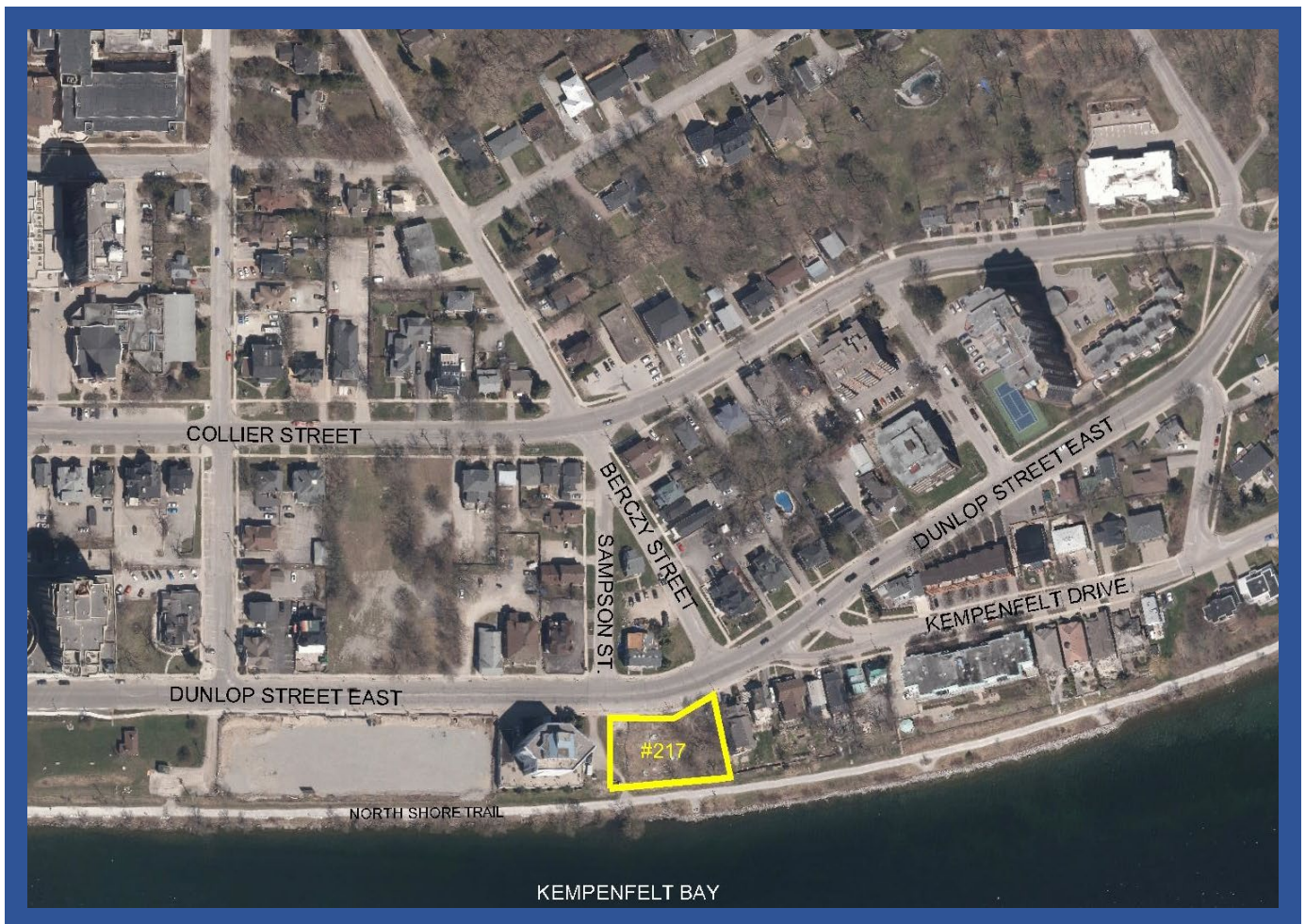


PLANNING JUSTIFICATION REPORT

**ZONING BY-LAW AMENDMENT APPLICATION
217 DUNLOP STREET EAST
CITY OF BARRIE**



**PREPARED FOR 2012292 ONTARIO LIMITED
JANUARY 2021**

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1.0 INTRODUCTION

Mitchinson Planning & Development Consultants Inc. has been retained by 2012292 Ontario Limited (PBM Realty Holdings – the “Applicant”) to apply for planning approvals for the redevelopment of a vacant commercial site located in downtown Barrie at 217 Dunlop Street East (the “Site” or the “property”).

The proposed development is an infill, intensification project comprised of a 15 storey mixed-use building with 41 residential condominium units, ground floor commercial space and an integrated parking structure.

Three concurrent planning applications are required for the project:

- i) site specific rezoning application
- ii) site plan control application
- iii) condominium exemption application.

The rezoning application proposes special provisions to various zone standards including building height, setbacks, gross floor area and commercial coverage. The site plan control application, prepared by Salter Pilon Architecture, addresses overall site layout, building design, accessibility, traffic and pedestrian movement, site servicing, sustainability and landscaping. The condominium exemption application establishes condominium tenure for the project.

The purpose of this Planning Justification Report is to provide an analysis of the planning policies applicable to the development and justification for the associated zoning by-law amendment required to implement the project’s built form.

The development is also subject to various technical requirements in accordance with the planning and regulatory mandates of the Province, City and review agencies. The project is therefore supported by several reports addressing matters such as brownfield site development, geotechnical, hydrogeological,

source water protection, natural heritage features / functions, stormwater management, functional servicing, transportation, photometrics, micro-climate and building shadow.

Based on an analysis of applicable Provincial and City of Barrie planning policies and on the findings and conclusions of the various technical evaluations, the zoning by-law amendment proposed for 217 Dunlop Street East:

- is consistent with the relevant policies of the Provincial Policy Statement 2020 (“PPS”);
- conforms with the relevant policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (“Growth Plan”);
- conforms with the applicable policies of the Lake Simcoe Protection Plan 2009 (“LSPP”);
- conforms with the applicable policies of the City of Barrie Official Plan;
- conforms and complies with the applicable provisions of City of Barrie Comprehensive Zoning By-law 2009-141 (with the exception of the special provisions proposed by the zoning amendment);
- enables the development of an infill, intensification project located in Barrie’s built-up area, downtown City Centre and Urban Growth Centre (“UGC”) all of which permit / encourage a broad range and variety of uses and are the local and regional focus for growth, development and intensification;
- assists the City in achieving its intensification and density targets;
- enables the safe, effective and efficient redevelopment of an underutilized brownfield site with a Ministry of Environment, Conservation and Parks (“MECP”) approved Record of Site Condition (“RSC”) and Certificate of Property Use (“CPU”);
- contributes to the achievement of a complete community by:
 - permitting high density residential condominium units suitable for a variety of households and which will support downtown commercial / institutional / public service facilities
 - providing commercial space and employment opportunities which will promote continued investment and revitalization downtown and along Barrie’s mainstreet (Dunlop)
 - optimizing the efficient and cost effective use of existing municipal infrastructure / capacity / utilities / public transit
 - supporting active transportation and providing improved public access to Barrie’s North Shore Trail / waterfront park system
 - supporting energy efficiency, conservation and a reduction in climate change impacts;

- implements a compact built form founded on innovative, high quality urban design / building design / landscape treatments which:
 - is attractive, functional and sustainable
 - is compatible and consistent with the neighbourhood and minimizes impacts on surrounding uses
 - enhances the public realm and the relationship between public and private spaces, encourages social interaction, and fosters a sense of place.
- will be developed and serviced in an environmentally sound manner in accordance with Provincial, Barrie and Lake Simcoe Region Conservation Authority (“LSRCA”) servicing requirements and best management practices;
- will not negatively impact significant natural heritage features / functions;
- will not negatively impact sensitive surface water features / functions, sensitive ground water features / functions, or public health and safety;
- is in the public interest and represents good planning.

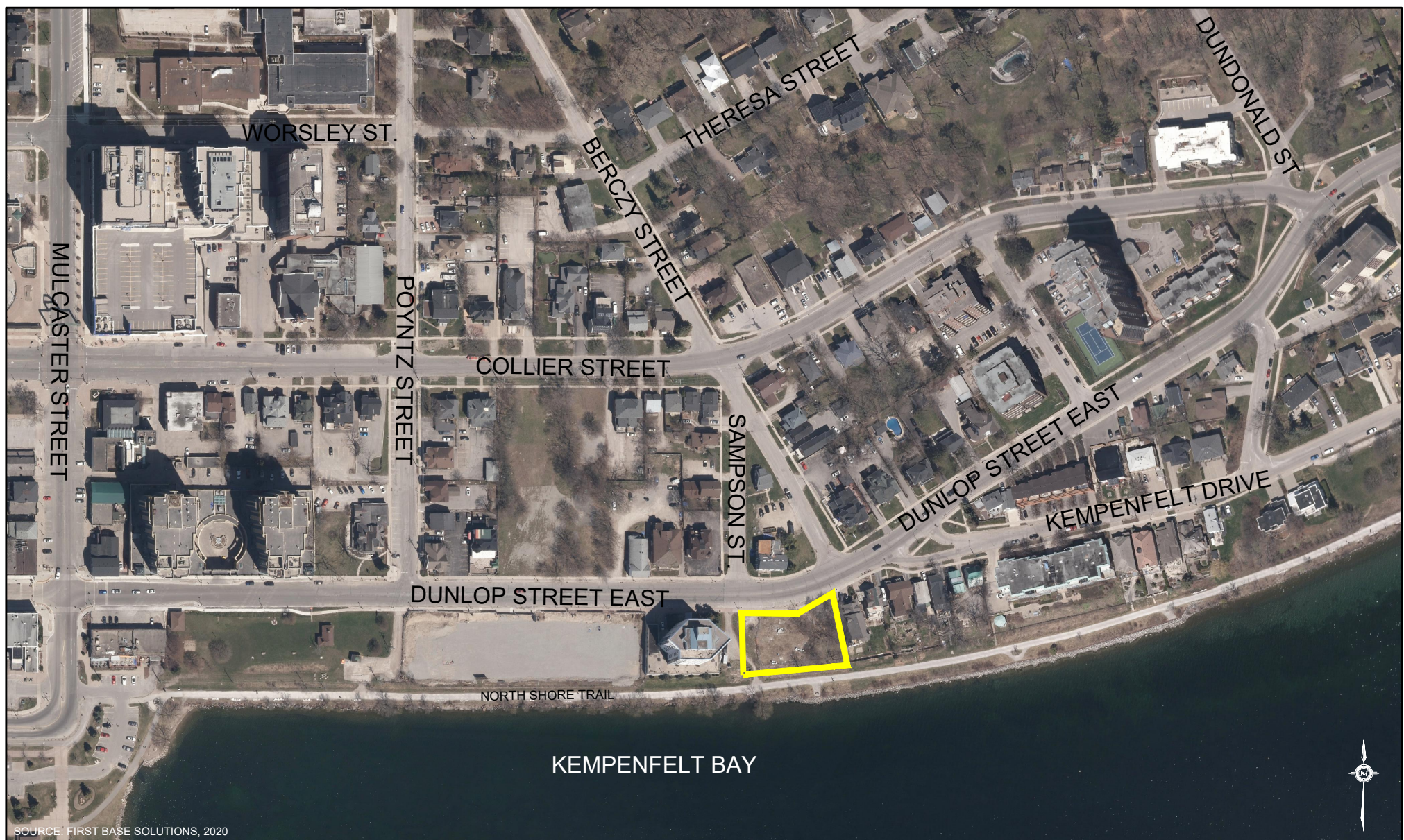
Details regarding the proposed development, the implementing planning applications and the planning policy analysis are provided in the following sections of this Report.

2.0 SITE DESCRIPTION

The Site is located in downtown Barrie on the south side of Dunlop Street East between Sampson Street to the west and Berczy Street to the east (refer to Figure 1 – Location Plan).

The Site is approximately 0.2 ha / 0.49 acres in size with approximately 58 m of frontage along Dunlop Street East. It includes the eastern portion of the Sampson Street unopened road allowance (sold by the City of Barrie). The western balance of the Sampson Street road allowance remains in City ownership (refer to Figure 2 – Site Survey).

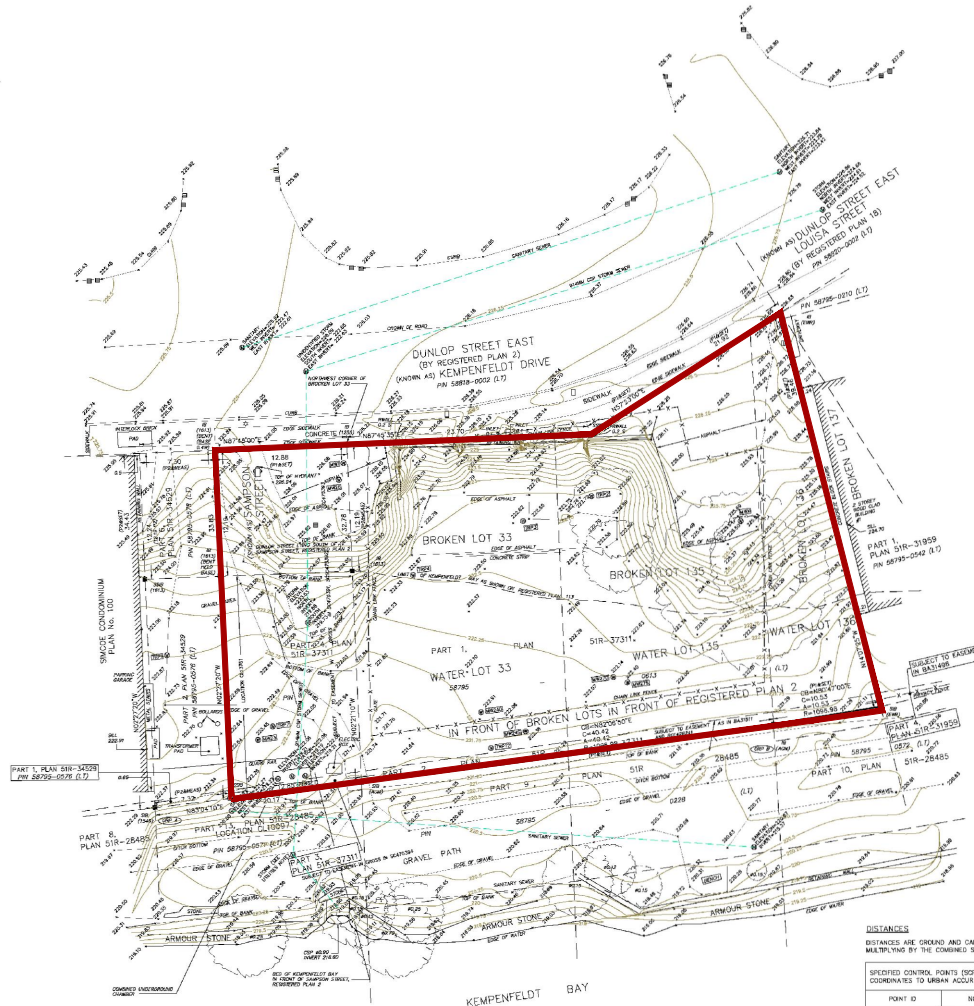
The property is vacant with disturbed surficial soils, scattered scrub vegetation and a few trees along the eastern property boundary. The land falls from north to south toward the North Shore Trail and Kempenfelt Bay with an average slope of approximately 15%.



SOURCE: FIRST BASE SOLUTIONS, 2020

 SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 1
LOCATION PLAN



PLAN OF SURVEY OF
BROKEN LOTS 33, 135 AND 136
SOUTH SIDE OF DUNLOP STREET
PART OF WATER LOTS 33, 135 AND 136
LYING IN FRONT OF THE BROKEN LOTS
IN FRONT OF REGISTERED PLAN 2
AND PART OF DUNLOP STREET
(CLOSED BY BY-LAW 2006-036, SC476354)
LYING SOUTH OF SAMPSON STREET
AND PART OF LOCATION CL13761
BEING PART OF THE BED OF KEMPENFELDT BAY
IN FRONT OF DUNLOP STREET,
REGISTERED PLAN 2
CITY OF BARRIE
COUNTY OF SIMCOE

SCALE 1 : 200
RUDY MAK SURVEYING LTD.

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
- 1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
 - 2) THE SURVEY WAS COMPLETED ON THE 21ST DAY OF MAY, 2020.

DATE: 2020
RUDY MAK
ONTARIO LAND SURVEYOR

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM SPECIFIED CONTROL POINTS 032040011 AND 032040046, UTM ZONE 17, NAD 83 (ORIGINAL).

ELEVATION NOTE

ELEVATIONS ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM SPECIFIED CONTROL POINT 032040466 (ELEVATION: 222.30, CODE: 1925-1935).

UTILITIES NOTE

UNDERGROUND UTILITIES, IF NOTED ON THE FACE OF THE PLAN, ARE DERIVED FROM THE SITE GRADING PLAN PROVIDED BY HILTON BRUNNELL & ASSOCIATES INC. IDENTIFIED AS PROJECT NUMBER 3315, PLAN 0301.

LEGEND

- ⊕ DENOTES PLANTED SURVEY MONUMENT
- ⊙ DENOTES FOUND SURVEY MONUMENT
- ⊖ DENOTES STANDARD IRON BAR
- ⊖ DENOTES IRON BAR
- ⊖ DENOTES SHORT STANDARD IRON BAR
- ⊖ DENOTES FENCING
- (155) DENOTES R.C. RAKES, O.L.S.
- (1546) DENOTES RUDY MAK SURVEYING LTD.
- (1513) DENOTES A.J. MORROW, O.L.S.
- (149) DENOTES ARROWHEAD, GRAY AND MURRAY, O.L.S.
- (049) DENOTES EPILET, MORROW & SARGIS SURVEYING LTD.
- P1 DENOTES PLAN 518-37311
- P2 DENOTES PLAN 518-34538
- ⊙ DENOTES MONITORING WELL
- ⊙ DENOTES MANHOLE
- ⊙ DENOTES SEWER BATH
- ⊙ DENOTES TELEPHONE BOX
- ⊙ DENOTES LIGHT STANDARD
- ⊙ DENOTES PARKING METER
- ⊙ DENOTES FIRE HYDRANT
- ⊙ DENOTES DECIDUOUS TREE

MONUMENT	REF. ELEVATION	SPOT ELEVATION
W1	226.36	225.08
W2	226.15	226.08
W3	225.40	225.08
W4	226.01	226.01
W5	222.34	221.34
W6	226.71	226.05
W7	223.28	221.14
W8	223.40	222.40
W9	223.98	222.02
W10	223.28	222.63
W11	223.61	222.67
W12	223.36	222.52
W13	222.38	222.43
W14	222.34	221.41

DISTANCES

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999701.

POINT ID	NORTHING	EASTING
SCP 032040011	491816.13	600878.89
SCP 032040046	4918082.77	603662.43
GRP A	4915635.55	605062.75
GRP B	4915633.50	602705.62

COORDINATES CAN BE THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THE PLAN.

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
SHEETS WERE PLANTED DUE TO THE PROXIMITY OF SUBSURFACE OBSTRUCTIONS.

ASSOCIATION OF ONTARIO
LAND SURVEYORS
PLAN SUBMISSION FORM
211935B

**RUDY MAK
SURVEYING LTD.**
ONTARIO LAND SURVEYORS

29 BIC BAY POINT ROAD
BARRIE, ONTARIO L4N 6M6 (705) 722-3845
E-MAIL: MA@RUDYMAKSURVEYING.COM

SCALE: NTS

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SOURCE: RUDY MAK SURVEYING LIMITED, OLS, 2020

SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 2
MAY 2020
SITE SURVEY

The Site is located in Barrie's downtown City Centre and in the eastern portion of Barrie's Urban Growth Centre ("UGC"). It also adjoins the City's waterfront along Kempenfelt Bay. The surrounding neighbourhood is characterized by various commercial and residential uses to the north and west of the Site and a mix of low, mid-rise and high-rise housing to the east of the Site (refer to Figure 3 – Neighbourhood Context and Surrounding Uses).

The following uses surround the Site:

- North** Dunlop Street East abuts the Site to the north. A mix of low and mid-rise residential and commercial uses are located along the north side of Dunlop Street.
- South** The City's North Shore Trail abuts the site to the south. South of the Trail is Kempenfelt Bay.
- East** Single detached residential uses (zoned RM1) abut the Site to the east and extend along Kempenfelt Drive. The abutting property to the east at 1 Kempenfelt Drive is also owned by the Applicant. Lands further east and northeast of the Site include a mix of low, mid and high-rise residential uses (i.e. The Bayclub at 15 storeys).
- West** The Sampson Street unopened road allowance abuts the Site to the west. The 8 storey Flamenco condominium (215 Dunlop East) and the 10 storey Lakhouse condominium (under construction at 185 Dunlop East) are located west of Sampson Street. Lands further west and northwest include a mix of commercial and residential uses (i.e. Bayshore Landing at 15 storeys).

The Applicant purchased the property in 2002. All buildings were demolished in 2003 / 2004.

The Site was historically used for a gas station and more latterly for a dry cleaners (Cotty's Cleaners). Given these prior uses, the property has undergone extensive contaminant testing. The MECP issued a Record of Site Condition ("RSC") under Part XV.1 of the *Environmental Protection Act* (RSC No. 225398) in 2019. A Certificate of Property Use ("CPU") was also issued and is registered on title (CPU No. 6278-AYRLD6). Development of the property shall occur in accordance with RSC and CPU requirements. The Site is filed in MECP's Brownfield Registry. Additional details regarding the Site's brownfield status are provided in Section 3.4.1 of this Report.



SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 3
NEIGHBOURHOOD CONTEXT
AND
SURROUNDING USES

3.0 THE PROJECT AND ASSOCIATED PLANNING APPLICATIONS

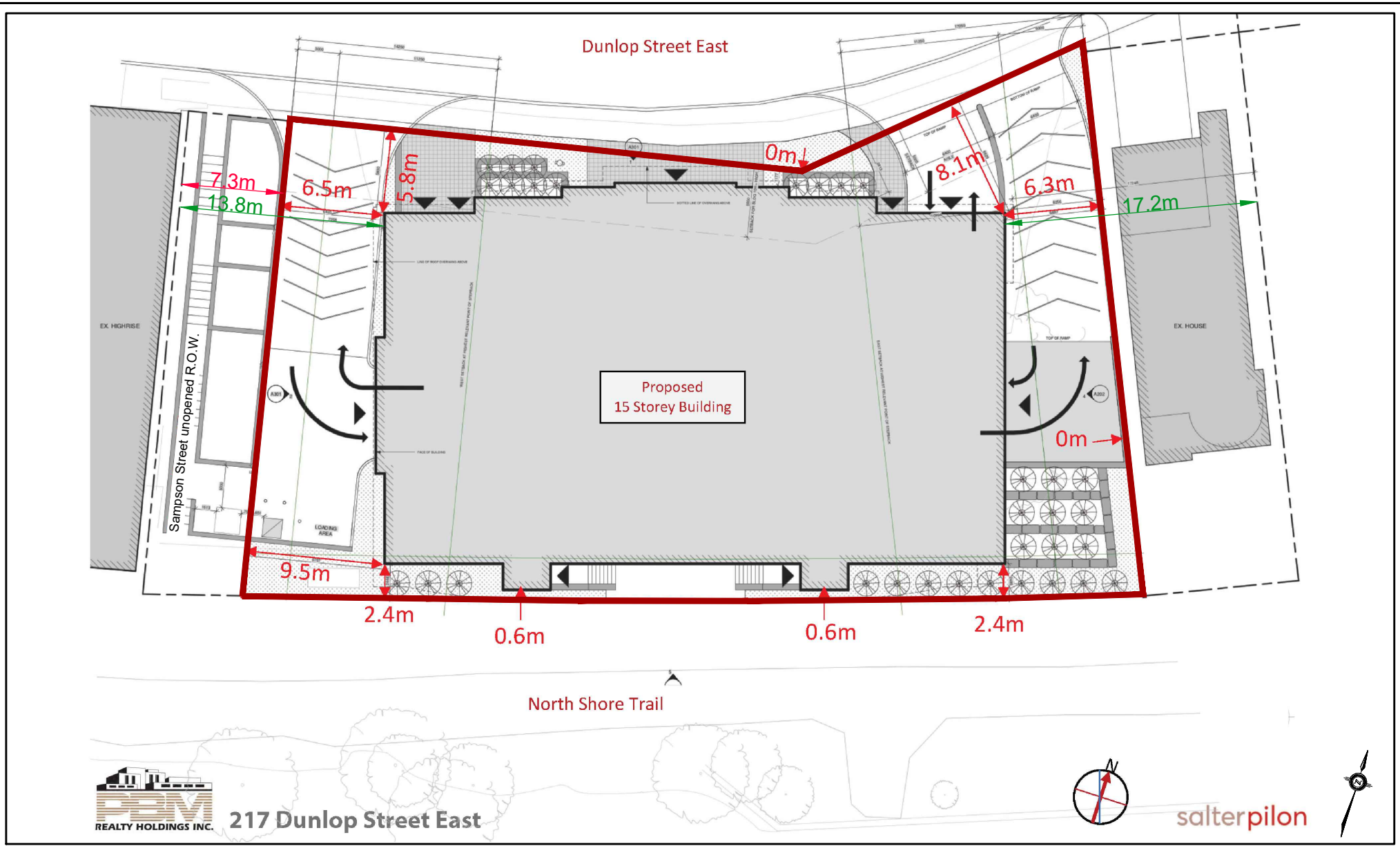
3.1 PROJECT DESCRIPTION

The project is a 15 storey, high density, mixed-use building comprised of 41 residential condominium units, street level commercial space (402 sq.m.) and a 3 storey integrated parking structure. The building has a gross floor area of approximately 11,882 sq.m. It generates a net density of 205 units/ha and a UGC density of 351 persons/jobs per ha.

A conceptual site plan is provided in Figure 4. A detailed site plan is provided in Figure 5 and in Appendix "A". Figure 6 illustrates the building design. Detailed building elevations and floor plans are also contained in Appendix "A".

The project is envisaged to be one of Barrie's most desirable downtown waterfront locations. Key features include the following:

- The built form is founded on innovative and exclusive architectural design which utilizes high quality materials and finishes to promote design excellence including a variety of reliefs and architectural elements within the façade which enhance the visual presentation of the building.
- Primary pedestrian entrances for the residential lobby and the commercial space are prominently located, visually appealing and accessible along the building's Dunlop Street East frontage.
- The building provides various unit sizes and customized features including:
 - unit options from 2,200 ft² to 4,100 ft² and a penthouse over 7,400 ft²
 - gourmet kitchens, great rooms, fireplaces, floor to ceiling glazing and smart home technology
 - generous balconies with amenities such as outdoor kitchen, spa and three season enclosures
 - direct elevator access into each suite for enhanced security and privacy
 - extra parking: 113 spaces in total including 53 standard spaces and 60 tandem / vehicle lift spaces
 - a bicycle storage room as well as individual private storage lockers adjacent to each parking space
 - on-site waste collection.
- The building is being designed to a LEED standard with sustainable design principles applied to all components, including:
 - a construction waste diversion program to minimize landfill impact
 - locally sourced materials and products minimizing transportation impacts
 - products with high recycled content and zero off gassing emissions for maximum air quality



SOURCE: SALTER PILON ARCHITECTURE INC. -OCT. 2020

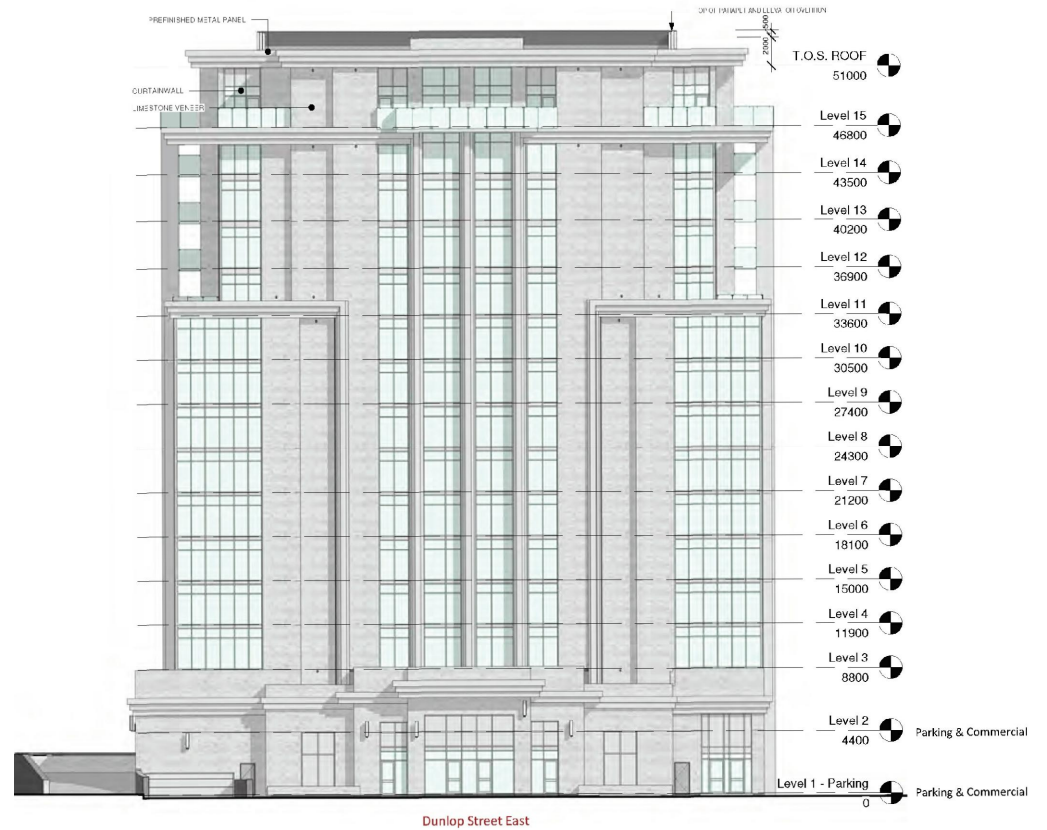
SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 4
CONCEPTUAL
SITE PLAN

 SUBJECT SITE
217 DUNLOP STREET EAST



FRONT
LOOKING FROM DUNLOP STREET



NORTH ELEVATION
LOOKING FROM DUNLOP STREET

SOURCE: SALTER PILON ARCHITECTURE INC. -OCT. 2020

SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 6
ARCHITECTURAL
RENDERING AND
ELEVATION

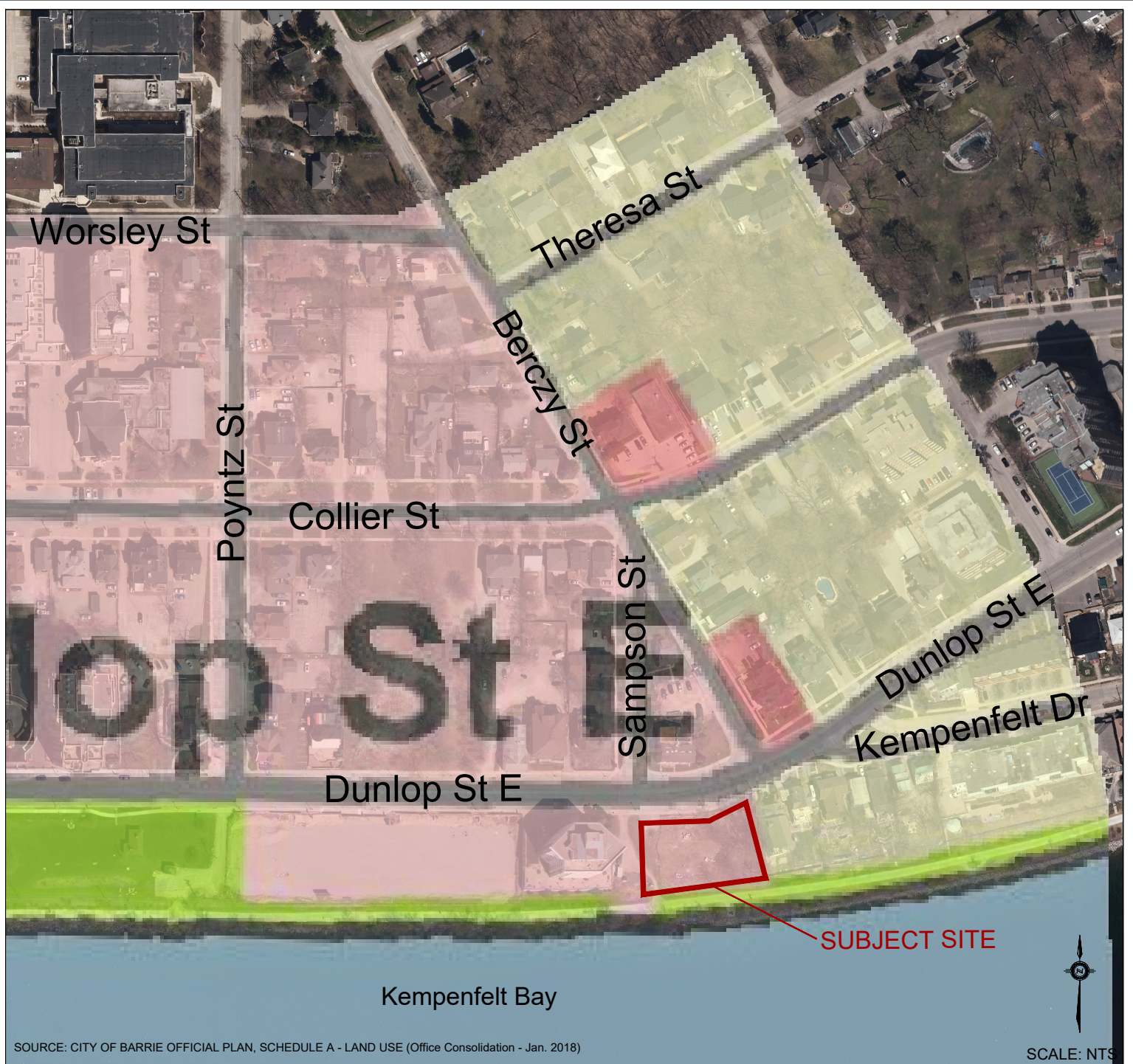
- high quality mechanical systems that exceed ASHRAE standards, high end air filtration systems for each individual unit and heat reclaim strategies
 - maximized natural ventilation and natural lighting for overall energy savings
 - electrical systems that include occupancy sensors and monitors to minimize consumption, use of LED fixtures and energy efficient appliances.
- Parking is located on levels 0, 1 and 2. Parking areas are accessed by ramping entrances on both the east and west sides of the building to facilitate effective traffic flow from Dunlop Street. The parking structure is attractively designed to avoid expansive blank walls and includes mixed façade and window treatments.
 - The development adjoins the Kempenfelt Bay waterfront and is located within walking and cycling distance to public transit (primary bus routes on Collier Street) and a range of office, retail, entertainment, institutional and public service facilities (City Hall, library, parks) located downtown.
 - The project proposes improvements (grading / stairs / landscaping) to the Sampson Street unopened right-of-way to provide enhanced public access from Dunlop Street to the City's North Shore Trail and waterfront park system.
 - Attractive and sustainable landscaping features are proposed on all sides of the building, including vertical gardens. Primary plant species will be drought / pollution / salt tolerant. Plantings are situated to help address urban heat, buffer and soften structures, create a welcoming environment, and to enhance the relationship between the building, adjoining land uses and the public realm (Dunlop Street, Sampson Street pedestrian access, and the North Shore Trail).

