



Excellence Reliance Innovation

Planning Justification Report & Urban Design Review

Coral Sophia Lane Housing Inc.

113 & 117 Bayfield Street & 6, 8, & 12 Sophia Street East

Application for Zoning By-law Amendment

May 2020

The Jones Consulting Group Ltd.

229 Maplevue Drive East, Barrie ON L4N 0W5

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	PROPERTY LOCATION AND SITE DESCRIPTION	5
3.0	PROPOSED DEVELOPMENT	9
3.1	PRE-CONSULTATION.....	11
3.2	NEIGHBOURHOOD MEETING	12
3.3	SUPPORTING TECHNICAL REPORTS & PLANS	12
4.0	LEGISLATION & POLICY ANALYSIS	15
4.1	PLANNING ACT (R.S.O. 1990 c. P.13)	15
4.2	PROVINCIAL POLICY STATEMENT (PPS), 2020	17
4.3	A PLACE TO GROW - GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019	24
4.4	LAKE SIMCOE PROTECTION PLAN	28
4.5	CITY OF BARRIE OFFICIAL PLAN.....	29
4.6	CITY OF BARRIE ZONING BY-LAW 2009-141	37
5.0	AFFORDABLE HOUSING.....	43
6.0	URBAN DESIGN REVIEW.....	44
6.1	OFFICIAL PLAN URBAN DESIGN GUIDELINES.....	44
6.2	CITY OF BARRIE OFFICIAL PLAN TALL BUILDING GUIDELINES.....	47
6.3	URBAN DESIGN GUIDELINES	48
7.0	CONCLUSION	50

LIST OF FIGURES

Figure 1. Aerial Photograph of Subject Lands	4
Figure 2. Location Plan	6
Figure 3. Mixed-use Residential and Commercial Building and Professional Office Building	6
Figure 4. Multi-unit Residential Building and Neighbourhood Park (Lions Park).....	7
Figure 5. Multi-unit Residential Building and Commercial Uses.....	7
Figure 6. Parking Lot and Professional Office Buildings.....	7
Figure 7. Barrie Transit Map	8
Figure 8. Proposed Site Plan – Ground Floor Plan (as prepared by Kirkor Architects + Planners)	10
Figure 9. City of Barrie Official Plan Schedule A: Land Use	29
Figure 10. City of Barrie Official Plan Schedule C: Defined Policy Area	30
Figure 11. City of Barrie Official Plan Schedule I: Intensification Areas.....	31
Figure 12. City of Barrie Zoning By-law 2009-141.....	37
Figure 13. Zoning By-law Amendment Schedule	43
Figure 14. Conceptual Rendering #1 - View from the southwest corner of Bayfield Street and Sophia Street East .	44
Figure 15. Conceptual Rendering #2 – View from Bayfield Street looking east	45
Figure 16. Conceptual Rendering #3 – View from Bayfield Street and Sophia Street East looking north	45
Figure 17. Intensification Typologies as identified in the Intensification Area Urban Design Guidelines.....	48

LIST OF TABLES

Table 1. Proposed Zoning Standards and Special Provisions	9
Table 2. Proposed Affordability by Floor and Unit Type.....	43

1.0 INTRODUCTION

On behalf of Coral Sophia Lane Housing Inc., we are pleased to provide this Planning Justification Report and Urban Design Review in support of an application for a Zoning By-law Amendment for lands located at 113 & 117 Bayfield Street and 6, 8 and 12 Sophia Street in the City of Barrie (**Figure 1**).

The purpose of the Zoning by-law Amendment application is to rezone the lands from Transitional Centre (C2-1) to Residential Apartment Dwelling Second Density-1 (RA2-1) (SP-XXX). The special provisions will permit a reduced parking ratio and permit limited tandem parking, permit reduce setbacks and an increased lot coverage and gross floor area, and permit a reduced landscape open space area and landscape buffer. The full zoning analysis is contained in Section 4.6 of this Report.

Figure 1. Aerial Photograph of Subject Lands



This planning report examines the subject lands, site context, land use policies, affordable housing and the form of development with a specific focus on urban design. The report concludes that the application represents orderly and proper land use planning.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The property subject to the application is located at 113 & 117 Bayfield Street and 6, 8 and 12 Sophia Street and is legally described as Part of Lots 9, 10 and 11 Registered Plan 31 in the City of Barrie. The property is located at the northeast corner of the Sophia Street East and Bayfield Street intersection, while also fronting onto Drury Lane. The lands are rectangular in shape and comprise 0.37 hectares (0.92 acres) with approximately 40 metres of frontage on Bayfield Street, 80 metres on Sophia Street East and 47 metres on Drury Lane (**Figure 2**). The lands are currently vacant; however, they previously contained 5 residential dwellings that had been converted to commercial use. The buildings were demolished in 2017.

The subject lands are located within the Urban Growth Centre of the City of Barrie. The site is in close proximity to a range of residential, commercial, institutional and recreational uses. The surrounding residential uses range in type and form including single detached dwellings, multi-unit low-rise buildings, mixed-use buildings and medium to high-rise residential buildings. The commercial uses in close proximity to the site include professional offices and services, restaurants, entertainment facilities, and retail stores. The subject lands are also located within walking distance (<1km) to various institutional uses including the Barrie Public Library, City of Barrie Municipal Offices, schools (Hillcrest Public Elementary School, Oakley Park Public School, Georgian College Downtown campus), places of worship, and the Victoria Village long-term care facility. Lastly, the subject lands have access to recreational activities and uses such as Kempenfelt Bay, the trail network along the waterfront, numerous small neighbourhood parks, and Queens Park.

The immediate surrounding land uses include the following:

- **North:** Mixed-use residential and commercial building fronting onto Bayfield Street, commercial uses including professional offices, personal services and a restaurant and single detached dwellings fronting onto Drury Lane (**Figure 3**).
- **East:** Multi-unit residential building and neighbourhood park (Lions Park) (**Figure 4**).
- **South:** Multi-unit residential building, professional offices, and personal services (**Figure 5**).
- **West:** Parking lot, professional office buildings and single detached dwelling (**Figure 6**).

Figure 2. Location Plan



Figure 3. Mixed-use Residential and Commercial Building and Professional Office Building

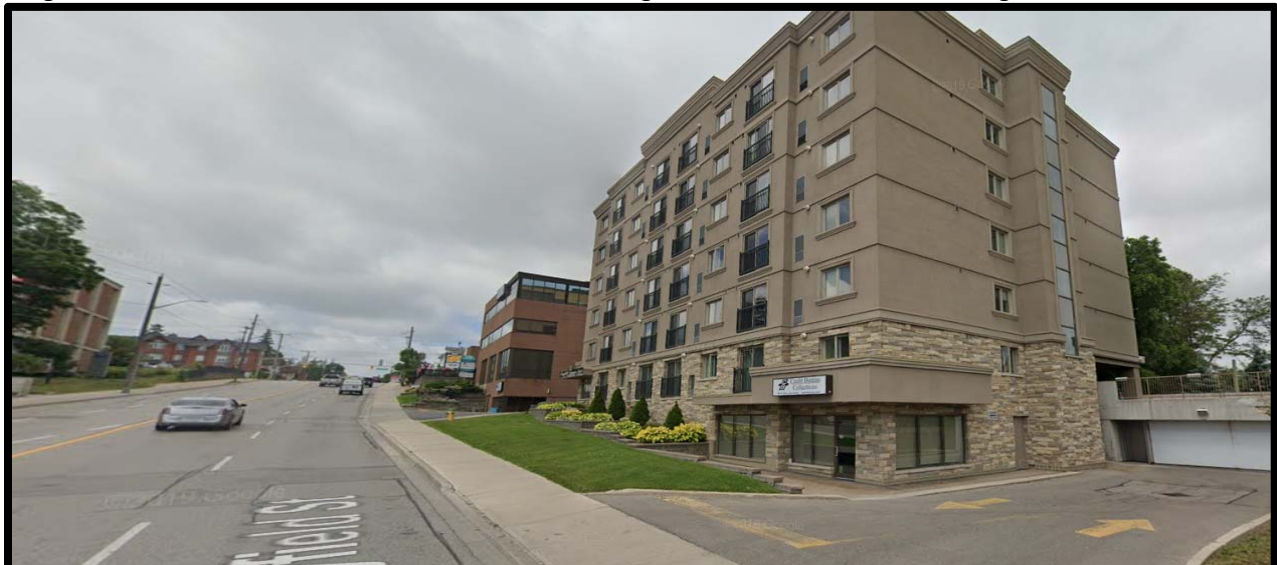


Figure 4. Multi-unit Residential Building and Neighbourhood Park (Lions Park)



Figure 5. Multi-unit Residential Building and Commercial Uses

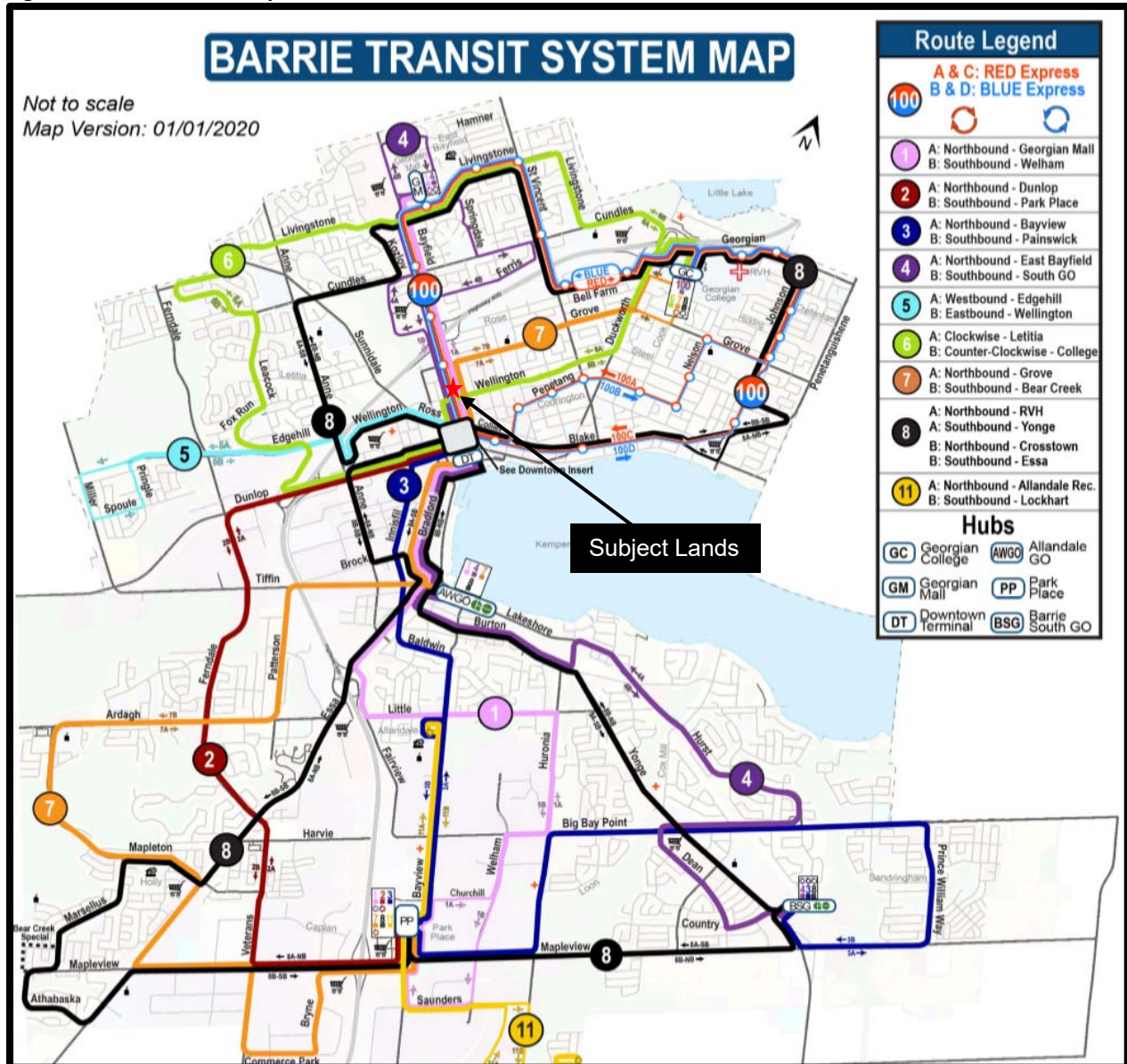


Figure 6. Parking Lot and Professional Office Buildings



Further, the property subject to the application has access to various transit routes and facilities. There are approximately seven transit stops located within 500 metres of the subject lands. The Downtown Barrie Terminal is also 700 metres from the subject lands providing easy access to local and regional transit routes (**Figure 7**).

Figure 7. Barrie Transit Map



The proposed development will encourage multi-modal transportation by being in walking distance to a variety of uses and numerous public transit routes, as described above. The proposed application will allow future residents to live, work, play and learn within a one-kilometer radius of their home.

