are also roads, sewers, watermains, and other municipal infrastructure located nearby to service the proposed development. For more information on the proposed servicing scheme please see the Functional Servicing Report prepared by Gerrits Engineering.

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.*
- 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.*
- 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).*
- d. *The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.*
- 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 provide on-site parking in the form of underground and at-grade parking spaces. A reduction in the required parking spaces is proposed to promote less reliance on personal vehicles. Three car share spaces are contemplated, as part of the package of Travel Demand Management strategies outlined by Paradigm Transportation Engineers. The City of Barrie does not have a carshare parking space reduction guideline so we are suggesting we use the City of Toronto's guideline, where one carshare space typically equates to four parking spaces. As such, the 3 car share spaces will equate to 12 permanent parking spaces. The development will also provide transit passes for residents to encourage use of Barrie transit. No parking is provided for the commercial space as the main users of the commercial space are anticipated to be future residents and those within walking distance of the commercial space. The commercial space is not proposed to be a destination location, that will require travel by car.

The design of the proposed building has been thoughtfully constructed to reduce impacts on adjacent low density development areas through the use of articulation, stepbacks and setbacks to minimize massing. A Noise Report is not required as the proposed development is not adjacent to any major noise generating activities. The proposed development will enhance the aesthetic appeal of the immediate community and will enhance the diversification of housing types available to the local economy. The corner plaza at the northeast corner of the site will enhance the public realm and the attractiveness of the site as a gateway to the downtown core.

4.2.2.5

- 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 designed to have minimal impacts relating to noise, traffic, or dust. . The Transportation Impact and Parking Study concludes that under total traffic conditions the operations within the study intersections are noted to be slightly worse than existing conditions; however, the net impact of the proposed development is found to be relatively minor. All intersections and traffic movements are forecast to continue to operate at acceptable levels While some of the above impacts cannot be completely avoided during the construction, such as noise or dust, a Construction Management Plan will be provided as part of a future Site Plan Approval application that will outline how negative impacts such as these will be mitigated.

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.*
- 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))*

- 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))*
- g. *To achieve the goals of this section of the Plan, the following target densities shall be applied to the Urban Growth Centre, Intensification Nodes and Corridors and Major Transit Node identified on Schedule I of this Plan;*
 - i) *Urban Growth Centre – 150 persons and jobs combined per hectare (it is anticipated that this additional density will occur in the high density categories averaging between 150 – 200 units per net hectare) (Mod E (v))*
 - ii) *Intensification Node – 50 - 120 units per hectare (Mod E (w))*
 - iii) *Intensification Corridor – 50 units per hectare*
 - iv) *Major Transit Node – 50 - 120 units per hectare (Mod E (x))*

The proposed development will constitute infill redevelopment, as it will develop vacant lots as well as redevelop existing residential lots for mixed-use intensification in an area designated for growth and development. The subject lands are located within the Downtown Barrie Urban Growth Centre, and as such, the proposed development is contextually appropriate given the applicable land use planning framework. The proposed development represents a more compact and efficient built form, optimizing the use of transportation and servicing infrastructure. The central location will also allow future residents to meet their daily needs via active transportation modes, thus supporting reduction in emissions. As noted, the proposed development will support the City of Barrie in meeting the density target of 150 people and jobs per hectare as prescribed in the Growth Plan and reiterated in the City of Barrie Official Plan.

Commercial (Section 4.3)

The proposed development is designated City Centre which is one of five Commercial land use designations. The City Centre designation permits standalone residential uses, among a variety of other uses. The following policies are applicable:

4.3.2.1 - Commercial

- a. *There are five categories of commercial land uses established by this Plan as shown on Schedule A – Land Use: (Mod E (aa))*
 - 1. City Centre;
 - 2. Regional Centre;
 - 3. Community Centre;
 - 4. General Commercial; and
 - 5. Convenience Commercial.

4.3.2.2

- a. *Lands designated City Centre are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area. Retail stores, offices, hotels, institutional, and entertainment uses shall be integrated, where possible, with residential uses, community facilities, and open space. The City Centre includes the Downtown Barrie UGC which is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I – Intensification Area. (Mod E (cc))*

- b. *The following uses may be permitted within the City Centre designation: commercial activities ranging from local service and retail use to business and administration uses; residential development, including the residential use of upper storeys of commercial buildings; cultural and institutional uses; leisure and recreational uses; major office uses, and all levels of government and special purpose public agencies. (Mod E (dd)) Commercial uses shall be located so as to avoid an undue concentration of uses that reduce the quality of the pedestrian environment or have the potential to negatively impact the City's downtown revitalization efforts. (OPA 007, By-law 2011-084))*
- c. *Residential uses including a variety of housing types at medium and high densities are encouraged in the City Centre in order to increase the resident population, provide live/work opportunities, ensure the Downtown is used after business hours and create a local market for convenience and service goods. The goals and policies of Section 4.2 shall guide residential development and redevelopment within this area.*
- d. *All types of new residential development, including modifying existing single detached homes to accommodate multiple units while retaining the existing character of the area, shall be encouraged.*
- f. *Street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and flower treatments, and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the City Centre and the Lakeshore in a consistent manner. (Mod E (ee))*
- i. *All new development in the City Centre shall respect the physical scale and characteristics of the existing structures. Any redevelopment of properties shall be in keeping with the existing character of the area and, where possible, the existing heritage structures shall be retained.*