In summary, the project has been carefully designed to create an innovative, sustainable, high quality built form which contributes to the intensification and revitalization of Barrie's UGC, enhances Barrie's waterfront and public spaces, complements the character of the neighbourhood and minimizes potential impacts on surrounding uses.

3.2 CITY OF BARRIE PLANNING POLICIES – APPLICATION CONTEXT

City of Barrie Official Plan (December 2018 Consolidation)

The Site is designated "City Centre Commercial" by Schedule "A" Land Use to Barrie's Official Plan (refer to Figure 7 – Barrie Official Plan Designations). The City Centre is Barrie's focus for growth and the designation permits a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of downtown residents, the larger community and the broader market area.



LEGEND

- CITY CENTRE
- GENERAL COMMERCIAL
- RESIDENTIAL
- OPEN SPACE

SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 7
BARRIE OFFICIAL PLAN
LAND USE DESIGNATIONS

The Site is located in the eastern portion of Barrie's UGC as designated on Schedule "I" Intensification Areas (refer to Figure 8 – Barrie Intensification Areas). Barrie's UGC is the local and regional focus for growth and intensification.

An Official Plan Amendment **is not** required to permit the proposed development. A detailed analysis of applicable Official Plan policies is provided in Section 4.4.

City of Barrie Comprehensive Zoning By-law No. 2009-141 (January 2020 Consolidation)

The majority of the Site is zoned Transition Centre Commercial C2-1. The western portion of the Site aligning with the former Sampson Street right-of-way is zoned Central Area Commercial C1-1 (refer to Figure 9 – Barrie Comprehensive Zoning By-law). The Site is situated in Barrie's UGC as defined by Appendix "C" to By-law 2009-141 (refer to Figure 10 – Barrie Urban Growth Centre).

Barrie's C1 and C2 Zones permit a wide variety of commercial, institutional and residential uses including offices, restaurants, retail stores, personal services, places of worship and residential apartment buildings. The project's residential and commercial uses **are permitted** in the C1-1 and C2-1 Zones. However, to enable construction of the project as proposed, special exceptions are required to certain zone standards such as building height, setbacks, gross floor area and commercial coverage. Therefore, a zoning by-law amendment **is required** to implement special provisions specific to the project.

A detailed analysis of the applicable zone provisions and the proposed zoning by-law amendment is provided in Section 3.5.1. A draft zoning by-law amendment is provided in Appendix "C".

3.3 APPLICATION PRE-CONSULTATION

Application pre-consultation was undertaken in May 2019 and March 2020 (File No. D28-016-2019). City Planning Staff confirmed that rezoning, site plan control and condominium exemption applications are required for the project and assembled a list of supporting studies and plans required for a complete application (per *Planning Act* requirements and Section 6.11 of Barrie's Official Plan).

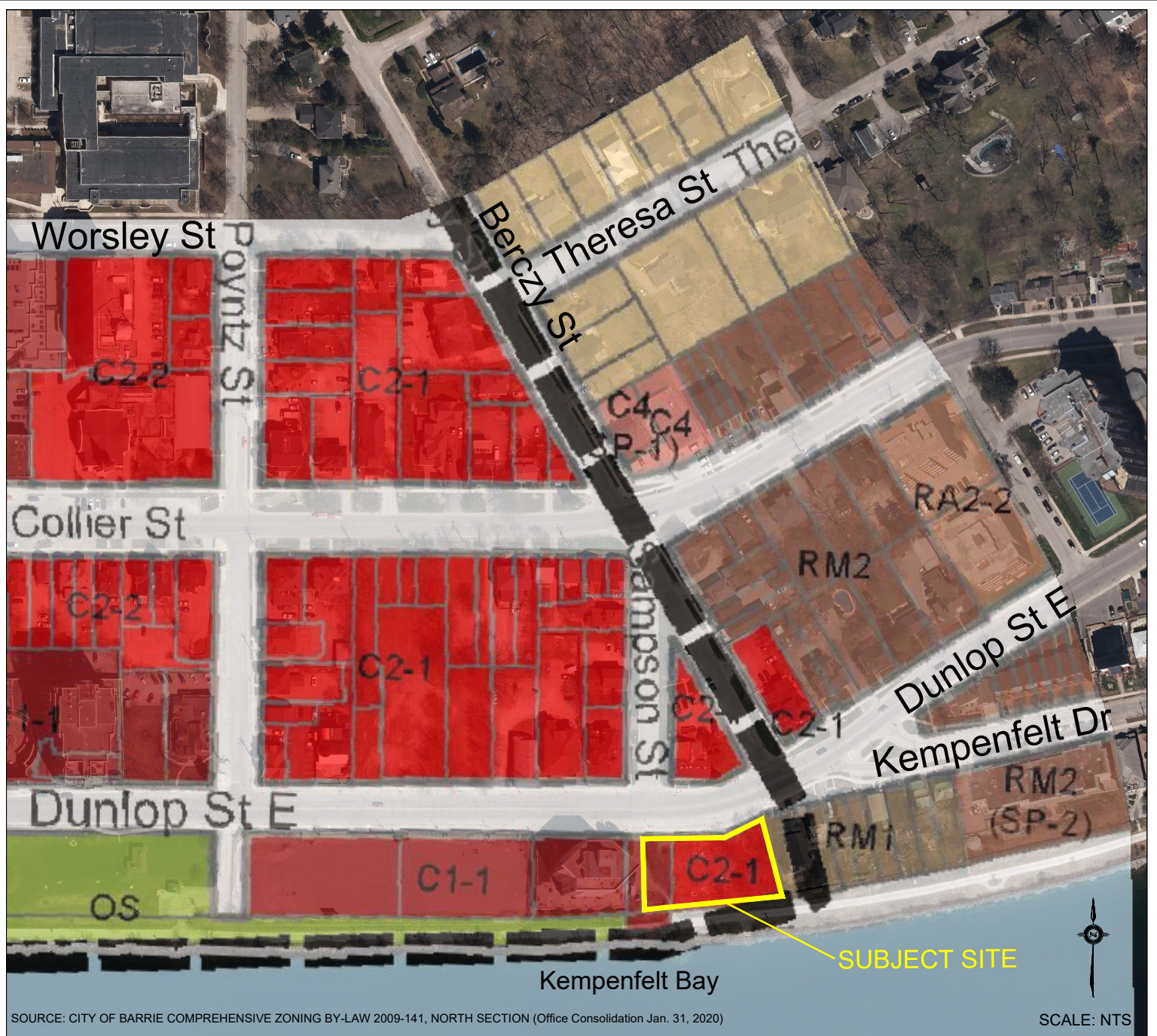


LEGEND

- URBAN GROWTH CENTRE (150 persons / job per ha)
- BUILT-UP AREA

SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 8
BARRIE OFFICIAL PLAN
INTENSIFICATION AREAS



LEGEND

	RESIDENTIAL SINGLE DETACHED SECOND DENSITY (R2, R2-WS)
	RESIDENTIAL MULTIPLE DWELLING FIRST DENSITY (RM1, RM1-SS, RM1-WS)
	RESIDENTIAL MULTIPLE DWELLING SECOND DENSITY (RM2, RM2-TH, RM2-TH WS)
	RESIDENTIAL APARTMENT DWELLING SECOND DENSITY (RA2, RA2-1, RA2-2)
	OPEN SPACE (OS)
	CENTRAL AREA COMMERCIAL (C1, C1-1, C1-2)
	TRANSITION CENTRE COMMERCIAL (C2, C2-1, C2-2)
	GENERAL COMMERCIAL (C4)
	CITY CENTRE REVITALIZATION

SUBJECT SITE
217 DUNLOP STREET EAST

FIGURE 9
BARRIE COMPREHENSIVE
ZONING BY-LAW



LEGEND

 BARRIE URBAN GROWTH CENTRE (UGC)

 **SUBJECT SITE**
217 DUNLOP STREET EAST

FIGURE 10
BARRIE COMPREHENSIVE
ZONING BY-LAW
URBAN GROWTH CENTRE

The following reports and plans have been prepared in support of the project and constitute a complete application:

- **Planning Justification Report – Mitchinson Planning & Development Consultants Inc., January 2021**
- **Site Plan Control Application – Salter Pilon Architecture, January 2021**
- **Urban Design Brief – Salter Pilon Architecture, December 2020**
- **Summary of Brownfield Site Redevelopment Requirements – Azimuth Environmental Consulting Inc., December 11, 2020**
- **Hydrogeological Assessment – Azimuth Environmental Consulting Inc., December 2020**
- **Environmental Impact Study – Azimuth Environmental Consulting Inc., December 17, 2020**
- **Functional Servicing Report – Skelton, Brumwell & Associates Inc., December 15, 2020**
- **Stormwater Management Report – Skelton, Brumwell & Associates Inc., December 15, 2020**
- **Traffic Impact Study – Skelton, Brumwell & Associates Inc., December 17, 2020.**

The primary findings and conclusions of the supporting studies are summarized in Section 3.4 below.

3.4 SUPPORTING TECHNICAL REPORTS

Key excerpts from the project's technical reports are highlighted in the following sections.

3.4.1 Summary of Brownfield Site Redevelopment Requirements, Azimuth Environmental Consulting Inc., December 11, 2020

Azimuth's Brownfield Summary Report addresses: regulations applicable to the Site under the *Environmental Protection Act* for Brownfield site redevelopment including MECP's Phase One and Phase Two Environmental Site Assessment programs ("ESAs") and issuance of a RSC and CPU which prescribe site development / construction requirements; source water protection requirements pursuant to the *Clean Water Act* given the Site's location in a wellhead protection area; and hydrogeological requirements in response to pre-consultation comments from Barrie's Risk Management Official ("RMO") and Engineering Department.

Report excerpts are provided in the following:

- *“This Site has been evaluated for over a decade and based on this thorough investigation has received a "Record of Site Condition (RSC)" acknowledgement from the Ontario Ministry of the Environment, Conservation and Parks (MECP) for the residential redevelopment of this Brownfield property.*

This Site is a former dry cleaning establishment and before that a retail gasoline service station. Residual contaminants associated with these past enterprises were discovered and have been delineated as required by the MECP for the RSC process. The MECP has a rigorous vetting process to gain acceptance of a proposed Brownfield redevelopment proposal. This process culminates in the issuance of an RSC acknowledgement. It is acknowledged by the Province that the property redevelopment as described in the RSC application would not endanger the natural environment or those using the property in the manner present in the RSC application.”

- *“The CPU is a legal document issued by the MECP which outlines how this Site is to be developed for the intended residential building. In the CPU are a myriad of conditions that must be met as the development is constructed and how the completed development is to be monitored and maintained to preserve the RMMs and safeguard the environment.*

After all of this review by the Provincial authority, the actual RSC application is finally made and the province has the ability to review the file one final time. The MECP filed this RSC acknowledgement on February 21, 2019. This procedure is considered to be the most stringent evaluative process for sites in the Province.”

- *“The RMM [Risk Mitigation Measures] to be employed for the Site development plan is a vapour barrier using a thick impervious membrane sheet that will cover the Site and separate the subsurface ground condition from the surface soil condition (i.e., landscaping plan) and proposed building envelope.”*
- *“No deep drilling is being proposed for the Site development including deep piles, caissons, excavations, and / or underground parking that has the potential to create a transport pathway. All foundation / construction works are planned in the upper surficial aquifer down to the uppermost till surface; but not beyond that depth.”*
- *“The existing residual contaminant source present at this Site is considered to be a "Condition" under the Source Water Protection legislation. A Condition or potential Condition that has not been identified would potentially be a Significant, Moderate, or Low Threat to Drinking Water based on the combination of Hazard Rating and Vulnerability Rating.*

The Site resides in the "green" vulnerability zone which has a wellhead vulnerability score of 4. As such, the residual contaminant Condition at the Site has a Low Threat potential to the Heritage wellfield located in Heritage Park.”

- **“Conclusions:** *Considerable care has been taken by the proponent to safeguard the environmental setting at and surrounding the Site. A safe and appropriate redevelopment plan has been devised in accordance with provincial and municipal regulatory requirements.*

The MECP is the designated authority to address the environmental impacts associated with past and present land uses. The MECP has completed a rigorous environmental evaluation of the proposed Brownfield redevelopment of this Site and issued a Record of Site Condition acknowledgement (RSC No.: 225398)¹. It is the opinion of the MECP that there is no adverse impact(s) associated with this redevelopment plan and the proponent is permitted to proceed with this endeavour in accordance with the CPU. The CPU addresses both the Site development requirements and post-development maintenance of the property in perpetuity.

The City has expressed concerns with construction matters related to the proposed development. While the majority of these concerns are addressed by the MECP in their CPU document, it is acknowledged that an appropriate level of care will be vested in the construction management of the development to prevent any potential adverse impacts. Of particular concern to the City is any impact threat to the confining till aquitard. The proposed Site development plan has addressed these concerns such that there will be no impact to the underlying municipal water resources. Specific details with the building foundation design are presented by others (Peto McCallum Limited, 2020).

Source Water Protection issues raised by the City will be addressed as outlined above. Appropriate handling/ application of winter safety salt will conform with "Smart About Salt" protocols and applied by practitioners certified in "Smart About Salt" practices.

Specific chemicals of concern (i.e., DNAPLs) will not be permitted in any commercial establishments on this property. Furthermore, care will be taken to ensure support services such as cleaning / maintenance staff do not use such chemicals on this property which should address this Source Water Protection policy concern.

An evaluation of the Condition at the Site has revealed that it represents a Low Threat Potential to the City's Heritage wellfield based on the available vulnerability mapping for the City.

Based on all of the preceding, the proponent has addressed the potential environmental concerns/ threats associated with the Site and its future development. Pre-consultation issues raised by the City have been acknowledged and addressed. The stringent environmental due diligence required by the Province for Brownfield redevelopment has been met through the issuance of the RSC."

- *"In our professional opinion, the proposed Site development plan does not have an adverse impact on the hydrogeologic setting present at this Site."*

3.4.2 Hydrogeological Assessment, Azimuth Environmental Consulting Inc., December 2020

Azimuth's Hydrogeological Assessment addresses: development requirements mandated by the LSRCA under the *Lake Simcoe Protection Act*; source water protection requirements under the *Clean Water Act* pertaining to water quantity issues (Azimuth's Brownfield Summary addresses water protection quality requirements); and pre-consultation comments regarding the physical ground water flow at the Site.

Assessment excerpts are provided in the following:

- *“The Site is not considered a Highly Vulnerable Aquifer Area (HVA); however, it is located within a Significant Ground Water Recharge Area (SGRA), Wellhead Protection Area (WHPA-C), (WHPA) Q-1, WHPA-Q1/Q2, an Issues Contributing Area (ICA) for chloride and an Intake Protection Zone (IPZ) 3.”*
- **“Conclusions:** *The Site is found at an elevation between 222 and 226 masl, with a south aspect and a gross slope of 15%. The Site is located within the Lake Simcoe Watershed. The existing Site drains south via overland flow towards Kempenfelt Bay. Site soils are composed of silty sand fill atop sand and gravel, underlain by a silty clay aquitard unit.*

The inferred groundwater table in the vicinity of the Site is 219 - 220 masl, flowing south, south east towards Kempenfelt Bay. Hydraulic conductivity testing was completed within three of the monitoring wells at the Site by Azimuth staff. Slug test data indicates that the hydraulic conductivity of the deposits is very similar across the Site and range between 1.6×10^{-6} to 3.7×10^{-6} m/s.

The pre-development infiltration volume is 263 m³/year. This assumes the Site is composed of the existing hardscaped and landscaped areas. The post-development without mitigation infiltration volume is 96 m³/year, which is a deficit of 167 m³/year.

Due to the Site's Certificate of Property Use (CPU) and the underlying membrane which will be installed as part of the proposed development, ground water infiltration LIDs are not able to be implemented at this Site. Therefore, financial compensation will be required to reflect the 167 m³/year deficit as per the LSRCA Water Balance Offsetting Policy.

The overall deficit is considered small and there are no adjacent wetland features or private wells as the area is municipally serviced. The closest municipal wells (Barrie Heritage Wells 11 & 14) are located approximately 800 m west of the Site. These wells are screened below 177 masl (Golder, 2004) or 45 m below grade at the Site. As such, the small infiltration loss and the vertical separation resulting from the silty clay unit underlying the upper aquifer, limit the development's ability to create a quantitative influence on the municipal wells. Similarly, although the development is located in close proximity to Lake Simcoe, the small scale reduction in infiltration would not likely create a measurable influence on the Lake.

It is assumed that new service connections to Dunlop Street will be established as part of the proposed development. At present, the intent is to construct the building envelope above the water table condition in order to avoid any potential to have to control ground water in perpetuity as specified by the CPU requirements.

Due to the impacted soils at the Site, the requirements of the CPU, and the cost to dispose of contaminated water, the objective is to ensure no dewatering is required during construction of the proposed development. Therefore, foundation and servicing construction works will need to be undertaken during periods of low groundwater levels and outside of high ground water levels.

As per City of Barrie requirements, all existing monitoring wells which are no longer required for the CPU, will need to be properly decommissioned as per O.Reg. 903 (Wells Regulation) prior to commencement of building construction.

The proposed development exists above the ground water table condition will not meaningfully influence the hydrogeologic setting. In our professional opinion, the proposed Site development plan does not have an adverse impact on the hydrogeologic setting present at this Site.

In summary and given the preceding assessment, the proposed development is consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe 2020, the Lake Simcoe Protection Plan, the Source Water Protection Policies of the South Georgian Bay Lake Simcoe Source Protection Authority and the City of Barrie Official Plan.”

3.4.3 Environmental Impact Study, Azimuth Environmental Consulting Inc., December 17, 2020

The property is located within 30 m of the City’s North Shore Trail and the Kempenfelt Bay shoreline which are identified as a Level 3 Natural Heritage Resource by Schedule “H” to Barrie’s Official Plan. This proximity triggers the requirement for an Environmental Impact Study (“EIS”). An EIS is also required by the LSRCA as the property is located within 20 m of Lake Simcoe and is governed by the LSRCA: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Ontario Regulation [O.Reg. 179/06]) under the *Conservation Authorities Act*.

EIS excerpts are provided in the following:

- *“No provincially or regionally rare [wildlife] species were documented on the subject lands.”*
- *“Due to the urbanized nature of the site and the disconnect from the Lake Simcoe shoreline or other natural heritage features, the property and adjacent lands do not provide any SWH [significant wildlife habitat] functions including habitat linkage/connectivity.”*
- *“The property is not connected to Lake Simcoe by a watercourse and is isolated from the shoreline by an intervening multi-use trail (Barrie North Shore Trail). Vegetation cover of the property is sparse and weedy. Therefore, the property does not contain vegetation contributing to the integrity of the Lake Simcoe shoreline / City of Barrie Level 3 Natural Heritage Resource.”*
- *“The SAR [Species at Risk] screening included an analysis of the habitat requirements of species listed in O.Reg. 230/08 which occur in the County of Simcoe to identify those having potential to occur on the property and adjacent lands based on habitats present (Table 1). Based on our assessment, no Endangered or Threatened species have potential to occur on the property.”*
- *“Mitigation and Recommendations:*
 - *Install and monitor sediment controls based on best management practices as per sediment and erosion control plans approved by the City of Barrie for the future development;*
 - *Clear shrubs and trees outside of the bird nesting season generally defined as the time between April 1 and August 31 – i.e., clear trees between September 1 and March 30;*
 - *Utilize native plants in the landscape design for the development to the extent possible; and*
 - *Avoid using plants in the landscape plan considered to be invasive.”*

- **“Provincial Policy Statement**

*The proposed re-development results in no negative direct or indirect impacts to significant natural heritage features or functions (i.e., wetlands, woodlands, valleylands, ANSIs, wildlife habitat functions; Policies 2.1.4, 2.1.5, 2.1.6, & 2.1.8) and can be achieved with no impact to fish habitat or habitat of Endangered and Threatened species (Policy 2.1.7) – **Is Consistent with***

Endangered Species Act

*The proposed re-development can occur without harm to individuals or destruction of habitat of Endangered and Threatened species – **Complies***

Lake Simcoe Protection Plan

*As per Azimuth’s Hydrogeological Assessment Report (December 2020) the proposed re-development will not impact the quality and quantity of groundwater in this area or the function of the recharge area (Policy 6.40) – **Conforms***

City of Barrie Official Plan

*The function of the shoreline (Level 3 Natural Heritage Resource) in adjacent lands will not be impacted by the proposed re-development [Policy 3.5.2.4 (a) (iii)] – **Conforms***

Lake Simcoe Region Conservation Authority

Approvals in the form of a permit from the LSRCA will be required before any earthworks within LSRCA regulated lands.”

- **“ Conclusions:** *Proposed re-development of the property can be achieved with no negative impacts to significant natural heritage features and functions of the property and adjacent lands including habitat of SAR.”*

3.4.4 Functional Servicing Report, Skelton Brumwell & Associates Inc., December 15, 2020

The Functional Servicing Report (“FSR”) addresses the location, size, capacity and installation of municipal services and utilities including sanitary sewers, water supply and fire flows. Stormwater management (“SWM”) requirements for the Site are addressed in a separate SWM Report.

FSR excerpts are provided in the following:

- *“The development will require a 150 mm diameter sanitary sewer (minimum) to service the building at a minimum slope of 0.4% in order to provide full flow velocity and full capacity. The building sanitary invert and discharge location will be confirmed by the project mechanical consultant.*
- *“Based on the calculated peak flow rate of 0.92 L/s, the Lakeshore Trunk sanitary sewer has sufficient capacity to accommodate the proposed development.”*

- *“The proposed water servicing will include a 100 mm diameter domestic water service with a curb stop at the property line and a 200 mm diameter fire service. Both connections will be to the existing 250 mm diameter watermain on Dunlop Street East. The size of the domestic water service within the building will need to be confirmed by the project mechanical consultant.*

Given the anticipated height of the proposed building, booster pumps may be required to provide the required operating pressure to the upper floors. The need for (and design of) booster pumps will need to be confirmed by the project mechanical consultant as part of the building permit application.”

- *“The required fire flow of 167.9 L/s is less than the available fire flow of 223 L/s, and as such, meets the requirements of the City of Barrie Water Transmission and Distribution Policies and Design Standards. Based on the hydrant test that was undertaken, it appears that there is sufficient domestic and fire flow available to meet the requirements of the proposed development.”*
- *“Alectra Utilities Inc. (Alectra) provided preliminary review and comments on May 9, 2019, and noted that they have no objections to the proposed development. The detailed design work for the project will need to include circulation to Alectra in order to coordinate the design and installation of electrical services to the proposed development.*

No information was readily available from either Bell Canada (Bell) or Rogers Communications (Rogers); however, given the centralized location of the development within the City of Barrie, there are no issues anticipated with provided Bell and/or Rogers service.

As part of the detailed design work for the project, the Site Plan will need to be circulated to Alectra, Enbridge, Bell, and Rogers for their review, comment, and respective designs.”

- **“Conclusions and Recommendations**

Based on the preceding analysis, it is our opinion that the proposed condominium development can be established on the existing property on the south side of Dunlop Street East at the intersection of Dunlop Street East and Sampson Street in the City of Barrie. The existing municipal and utility services are sufficient to meet the requirements of the proposed project.

Any requirements for a building fire suppression system and Siamese connections will need to be determined at the detailed design stage by the project architect, mechanical consultant and City of Barrie Staff.

The electrical engineer for the building will need to determine the power requirements in order to confirm that the project can be serviced from the existing electrical infrastructure on Dunlop Street East. Development plans should be provided to Bell Canada, Enbridge Gas, Rogers, and Alectra, so that they can confirm their servicing requirements, prepare their utility designs and prepare the necessary servicing agreements. The detailed design and construction of site services should be coordinated with the utility companies.”

3.4.5 Stormwater Management Report, Skelton Brumwell & Associates Inc., December 15, 2020

The Report addresses Barrie, MECP, LSPP / LSRCA stormwater management quantity and quality requirements.

SWM Report excerpts are provided in the following:

- *“The stormwater management design for the project has been prepared in accordance with policies and requirements of the Ministry of Environment, Conservation and Parks (MOECP), Lake Simcoe Protection Plan (LSPP), LSRCA and City of Barrie. Standard stormwater management requirements for these projects are as follows:*

- 1) Control Post-Development peak flows to Pre-Development magnitudes for storms from the 1 in 2-year to 1 in 100-year return period.*
- 2) Site grading and drainage to be completed to comply with the Ontario Building Code.*
- 3) Provide Enhanced level quality treatment for storm water leaving the site (80% TSS Removal).*
- 4) Provide water balance to achieve pre-development infiltration rates.*
- 5) Provide 80% Total Phosphorus removal plus target a net zero discharge.*

In addition, the existing Sampson Street Storm sewer is in conflict with the proposed building. This sewer will need to be re-aligned to allow for the proposed building footprint to be constructed.”

- *“For this site, the [LSRCA] regulations would be for flooding and erosion hazard.*

Flooding

Lake Simcoe is not subject to flooding due to a storm event in the same way a watercourse (river, stream) would be. The historical high-water level for the lake is 219.5m. Review of topographic survey information for the project shows that the entire site is above this elevation. Even the top of the north shore trail is above this historic high-water level. As such, in our opinion there is no risk of flooding of the property and development of the site.

Erosion Hazard

Being adjacent to Lake Simcoe and buffered by the north shore trail, the site is not subject to erosion hazards from wave action at its lower elevation. Existing drainage infrastructure on Dunlop Street and upstream protect the site from erosion caused by runoff flowing through the site. There is technically the potential for some erosion on the property from direct rainfall, however there is no evidence that this is taking place at this time, likely due to the vegetative cover that is currently in place. Development of the site will maintain and enhance protection from erosion through addition of

hard surfaces (driveways, sidewalks, building roof) and ensuring that landscaped surfaces are fully covered with vegetation.”

▪ **“Conclusions and Recommendations**

Based on the preceding analysis, it is our opinion that the proposed condominium development at 217 Dunlop Street, Barrie can be completed while meeting the stormwater management requirements of the City of Barrie, Lake Simcoe Region Conservation Authority and MOECP. To this end, we recommend the following:

- 1) Re-align the existing sewer from Sampson Street with a new 750mm storm sewer, tying back in at the south side of the property, north of the existing trunk sanitary sewer.*
- 2) Install an on-site storm sewer system sized for the 1 in 5-year return period event.*
- 3) Drain the site sewer through a Jellyfish filter to provide stormwater quality control and phosphorus reduction.*
- 4) Provide no stormwater peak flow controls for the project due to the proximity of the site to Kempenfelt Bay which is the ultimate outlet point for storm drainage in the area.*
- 5) Utilize no stormwater infiltration features due to proximity of existing and proposed foundations to the property line and presence of contaminated shallow aquifer below site.*
- 6) Develop a comprehensive erosion and sediment control plan at the detailed design stage utilizing the basic recommendations included in Section 7.0.*
- 7) Undertake long term maintenance measures for the storm sewer system as discussed in Section 8.0.”*

3.4.6 Traffic Impact Study, Skelton Brumwell & Associates Inc., December 17, 202

The Traffic Impact Study (“TIS”) examines traffic service levels at the Site’s accesses and addresses projected traffic volumes and potential impacts, turning movements, sight lines, parking (vehicles / bicycle) and public transit. The Study has been prepared in accordance with Provincial and City of Barrie traffic engineering standards and best management practices.

TIS excerpts are provided in the following:

- *“The development proposal includes three entrances from Dunlop Street, two at the east side of the property which are directly beside each other and the third at the west side.”*

- *“Although the property is located on the outside of the apex of a horizontal curve on Dunlop Street, the sight distance to and from the site is good in both directions. From the west, the site can be seen at least from the Mulcaster Street intersection, about 370 metres away. From the east the property is visible from the next horizontal curve, a distance of about 290 metres.”*

- **“Conclusions**
Based on our research and analysis, we conclude the following:
 - *The proposed 41 unit condominium development at 217 Dunlop Street East is expected to generate about 26 vehicle trips in the a.m. peak hour and 30 trips in the p.m. peak hour.*
 - *During peak hours, it was estimated that about two-thirds of the traffic generated by the site would be going to and from the west on Dunlop Street, with one-third going to and from the east. It is also estimated that about 60% of the site traffic will enter and leave by the east driveway, with 40% using the west driveway.*
 - *Traffic turning into and out of the site during peak hours is expected to be able to do so at an acceptable Level of Service in the future 2032 horizon year. There will be some delay for traffic exiting the driveways during peak periods, and more so in the P.M. peak hour, but the Level of Service will be acceptable. The development is expected to have very little impact on the existing and forecasted future background traffic conditions.*
 - *No measures are required or recommended to mitigate increased traffic from the proposed condominium at 217 Dunlop Street East.*
 - *Traffic movement challenges being experienced by local residents at Kempenfelt Drive should not be made any worse by the additional traffic generated by this development.*
 - *It is expected that parking for construction workers can be adequately provided at various nearby municipal street parking spaces or off-street parking lots. The four on-street parking spaces in front of the site may need to be closed through much of the construction period.”*

3.4.7 Urban Design Brief, Salter Pilon Architecture, December 2020

Salter Pilon’s Urban Design Brief (“UDB”) addresses primary design considerations in accordance with the Urban Design and Tall Building requirements of Barrie’s Official Plan as well as the City’s Intensification Area and Urban Design Guidelines, including: site and architectural design, block context plans, transition between uses, landscape design, site circulation and parking, servicing, sustainability and potential photometric (lighting), micro-climate and building shadow impacts. A copy of Salter Pilon’s UDB is contained in Appendix “B”.

