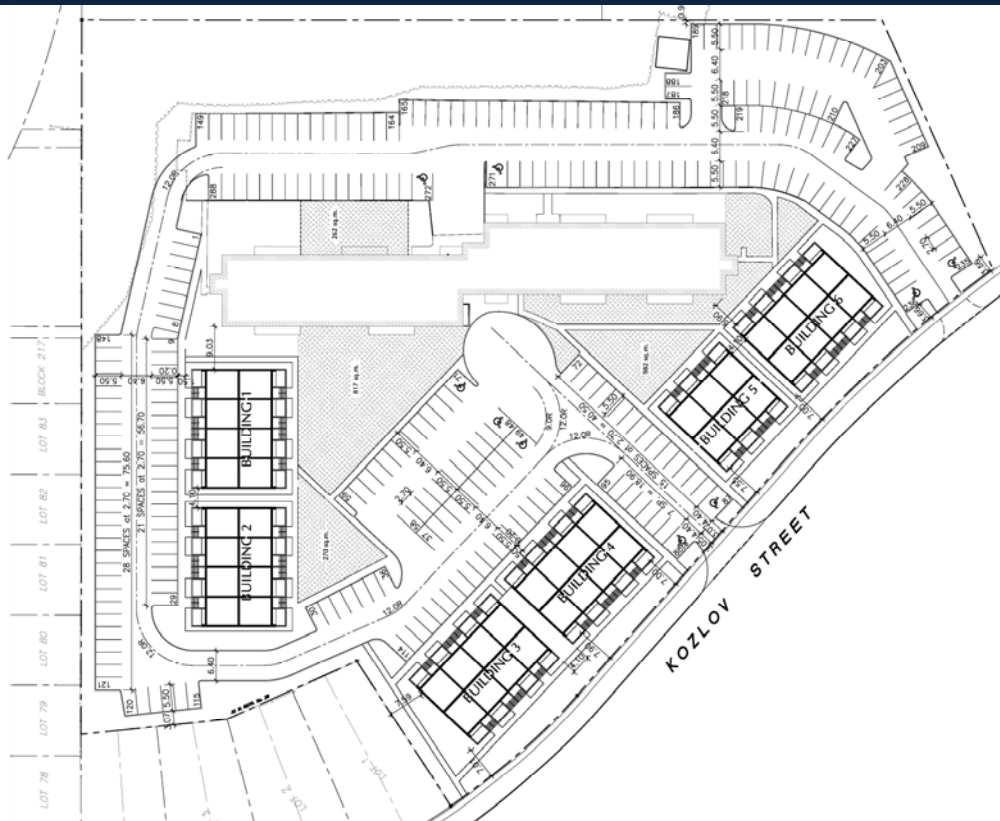


Planning Justification Report

101 Kozlov Street, Barrie, Ont.

Destaron Property Management Ltd.



November 2015

Revised February 2017



TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 DESCRIPTION OF SUBJECT LANDS	1
3.0 SURROUNDING LAND USES/EXISTING CONDITIONS	2
4.0 THE PROPOSAL	3
4.1 Background	3
4.2 The Modified Proposal.....	4
5.0 EXISTING POLICY FRAMEWORK REVIEW & ANALYSIS	6
5.1 2014 Provincial Policy Statement (PPS)	6
5.2 Growth Plan for the Greater Golden Horseshoe.....	8
5.3 City of Barrie Official Plan	10
5.4 City of Barrie Zoning By-law.....	16
6.0 PROPOSED AMENDMENTS	18
7.0 SUMMARY/CONCLUSIONS	19

1.0 INTRODUCTION

Zelinka Priamo Ltd., on behalf of Destaron Property Management Ltd. (“DPM”), has submitted an application to the City of Barrie for a Zoning By-law Amendment regarding 101 Kozlov Street for the purpose of permitting an infill residential development in the form of stacked townhouses. DPM is the owner of the lands that are the subject of the application (“the subject lands”).

The proposed uses are currently permitted within the current Zoning By-law regulations on the subject lands; however existing high density uses (apartment building) on the subject lands create density and gross floor area (GFA) issues that require a zoning by-law amendment to add special provisions to the subject lands to permit the proposed residential development. In addition to density and GFA provisions, special provisions to reduce the required parking rate, and increase the maximum permitted height of stacked townhouses are also being sought.