Figure 16: Schedule B - Planning Areas

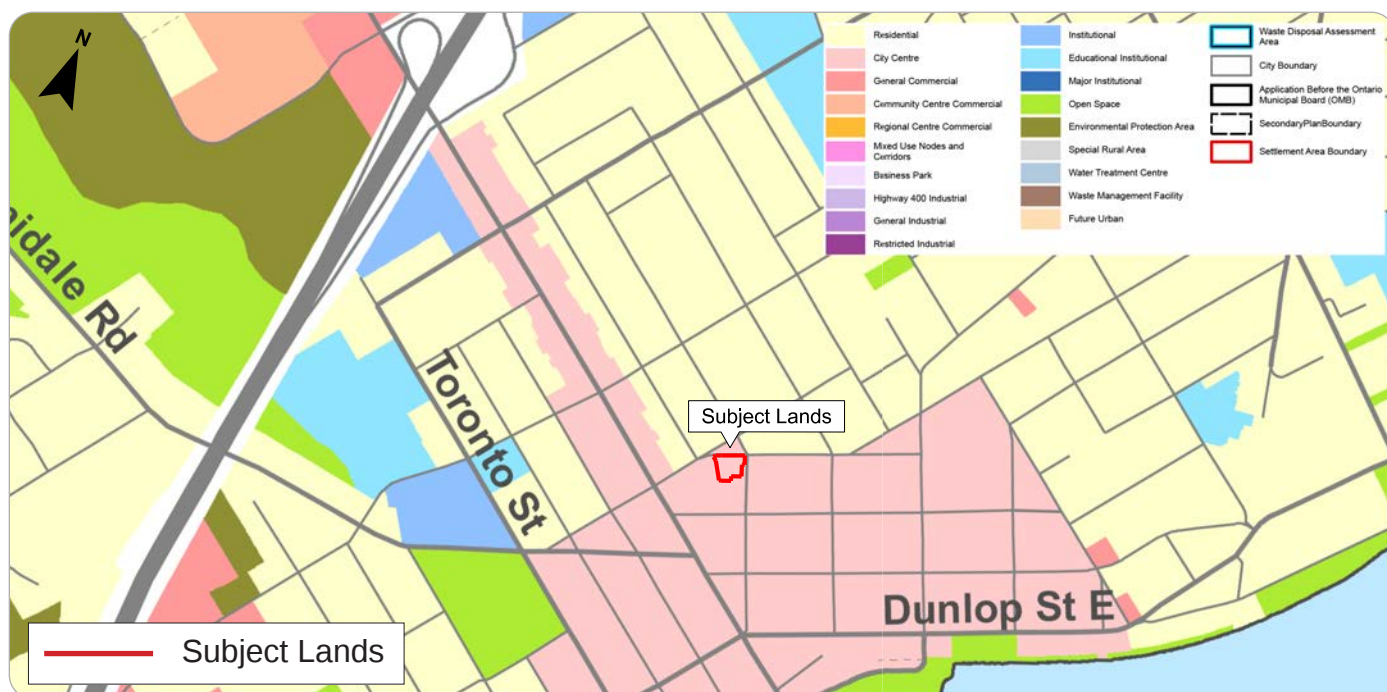


Figure 17: Schedule A - Land Use

The subject lands are designated *City Centre* according to Schedule A: Land Use which permits high density mixed-use development and includes the *Downtown Barrie Urban Growth Centre*. The proposed development conforms to the above policy direction by providing a range of uses and residential unit sizes. The proposed development will contribute to growing the general population and the local market for local goods and services within the downtown Barrie community. The policies above state that Section 4.2 is applicable to residential development within the City Centre, which has been addressed above. The proposed development respects the physical scale of existing structures in the vicinity, as the proposed development has provided appropriate setbacks from adjacent dwellings and the building has been designed to reduce shadow impacts where possible. The provision of a prominent corner plaza and enhanced site landscaping will enhance the interface of the public and private realms and will highlight the proposed development as a gateway to the downtown Barrie area. For more information, please see the Urban Design Brief prepared by Weston Consulting.

5.3.2.2. – Stormwater Management

- 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.*

- b. *Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:*
 - i) *encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;*
 - ii) *encouraging the implementation of innovative stormwater management measures;*
 - iii) *allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;*
 - iv) *supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and*
 - v) *support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls. (Mod F (I))*

The development application is accompanied by a Functional Servicing and Stormwater Management Report prepared by Gerrits Engineering and demonstrates how stormwater runoff will be managed in accordance with City standards. A Phosphorus Budget is also included, which details the extent of phosphorus loadings. A Water Balance Assessment is provided in the Hydrogeology Assessment prepared by Azimuth Environmental Consulting Inc. Water servicing will be provided by a new internal 50mm diameter connection to the existing watermain on McDonald Street. Hydrant flow tests were also conducted, which indicates sufficient water pressure and volume exists to service the site. Sanitary Servicing will be provided via the existing sanitary line located on Clapperton Street and there are no anticipated capacity issues. Stormwater drainage and management will be provided by underground storage tanks and infiltration. In accordance with the requirements of the Lake Simcoe Region Conservation Authority, the MECP's enhanced protection standard will be met, as TSS removal will exceed 80%.

In summary, the proposed development will be able to be serviced by municipal services.