UDB excerpts are provided in the following:

- *“The development takes into consideration a number of urban design studies and recommendations regarding compatibility with surrounding uses, micro-climate effects, pedestrian safety, and issues of human scale and views.*

The proposed design makes use of an articulated façade to comfortably relate to the human scale of pedestrian traffic along the sidewalk. This is achieved through use of a multi-tiered podium which will step up from the east and west towards the grand pedestrian entrance situated at the front centre of the building. The podium will be subtly protruded at the front entrance to further present and emphasize a human scale at the street.

To reduce the visual and physical impact of a tall building at this location, the tower design will feature a slimmer building mass than would characterize most other buildings containing units with floor areas as generous as being proposed. An innovative design solution will be implemented which will all but eliminate all extraneous horizontal circulation areas (corridors); multiple elevator cores will exit directly into the foyer of each residential unit and the multiple exit stairs required by the building code will be stacked together by utilization of a “scissor stair” configuration. Thus, the area of shared corridors which would commonly be required for buildings of this typology—to connect the vertical circulation to each unit, on each floor—has been removed, and along with it the additional building width these corridors would cause.

The design carefully navigates the relationship between views of the bay and skyline with life on the street. The façade along Dunlop Street East aims to combine the traditional architecture and aesthetics of historic downtown Barrie - which are informed by the City’s past operation as a trade and manufacturing hub and characterized by brick and stone masonry and consideration for multiple modes of transportation at various scales - with a more contemporary condo design approach focusing on glazing and views from and toward the building.

The material sensibility of the proposed building references the marriage of past and present. A high standard of design excellence will also be evident by the high quality of architectural treatments and building materials utilized for construction of the building.”

- **Light Impacts** - *“It is the opinion of Quasar Engineering that the current lighting design and photometrics modelling meet the intent of the City of Barrie Design Guidelines including applicable lighting design for safety around the entire building perimeter, zero to minimal light pollution beyond the property boundaries so as not to adversely impact neighbouring properties, and dark sky compliant fixtures. As such the proposed development is feasible to proceed.”*
- **Micro-climate Impacts** - *“The project has been designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Gradient Wind Engineers and Scientists completed a pedestrian level wind (PLW) study to satisfy submission requirements for the proposed development. The study mandate was to investigate pedestrian wind comfort within and surrounding the subject site and to identify any areas where wind conditions may interfere with certain pedestrian activities.*

Based on computer simulations, meteorological data analysis, and experience with similar developments in Ontario, the wind study determined that:

- *All areas at grade level within and surrounding the subject site will be suitable for their intended uses throughout the year. Specifically, wind conditions over surrounding sidewalks, building access points, and driveways are considered acceptable for the intended pedestrian uses throughout the year.*
 - *Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.”*
- **Shadow Impacts** - *“A shadow impact study has been completed to ensure the design and project siting mitigates the impacts of shadows on public parks and open spaces and private properties throughout the day. It is the opinion of Salter Pilon Architecture that the proposed project will have no impact to the North Shore Trail and minimal impact to adjacent public spaces. There will be shadowing to the north, east and west, however all adjacent private residences will have a minimum of 6 hours of solar access during the solstices, and as such the proposed development is feasible to proceed.”*
 - **“Conclusions** - *The site and building design conform with Barrie’s Official Plan Policies related to urban design and requirements for tall buildings. It is our belief that the proposal has been developed according to the requirements, guidelines and the vision of the City of Barrie for the intensification of Urban Growth Centre.*

The development will complement and enhance the existing neighbourhood and has been designed to mitigate potential impacts on surrounding uses. Proposed uses of land and existing municipal infrastructure are environmentally sound, efficient and cost effective.

The building form and its proposed uses facilitate a smooth transition at the pedestrian realm where the eastern border of the Urban Growth Area intersects with the residential area beyond. Facing the street, articulations along the façade assist in maintaining a comfortable pedestrian scale and attractive urban streetscape. The proposal is consistent with other existing buildings in the area and proposals approved for nearby sites. The proposal embodies the desire for controlled intensification and growth which is characterized by the City’s urban design policies and guidelines.

It is our opinion that the proposal is appropriate and in general conformance with the design intent of the City of Barrie guidelines. The proposal represents the implementation of good urban design practices and will contribute to an enhanced, attractive, sustainable and safe built fabric of the City of Barrie.”

In summary, the technical analyses prepared for the project conclude that:

- The Site has been comprehensively tested in accordance with MECP brownfield site requirements. MECP has issued a RSC and a CPU and determined the Site is suitable for the type and form of uses proposed. The Site shall be constructed in accordance with MECP’s RSC / CPU requirements.

- The proposed development will have no negative impacts on sensitive surface water features, sensitive groundwater features and their hydrologic functions. The wellhead protection analysis / threat assessment undertaken for the Site in accordance with Source Water Protection policies determined a low threat potential to drinking water.
- The proposed development will have no negative impacts on significant natural heritage features or their ecological functions including SAR and fish habitat.
- The Site is not subject to flooding or erosion hazards.
- Existing municipal services, servicing capacity, fire flows and utilities are available for the project. SWM quantity and quality will be designed in an effective and environmentally sound manner in accordance with Barrie, MECP and LSRCA engineering standards and best management practices.
- Traffic impacts are minimal, will not cause operational issues, delays or congestion within the local roadway system, and improvements to the transportation system are not required. Public transit is within walking distance of the Site.
- The building design proposed for the Site conforms with the Urban Design and Tall Building requirements of the City's Official Plan. The development does not produce negative photometric or micro-climate impacts. There are no shadow impacts on the North Shore Trail. Adjacent private properties receive a minimum of 6 hours of solar access during the solstices.

3.5 THE PLANNING APPLICATIONS

3.5.1 Zoning By-Law Amendment

As previously described the Site is zoned Central Area Commercial C1-1 and Transition Centre Commercial C2-1. High density residential apartment buildings and commercial uses are permitted in these Zones. The majority of the C1 and C2 development standards are the same.

Table 1 summarizes the applicable zone standards as well as the special provisions required to develop the Site as proposed. The special provisions (numbers) are highlighted in yellow and have been slightly rounded up or down from the numbers shown on the site plan to allow for minor flexibility at the detailed design and construction stage.

The proposed zoning by-law amendment rezones the Site from C1-1 and C2-1 to C2-1 Special Provisions C2-1(SP-xxx). A draft zoning by-law amendment is provided in Appendix "C".

TABLE 1: City of Barrie Commercial C1 and C2 Zone Standards

ZONE STANDARD	REQUIRED	PROVIDED Special Provisions (yellow highlight)
Lot Area (min.)	-	0.2 ha (2,007.9m ²)
Lot Frontage (min.)	-	58.0 m
Front Yard Setback (min.)	-	0.5 m (varies: 5.8 m west, 3.8 m east, 1.1 m narrowest)
East Side Interior Side Yard Setback from Residential Zone (min.)	C1: 6.0 m C2: 6.0 m + 11.25 m above 11 m = 17.25 m	6.0 m
West Side Interior Side Yard Setback from Commercial Zone (min.)	C1: 0.0 m C2: 3.0 m + 11.25 m above 11 m = 14.25 m	6.0 m
Exterior Side Yard Setback (min.)	-	n / a
Rear Yard Setback (min.)	-	0.5 m (varies up to 2.6 m)
Lot Coverage (max.)	-	58 % (1,161 m ²)
Lot Coverage for Commercial Use (min.)	50%	20.0% (402 m ²)
Gross Floor Area (max. % of lot area)	C1: 600% C2: 400%	595% (11,882 m ²)
Building Height (max.)	C1-1: 30.0 m C2-1: 30.0 m	56.0 m
Building Height (max.) Within 5 m & Beyond 5 m of Front Lot Line	C1-1: 10.0 m & 30.0 m C2-1: 10.0 m & 30.0 m	56.0 m
Landscaped Open Space (min.)	-	20.0 % (415 m ²)
Continuous Landscape Buffer Width along Side and Rear Lot Lines (min.)	3.0 m	0.0 m (varies up to 8.0 m)
Continuous Landscape Buffer Width Adjacent to a Residential Zone (min.) (Section 4.8.2.1)	3.0 m	0.0 m (varies up to 8.0 m)
Residential Parking Spaces - 1 space per unit (min.) including 3 Barrier Free spaces (min.)	41	113 Residential (includes 53 standard, 60 tandem / stacked, 3 barrier free spaces)
Commercial Parking Spaces - 1 space per 24m ² (min.)	C1 = 0 C2 = 17	0 Commercial
Loading Space (min.)	1	1

Source: Sections 4.6, 4.7, 4.8 and 6.3 of Barrie Comprehensive Zoning By-law 2009-141 (January 2020 Consolidation)

The special zone provisions are based on the innovative building design, site size and grading, and RSC / CPU construction requirements. Justification for the special provisions is summarized in the following:

- 1. Minimum Side Yard Adjoining a Residential Zone (east side):** A minimum 6.0 m side yard is provided and is required to accommodate the east driveway connections to / from the parking garage. A 6 m setback is reasonable given the Site's City Centre / UGC location (per Barrie's Urban Design Guidelines which apply a minimum 6 m distance to respect adjacent properties' access to natural light and air). The setback increases to 8+ m along the southeast side of the Site due to the shape of the property. Further, the Applicant owns the abutting residence to the east (approx. 11 m lot width). Therefore, the functional / effective setback from other single detached residences located further to the east is much larger and ranges from 17 m to 19 m. This additional transition space enables increased flow of sunlight / air and frames views of the waterfront. Attractive landscaping along portions of the Site's eastern side yard also enhance the relationship between uses.
- 2. Minimum Side Yard Adjoining a Commercial Zone (west side):** A minimum 6.0 m side yard is provided and is required to accommodate the west driveway connection to / from the parking garage. A 6 m setback is reasonable given the Site's City Centre / UGC location and Barrie's Urban Design Guidelines. The setback increases to 9 m along the southwest side of the Site due to the shape of the property. Further, the 7.3 m wide Sampson Street unopened road allowance intervenes between the Site and the adjoining Flamenco 8 storey residential condominium (215 Dunlop E). Therefore, the functional / effective setback from the existing apartment building located to the west is much larger and ranges from 13 m to 16 m. This additional transition space enables increased flow of sunlight / air / pedestrian movement and frames views of the waterfront. Additional landscaping in the Sampson Street right-of-way and along portions of the Site's western side yard also enhance the relationship between uses.
- 3. Minimum Coverage for Commercial Use:** The development provides a minimum commercial coverage of 20% (402 sq.m.). The reduced amount of commercial space is appropriate given the development's residential focus, existing residential uses east of the site, and the extensive variety of existing commercial uses located downtown. Notwithstanding this, the inclusion of commercial space within the development is desirable as it contributes to commercial vitality downtown, serves local resident needs, and enhances mixed-use, mainstreet interest at the pedestrian level.
- 4. Maximum Gross Floor Area:** An increased gross floor area of 595% (11,882 sq.m.) is appropriate for this project as it: optimizes the efficient / effective redevelopment of an underutilized site particularly given its location in Barrie's UGC; allows for the inclusion of residential and commercial uses and on-site parking; and implements the innovative and exclusive interior design features of the building (i.e. large units, private elevators, extensive amenity space, etc.).

- 5. Maximum Building Height:** An increased building height of 56 m (15 storeys) is proposed and is appropriate for this project. The height increase implements the building's innovative architecture (i.e. high interior ceiling heights, 3 parking levels, etc.) and MECP's RSC / CPU construction specifications which restrict foundation piles and depth of excavation. The building height and design conform with the City Centre, UGC, urban design and tall building policies of Barrie's Official Plan. The building height is consistent with existing 15 storey apartment buildings located east and west of the Site. Separation distances, transition, and high caliber building design / landscape features minimize impacts on adjacent uses. There are no negative micro-climate or light impacts. There is no shadow cast on the North Shore Trail and adjacent private properties receive a minimum of 6 hours of solar access during the solstices.
- 6. Minimum Width of Continuous Landscape Buffer:** High caliber landscaping is proposed along all four lot lines. However, the driveway locations and portions of the building's southern wall restrict the ability to provide a continuous 3 m wide landscape buffer along the side and rear lot lines. The proposed landscape buffer width ranges from 0 m to 8+ m in certain locations. The project proposes to landscape the City's Sampson Street pedestrian trail connection. Enhanced landscape treatments are situated in strategic areas to soften building impacts, provide shade, and create a positive and comfortable relationship between private and public spaces (i.e. along the Dunlop Street frontage, Sampson Street and the North Shore Trail) .
- 7. Minimum Number of Commercial Parking Spaces:** The City's By-law requires 17 commercial parking spaces for the development; 0 commercial spaces are proposed. The reduction is reasonable given the Site's location in Barrie's City Centre / UGC and associated Official Plan parking policies, the availability of on-street parking, and the location of public transit within walking distance of the Site.

In summary, the proposed special provisions enable a built form which is attractive, functional, sustainable, compatible and consistent with the neighbourhood, and appropriate for Barrie's downtown City Centre and UGC.

3.5.2 Site Plan Control

The site plan control policies of Section 41 of the *Planning Act*, R.S.O. 1990, c.P.13 as amended (the "*Planning Act*") contain provisions which address such matters as: built form, exterior design and building location; the relationship between structures and adjacent properties and public spaces; servicing; accessibility, traffic and pedestrian movement; and sustainable design elements.

Site plan control approval is required for many properties and development types throughout Barrie including the subject Site. An approved site plan is necessary before development can occur on the property.

As previously outlined, a site plan control application has been prepared by Salter Pilon Architecture. The application is being filed concurrently with the rezoning application and will be reviewed in conjunction with the proposed zoning by-law amendment. Salter Pilon's site plan, building elevations and floor plans are provided in Appendix "A".

3.5.3 Condominium Exemption

Section 9(6) of the *Condominium Act* 1998 allows an approval authority to "exempt" a condominium project from the subdivision provisions of Section 51, 51.1 and 51.2 of the *Planning Act*.

Exemptions are typically granted when a condominium project conforms with the City's Official Plan and Comprehensive Zoning By-law and / or has been subject to a planning review process which involves municipal, agency and public review; for example, the planning processes associated with the project's concurrent site plan control and rezoning applications.

Condominium tenure is appropriate and desirable for the development given its location and custom design. The development conforms with the City's Official Plan and Comprehensive Zoning By-law and will comply with the City's Zoning By-law standards upon approval of the rezoning.

3.6 PUBLIC CONSULTATION

The importance of public consultation is recognized and mandated by the *Planning Act* and is implemented by the City's public consultation requirements. In addition to a formal Public Meeting held by Barrie's Planning Committee, the City also requires an informal Neighbourhood Meeting prior to the submission of rezoning applications.

The Neighbourhood Meeting is hosted by the Applicant in conjunction with the City's Planning Department. Public input received must be addressed in the Planning Justification Report by:

- detailing how comments have been addressed in the submission; or,
- providing justification as to why comments have not been addressed in the submission.

A Neighbourhood Meeting for the project was held via Zoom on October 22, 2020. The Applicant's power point presentation was available on the City's website prior to the Meeting. Meeting notice was mailed by the City to property owners within 240 m of the Site and emailed to residents who requested

corporate e-bulletins. Neighbourhood Meetings are also promoted by the City through its community events calendar, Twitter and Facebook.

A total of 58 people registered to attend the Meeting. There were 39 unique viewers throughout the session including the Ward 2 and Ward 1 Councillors. The City received 3 written submissions. Following the Meeting, Mitchinson Planning has communicated with adjoining residents to the west and east of the Site.

Public concerns / comments regarding the project have been summarized into 3 overall themes and are addressed in the following:

1. **Building Height:** Concern was expressed regarding the appropriateness of the building height (15 storeys – 56 m) and impacts associated with tall structures including shadow cast, loss of privacy, loss of views, and bird collision.

Response:

- *The neighbourhood is characterized by a mix of low, mid-rise and high-rise residential buildings located within 240 m to the north, east and west of the Site. The proposed building height is appropriate for the site and is consistent and compatible with the variety of existing built forms in the neighbourhood. The project's high quality urban design complements and enhances the character of the neighbourhood and the City's UGC.*
- *While a 15 storey building is proposed, it contains fewer residential units (41) than most buildings of that height. A 10 storey building (30 m high) is permitted on the Site in accordance with the C1-1 / C2-1 provisions and could contain a much greater number of units. For example, the 10 storey Lakhouse development under construction just west of the Site includes over 180 units.*
- *Micro-climate, light and shadow impact studies were conducted in accordance with the City's urban design and tall building requirements. The studies conclude the building will not produce negative impacts on adjoining uses. In response to neighbourhood comments, Salter Pilon Architecture re-ran their shadow impact model following the Meeting to confirm the accuracy of the shadow cast analysis. The analysis re-confirmed the building will have no shadow impact on the North Shore Trail and minimal impact on adjacent public spaces. While there will be shadow cast to the north, east and west, all adjacent private residences will have a minimum of 6 hours of solar access during the solstices (which is the worst case scenario).*
- *Unfortunately, the loss of privacy and views can occur when a new building (even a single detached building) is higher than adjoining buildings. A 10 storey building would also result in loss of views and privacy. The proposed building provides very large balconies on the south side facing the lake where it is anticipated the majority of private outdoor activities will be focused. Smaller balconies on the east and west side of the building are located on the top 5 floors only, versus a 10 storey building which could have east / west facing balconies on all 10 floors.*
- *Building treatments to minimize bird strike will be used wherever feasible.*

- 2. Building Setbacks, Stepping Provisions and Transition:** Concern was expressed regarding reduced building setbacks and whether the development provides sufficient transition between adjoining low-rise development to the east.

Response:

- *Building setbacks and stepping provisions cannot be met on Site due to size, grade and construction constraints of the property. As such, special attention was given to sensitive site design and architectural treatment to mitigate potential impacts on adjoining uses. For example, the driveway locations on either side of the building provide a 6 m wide separation distance from abutting properties to the east and west, and the building architecture incorporates a variety of articulations (insets, projections, pillars) and façade treatments (glass, stone, metal) to create visual interest and the feel of “stepping-in.”*
- *The Site has two unique and positive attributes which provide an appropriate separation and transition for neighbouring properties:*
 - *The Applicant owns the abutting residential lot to the east. As such, the functional transition and setback from other single detached residences located further to the east includes an existing residence and a separation distance ranging from approx. 17 m to 19 m.*
 - *The Sampson Street unopened right-of-way (approx. 7.3 m wide) abuts the Site to the west. As such, the functional transition and setback from the 8 storey condominium building located to the west includes a public walkway and a separation distance ranging from approx. 13 m to 16m.*

- 3. Traffic and Parking:** Traffic impact concerns were raised given the proximity of the project to the Sampson Street, Berzcy Street and Kempenfelt Drive intersections and the busy nature of pedestrian, bicycle and vehicular activities and turning movements at these locations.

Response:

- *The project’s Traffic Impact Study concluded the property has good sight lines and that the development will have little impact on existing and forecasted traffic conditions.*
- *In response to concerns raised at the Meeting, the project traffic engineers further considered local traffic patterns and movements in the area, particularly at the Dunlop Street East and Kempenfelt Drive intersection. Their findings are included in the TIS and summarized in the following:*

“During the Neighbourhood Meeting Presentation which took place on October 22, 2020, several local residents raised a concern about the impact this development will have on the safety of the Dunlop Street / Kempenfelt Drive intersection. More specifically, the problem relates to vehicles travelling eastbound on Dunlop Street and turning right onto Kempenfelt Drive where they can impede residents as they attempt to exit their driveways. The problem is compounded at this location because the intersection geometry allows vehicles to turn at a higher rate of speed than if it was a 90 degree turn.

In our opinion, the existing traffic movement challenges will not be made any worse by the proposed development. The reasons for this are as follows:

- As noted in Section 3.4.2, it is our opinion that the majority of the traffic from this site will be going to and coming from the west. In the analysis, it was estimated that there may be only 4 vehicles going east in the A.M. peak hour and 2 vehicles in the P.M. peak hour. The impact on the Kempenfelt Drive intersection will therefore be minimal.

- It is expected that the majority of vehicles making the right turn onto Kempenfelt Drive would be either residents who live on the street, or people who wish to park on Kempenfelt Drive to use Kempenfelt Park or to access the North Shore Trail. Therefore, it is our opinion that there would generally be no reason for residents from the proposed apartment building to be using Kempenfelt Drive.

- If a vehicle from the proposed development does turn onto Kempenfelt Drive, it would be doing so at a lower speed than other vehicles on Dunlop Street since it would have just exited one of the site driveways and would not yet have got up to speed.

In our opinion, the situation could be mitigated by introducing some form of traffic calming measure such as a speed hump at the point where vehicles make the turn onto Kempenfelt Drive from Dunlop."

- The City's Zoning By-law requires 41 residential parking spaces for the development. The project proposes 113 spaces (53 standard, 60 tandem/stacked, including 3 barrier free). The By-law requires 17 commercial spaces. The development proposes 0 commercial parking spaces which is considered appropriate given the availability of on-street commercial parking in the area. The building also provides bicycle parking for all units.

4. Additional Comments: Several other questions were also raised:

- **Is public access provided to the North Shore Trail?** Response: Yes - the Applicant will work with the City to provide improved access to the Trail over the City owned Sampson Street right-of way (refer to site plan which includes grading / stable surface treatment / stairs / landscaping on the Sampson Street right-of-way between Dunlop Street and the Trail).
- **What type of commercial uses are proposed?** Response: The types of commercial uses have not yet been determined. A small scale gym and professional offices have been considered. Given the executive nature of the condominium project, commercial uses which have the potential to generate noise and high traffic volumes are not anticipated.
- **How is waste removal handled?** Response: The building has a self-contained room for waste collection. Waste will be collected on Site by a private contractor.
- **Is the development part of the downtown core?** Response: Yes - the Site is located in Barrie's downtown City Centre and UGC.
- **Does the Applicant own the waterfront lots and are docks proposed?** Response: No - the Applicant does not own the waterfront lots. The Applicant is planning to apply for docks in the future given the City's dock pilot project for the Lakhouse development. The construction of docks for this project will require an additional application and review process.

- **Does the development include affordable housing units?** *Response: No - affordable units are not proposed for this development. While the provision of affordable housing is extremely important, not all projects are able to provide affordable units. Section 3.3.2.2 of Barrie's Official Plan identifies a goal to achieve a minimum target of 10% of all new housing per annum to be affordable. This is not a prescriptive requirement.*

Affordable housing is not proposed for several reasons: the lower number of units (reduced economies of scale); the high value of a prime waterfront location; the high cost to develop the project due to RSC / CPU construction requirements; recent City approvals of several large scale, high density projects with the locational attributes and economies of scale to provide a significant number of affordable units; and, alternative mechanisms (financial and other) whereby a developer may contribute to the provision of affordable housing should the City deem it applicable to a project.

In addition to the preceding comments, a few Meeting participants advised they enjoyed the presentation and find the project “impressive” and “exciting”. A number of positive comments were also posted on social media, including:

- *“Long time coming!! - and an asset to the City Centre / Downtown Revitalization. If Peter Moore is behind this, it has a good chance of finding its way to realization. Bring it!!”*
- *“Looks amazing!!”*
- *“Brilliant”*
- *“Beautiful”*
- *“Stunning”.*

In summary, the concerns / comments raised at the Neighbourhood Meeting have been taken into consideration and addressed where applicable.

4.0 PLANNING POLICY ANALYSIS

Planning in Ontario is governed by the *Planning Act* and associated legislation and regulations. Land use planning is based on a provincially-led policy system which integrates matters of provincial interest in provincial and municipal planning decisions. Pursuant to Section 2 of the *Planning Act*, provincial interests include, but are not limited to: protection of ecological systems and public health and safety; energy and water conservation; efficient use of infrastructure and support of public transit and active transportation; appropriate locations for growth and the orderly development of safe, healthy, accessible, and sustainable communities; provision of a full range of housing and employment options; promotion of built form that is well designed, encourages a sense of place and provides for high quality public spaces; and the mitigation of, and adaption to, climate change.

These provincial interests are articulated and implemented by provincial policies and plans including the Provincial Policy Statement 2020 (“PPS”), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (“Growth Plan”) and the Lake Simcoe Protection Plan 2009 (“LSPP”). The provincial policies are implemented at the municipal level through local Official Plans and Comprehensive Zoning By-laws.

Together, provincial plans and municipal official plans provide a framework for comprehensive, place-based, long term planning which integrate the principles of strong communities, a clean and healthy environment and economic growth. Given the integrated and “layered” nature of provincial and municipal planning policies, the planning analysis for a development application can often be repetitive when the planning policies relevant to that proposal are applied and evaluated.

4.1 PROVINCIAL POLICY STATEMENT 2020 (“PPS”)

The PPS was issued under the authority of Section 3 of the *Planning Act*. The Province’s most recent PPS up-date came into effect on May 1, 2020. All decisions affecting a planning matter “shall be consistent with” the PPS. The policies shall be read in their entirety and all relevant policies are to be applied to each situation.

The PPS provides overall direction on matters of provincial interest and establishes the policy foundation which regulates land use and development in Ontario. The PPS contains three key policy sections: Section 1 - Building Strong Healthy Communities, Section 2 - Wise Use and Management of Resources, and Section 3 - Protecting Public Health and Safety.

Overall, the PPS requires efficient land use and development patterns which: support healthy, liveable, and resilient complete communities; promote economic prosperity; optimize existing infrastructure to reduce public expenditures; protect the natural environment and public health and safety; and reduce climate change impacts. To achieve this, PPS policies require:

- that the majority of growth and development be directed to fully serviced settlement areas, existing built-up areas, intensification areas and designated growth areas;
- that the needs of current and future residents be achieved through the development of complete communities characterized by the integration of various housing types / densities / affordability levels, employment opportunities, commercial uses, institutional uses, public service facilities, and open

space / recreational systems which are conveniently located, supported by public transit and active transportation, and which are accessible to all persons and age groups;

- the achievement of a compact built form founded on high quality and sustainable urban design which: minimizes / mitigates land use impacts; maximizes the efficient use of land and existing municipal servicing infrastructure / public transit through intensification; redevelops underutilized sites, including brownfield sites; is energy efficient and minimizes / mitigates climate change impacts; and which supports and enhances the public realm and the relationship between public and private spaces;
- the optimization of existing municipal infrastructure and public transit and support of active transportation;
- the provision of stormwater management in an environmentally sound and sustainable manner in accordance with best management practices;
- the protection of natural heritage features / functions, water resource features / functions and public health and safety.

A full analysis of the project's consistency with the relevant PPS policies is contained in Appendix "D". A summary of the project's consistency with relevant PPS policies is provided in the following:

- The development is located in the City of Barrie primary settlement area, in the City's built-up area, downtown City Centre and UGC, all of which are a local and regional focus for growth, development and intensification.
- The development will help the City achieve its projected housing, employment and intensification targets in accordance with the planning time horizons required by the PPS 2020.
- The development is a high density (41 units / 205 u/ha), mixed-use (residential and commercial), infill intensification project which:
 - generates a density of 351 persons/jobs per ha which helps the City achieve its UGC density target of 150 p/j per ha and its 40% intensification target;
 - contributes to the achievement of a complete community by providing high rise residential condominium housing with a range of unit sizes suited to a variety of households;
 - contributes to a complete community by providing employment opportunities and by attracting residents to the downtown which helps support a variety of downtown office, retail, entertainment, institutional and public service facilities, all of which promote community vitality and investment;
 - proposes a compact built form enhanced by high quality urban design which is consistent and compatible with the neighbourhood and which enlivens the streetscape, creates a vibrant and pedestrian-friendly mainstreet (Dunlop), promotes social interaction and fosters a sense of place;
 - enables the redevelopment of an underutilized brownfield site located in Barrie's UGC;

- will be serviced by existing municipal infrastructure / capacity (water, sanitary, fire flows) and utilities which optimizes the efficient and cost effective use of services;
 - promotes active transportation, supports existing transit systems and reduces car dependence given its: walkability to the downtown and convenient access to public service facilities (City Hall, library) and commercial uses (offices, retail, entertainment); accessibility to public transit (Collier Street bus routes / bus station / inter- and intra-regional transit services); enhanced pedestrian connection to the City's North Shore Trail / waterfront park system; provision of bicycle access / parking.
- The development conserves biodiversity, reduces climate change impacts and protects the environment by:
 - providing a compact and intensified built form with sustainable building design, orientation and landscape elements in accordance with Salter Pilon's site plan, architectural design and December 2020 UDB;
 - promoting active transportation (pedestrian walkability, trail linkages, bicycle movement), supporting public transit and optimizing the use of existing municipal services / utilities, all of which assist in reducing greenhouse gas emissions;
 - implementing environmentally sound SWM design and best management practices in accordance with the requirements of Barrie, MECP, and LSRCA and with the findings and recommendations of Skelton Brumwell's December 2020 SWM Report (i.e. water quantity / quality control, phosphorous reduction, water balance, sedimentation / erosion control);
 - not negatively impacting key natural heritage features / ecological functions, sensitive surface water features, and sensitive ground water features and their hydrologic functions in accordance with the requirements of Barrie, MECP's RSC / CPU, provincial Source Water Protection policies (low threat potential for drinking water), LSRCA regulatory requirements and the findings and conclusions of Azimuth Environmental's December 2020 Brownfield Summary, Hydrogeological Assessment and EIS.

In summary, the proposed development and implementing zoning by-law amendment are consistent with the relevant policies of the PPS 2020.

4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan was issued under the authority of Section 7 of the *Places to Grow Act 2005*. The most recent amendment to the Growth Plan came into effect on August 28, 2020. All planning matters / decisions after the effective date "shall conform with" the policies of the Growth Plan.

The Growth Plan builds on the policy foundation established by the PPS. It also provides more specific land use direction in response to growth pressures within the Greater Golden Horseshoe ("GGH") as

defined by the Plan. The Growth Plan places an emphasis on an “*intensification first approach to development and city-building.*”

The Growth Plan is to be read in conjunction with the PPS. Where there is a conflict between the Growth Plan and the PPS, the Growth Plan prevails (with the exception of a conflict between policies relating to the natural environment or human health, in which case, the policies providing more protection shall prevail). The Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

Similar to the PPS, the Growth Plan policies support the achievement of vibrant and sustainable complete communities by requiring: that the majority of growth and development be directed to fully serviced settlement areas; a mix and range of residential, employment, institutional, public service, open space / recreational uses to meet the current and projected needs of all residents; a range of housing types / densities / levels of affordability; a compact built form founded on high quality urban design which is accessible, sustainable, energy efficient, contextually appropriate and which enhances the public realm and fosters a sense of place; the optimization of existing municipal infrastructure / capacity / public transit, promotion of active transportation and reduced climate change impacts; the protection of natural heritage resources / functions, water resources / functions and public health and safety.

In addition, the Growth Plan also: contains GGH population and employment forecasts (Schedule 3) to be distributed and planned for to 2051; requires the delineation of built-up areas and the establishment of minimum density and intensification targets; and identifies primary settlement areas, strategic growth areas / urban growth centres, and strategic settlement employment areas which are the focus for growth and development (Schedules 4 and 8).

Section 6 of the Growth Plan contains additional policies specific to the Simcoe Sub-area which is comprised of Simcoe County and the Cities of Barrie and Orillia. A significant portion of growth within the Sub-area is directed to fully serviced settlement areas. The City of Barrie is the principal primary settlement area and downtown Barrie is the only UGC in the Sub-area.