The following Planning Justification Report has been modified based on a new Site Plan following the consultation with City of Barrie Planning Staff and the members of the community. This report addresses the requirements outlined in the City of Barrie Official Plan in order to provide justification for the approval required to permit the proposed residential development on the subject lands.

2.0 DESCRIPTION OF SUBJECT LANDS

The subject lands are located on the east side of Kozlov Street between Livingstone Street West and Heather Street (Figure 1). The subject lands have an approximate area of 2.37 ha (5.86 ac) and frontage along Kozlov Street of approximately 164 m (538 ft). The subject lands are one block west of Bayfield Street, a major transportation corridor in the City of Barrie. The interchange between Bayfield Street and Highway 400 is approximately 1.2 km south of the subject lands.

There is an existing apartment building on the subject lands (7-storeys -129 units) with an associated parking area (198 spaces). There is a small wooded area along the westerly property line that is part of a larger woodlot on an adjacent property (Brown’s Bush). Small patches of vegetation and trees are spread throughout the subject lands.



Figure 1: The Subject Lands - 101 Kozlov Street

3.0 SURROUNDING LAND USES/EXISTING CONDITIONS

The subject lands are located within an existing built-up area, with commercial uses located to the north and east, and residential uses located to the south and west. A large woodlot (Brown's Bush) and City of Barrie water Tower are located on the adjacent property to the east of the subject lands. The commercial uses, in the form of large shopping plazas and shopping centres, are located along the Bayfield Street corridor with Bayfield and Livingstone being the closest major intersection. The residential uses surrounding the subject lands vary in form from single detached dwellings to the north, semi-detached dwellings to the west and south, and apartment buildings to the east.

Further out the surrounding uses remain similar with large commercial developments along Bayfield Street, and established low-medium density residential neighbourhoods to the west, north and south. High density residential uses are located further south on Kozlov Street at the intersection of Cundles Road West.

4.0 THE PROPOSAL

4.1 Background

An initial application was filed in the fall of 2015 and proposed 120 stacked townhouses and a conceptual site layout as shown in Figure 2. A Community Open House was held with local residents on February 18, 2016 to introduce the initial proposal and issues were raised related to density, parking, and proximity of the units to surrounding properties (privacy concerns).

Through consultation with Staff, several suggestions were made relating to the location of common amenity areas, and the consideration of a ring road to connect the on-site parking areas.



Figure 2: Initial Conceptual Site Plan

4.2 The Modified Proposal

The project team considered the comments and the proposed site layout (Figure 3) has been modified. Specifically the modified proposal:

- Reduced the proposed density from 106 uph to 94 uph;
- Shifts proposed units away from westerly property line to address privacy and overlook concerns;
- Increases the proposed parking rate and better balances parking areas adjacent to proposed units and existing apartment building;
- Retains the existing driveway access from Kozlov Street, and provides better traffic flow through the site;
- Centralizes common amenity areas.