3.0 PROPOSED DEVELOPMENT

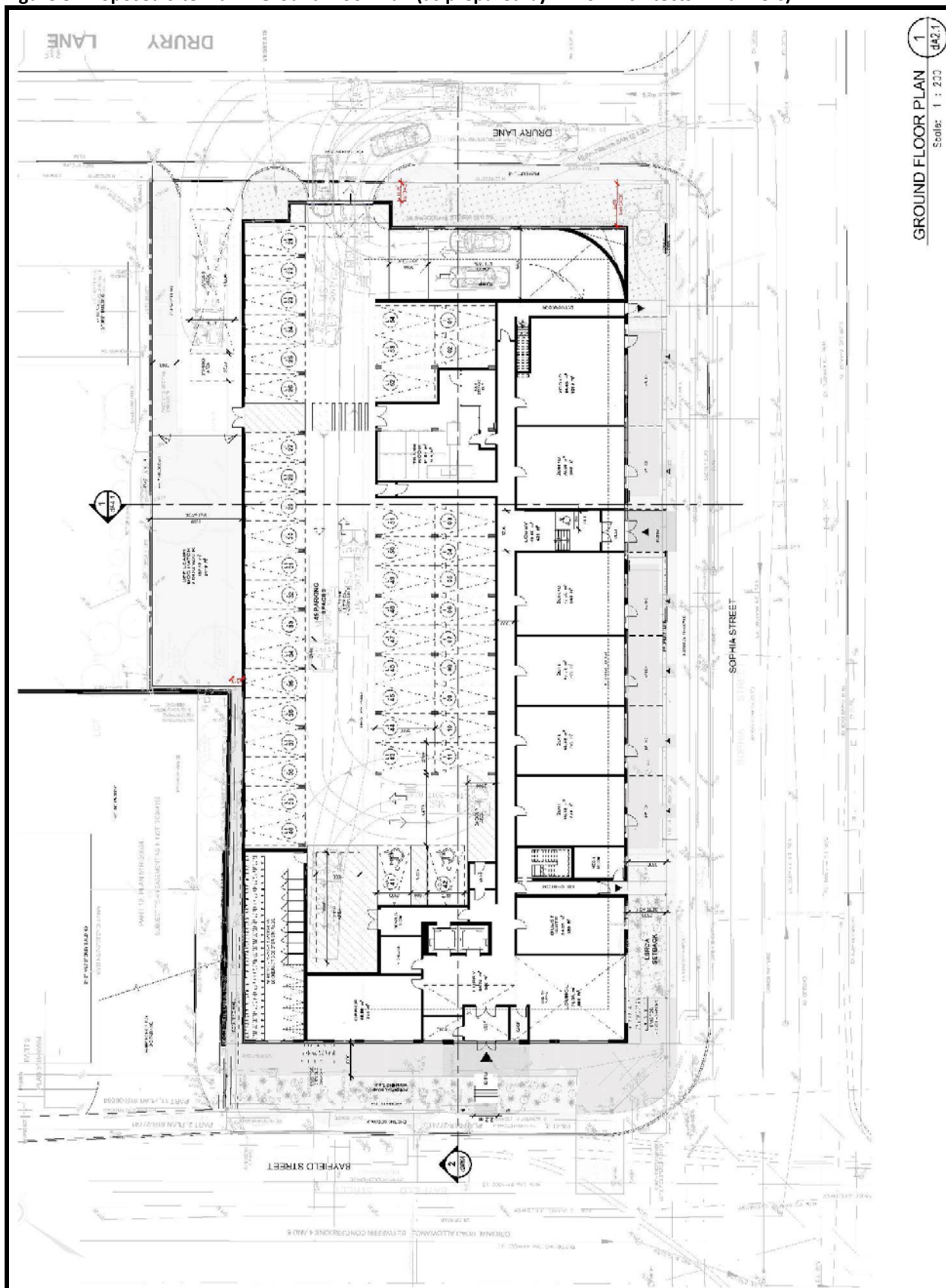
The purpose of the Zoning By-law Amendment Application is to rezone the lands from Transitional Centre (C2-1) to Apartment Dwelling Second Density (RA2-1) (SP-XXX), to permit the development of an eight storey apartment building that will contain 108 residential units. Conceptual renderings of the project are found in Section 6.1 of this Report. The project contains several design specific features including:

- **Affordability:** A key focus of this project is to assist the City's strategic priority to provide affordable housing. To this end, approximately 65% of the units will be affordable in units ranging in size from 1 bedroom to 2bedroom plus den. The exact number of affordable units will be determined once all approvals have been received and the final construction contracts have been awarded.
- **Rental:** Another key focus of this project is to assist the City's priority to provide additional rental housing. To this end, 100% of the units in the development will be rental in tenure.
- **Urban Design:** The site and building has been designed to activate the primary street frontages of Bayfield Street and Sophia Street East by providing several general access points and lobbies, as well as ground floor residential units with terraces. The primary access is located off of Bayfield Street.
- **Architectural Design:** The building has been designed to be oriented towards the street and to provide stepbacks on the third and seventh floors. In addition, the building has been clad with high quality, long-lasting, maintenance free, exterior materials, and there has been a general use of glass.
- **Vehicle Parking:** 100% of the parking for the site will be located within the building. Podium parking will be provided on the first and second floors for a total of 96 parking spaces. The parking will be accessed from Drury Lane to promote active transportation and reduce traffic along Sophia Street East and Bayfield Street. Similarly, the loading space has been located at the rear of the building adjacent to Drury Lane in order to traffic disruptions along Bayfield Street and Sophia Street East.
- **Amenity Areas:** The project contains a variety of amenity areas including an outdoor dog's off-leash area, an indoor common room, a 392m² outdoor amenity space on the 3rd floor, two lobbies, and private terraces and balconies.
- **Statistics:** The proposed Gross Floor Area (GFA) is 8,403 square metres, with a Floor Space Index (FSI) of 2.33. The proposed density is 292 units per hectare, and an eight storey building height (25 metres).
- **Guest Suite:** The building contains a guest suite that is available to be rented to visitors.
- **Bicycle & Scooter Parking:** A total of 56 long-term and 10 short-term bicycle parking spots and 7 long-term electric mobility scooter storage spaces have being provided on the ground floor.

The effect of the Zoning By-law Amendment is to establish special provisions that are specific to this project. The special provisions have been identified in Table 1 in Section 4.6 of this Report. In general, the special provisions will permit a reduced parking ratio and permit limited tandem parking, permit reduce setbacks and an increased lot coverage and gross floor area, and permit a reduced landscape open space area and landscape buffer.

Development of the site will be subject to a future Site Plan application that will be consistent with the draft Site Plan – Ground Floor Plan contained in **Figure 8**.

Figure 8. Proposed Site Plan – Ground Floor Plan (as prepared by Kirkor Architects + Planners)



3.1 Pre-Consultation

On May 4, 2017, a Pre-Consultation meeting was held at the City of Barrie to discuss a proposed eight-storey 99 unit residential building with underground parking. A variety of comments were received, most notably relating to urban design and the lack of commercial space which is a requirement of the C2-1 Zone, as well as the number of variances required to implement the project. Some additional comments that influenced the site plan and building design included the following:

1. A number of technical studies and plans would be required in support of the rezoning application including: a Planning Justification Report including Urban Design Review and Affordable Housing Report, a Functional Servicing Report, Stormwater Management Report, Hydrogeological Study, Geotechnical Report, Traffic Impact Study, Site Plan, Tree Preservation Plan, Context/Block Plan, and Shadow Impact Study.
 - Response: The noted studies have been included with the rezoning application.
2. The Zoning By-law amendment should include justification for any special zoning provisions.
 - Response: Section 4.6 contains the planning justification for the special zoning provisions requested.
3. Staff directed that surface parking and vehicle access should be from Drury Lane in order to reduce visibility of parking from Sophia Street East.
 - Response: The Site Plan has been designed to eliminate all surface parking spaces and the primary vehicle access point to the garage is off of Drury Lane.
4. Create an active and walkable edge along Bayfield Street and Sophia Street East with the required parking, servicing and amenity areas located at the rear of the building.
 - Response: Active uses including residential units, two lobbies, and the property management office frame the building facing Bayfield Street and Sophia Street East.
5. Building façade should be positioned and oriented along the property line to achieve a uniform street edge and should incorporate transparent windows, doors, glazing and other appropriate architectural treatments.
 - Response: These features have been incorporated into the building design.
6. Taller buildings should use appropriate height transition mechanisms such as step-backs and/or terracing.
 - Response: The building contains step backs at the third and seventh floors.
7. The corner of Bayfield Street and Sophia Street East could be enhanced by urban design and placemaking strategies such as improved building siting, landscape treatments, lighting or signage.
 - Response: The building and site has been design to create a strong urban edge along both Bayfield Street and Sophia Street East. Specific design details relating to street furniture, signage and lighting will occur at the Site Plan application stage.
8. Convey a 2.0 metre road widening and protect a 1.0 metre road widening in anticipation of future widenings along the entire frontage of Bayfield Street, and protect a 1.5 metre road widening along Sophia Street East in anticipation of future widenings.
 - Response: The plan has been designed to provide up to a 3 metre widening along Bayfield Street, and the building has been setback 3.5 metres from Sophia Street East. ,

Subsequent to the formal Pre-Consultation process, additional meetings and discussions were held with City staff, including the former Director of Planning & Building Services and the Chief Administrative Officer, throughout 2018 and into early 2019. Those discussions resulted in general agreement on the proposed land use and built form.

The Owners intention was to submit the site plan application in spring/summer 2019; however, they learned that the groundwater was higher than originally anticipated and that the design as contemplated – most notably the

underground garage – was no longer feasible for an affordable housing project. Additional hydrogeological work was undertaken through 2019 and numerous building design revisions and costing calculations were undertaken by the Owner to arrive at a high quality, but financially feasible project, which would maintain the spirit of the extensive pre-consultation with City Staff.

The solution to the high water table was to raise the underground parking so that it became a two level podium. In order to maintain high quality urban design, a variety of functional spaces and access points were incorporated into the building along the Bayfield Street and Sophia Street East frontages to activate the streetscape. These included residential units, two lobbies, the property management office and a guest suite. In addition, due to the fact that the ground floor was occupied by parking and residential and accessory uses, the design was revised to eliminate the ground floor commercial component. Given the projects location within the Urban Growth Centre, it is my opinion that additional commercial uses are not necessary to develop a high quality, well planned project at this key intersection.

3.2 Neighbourhood Meeting

Due to the current Covid-19 pandemic and the resulting closure of community facilities, a neighbourhood meeting was not scheduled for the proposed development. The public will have an opportunity to comment on the applications at the statutory Public Meeting. All supporting materials will be posted on the City of Barrie website to allow the public an opportunity to review and reach out to the City of Barrie Planning Staff should they have any questions or comments.

3.3 Supporting Technical Reports & Plans

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

1. Planning Justification & Urban Design Report

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

2. Site Plan & Elevations

Kirkor Architects have prepared detailed Architectural Plans demonstrating the building siting, setbacks, pedestrian and vehicle access, parking, loading and amenities. The Site Plan contains detailed site statistics confirming that the proposed development conforms to the RA2-1 zone, with the exception of a number of special zoning provisions that are being requested. The Architectural drawings also includes conceptual building elevations, Sections and 3D perspectives.

3. Context Block Plan

Kirkor Architects have prepared a Context Block Plan that illustrates how the development of the site fits within the context of surrounding buildings and land uses. Refer to Plan dA1.2 of the Kirkor package.

4. Functional Servicing Brief

A Functional Servicing Brief has been prepared by Skelton Brumwell and Associates. The Brief concludes the following:

- Water service to the site can tie into the existing 200mm diameter watermain on Sophia Street East.
- Sanitary service to the site should tie into the existing 200mm diameter sanitary pipe on Drury Lane.
- The site is not located within a floodplain.
- Stormwater will outlet to an existing concrete trunk storm sewer along Sophia Street East.
- Sidewalks exist along both sides of Bayfield Street and Sophia Street East to service the site.

5. Preliminary Stormwater Management Report

A Stormwater Management Report has been prepared by Skelton Brumwell and Associates. The report concludes that no infiltration LID techniques may be employed due to the proximity to the proposed and existing foundations. However, a 33 cubic metre Stormtech detention storage system will be used to collect and detain runoff from the building, roof, grade level amenity space, loading space and external drainage area. In addition, a Jellyfish filter will be used for quality and nutrient management treatment. Lastly, pedestrian walking surfaces will utilize permeable pavers and under drains, and storm sewers will be sized for peak flow from the 1 in 100-year event.

C.F. Crozier & Associates Inc. that confirms that the proposed development will utilize and contribute to the optimization of existing sanitary, water and stormwater infrastructure on Essa Road. A detailed review of site servicing, grading and stormwater management will occur through the Site Plan Control application.

6. Geotechnical Report

A Geotechnical Report has been prepared by WSP. The purpose of the report was to determine design data required for foundations, dewatering, shoring/excavation, and slab on grade. The report included the findings of six boreholes drilled on the property ranging in depth from 5.2 to 9.8 metres.

The findings of the Geotechnical Report informed the servicing and stormwater management analysis.

7. Hydrogeological Report

A Hydrogeological Assessment was prepared by WSP. The report includes a hydrogeological assessment, water balance study and dewatering assessment. The purpose of the report was to review published hydrogeological information, background information, and water well records. The report summarizes the installation of a groundwater monitoring network, hydraulic conductivity testing, water quality review and testing, and water balance calculations.

The findings of the Hydrogeological Assessment informed the servicing and stormwater management analysis.

8. Sanitary and Water Design Flow Rates Analysis

EME Engineering has assessed the proposed flow rates for domestic water and sanitary associated with the proposed building. This information informed the Servicing analysis undertaken by Skelton Brumwell.

9. Site Servicing & Site Grading Plans

Site Servicing and Site Grading Plans have been prepared by Skelton Brumwell and Associates. These plans illustrate the existing infrastructure and grades and the proposed infrastructure and grades.

10. Transportation Impact and Parking Study

Paradigm Transportation Solutions Limited has prepared a Transportation Impact and Parking Study, which includes an assessment of existing traffic volumes and patterns, the estimation of future traffic volumes, remedial measures, a parking assessment and transportation demand management measures. The Study concludes the following:

- The development will generate 35 and 46 trips during the AM and PM peak hours.
- Under 2027 total traffic conditions, all intersections within the study area will operate at acceptable levels of service except the eastbound left-turn movement at the intersection of Bayfield Street and Wellington Street and the eastbound left-turn movement at the intersection of Bayfield Street and Sophie Street East. The intersections will operate at acceptable levels of service and within capacity with the optimization of signal timing splits.
- At full build-out, turning lanes are not warranted on Drury Lane at the site access.
- The anticipated parking demand for the site is expected to be lower than the Zoning By-law requirement of 1 space per unit. More specifically, the Study analyzed parking needs using a Barrie proxy site and a comparable Mississauga site. The Study concludes that if the site contains 65%

affordable housing units, the development is estimated to generate a parking demand of 68 stalls, which would result in a surplus of 28 stalls plus 18 tandem stalls. If the site were developed at only 15% affordability, then the parking demand would be 94 stalls, leaving a surplus of 2 stalls plus 18 tandem stalls.

- The tandem parking stalls should be allocated to building tenants with primary stalls.

11. Shadow Study

Kirkor Architects have prepared a Shadow Study that includes modeling of shadows at the spring and fall Equinox, and summer and winter Solstice. A review of the shadow plans illustrates that the proposed 8-storey building will generate shadows that fall outside of other buildings except during periods of the morning (9-10am) and evening (5-6pm). Broader shadow casting occurs at December for all buildings in the area, including the proposed development. It is the Architects opinion that shadows cast from proposed development fall within generally acceptable limits.

Plans dA6.1 and dA6.2 in the Kirkor package contain the Shadow Study plans.