A full analysis of the project’s conformity with relevant Growth Plan policies is contained in Appendix “E”. Overall, the proposed development conforms with the relevant Growth Plan policies for the same

reasons it is consistent with the applicable PPS policies as summarized in the preceding Section 4.1, particularly with respect to the following:

- The development is located in the City of Barrie principal primary settlement area, in the City's built-up area and UGC, all of which are a local and regional focus for growth, development and intensification.
- The development will help the City achieve its projected housing, employment and intensification targets in accordance with the 2051 planning time horizon required by the Growth Plan.
- The development is a high density (41 units / 205 u/ha), mixed-use (residential and commercial), infill intensification project which:
 - generates a density of 351 persons/jobs per ha which helps the City achieve its UGC density target of 150 p/j per ha and its 40% intensification target;
 - contributes to a complete community by providing high rise residential condominium housing with a range of units suited to a variety of households;
 - contributes to a complete community by providing employment opportunities and by attracting residents to the downtown which helps support a variety of downtown office, retail, entertainment, institutional and public service facilities, all of which promote community vitality and investment;
 - proposes a compact built form enhanced by high quality urban design which is consistent and compatible with the neighbourhood and which enlivens the streetscape, creates a vibrant and pedestrian-friendly mainstreet (Dunlop), promotes social interaction and fosters a sense of place;
 - enables the redevelopment of an underutilized brownfield site in accordance with the requirements of MECP's RSC / CPU and Barrie's brownfield development policies;
 - will be serviced by existing municipal infrastructure / capacity (water, sanitary, fire flows) and utilities which optimizes the efficient and cost effective use of services.
- Conserves biodiversity, reduces climate change impacts and protects the environment by:
 - providing a compact and intensified built form with sustainable building design, orientation and landscape elements in accordance with Salter Pilon's site plan, architectural design and December 2020 UDG;
 - promoting active transportation, supporting existing transit systems and reducing car dependence given its: walkability to the downtown and associated access to public service facilities (City Hall, library) and commercial uses (offices, retail, entertainment); accessibility to public transit (Collier Street bus routes / bus station / inter- and intra-regional transit services); enhanced pedestrian connection to the City's North Shore Trail / waterfront park system; provision of bicycle access / parking;
 - implementing environmentally sound SWM design and best management practices in accordance with the requirements of Barrie, MECP and LSRC and with the findings and recommendations of Skelton Brumwell's December 2020 SWM Report (i.e. water quantity / quality control, phosphorous reduction, water balance, sedimentation / erosion control);

- not negatively impacting key natural heritage features / ecological functions, sensitive surface water features, and sensitive ground water features and their hydrologic functions in accordance with the requirements of Barrie, MECP's RSC / CPU, provincial Source Water Protection policies (low threat potential for drinking water), LSRCA regulatory requirements and the findings and conclusions of Azimuth Environmental's December 2020 Brownfield Summary, Hydrogeological Assessment and EIS.

In summary, the proposed development and implementing zoning by-law amendment conform with the relevant policies of the Growth Plan 2020.

4.3 LAKE SIMCOE PROTECTION PLAN 2009 ("LSPP")

The LSPP came into effect on June 2, 2009 to address a number of interrelated stressors affecting the Lake Simcoe watershed, including: excessive nutrients, pollutants, invasive species, impacts of climate change and increasing pressures from human activities. The Plan applies a sustainable, adaptive and collaborative ecosystems approach to protecting, restoring and improving water quality throughout the watershed.

The Site is located in the Lake Simcoe watershed within a LSRCA Regulated Area. All planning applications located in the watershed must conform with the applicable policies of the LSPP and have regard to the other applicable policies. In accordance with the LSPP, the City of Barrie Official Plan has incorporated LSPP policy requirements; however, pursuant to LSPP policy 6.32-DP, several policy requirements are not applicable to settlement areas.

The following LSPP policies are applicable to the proposed development:

- **Policies 4.8-DP and 4.20-DP:** In conformity with these policies, the development is supported by Azimuth's Brownfield Summary and Hydrogeological Assessment and Skelton Brumwell's SWM Report which address: the existing groundwater and surface water regime; pre and post development flows; integrated water quantity / quality treatment; water balance; contaminant load and phosphorous reduction; erosion and sedimentation control.

The analyses determined there will be a small decrease in infiltration as LID infiltration technologies are not applicable to the development given the Site's RSC / CPU construction restrictions. The reports conclude the project can provide SWM treatment in accordance with Barrie, MECP and LSRCA best management practices and will not have a negative impact on sensitive surface water features / functions or sensitive groundwater features / functions.

- **Policies 6.10-DP, 6.11-DP, 6.33-DP, 6.36-DP, 6.38-DP and 6.40-DP:** In conformity with these policies, the development is supported by Azimuth's Brownfield Summary, Hydrogeological Assessment and EIS and Skelton Brumwell's SWM Report. The reports conclude the development will not have a negative impact on sensitive surface water features / functions, sensitive groundwater features / functions and natural heritage features / functions, including fish habitat and SAR. The development is separated from the shoreline by the City owned North Shore Trail, does not propose works in or along the shoreline, provides enhanced and functional landscaping, and improves community access to Kempenfelt Bay.

In summary, the proposed development and implementing zoning by-law amendment conform with the applicable policies of the Lake Simcoe Protection Plan 2009.

4.4 CITY OF BARRIE OFFICIAL PLAN (January 2018 Consolidation)

The City of Barrie Official Plan (the "Official Plan" or the "Plan") was approved by the Ministry of Municipal Affairs and Housing on April 10, 2010. The January 2018 Office Consolidation is the Official Plan version referenced in this Report.

In accordance with PPS and Growth Plan requirements, Barrie's Official Plan contains policies which address growth management, achievement of a complete community, housing, employment and economic prosperity, urban design, municipal servicing infrastructure, transportation / public transit, energy efficiency and sustainability, and protection of natural heritage features / functions, water features / functions and public health and safety.

Section 2 of the Plan outlines Barrie's overall community context, community vision and assumptions regarding growth management, many of which are applicable to the proposed development including the following:

- **The City Centre / Downtown:** The Official Plan extends special attention to the City Centre because of its role as a major asset for the community. The City recognizes the downtown as a strategic priority and has completed both a revitalization plan and a community improvement plan under the *Planning Act* as a means of focusing community interest and investment. It recognizes the need for a strong downtown with links to the waterfront to help support existing businesses and encourage new business opportunities.
- **Waterfront Excellence:** The Plan recognizes the premier quality and exceptional scope of the City's waterfront and promotes public ownership, community access, recreation, tourism, and downtown revitalization.

- **Growth and Development:** The Plan acknowledges that Barrie will continue to function as a strong centre for growth within the provincial settlement pattern and serve as the area's leading municipality in terms of population, employment and the delivery of services and a primary settlement area in accordance with the Growth Plan.

The population and growth forecasts for Barrie will continue to be substantially above the provincial average. This rate of growth reflects high density growth within the City's built-up areas and new Greenfield development in the Secondary Plan Areas.

There will be a growing need to provide residential densities which are higher, more cost effective, energy efficient and more environmentally sustainable. Intensification represents an essential component of the City's growth management strategy. Intensification, mixed land uses and increased density represent an opportunity to develop complete communities as intended by the Growth Plan, and in order to ensure success, urban design will be a key consideration in all developments.

The overall intent of Barrie's Official Plan, as applicable to the proposed development, is implemented by the following policies which:

- permit and encourage a range of housing types / densities / affordability levels and a diverse mix and range of commercial, employment, institutional, and public service uses particularly in its City Centre and UGC which are a local and regional focus for growth and development;
- require that 40% of intensification occur in the City's delineated built-up area;
- establish a minimum density target of 150 persons / jobs per ha in the UGC;
- require a compact built form supported by high quality urban design to: ensure an attractive, functional and sustainable community; minimize / mitigate potential impacts on surrounding uses; improve the vitality and vibrancy of the public realm; and enhance the relationship / interaction between public and private spaces;
- encourage active transportation, transit-supportive development and convenient access to a variety of uses and public service facilities to reduce car dependency and greenhouse gas emissions;
- require the integration and optimization of existing municipal infrastructure for the efficient and cost effective provision of services;
- require SWM best management practices in accordance with Barrie engineering standards and MECP and LSRCA requirements;
- require energy conservation and sustainable development / building design to help reduce and mitigate climate change impacts;
- protect natural heritage features / functions, sensitive surface water features / functions and sensitive ground water features / functions.

A full analysis of Official Plan policies applicable to the project is provided in Appendix "F". As outlined in Appendix "F", the development conforms with Barrie's Official Plan for the same reasons it's

consistent with the PPS and conforms with the Growth Plan as summarized in the previous sections of this Report.

In addition, the project has been carefully and sensitively designed to conform with the Official Plan's Brownfield policies (Section 3.8), Site Plan Control policies (Section 6.3), Urban Design policies (Section 6.5) and Tall Buildings policies (Section 6.6).

In summary, the proposed development and implementing zoning by-law amendment conform with the applicable policies of Barrie's Official Plan.

4.5 BARRIE COMPREHENSIVE ZONING BY-LAW 2009-141 (January 2020 Consolidation)

As previously detailed in Section 3.5.1, the development conforms and complies with the policies of Barrie's Comprehensive Zoning By-law 2009-141 with the exception of various special provisions required to implement the project including building height, setbacks, gross floor area and commercial coverage. A site specific zoning by-law amendment proposes to rezone the Site from C1-1 and C2-1 to C2-1 Special Provisions C2-1 (SP-XXX) to implement the design standards appropriate for the development. A draft zoning by-law amendment is provided in Appendix "C".

5.0 CONCLUSIONS

The 217 Dunlop Street East property is located in Barrie on the south side of Dunlop Street East between Sampson Street to the west and Berczy Street to the east. The Site is located in Barrie's built-up area, downtown City Centre and Urban Growth Centre ("UGC") and adjoins Kempenfelt Bay. The property is a 0.2 ha, vacant, brownfield site.

The development proposed for the property is an infill, intensification project comprised of a 15 storey mixed-use building with 41 residential condominium units, ground floor commercial space and an integrated parking structure.

Three concurrent planning applications are required for the project:

- i) site specific rezoning application
- ii) site plan control application
- iii) condominium exemption application.

The rezoning application proposes special provisions to various zone standards including building height, setbacks, gross floor area and commercial coverage. The site plan control application, prepared by Salter Pilon Architecture, addresses overall site layout, building design, accessibility, traffic and pedestrian movement, site servicing, sustainability and landscaping. The condominium exemption application establishes condominium tenure for the project.

Based on an analysis of applicable Provincial and City of Barrie planning policies and on the findings and conclusions of the various technical evaluations prepared for the project, the proposed development:

- is consistent with the relevant policies of the Provincial Policy Statement 2020;
- conforms with the relevant policies of A Place to Growth: Growth Plan for the Greater Golden Horseshoe 2020;
- conforms with the applicable policies of the Lake Simcoe Protection Plan 2009;
- conforms with the applicable policies of the City of Barrie Official Plan;
- conforms and complies with the applicable provisions of City of Barrie Comprehensive Zoning By-law 2009-141 (with the exception of the special provisions proposed by the zoning amendment);
- is an infill, intensification project located in Barrie's built-up area, downtown City Centre and UGC all of which permit / encourage a broad range and variety of uses and are the local and regional focus for growth, development and intensification;
- assists the City in achieving its intensification and density targets;
- enables the safe, effective and efficient redevelopment of an underutilized brownfield site with an MECP approved Record of Site Condition and Certificate of Property Use;
- contributes to the achievement of a complete community by:
 - permitting high density residential condominium units suitable for a variety of households and which will support downtown commercial / institutional / public service facilities
 - providing commercial space and employment opportunities which will promote continued investment and revitalization downtown and along Barrie's mainstreet (Dunlop)
 - optimizing the efficient and cost effective use of existing municipal infrastructure / capacity / utilities / public transit
 - supporting active transportation and providing improved public access to Barrie's North Shore Trail / waterfront park system
 - supporting energy efficiency, conservation and a reduction in climate change impacts;

- implements a compact built form founded on innovative, high quality urban design / building design / landscape treatments which:
 - is attractive, functional and sustainable
 - is compatible and consistent with the neighbourhood and minimizes impacts on surrounding uses
 - enhances the public realm and the relationship between public and private spaces, encourages social interaction, and fosters a sense of place.
- will be developed and serviced in an environmentally sound manner in accordance with Provincial, Barrie and Lake Simcoe Region Conservation Authority servicing requirements and best management practices;
- will not negatively impact significant natural heritage features / functions;
- will not negatively impact sensitive surface water features / functions, sensitive ground water features / functions, or public health and safety.

In conclusion, this Planning Justification Report demonstrates that the development and implementing zoning by-law proposed for 217 Dunlop Street East represent good planning and are in the public interest.

Nicola Mitchinson

Nicola Mitchinson, RPP, MCIP
Principal
MITCHINSON Planning & Development Consultants Inc.

APPENDIX “A”

**217 DUNLOP STREET EAST
SITE PLAN, BUILDING ELEVATIONS, FLOOR PLANS
SALTER PILON ARCHITECTURE
(January 2021)**



NOT ALL EXISTING BURIED AND OVER-HEAD SERVICES HAVE BEEN INDICATED ON THIS SITE PLAN. CONTACT ANY AND ALL UTILITY PROVIDERS FOR RECORDS NF STAKEOUT VERIFICATION OF EXISTING CONDITIONS - PRIOR TO ANY EXCAVATION OF NEW WORK SHOWN ON DRAWINGS.

No. _____	Revision _____	Date _____
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Orientation

PROJECT NORTH

Seal

1923
ONTARIO ASSOCIATION
OF
ARCHITECTS
GERY P. PILON
LICENCE
5042

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Site Plan

Date	Project No	Drawing No
Drawn by JJ	18040	A101
Scale 1 : 100		

20% OF TOTAL LOT AREA
PROVIDED AS COMMERCIAL SPACE

2 Level 1 - Parking Plan
A202 1:200

3 Level 2 - Parking Plan
A202 1:200

1 Level 0 - U/G Parking Plan
A202 1:200

4 Elevation - East Facade
A202 1 : 200

No.	Revision	Date
-----	----------	------

All dimensions to be checked and verified on the job by the Contractor. Any discrepancies are to be reported to the Consultant prior to action. Only the latest approved drawings to be used for construction in conformance with all applicable codes, by-laws and regulations. All drawings remain the property of the Consultant.

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Project Information
217 Dunlop St. East

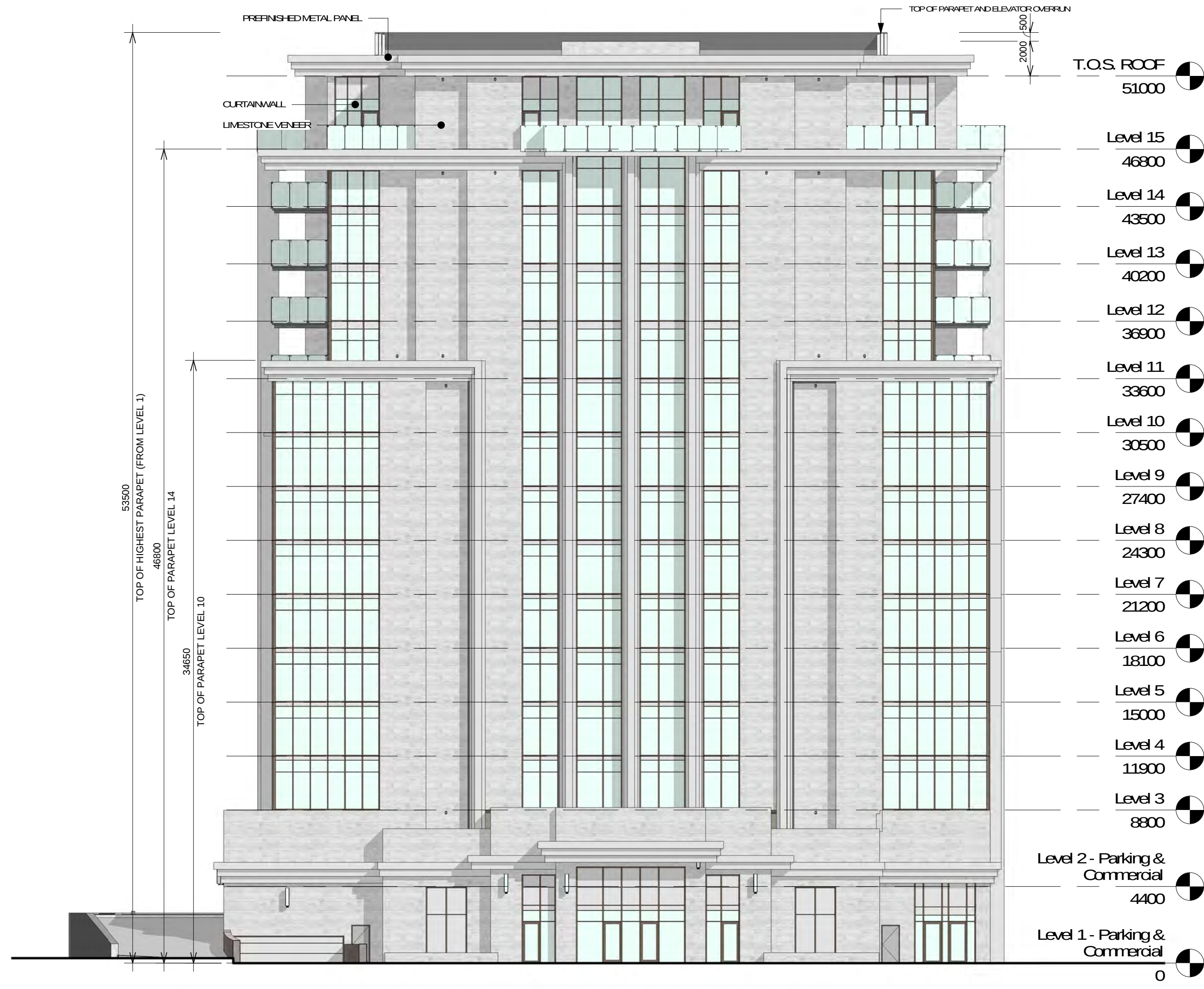
217 Dunlop Street E., Barrie ON

PBM Realty Holdings Inc.

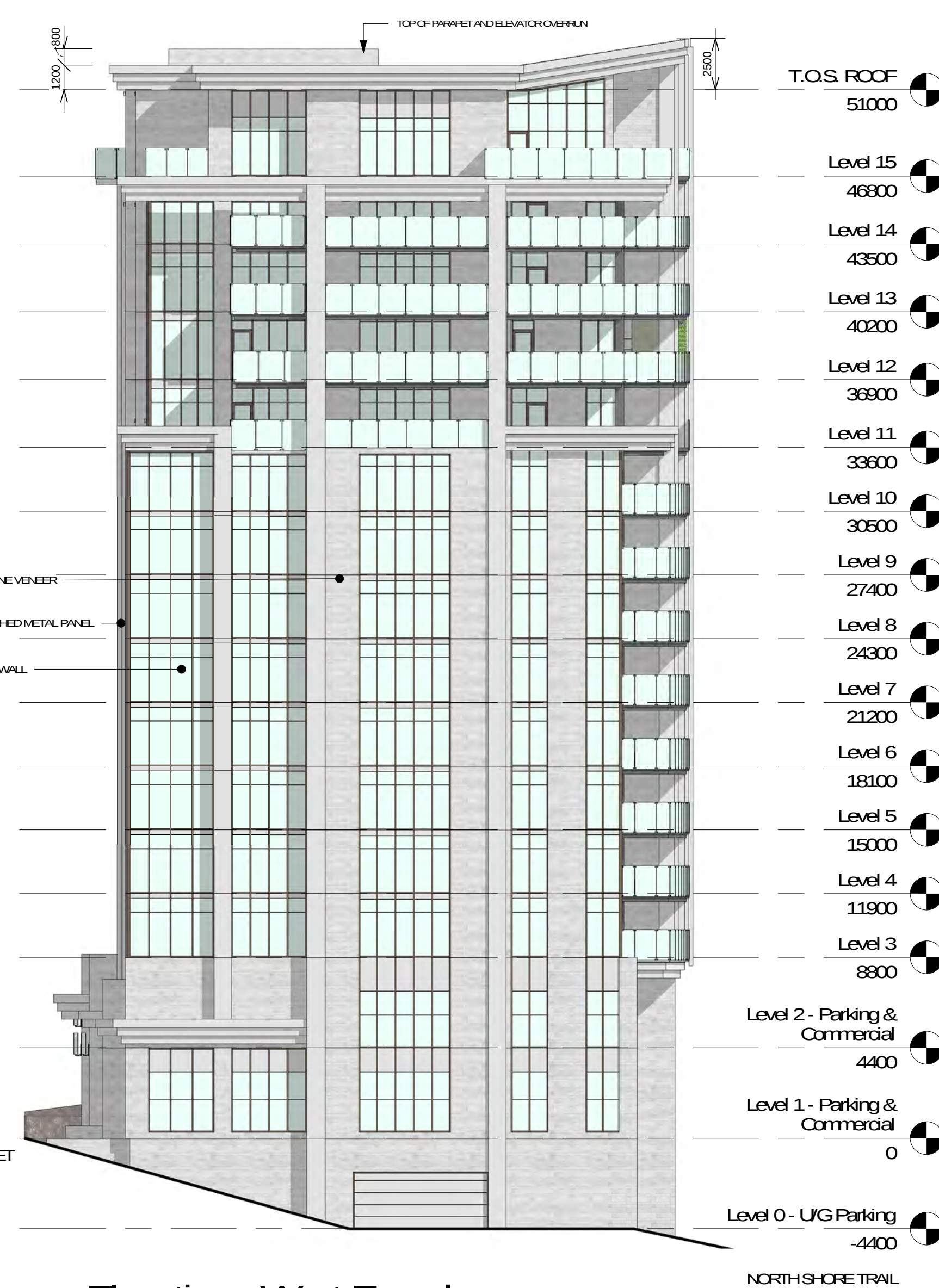
Drawing Title

Parking Plans & East
Elevation

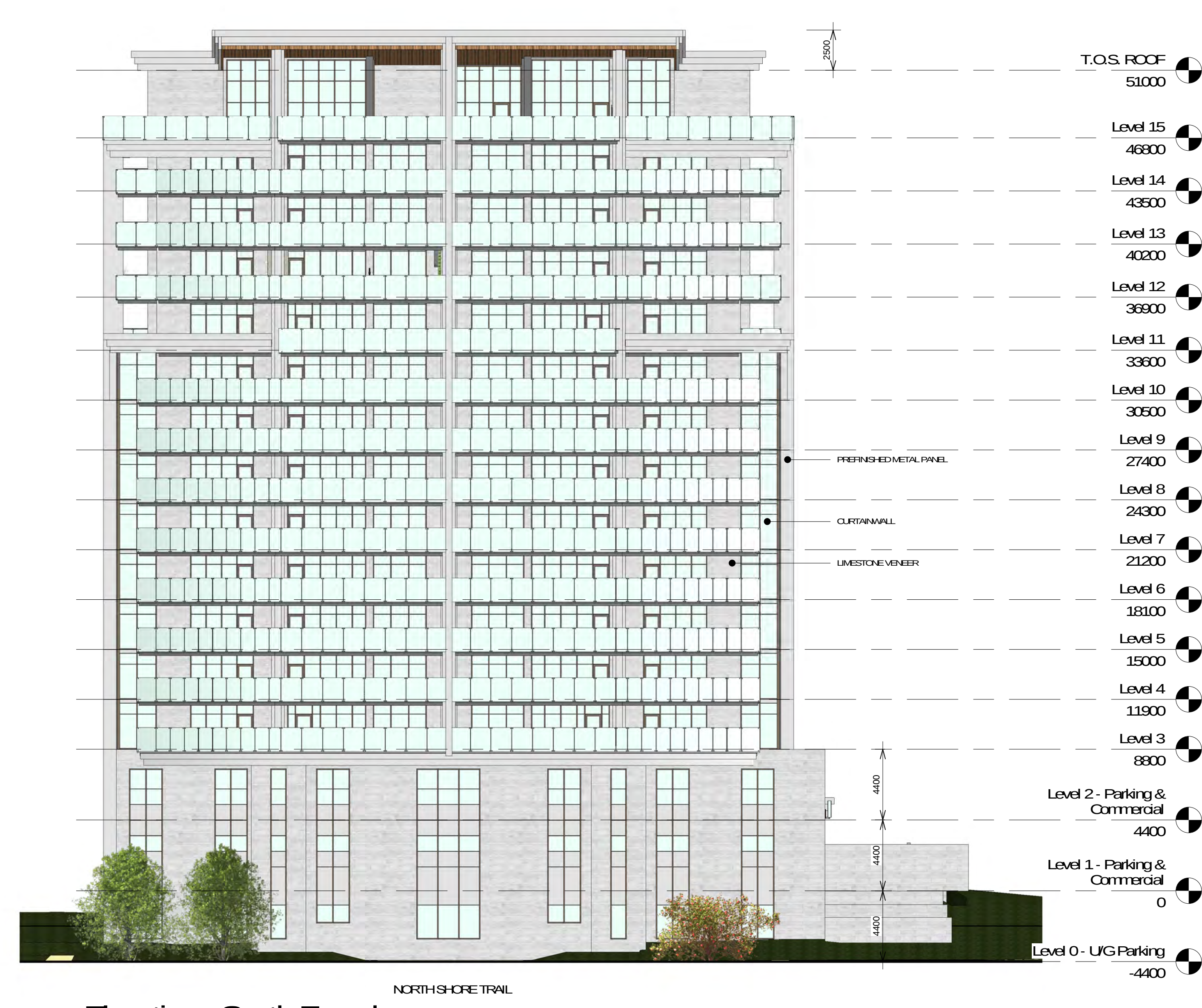
Date	Project No	Drawing No
Drawn by JJ	18040	A202
Scale 1 : 200		



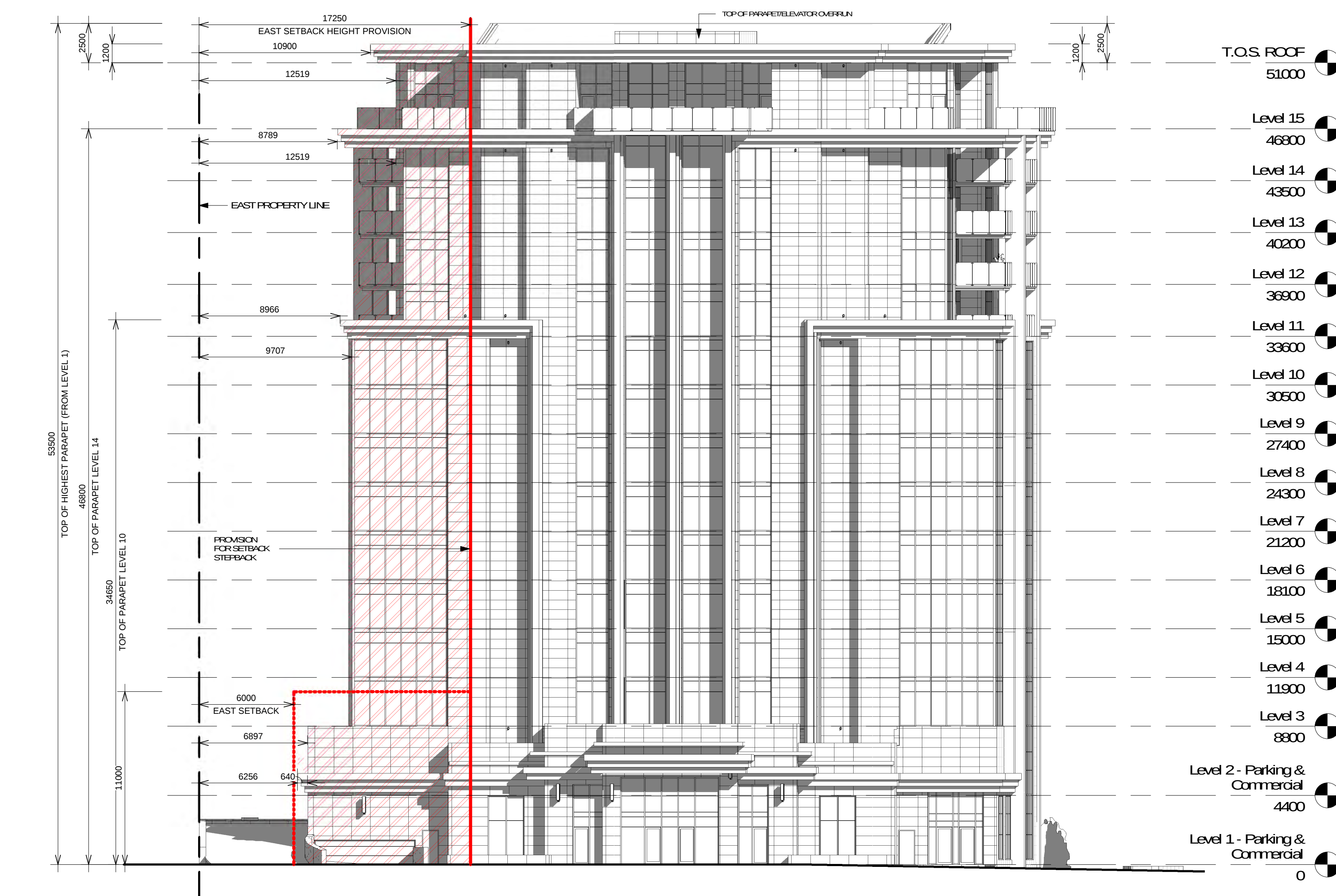
1 Elevation - North Facade
1: 200



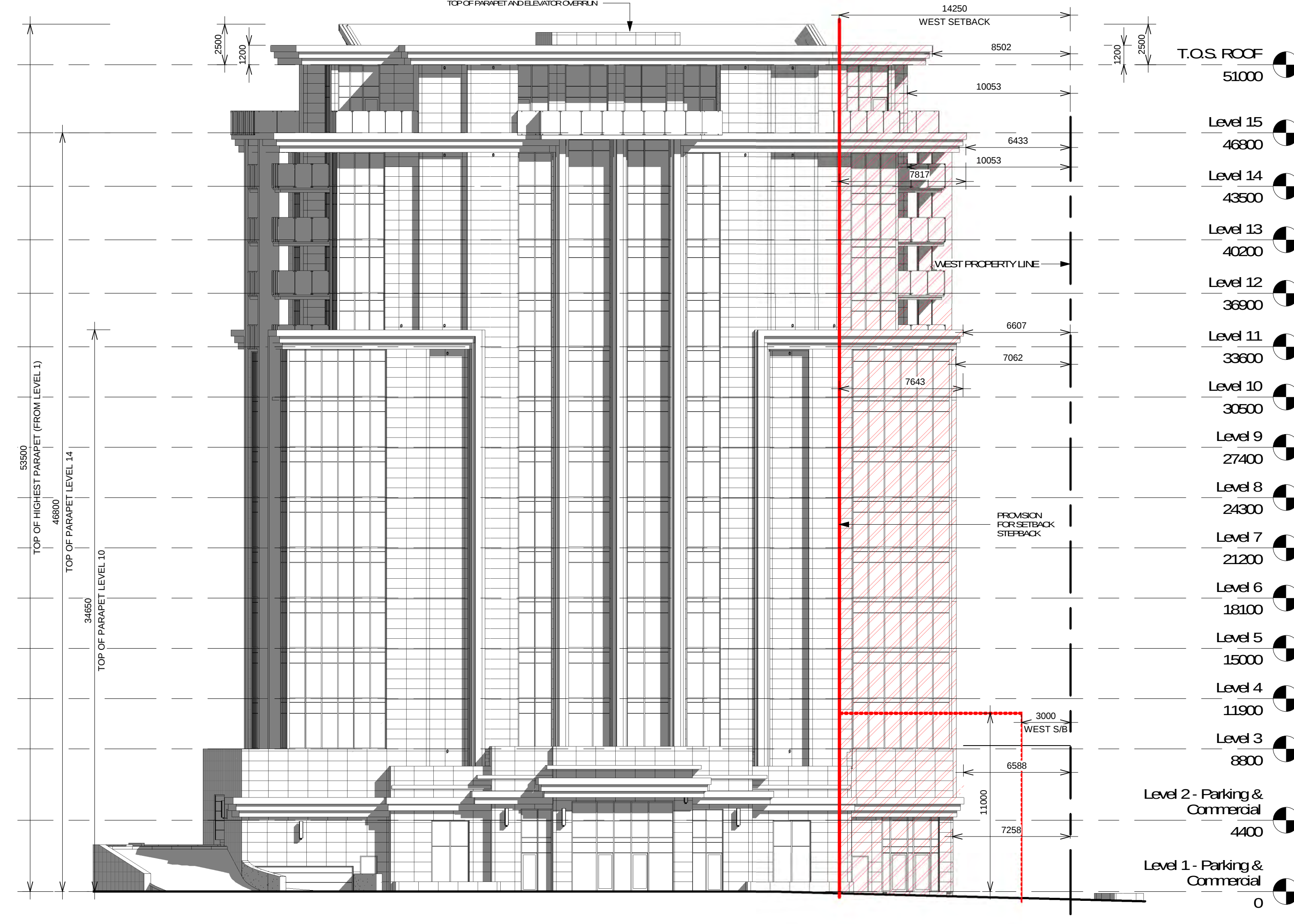
2 Elevation - West Facade
1: 200



5 Elevation - South Facade
1: 200



3 North - Perpendicular to East Property Line
1: 200



4 North - Perpendicular to West Property Line
1: 200

2		ISSUED FOR PRELIMINARY REVIEW		Jan. 15, 2020	
3		ISSUED FOR PRELIMINARY REVIEW		Feb. 13, 2020	

No.	Revision	Date
Orientation		
Steel		

ONTARIO ASSOCIATION OF ARCHITECTS
GERY P. PILON
LICENSE 5542

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Project Information
217 Dunlop St. East

For
PBM Realty Holdings Inc.