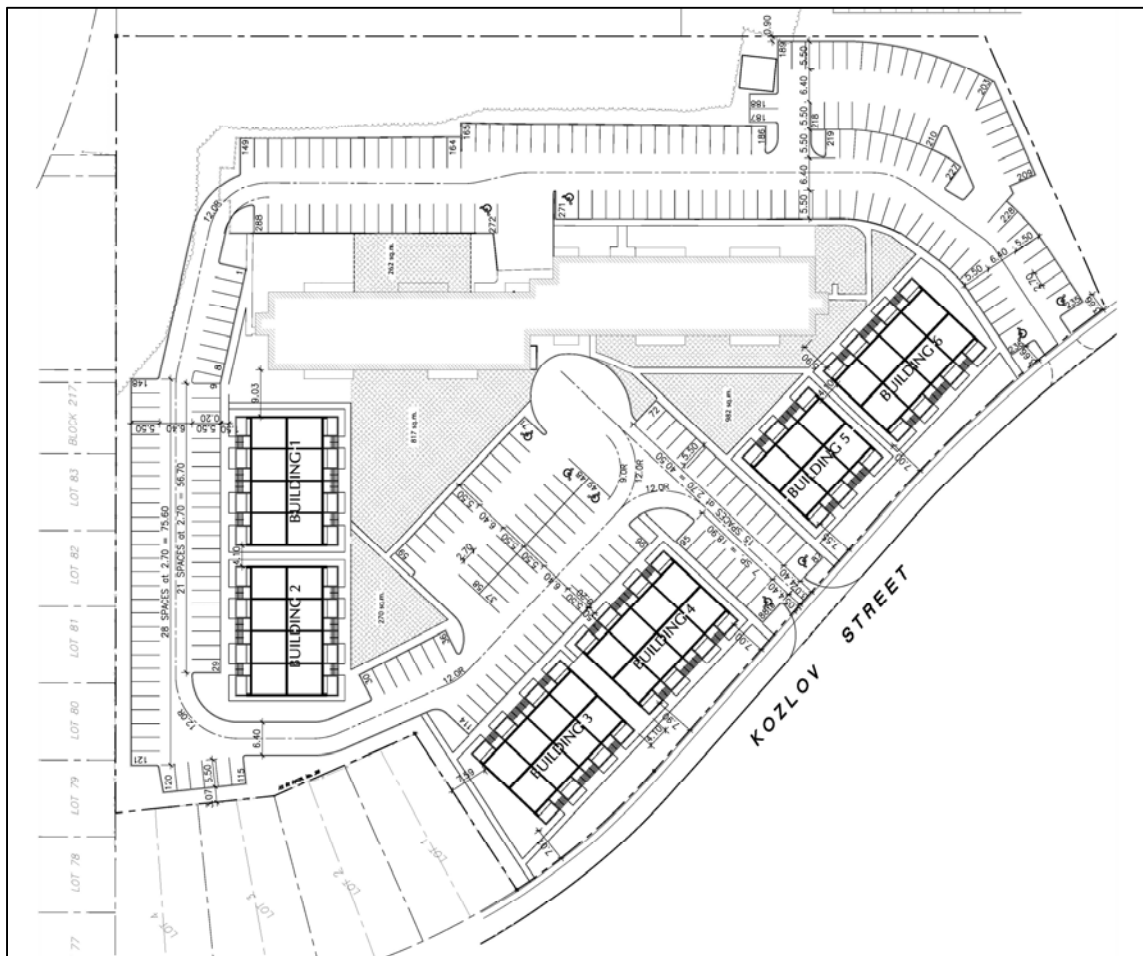


Figure 3: Modified Proposed Site Plan

The purpose of the amended application is to seek a Zoning By-law Amendment to permit the construction of 92 residential units in the form of stacked townhouses (3.5-storeys) with an associated parking area with approximately 288 spaces. The new parking area is a reconfiguration of the existing parking lot with minor expansions, and realignments that will service both the existing and proposed residential uses.

The stacked townhouses are proposed along the Kozlov Street Frontage and the northerly property line. A portion of the proposed parking area is located interior to the property, screened from Kozlov Street by the proposed residential buildings. A portion of the proposed parking along the westerly property line provides a buffer between the proposed stacked townhouses, and the existing single detached dwellings along Livingstone Street West. The existing parking area to the east of the existing apartment building is to remain with minor reconfigurations and expansions to provide parking for the existing apartment building. The proposed stacked townhouse development will act as a transitional land use between current high density uses to the east and the low density uses to the west.

Vehicular access is proposed through the existing access driveways from Kozlov Street. A new link is proposed to connect the east and west parking fields at the north end of the existing building providing better internal vehicular circulation as suggested by staff. The proposed buildings along Kozlov Street will have direct pedestrian access to Kozlov Street from the units creating an active streetscape. A network of pedestrian sidewalks interior to the site provide circulation around the parking area connecting the units to the parking area and as well as to the public sidewalk along Kozlov Street.

Private outdoor amenity areas are centralized in the proposed development to provided places for the residents for both passive and active uses. Existing vegetation will be retained where feasibly possible and incorporated into future landscape plans for the proposed development.

A Functional Servicing Report, prepared by Odan/Detech Group Inc., has determined that the entire subject lands have access to full municipal services (water, sanitary, storm) to service the proposed development.