12. Vegetation Management Plan (Tree Inventory and Preservation Plan)

Odessa Design has prepared a Vegetation Management Plan that illustrates the existing and proposed retained trees on and in the vicinity of the property. The site contains only 3 trees, each of which are proposed to be removed due to poor health and conflicts with the proposed development.

13. Tree Inventory and Preservation Plan Report

Odessa Design has prepared a Conceptual Landscape Plan that illustrates the proposed plantings and landscape areas.

14. Survey

J.D. Barnes prepared a property boundary and existing building survey in March 2017 prior to all on-site buildings being demolished.

4.0 LEGISLATION & POLICY ANALYSIS

The following subsections summarize land use planning policies established by the Province of Ontario and the City of Barrie.

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

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

4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act.

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

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

The subject lands do not comprise part of the Natural Heritage System and a Natural Heritage Evaluation is not required for the proposed development. LSRCA will be circulated on the rezoning and site plan applications and a permit will be required from the LSRCA prior to site alteration.

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

There are no agricultural resources on or in proximity to the subject lands.

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

There are no mineral or natural resources on or in proximity to the subject lands.

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

There are no features of significant architectural, cultural, archeological or historical interest on the subject lands. The site is currently vacant.

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

The subject lands will be connected to municipal services without the need for expansion. The City of Barrie has invested significant monies in upgrading their water and wastewater treatment plants. Energy conservation measures will be considered during a future Site Plan approval process.

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

The subject lands can be accessed from Bayfield Street, an arterial road, Sophia Street East, a minor collector road and Drury Lane, a local road. The vehicular access to the proposed development will be provided from Drury Lane. The lands will be connected to municipal services and will utilize the existing waste management services within the City for residential waste pick-up. The residential waste enclosures are located in the parking area on the ground floor, out of sight from Bayfield Street and Sophia Street East.

g) the minimization of waste;

The proposed residential development will adhere to the City's waste management program.

h) the orderly development of safe and healthy communities;

The proposed development is within the Urban Growth Centre which is the focus of growth. The Site Plan has designed in consideration of Crime Prevention through Environmental Design principles.

i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Development applications in the City of Barrie are reviewed by their in-house Accessibility Coordinator. Implementing specific requirements such as the location of curb cuts, tactile warning surfaces, and barrier-free parking will be in accordance with Ontario Provincial Standards (OPSD), the Accessibility for Ontario's with Disabilities Act, and the Ontario Building Code. These matters will be reviewed at the detailed design stage, prior to final site plan approval.

j) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

The proposed development is located in close proximity to educational, health, social, cultural, and recreational facilities. The Hillcrest Elementary School is located 650 metres from the site, a place of worship is located within 375 metres of the site, the Barrie Public Library is within 300 metres of the site, and numerous parks and open spaces, including the waterfront are less than one kilometre of the site.

k) the adequate provision of a full range of housing, including affordable housing;

The proposed development comprises 108 purpose-built rental units of varying sizes, approximately 65% of which will be affordable.

l) the adequate provision of employment opportunities;

Home based businesses could be established within the proposed units. The future residents will also have easy access to surrounding employment opportunities such as commercial uses, personal service shops, and professional offices.

m) the protection of the financial and economic well-being of the Province and its municipalities;

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained. The City has identified that intensification within the Urban Growth Centre, such as proposed with this application, optimizes the use of infrastructure, public transit and contributes to the City's financial and economic well-being.

n) the co-ordination of planning activities of public bodies;

Coordination with the required public bodies will occur as part of the processing of the applications for rezoning and Site Plan Control approval. Further, the proposed application will be circulated to all agencies and public bodies identified in the Planning Act.

o) the resolution of planning conflicts involving public and private interests;

The application will be considered at a statutory Public Meeting, which will provide the public the opportunity to comment on the proposal. The comments provided will be reviewed by the applicant and City staff to identify if the application is acceptable, and if any revisions are required, or if any conditions of approval are requested. During circulation of the application by the Municipality, various agencies and departments are also provided the opportunity to comment on the proposed development.

p) the protection of public health and safety;

The proposed development has been designed in consideration of Crime Prevention through Environmental Design principles. In addition, the Building Department and Emergency Services (Fire, Police) will be circulated a copy of the proposed application for comment.

q) the appropriate location of growth and development;

The proposed development is situated within the Urban Growth Centre and along an Intensification Corridor that has been identified by the City of Barrie. Both areas are the focus of new growth that is compact in form and efficiently uses infrastructure and services.

- r) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

The site has been designed at transit supportive densities, and numerous transit routes and transit stops are located within walking distance. In addition, the Downtown Barrie Bus Terminal is located approximately 550 metres from the subject lands.

The proposed development prioritizes pedestrian movement along Bayfield Street and Sophia Street East. An area for bicycle parking is proposed adjacent to the sidewalk along Bayfield Street, and the building contains a further 56 bicycle parking spaces along with 9 electric scooter spaces.

The building is the primary focus on the site, with 100% % of the parking spaces are located within the building, and with the vehicle access located to the rear off Drury Lane.

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

The application will be reviewed by City staff in consideration of the Urban Design and Tall Building policies of the Official Plan, and the Intensification Area Urban Design Guidelines for the City's Intensification Nodes and Corridors. The proposed development will be constructed to be compatible with other downtown high-density buildings, and will be of high quality, attractive design.

In our professional opinion, the proposed application for a Zoning By-law Amendment has regard to the matters of provincial interest in the Planning Act.

4.2 Provincial Policy Statement (PPS), 2020

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

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

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the applications consistency with the PPS, in addition to identifying why the Zoning currently in effect for the subject lands is inconsistent with the PPS.

4.2.1 Building Strong and Healthy Communities

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

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

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

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

The subject property is located within the Urban Growth Centre and along an Intensification Corridor. The proposed development will efficiently use existing infrastructure, community services and local amenities located in the surrounding area.

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

The subject property is located within the Urban Growth Centre that consists of a range of residential typologies including single detached dwellings, townhomes, and low, medium and high-rise apartment buildings. The proposed development will increase the range and mix of residential form and tenure in the City by providing 108 purpose-built rental units including approximately 70 affordable units.

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

There are no natural heritage features or natural hazards located on the property.

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

The subject property is located within the Barrie Settlement Area and in the Urban Growth Centre.

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

The application encourages high-density compact development in the Urban Growth Centre. The proposed development is transit and pedestrian-supportive by way of density, site layout, and proximity to various transit facilities and a range of uses. The site design features such as reduced setbacks, appropriate lot coverage, locating bicycle parking in the front and vehicular parking in the rear all contribute to minimizing land consumption and servicing costs and supporting multi-modal transportation.

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

The proposed development will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the development can be discussed following that review.

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

The proposed development will be serviced by existing infrastructure and public service facilities that have capacity to support same.

- viii. *promoting development and land use patterns that conserve biodiversity;*

The proposed development is located within an Urban Growth Centre on a previously developed site. Intensification and redevelopment, such as proposed by the application, promotes biodiversity because it does not lead to urban sprawl or the removal of locally significant natural heritage features.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

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

The lands proposed for development are within the City of Barrie Settlement Area and the Urban Growth Centre.

- b) *Policy 1.1.3.1: Land use patterns within settlement areas shall be based on 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 and/or uneconomical expansion;*
3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *prepare for the impacts of a changing climate;*
5. *support active transportation;*
6. *are transit-supportive, where transit is planned, exists or may be developed; and*
7. *are freight-supportive.*

The proposed development promotes the efficient use of land, resources and infrastructure and supports active transportation through pedestrian supportive density, pedestrian oriented design and the availability of on-site bicycle and electric scooter parking. The proposed development is well suited for the subject property given that it is located on an arterial road that connects to the waterfront and commercial uses along Bayfield Street. The property is in walking distance to commercial uses including retail stores, personal and professional services and restaurants. There are also a range of parks in close proximity to the site, including the waterfront which is 550 metres from the site. The property is also located within walking distance (less than one kilometre or approximately a 10-minute walk) of several schools and places of worship.

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

The proposed development is located along an Intensification Corridor and within the Urban Growth Centre, both of which are areas where growth has been directed.

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

The application promotes appropriate intensification and compact form through increased density and will not create public health and safety risks.

- e) *Policy 1.1.3.5: Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established, the provincial target shall represent the minimum target for affected areas.*

The City of Barrie Official Plan identifies minimum targets for Intensification Corridors and Nodes. The proposed development includes high density residential to support the achievement of provincial targets for intensification.

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

The proposed development is located in an existing built-up area with a mix of commercial, recreational, institutional and residential uses surrounding the site. The application proposes residential units in a compact form that allows for the efficient use of land, infrastructure and public service facilities.

3) Housing

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

- a) *Policy 1.4.3a): Establishing and implementing minimum targets for the provision of housing which is*

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

The City of Barrie Official Plan Policy 3.3.2.2.a) states the City's goal to achieve a minimum target of 10% of all new housing units per annum to be affordable housing. The development proposes greater than 10% of all units to be affordable. The proposed development consists of 108 purpose-built rentals, with approximately 65% being affordable.

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

The City has identified Intensification Nodes and Corridors and their Official Plan contains policies encouraging intensification (inclusive of residential intensification) in those areas, while permitting intensification in other areas subject to meeting certain criteria. The application will implement these policies by facilitating high-density residential development on the subject lands that contains affordable housing units.

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

The subject property has been identified in the City of Barrie Official Plan as an appropriate location for growth with access to infrastructure and public service facilities.

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

The application proposes to facilitate a density that is supportive of active transportation and transit use. The density proposed will result in an efficient use of land and infrastructure.

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

The development is proposed at a transit supportive density and it is located in close proximity to numerous transit routes and transit stops and is located approximately 550 metres from the City of Barrie bus terminal. The proposed development also supports pedestrian activity by way of providing bicycle parking and locating the vehicle parking in the rear out of sight from Bayfield Street and Sophia Street East to increase pedestrian safety and mobility.

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

The City of Barrie Official Plan includes housing policies that promote residential development in intensification areas and the development of complete communities. The latter is achieved by creating pedestrian and cyclist-friendly streetscapes by orienting the proposed building along Bayfield Street and Sophia Street East, while also ensuring that the development adheres to the principles of Crime Prevention through Environmental Design.

4) Infrastructure and Public Service Facilities

Policy 1.6.1 requires the coordination of infrastructure and public service facilities so that they are delivered in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. They

are also to be coordinated and integrated with land use planning and growth management so that they are a) financially viable over their life cycle and b) available to meet current and projected needs.

The proposed development will use existing infrastructure and public service facilities that have capacity to support same.

5) Sewage, Water and Stormwater

Policy 1.6.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepare for the impacts of a changing climate, are feasible and financially viable over their lifecycle, and protect human health and safety and the natural environment.

The City has significantly invested in upgrades to their Water and Wastewater Treatment Plants to support planned growth. The proposed development will utilize existing infrastructure with sufficient capacity to services the site.

Policy 1.6.6.7 states 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;*

The Lake Simcoe Region Conservation Authority and the City of Barrie Development Services Department will review the stormwater management report prior to Council considering approval of the rezoning application.

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

It is not anticipated the proposed development will result in an increase 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;*

The Preliminary Stormwater Management Report and Hydrogeological Report contain information relating to water balance, phosphorus loading, and stormwater management. In addition, preliminary site servicing and grading plans have been provided to assist in the review of the application.

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

The proposed development will not result in any risks to human health and safety, or property damage. The proposed development will be constructed of high-quality design and there are no existing hazards on the subject lands.

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

The detailed engineering design for the proposed development will cover matters such as the limit and extent of grading, infiltration and stormwater management. Appropriate landscaping as well as a rooftop terrace on the third floor will be provided on the site to increase pervious surfaces.

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

The proposed stormwater design is based on the above objectives.

7) Transportation Systems

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

As discussed throughout this Report, high-density residential development is proposed that supports active transportation. Sidewalks are located on Bayfield Street and Sophia Street East and a range of uses and transit facilities surround the subject lands.

8) Long-Term Economic Prosperity

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

- a) *promoting opportunities for economic development and community investment-readiness;*
The proposed development will generate economic development in the Urban Growth Centre.
- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
The application will facilitate 108 purpose-built rental units, approximately 65% of which will be affordable units. The units will range in size from one-bedroom to two-bedroom plus den to accommodate various family sizes.
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
The proposed development represents a high density, compact built form, which efficiently uses land, infrastructure and public service facilities.
- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
Bayfield Street is a designated arterial road planned to accommodate greater levels of traffic and higher density land uses. It is also an Intensification Corridor that is planned to support higher density and a mixture of uses. The application consists of a high-density residential development, and the building layout and siting will activate Bayfield Street and Sophia Street East and will improve the viability of the Urban Growth Centre.
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
The application will facilitate a future development that is well-designed and attractive. An assessment of the City's Urban Design Guidelines is included in Section 6.0 of this Report.
- f) *promoting the redevelopment of brownfield sites;*
Although the site was previously developed, Phase II Environmental Site Audit confirmed the property has not been contaminated by previous or surrounding uses.
- g) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
The proposed development encourages the use of multi-modal transportation by offering vehicle and bicycle parking and designing and siting the building to prioritize pedestrian movement. The site is also located within walking distance of numerous transit routes and approximately 550 metres from the Downtown Barrie Bus Terminal.
- h) *providing opportunities for sustainable tourism development;*
Not applicable to the subject application.
- i) *sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;*
The development is not proposed on agricultural lands and will not impact agricultural resources or activities.
- j) *promoting energy conservation and providing opportunities for increased energy supply;*

The proposed development promotes energy conservation by virtue of its compact urban form that will efficiently use infrastructure and promote active transportation.

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

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change.

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

The appropriate agencies will be contacted to ensure efficient communications and telecommunications infrastructure for the proposed development.

4.2.2 Wise Use and Management of Resources

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

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term. There are no identified natural features on or adjacent to the subject property.

2) Water

The Policies in Section 2.2 direct planning authorities to protect, improve or restore the quality and quantity of water. Functional Servicing and Stormwater Management Reports have been prepared in support of the application and concludes there will be no negative impacts to the quality or quantity of water.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. The subject lands are a fully altered site that previously contained commercial, and before that residential uses dating back more than 70 years. If archaeological resources are discovered during construction, the Ministry should be notified immediately.