Drawing Title
Elevations

Date	Project No	Drawing No
Drawn by Author	18040	A301
Scale 1: 200		

APPENDIX “B”

**217 DUNLOP STREET EAST
URBAN DESIGN BRIEF
SALTER PILON ARCHITECTURE
(December 2020)**



salterpilon
architecture

URBAN DESIGN BRIEF
217 DUNLOP STREET EAST - DEC. 2020

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01 INTRODUCTION

OBJECTIVES

Salter Pilon Architecture has been retained by PBM Realty Holdings Inc. (the "Applicant") to prepare an Urban Design Brief for the redevelopment of the site located at 217 Dunlop Street East ("the Subject Lands" or "the Site"). The development consists of a 15 storey, 41 unit condominium building with ground floor commercial uses.

The purpose of the Urban Design Brief is to describe key urban design, environmental and servicing considerations applicable to the project. In doing so this brief aims to illustrate how the proposal will implement the design objectives set forth by the City of Barrie for successful development within the Urban fabric of the City.

The proposed development represents intensification near the eastern boundary of the City's Downtown. This intensification should aide and encourage further reinvestment and revitalization of the existing built-up area inside and surrounding the Downtown core.

POLICY & GUIDELINES FRAMEWORK

The Site is located in the area designated as "City Centre" per Schedule A Land Use, and is within the boundaries of the City's "Urban Growth Centre" per Schedule I Intensification Areas of the City of Barrie Official Plan.

The Urban design and tall buildings design policies within the City's Official Plan—in combination with the Zoning Bylaws and other guidelines—are intended to ensure that new development is compatible with the existing built fabric and contributes to an enhanced, attractive and safe pedestrian realm in the Downtown Area.

OUR APPROACH

In response to the City's vision, Salter Pilon on behalf of the Applicant have prepared this Urban Design Brief to illustrate how the proposed development has met the development requirements within the Official Plan.

Specifically, this Brief intends to provide context to the proposal through the lens of the City of Barrie's policies and guidelines, including Policy Sections 6.5 (Urban Design Guidelines, and 6.6 (Tall Buildings and Height Control) of the City of Barrie Official Plan.

The proposal will also be reviewed for consistency with other relevant guidelines pertaining to the City of Barrie Intensification Area and Urban Design Guidelines wherever possible. The brief will evaluate several primary urban design elements including: site design and orientation, site circulation, architectural design, lighting and landscape design, parking, utility, servicing, sustainability and microclimate.

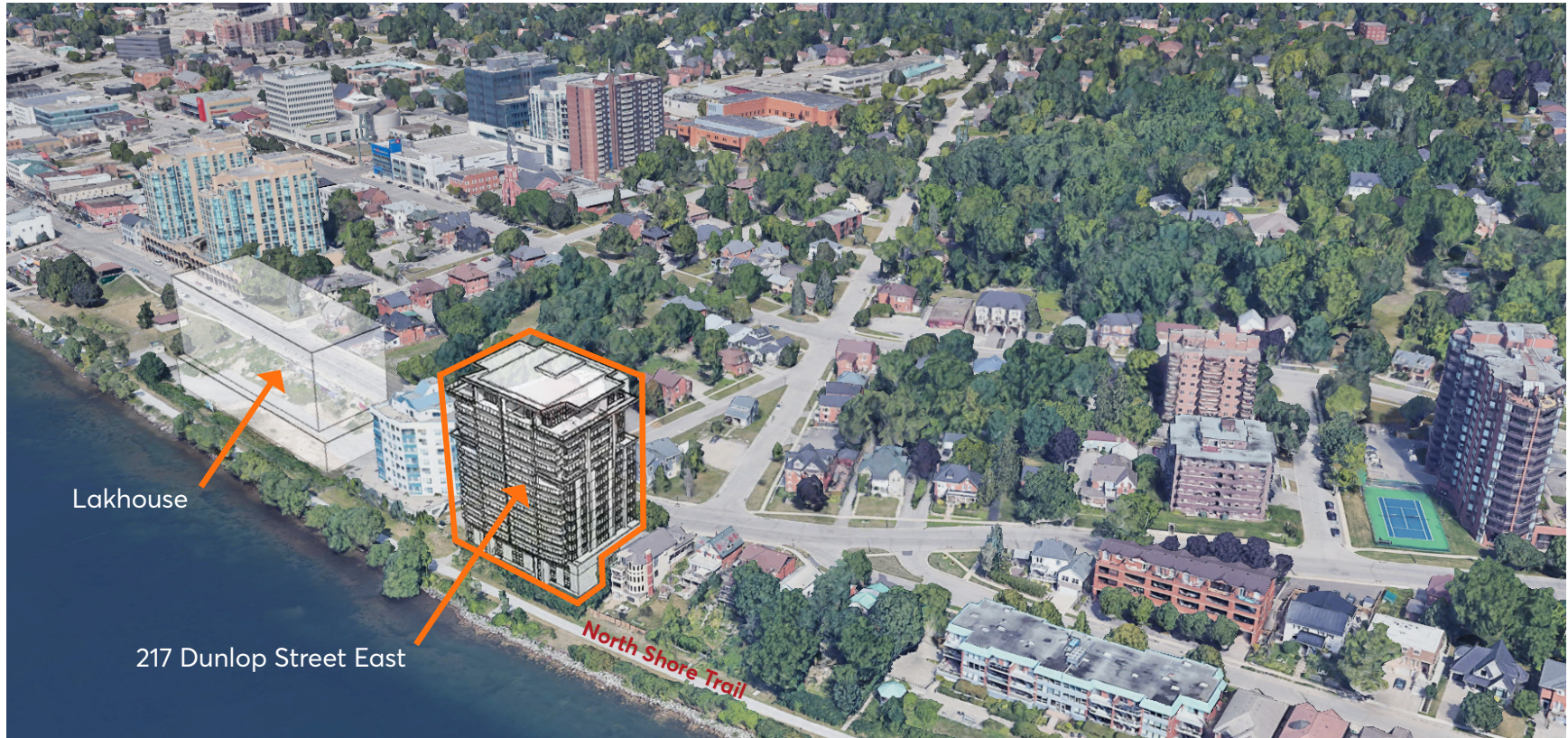


Figure 1
Context Plan Aerial View

DEVELOPER

The subject property is locally owned by 2012292 Ontario Limited (PBM Realty Holdings Inc.) which was founded in 1986.

PBM Realty acquired the Site in 2002 with a plan to build a boutique condominium.

Significant thought and evaluation has gone into this important project with the goal of creating an exceptional new architectural gem for the downtown core and waterfront.

TEAM

A team of highly qualified professionals has been assembled for the project. Primary team leads include:

- Salter Pilon Architecture Inc.
- Mitchinson Planning & Development Consultants Inc.
- Azimuth Environmental Consulting Inc.
- Skelton Brumwell & Associates Inc.
- Peto MacCallum Ltd.
- Landmark Environmental Group Ltd.
- Stephenson Engineering
- Quasar Consulting Group
- Geo-Solv Engineering

PROPOSAL

The development proposal consists of a high-rise residential condominium project to be located at 217 Dunlop Street East. The project requires City approval of a site specific zoning by-law amendment and site plan. The project comprises a 15-storey, 41-unit residential condominium building with a ground floor commercial component.

The proposed building will have a total GFA of 11,882 m² (127,896.8 sq ft). 11,480 m² of that area is proposed residential condominiums with 402 m² being provided as commercial space.

Primary pedestrian entrances for the residential lobby and the commercial space will be prominently located along the building frontage at Dunlop Street East.

A pedestrian connection is also proposed to provide improved access to the North Shore Trail from Dunlop Street East.

Parking for the building will be underground and within the street level podium on levels 0, 1 and 2. Parking areas will be accessed by ramping entrances at the west and east sides of the building. Fifty-three standard parking stalls will be provided with a combination of tandem and vehicle lifts providing parking for an additional 60 vehicles and a total of 113 parking stalls.

PROPOSAL cont'd

Also provided in the underground parking will be an enclosed bicycle storage room which can be accessed via the ramp at the east.

The property is a brownfield site (former Cotty's Cleaners) which has been approved for development by the Ministry of the Environment.

The building and site have been carefully designed to:

- Conform with Provincial and City of Barrie planning policies
- Compliment the neighbourhood and enhance Barrie's Urban Growth Center
- Mitigate potential impacts on surrounding uses.

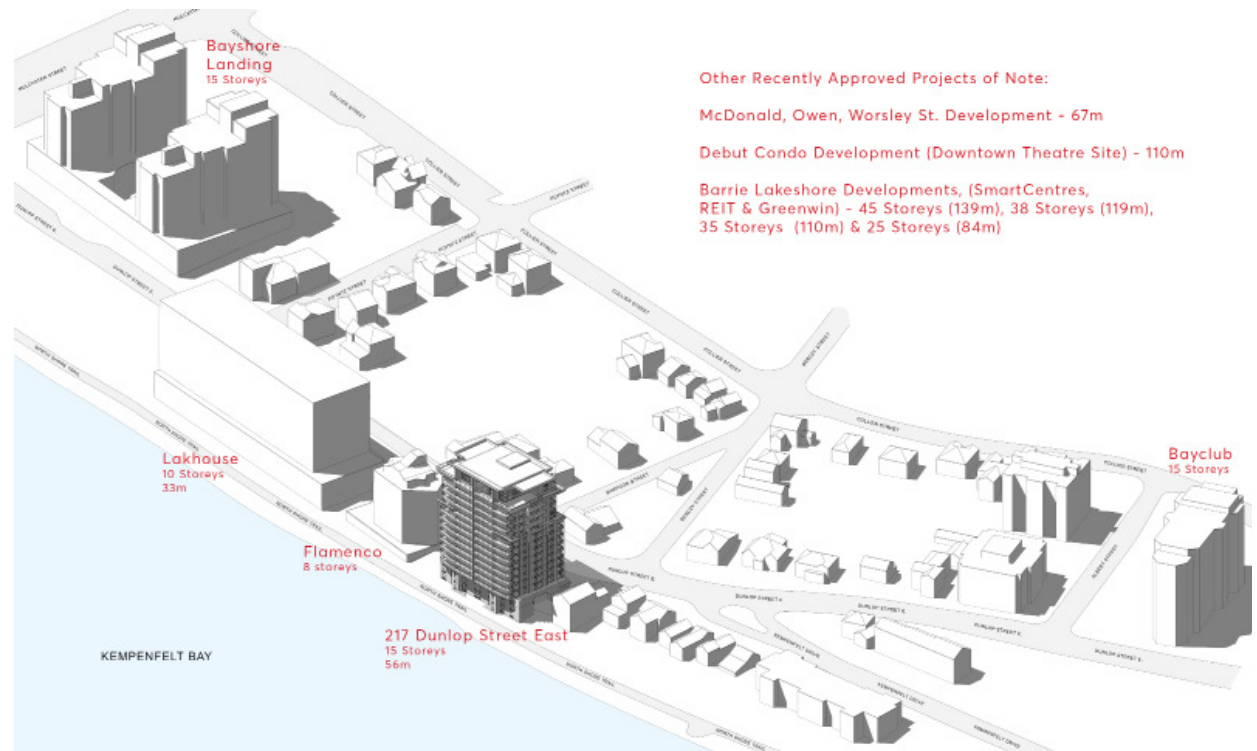


Figure 2
Block Plan Looking Northwest

POLICIES & GUIDELINES

Official Plan Policy 6.6.4 (b) i) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.

Official Plan Policy 6.6.4 (b) ii) Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.

Official Plan Policy 6.6.4 (f) i) All development proposals shall preserve major public views of the Algonquin ridge, geographical and building landmarks, and principal viewing areas such as the Nelson Street and Vancouver Street Lookouts.

Official Plan Policy 6.6.4 (f) ii) For tall buildings located within the Urban Growth Centre, adequate spacing should separate building towers in order to maximize views of the Algonquin ridge.

APPROACH & APPLICATION

The development meets the requirement for a building adjacent to Kempenfelt Bay to be designed to maintain physical accessibility to the waterfront for all City of Barrie residents along existing streets and trails.

Given its proximity to the lakeshore the proposed building will be highly visible and prominent on the city skyline. It is the privilege and intent of both the developer and design team to propose a building that will positively contribute to the look and feel of the City of Barrie while preserving its vistas.

The development has been sited to preserve and define any vistas terminating at Kempenfelt Bay. The building is sited such that sufficient separation distance will be provided between the proposed building and the existing tower at 215 Dunlop Street East directly to the West. Where tall buildings are proposed adjacent to existing tall buildings sufficient separation distance must be provided between towers in order to maintain privacy, access to light and views of the sky.

At the most narrow point between the proposed building and the property line of 215 Dunlop St. E., a minimum of 14.5m separation will be provided. Due to the podium tower configuration of the two buildings and the angular orientation of the existing tower, the distance between towers will be and feel

somewhat larger than 15m. This distance should provide a comfortable separation, similar to that which would be provided were the buildings located across the street from one another.

The strategic siting and massing approach will also serve to preserve and enhance views towards Kempenfelt Bay. The proposed improvements to the trail access at the bottom of Sampson Street will keep the Sampson Street view corridor clear and facilitate pedestrian movement towards the trail.

Rather than obstruct the view, the proposed building, together with the existing building at 215 Dunlop Street East, will frame the view down Sampson Street towards the South Shore Centre at the opposite side of the Bay. Views down Berczy Street will remain unchanged by this proposal.

Situated near the boundary of the Urban Growth Centre the building will provide an attractive anchor to the eastern edge of Barrie's Urban Growth Centre and an outstanding addition to Barrie's waterfront and City skyline. The provided at grade commercial opportunities will enhance the image of the Downtown as a multi-faceted place to live, work and play.

POLICIES & GUIDELINES

Excerpts from the City of Barrie Official plan Goals:

"ECONOMIC DEVELOPMENT FOR A PROSPEROUS FUTURE

To recognize the need for a strong downtown with links to the waterfront and continue to promote a diversified, balanced and socially responsible economy which supports existing businesses, encourages the development of new enterprise, and provides opportunities for new community economic development partnerships."

"WATERFRONT EXCELLENCE

To recognize the premier quality and exceptional scope of the City's Waterfront which promotes public ownership, community access, recreation, tourism, and downtown revitalization."

Urban Design Guidelines for Barrie's Intensification Areas (October, 2012):

Guideline 4.3.1 a) Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas. On corner sites, buildings should be designed to frame both the primary and the secondary street.

Guideline 4.3.1 b) Where a building abuts a natural heritage feature or open space, the interface should create opportunities for easy public access and viewing from streets

and adjacent developments. It is therefore encouraged that where possible, new developments in this condition face and open towards the public open space.

Guideline 4.3.1 c) Main building entrances should be directly accessible from public sidewalks.

Guideline 4.3.1 d) The front streetwall of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.

Guideline 4.3.2 e) All new buildings must achieve a minimum height of 7.5 metres (2-storeys) to promote intensification and ensure the most efficient use of existing infrastructure.

Guideline 4.3.3 Minimum Ground Floor Height Floor heights for commercial uses are generally greater than a typically residential floor. Recognizing that ground floor retail will not be immediately viable throughout the Intensification Areas, a flexible ground floor height is recommended in order to accommodate future conversion to retail uses where appropriate.

Guideline 4.3.3 b) Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.

APPROACH & APPLICATION

The new development will foster a pedestrian friendly realm by featuring a street wall of continuous, but not monotonous, built form along Dunlop St. East. Architectural design features including a subtle tower and podium configuration, which will be utilized to reduce the visual and physical impact of height on pedestrian realm. The podium will be subtly protruded with a canopy at the front entrance to further present and emphasize a human scale at the street.

Particular consideration has been given to provide a pedestrian scale around the entrance and pedestrian connectivity to the North Shore Trail.

This project will enhance accessibility to the waterfront; proposed improvements to the design and condition of the informal pedestrian access located at the bottom of Sampson Street facilitate greater connection from the street and sidewalk to the trail. The existing informal access at this location is abruptly sloped and the trail is composed of loose dirt and gravel trail that makes access unsafe. The proposed access will be safer, more attractive and will hold up much better in the event of increased traffic.

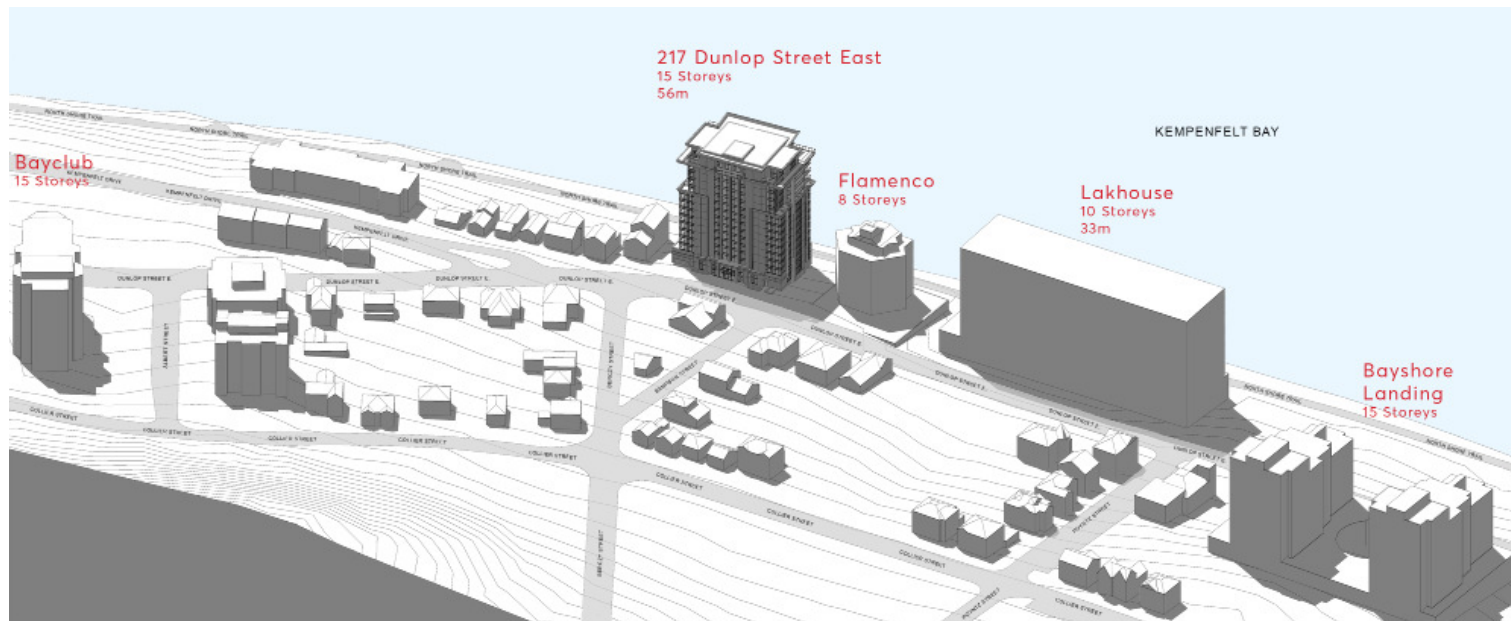


Figure 3
Block Plan Looking
Southeast



Figure 4
Existing views down Sampson & Berczy Streets



Figure 5
Existing view down Berczy Street

04 SITE CIRCULATION

POLICIES & GUIDELINES

City of Barrie Official Plan:

Official Plan Policy 6.5.2.2 v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

Official Plan Policy 6.5.2.2 vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.

Official Plan Policy 6.5.2.3 (h) The City will promote pedestrian orientation through the development of open space systems that incorporate bicycle and barrier-free walking paths linking the downtown to the waterfront.

Urban Design Guidelines for Barrie's Intensification Areas:

Guideline 4.3.1 c) Main building entrances should be directly accessible from public sidewalks.

Guideline 4.3.3 b) Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.

APPROACH & APPLICATION

The proposed design meets the intent and criteria for Street Level Activity as follows:

- It fosters a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets (Dunlop Street East). The street wall includes active at-grade uses with building facades incorporating windows, doors, glazing, and other such architectural treatments.
- It incorporates building articulations, massing and materials that respect pedestrian scale and create interest.
- The main entrance is directly accessible from public sidewalks.
- The primary building facades are positioned and oriented along the property line in order to achieve a uniform street edge.

The proposed development promotes the use of varied transportation options such as walking, cycling and local transit routes with connections to GO Transit in the Downtown. In addition to the convenience of the location for pedestrian and transit access to the Downtown, the design will include bicycle storage and connections to the North Shore Trail.

Primary pedestrian entrances for the residential lobby and the commercial space will be prominently and accessibly located along the building frontage at Dunlop Street East.

A pedestrian connection is also proposed to provide improved access to the North Shore Trail from Dunlop Street East.

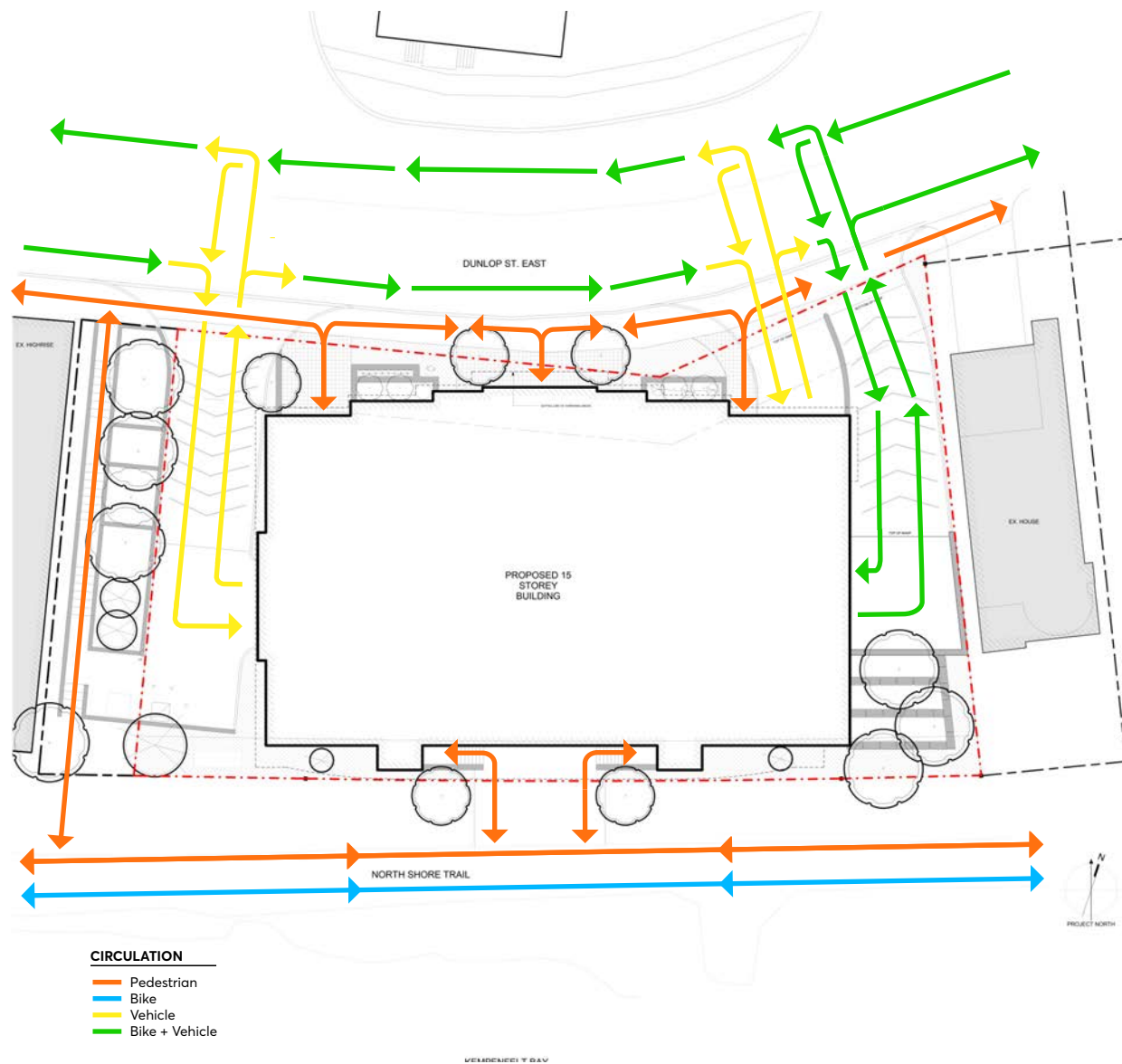


Figure 6
Site Circulation Diagram

05 ARCHITECTURAL DESIGN

POLICIES & GUIDELINES

Official Plan Policy 6.5.2.2 a) i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

Official Plan Policy 6.5.2.2 a) iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

Official Plan Policy 6.6.3 a) Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.

Official Plan Policy 6.6.3 b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

Official Plan Policy 6.6.3 e) Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard

of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.

Guideline 4.3.10 b) All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.

Guideline 4.3.8 b) Despite the use of various architectural styles within the City, the design and material quality should be consistent and building materials and finishes should be complementary.

Guideline 4.3.10 j) New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.

APPROACH & APPLICATION

The development takes into consideration a number of urban design studies and recommendations regarding compatibility with surrounding uses, micro-climate effects, pedestrian safety, and issues of human scale and views.

The proposed design makes use of an articulated façade to comfortably relate to the human scale of pedestrian traffic along the sidewalk. This is achieved through use of a multi-tiered podium which will step up from the east and west towards the grand pedestrian entrance situated at the front centre of the building. The podium will be subtly protruded at the front entrance to further present and emphasize a human scale at the street.

To reduce the visual and physical impact of a tall building at this location, the tower design will feature a slimmer building mass than would characterize most other buildings containing units with floor areas as generous as being proposed. An innovative design solution will be implemented which will all but eliminate all extraneous horizontal circulation areas (corridors); multiple elevator cores will exit directly into the foyer of each residential unit and the multiple exit stairs required by the building code will be stacked together by utilization of a "scissor stair" configuration. Thus, the area of shared corridors which

APPROACH & APPLICATION cont'd

would commonly be required for buildings of this typology—to connect the vertical circulation to each unit, on each floor—has been removed, and along with it the additional building width these corridors would cause.

The design carefully navigates the relationship between views of the bay and skyline with life on the street. The façade along Dunlop Street East aims to combine the traditional architecture and aesthetics of historic downtown Barrie—which are informed by the City's past operation as a trade and manufacturing hub and characterized by brick and stone masonry and consideration for multiple modes of transportation at various scales—with a more contemporary condo design approach focusing on glazing and views from and toward the building.

The material sensibility of the proposed building references the marriage of past and present. A high standard of design excellence will also be evident by the high quality of architectural treatments and building materials utilized for construction of the building.