5.4.2.3 - Transportation – Public Transit

- b. High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.*
- 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.*
- g. Public transit services shall be expanded to support new development in the Downtown Barrie UGC and in designated Intensification Areas and in doing so, assist in the creation of pedestrian friendly urban spaces. (Mod F (w))*

5.4.2.4 – Active Transportation

- b. Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.*



Figure 18: Schedule D - Minor Collectors

The proposed development is located on a Minor Collector Road (Sophia Street and McDonald Street) and is located in proximity to Bayfield Street to the west which is an Arterial Road. Collector Roads have an ultimate right-of-way width requirement of 24 metres. As such, the proposed development is providing a 2.0 metre road widening along the entire Sophia and McDonald frontage. Highway 400 is located to the north of the proposed development, accessible via the Bayfield interchange. Nearby transit stops can easily be accessed by foot from the proposed development via sidewalks on Sophia Street and Bayfield Street. The City of Barrie also seeks to enhance public transit services within the Downtown Barrie Urban Growth Centre which will enhance the overall connectivity within the area. The subject lands can access the broader downtown area via sidewalks along Clapperton Street.

Height and Density Bonusing (Section 6.8)

Section 6.8 has regard for bonusing due to height and density, which is likely to apply to the development application given the proposed increase above the presently applicable zoning permissions.

- 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.*

- 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.*

- d. *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.*
- e. *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.*

In accordance with the above policies, the landowner will engage in discussions with the City regarding appropriate Section 37 contributions during the review and approval process. Based on feedback received at the Public Open House and based on previous discussions undertaken, opportunities may exist to work collaboratively with the City on upgrades to the area's parkland and public facilities.

Summary

The proposed development conforms to the City of Barrie Official Plan as it contemplates a high-density mixed-use development within a designated growth area that incorporates the objectives of the Official Plan in regards to compatibility, urban design, housing, transportation, and intensification. The subject lands are located within the *Urban Growth Centre* and are designated as *City Centre*, where intensified residential development is encouraged. The proposed high-rise mixed-use building will provide for commercial and residential uses, with a variety of unit sizes being proposed. The proposal will increase the available housing stock within the City of Barrie, meeting projected needs of future and existing residents and will support the overall housing affordability issue by increasing supply within the market area, and including unit types that are generally more affordable, while being desirable for various groups and residents at various stages of life. The proposed development is designed to activate the public realm through active uses at-grade and through an attractive plaza space at the northeast corner. A complete community will be created as new multi-unit housing will be located in proximity of existing services, amenities, retail, and entertainment, enabling residents to meet their daily needs within a small geographic area. The proposed development will also utilize existing servicing infrastructure and contribute to the usage of existing community services and facilities. In summary, it is our opinion that the proposed development conforms to the City of Barrie Official Plan.

6.5 LAKE SIMCOE PROTECTION PLAN

The Lake Simcoe Protection Plan (LSPP) was prepared and approved under the Lake Simcoe Protection Act, 2008, and took effect on June 2, 2009. The plan is a watershed-based plan, which is intended to protect the health of Lake Simcoe and by extension the lands within the watershed. The Lake Simcoe watershed contains significant natural, urban, and agricultural systems, including provincially significant wetlands, woodlands, and prime agricultural areas.

The policies of the Plan are grouped into four categories, but legal effect is only given to three. The first category of policies is the ‘designated policies (DP).’ The second category is ‘have regard to (HR)’ policies. The Lake Simcoe Protection Act requires that decisions under the Planning Act or the Condominium Act or decisions related to a “prescribed instrument” conform with the applicable designated policies (DP) in the plan, and have regard to (HR) the other applicable policies. The third category that has legal effect is the ‘monitoring’ category of policies which apply to public bodies that are responsible for monitoring the health of Lake Simcoe. For the purposes of this report, the DP and HR policies of the plan will be referenced. The following policies have applicability to the proposed development:

Chapter 4 Water Quality

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

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

4.9-DP Stormwater management works that are established to serve new major development in the Lake Simcoe watershed shall not be permitted unless the works have been designed to satisfy the Enhanced Protection level specified in Chapter 3 of the MOE’s “Stormwater Management Planning and Design Manual 2003”, as amended from time to time.

This policy does not apply if the works are intended to serve an infill development or a redevelopment within a settlement area, it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment.

4.10-DP Every owner and operator of a new stormwater management works in the Lake Simcoe watershed shall be required to inspect and maintain the works on a periodic basis.

Policy 4.20-DP: Municipalities shall ensure that the following measures are incorporated into subdivision agreements and site plan agreements:

- a. keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;*
- b. removal of vegetation shall not occur more than 30 days prior to grading or construction;*
- c. put in place structures to control and convey runoff;*
- d. minimize sediment that is eroded offsite during construction;*
- e. seed exposed soils once construction is complete and seasonal conditions permit; and*
- f. ensure erosion and sediment controls are implemented effectively.*

Policy 4.21-HR: Site alteration in the Lake Simcoe watershed shall be undertaken in a manner that incorporates the measures set out in policy 4.20 [see above].

The Stormwater Management Report prepared by Gerritts Engineering demonstrates conformity with the Lake Simcoe Protection Plan design criteria and includes a phosphorous budget as required by the Lake Simcoe Region Conservation Authority. The stormwater management scheme was designed to be in conformity with applicable municipal and provincial guidelines. The proposed stormwater management practices intend to achieve the required water quality and quantity objectives by controlling for quality and quantity of runoff volumes through storage and infiltration. In accordance with the requirements of the Lake Simcoe Region Conservation Authority, the MECP's enhanced protection standard will be met, as TSS removal will exceed 80%. A Water Balance Assessment is provided in the Hydrogeology Assessment prepared by Azimuth Environmental Consulting Inc. which demonstrated acceptable pre- and post-development conditions.