4.2.3 Protecting Public Health and Safety

Section 3.0 of the PPS contains policies for protecting public health and safety. Specific to the proposed development, policy 3.2.1 and 3.2.2 considers the impact of human-made hazards, which are read as follows:

- 3.2.1 *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*

- 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

Due to the surrounding uses there is potential for environmental contamination. Accordingly, a Phase II Environmental Site Assessment was conducted in October 2016. The Phase II Environmental Site Assessment concluded the current soil and groundwater conditions are in compliance with the applicable MOECC standards and there are no further investigations recommended. Development is not proposed within any natural or human hazard areas, and the proposed development will not result in the establishment of same.

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

4.3 A Place to Grow - Growth Plan for the Greater Golden Horseshoe, 2019

The current Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019. The Growth Plan provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities that are well-designed, offer multi-modal transportation options, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to services to meet daily needs.

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

4.3.1 Where and How to Grow

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

1) Policy 2.2.1: Managing Growth

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

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

The proposed development features high-density residential uses and provides convenient access to nearby local amenities and public services facilities.

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

The application will improve social equity and the quality of life for future residents by providing purpose-built rental units, the majority of which are affordable, on a transit route within the mixed use Urban Growth Centre.

c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

The proposed development provides varying unit sizes to accommodate the needs of a range of people. The majority of the units will be affordable.

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;*

The proposed development offers access to a range of transportation options and promotes pedestrian movement through site layout and design. Numerous transit stops are located within walking distance of the site providing access to the entire City and the site is within 550 metres of the Downtown Barrie Bus Terminal which provides access to various regional destinations. The proposed development offers bicycle parking to encourage the use of active transportation. The site is located in close proximity to several parks and open spaces, and accordingly, the parkland dedications requirements of the Planning Act will be served through the payment of cash-in-lieu of parkland.

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

The development proposes a compact built form and will activate both Bayfield Street and Sophia Street East, as per the Urban Design Guidelines. Additional urban design analysis is contained in Section 6 of this Report.

f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

The proposed development, through site location, density, layout and built form, considers the impacts to climate change. The site has been designed to prioritize pedestrian-oriented activity, and the built form is compact and high-density.

g) integrate green infrastructure and low impact development.

Green infrastructure and low impact development features will be considered at the time of detailed Site Plan design and or building permit.

2) Policy 2.2.2: Delineated Built-Up Areas

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; and,*
- b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through their next municipal comprehensive review, each establish the minimum percentage of all residential development occurring annually that will be within the delineated built-up area, based on maintain or improving upon the minimum intensification target contained in the applicable upper-or single tier official plan.*

The City of Barrie has a minimum intensification target of 50 percent of all residential development occurring within the built-up area, and a densities higher than 150 units per hectare are directed to the Urban Growth Centre. The site is located within the built-up area, in the Urban Growth Centre and will assist the City of Barrie in reach its intensification target.

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

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

The proposed development supports the achievement of the intensification target for the City of Barrie. Large windows and step-backs will facilitate appropriate building scale. The application contributes towards Barrie developing as a complete community by providing a compact high-density building and providing rental and affordable units. The site will be serviced by existing infrastructure and will have access to nearby public

service facilities.

3) Policy 2.2.6: Housing

2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*

The proposed development was planned to achieve these policies. The development proposes a higher density than the City-wide intensification target and will diversify the existing housing stock, contribute to the range of housing options in the City, and accommodate forecasted growth.

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 is located in an established area of residential, commercial and institutional uses with a range and mix of housing types and sizes. The site is also located in the Urban Growth Centre. The development proposes a mixture of affordable and rental units to assist the City in meeting the needs of a diverse range of households.

4.3.2 Infrastructure to Support Growth

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

1) Policy 3.2.2: Transportation – General

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

The site is directly served by numerous transit routes. The proposed development supports active transportation by virtue of its location near many land uses and community facilities, its proposed high density built form, the affordability of the majority of units. In addition, design details such as interior and exterior bicycle parking and multiple at-grade access points encourage walking and alternative modes of transportation.

2) Policy 3.2.3: Moving People

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

g) contributing towards the provincial greenhouse gas emissions reduction targets.

The City of Barrie has prepared a Transportation Master Plan in fulfillment of these policies. The development is proposed at transit supportive densities and will promote active transportation and support the reduction of greenhouse gas emissions.

3) Policy 3.2.7: Stormwater Management

2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
 - a) *is informed by a subwatershed plan or equivalent;*
 - b) *incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater management ponds, which includes appropriate low impact development and green infrastructure;*
 - c) *establishes planning, design, and construction practices to minimize vegetation removal grading and soil compaction, sediment erosion, and impervious surfaces; and;*
 - d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable;*

In accordance with the above policies, vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces and Stormwater Management will be based on best practices. A Functional Servicing Brief and Stormwater Management Report has been prepared in support of the application.

4.3.3 Protecting What is Valuable

Section 4 of the Growth Plan contains policies related to: Natural Heritage System (4.2.2), Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features (4.2.4), and Cultural Heritage Resources (4.2.7).

The policies contained in Section 4 are not applicable to the proposed development as the site does not contain any natural heritage features and it is located within a designated Settlement area. The site is also not listed within the City of Barrie Heritage Register and the subject lands are not anticipated to contain any cultural heritage resources.

4.3.4 Simcoe Sub-Area

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

3) Policy 6.2: Growth Forecasts

3. *The employment forecasts in this Plan include employment located in the strategic settlement employment areas and economic development districts.*

The proposed development will not result in the City of Barrie exceeding the population and employment forecast as noted in Schedule 7 of the Plan.

2) Policy 6.3: Managing Growth

1. *Primary settlement areas for the Simcoe Sub-area are identified in Schedule 8.*
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 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 City of Barrie is identified as a Primary Settlement Area in Schedule 8 of the Growth Plan and the

subject lands are located in the Urban Growth Centre of the City. Further, the City of Barrie has identified and planned for strategic growth areas including Intensification Nodes and Corridors within the City of Barrie Official Plan. The subject lands are located along the Bayfield Street Intensification Corridor. The proposed development must conform to the Intensification Area Urban Design Guidelines and the Tall Building Policies (Section 6.6) of the City of Barrie Official Plan. Lastly, the proposed development is intended to contribute to the achievement of complete communities through high-density residential development and close proximity to a range of uses.

In our opinion, the proposed application for a Zoning By-law Amendment conform to the Growth Plan for the Greater Golden Horseshoe.

4.4 Lake Simcoe Protection Plan

The objectives of the Lake Simcoe Protection Plan 2008 (LSPP) are 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. Other objectives are to prevent pollutants and invasive species, improve the Lake Simcoe watershed's capacity to adapt to climate change, and promote environmentally sustainable development practices.

Section 4.8 of the LSPP requires that applications 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 loadings shall be minimized.*

A Preliminary Stormwater Management Report and preliminary grading and site servicing plans has been prepared and will be circulated to the LSRCA for review. Furthermore, detailed design drawings and a Detailed Stormwater Management Report will be circulated to the LSRCA at the Site Plan application stage.

Within Section 6.33-DP of the Lake Simcoe Protection Plan, states that an application for development or site alteration shall, where applicable:

- a) increase or improve fish habitat in streams, lake and wetlands, and any adjacent riparian areas;*
- b) include landscaping and habitat restoration that increase the ability of native plants and animals to use valleylands or riparian as wildlife habitat and movement corridors;*
- 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; and*
- d) establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.*

The subject lands do not contain any fish habitat, waterbodies or wetlands, and landscaping will be determined at the time of a future Site Plan application. In addition, a Stormwater Management Report has been completed in support of the application which details the measures to mitigate and/or minimize impacts of urban run-off.

The subject property is located within the Lake Simcoe Conservation Area watershed and is partly located within a regulated area. The Lake Simcoe Region Conservation Authority will be circulated on the application, and as part of the Site Plan approval process, matters such as stormwater management, phosphorus reduction and water balance will be reviewed. In our opinion, the proposed application conforms to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

On April 23, 2010, the Ministry of Municipal Affairs and Housing (MMAH) approved a new Official Plan for the City of Barrie. The Official Plan incorporates municipal strategic priorities and addresses matters of provincial interest. The subject lands are designated City Centre and Residential according to Schedule A – Land Use in the City of Barrie Official Plan (**Figure 9**). The site is also located within the Urban Growth Centre, and Height Review Study Area according to Schedule C – Defined Policy Areas (**Figure 10**). Lastly, the subject property is located along a Primary Intensification Corridor as identified on Schedule I – Intensification Areas (**Figure 11**).

The Residential designation is intended to allow for a range of residential uses of varying densities and the City Centre designation is intended to provide a broad range of retail, service, office, institutional, public and residential uses. Additionally, on October 5, 2015 the City approved Official Plan Amendment No. 44 that introduced Section 4.9 Mixed Use policies to the City's Official Plan. The Mixed Use policies came into effect in 2019 and state the following:

- a) *The Mixed Use policies will refer to lands located along the Intensification Nodes and Corridors, as identified on Schedule I – Intensification Areas.*
- a) *For lands identified as Mixed Use, the policies of Section 4.9 will take precedence over other Land Use policies contained in Section 4.2 Residential and 4.3 Commercial but shall have consideration for Section 4.2.1 (g) of this Plan.*

The subject lands are designated City Centre and Residential and located along an Intensification Corridor. As a result, the Mixed Use Policies apply to the subject property.