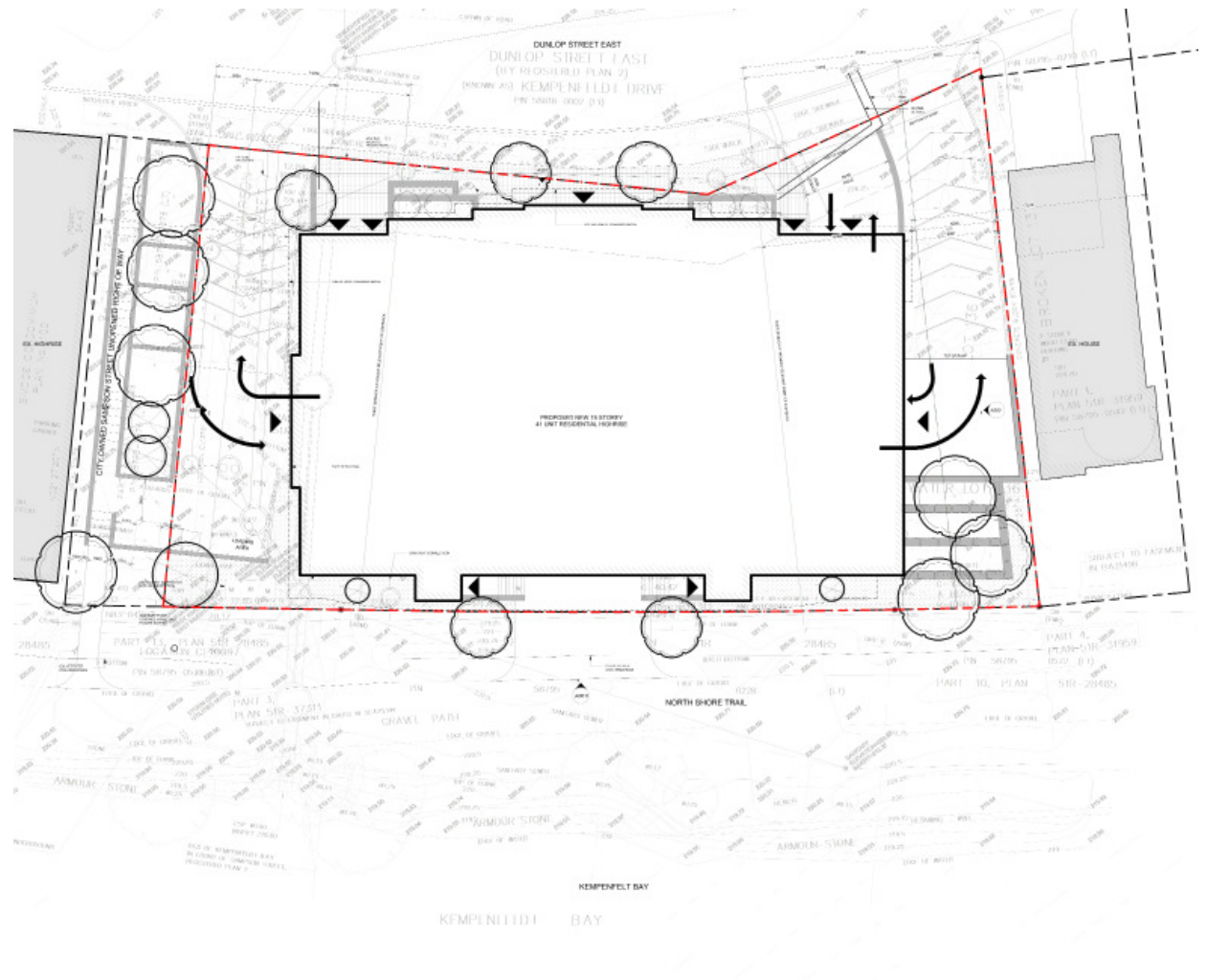


Figure 7
Site Plan

Figure 8
North Elevation

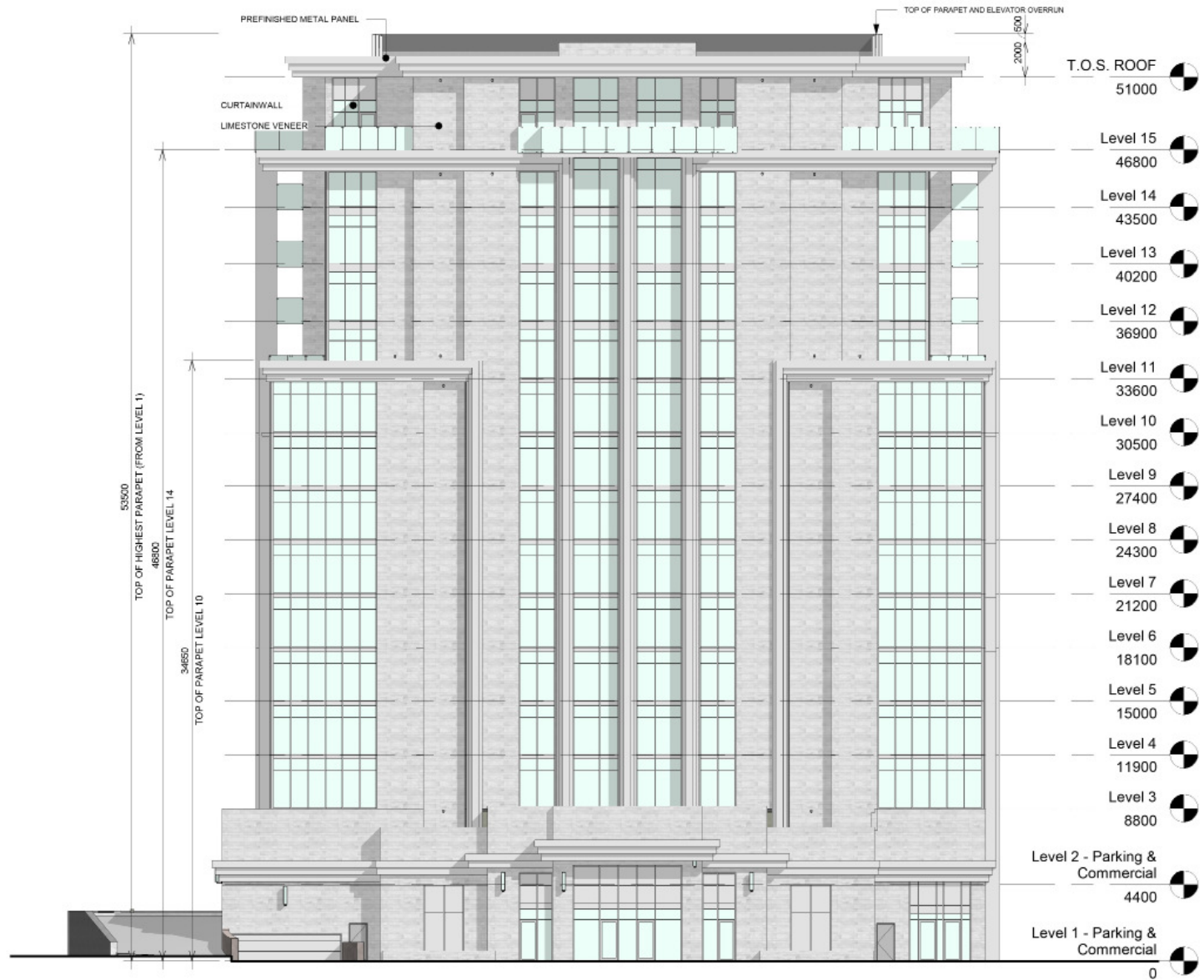


Figure 9
South Elevation

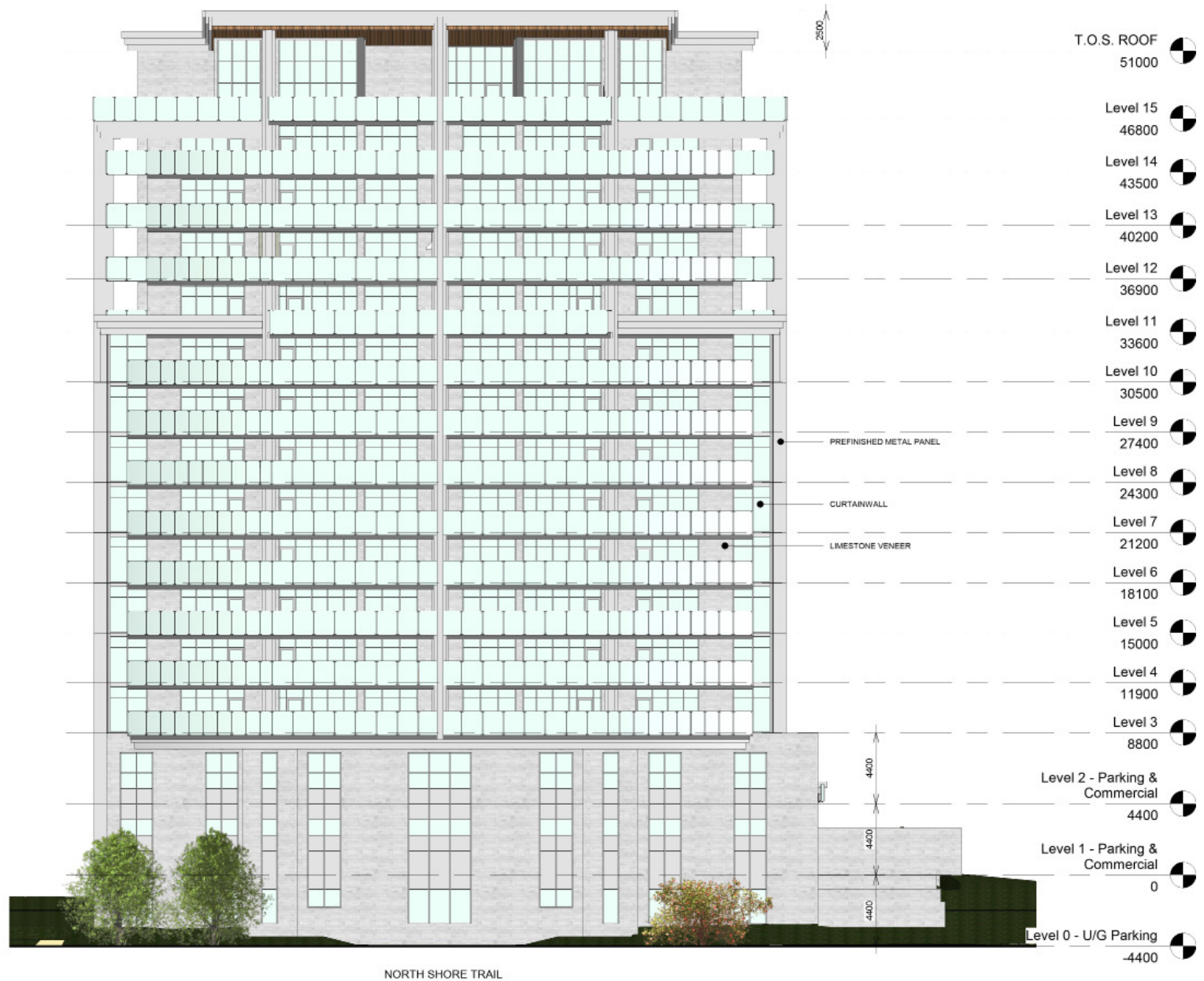


Figure 10
East Elevation

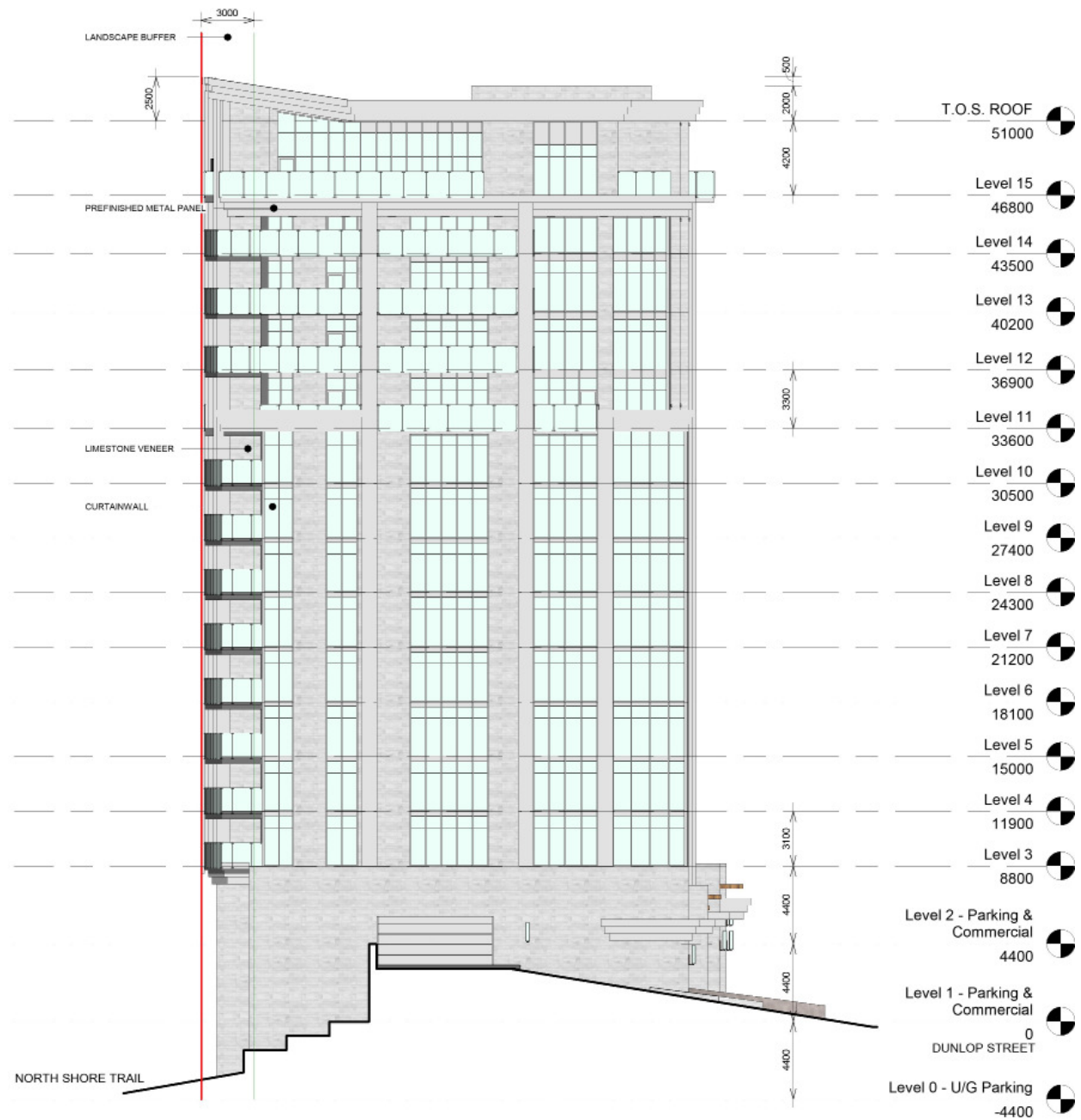
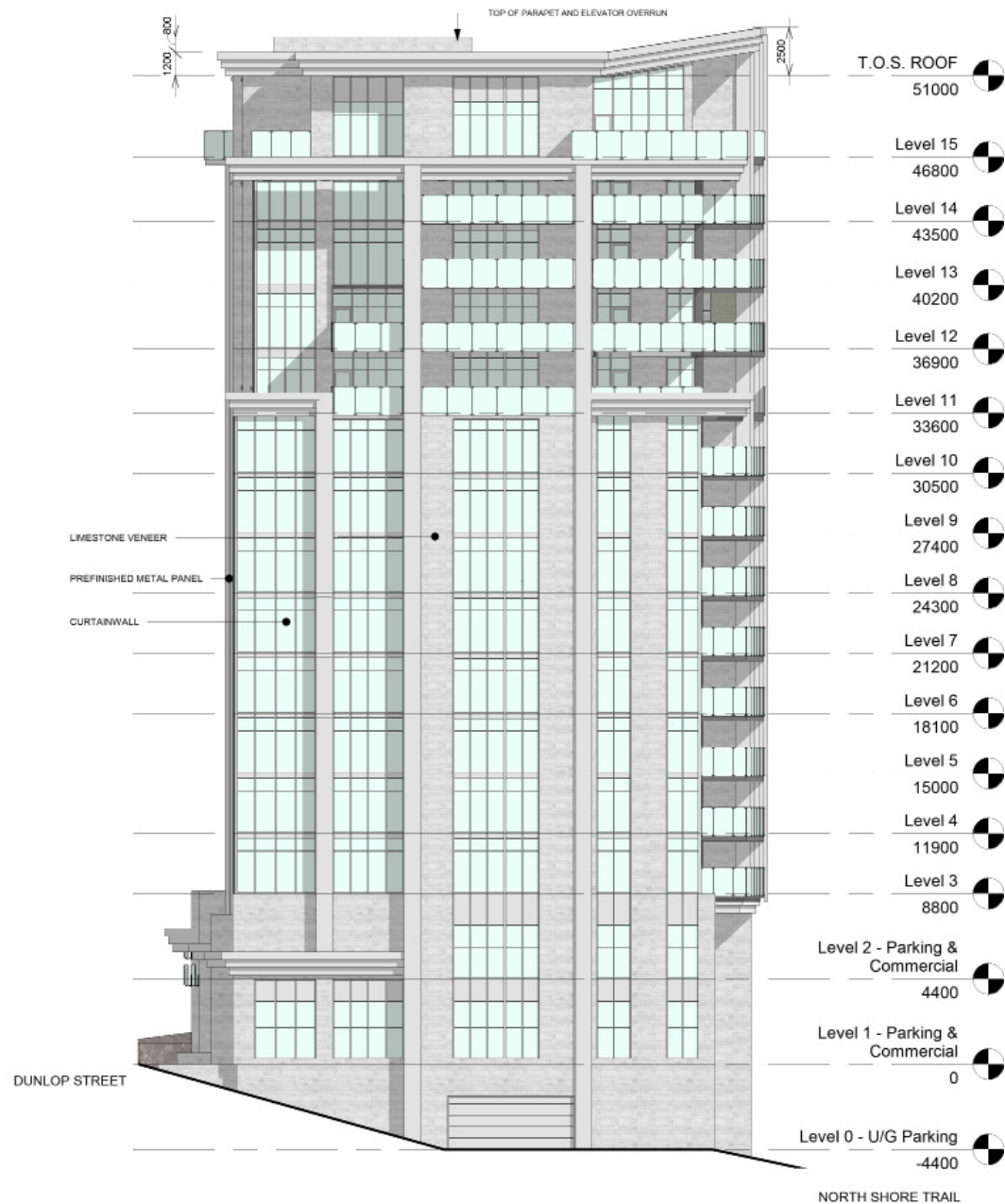


Figure 11
West Elevation



06 LIGHTING & LANDSCAPE DESIGN

POLICIES & GUIDELINES

City of Barrie Official Plan:

Official Plan Policy 6.5.2.2 a) iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

Official Plan Policy 6.5.2.2 (c) i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.

Official Plan Policy 6.5.2.2 (c) iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

Urban Design Guidelines for Barrie's Intensification Areas:

Guideline 3.1.3 b) Features within semi-private open spaces (e.g. paving, seating, public art, etc.) should be constructed of materials equal in quality and appearance with those of the main buildings.

Guideline 3.1.3 f) Paving materials should be high quality, easily replaceable and low

maintenance.

Guideline 3.2.1 a) As new development occurs, all streets within the Intensification Areas should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.

Guideline 3.2.4 a) Street furnishings should be developed within an overall concept and should provide a consistent and unified streetscape appearance that is appropriate for the area context.

Guideline 5.2.3 b) Pedestrian amenities within the boulevard, including street furniture, signage, light standards, and transit shelters, should reflect the existing heritage character within the downtown.

APPROACH & APPLICATION

Landscaping and Lighting has been proposed in accordance with the Urban Design Manual.

Planting areas are included planting along the street frontage and building perimeter, as well as in planter boxes along the proposed redevelopment of the Sampson Street access to the North Shore Trail and as screening elements at the south façade.

The proposed landscape design will utilize native and drought-tolerant species. This landscape design will ensure for energy efficient and water conservation features.

The photometrics study and drawing use lighting illumination levels and light dispersion patterns of selected light fixtures for the proposed design to calculate lighting levels within the property boundaries and slightly beyond.

Conclusion: It is the opinion of Quasar Engineering that the current lighting design and photometrics modelling meet the intent of the City of Barrie Design Guidelines including applicable lighting design for safety around the entire building perimeter, zero to minimal light pollution beyond the property boundaries so as not to adversely impact neighbouring properties, and dark sky compliant fixtures. As such the proposed development is feasible to proceed.

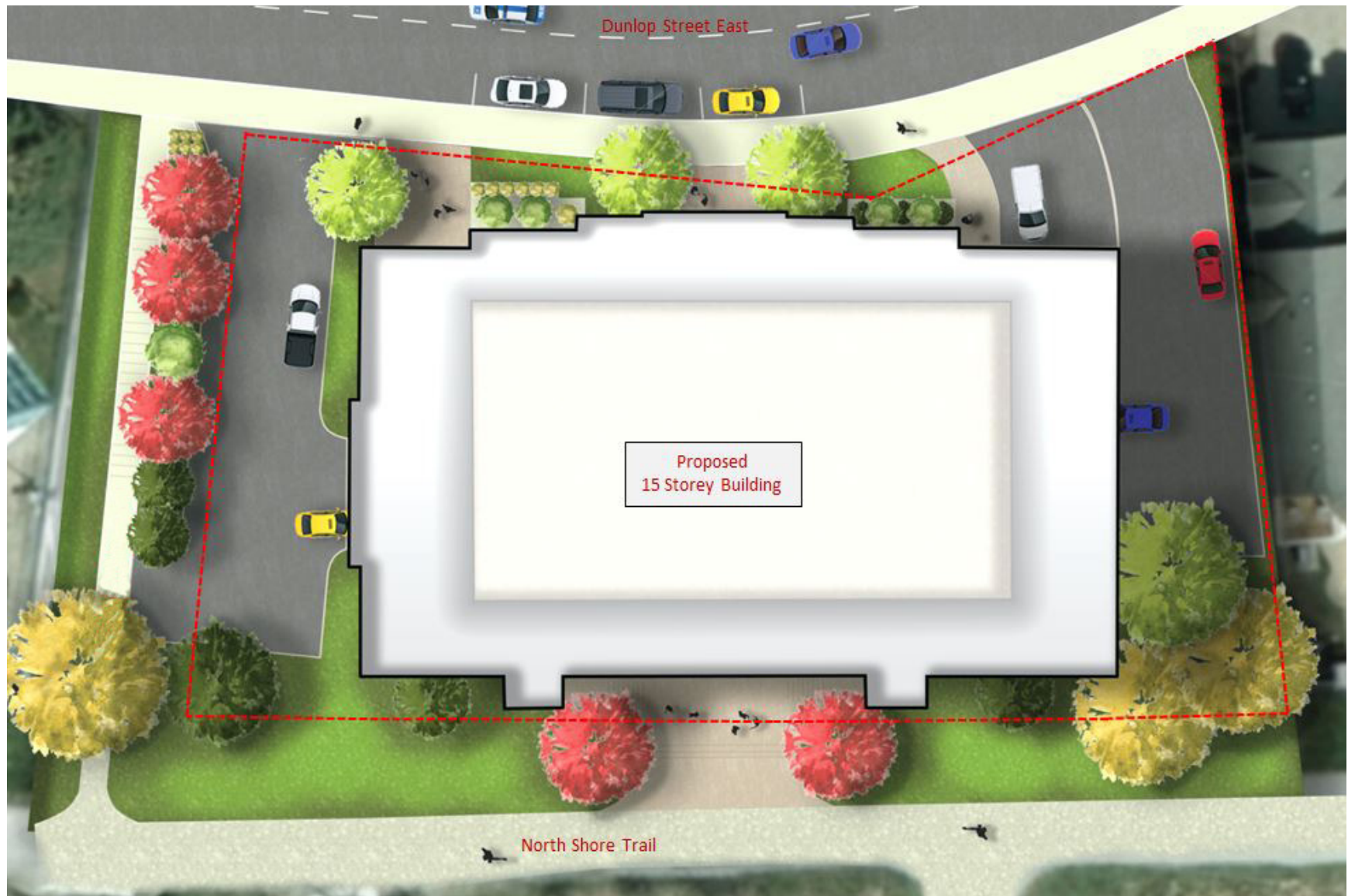


Figure 12
Coloured Landscape Plan



POLICIES & GUIDELINES

Official Plan Policy 6.5.2.2 b) i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.

Official Plan Policy 6.5.2.2 b) ii) Adequate disability parking spaces will be provided where required.

Official Plan Policy 6.5.2.2 b) iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

APPROACH & APPLICATION

Parking for the building will be underground and within the street level podium. Where the street level podium will also house parking, the parking component will be relegated to the rear of the building rather than being presented as a prominent feature along the street.

Site servicing, loading areas, and building utilities are located internally and to the rear of building.

Due to the limited depth of the site there is insufficient space to provide 180 degree turning with an appropriately sized aisle and the required number of parking stalls within the allowable building footprint. As a result of these spatial limitations the design includes 2 separate drive entrances. A combined drive entrance is proposed at the front of the building to access the parking at level 1 and level 2. Underground parking can be accessed via a drive aisle on the west. The percentage of street frontage occupied by the entrances will be consistent with other frontages of similar length in the neighbourhood and will not seem out of character for the area.

The topography of the site is also conducive to this approach; access to the underground parking can be achieved through the west side of the building which ramps down closely following the natural slope of the site. To

mitigate the need for a ramp up to the level 2 parking on the east, each parking level will be sloped such that the drive entrance at the front of the building is recessed below grade and the ramp from grade up to the level 2 parking access is significantly reduced.

Grading of the site will generally follow the existing topography which consists of a significant slope from the street front down to the rear of the site which abutting Barrie's North Shore Trail. Vehicular access ramps to the parking structures will closely relate in location and slope to the existing topography and barrier free access for pedestrians is proposed from the street and sidewalk with minimal to moderate sloping provided.

Appropriate considerations will be made to ensure site services are located away from public and street view wherever possible: All utilities will be located underground and enter directly into the building at a mechanical hub room on the underground parking level.

The underground level will house two (2) proposed garbage and recycling rooms, keeping both the visibility and odour of any waste away from resident areas. Waste will be moved discretely from these rooms through the underground parking and out of the parking entrance/exit for pick-up by a private waste removals company and so will remain

APPROACH & APPLICATION cont'd

out of view of the public.

A traffic Study has been completed for the proposal:

- The 41 unit condominium is expected to generate about 26 vehicle trips in the morning peak hour and 30 trips in the afternoon peak hour.
- The additional traffic generated by the development does not warrant any road improvements on Dunlop Street.
- In order to provide optimal traffic movement on and off site, access is provided by two separate driveways from Dunlop Street located at the east and west sides of the property.
- It is expected traffic will be able to turn into and out of the site at a good level of service in the future condition. There will be some delay for traffic turning out of the site during peak hours, but the delay will not be unreasonable.

Conclusion:

It is the opinion of Skelton Brumwell & Associates that the proposed project will not adversely impact Dunlop Street and the service level of adjacent streets surrounding the site and as such, the proposed development is feasible to proceed.

A new electrical transformer is proposed, carefully situated to be accessible by vehicle but not prominently visible alongside the loading area at the entrance to the underground parking, the transformer will be both set back from the sidewalk and front of the building as well as below the elevation of the sidewalk at the street.

The site can be readily serviced with municipal water, sanitary and storm sewers and all utilities.

Site drainage and stormwater management design will ensure no impact to the North Shore Trail or Lake Simcoe.

The existing storm sewer from Sandford Street will be re-routed around the building and re-connected upstream of the North Shore Trail with no disturbance to the Trail or the Kempenfelt Bay shoreline.

Conclusion:

It is the opinion of Skelton Brumwell & Associates that there are sufficient existing services readily available to the site and as such the proposed development is feasible to proceed.

Figure 14
Parking Level 0

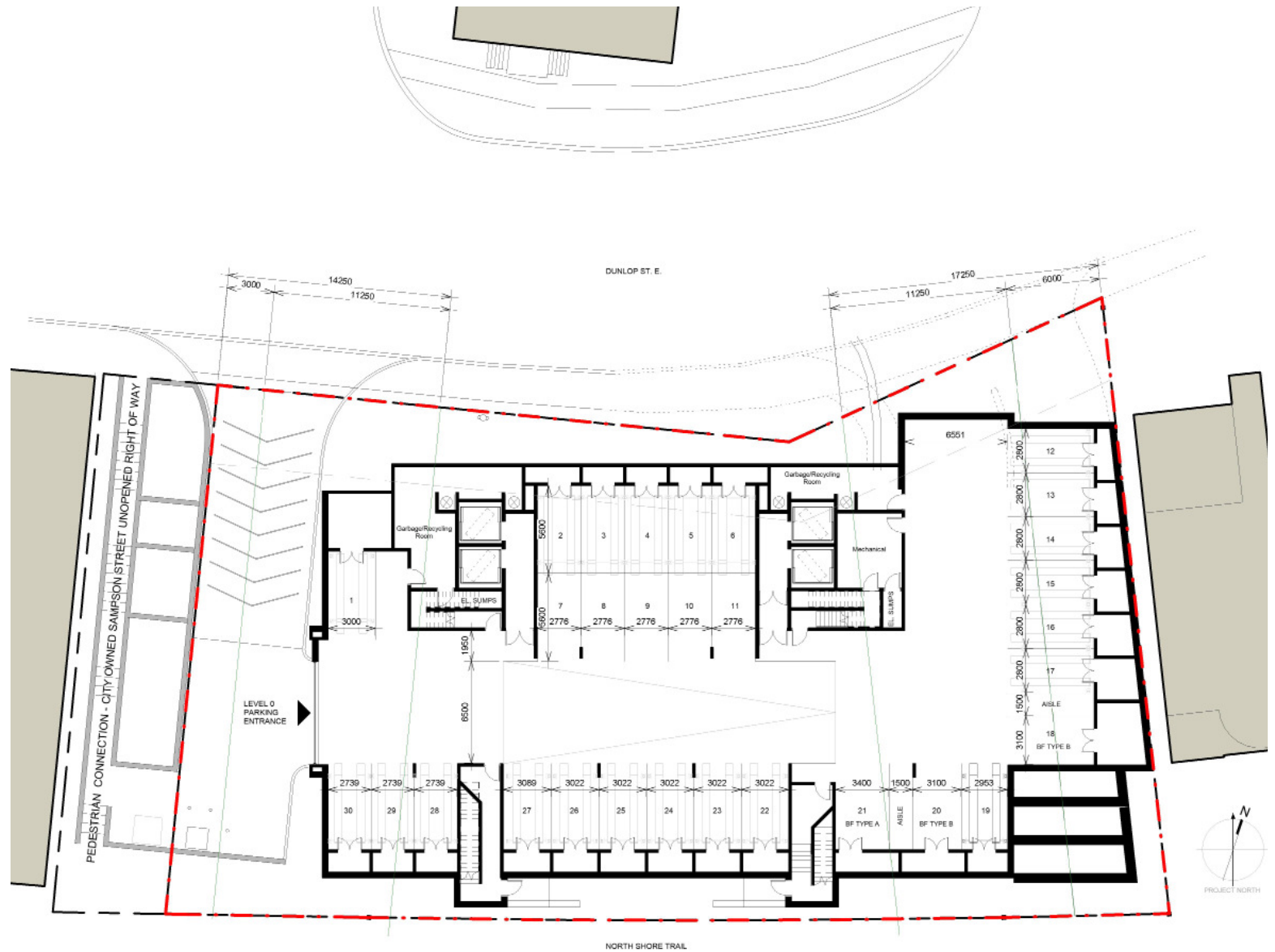


Figure 15
Parking Level 1

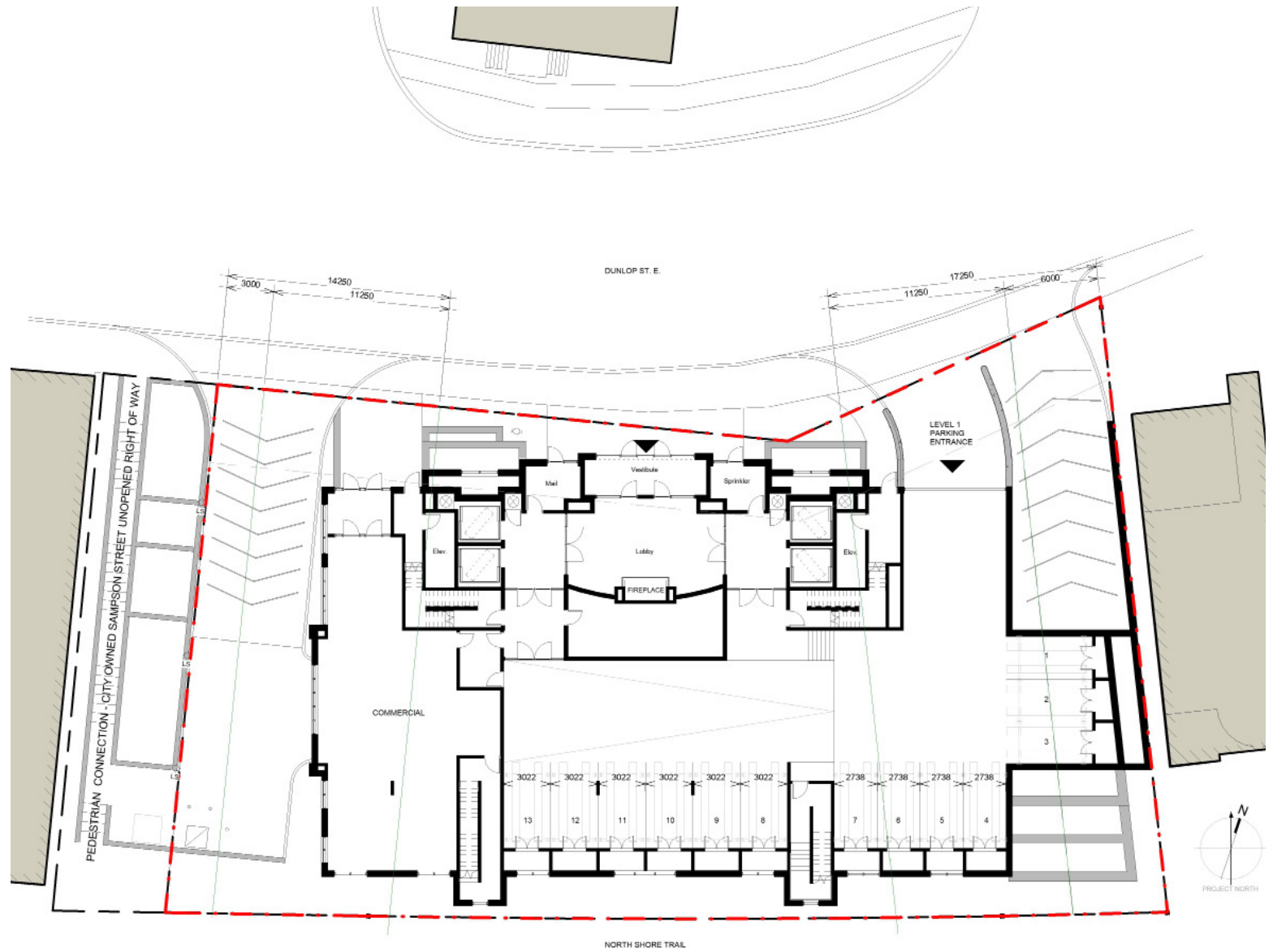
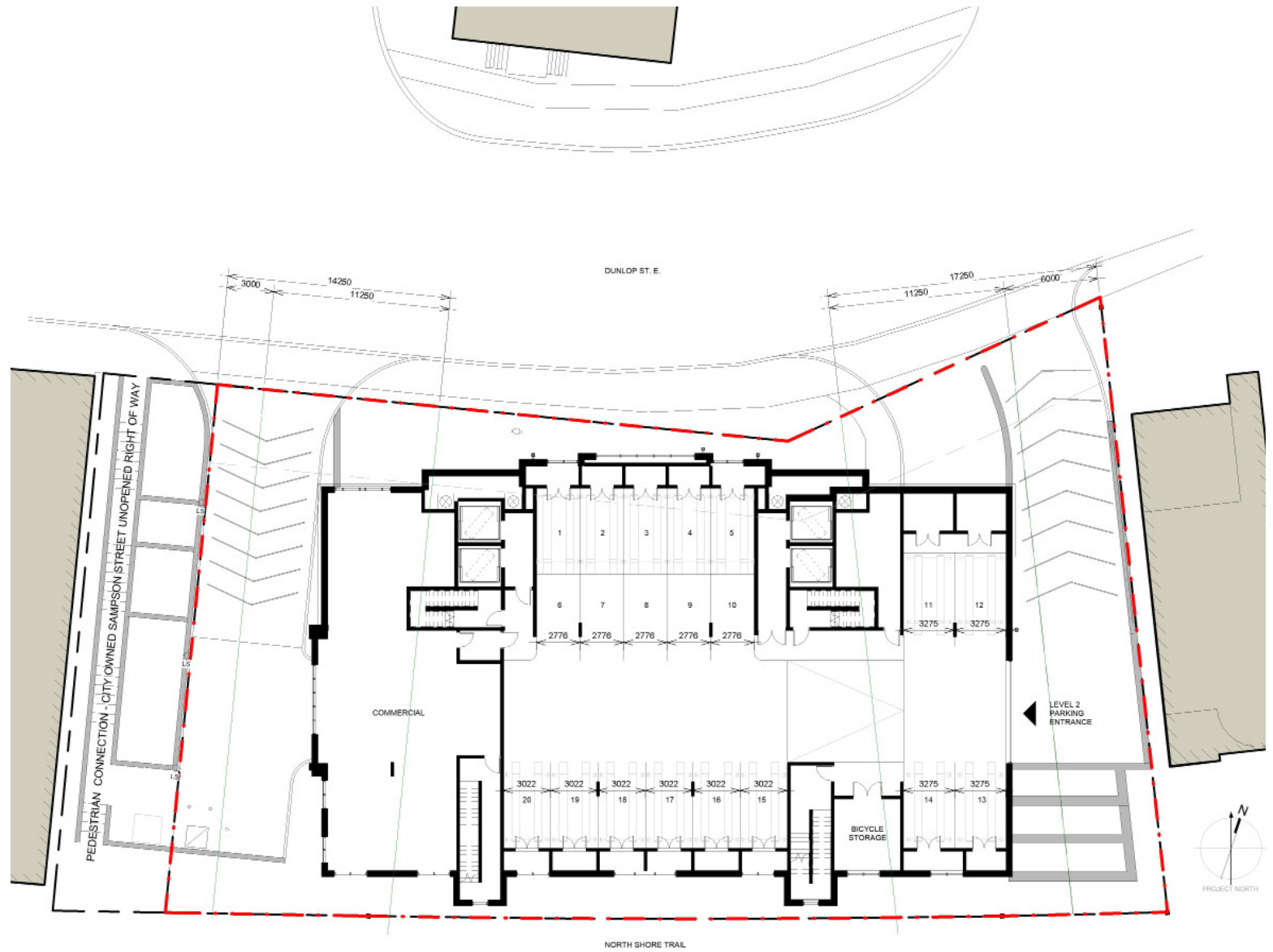


Figure 16
Parking Level 2



POLICIES & GUIDELINES

Official Plan Policy 6.5.2.2 (g) i) Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving

landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.