5.0 EXISTING POLICY FRAMEWORK REVIEW & ANALYSIS

The Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (Growth Plan), City of Barrie Official Plan, and the City of Barrie Zoning By-law provide policy direction for the proposed infill development of the subject lands. The policies and regulations pertinent to the application affecting the subject lands are summarized on the following pages:

5.1 2014 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, *“provides policy direction on matters of provincial interest related to land use planning and development.”* Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Since the subject lands are located within an urban settlement area, and the proposed development is for residential uses on full municipal services, the PPS contains the following policies regarding the management of change and the promotion of efficient land use and development patterns:

- **(Section 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;*
 - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - d) *promoting cost-effective development standards to minimize land consumption and servicing costs;*
 - e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
 - g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.*
- **(Section 1.1.2)** *Sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities,*

housing and other land uses to meet projected needs for a time horizon of up to 20 years.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

- **(Section 1.1.3.1)** *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*
- **(Section 1.1.3.2)** *Land use patterns within settlement areas shall be based on:*
 - a) *densities and a mix of land uses which:*
 1. *efficiently use land and resources;*
 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified use and/or uneconomical expansion;*
 4. *support active transportation;*
 5. *are transit-supportive, where transit is planned, exists or may be developed.*
 - b) *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.*
- **(Section 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.*
- **(Section 1.1.3.6)** *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall 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 takes advantage of an existing underutilized site within an urban settlement area and designated growth area. The proposed residential development is appropriate for the subject lands and will have access to, and make efficient use of, full municipal services (water, storm, sanitary). This

is consistent with Sections 1.1.1, 1.1.2, and 1.1.3 of the PPS.

The proposed development provides a compact built form within an existing built-up area and helps transition higher density uses to the surrounding lower densities while avoiding risks to public safety. The proposed development will be able to take advantage of nearby public service facilities, public transportation and commercial uses.

The proposed development will assist in meeting intensification and population targets within the City of Barrie, which is consistent with Section 1.4.1 of the PPS regarding the provision of a range of housing types and densities to meet projected requirements for the area.

Based on the above, the proposed development is consistent with, and satisfies the intent of the PPS.

5.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) has been prepared under the Places to Grow Act, 2005. It is a framework for implementing the Province’s vision for building stronger, prosperous communities by better managing growth in this region to 2031.

The subject lands are a “built-up area - conceptual” within the context of the Growth Plan. Built-up areas are defined as “*all land within the built boundary.*”

As such, the following policies of the Growth Plan are relevant to the proposed development of the subject lands:

- **(2.2.2.1a)** *directing a significant portion of new growth to the built-up areas of the community through intensification;*
- **(2.2.2.1b)** *focusing intensification in intensification areas;*
- **(2.2.2.1d)** *reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;*
- **(2.2.2.1e)** *providing convenient access to intra- and inter-city transit;*
- **(2.2.3.7)** *All intensification areas will be planned and designed to:*

- a) *cumulatively attract a significant portion of population and employment growth;*
- b) *provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;*
- d) *support transit, walking and cycling for everyday activities;*
- e) *generally achieve higher densities than the surrounding areas;*
- f) *achieve an appropriate transition of built form to adjacent areas.*

The City of Barrie is also identified as a “Primary Settlement Area” within the context of the Simcoe Sub-area, comprised of the County of Simcoe and the cities of Barrie and Orillia. The Growth Plan provides more detailed direction for the Simcoe Sub-area in Section 6 of the Plan.

A significant portion of growth within the Simcoe Sub-area is 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*”.

According to Section 6.3.1.2, *Municipalities with primary settlement areas will, in their Official Plans and other supporting documents –*

- a) *Identify primary settlement areas*
- b) *Identify and plan for intensification areas within primary settlement areas*
- c) *Plan to create complete communities within primary settlement areas*
- 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.*

As noted above, the subject lands are identified as being within a “built-up area - conceptual” within the context of the Growth Plan and are situated inside of the City of Barrie boundary. Lands within designated built-up areas are to be planned in such a manner that contribute to the creation of complete communities and provide a diverse mix of land uses that support vibrant neighbourhoods.

The proposed development will be in keeping and compatible with adjacent existing developments within the designated built-up area of Barrie. The

residential units (stacked townhouse) that comprise the proposed development will be added to the existing mix of uses (residential, commercial, and institutional) that already exist within the area.

The proposed development is within the built-up area and focuses intensification towards designated intensification areas in order to utilize existing services, and public transportation.

Based on the above, the proposed development is consistent with the goals and objectives of The Growth Plan.

5.3 City of Barrie Official Plan

The subject lands are designated as “Residential” in Schedule A (Land Use) to the City of Barrie Official Plan, which was adopted by Council on June 22, 2009 and approved by the Ministry of Municipal Affairs and Housing on April 23, 2010 (See Figure 4).