Figure 9. City of Barrie Official Plan Schedule A: Land Use

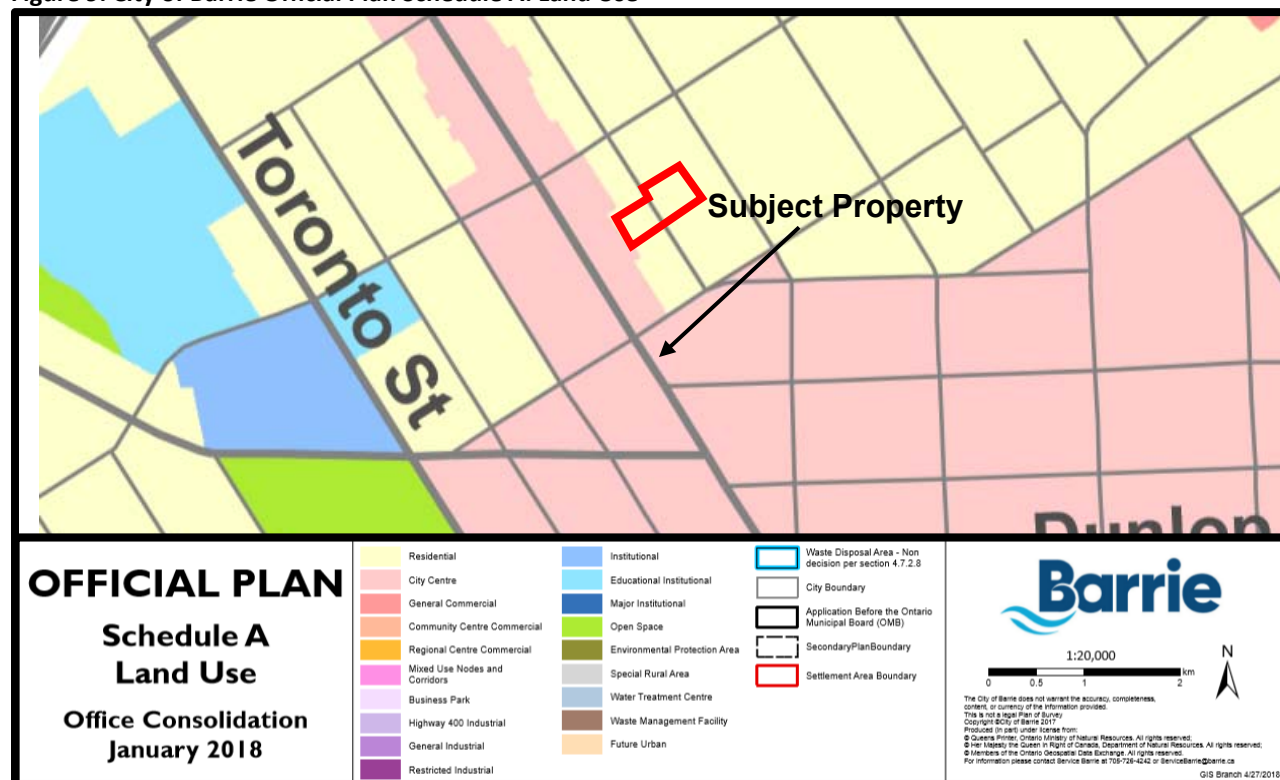


Figure 10. City of Barrie Official Plan Schedule C: Defined Policy Area

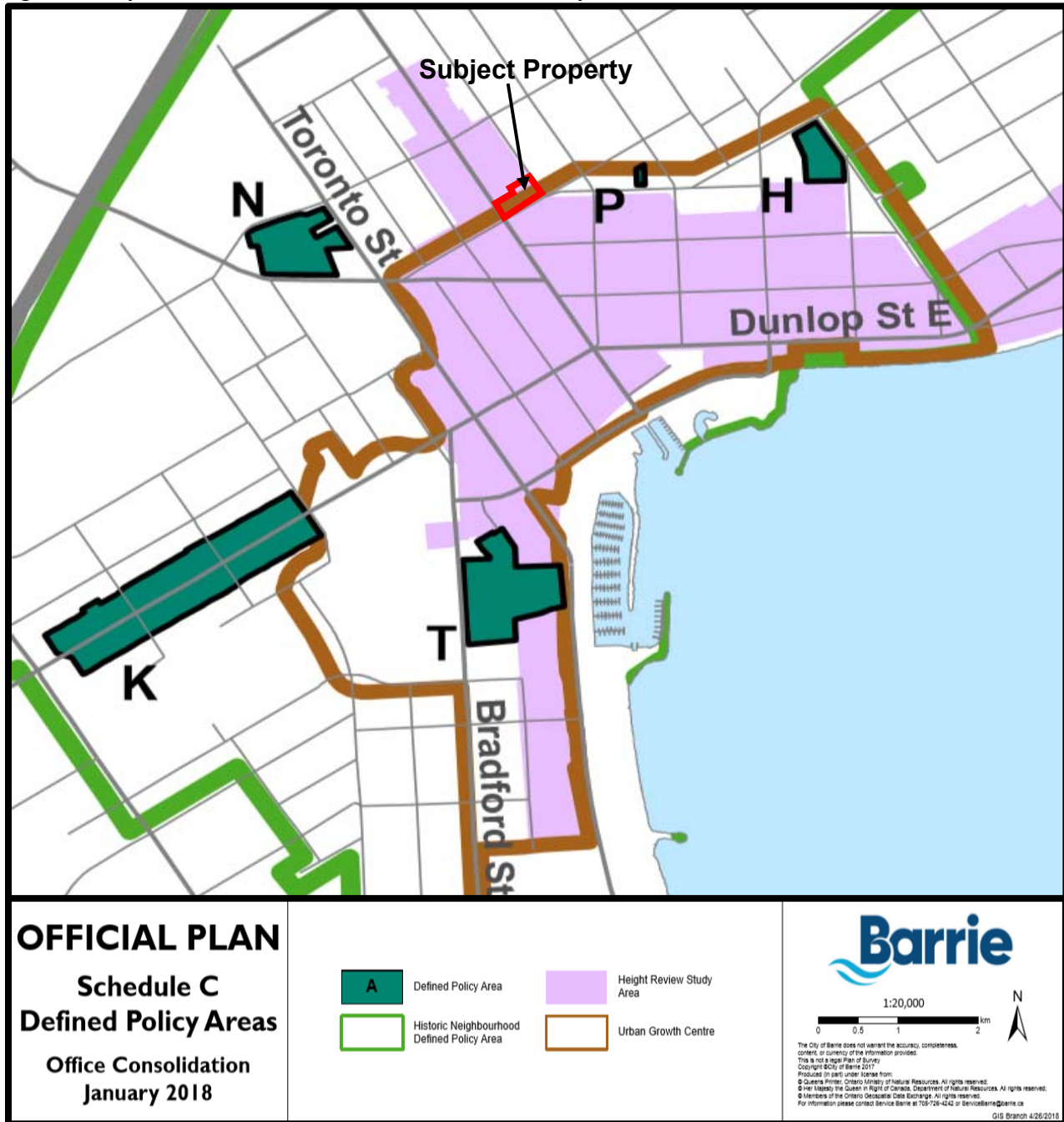
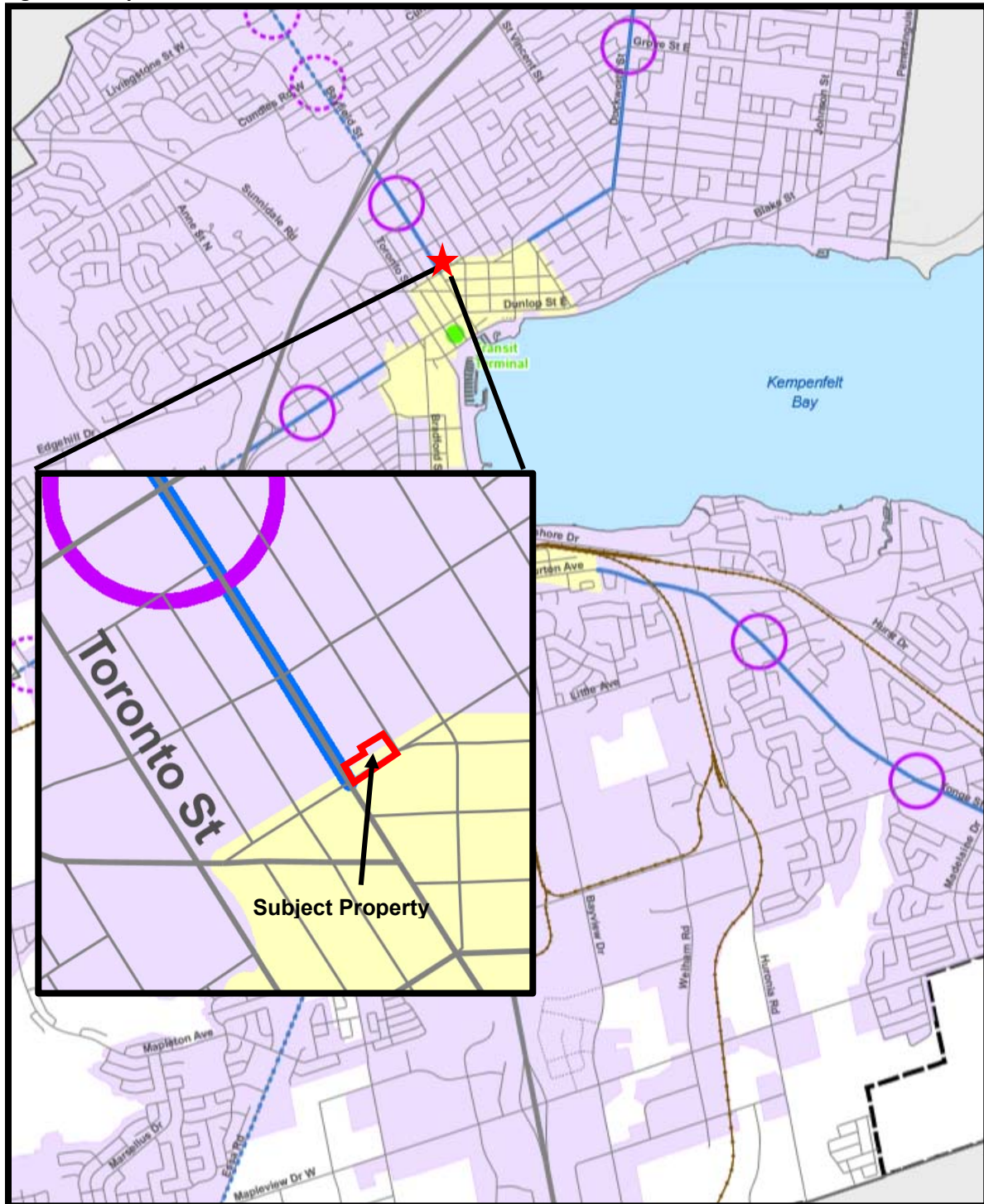


Figure 11. City of Barrie Official Plan Schedule I: Intensification Areas



The following policy review assesses the applications conformity with the City of Barrie Official Plan with a focus on the City Centre and Residential policies:

4.5.1 General Policies

Section 3.1 provides general Growth Management policies relating to density, specifically policy 3.2.1.3 (c) states:

By 2013, the Downtown Barrie UGC will be planned to achieve a minimum gross density target of 150 residential units and jobs combined per hectare as identified on Schedule I – Intensification Areas.

The development proposes a density of 292 units per hectare, which achieves the minimum required density within the Urban Growth Centre.

Section 3 of the Official Plan provides general development goals and policies to guide all development within the City. General housing goals are included in Section 3.3 as follows:

- 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;*
- b) *To ensure that the quality and variety of the housing stock is maintained and improved; and,*
- 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 spaces and easy access to local stores and services.*
- e) *To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements*
- f) *To direct development of new housing towards locations where appropriate levels of infrastructure and public services facilities are or will be available to support current and future population.*

The proposed development includes units ranging in type from one-bedroom to two-bedroom plus den to accommodate different income levels and household needs. The residential units are proposed as rental units to respond to the growing need for same in the City of Barrie, and approximately 65% of the units will be affordable. The proposed development will assist the City in providing additional housing options within the Urban Growth Centre. The development also proposes a pedestrian and cyclist-friendly streetscape by way of building siting, the provision of bicycle parking and activating the sidewalk with ground floor units with terraces. Furthermore, the building design and density efficiently use land, existing infrastructure, and public service facilities. As discussed throughout this Report, the site layout, amenity, features, and building were design to create an activated pedestrian friendly streetscape.

In addition, Policy 3.1.2.3b) identifies the following:

That at least 40 percent of residential dwelling unit development shall be directed to the built-up area as identified on Schedule I – Intensification Areas of the Plan.

The proposed development represents intensification for residential uses in the built-up area.

4.5.2 Affordable Housing

Section 3.3.2.2 of the Official Plan provides general affordable housing policies to ensure appropriate and adequate provision of affordable housing throughout the City. The following policies are applicable.

- a) *It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*
 - ii) *In the case of rental housing, the least expensive of*

- 1) *a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - 2) *a unit for which the rent is at or below the average market rent of a unit in the regional market area.*
- c) *Affordable housing will be encouraged to locate in close proximity to shopping, commercial facilities, and existing or potential public transit routes such as arterial or collector roads.*

The development proposes approximately 70 affordable residential units discussed in Section 5.0 of this Report. The development is located close to commercial uses, local schools, institutional uses and parks and open space. The site is located along an arterial road, which provides easy access to Highway 400 and the City Centre, and there are also numerous transit routes in close proximity and the City of Barrie Bus Terminal is located approximately 550 metres from the site. The adjacent routes connect residents to the entire city.

4.5.3 Mixed Use (Amendment No. 44)

Section 4.9 of the Official Plan provides goals and policies for lands located along Intensification Nodes and Corridors as identified on Schedule I – Intensification Areas. The Mixed Use policies approved through OPA No. 44 in 2015 are now in full force and effect. As noted above, 4.9 (a) states the following:

For lands identified as Mixed Use, the policies of Section 4.9 will take precedence over other Land Use policies contained in Section 4.2 Residential and 4.3 Commercial but shall have consideration for Section 4.2.1 (g) of this Plan.

Section 4.2.1 (g) states:

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.

The application will facilitate high density residential development along an Intensification corridor. The proposed development does not include commercial uses because the focus was to provide the greatest number of affordable rental units without comprising project feasibility. We understand that mixed use development is preferred; however, the Owners concluded that providing a greater number of purpose-built rental and affordable units would be a greater benefit to the community. Further, there are numerous commercial buildings in downtown Barrie including a few vacant commercial spaces. The future residents of the proposed development will effectively support the existing stock of commercial spaces and will assist in achieving lower vacancy rates among the empty commercial spaces.

The following are the goals of the Mixed Use designation:

- a) *To plan for new medium and high density residential development that supports an appropriate mix of residential, commercial, and institutional uses.*

The application proposes a high density residential development that includes a range of unit sizes and 65% affordable units.

- b) *To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.*

The proposed development supports complete communities by providing high-density compact, efficient form that utilizes existing infrastructure. The residential units provide a greater range of dwelling types and tenures in the neighbourhood (specifically rental and affordable rental) to accommodate the needs of current and future residents.

- c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit*

The application proposes development at transit and active transit supportive densities that are compact and activate the streetscape through site layout and design. The proposed development provides bicycle parking and convenient walking access to nearby transit stops and a range of uses as noted previously throughout this report.

- d) To establish the intensification nodes and corridors as the focal points of activity and a destination for surrounding neighbourhoods.*

The site is located along an Intensification Corridor; therefore, the proposed development will support Bayfield Street and the Urban Growth Centre as a destination for surrounding neighbourhoods.

Section 4.9.2.1 provides permitted use policies. To summarize, residential, commercial and institutional uses are permitted and multiple uses within the same building are encouraged, including residential uses of upper storeys and active uses at the ground floor. Further, this policy states that a variety of medium and high density residential uses in a range of type, sizes and affordability and tenure are encouraged throughout the Mixed Use areas to increase resident population and create a local market for commercial uses. Lastly, where residential uses are located at the street level in the intensification corridors, increase ground floor ceiling height will be provided to allow for the future conversion to commercial uses.

The proposed development includes high-density residential uses comprised of a range of sizes and affordability including approximately 70 affordable rental units. The application does not include multiple uses, ground floor commercial uses were contemplated; however, the focus was on providing affordable rental units in a prime location where ample commercial uses already exist. Lastly, the ground floor level is 3.6 metres or 11.8 feet, which is 20% taller than floors 3-8 to allow consideration for other land uses in the future.

Section 4.9.2.2 provides general policies for the development of land within the Mixed Use designation.

- a) Improvements to the public realm will contribute towards the creation of a pedestrian oriented environment. When possible, the City will make sure of opportunities to redefine the street and boulevard within the existing right-of-way. Larger setbacks may be required in certain areas to facilitate the creation of larger boulevards, wider sidewalks, or landscaping features include trees and planters.*

The application proposes a reduced front yard setback along Bayfield Street and a reduced exterior side yard setback along Sophia Street East to prioritize pedestrian circulation and an activated streetscape. Podium parking is provided at ground level and on the second level and will be accessed from the rear of the building off Drury Lane. Parking will not be visible from Bayfield Street or Sophia Street East. The strategic location of the parking lot access will reduce the visual impacts of vehicles and encourage active transportation. Landscaping will be determined at the time of future Site Plan application

- b) Transit supportive design will be promoted through public realm improvements and private land development that achieves higher densities and supports a variety of land uses to create local destination throughout the Mixed Use areas.*

The application will facilitate a high density residential development to allow the site to function in accordance with the Residential Avenue framework contained in the City's Urban Design Guidelines for Intensification Areas.

- c) Parks and civic open spaces are encouraged through the Intensification Areas to provide opportunities for recreation and social gathering. As these locations will experience the most optimal conditions for tree growth, larger tree species are encouraged to enhance the overall tree canopy.*

The proposed development does not include parks or open spaces given the location of adjacent parks 60-300 metres from the site, as well as the Waterfront which is 550 metres from the site. Cash-in-lieu will be provided to the City of Barrie. The site has been designed to contain indoor and outdoor, communal and private amenity areas.

- d) The gradual evolution of the Intensification Nodes and Corridors into Mixed Use areas will be recognized through short-term design that supports long term development opportunities.*

The application supports the gradual evolution of the Intensification Corridor into Mixed Use areas by proposing a high density residential building with an increased ceiling height on the ground level that would allow for consideration of alternative uses in the future.

- e) The City will generally not support rezoning applications that result in a decrease of density or a reduction in the variety of uses on a property within the Mixed Use areas.*

The rezoning application will not result in a decrease of density. The previous buildings on the site included professional offices in converted single-detached dwellings, the redevelopment of the site into a high-density residential building with affordable units and the future residents will have convenient access to transit facilities, recreational opportunities, and a wide variety of existing commercial uses.

Furthermore, Section 4.9.2.3 of the Official Plan provides design policies for the development of Mixed Use areas. The following policies apply to the application:

- a) All lands located within the Intensification Nodes and Corridors will be subject to Site Plan Control and will consider the recommendations of the Intensification Area Urban Design Guidelines.*

The site is subject to Site Plan Control. Section 6.0 of this Report contains an Urban Design Review and Appendix A includes the Urban Design Guidelines Checklist.

- b) The Mixed Use areas will achieve a pedestrian-oriented environment through a combination of appropriate development standards and design features in the Zoning By-law and Intensification Area Urban Design Guidelines.*

The deficient setbacks, terrace and green roof on the third storey, step backs at higher storeys, and ground floor residential units with patios will activate the street to help achieve a pedestrian-oriented environment.