Official Plan Policy 6.5.2.2 (g) iv) Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.

APPROACH & APPLICATION

The development is being designed to a LEED standard with sustainable design principles applied to all building components.

Features include:

- a construction waste diversion program that will minimize landfill impact locally sourced materials and products minimizing transportation impacts products with high recycled content and zero off gassing emissions for maximum air quality
- high quality mechanical systems that exceed ASHRAE standards, high end air filtration systems for each individual unit and heat reclaim strategies
- maximized natural ventilation and natural lighting for overall energy savings
- electrical systems that include occupancy sensors and monitors to minimize consumption, use of LED fixtures and energy efficient appliances

The development promotes energy efficiency through a compact built form and is situated in a location that encourages the use of public transit, cycling and walking.

The property is a brownfield site (former Cotty's Cleaners) which has been approved for development by the Ministry of the Environment:

- The Province has issued a Record of Site Condition (RSC) for the brownfield redevelopment of this site from its past use as a dry cleaner to its future residential/commercial use.
- The proposed development meets Provincial requirements for brownfield redevelopment and a Certificate of Property Use (CPU) has been issued for the project.
- There are no significant natural heritage features or functions (including Species at Risk) associated with the property.
- There are no hydrogeologic barriers to the proposed redevelopment plan

Conclusion:

It is the opinion of Azimuth Environmental that given the requirements of the RSC and the CPU that currently exist for the site, the proposed development is feasible to proceed.

06 MICROCLIMATE & SHADOW STUDY

POLICIES & GUIDELINES

Official Plan Policy 6.6.4 (c) i) Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.

Official Plan Policy 6.6.4 i) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day.

APPROACH & APPLICATION

The project has been designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level.

Gradient Wind Engineers and Scientists completed a pedestrian level wind (PLW) study to satisfy submission requirements for the proposed development. The study mandate was to investigate pedestrian wind comfort within and surrounding the subject site and to identify any areas where wind conditions may interfere with certain pedestrian activities:

Conclusion:

Based on computer simulations, meteorological data analysis, and experience with similar developments in Ontario, the wind study determined that:

- All areas at grade level within and surrounding the subject site will be suitable for their intended uses throughout the year. Specifically, wind conditions over surrounding sidewalks, building access points, and driveways are considered acceptable for the intended pedestrian uses throughout the year.
- Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.

Green – Sitting

A wind speed no greater than 16 km/h is considered acceptable for sedentary activities including sitting

Yellow – Standing

A wind speed greater than 16 km/h but no greater than 22 km/h is considered acceptable for sedentary activities such as standing or leisurely strolling

Blue – Walking

A wind speed greater than 22 km/h but no greater than 30 km/h is considered acceptable for walking or more vigorous activities

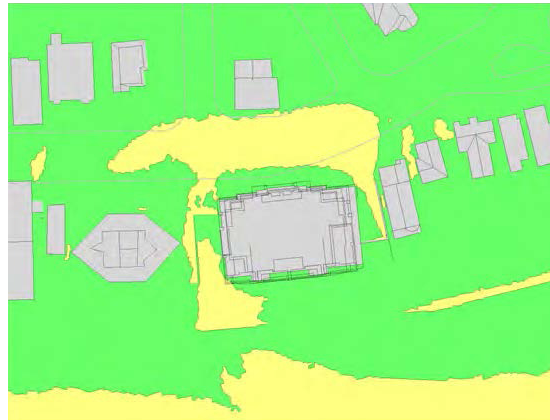


Figure 17
Spring - Pedestrian Wind Comfort Conditions at Grade



Figure 19
Autumn - Pedestrian Wind Comfort Conditions at Grade

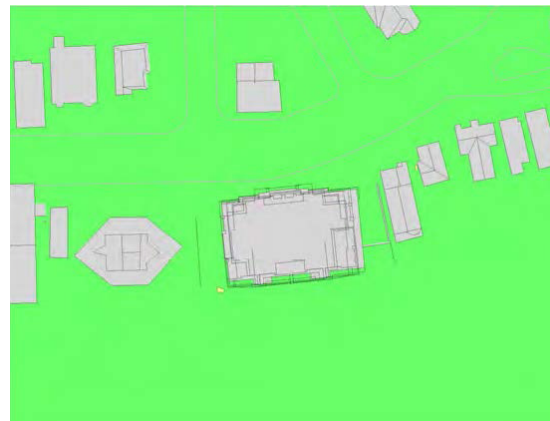


Figure 18
Summer - Pedestrian Wind Comfort Conditions at Grade

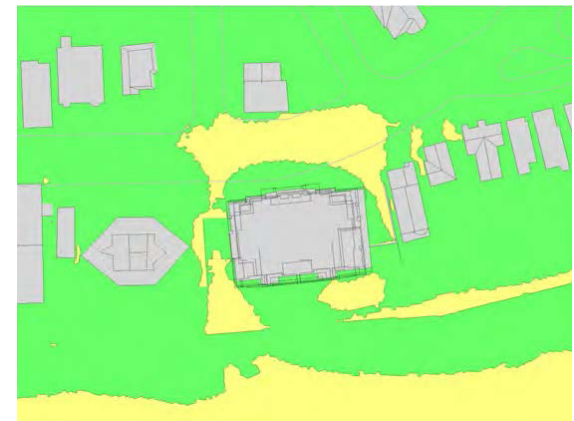


Figure 20
Winter - Pedestrian Wind Comfort Conditions at Grade

APPROACH & APPLICATION cont'd

Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10m above the ground.

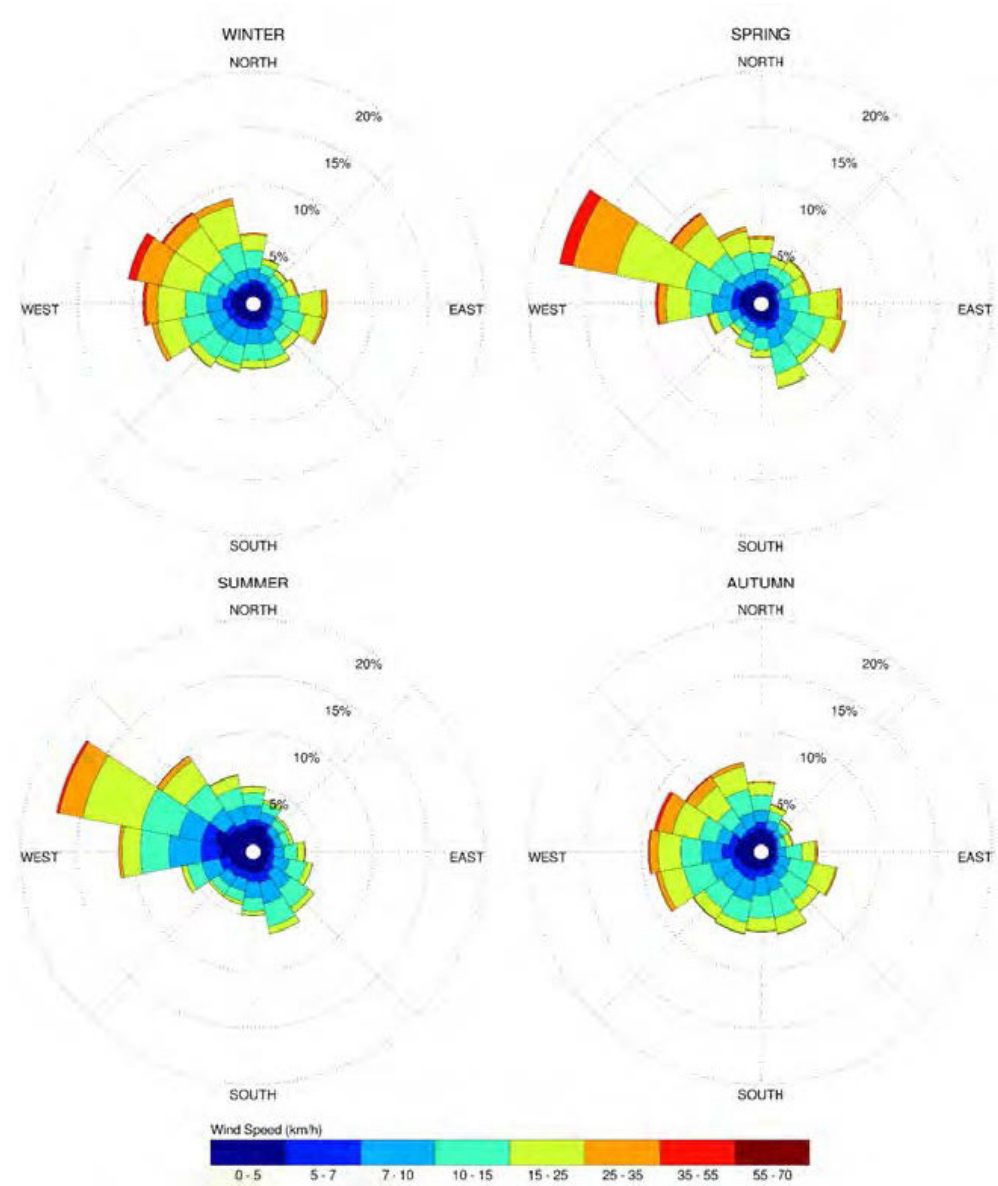


Figure 21
Seasonal Distribution of
Wind - Lake Simcoe Regional
Airport, Oro Station, Ontario

APPROACH & APPLICATION cont'd

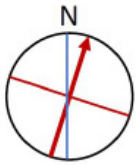
A shadow impact study (fig. 22) has been completed to ensure the design and project siting mitigates the impact of shadows on public parks and open spaces and private properties throughout the day.

The building is situated such that any shadows cast are mitigated by two positively influencing factors:

- The majority of shadows fall into the street rather than onto neighbouring properties as the building is situated across from two intersections—Berczy Street and Dunlop Street East and Sampson Street and Dunlop Street East.
- The building is located at the base of a substantial hill, thus properties to the north are elevated and the length of shadow cast from the building towards the north is effectively shortened.

Conclusion:

It is the opinion of Salter Pilon Architecture that the proposed project will have no impact to the North Shore Trail and minimal impact to adjacent public spaces. there will be shadowing to the north, east and west, however all adjacent private residences will have a minimum of 6 hours of solar access during the solstices, and as such the proposed development is feasible to proceed accordingly.



Summer
Solstice



Figure 22
Shadow/Shade
Impact Study

09 CONCLUSION

The site and building design conform with Barrie's Official Plan Policies related to urban design and requirements for tall buildings. It is our belief that the proposal has been developed according to the requirements, guidelines and the vision of the City of Barrie for the intensification of Urban Growth Centre.

The development will compliment and enhance the existing neighbourhood and has been designed to mitigate potential impacts on surrounding uses. Proposed uses of land and existing municipal infrastructure are environmentally sound, efficient and cost effective.

The building form and its proposed uses facilitate a smooth transition at the pedestrian realm where the eastern border of the Urban Growth Area intersects with the residential area beyond. Facing the street, articulations along the façade assist in maintaining a comfortable pedestrian scale and attractive urban streetscape. The proposal is consistent with other existing buildings in the area and proposals approved for nearby sites. The proposal embodies the desire for controlled intensification and growth which is characterized by the City's urban design policies and guidelines.

It is our opinion that the proposal is appropriate and in general conformance with the design intent of the City of Barrie guidelines. The proposal represents the implementation of good urban design practices and will contribute to an enhanced, attractive, sustainable and safe built fabric of the City of Barrie.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.



Gerry Pilon

Principal
B.E.S., B.Arch., OAA, AIBC, MRAIC, LEED AP

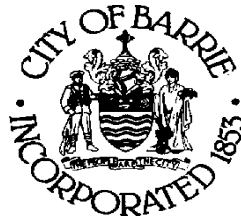
salterpilon
architecture

151 Ferris Lane, Suite 400, Barrie, ON

APPENDIX “C”

**217 DUNLOP STREET EAST
DRAFT ZONING BY-LAW AMENDMENT**

D R A F T
ZONING BY-LAW AMENDMENT



BY-LAW NUMBER 2021-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone: the lands identified as BROKEN LOTS 33, 135 & 136 S/S OF DUNLOP ST. AND PT OF WATER LOTS 33, 135 & 136 LYING IN FRONT OF THE BROKEN LOTS IN FRONT OF PL 2; PTS 1 & 2 51R-32505; PT LOCATION CL13761, PT BED OF KEMPENFELT BAY IN FRONT OF DUNLOP ST PL 2; PTS 3 & 4 51R-34529; PT DUNLOP ST LYING S/SAMPSON ST PL 2 PT 5 51R34529 (CLOSED BY BYLAW SC475354); S/T EASE OVER PT WATER LOTS 33, 135 & 136 LYING IN FRONT OF THE BROKEN LOTS IN FRONT OF PL 2 BEING PT 2 51R32505 AS IN BA31511 AS RENEWED BY NOTICE OF CLAIM RO1428241; S/T EASE IN GROSS OVER PT OF LOCATION CL 13761 BEING PT OF BED OF KEMPENFELT BAY IN FRONT OF DUNLOP STREET PL 2 BEING PART 3 51R34529 AS IN SC475394; S/T EASE IN GROSS OVER PT OF LOCATION CL13761 BEING PT OF THE BED OF KEMPENFELT BAY IN FRONT OF DUNLOP STREET, PL 2, AND PT OF DUNLOP STREET (CLOSED BY BYLAW SC475354) LYING SOUTH OF SAMPSON STREET, PL 2 DESIGNATED AS PTS 3, 4 & 5 ON PL 51R34529 AS IN SC475391, SC475392 AND SC475393; CITY OF BARRIE, BEING ALL FROM PIN 58795-0613 (LT) **from** Central Area Commercial C1-1 and Transition Centre Commercial C2-1 **to** Transition Centre Commercial C2-1 (SP- XXX);

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion XXXXX;

NOW THEREFORE the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map is amended to change the zoning of the lands identified as BROKEN LOTS 33, 135 & 136 S/S OF DUNLOP ST. AND PT OF WATER LOTS 33, 135 & 136 LYING IN FRONT OF THE BROKEN LOTS IN FRONT OF PL 2; PTS 1 & 2 51R-32505; PT LOCATION CL13761, PT BED OF KEMPENFELT BAY IN FRONT OF DUNLOP ST PL 2; PTS 3 & 4 51R-34529; PT DUNLOP ST LYING S/SAMPSON ST PL 2 PT 5 51R34529 (CLOSED BY BYLAW SC475354); S/T EASE OVER PT WATER LOTS 33, 135 & 136 LYING IN FRONT OF THE BROKEN LOTS IN FRONT OF PL 2 BEING PT 2 51R32505 AS IN BA31511 AS RENEWED BY NOTICE OF CLAIM RO1428241; S/T EASE IN GROSS OVER PT OF LOCATION CL 13761 BEING PT OF BED OF KEMPENFELT BAY IN FRONT OF DUNLOP STREET PL 2 BEING PART 3 51R34529 AS IN SC475394; S/T EASE IN GROSS OVER PT OF LOCATION CL13761 BEING PT OF THE BED OF KEMPENFELT BAY IN FRONT OF DUNLOP STREET, PL 2, AND PT OF DUNLOP STREET (CLOSED BY BYLAW SC475354) LYING SOUTH OF SAMPSON STREET, PL 2 DESIGNATED AS PTS 3,

4 & 5 ON PL 51R34529 AS IN SC475391, SC475392 AND SC475393; CITY OF BARRIE, BEING ALL FROM PIN 58795-0613 (LT) **from** Central Area Commercial C1-1 and Transition Centre Commercial C2-1 **to** Transition Centre Commercial C2-1 (SP-XXX) in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.

2. **THAT** notwithstanding the provisions set out in Table 6.3.1 of By-law 2009-141, a minimum interior side yard setback of 6.0 metres adjoining a Residential Zone shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
3. **THAT** notwithstanding the provisions set out in Table 6.3.1 of By-law 2009-141, a minimum interior side yard setback of 6.0 metres adjoining a Commercial Zone shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
4. **THAT** notwithstanding the provisions set out in Table 6.3.1 of By-law 2009-141, a maximum permitted gross floor area of five hundred ninety five (595) times the lot area shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
5. **THAT** notwithstanding the provisions set out in Tables 6.3.1 and 6.3.2 of By-law 2009-141, a maximum building height of 56.0 metres shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
6. **THAT** notwithstanding the provisions set out in Tables 6.3.1 and 6.3.2 of By-law 2009-141, a maximum building height of 56.0 metres within 5.0 metres of the front lot line and of 56.0 metres beyond 5.0 metres of the front lot line shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
7. **THAT** notwithstanding the provisions set out in Table 6.3.2 of By-law 2009-141, the minimum coverage for commercial uses of 20% of the lot area shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
8. **THAT** notwithstanding the provisions set out in Sections 4.8.2.1 and 6.3.7.1 of By-law 2009-141, the minimum landscaped buffer width along a public street, along the side yard abutting a Residential Zone, along the side yard abutting a Commercial Zone, and along the rear yard shall be 0.0 metres in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
9. **THAT** notwithstanding the provisions set out in Section 4.6.2.3 b) in By-law 2009-141, the minimum required parking spaces for all permitted commercial uses shall be 0.0 spaces in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
10. **THAT** notwithstanding the provisions set out in Section 4.6. By-law 2009-141, residential tandem parking spaces and residential vehicle lift spaces shall be permitted in the Transition Centre Commercial C2-1 (SP-XXX) Zone.
11. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown in Schedule "A" to this By-law shall continue to apply to the said lands except as varied by this By-law.

12. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

READ a first and second time this _____ day of _____, 2021.

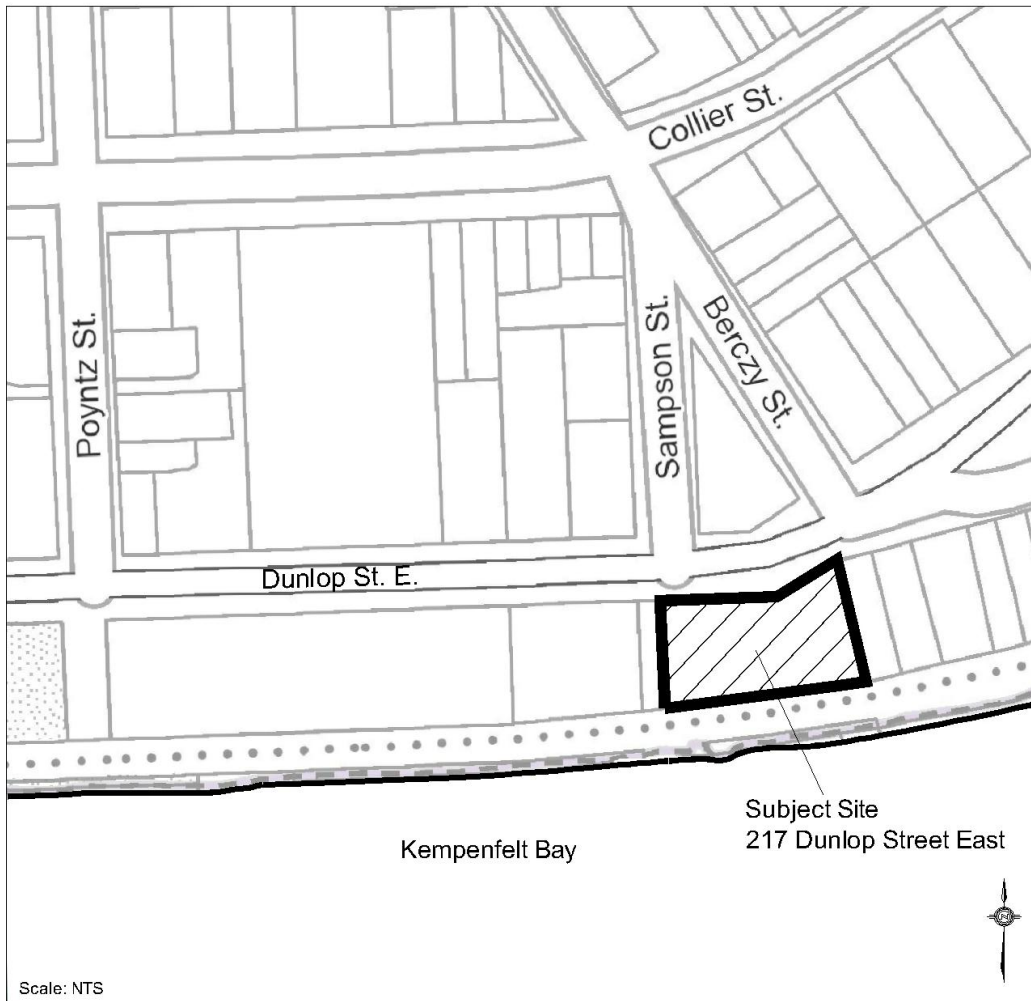
READ a third time and finally passed this _____ day of _____, 2021.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR J.R. LEHMAN

CITY CLERK – WENDY COOKE

SCHEDULE "A" TO BY-LAW 2021-XXX



 Lands to be zoned Transition Centre Commercial Special Provisions: C2-1 (SP-XXX)
217 Dunlop Street East

THE COPORATION OF THE CITY OF BARRIE

MAYOR J.R. LEHMAN

CITY CLERK – WENDY COOKE

APPENDIX “D”

PROVINCIAL POLICY STATEMENT CONSISTENCY ANALYSIS

PROVINCIAL POLICY STATEMENT 2020 (“PPS”)	
RELEVANT POLICIES	POLICY CONSISTENCY ANALYSIS
1.0 BUILDING STRONG HEALTHY COMMUNITIES 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns	Policy Analysis
1.1.1 Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) 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; e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; h) promoting development and land use patterns that conserve biodiversity; and	Consistent with these policies, the proposed development: a) Is a high density (41 units / 205 u/ha), mixed-use (residential and commercial), infill, intensification project which is located in a fully serviced, primary settlement area, in Barrie’s built-up area, downtown City Centre and Urban Growth Centre (“UGC”) which is the local and regional focus for growth and intensification in Simcoe County. The development generates a density of 351 persons/jobs per ha which assists Barrie in achieving its UGC density target of 150 p/j per ha and its 40% intensification target. b) Is a condominium development which provides: a range of residential unit sizes suitable for a variety of households; street level commercial space (402 sq.m) which provides employment opportunities and helps to revitalize Dunlop Street East (mainstreet) and Barrie’s downtown; enhanced public access to the City’s North Shore Trail / waterfront park system. c) Is a brownfield site with a Ministry of Energy, Conservation and Parks (“MECP”) approved Record of Site Condition (“RSC”) and Certificate of Property Use (“CPU”) which ensures development / construction occurs safely in accordance provincial and Barrie requirements. The analysis and conclusions of Azimuth Environmental’s December 2020 Brownfield Summary, Hydrogeological Assessment and Environmental Impact Study (“EIS”) conclude the development will not cause environmental or public health and safety concerns. d) Is located in Barrie’s UGC and does not prevent, nor propose, expansion of a settlement area.

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PROVINCIAL POLICY STATEMENT CONSISTENCY ANALYSIS

i) preparing for the regional and local impacts of a changing climate.	e) Utilizes existing municipal servicing infrastructure / capacity (water, sewer, fire flows) / utilities / public transit in accordance with the analysis and conclusions of Skelton Brumwell’s December 2020 Functional Servicing Report (“FSR”), Stormwater Management (“SWM”) Report, and Traffic Impact Study (“TIS”); Promotes active transportation as it: is located within walking distance to a range of downtown uses (office, retail, entertainment, and public service facilities such as City Hall, library); is located within walking distance of public transit (Collier Street bus routes, bus station, inter-and intra regional transit services); provides an enhanced pedestrian linkage to Barrie’s North Shore Trail / waterfront park system. f) Will be constructed to meet accessibility requirements in accordance with accessibility legislation (“AODA”) and the Building Code. g) Same response as e) above; h) Conserves biodiversity and reduces climate change impacts by: redeveloping an underutilized brownfield site located in the City’s built-up area and UGC; providing a compact and intensified built form with sustainable building design, orientation and landscape elements in accordance with Salter Pilon’s site plan, architectural design and December 2020 Urban Design Brief (“UDB”); promoting active transportation (pedestrian walkability, bicycle movement, trail linkages) which reduces car dependency and gas emissions; optimizing the use of existing municipal services / capacity, utilities and public transit infrastructure; implementing stormwater management design / best management practices in accordance with the requirements of Barrie, MECP, and Lake Simcoe Region Conservation Authority (“LSRCA”) and in accordance with the findings and recommendations of Skelton Brumwell’s December 2020 SWM Report (i.e. water quantity / quality control, water balance, phosphorous reduction, erosion / sedimentation control); and, by not negatively impacting natural heritage features or their ecological functions,
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APPENDIX “D”

PROVINCIAL POLICY STATEMENT CONSISTENCY ANALYSIS

	sensitive surface water features, sensitive ground water features and their hydrologic functions in accordance with the requirements of Barrie, MECP's RSC / CPU, provincial Source Water Protection policies, LSRCA regulations and with the findings and recommendations of Azimuth's three December 2020 Reports. i) Same response as in h) above.
1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.	Consistent with – same response as in Section 1.1.1 above. The project is located in the City of Barrie primary settlement area, in the City's built-up area, downtown City Centre and UGC intensification area which permit a range and mix of commercial, institutional and residential land uses. Approval of the development will help the City achieve its projected housing, employment and intensification targets in accordance with the planning time horizons required by the PPS 2020.
1.1.3 Settlement Areas	Policy Analysis
1.1.3 Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.	Consistent with these policies, the Site is located in the City of Barrie primary settlement area, in the City's built-up area, downtown City Centre and UGC intensification area. All of these factors help to achieve efficient, cost effective, desirable and sustainable development patterns which optimize the use of existing infrastructure and public services, minimize unnecessary public expenditures, and support the long term health, vitality and economic prosperity of Barrie.
1.1.3.1 Settlement areas shall be the focus of growth and development.	Consistent with - same response as in Section 1.1.3 above.
1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;	Consistent with - same response as in Sections 1.1.1, 1.1.2 and 1.1.3 above.

APPENDIX “D”

PROVINCIAL POLICY STATEMENT CONSISTENCY ANALYSIS

c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed.	
1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	Consistent with – same responses as Sections 1.1.1, 1.1.2 and 1.1.3 above. The City of Barrie Official Plan identifies appropriate locations for transit-supportive development, redevelopment and intensification to accommodate a significant supply and range of housing options taking into account existing building stock, brownfield sites and the availability of existing municipal infrastructure and public service facilities. Schedule “I” to the Official Plan designates areas throughout the City where intensification is to be targeted, including the UGC. Pursuant to Schedule “I”, the Site is located in Barrie’s UGC intensification area. The development is an infill, intensification project located in Barrie’s built-up area / UGC. The property is an assessed brownfield site with MECP approved RSC / CPU. Public service facilities and existing infrastructure are available to service the development (services, utilities, roads, public transit, parks).
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.	Consistent with these policies, the compact built form and intensification proposed for the Site, and the avoidance / mitigation of risks to public health and safety, shall occur in accordance with the development standards and requirements of MECP’s RSC / CPU, provincial Source Water Protection policies, LSRCA regulations and Barrie’s Brownfield, Site Plan Control and Urban Design / Tall Buildings policies.
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 through provincial plans, the provincial target shall represent the minimum target for affected areas.	Consistent with these policies, the project is located in the Barrie’s built-up area which assists the City in achieving its 40% intensification target. The proposal generates a density of approx. 351 persons / jobs per ha which is assists the City in achieving its UGC density target of 150 p/j per ha.
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.	Consistent with - same response as in Sections 1.1.1, 1.1.3 and 1.1.3.3 above.

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PROVINCIAL POLICY STATEMENT CONSISTENCY ANALYSIS

1.4 Housing	Policy Analysis
1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.	Consistent with these policies, the proposed development is a high rise, mixed-use, intensification project which provides 41 high density residential condominium units. The Site is located in Barrie's UGC. The development can be serviced by existing municipal infrastructure / capacity, utilities, public transit and public service facilities. The proposed units contribute to the range and mix of Barrie's housing options and increase Barrie's housing supply enabling the City to respond to local and regional market needs.
1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities; b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;	Consistent with – same response as in Sections 1.1.1, 1.1.3 and 1.4.1 above. While the development does not contain affordable housing units as defined by the PPS, the proposed residential condominium does provide a range of unit sizes which are a desirable and viable housing option for households at a variety of life stages. Further, the City may consider alternative options (financial and otherwise) whereby a developer can contribute to the provision of affordable housing.