The proposed development will conform to the above policies, many of which will be incorporated into a future Construction Management Plan and Site Plan Agreement. The proposed development's stormwater management design conforms with the design criteria of the LSPP and the Lake Simcoe Region Conservation Authority.

Settlement Areas

The following policies summarize and evaluate the applicable LSPP Shoreline policies, which pertain specifically to lands located in Settlement Areas. Chapter 6 of the LSPP provides targets, indicators and policies for the protection of shorelines and natural areas through the plan. Settlement Areas are urban and rural settlement areas where development is concentrated and lands are designated in municipal official plans for development.

The following policies apply to lands within settlement areas and are applicable to the subject property:

Policy 6.33-DP: An application for development or site alteration shall, where applicable:

- c. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands;*

As noted above, the stormwater management scheme will meet the enhanced requirements of the MECP. Furthermore, appropriate engineering measures and best practices are proposed to be used in the development stormwater strategy in order to minimize or remove any negative stormwater impacts on the Lake Simcoe watershed.

Summary

In our opinion, the proposed development appropriately considers and incorporates the applicable policies related to the long-term protection of the Lake Simcoe watershed. The subject lands are located within an existing settlement area and are subject to specific policies within the LSPP given the hierarchy of applicable land use planning policies and regulations that also identify the subject lands for intensification and development. As such, it is our opinion that the proposed mixed-use development appropriately incorporates the applicable LSPP policies in the site design and relies on technical engineering measures to ensure the long-term protection of the Lake Simcoe watershed.

6.6 CITY OF BARRIE OFFICIAL PLAN (DRAFT, 2022)

The new City of Barrie Official Plan was adopted by City Council on February 14, 2022. The Official Plan is not yet in-effect, as approval by the Ministry of Municipal Affairs and Housing has yet to be provided and the existing official plan policies discussed in Section 6.4 of this report are the applicable official plan policy documents at the time this report was prepared. The new Official Plan establishes founding principles for the new Official Plan that were developed through community consultation. These include Managing and Directing Growth to Create Healthy, Complete and Safe Communities; Design Excellence; Connectivity and Mobility; Green and Resilient; Economic Prosperity and Growth; and Vibrant and Diverse Culture. Although the Plan is not yet in-effect, consideration has been given to the plan in view of its adoption by City Council.

The new Official Plan designates the subject lands as *Proposed Urban Growth Centre* according to Map 1: Community Structure. The Official Plan (Section 2.3.2) directs that the Downtown Barrie Urban Growth Centre will be a place of regional importance centred on the waterfront and downtown, and the quality of development in the Urban Growth Centre shall be commensurate to its regional significance. Importantly, the highest densities and widest mix of uses in the City are to be directed to the Urban Growth Centre. The Urban Growth Centre is also encouraged to develop into a complete community. As such, it is our opinion that the proposed mixed-use, high-rise development conforms to the draft policies of the Urban Growth Centre and will serve as a gateway to the Urban Growth Centre. The revised policies in the New Official Plan are consistent with and further extend the existing in-force policies of the current official plan.

Map 2: Land Use Designations designates the lands as *High Density*, which permits mixed-use developments that include residential and retail uses. In accordance with the policies, the proposed development provides at-grade non-residential uses that animate the public realm and achieves a high architectural standard. Development within the Urban Growth Centre shall have a minimum residential density of 300 units per hectare, which the proposed development achieves. The draft OP policies provide for heights in excess of 25 storeys only to be provided within the Urban Growth Centre, subject to further justification. As such, the proposed height and density of the 21 storey development conforms to the draft policies of the plan.

Furthermore, the City-Wide Growth Management Policies (Section 2.4.2.1) specify that the City shall plan to accommodate a population of 298,000 people and 150,000 jobs by the year 2051, per Schedule 3 of the Growth Plan. A gradual transition towards more compact forms of development that support intensification is encouraged, which will in turn support future housing needs. Specifically, development that contributes to an increase in medium- and high-density housing will be encouraged. Furthermore, lot consolidation will be supported where the appropriateness of the proposed redevelopment is demonstrated to be in keeping with the applicable policies. As such, it is our opinion that the proposed mixed-use intensification conforms to the draft policies that have regard for growth management as it consolidates lots and provides a built-form that is encouraged in assisting the City in meeting its growth targets.

According to Map 4a: Mobility Network the closest Cycling Network is located on Bayfield Street, to the west. Sophia Street is classified as a Minor Collector Road according to Mobility Network Map 4b and Bayfield Road to the west is the closest Arterial Road. Sophia Street has a planned right-of-way width of 24 metres. The current Barrie Official Plan does not delineate the planned right-of-way width for Sophia/McDonald Street. The proposed development is suitable for the subject lands given the existing and future transportation network, as the proposal is in proximity of multi-modal transit options as discussed above. The proposed development includes a road-widening dedication for the future right-of-way width, as delineated by the Official Plan which will help contribute to the development of complete streets.

As with the in-effect Official Plan, Map 3: Natural Heritage Protection Overlays classify a small portion of the subject lands as *EPA – Level 1 with Existing Development Designation Subject to 5.4.2.1d*. The policy states that development may proceed subject to the policies of Level 2 and the appropriate planning application process. The City of Barrie has not requested that an Environmental Impact Study be prepared for the development proposal. Furthermore, the proposed development conforms to the applicable policies of the Lake Simcoe Protection Plan, found in Section 5.5.2.