- c) Buildings will be sited to frame abutting streets and sidewalks in order to achieve a generally consistent setback and continuous built form. Façade step backs will reduce the visual and physical impacts of building height and will ensure human scaled development.*

The proposed building will be sited to frame Bayfield Street and Sophia Street East with parking located in the rear yard off Drury Lane to achieve an activated streetscape. The building is designed to provide step backs at the third floor and seventh floors to reduce the impacts of building massing.

- d) Larger setbacks may be granted for the purpose of creating outdoor patio space, publically accessible plazas, weather protection features such as canopies or building overhands, for delineating entranceways, for the installation of public area, or other features which positively contribute towards the public realm.*

The application does not propose a larger setback than permitted by the By-law. A special provision is requested to permit reduced setbacks.

- e) Primary building entrances will be directly accessible from public sidewalks adjacent to any principal street located along the Intensification Nodes and Corridors. Non-residential ground floor units will be designed and transparent glass windows facing the street. Blank facades exposed to any principal streets will be avoided.*

The building has been designed to contain several pedestrian entrances along Bayfield Street and Sophia Street East. The ground floor residential units will have terraces and large windows to minimize blank facades along Bayfield Street and Sophia Street East.

- f) Intensification should be achieved with development that is compatible with the scale of adjacent properties, incorporation a built form transition from high density to lower density areas. This can be accomplished through a combination of urban design features, including setbacks and stepping provisions.*

The proposed development is compatible with the adjacent properties as it provides an appropriate mix of density, height and uses. The property to the north of the site is a six-storey residential and commercial

building, while the properties to the east are one to two-storey low and medium density residential buildings. The properties to the south contain two storey commercial buildings and a seven-storey residential building. Lastly, a parking lot is located to the west of a property, and that site is in the preliminary stages of considering a high density residential development.

The scale of the proposed development is compatible with surrounding uses by providing suitable setbacks and step backs to transition density.

- g) Surface parking should be located at the rear of the building. Where this is not feasible due to insufficient lot depth, surface parking should be located at the side of the building. No parking spaces will be located at the front of building in the Mixed Use areas.*

The parking podium is on the ground level and second floor; however, parking is not visible from Bayfield Street or Sophia Street East, and most importantly, the streetscape has been activated by ground level units, lobby spaces and a property management office.

- h) Where underutilized blocks exceed 100 metres in depth and 250 metres in length, opportunities to subdivide these blocks into more manageable, walkable land parcels with walkways, drive-aisles, and where feasible, new roads should be considered.*

The site is less than 100 metres in depth and 250 metres in length.

4.5.4 Servicing and Transportation

Section 5.0 of the Official Plan contains servicing and transportation related policies to ensure the adequate supply of services and infrastructure. Policies within this Section generally state that development within the City be serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.

The proposed development will utilize existing municipal infrastructure with capacity to accommodate growth. Functional level design, a stormwater management analysis and a traffic and parking assessment have been prepared in support of the development.

4.5.5 Site Plan Control

The lands are subject to Site Plan Control, and the proposed Site Plan (**Figure 8**) has been designed to address the goals outlined in Section 6.3.1 of the Official Plan. An application for Site Plan Control will be submitted at a later date.

4.5.6 Urban Design Guidelines

Section 6.5 of the Official Plan contains Urban Design Guidelines which are reviewed in Section 6 of this report.

4.5.7 Tall Buildings and Height Control

Section 6.6 of the Official Plan contains policies for Tall Buildings and Height Control. Section 6.0 of this Report includes an analysis of the proposed development in accordance with the Tall Building guidelines as set out in the Official Plan.

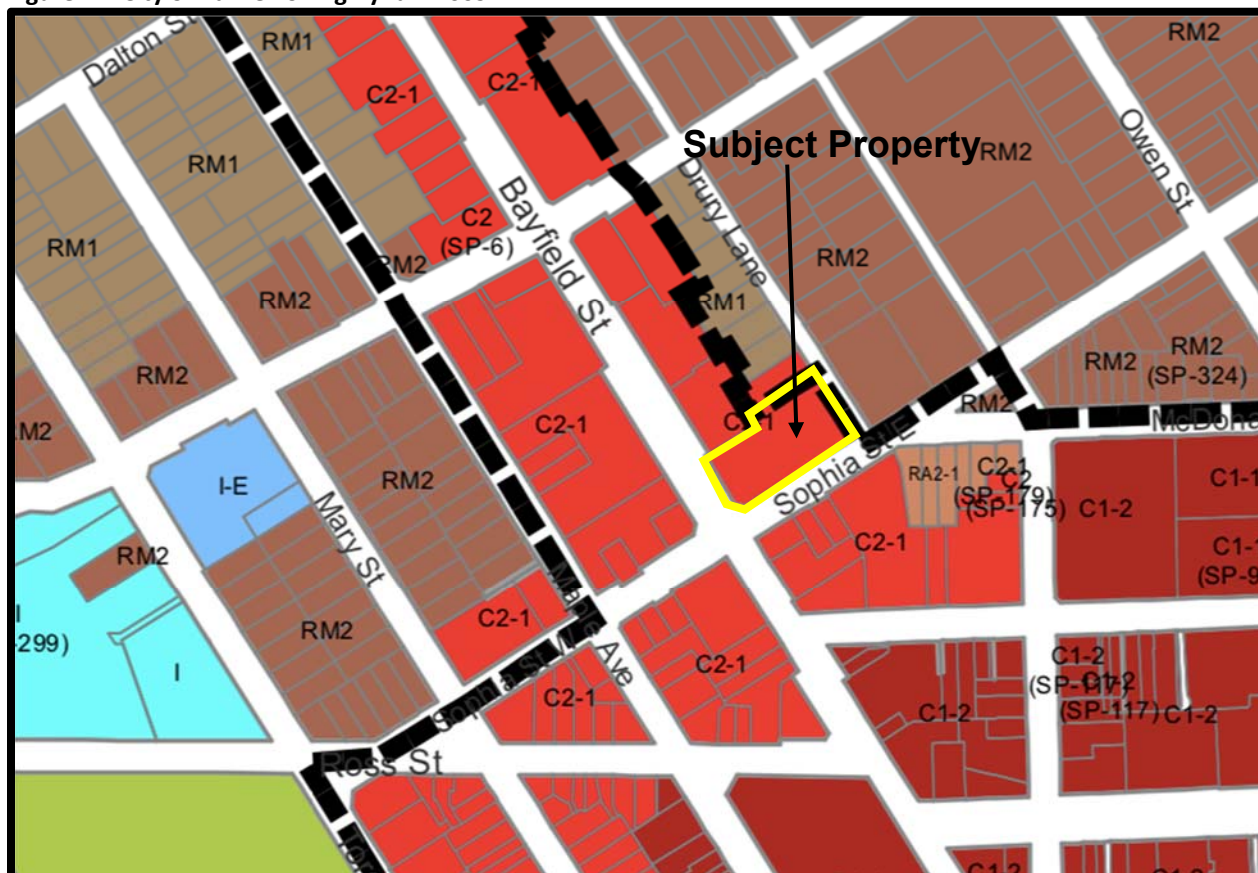
In our opinion, the site is well suited to support the proposed high-density development as it provides appropriate residential intensification along a designated Intensification Corridor within the Urban Growth Centre. The proposed development positively contributes to the City's density targets, complements and is compatible with a variety of surrounding uses, supports active transportation and the use of nearby transit facilities, and activates both Bayfield Street and Sophia Street East through site layout and design. The proposed development addresses the need for a greater range of housing types and tenure by providing 108 purpose-built rental units that include one and two bedrooms plus den units, approximately 70 of which will be affordable.

In our opinion, the proposed application conforms to the City of Barrie Official Plan.

4.6 City of Barrie Zoning By-law 2009-141

The subject lands are zoned Transitional Centre Commercial (C2-1) in the City of Barrie Comprehensive Zoning By-Law 2009-141 (**Figure 12**). Surrounding lands are zoned Residential (RM1, RM2, RA2-1) and Transition Centre Commercial (C2-1).

Figure 12. City of Barrie Zoning By-law 2009-141



The proposed Zoning By-law Amendment would rezone the subject lands from Transition Centre Commercial (C2-1) to Residential Apartment Dwelling Second Density – 1 (RA2-1)(SP-xxx) with special provisions. The proposed draft Zoning By-law Amendment scheduled is contained in **Figure 13**.

The existing and proposed zoning standards, as well as the requested special provisions are contained in **Table 2**.

Figure 13. Zoning By-law Amendment Schedule

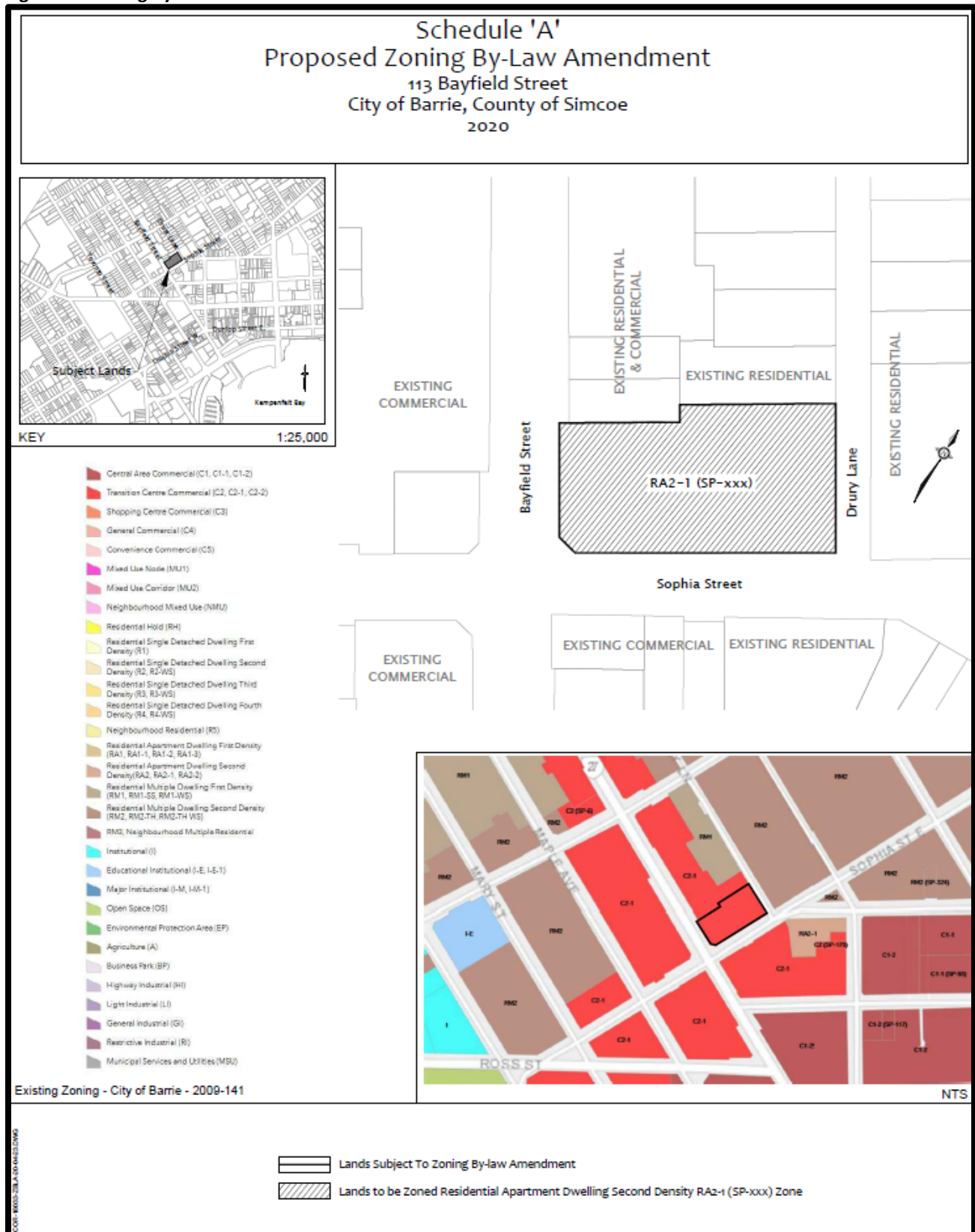


Table 1. Proposed Zoning Standards and Special Provisions

Zoning Standard	C2-1 Zone Standard	RA2-1 Standard	Proposed	Special Provisions Required (Y/N)
Lot Area (min.)	1,300m ²	1,300m ²	3,729m ² 3,610m ² (after road widening)	N
Lot Frontage (min.)	--	30.0m	40.0m	N
Front Yard to Dwelling Unit	--	7.0m	3.0m 1.0m (for decorative awnings)	Y (Note 1)
Front Yard to Attached Garage	--	7.0m	15m (after 3m road widening)	N
Interior Side Yard (min.)	3.0m +0.5m for ea. 2m height >11m	5.0m 0.6m (to attached garage)	1.0m 1.0m (to attached garage)	Y (Note 2)
Exterior Side Yard (min.)	3.0m +0.5m for ea. 2m height >11m	7.0 m	3.5m 1.0m (for decorative awnings)	Y (Note 3)
Rear Yard (min.)	--	7.0m	1.7m	Y (Note 4)
Landscaped Open Space (min. of lot area)	--	35%	22% 33% (with rooftop amenity)	Y (Note 5)
Landscaped Open Space Area Width for Ground Floor Units with Secondary Access	--	7.0m	3.5m	Y (Note 6)
Dwelling unit floor area (min.)	35m ² /dwelling unit and 10m ² /bedroom	35m ² /dwelling unit and 10m ² /bedroom	=/> 35m ² /dwelling unit + 10m ² /bedroom	N
Lot Coverage (max. % of lot area)	--	35%	45%	Y (Note 7)
Gross floor area (max. % of lot area)	400%	200%	235%	Y (Note 8)
Height of Main Bldg. (max.)	30m	30m	25m	N
Landscape Buffer Area	--	3.0m	1.0m (interior side yard) 1.7m (rear)	Y (Note 9)
Parking Area Coverage (% of Lot Area)	40%	40%	0%	N
Req. Total Parking Spaces (1 per unit)	108	108 (incl. 4 barrier free)	114 (1.05 per unit)	Y
Total Parking Spaces	108	108	96 (0.88 per dwelling unit) 114 (1.05 per unit with tandem)	Y (Note 10)
Parking Space Breakdown			• 0 surface stalls • 92 standard structured stalls • 2 Type A (BF) structured stalls • 2 Type A (BF) structured stalls • 18 tandem structured stalls	N

Table 2 Notes: Table 2 above identifies that a number of special provisions are required and are being requested as part of the subject rezoning application. The following notes correspond with Table 2 and explain each special provision being requested and provides the planning justification in support of same:

1. **Front Yard Setback to Dwelling Unit:** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 requires a front yard setback of 7 metres; whereas, the proposed development will provide 3 metres, up to a maximum of 6 metres depending on the amount of widening requested by the City.