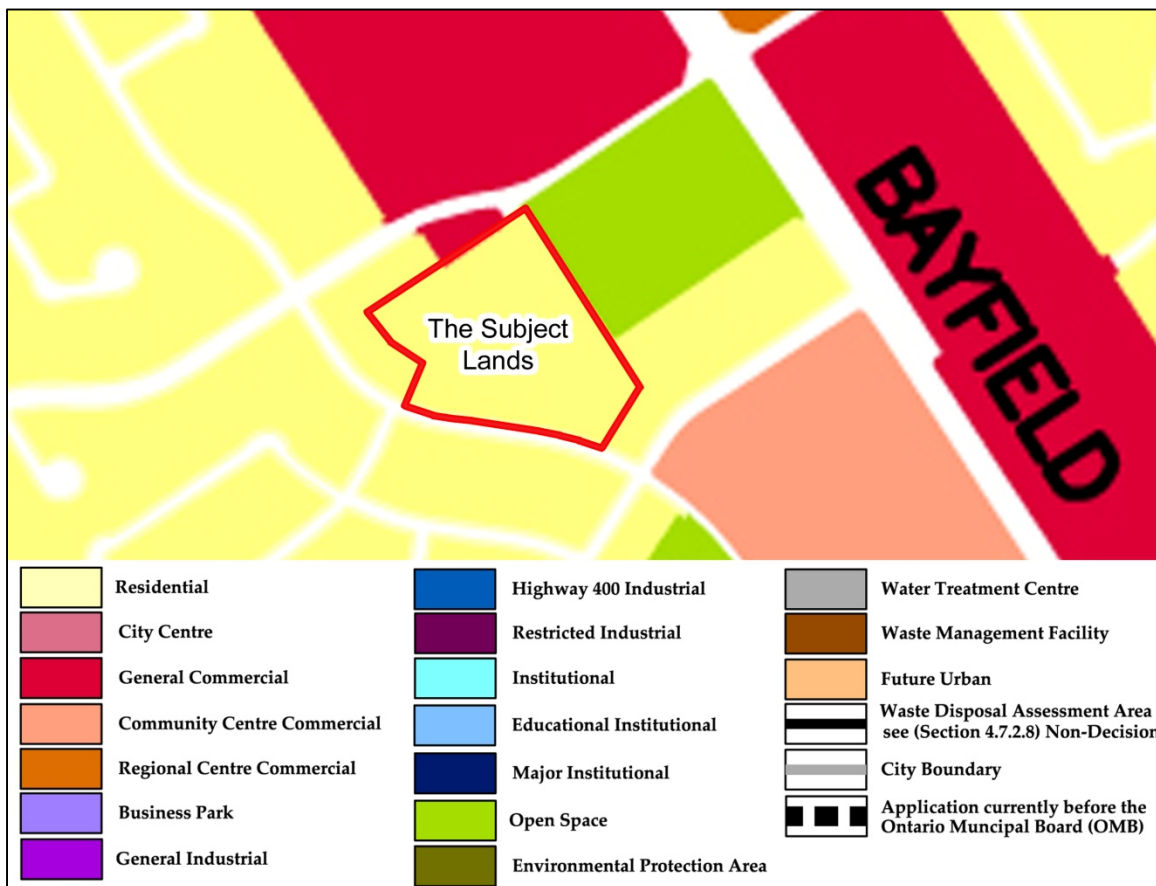


Figure 4: City of Barrie Official Plan - Land Use

According to Sections 3.3 (Housing), and 4.2 (Residential) of the Official Plan, the goals of residential development in properly designated areas that relate to the proposed development are:

- **(3.3.1b)** *To ensure that the quality and variety of the housing stock is maintained and improved.*
- **(3.3.1c)** *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.*
- **(3.3.1d)** *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.*
- **(3.3.1f)** *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.*
- **(4.2.1c)** *to develop residential areas with densities which would support transit as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.*
- **(4.2.1f)** *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.*
- **(4.2.1g)** *to plan 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...while continuing to support the integrity of stable neighbourhoods.*

The following policies and sections of the Official Plan are of note in relation to the proposed development of the DPM lands:

- **(3.3.2.1c)** *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.