Map 8: Cultural City Features classify the subject lands being within the Historic Neighbourhood Boundary and is located within the Treaty 18 of 1818 lands. The policies of Section 3.25 direct that development should appropriately manage the character of each neighbourhood, subject to the City-Wide Urban Design Guidelines. New infill development should be designed to complement existing historical character and be consistent with historical architectural styles, facades, and treatments of surrounding buildings. The proposed development introduces a more appropriate built form to the Urban Growth Centre, while respecting any heritage contributing resources in the area. The prepared Urban Design Brief prepared by Weston Consulting demonstrates how the proposed development has been designed to minimize visual impact and shadowing, while incorporating a pedestrian scale podium and high-quality building materials and landscape treatments to animate the streetscape.

In summary, while the new City of Barrie Official Plan is not yet in effect, sufficient regard has been given to the draft policies of the plan. The new official plan builds upon the existing policy framework and provides greater intensification targets that further support the proposed development application. Further, the new policies are generally consistent with the intent and purpose of the currently in-force policies. As such, in our opinion, although they are not technically applicable at the time this report was prepared, the policies of the new official plan do not alter the development vision for the subject lands or our interpretation of the applicable policy framework and the conformity of the proposed development with the new official plan policies.

6.7 CITY OF BARRIE ZONING BY-LAW 2009-141

The City of Barrie Zoning By-law 2009-141 zones 17 Sophia, 3, 5, 7, 11 McDonald Street and 60 Clapperton Street as Residential Apartment 2 Height 1 (RA2-1) and 58 Clapperton Street as Transition Centre Commercial (C2-1). The uses permitted under the Residential Apartment 2 zones include residential, accessory and institutional uses and uses permitted under the C2-1 zone include residential and commercial uses. The uses permitted under C2-1 provides for mixed-use with a maximum height of 30 metres and a density of 400% of the lot area.

As such, the existing zoning does not permit the proposed development as contemplated. A Zoning By-law Amendment with site specific exceptions is required to redevelop the lands in accordance with the development concept that has been provided. The proposed zoning will better conform with the land use policies applicable to the subject lands, from the Growth Plan and new City of Barrie Official Plan, as the rezoning will provide for mixed-use and enhanced density permissions.