Section 5.3.3 of the By-law lists certain permitted yard variations, and Section 5.3.5 provides other standards for accessory buildings and structures. Our understanding is that the City considers decorative features, such as the awnings illustrated in the architectural package, to not be subject to the setback requirements of the By-law. If the City's interpretation is different, then a special provision would be required to permit decorative awnings to be setback 1 metre to the front lot line.

During Pre-Consultation it was noted that a 2 metre widening is required and an additional 1 metre widening area needed to be protected.

Analysis: The proposed building has been brought closer to the street in order to create a strong street-edge, while also allowing for some extra pedestrian open space, beyond the Bayfield Street right-of-way. The space will allow residents and visitors to interact in front of the building and access the main entrance, as well as park their bicycles.

In our opinion, the decorative awnings proposed on the building enhance the entrances and the streetscape, and accordingly they should be permitted to encroach into the front yard.

2. **Interior Side Yard Setback:** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 requires a 5 metre interior side yard setback to the non-garage portion of the building. The proposed development will provide an interior side yard setback (north property line) ranging from 1 metre to over 8 metres.

Analysis: The proposed reduction to the interior side yard setback would permit the proposed building to be 1 metre to 1.5 metres to the north property line. From a land use compatibility perspective, the reduced side yard is proposed adjacent to an existing underground garage entrance for the adjacent high density mixed use rental building. We feel it is noteworthy that if this portion of the proposed building was only a structured garage, without any other uses (i.e. bicycle parking, property management office), then a special provision would not be required because the RA2-1 zone permits a 0.6 metre setback to a garage.

The President of the Coral Group has consulted with the adjacent building/property Owner.

3. **Exterior Side Yard Setback:** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 requires a 7 metre exterior side yard setback; whereas, 3.5 metres is proposed.

Section 5.3.3 of the By-law lists certain permitted yard variations, and Section 5.3.5 provides other standards for accessory buildings and structures. Our understanding is that the City considers decorative features, such as the awnings illustrated in the architectural package, to not be subject to the setback requirements of the By-law. If the City's interpretation is different, then a special provision would be required to permit decorative awnings to be setback 1.5 metres from the exterior side yard property line.

Analysis: For the same reasons noted in Section 1 above, the reduced setback brings the building closer to the street to create a more pedestrian oriented and activated streetscape along Sophia Street East. Residential units with terraces are proposed along the Sophia Street East building face.

4. **Rear Yard Setback:** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 requires a 7 metre rear yard setback; whereas, a distance of 1.7 to 3.8 metres has been provided.

Analysis: The subject lands are unique in that they have road frontage on three sides, including Drury Lane, which by definition, is the rear yard. The 1.7 metre rear yard setback only applies to the entrance to the garage, and the remainder of the rear yard has a larger setback up to 3.8 metres.

The purpose of the rear yard setback is to provide room for amenity space and to provide a physical separation to adjacent rear yard neighbours, which is particularly important when there is a transition from taller and higher density buildings to immediately adjacent lower building forms. In this case, the 'rear' yard is adjacent to Drury Lane and the building on the east side of Drury Lane is located approximately 17 metres away from the proposed building on the subject lands.

5. **Landscaped Open Space Area (%):** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 requires that 35% of the lot be maintained as landscaped open space. The development proposes 22% landscaped open space on the ground, including the space adjacent to secondary means of access as outlined in Section 6 below.

Analysis: The purpose of the landscaped open space requirement in the by-law is to ensure that there is sufficient amenity area and greenspace on the property to provide planting areas, recreational opportunities and to buffer parking areas and driveways from the road and adjacent uses.

The proposed development has been designed to completely eliminate surface parking, and careful attention has been given to ensure that functional amenity areas exist. These include a pedestrian space in front of the building, an off-leash dog walking area, a large rooftop terrace, an indoor amenity room, two lobbies, as well as private balconies and terraces. The landscaped open space area increases to 33% when the rooftop terrace is included in the calculation.

6. **Landscaped Open Space Area Width for Ground Floor Units with Secondary Access:** Section 5.3.3.2d) of Zoning By-law 2009-141 requires a 7 metre landscaped open space area adjacent to any secondary means of access. The development proposes landscaped areas to secondary access points that are 3.5 metres in depth along Sophia Street East. In addition, the north building entrance is setback greater than 7 metres; however, it is not fully landscaped in that location.

Analysis: The purpose of requiring a 7 metre landscaped area adjacent to ground floor accesses is to direct higher pedestrian traffic access points away from the lot line and adjacent uses. This requirement was introduced in 2005 as a result of some unexpected impacts associated with a doorway too close to the property line in a condominium townhouse development. In our experience, this by-law provision has been varied on a site specific basis on many occasions because it often inappropriately restricts entrance points that encourage pedestrian movement.

We consider the building to contain a primary pedestrian access located along the Bayfield Street frontage, and a primary vehicle access at Drury Lane. Secondary means of access would include eight private and communal doors along the Sophia Street East frontage in addition to a communal side door on the north side of the building adjacent to the loading space.

The proposed secondary pedestrian access points adjacent to Sophia Street East provide a 3.5m landscape buffer consistent with the exterior side yard building setback as outlined in point 3 above. The north side door is located more than 7 metres from the north property line, but it does not benefit from a landscaped open space area along that depth due to the location of the loading space.

The special provision would also need to eliminate that requirement that this secondary access landscape space be 'in addition to any other required landscaped open space'. As noted in point 5 above, the intent of the rezoning application is to prescribe a total landscape open space area of 22% for the project.

7. **Lot Coverage:** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 permits a maximum lot coverage of 35%; whereas, 45% is proposed.

Analysis: The purpose of the limiting lot coverage is to ensure that sufficient space remains at-grade to accommodate amenity spaces, maintenance, and access (pedestrian, vehicle, construction). In some Zones, such as the current C2-1 zoning on the property, or along Mixed Use areas such as Bayfield Street, the City does not prescribe a maximum lot coverage because those areas are intended to develop at higher densities. The subject lands are located in an area where higher densities are focused. For this reason, and the fact that special attention has been given to the placement, size, massing, step backs and grading on the site, it is our opinion that an increased lot coverage is appropriate.

The proposed increase in lot coverage is directly attributable to a high groundwater table and the inability to feasibly construct underground parking. In exchange for the increased lot coverage, 100% of the parking has been enclosed within the building.

8. **Gross Floor Area:** Section 5.3.1 (Table 5.3) of Zoning By-law 2009-141 permits a maximum gross floor area of 200% of the lot area; whereas, the development proposes 235%.

Analysis: Gross floor area maximums are incorporated into By-laws to prevent overbuilding, which results when the massing, location, extent and height of a building result in a disproportionate amount of building on the site and insufficient buffering and transitioning to adjacent uses and roadways.

Similar to the Lot Coverage analysis above, the current C2-1 zoning permits a gross floor area of 400% of the lot area, and the Mixed Use Zoning provisions do not prescribe any lot coverage maximum. Accordingly, the proposed 235% gross floor area is less than what otherwise is permitted adjacent to this site on Bayfield Street or by the current zoning on the property. In addition to this point, it is noteworthy that the additional gross floor area allows for the creation of additional affordable rental units, which is an extra public benefit. If the proposed development were to be restricted to a maximum gross floor area of 200%, nearly an entire floor would be excluded which is approximately 15 rental affordable units within the City's Urban Growth Centre.

9. **Landscaped Buffer Area:** Section 5.3.7.2 of Zoning By-law 2009-141 requires a 3 metre wide continuous landscaped buffer along the side and rear yard of any lot which is occupied by an Apartment Dwelling. The development proposes a 1 metre buffer for the western portion of the north side yard, 2.2 metres along the eastern portion of the north side yard, and 1.7 metre buffer for a portion of the rear yard.

Analysis: The purpose of landscaped buffer areas is to create a softer transition to adjacent uses. The reduced buffer proposed is for the same reasons outlined in points 2 and 4 above. The irregular shape of the property, coupled with having frontage on 3 roads, required creativity in designing the site and in our opinion, appropriate transitions have been provided and an increased landscaped buffer would not result in an overall benefit to the neighbours, the City, or the project. In fact, enlarged buffers would directly impact on the number of rental affordable units that could be developed on this property because the building size would otherwise need to be reduced.

10. **Parking:** Table 4.6 in Section 4.6.1 of Zoning By-law 2009-141 requires 1 parking space per dwelling unit within the Urban Growth Centre. This parking standard would require 108 parking spaces for the subject development; however, 96 parking spaces (0.88 parking spaces per unit) plus 18 tandem parking spaces are proposed. The City has confirmed that the property is located within the Urban Growth Centre.

Analysis: The Owners retained Paradigm to prepare a parking demand study (which is included in the Traffic Impact Study). Paradigm concluded that the anticipated parking demand for the site is expected to be lower than the Zoning By-law requirement of 1 space per unit. More specifically, the Study analyzed parking needs using a Barrie proxy site and a comparable Mississauga site. The Study concluded that if the site contains 65% affordable housing units, the development is estimated to generate a parking demand of 68 stalls, which would result in a surplus of 28 stalls plus 18 tandem stalls. If the site were developed at only 15% affordability, then the parking demand would be 94 stalls, leaving a surplus of 2 stalls plus 18 tandem stalls.

It is important to note that because the tandem parking stalls will be assigned to dwelling units that have a primary parking stall, the proposed parking ratio would result in 12 units not having a parking space. In our opinion, the location of the proposed development provides adequate access to various daily needs and public transit to allow 12 affordable households to not have a vehicle parking space.

In our opinion, the application for a Zoning By-law Amendment maintains the general intent of the Official Plan and the Zoning By-law.

5.0 AFFORDABLE HOUSING

Affordable housing is a matter of provincial interest and the City of Barrie must have regard to affordable housing when considering all planning related matters. Section 3.3.2.2 of the Official Plan provides policies for the provision of affordable housing in the City of Barrie. As mentioned in 4.5 of this Report, the following Official Plan policy relates to the proposed development:

3.3.2.2 Affordable Housing Policies

- a) *It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*
 - iii) *In the case of rental housing, the least expensive of*
 - 1) *a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
 - 2) *a unit for which the rent is at or below the average market rent of a unit in the regional market area.*

The most recent Annual Affordable Housing Monitoring Report was prepared by the City of Barrie and presented to Barrie Council in 2018 for the period July 2016 to December 2017. That report stated that the vacancy rate for Barrie, as of 2017, was 2.7%; whereas, a healthy vacancy rate is typically 5.5%. According to the report, the average market rent for a one bedroom unit in Barrie was \$1,035, for a two bedroom unit it was \$1,205, and for a three bedroom (+) unit the average rent was \$1,415.

Although not specific to Barrie, the Canadian Mortgage Housing Corporation (CMHC) has prepared a more recent evaluation of the housing market in Canadian cities and Census Metropolitan Area's. CMHC reported a 3.2% vacancy rate for October 2019 and an average market rent of \$1,161 for a one bedroom unit, \$1,336 for a two bedroom unit and \$1,728 for a three bedroom unit. The vacancy rate compared to October 2017 has increased .5% and the average rents have increased approximately \$130 for a one bedroom and two bedroom unit and even more significantly for a three bedroom unit.

In 2019 Barrie Council approved a new Community Improvement Plan (CIP) that contained, among other items, incentives for affordable housing. In communicating with City Staff we have been advised that the low to moderate income bracket for affordable housing falls within the \$50,000 – \$59,999 range, which equates to rents below \$1,500 per month.

In accordance with the CIP, the development proposes approximately 70 affordable housing units which equates to approximately 65% of the total units in the project. The exact number of units proposed will not be finalized until the project has been fully approved, including detailed design, and the construction tender has been awarded. **Table 2** below illustrates the proposed approximate unit size breakdown for the affordable units.

Table 2. Proposed Affordability by Floor & Unit Type

Unit Size	Unit Count	Affordable Unit Count	% Affordable
1BD	8	8	100%
1BD+D	52	52	100%
2BD	15	4	27%
2BD+D	33	6	18%
Total	108	70	65%

The proposed development will contribute to the 10% affordable housing target as set out in the City of Barrie Official Plan.

6.0 URBAN DESIGN REVIEW

This Section provides an Urban Design Review of the proposed development in accordance with the following three principle documents:

1. City of Barrie Official Plan Urban Design Guidelines (Policy 6.5)
2. City of Barrie Official Plan Tall Building Policies (Policy 6.6)
3. Intensification Area Urban Design Guidelines

6.1 Official Plan Urban Design Guidelines

Section 6.5 Implementation of the City of Barrie Official Plan contains Urban Design Guidelines (UDG). The goals of the UDG policies are to provide a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment.

Figure 14. Conceptual Rendering #1 - View from the southwest corner of Bayfield Street and Sophia Street East



Figure 15. Conceptual Rendering #2 – View from Bayfield Street looking east



Figure 16. Conceptual Rendering #3 – View from Bayfield Street and Sophia Street East looking north



The UDG policies in the Official Plan are contained in several headings detailed below:

- a) **Building and Siting:** Buildings should be massed to complement and contribute to a desirable community character, rooftop mechanicals should be screened, blank walls should be avoided and all sides of the building should be treated similar to the front, heritage resources shall be conserved, building entrances should be accessible and well defined, and pedestrian links should promote safety and accessibility between commercial and residential properties.

Design Review: The architectural design will complement the surrounding existing commercial and residential uses while providing an aesthetically pleasing streetscape. Generous use of glazing and the step-backs at the third and seventh floors reduce the impact of the building massing on the surrounding lower density buildings. Direct pedestrian accesses to Bayfield Street and Sophia Street East form part of the site and building design (**Figures 14, 15 and 16**). The pedestrian components, specifically the orientation and reduced setback of the proposed development promotes safety, mobility and accessibility. The parking is located in the rear off of Drury Lane to provide for easier and less congested access for vehicles and increase pedestrian safety on Bayfield Street and Sophia Street East.