- **(4.2.2.1a)** *Where lands are designated Residential on Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed and breakfast establishments and group homes.*

- **(4.2.2.3b)** *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 water mains, or other municipal services are adequate.*

- **(4.2.2.6a)** *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.*

- **(4.2.2.6b)** *Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes and 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.*

- **(4.2.2.6c)** *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.*

-
- **(4.2.2.6d)** *Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:*
 - i) *that the scale and physical character of the proposed development is compatible with, and can be integrated into the surrounding neighbourhood;*
 - ii) *that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*
 - iii) *that public transit is available and accessible;*
 - iv) *that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*
 - v) *that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*
 - vi) *that consideration is given to the preservation of heritage resources.*

The proposed development provides a transitional form of housing (stacked townhouses) from the existing low density neighbourhood to the west and high density and commercial uses to the east and north. The proposed buildings are 3.5-storeys in height, and will transition between 1-2 storey single, and semi-detached dwellings, and the existing 7-storey apartment building. The proposed buildings will use architectural features similar to the existing residential houses in the surrounding area. The proposed buildings along Kozlov Street will provide a strong street presence where one currently does not exist and will animate the streetscape with direct access to the proposed units from the public sidewalk. The buildings along Kozlov Street also provide an increase to public safety, through the 'eyes-on-the-street' theory.

The subject lands are proximate to existing community facilities, commercial uses, and public transit bus routes including:

- Route 8 – RVH/Yonge/Crosstown along Kozlov Street
- Route 6 – Letitia/College along Livingstone Street West
- Route 1 – Georgian Mall/Welham along Bayfield Street
- Route 4A – East Bayfield along Bayfield Street

The subject lands are currently underutilized providing an opportunity for infill development that will take advantage of existing infrastructure such as watermains, and sewers without impacting the operation of these systems (refer to Functional Servicing Report).

The proposed housing type of stacked townhouse provides a form of housing in a built-up area of predominately low density uses such as single and semi-detached dwellings. The stacked townhouse use is consistent with the goals and policies of Section 3.3 (Housing) as it increases the variety of housing types in the neighbourhood at a density that efficiently uses land resources and services.

The City of Barrie also has identified corridors and nodes for intensification on Schedule I of the Official Plan. Figure 5 shows the approximate boundary of the corridor along Bayfield Street and the secondary node at the intersection of Bayfield Street and Livingstone Street. The subject lands are located approximately 30m outside of the identified node boundary. The adjacent property that is within the boundary contains a large woodlot (Brown's Bush) and the City of Barrie water tower. The adjacent parcel is not ideal for any intensification due to the impact on the natural heritage feature. The interpretation policies of Section 7 allow boundaries to be interpreted as a relationship between land uses and not exact geographic locations. An examination of the surrounding land uses and the intensification policies suggests that the subject lands could be considered within the intensification node and the proposed development permitted through the interpretation policies.



Figure 5: Intensification Corridor and Nodes, and The Subject Lands

The proposed density of 94 units per hectare is within the permitted range of 50-120 units per hectare for intensification nodes, which will support the nearby public transit services, community facilities, and commercial uses.

The proposed development will take advantage of existing site services and will make better use of an underutilized property. The proposed development will provide a transitional built form between the existing apartment building and surrounding low density uses (single and semi-detached dwellings).

The proposed development conforms to the intensification policies for projects outside of designated areas as the proposed development provides a transitional use and fits in with the character of the surrounding neighbourhood, has access to public transit and services, and will not impact the City's ability to need target within designated nodes as the adjacent property within the node is not suitable for infill development.

Based on the above, the proposed development conforms to the policies and objectives of The Official Plan.

5.4 City of Barrie Zoning By-law

The subject lands are zoned Residential (RM2) in the City of Barrie Zoning By-law 2009-141 (see Figure 6).