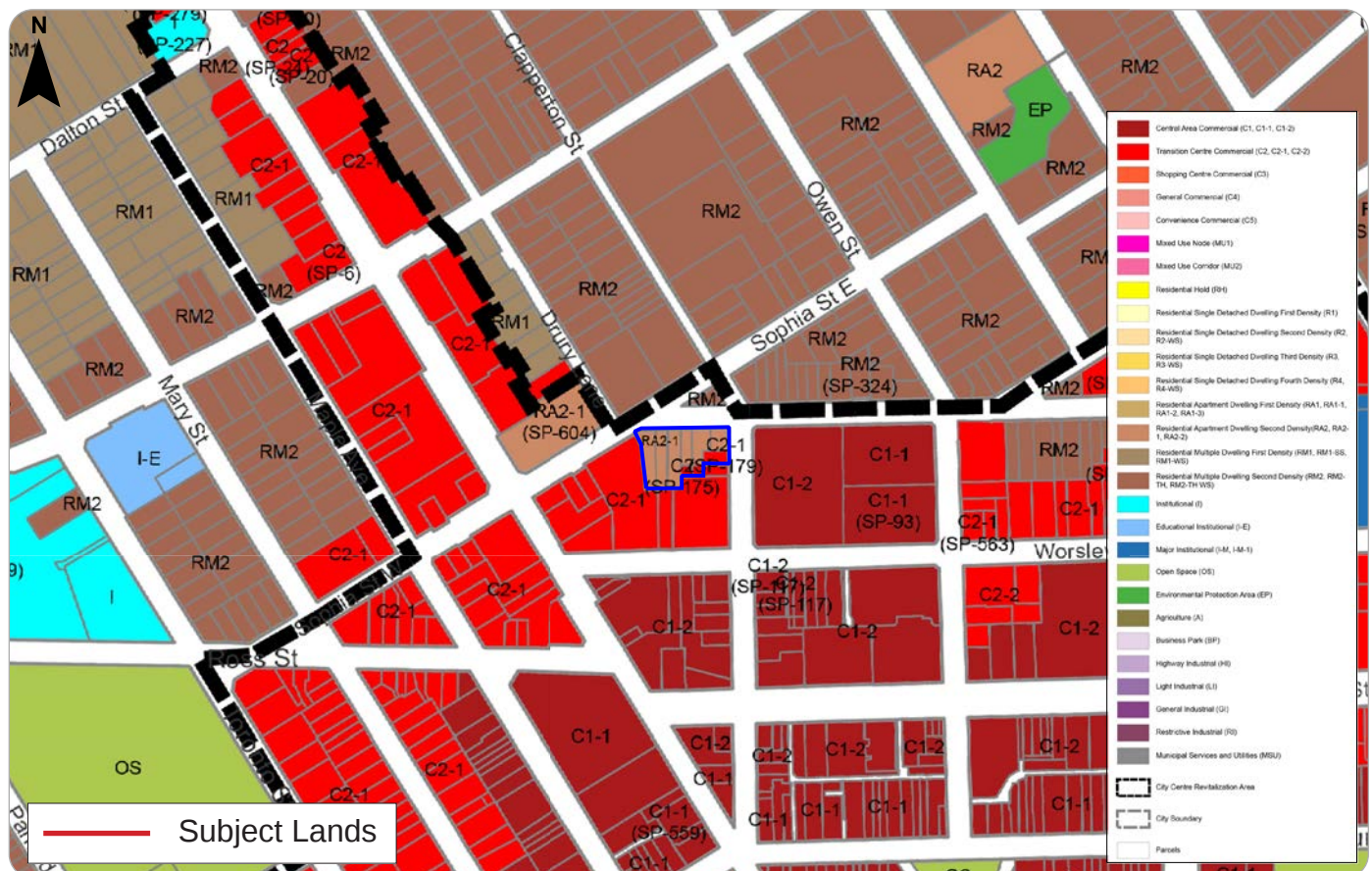


Figure 19: Barrie Zoning By-law



7. DESCRIPTION OF PLANNING APPLICATIONS

7.1 PROPOSED ZONING BY-LAW AMENDMENT

The subject property is located within the *City Centre* land use designation and the *Downtown Barrie Urban Growth Centre*, both of which permit the proposed development. As such an Official Plan Amendment application is not required to facilitate the development as presently proposed.

The site is currently zoned *RA2 -1 – Residential Apartment 1* and *C2-1*. A Zoning By-law Amendment is required to rezone the entirety of the subject lands under one zoning category to “*Transition Centre Commercial – (C2-2)*” in order to permit the proposed use and implement site specific development standards that will allow the site to develop as proposed. The following table outlines the anticipated site-specific exceptions that are required, which will be further confirmed by the City in its detailed review of the application.

Table 3. Zoning Requirements

Description	Transition Centre Commercial-2 (C2-2)	Proposed
Side Yard	14 m* *((1) Where the height of the main building in a Transition Centre Commercial (C2) Zone is in excess of 11m, the minimum side yards shall be increased by 0.5m for every 2m of additional height over 11m.)	3.0m (north) 5.5m (south)
Maximum Building Height	10m within 5m of the front lot line and the lot flankage, 45m beyond 5m of the front lot line and the lot flankage.	17.7 m within 5m of the front lot line and the lot flankage, 66.7 metres beyond 5m of the front lot line and the lot flankage.
Minimum Coverage for Commercial uses (% of lot area)	50% of main floor GFA	8.9%
Gross Floor Area (max)	400%	602%
Parking - Table 4.6		
Retail 1 space per 30m ² of gross floor area min. 2 spaces	0 spaces	207 spaces (3 car share spaces included, which represent 1 car share space = 4 permanent spaces)
Residential dwelling(s) in the Urban Growth Centre	1.0 spaces per dwelling unit in City Centre	
4.6.5 Enclosed Parking Areas/ Parking Structures	The minimum setback from the street line to the nearest part of a parking structure underground shall be 1.8m, except where the minimum yard setback for the applicable zone is less than 1.8m, in which case the minimum setback shall be the same as the minimum required yard setback.	0.7m



8. AFFORDABLE HOUSING

In accordance with the City of Barrie's Terms of Reference concerning Affordable Housing Reports, this report gives special consideration to how the proposed development meets the City's goals in regards to affordable housing. The proposed development proposes 253 residential units of various sizes, such as studio, one-bedroom, one-bedroom plus den, two-bedroom, two-bedroom plus den, and three-bedroom units. The proposal replaces two single, detached dwelling units and builds upon vacant lots that currently occupy the subject lands, which will significantly increase the available housing stock to the community, greatly increasing the supply of new units and making more efficient use of the lands so that they are optimized in providing a housing benefit. The proposed development is located within the Downtown Barrie Urban Growth Centre and is surrounded by various community amenity and services and public transit, all of which will benefit from the proposed development, either by way of an increased customer base, additional users of existing municipal facilities and better efficiency of services.

The proposed development has been evaluated against the policies of the Provincial Policy Statement in Section 5.2 of this report. Section 1.4.3 of the PPS promotes affordability through providing a variety of housing options and residential intensification through redevelopment in areas with existing infrastructure and public service facilities. Efficient built forms in proximity of transit can minimize the cost of housing and facilitate compact form. The PPS also speaks to the needs for providing appropriate housing opportunities based on market need. The proposed development will diversify the available housing stock, addressing an identified shortage in the proposed built form.

While the proposed development is not providing specifically designated "affordable units", the development does provide for an appropriate market-based range and mix of residential types which can be attractive housing options for many demographics. For example, the proposed development is suitable

for seniors looking to downsize, as apartment living reduces the need for property upkeep and can reduce accessibility barriers such as stairs. The range in unit sizes provides opportunities for various other stages of life and for persons requiring varying housing needs, including housing for single parent households, singles, childless couples, young adults and persons with mild disabilities that can still live independently. Furthermore, apartment units are typically more affordable than the low-density housing forms that have dominated the historical development patterns of the City, while still being suitable for a variety of family sizes. The proposed build form also provides an opportunity for entry-level housing for those that cannot afford typically more expensive low-density building forms. The range of unit sizes provides housing opportunity at various price levels and responds to market demands. It has generally been concluded among housing and policy experts that the more productive way to increase housing affordability is through increased housing supply and a greater range of housing choice.

Similarly, the guiding principles, Section 2.2.14 and Section 2.2.6.1 of the Growth Plan echo the policy direction of the PPS by directing development to provide for a diverse range and mix of housing options to service market needs in the regional area. The proposed development is providing a range of unit sizes and is diversifying the regional housing stock.