- b) **Parking Areas:** Parking areas, drive aisles and access points should be designed to reduce the number of turns onto major roads, adequate parking spaces should be provided, surface parking should be divided into smaller parking areas with landscaping, and loading and garbage should be confined to the rear of the building.

Design Review: The parking podium will form part of the first and second levels; however, a key design focus has been to activate the streetscape with active uses on the ground floor adjacent to Bayfield Street and Sophia Street East. These uses include at-grade residential units with terraces, a guest suite, two lobbies, and a property management office.

There is no surface parking, as 100% of the parking will be contained within the building, with vehicle access being located on Drury Lane. The garbage facilities are located within the building; however, they have been designed to meet the municipal waste pick-up requirements. The loading area is located along the building in the northeast corner off of Drury Lane.

- c) **Landscaping:** Landscape strips along the frontage should contain planting materials and street furniture, abutting commercial uses should be screened, and native vegetation and water conservation practices should be used when feasible.

Design Review: Planting strips and fencing will be used to buffer adjacent uses especially to the northern property line to properly screen the adjacent residential dwellings (**Figure 15**). Specific landscaping details will be reviewed as part of a future Site Plan Control application.

- d) **Environmental Features:** Protect natural heritage features.

Design Review: There are no natural heritage features on or in close proximity to the property. A Tree Inventory and Preservation Plan, as well as a conceptual Landscape Plan was completed in support of the application.

- e) **Signage:** Signs should complement the architectural design.

Design Review: Signage details will accompany a future Site Plan Control submission.

- f) **Utilities:** Consider the location of utilities within the City's right-of-way.

Design Review: This matter is subject to detailed design review as part of a future Site Plan Control application.

- g) **Energy Efficient Urban Design:** Encourage use of energy efficient building materials, landscaping and building orientation, and promote achieving a high level of energy conservation. In addition, energy efficiency is promoted through compact urban form that encourages transit, cycling and walking.

Design Review: The proposed development is located along an Intensification Corridor and within the Urban Growth Centre, it is in walking distance of numerous parks, schools, commercial uses, public transit

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

6.2 City of Barrie Official Plan Tall Building Guidelines

The Implementation Section of the City of Barrie Official Plan contains Tall Building Guidelines in Section 6.6. The Goals of the Tall Building policies are to provide a framework for buildings in excess of 3 storeys to reduce the visual and physical impact of the height.

The Tall Building policies in the Official Plan are contained in several headings detailed below:

- a) **Building Shadowing:** The design of tall buildings should mitigate the impact of shadows on public space, private amenity areas and surrounding streets during the day. Tall buildings will use design measures (setbacks, etc.) to reduce shadow impacts and appropriate spacing should be provided to allow for adequate sunlight and views.

Design Review: Shadow Impact Study Plans are contained within the architectural package (Plans dA6.1 and dA6.2) that accompany the rezoning application.

- b) **View and Access to Kempenfelt Bay:** Tall buildings will be sited to preserve any vistas terminating at Kempenfelt Bay, Bayfield Street, Mulcaster Street and Berczy Street. Buildings with frontages adjacent to view corridors will make use of design measures (setbacks, angular plane) to reduce visual impact of building height.

Design Review: The subject lands are located along Bayfield Street and have utilized the use of step backs at the third and seventh floors to reduce the building massing. The proposed building is not expected to impact views Kempenfelt Bay (**Figure 14 and 15**).

- c) **Microclimatic Impacts:** Tall buildings will be designed to minimize adverse microclimatic impacts. Tall buildings will incorporate features that provide weather protection for pedestrians.

Design Review: Planting strips, landscaping and fencing will be used to provide weather protection for pedestrians. Additionally, the step backs and podium minimize wind impacts on the building and surrounding area (**Figure 14 and 15**). The City has confirmed that a microclimatic impact study was not required at the time of the rezoning submission. Specific landscaping details will be reviewed during Site Plan Control approval.

- d) **Environmental Features:** Protect natural heritage features.

Design Review: There are no natural heritage features on or in close proximity to the property. A Tree Inventory and Preservation Plan, as well as a conceptual Landscape Plan was completed in support of the application.

- e) **Signage:** Signs should complement the architectural design.

Design Review: Signage details will accompany a future Site Plan Control submission.

- f) **Utilities:** Consider the location of utilities within the City's right-of-way.

Design Review: This matter is subject to detailed design as part of a future Site Plan Control application.

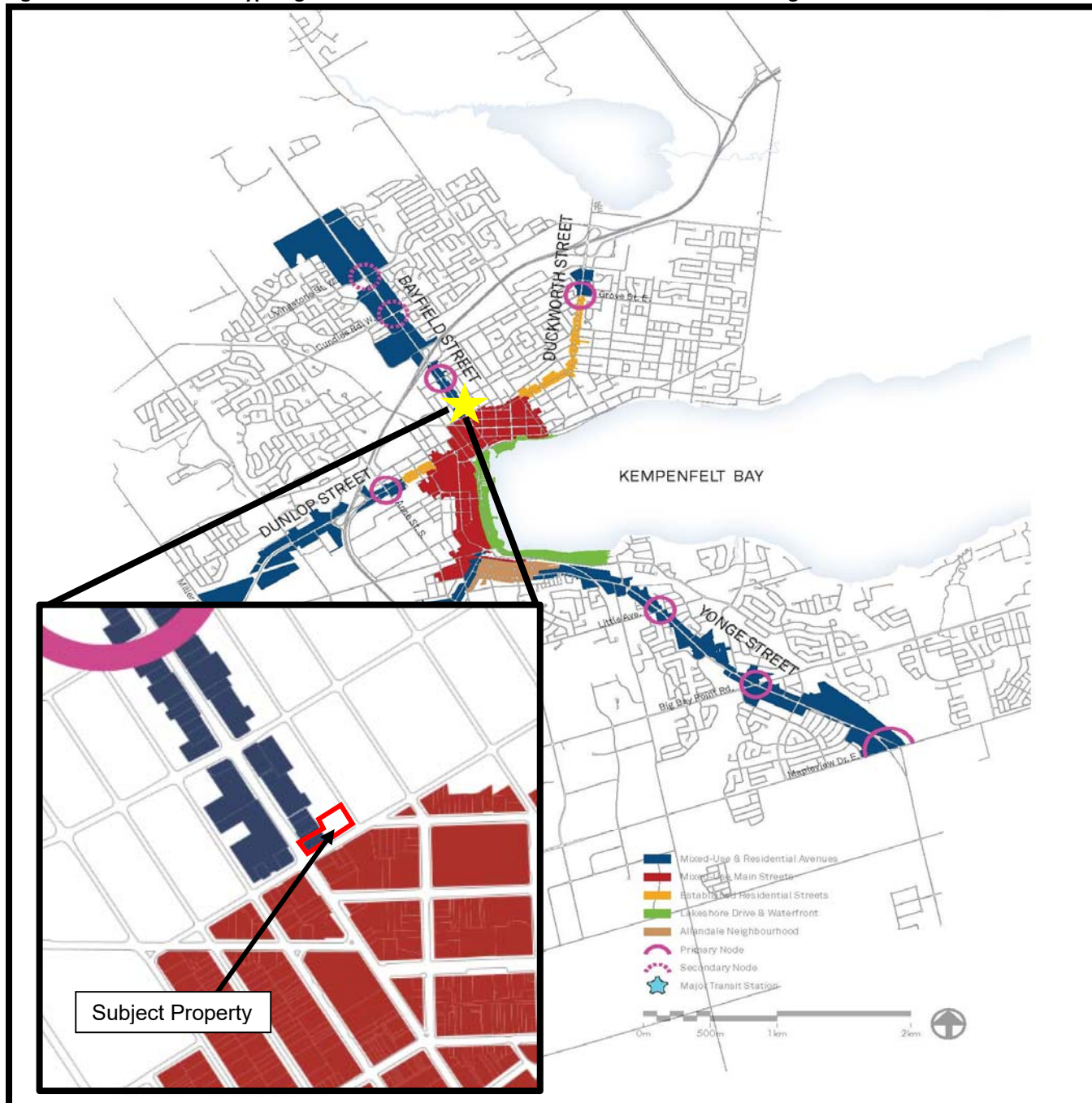
- g) **Energy Efficient Urban Design:** Encourage use of energy efficient building materials, landscaping and building orientation, and promote achieving a high level of energy conservation. In addition, energy efficiency is promoted through compact urban form that encourages transit, cycling and walking.

Design Review: The proposed development is along an Intensification Corridor and within walking distance of parks, schools, public transit and community facilities. The compact urban form of the proposed development promotes greater energy efficiency and energy efficient construction methods will be considered at a later date.

6.3 Urban Design Guidelines

The City has developed Intensification Area Urban Design Guidelines to provide a vision and framework for the design of new development within the designated Intensification Nodes and Corridors, Urban Growth Centre, and Major Transit Stations. The property is located along an Intensification Corridor as designated in the City of Barrie Official Plan and further identified as Mixed Use & Residential Avenues intensification typology within the Intensification Area Urban Design Guidelines (**Figure 17**). As such, the Guidelines inform this application and have been reviewed in the following paragraphs.

Figure 17. Intensification Typologies as identified in the Intensification Area Urban Design Guidelines



According to the Guidelines, the intensification vision for intensification areas is as follows:

New development and revitalization within the Intensification Areas will result in active, pedestrian-supportive streets that are compatible with, and enhance, adjacent land uses. Mixed-Use and Residential Avenues, Mixed-Use Main Streets and Established Neighbourhood Streets will be characterized by wide boulevards, abundant landscaping, large, mature street trees, public art, and active at-grade uses.

The proposed development prioritizes pedestrian activity by orienting the building closer to Bayfield Street and Sophia Street East to enhance pedestrian access, mobility and connectivity. The ground level includes residential units with terraces to activate the street which improves neighbourhood safety.

Section 2.5.1 of the Intensification Urban Design Guidelines provides an overview of the intensification typologies which includes priority directions for the Mixed-Use and Residential Avenues. The following apply to the proposed development:

- *Establish building height transition where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas*
- *Recognize the long-term evolution/change of these mixed-use corridors, through short-term design that supports longer term development opportunities*
- *Focus initial development at the street edge and at key intensification nodes*
- *The design of the right-of-way should balance the requirements for vehicles, transit, and cycling while providing pedestrian amenities on the boulevards*
- *When surface parking lots are developed for new buildings or public open space, plan for the relocation of parking in structured facilities, including parking decks and below grade.*

The subject property is located at the intersection of Bayfield Street and Sophia Street East and within the Urban Growth Centre. The proposed development provides the community with a high quality building that enhances the streetscape extending northward from the intersection. There is also a seven-storey residential building to the south on the opposite side of Sophia Street East, and a lower density neighbourhood towards the west of the proposed development. The variety of heights and densities provides for appropriate transitions and diversity.

The proposed development is located and focused along the street edge to activate Bayfield Street and Sophia Street East by de-emphasizing the car, most notably by placing all the parking away from the street frontage and placing the vehicle access in the rear of the site off Drury Lane. Conversely the development emphasizes the pedestrian and public realm by providing transit supportive density and convenient access to commercial, institutional and recreational facilities. The proposed development is also adjacent to numerous transit routes and within walking distance of the Downtown Barrie Bus Terminal which connects people to various regional locations.

The Guidelines encourage tree planting and landscaping along intensification areas to enhance environmental qualities. The reduced front and side yard setback for this development does not provide adequate space for mature trees and limited space for grassed/landscaped areas; however, where possible grassed areas and trees will be provided. Landscaping will be addressed in more detail at the time of a future Site Plan application.

Section 4.3 provides general building guidelines to ensure streets are properly framed, transitions are adequate for different uses and built forms, and building massing is minimized. The guidelines include ensuring building entrances are accessible from public sidewalks, having the front streetwall of buildings built to the property line, providing step backs, and ensuring building materials are chosen based on energy efficiency and aesthetic qualities. The proposed development generally supports the guidelines as set out in Section 4.3.

A summary of the urban design merits of the proposed development are provided below:

- The building contains step backs at the third and seventh floor to minimize the impact of building massing at street level.
- At-grade uses such as multiple access doors, residential units with terraces, a guest suite, two lobbies and a property management office help to activate the street.

- Reduced setbacks have been provided along Bayfield Street and Sophia Street East to urbanize the street and attract pedestrian traffic.
- The parking is provided within the building and accessed from the rear off Drury Lane which eliminates the visual impact of surface parking from Bayfield Street and Sophia Street East and allows for safer and more accessible pedestrian usage.
- Public transit stops are located along Bayfield Street and Sophia Street East and the property is also located in close proximity to commercial uses, parks and open space area, and various institutional uses include schools, places worship and City facilities such as the public library.
- Direct pedestrian access to the residential lobbies are provided from Bayfield Street and Sophia Street East.
- Facades have been designed with aesthetically pleasing architectural elements including large windows.
- Bicycle parking facilities are provided externally along Bayfield Street, and internally in a secure bicycle storage area, to encourage active transportation.

7.0 CONCLUSION

This Report reviewed the planning and urban design merits of the application for a Zoning By-law Amendment and future Site Plan Control application in support of a proposed residential development at the northeast corner of the intersection of Bayfield Street and Sophia Street East in the City of Barrie.

If approved, the proposed application would facilitate the development of an eight-storey building on a vacant site along an Intensification Corridor within the Urban Growth Centre. In our opinion, the application is consistent with the PPS and conforms to the Growth Plan, the Lake Simcoe Protection Plan, and the City of Barrie Official Plan. These policies encourage intensification and high-density development within built-up areas and focuses on the efficient use of land, and optimization of infrastructure and use of public service facilities. The policies also prioritize development that supports multi-modal transportation. The proposed development is located along transit routes, in close proximity to the Downtown Barrie Bus Terminal, prioritizes pedestrian mobility and cyclist connectivity by way of site layout, bicycle parking facilities and design.

The proposed development would create additional benefits for the City of Barrie including the provision of much needed rental and affordable housing units located within an aesthetically pleasing building design that is pedestrian friendly and that activates the streetscape along Bayfield Street and Sophia Street East. The future residents of the proposed development will support the surrounding local commercial uses and recreational facilities. The development proposes appropriate intensification for the Bayfield Street Intensification Corridor and will contribute to the range and mix of housing options in the Urban Growth Centre and the city.

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

Sincerely,

THE JONES CONSULTING GROUP LTD.



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

Kayly Robbins, M. Pl
Planner