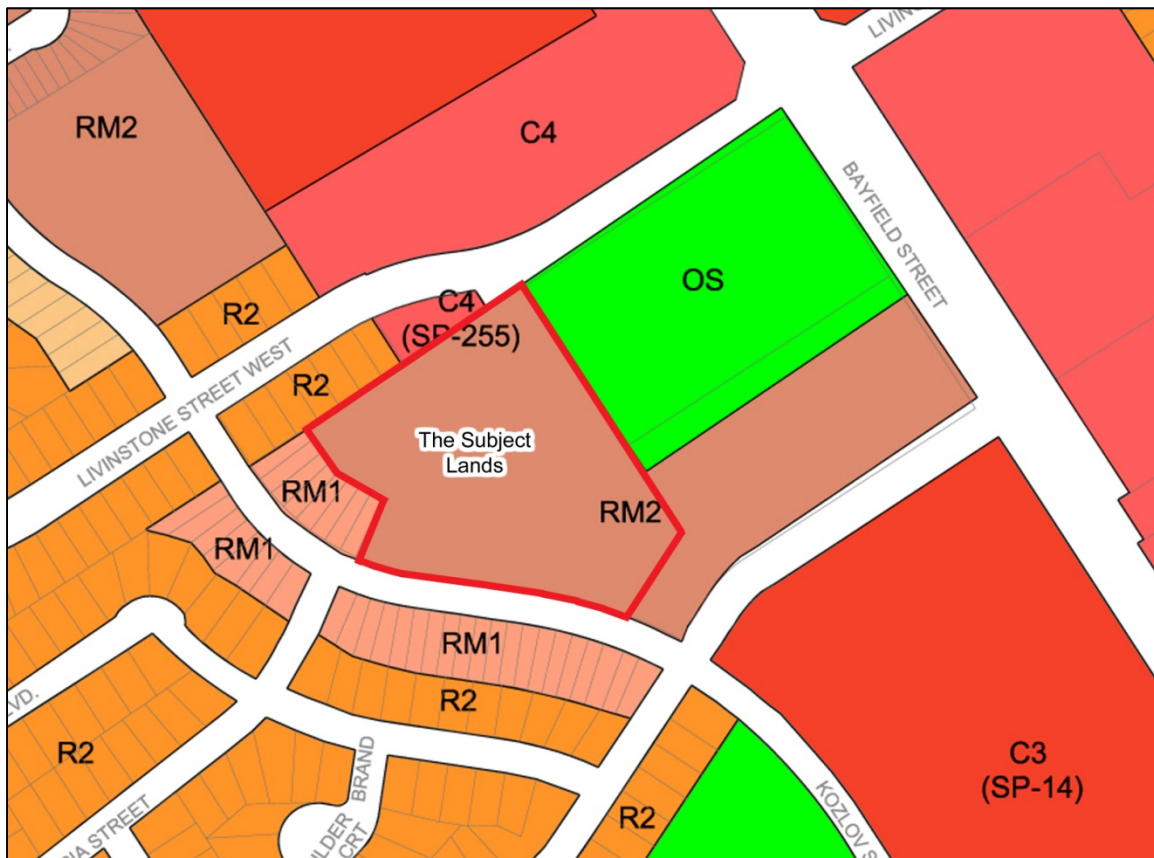


Figure 6: City of Barrie Zoning By-law 2009-141

The RM2 zone permits a wide range of residential uses, except for Apartment Building. The proposed stacked townhouse use is permitted under the RM2 zone; however the existing apartment building is a legal non-conforming use on the subject lands and as a result causes density and GFA deficiencies that this application proposes to resolve. A complete zoning chart for the proposed development is below. Deficiencies are highlighted in the chart and discussed in the next section of this report.

	Required by By-law	Provided
Lot Area (min.)	720m ²	23,683.3m ²
Density (max.)	Existing Apartment is grandfathered use. 53 units per ha for proposed Stacked Townhouse dwelling units. $23,683.3\text{m}^2 - 12,415\text{m}^2 = 11,268.3\text{m}^2 = 59$ units permitted	Existing Apartment dwelling requires 12,415m² of lot area. Proposed Stacked Townhouse (92 units) exceeds allowable number of units.*
Lot Frontage (min.)	21m	164m
Front Yard (min.)	7m 3m for deck/porch	7.0m
North Side Yard (min.)	1.8m 7m second means of egress	23.4m
South Side Yard (min.)	1.8m 7m second means of egress	22.0m
Rear Yard (min.)	7m	41.0m
Lot Coverage (max.)	35%	2,387m ² = existing apartment 1,357.8m ² = proposed stacked townhouse Total = 3,744.8 = 15.8%
Landscaping (min.)	35%	11,091.0m ² = 46.8%
G.F.A. (max.)	60%	12,415m² = existing apartment 7,534m² = proposed stack townhouse Total = 22,120m² = 85%*
Building Height (max.)	10m 3-Storey Stacked Townhouse	20m for existing apartment dwelling (grandfathered) 12m for proposed stacked townhouse* 3.5-Storey Stacked Townhouse*
Parking (min.)	1.25 spaces for existing Apartment dwelling require = 160 spaces 1.5 spaces for proposed Stacked Townhouses require 138 spaces	288 spaces proposed* 1.15 spaces/unit for all existing and proposed uses
Barrier Free (min.)	0 spaces required for existing	6 spaces proposed