The City of Barrie's Affordable Housing Strategy (AHS) is a 10-year plan that was completed in February 2015. The goal of the strategy is to provide 840 new affordable units by 2025. As of December 2020, the City has reached this goal. Additionally, the site is located beside the existing Coral Living Centre and adjacent to the proposed development at the northeast corner of Bayfield and Sophia that will include 70 affordable housing units. As such, affordable housing options are already located in the immediate area.

The report also outlines definitions for “affordable” which are described as follows:

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

The report concludes with several action items, including Recommended Action 3 which directs that developers be encouraged to plan for mixed density neighbourhoods including affordable housing ownership and rental tenure. This was implemented through the City’s Official Plan Affordable Housing policies that target a minimum of 10% of all new housing units to be affordable. The in-effect Barrie Official Plan contains policies regarding affordable housing in Section 3.3.2.2, which further calls for a minimum target of 10% of all new housing units to be affordable housing in accordance with specific benchmarks for “affordable” depending on tenure. The policies state that 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 and where it is in proximity of community services, amenities and transit. The 10% ratio is a target for new affordable units and is to be measured against all new housing being provided within a designated area and not on a site by site basis. As stated above, the proposed development provides a form of more affordable housing by increasing the housing supply and providing greater housing choice in typically more affordable unit types. Additionally, the City has already reached its goals of providing 840 new affordable housing units.

The new City of Barrie Official Plan provides draft policy direction on Affordable Housing through Section 6.4.2. The City will encourage the provision of an appropriate range and mix of housing options and densities that will meet the social, health, economic and well-being of current and future residents. This includes intensification projects that provide a range of unit sizes as currently proposed in the development. It acknowledges that the draft policies speak to the entire Urban Growth Centre shall accommodate 20% of new housing units as affordable, in accordance with Section 2.3.2. The specific policy applicable to the Urban Growth Centre includes the following:

In summary, the proposed development will introduce 253 new apartment dwelling units, which will increase the overall housing supply in the City, helping to enhance affordability within the market area. The proposed built form also constitutes a more affordable housing type than traditional low-density housing forms that have dominated historical development patterns. At this early stage of the development approval process, the tenure, pricing and specific level of affordability is yet to be determined. The new official plan and implementation policies for the provision and requirement of affordable housing has yet to be determined and advanced.

In addition to other policies of this Plan, the following policies shall apply to the Urban Growth Centre:

- d) The Urban Growth Centre will be planned to:*
 - i) Achieve and maintain by 2031, by accommodating a significant amount of the City's forecasted population and employment growth, a minimum density of 150 persons and jobs per hectare (refer to Section 2.4.2.1 for calculation instructions); and,*
 - ii) Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.*

The new Official Plan is not yet in force and effect at the time the application was submitted, while the City is also still developing a policy framework regarding incentives and the implementation of affordable housing. As such, no “affordable units” are proposed as part of this development application at this time. Despite this, the proposed development provides a range and mix of housing opportunities that will ultimately improve affordability and allow for greater housing choice, which satisfies the provincial policy direction. Opportunities for increased affordability and varying unit tenure may be explored through the development review process.



9. PLANNING JUSTIFICATION ANALYSIS

9.1 POLICY CONTEXT

The proposed 21-storey mixed-use development is suitable and appropriate for the development of the subject lands as it is consistent with and conforms to the hierarchy of applicable land use policies and regulations. The proposed development supports the intensification of the subject lands for greater height and density, allowing for the optimization of a presently underutilized and mostly vacant development parcel located within an Urban Growth Centre.

The proposed mixed-use development is consistent with the Provincial Policy Statement, as it directs a compact and efficient built-form to an area designated for growth and contributes to the development of a complete community. The proposal is also in proximity to municipal servicing and transportation infrastructure that supports the proposed density and built form. The subject lands are located within the Downtown Barrie Urban Growth Centre, as delineated by the Growth Plan. The proposed development conforms to the Growth Plan and supports its policy direction by directing high density, mixed-use intensification to an area designated for growth. Intensification is generally directed to settlement areas and built-up areas, but is especially promoted within strategic growth areas, such as Urban Growth Centres as they represent focal areas for regional growth within the Greater Golden Horseshoe. The proposed density will support the minimum density target of 150 people and jobs per hectare. The proposed development provides a range and mix of uses, and contributes to the further establishment of the Downtown Barrie area as a complete community, enhancing and building on existing municipal services and amenities. As such, the proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe.

Consistent with the provincial policy direction, the City of Barrie Official Plan designates the site as City Centre, which is consistent with the Urban Growth Centre designation. The City Centre is expected to accommodate the greatest amount of growth and intensification, while achieving the greatest heights and densities in the City. The intensification of the subject lands for mixed-use development supports the creation of a complete community as future residents will be able to meet a number of their daily needs through a mix of uses, proximity to existing services and amenities, and integration with existing active transportation modes. The City Centre land use designation permits high density mixed-use development and permits levels of intensification that are suitable to the Downtown Barrie Urban Growth Centre. The proposed development respects the physical scale of existing structures in the vicinity, as the proposed development has been designed with appropriate massing, setbacks and articulation to minimize shadow impacts and visual impact where possible, seamlessly integrating into the existing land use context. The provision of a prominent corner plaza will enhance the interface of the public and private realms and will highlight the proposed development as a gateway to the downtown Barrie area. As such, it is our opinion that the proposed development conforms to the currently in-force Barrie Official Plan.

9.2 TRANSPORTATION

The proposed development offers a built form typically more affordable than traditional low-density built-forms that have historically dominated the development landscape in the City. The proposed development includes a range and mix of unit sizes to better diversify the housing stock within the immediate area and broader region. The proposed unit composition provides greater housing choice for individuals at various stages of life and to respond to individual housing needs. The range and mix of housing opportunities will ultimately improve affordability through increased supply and allow for greater housing choice, which satisfies the provincial policy direction. Opportunities for increased affordability and varying unit tenure may be explored through the development review process.

It is our opinion that the proposed development is consistent with and conforms to the hierarchy of applicable land use planning policies and regulations, and appropriately implements the land use planning vision for the area.

The proposed development is located in proximity to various multi-modal transportation options. Public transit in the form of municipal bus service is within walking distance and connects the site to local destinations throughout the City. The Barrie bus service also provides connections to the Barrie South and Allandale Waterfront GO Stations, which provide connections to regional destinations. The proposed development is located within 1 kilometre of the Highway 400 interchange at Bayfield Street, which provides north-south vehicular travel throughout the province.

Active transportation opportunities are plentiful in proximity to the subject lands given their location with the Downtown Barrie area. Accessible routes including, sidewalks, bike lanes and bicycle infrastructure can be found in the area, while the pedestrian network provides access to range of services within the downtown area.

The Transportation Study prepared by Paradigm Transportation Engineering provides a Parking Study and justification which demonstrates how the proposed parking supply is appropriate for the development. The reduction in the overall parking supply, inclusion of car share spaces and the removal of dedicated retail parking contribute to a reduced demand for personal vehicles and promotes multi-modal travel options. Various TDM measures have also been proposed to foster a more efficient and environmentally sustainable travel options, while reducing the need for extensive parking infrastructure given the sites location within walking distance of various amenities and services. The proposal also incorporates sufficient bicycle parking spaces, encouraging active transportation use. Bike infrastructure is planned to be implemented, based on the 2019 Transportation Master Plan and Cycle Barrie Infrastructure Program which is underway by the municipality. The proposed development is well served by various modes of transportation, while its location in the downtown core reduces automobile dependency.

9.3 URBAN DESIGN

As discussed in the Urban Design Brief prepared by Weston Consulting, the proposed development will mix a variety of high quality building materials to enhance the building aesthetic and break up the building massing. Various design elements have been incorporated into the building design to limit its overall impact on adjacent sites, while allowing it to fit within the existing and planned context for the area. The proposed landscaping elements and urban square located at the southwest corner of McDonald and Clapperton will enhance the public realm and create a gateway feature into the downtown Barrie area. The inclusion of extensive landscaping, pedestrian amenities and a pedestrian scaled podium will animate the streetscape and create an edge condition that frames the core area of the City. The building entrance along McDonald will further enhance the streetscape, while the commercial entrance off of the urban square will animate and program the space as a passive recreational and gather place for the community.

The building design and site location that is separated from the stable residential areas to the north by the extensive McDonald and Sophia right-of ways, as well as the landscaped island and Lions Park provides optimal separation from the north, allowing additional height and density to be realized on the site. The Sun Shadow Study demonstrates that adjacent uses will experience little to no significant shadowing impact as a result of the buildings setback from the residential areas and the building design. The combination of an enhanced pedestrian realm, extensive landscaping, building articulation and inset location adjacent to stable uses makes the site ideal to accommodate additional height and density. In our opinion, the proposed urban design elements will enhance the character of the area and create a landmark gateway into the downtown area.

9.4 SERVICING AND INFRASTRUCTURE

The proposed development is located within proximity of existing municipal servicing infrastructure such as storm, water and sanitary services. The Functional Servicing Report and Stormwater Management Report prepared by Gerritts Engineering outlines the servicing and stormwater management scheme for the proposed development and demonstrates how municipal standards will be through the detailed design of the proposed development. Water servicing will be provided by a new internal 50mm diameter connection to the existing watermain on McDonald Street. Hydrant flow tests were also conducted, which indicates sufficient water pressure and volume exists to service the site. Sanitary Servicing will be provided via the existing sanitary line located on Clapperton Street, where there are no anticipated capacity issues. Stormwater drainage and management will be provided by underground storage tanks and through infiltration. In accordance with the requirements of the Lake Simcoe Region Conservation Authority, the MECP's enhanced protection standard will be met, as TSS removal will exceed 80%. In summary, the proposed development will be adequately serviced by existing municipal services.



10. CONCLUSION

As demonstrated in this report, it is our opinion that the proposed development represents good planning and is in the public interest. It is consistent with the PPS and conforms to the hierarchy of applicable land use planning policies and regulations. It will provide an efficient built form that allows for the intensification of underutilized lands within an Urban Growth Centre. The proposed mixed-use development will allow for additional housing units in a variety of unit sizes, increasing the supply of housing and diversifying the neighbourhood housing stock. The commercial component of the development will provide services to the future residents and enhance the various service and amenity offerings within the immediate area, further contributing to the establishment of a complete community. It is our opinion that the proposed Zoning By-law Amendment should be approved as it is appropriate and desirable for the development of the subject lands considering the applicable land use planning policy regime, the area context, and is based on solid land use planning and urban design principles. As such, the proposed development should proceed through the planning process as prescribed in the Planning Act and ultimately approved.



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