	Apartment dwelling 6 spaces required for Stacked Townhouses	
Loading Space (min.)	-	-
Landscape Buffer Strip	3m landscape buffer strip 2m high tight board fence must be provided along the side and rear property lines abutting parking and driveway areas	3m buffer proposed 2m high fence provided along applicable property lines.
Amenity Space (min.)	12m ² per unit for stacked Townhouses 92 units = 1,104m ²	Total = 2,331m ² (min) Largest consolidated area (in front of Buildings 1 & 2) = 1,087m ²

*Denotes zoning deficiency to be resolved through proposed special provisions.

6.0 PROPOSED AMENDMENTS

The DPM lands require a Zoning By-law Amendment from the RM2 zone to a special provision RM2 SP-___ zone to address zoning deficiencies with regards to height, density, GFA, and parking on the subject lands. The special provisions being sought in order to permit the proposed development are as follows:

- Increase the permitted height of Stack Townhouses from 3-storey to 3.5-storey.
- Increase the permitted height from 10 metres to 12 metres.
- Increase the permitted density on the property to 94 units/ha for the entire property including the existing apartment dwelling.
- Increase the permitted GFA on the property to 85% for the entire property including the existing apartment dwelling.
- Implement a parking rate of 1.15 spaces/unit for all uses on the property including the existing apartment dwelling.

The presence of the existing legal non-conforming apartment dwelling on the subject lands results in an increase in density and GFA not typically reflected in the regulations of the RM2 zone or any medium-density zone. If the apartment dwelling was not present the density and GFA of the proposed stacked townhouse development would be 39 units/ha and 32% respectively, which are within the current regulations of the RM2 zone.

The proposed parking rate is a reflection of the current utilization of the parking area by the apartment building and a general shift towards using/encouraging alternative modes of transportation (public transit, cycling etc.). The subject lands are proximate to several commercial plazas, community services, and public transit routes, including GO Transit links to Highway 400 and the Toronto area. The proximity to these uses and services decreases the resident's dependency on the personal automobile and encourages alternative and active modes of transportation which further supports a reduction in the parking rate. The provided parking study and following parking analysis letters conclude that the proposed rate of 1.15 spaces/unit is adequate for both resident and visitor needs. The revised site plan drawing shows a parking rate of 1.25 spaces/unit; however after reviewing the plan with City staff, further changes during the future Site Plan Approval process could result in the loss of parking spaces and a lower parking rate. The proposed minimum 1.15 spaces/unit is still supported by the submitted documents.

The proposed 3.5-storey (12 metres) stacked townhouses offer a transitional use between the 7-storey apartment dwelling and the 1-2 storey single and semi-detached dwellings surrounding the subject lands. The stacked townhouses also complete the Kozlov Street frontage providing an active street frontage with pedestrian connections and an 'eyes-on-the street' approach to community safety.

7.0 SUMMARY/CONCLUSIONS

The proposed development of the subject lands for residential uses is appropriate for the following reasons:

1. The subject lands are located proximate to the Intensification Node at Bayfield Street and Livingstone Street and can be consider within the node based on interpretation policies of the Official Plan. The subject lands also conform to policies for intensification outside of designated areas if the subject lands are not considered to be within the node.
2. The proposed development takes advantage of an underutilized lot that is adequately serviced and proximate to existing commercial uses, community facilities and public transportation.
3. The residential densities, and population achieved by the proposed

development are in keeping with the growth objectives contained within the City of Barrie Official Plan and the Growth Plan for the Greater Golden Horseshoe.

4. The additional residential units and subsequent increase in population derived from the proposed development will assist nearby commercial uses in achieving their planned function.
5. The proposed development satisfies the intent of the Provincial Policy Statement, Growth Plan, and City of Barrie Official Plan, and represents good land use planning.