APPENDIX “D”

PROVINCIAL POLICY STATEMENT CONSISTENCY ANALYSIS

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.	
1.5 Public Spaces, Recreation, Parks, Trails and Open Space	Policy Analysis
1.5.1 Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; c) providing opportunities for public access to shorelines; and d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	Consistent with these policies, the project's high quality urban design and exceptional built form create an attractive and active frontage along Dunlop Street East (mainstreet) which enlivens the streetscape, promotes social interaction and fosters a sense of place. The development promotes active transportation and community connectivity through pedestrian walkability and bicycle access to a variety of commercial, institutional and public service uses located in downtown Barrie. The project abuts the City's North Shore Trail and provides enhanced public access and linkages to the Trail and the City's waterfront park system through improvements to the Sampson Street unopened right-of-way. The development includes attractive, functional and sustainable landscaping and all units include large outdoor amenity areas.
1.6 Infrastructure and Public Service Facilities	Policy Analysis
1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.	Consistent with these policies, the development proposes landscaping, integrated stormwater management facilities, and opportunities for balcony / roof top gardens. LIDs (SWM infiltration measures) are not applicable for this Site due to MECP's RSC / CPU construction requirements.
1.6.3 Before consideration is given to developing new infrastructure and public service facilities:	Consistent with these policies, Skelton Brumwell's December 2020 FSR, SWM Report and TIS

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a) the use of existing infrastructure and public service facilities should be optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.	conclude that the project can be serviced by existing infrastructure / capacity (water, sanitary, SWM, fire flows, utilities, roads and public transit) which optimizes the cost effective provision and use of municipal infrastructure.
1.6.6 Sewage, Water and Stormwater	Policy Analysis
1.6.6.1 Planning for sewage and water services shall: a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: 1. municipal sewage services and municipal water services; and 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible; b) ensure that these systems are provided in a manner that: 1. can be sustained by the water resources upon which such services rely; 2. prepares for the impacts of a changing climate; 3. is feasible and financially viable over their lifecycle; and 4. protects human health and safety, and the natural environment; c) promote water conservation and water use efficiency; d) integrate servicing and land use considerations at all stages of the planning process;	Consistent with these policies, the City of Barrie is serviced by municipal sewage and municipal water services. The project involves redevelopment and intensification of a underutilized site in Barrie's exiting built-up area / downtown City Centre / UGC and as such, it optimizes the efficient and cost effective use of land and existing municipal services. Skelton Brumwell's December 2020 FSR and SWM Report conclude the proposal can be serviced by existing municipal infrastructure / capacity (water, sanitary, fire flows) / utilities in a safe and environmentally sound manner. .
1.6.6.2 Municipal sewage services and municipal water services are the preferred from of servicing for settlement areas to support protection of the environment and minimize potential health risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.	Consistent with - same response as in Section 1.6.6.1. above.
1.6.6.7 Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;	Consistent with these policies, the analysis provided in Azimuth's December 2020 Hydrogeological Assessment and Skelton Brumwell's December 2020 SWM Report, conclude that the development will be serviced in accordance with Barrie, MECP and LSRCA best management engineering design practices to address SWM quality and quantity control, contaminant and phosphorous loads, water balance, sedimentation and erosion control, and to mitigate risks to human health, safety, property and the environment.

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d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	LIDs (SWM infiltration measures) are not applicable for this development due to MECP's RSC / CPU construction requirements. The development includes substantial landscaping and sustainable design / conservation elements.
1.6.7 Transportation Systems	Policy Analysis
1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	Consistent with these policies, the analysis provided in Skelton Brumwell's December 2020 TIS concludes that the development: is within walking distance of public transit (Collier Street bus stops); provides appropriate vehicle and bicycle parking; has clear sight-lines in both directions; generates low traffic volumes with minimal impact on the local road system; and does not generate the need for improvements to the road system.
1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	Consistent with - same response as in Section 1.6.7.1 above.
1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	Consistent with these policies, the proposed re-development is a high density, mixed-use intensification project containing 41 residential units (205 u/ha) and street level commercial uses (402 sq.m). The development is within walking distance to public transit, walking / cycling distance to downtown office, retail, entertainment, institutional and public service facilities, and it abuts and connects with Barrie's North Shore Trail / waterfront park system. All these factors help to minimize vehicle trips, support existing public transit and promote active transportation.
1.7 Long-Term Economic Prosperity	Policy Analysis
1.7.1 Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and community investment-readiness; 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;	Consistent with these policies, the development is a high density (41 units / 205 u/ha), mixed-use (residential and commercial), infill, intensification project which is located in Barrie's built-up area / downtown City Centre / UGC which permit a wide range and mix of uses and are the local and regional focus for growth and intensification in Simcoe County.

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c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; 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; f) promoting the redevelopment of brownfield sites; j) promoting energy conservation and providing opportunities for increased energy supply; k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;	The residential condominium contributes to Barrie’s range of housing options and provides a desirable and viable housing alternative for households at various life stages. The project’s residential / commercial uses enhance the vitality and viability of Barrie’s downtown and mainstreet (Dunlop). The project’s high quality urban design and exceptional built form create an attractive and active frontage along Dunlop Street which enlivens the streetscape, promotes social interaction and fosters a sense of place. The project improves the mix of downtown / mainstreet uses and supports increased active transportation between uses given its downtown location and its direct connectivity to the North Shore Trail / waterfront park system. The significant investment in this brownfield redevelopment project will promote further revitalization and investment in the community. The development can be serviced by existing public transit, municipal infrastructure / capacity (water, sewer, utilities, roads) and public service facilities which optimizes municipal investment. The project provides pedestrian connections / walkability and bicycle access to a variety of commercial, institutional and public service uses located in downtown Barrie. The project abuts the City’s North Shore Trail and provides enhanced public access to the Trail and the City’s waterfront park system through improvements to the Sampson Street unopened right-of-way. The development promotes energy conservation and minimizes climate change impacts by: intensifying an underutilized site in an existing built-up area / UGC; providing a compact built form with sustainable building design / orientation and landscape elements (per Salter Pilon’s site plan, architectural design and December 2020 UDB); promoting pedestrian walkability and bicycle movement; utilizing existing municipal services / capacity, utilities and public transit infrastructure; implementing stormwater management design in accordance with Barrie, MECP, and LSRCA requirements and best management practices (per Skelton Brumwell’s December 2020 SWM Report); and, by not negatively impacting natural heritage features or their ecological functions, or sensitive surface water features, sensitive ground water
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	features and their hydrologic functions (per MECP’s RSC / CPU, provincial Source Water Protection policies, LSRCA regulations and Azimuth’s three December 2020 Reports).
1.8 Energy Conservation, Air Quality and Climate Change	Policy Analysis
1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which: a) promote compact form and a structure of nodes and corridors; b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future; f) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; g) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and g) maximize vegetation within settlement areas, where feasible.	Consistent with – same response as in Section 1.7.1 above.
2.0 WISE USE AND MANAGEMENT OF RESOURCES 2.1 Natural Heritage	Policy Analysis
2.1.1 Natural features and areas shall be protected for the long term.	Consistent with these policies, the Kempenfelt Bay Shoreline and the City’s North Shore Trail are designated as a Level 3 Natural Heritage Resource by Barrie’s Official Plan and are Regulated by the LSRCA. As such, an EIS is required for the development. In accordance with the findings and conclusions of Azimuth’s December 2020 EIS: there are no natural heritage systems on the Site including significant natural heritage features / ecological functions (Section 2.1.4, 2.1.5), fish habitat (Section 2.1.6), or Species at Risk (“SAR”) (Section 2.1.7); the function

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	of the shoreline (Level 3 Natural Heritage Resource) on adjacent lands will not be impacted by the proposed redevelopment; and redevelopment of the property can be achieved with no negative impacts to significant natural heritage features and functions of the property and adjacent lands including habitat of SAR.
2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.	Consistent with - same response as in Section 2.1.1 above. Also, in accordance with the findings and conclusions of Azimuth’s December 2020 Brownfield Summary, Hydrogeological Assessment and EIS, the development will not negatively impact natural heritage features / areas, surface water features and ground water features.
2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.	Consistent with - same response as in Section 2.1.1 above.
2.1.4 Development and site alteration shall not be permitted in: a) significant wetlands in Ecoregions 5E, 6E and 7E; and, b) significant coastal wetlands.	Consistent with - same response as in Section 2.1.1 above.
2.1.5 Development and site alteration shall not be permitted in: a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1; b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Mary’s River)1; c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Mary’s River)1; d) significant wildlife habitat; e) significant areas of natural and scientific interest; and f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.	Consistent with - same response as in Section 2.1.1 above.
2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.	Consistent with - same response as in Section 2.1.1 above.
2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	Consistent with - same response as in Section 2.1.1 above.
2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated	Consistent with these policies, the findings of Azimuth’s EIS conclude that the function of the shoreline (Level 3 Natural Heritage Resource) on adjacent lands will not be impacted by the proposed redevelopment. Further, redevelopment of the

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that there will be no negative impacts on the natural features or on their ecological functions.	property can be achieved with no negative impacts to significant natural heritage features and functions of the property and adjacent lands including habitat of SAR.
2.2 Water	Policy Analysis
2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by: a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development; b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts; c) evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level; d) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed; e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas; f) implementing necessary restrictions on development and site alteration to: 1. protect all municipal drinking water supplies and designated vulnerable areas; and 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions; g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.	The province's Source Water Protection policies and Barrie Official Plan Schedule “G” Drinking Water System Vulnerable Areas and Schedule “J” Lake Simcoe Watershed apply to the Site. According to Azimuth's December 2020 Hydrogeological Assessment, the Site is not considered a Highly Vulnerable Aquifer Area (HVA); however, it is located within a Significant Ground Water Recharge Area (SGRA), Wellhead Protection Area (WHPA-C), (WHPA) Q-1, WHPA-Q1/Q2, an Issues Contributing Area (ICA) for chloride and an Intake Protection Zone (IPZ) 3. Consistent with PPS policies and provincial Source Water Protection policies, these features and functions are addressed in Azimuth's December 2020 Brownfield Summary, Hydrogeological Assessment and EIS. The reports conclude that Site development will not negatively impact natural heritage features / areas, surface water features and ground water features / hydrologic functions. The drinking water threat assessment concludes that the residual contaminant Condition at the Site has a Low Threat potential to the Heritage Park wellfield. Development of the Site shall occur in compliance with MECP's RSC / CPU and Barrie's Brownfield and Site Plan Control requirements to ensure ground water features / hydrologic functions, municipal water supplies and surface water features are protected.
2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.	Consistent with - same response as in Section 2.2.1 above.

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Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.	
3.0 PROTECTING PUBLIC HEALTH AND SAFETY 3.1 Natural Hazards	Policy Analysis
3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of: a) hazardous lands adjacent to the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards.	Consistent with these policies, the Site is approx. 30m north of Lake Simcoe's Kempenfelt Bay (with intervening City owned lands) which is a LSRCA Regulated Area. In accordance with the findings and conclusions of Skelton Brumwell's 2020 SWM Report, the Site is not impacted by flooding or erosion hazards. The Site is not a hazardous site as defined by the PPS.
3.2 Human-Made Hazards	Policy Analysis
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.	Consistent with these policies, MECP approved a RSC / CPU for the Site. The Site shall be developed in accordance with the requirements of the RSC / CPU and Barrie's Brownfield development and Site Plan Control requirements. Azimuth's December 2020 Brownfield Summary and Hydrogeological Assessment conclude that the Site can be developed with no adverse effects.

Conclusion: Based on the preceding policy analysis, the development and implementing zoning by-law amendment proposed for 217 Dunlop Street East are consistent with the relevant policies of the PPS 2020.

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A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2020 (“Growth Plan”)	
RELEVANT POLICIES	POLICY CONFORMITY ANALYSIS
2.2 POLICIES FOR WHERE AND HOW TO GROW 2.2.1 Managing Growth	Policy Analysis
2.2.1.1. Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.	In conformity with this policy, the City of Barrie is currently completing its municipal comprehensive review, including implementation of the Schedule 3 population and employment forecasts to plan for and manage growth to 2051. In conformity with Growth Plan policies and Sections 5.2.4. and 5.2.5., the City of Barrie is a fully serviced, primary settlement area with an approved Official Plan that contains a delineated built-up area and a strategic growth area (Urban Growth Centre (“UGC”)). Barrie and its UGC are a local and regional focus for growth and intensification. Barrie’s Official Plan contains intensification areas, intensification targets and intensification densities accordingly. The proposed development conforms with these Growth Plan and Barrie Official Plan implementation policies as it is a high density (41 units / 205 u/ha), mixed-use (residential and commercial), infill intensification project which: ▪ assists the City in achieving and planning for its Schedule 3 population and employment forecasts; ▪ is located in Barrie’s delineated built boundary, downtown City Centre and UGC intensification area which permit a broad range and mix of uses and are the focus for growth and intensification; ▪ generates a density of 351 persons/jobs per ha which helps the City achieve its UGC density target of 150 p/j per ha and its 40% intensification target.

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2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following: a) the vast majority of growth will be directed to settlement areas that: i. have a delineated built boundary; ii. have existing or planned municipal water and wastewater systems; and iii. can support the achievement of complete communities; c) within settlement areas, growth will be focused in: i. delineated built-up areas; ii. strategic growth areas; iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities; d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise; e) development will be generally directed away from hazardous lands.	The proposed development conforms with these Growth Plan and Barrie’s Official Plan implementation policies for the same reasons outlined in Section 2.2.1.1. above. The project further conforms with the policies as it: ▪ contributes to a complete community by providing accessible (AODA), high rise residential condominium housing with a range of units suitable for a variety of households and which will help support a variety of downtown uses (office, retail, entertainment, institutional); ▪ contributes to a complete community by providing employment opportunities which promotes vitality and investment in Barrie’s downtown; ▪ proposes a compact built form enhanced by high quality urban design which is sustainable, consistent and compatible with the surrounding neighbourhood and creates an attractive, vibrant, pedestrian-friendly mainstreet (Dunlop), enhances public spaces, and fosters a sense of place; ▪ enables the redevelopment of a vacant brownfield site which is underutilized, serviced and surrounded by existing development; ▪ will be serviced by existing municipal infrastructure / capacity (water, sanitary, fire flows) and utilities which optimizes the efficient and cost effective use of Barrie services; ▪ promotes active transportation, supports existing transit systems and reduces car dependence given its: walkability to the downtown and associated access to public service facilities (City Hall, library) and commercial uses (office, retail, entertainment); accessibility to public transit (Collier Street bus routes / bus station / inter- and intra-regional transit services); enhanced pedestrian connection to the City’s North Shore Trail / waterfront park system; provision of bicycle access / parking; ▪ is not located on hazardous lands as defined by the Growth Plan (or PPS).
2.2.1.3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will: a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2.; b) be supported by planning for infrastructure and public service facilities by considering the full life	Conforms - same response as in Sections 2.2.1.1. and 2.2.1.2. above. In addition to the above, the development further conforms with Growth Plan policies which require environmental protection, conservation and reduced climate change impacts as it: ▪ redevelops an underutilized brownfield site in accordance with the MECP approved RSC / CPU and Barrie’s brownfield redevelopment policies;

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cycle costs of these assets and developing options to pay for these costs over the long-term; c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form; d) support the environmental and agricultural protection and conservation objectives of this Plan; and e) be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.	▪ provides a compact and intensified built form with sustainable building design, orientation and landscape elements in accordance with Salter Pilon’s site plan, architectural design and December 2020 Urban Design Brief (“UDB”); ▪ promotes active transportation (pedestrian walkability, trail linkages, bicycle movement) and optimizes the use of existing municipal services / capacity, utilities and public transit infrastructure, all of which assist in reducing car dependency and greenhouse gas emissions; ▪ implements SWM design and best management practices in accordance with the requirements of Barrie, MECP and LSRCA and with the findings and recommendations of Skelton Brumwell’s December 2020 SWM Report (i.e. water quantity / quality control, water balance, phosphorous reduction, erosion / sedimentation control); ▪ does not negatively impact key natural heritage features / ecological functions, sensitive surface water features, and sensitive ground water features and their hydrologic functions in accordance with the requirements of Barrie, MECP’s RSC / CPU, provincial Source Water Protection policies, LSRCA regulations and with the findings and conclusions of Azimuth Environmental’s December 2020 Brownfield Summary, Hydrogeological Assessment and Environmental Impact Study (“EIS”).
2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to: i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv.	Conforms - same response as in Sections 2.2.1.1., 2.2.1.2. and 2.2.1.3. above.

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healthy, local, and affordable food options, including through urban agriculture; e) provide for a more compact built form and a vibrant public realm, including public open spaces; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development.	
2.2.2 Delineated Built-up Areas	Policy Analysis
2.2.2.2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.	Conforms – same response as in Section 2.2.1.1. above. The high density, mixed-use development is located in downtown Barrie's built-up area / downtown City Centre / UGC. It generates an intensification density of 351 p/j per ha which assists the City in achieving and planning for its minimum intensification target of 40% and minimum UGC density target of 150 p/j per ha.
2.2.2.3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will: a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development; b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas; c) encourage intensification generally throughout the delineated built- up area; d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and f) be implemented through official plan policies and designations, updated zoning and other supporting documents.	Conforms – same response as in Sections 2.2.1.1., 2.2.1.2., 2.2.1.3. and 2.2.2.2. above.
2.2.3 Urban Growth Centres	Policy Analysis
2.2.3.1. Urban growth centres will be planned:	Conforms – same response as in Sections 2.2.1.1., 2.2.1.2., 2.2.1.3., 2.2.2.2. and 2.2.2.3 above.

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a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses; b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit; c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and d) to accommodate significant population and employment growth.	
2.2.3.2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of: c) 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres.	Conforms – same responses as in the preceding Sections. The development achieves an UGC density of 351 p/j per ha which assists Barrie in achieving and planning for its UGC minimum density target of 150 p/j per ha.
2.2.6 Housing	Policy Analysis
2.2.6.1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will: a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by: i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and ii. establishing targets for affordable ownership housing and rental housing; b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and	Conforms – same response as in Sections 2.2.1.1. and 2.2.2.2. above. While the development does not provide affordable housing as defined by the Growth Plan, the project does contribute to Barrie’s range and mix of housing options and densities to meet the projected needs of current and future residents.

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e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.	
2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by: a) planning to accommodate forecasted growth to the horizon of this Plan; b) planning to achieve the minimum intensification and density targets in this Plan; c) considering the range and mix of housing options and densities of the existing housing stock; and d) planning to diversify their overall housing stock across the municipality.	Conforms – same response as in the preceding Sections.
2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.	Conforms – same response as in the preceding Sections.
2.2.6.4 Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.	Conforms – same response as in the preceding Sections. The project assists Barrie in maintaining its three-year supply of serviced, high density residential condominium units which are located in Barrie's UGC intensification area.

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3.2 POLICIES FOR INFRASTRUCTURE TO SUPPORT GROWTH 3.2.3 Moving People	Policy Analysis
3.2.3.4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide: a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.	Conforms – same response as in the preceding Sections. The development enhances Barrie’s active transportation network given its: downtown location within walking / cycling distance of various commercial uses and public services facilities; enhanced pedestrian linkage to Barrie’s North Shore Trail / waterfront park system through improvements to the Sampson Street unopened right-of-way; its accessibility to existing public transit.
3.2.6 Water and Wastewater Systems	Policy Analysis
3.2.6.2. Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following: a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management; b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;	Conforms – same response as in the preceding Sections.
3.2.7 Stormwater Management	Policy Analysis
3.2.7.2. Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that: a) is informed by a subwatershed plan or equivalent; b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.	Conforms – same response as in the preceding Sections. The development implements SWM design and best management practices in accordance with the requirements of Barrie, MECP and LSRCA and with the findings and recommendations of Skelton Brumwell’s December 2020 SWM Report (i.e. water quantity / quality control, water balance, phosphorous reduction, erosion / sedimentation control). It is noted that LID infiltration technologies are not applicable to this site given MECP’s RSC / CPU construction requirements.

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4.2 POLICIES FOR PROTECTING WHAT IS VALUABLE 4.2.1 Water Resource Systems	Policy Analysis
4.2.1.1. Upper- and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.	Conforms – same response as in the preceding Sections. In accordance with the requirements of the City of Barrie, MECP’s RSC / CPU, provincial Source Water Protection policies, LSRCA’s regulations and with the findings and conclusions of Azimuth Environmental’s December 2020 Brownfield Summary, Hydrogeological Assessment and EIS, the development will not negatively impact key natural heritage features / ecological functions, sensitive surface water features, and sensitive (key) hydrologic features / areas / functions.
4.2.1.2. Water resource systems will be identified to provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions.	Conforms – same response as in Section 4.2.1.1. above.
4.2.1.3. Watershed planning or equivalent will inform: a) the identification of water resource systems; b) the protection, enhancement, or restoration of the quality and quantity of water; c) decisions on allocation of growth; and d) planning for water, wastewater, and stormwater infrastructure.	Conforms – same response as in Section 4.2.1.1. above.
4.2.2. Natural Heritage System	Policy Analysis
4.2.2.1 A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region’s natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.	The project is located in the City of Barrie primary settlement area. As such, the majority of the Growth Plan’s Natural Heritage System policies are not applicable to project (with the exception of Subsection 4.2.2.6). Notwithstanding this, the development is consistent with the Natural Heritage policies of the Provincial Policy Statement 2020 (“PPS”) and conforms with the Environmental Protection policies of Barrie’s Official Plan. Based on the requirements of the City of Barrie, MECP’s RSC / CPU, provincial Source Water Protection policies, LSRCA regulations and on the findings and conclusions of Azimuth’s December 2020 Brownfield Summary, Hydrogeological Assessment and EIS, and on Skelton Brumwell’s December SWM

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	Report, the development will not have negative impacts on natural heritage features / functions including fish habitat and Species at Risk (“SAR”), sensitive surface water features, sensitive groundwater features and their hydrologic functions.
4.2.2.6 Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality: a) will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.	Conforms – same response as in Section 4.2.2.1. above.
4.2.9 A Culture of Conservation	Policy Analysis
4.2.9.1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives: a) water conservation, including through: i. water demand management for the efficient use of water; and ii. water recycling to maximize the reuse and recycling of water; b) energy conservation for existing buildings and planned developments, including municipally owned facilities, including through: i. identification of opportunities for conservation, energy efficiency and demand management, as well as district energy generation, renewable energy systems and alternative energy systems and distribution through community, municipal, and regional energy planning processes, and in the development of conservation and demand management plans; ii. land use patterns and urban design standards that support energy efficiency and demand reductions, and opportunities for alternative energy systems, including district energy systems; and, iii. other conservation, energy efficiency and demand management techniques to use energy wisely as well as reduce consumption; c) air quality improvement and protection, including through reduction in emissions from municipal, commercial, industrial, and residential sources; and	Conforms – same response as in the preceding Sections.

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d) integrated waste management, including through: i. enhanced waste reduction, composting, and recycling initiatives, and the identification of new opportunities for energy from waste, source reduction, reuse, and diversion, where appropriate; ii. a comprehensive plan with integrated approaches to waste management, including reduction, reuse, recycling, composting, diversion, and disposal of residual waste; iii. promotion of building conservation and adaptive reuse, as well as the reuse and recycling of construction materials; and iv. consideration of waste management initiatives within the context of long-term regional planning, and in collaboration with neighbouring municipalities.	
4.2.10 Climate Change	Policy Analysis
4.2.10.1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include: a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan; b) reducing dependence on the automobile and supporting existing and planned transit and active transportation; d) undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development; h) providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and i) any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.	Conforms – same response as in the preceding Sections.
4.2.10.2. In planning to reduce greenhouse gas emissions and address the impacts of a changing climate, municipalities are encouraged to:	Conforms – same response as in the preceding Sections.

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a) develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1;	
5.2 POLICIES FOR IMPLEMENTATION AND INTERPRETATION	Policy Analysis
5.2.4 Growth Forecasts	
5.2.4.3 The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of August 28, 2020 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those forecasts are approved and in effect in the upper- or single-tier official plan.	Conforms – same response as in Sections 2.2.1.1. and 2.2.2.2. above.
5.2.5 Targets	Policy Analysis
5.2.5.2. The minimum intensification and density targets in this Plan or established pursuant to this Plan will be identified in upper- and single- tier official plans. Any changes to the targets established pursuant to this Plan may only be implemented through a municipal comprehensive review.	Conforms – same response as in Sections 2.2.1.1. and 2.2.2.2. above.
5.2.5.6. In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.	Conforms – same response as in Sections 2.2.1.1., 2.2.1.2., 2.2.1.3. and 2.2.2.2. above.
6.3 SIMCOE SUB-AREA, MANAGING GROWTH	Policy Analysis
6.3.2. 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.	Conforms – same response as in Sections 2.2.1.1., 2.2.1.2., 2.2.1.3. and 2.2.2.2. above.

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Conclusion: Based on the preceding policy analysis, the development and implementing zoning by-law amendment proposed for 217 Dunlop Street East conform with the relevant policies of the Growth Plan 2020.

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The following City of Barrie Official Plan schedules and policies are applicable to the development proposed at 217 Dunlop Street East.

APPLICABLE CITY OF BARRIE OFFICIAL PLAN SCHEDULES

- *Schedule A Land Use:* the Site is designated “City Centre Commercial”
- *Schedule B Planning Areas:* the Site is located in the City Centre Planning Area
- *Schedule C Defined Policy Areas:* the Site is located in the Urban Growth Centre (“UGC”), the Height Review Study Area and the Historic Neighbourhood Defined Policy Area
- *Schedule D Road Plan:* Dunlop Street East is designated as an Arterial Road
- *Schedule F Conservation Authority Regulation Limits:* the Site is located in the Lake Simcoe Region Conservation Authority (“LSRCA”) Regulated Area
- *Schedule G Drinking Water System Vulnerable Areas:* the Site is located in a Wellhead Protection Area (“WHPA”) and Issues Contributing Area (chloride and sodium)
- *Schedule H Natural Heritage Resources:* the City’s North Shore Trail and the Kempenfelt Bay shoreline are designated as a Level 3 Natural Heritage Resource
- *Schedule I Intensification Areas:* the Site is located in the City’s UGC intensification area
- *Schedule J Lake Simcoe Watershed:* the Site is located within the boundary of the Lake Simcoe watershed.

APPLICABLE CITY OF BARRIE OFFICIAL PLAN POLICIES

SECTION 3 GENERAL POLICIES

Section 3.1 Growth Management

Section 3.1.1 (a), (d), (e) – The development conforms with the Official Plan’s growth management goals as it: is a mixed-use (residential / commercial) project which helps to achieve a complete community by providing high density residential condominium housing with a range of unit sizes and a variety of employment opportunities; is located in Barrie’s built-up area, downtown City Centre and UGC which will assist Barrie in achieving its population, employment and density targets; optimizes the use of existing services, municipal infrastructure / capacity and public transportation; supports and enhances active transportation.

Section 3.1.2.1 (a) – In conformity with the Plan’s balanced growth policies the development provides employment opportunities which will assist the City in meeting its employment ratio of 1 job for every 2 residents.

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3.1.2.3 (b), (c), (d), (h) – In conformity with the Plan’s development density and intensification policies the project: is located in the City’s built-up area which assists the City in achieving its 40% intensification target; is located in Barrie’s UGC intensification area and generates a density of 351 persons/jobs per ha which assists the City in achieving its UGC minimum gross density target of 150 persons/jobs per ha; enables the redevelopment of a brownfield site in accordance with a Ministry of Environment, Conservation and Parks (“MECP”) approved Record of Site Condition (“RSC”) and Certificate of Property Use (“CPU”).

Section 3.3 Housing

Section 3.3.1 (a) to (f) – The development conforms with the Official Plan’s housing goals as it: provides high density, residential condominium housing with a variety of unit sizes suitable for a range of households; is an intensification project located in Barrie’s built-up area, downtown City Centre and UGC and uses land, existing municipal infrastructure (services / public transit) and other services in an efficient and cost effective manner and supports active transportation (pedestrian / bicycle connectivity to downtown and the North Shore Trail / waterfront park system); includes a commercial component which provides a mix of employment opportunities; incorporates high quality, sustainable urban design / built form / landscape elements which respects and enhances the character of the neighbourhood and minimizes impacts on surrounding uses; assists the City in meeting the 3 year and 10 year housing supply for current and future residents.

Section 3.3.2.1 (a), (c), (d), (g) – The development conforms with the Plan’s general housing policies for the same reasons outlined in Section 3.3.1 above.

Section 3.3.2.2 (a) – The goal of the Plan’s affordable housing policies is to achieve a minimum target of 10% of all new housing per annum to be affordable. This is not a prescriptive / mandatory requirement as it is recognized that not all new developments can provide affordable units as defined by the Plan. The development does not provide affordable housing given the high value of its prime water front location, significant development costs due to RSC / CPU construction requirements, and small economies of scale due to the lower number of units. However, there are alternative mechanisms to contribute to the provision of affordable housing (financial or otherwise) should the City deem them applicable to the project

Section 3.5 Natural Heritage, Natural Hazards and Resources

Section 3.5.1 (a), (d), (e) – The project conforms with the Official Plan’s natural heritage goals as it evaluated natural heritage features / functions and water features / functions associated with the Site given its proximity to Lake Simcoe (Kempfenfelt Bay). The technical reports determined the development will not negatively impact natural heritage features / functions, water features / functions or public health and safety.

Section 3.5.2.3 (a) to (d) – In conformity with the Plan’s water resource management policies, water resources were evaluated as part of the project. Based on the findings and conclusions of Azimuth Environmental’s December 2020 Brownfield Summary, Hydrogeological Assessment and Environmental Impact Study (“EIS”) and on Skelton Brumwell’s December 2020 Stormwater Management (“SWM”) Report, the development will not have negative impacts on Barrie’s water resources.

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Section 3.5.2.3.1 – Pursuant to Schedule “F” of the Official Plan, the Site is located within the LSRCA Regulated Area; however, it is not located on the Lake Simcoe shoreline (Kempfenfelt Bay) given intervening lands owned by the City (North Shore Trail). The project does not abut the shoreline or involve works on lands along the shoreline. In conformity with the Plan’s floodplain management, erosion and hazardous site policy requirements, and based on the findings and conclusions of Skelton Brumwell’s SWM Report, the Site is not subject to flooding or erosion hazards and SWM quality and quantity will be addressed in accordance with Barrie, MECP and LSRCA standards and best management practices. LSRCA review, approval and permit issuance is required for the project.

Section 3.5.2.3.2 (a) to (d) – The project conforms with the Plan’s surface water protection policies for the same reasons outlined in Sections 3.5.2.3 and 3.5.2.3.1 above.

Section 3.5.2.3.3 (a) to (d) – Based on Official Plan Schedule “G” and provincial Source Water Protection mapping, the Site is not considered a Highly Vulnerable Aquifer Area (HVA). However, it is located within a Significant Ground Water Recharge Area (SGRA), Wellhead Protection Area (WHPA-C), (WHPA) Q-1, WHPA-Q1/Q2, an Issues Contributing Area (ICA) for chloride and an Intake Protection Zone (IPZ) 3.

In conformity with the Plan’s groundwater protection policies and with provincial Source Water Protection policies, Azimuth completed a December 2020 Brownfield Summary and Hydrogeological Assessment for the Site including a drinking water threat assessment. The assessments determined the development will not negatively impact groundwater resources and has a low threat potential to drinking water quality (Heritage Well located 800 m to the west).

In addition, MECP’s RSC / CPU mandate site construction requirements to ensure the development will not negatively impact water sources.

Section 3.5.2.3.4 (a), (b), (d) – The project conforms with the Plan’s groundwater recharge area policies for the same reasons outlined in Sections 3.5.2.3 and 3.5.2.3.3 above

Section 3.5.2.3.5.1 (b) – The project conforms with the Plan’s drinking water protection policies for the same reasons outlined in Section 3.5.2.3.3 above.

Section 3.5.2.3.5.2 (a) to (d) – The project conforms with the Plan’s vulnerable area application requirements for the same reasons outline in Section 3.5.2.3.3 above. In addition, the development is subject to Site Plan Control approval in accordance with subsection (d).

Section 3.5.2.3.5.3 (a), (b) – The project conforms with the Plan’s issues contributing area design guidelines for the same reasons outlined in Sections 3.5.2.3.1 and 3.5.2.3.3. above.

Section 3.5.2.4 (a) iii – The City’s North Shore Trail and Kempfenfelt Bay are identified as a Level 3 Natural Heritage Resource by Official Plan Schedule “H”. The subject Site is not Level 3, but is located within 30 m of a Level 3 feature. In conformity with the Plan’s natural heritage resource policies, Azimuth prepared an EIS

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which concluded the development will not have a negative impact on the adjoining Level 3 natural heritage features / functions, including Species at Risk (“SAR”) and fish habitat.

Section 3.7 Energy Conservation and Renewable Energy Systems

Section 3.7.1 (a), (b) – In conformity with the Official Plan’s energy conservation goals, the project’s compact urban form uses land and existing municipal infrastructure in an intensified, efficient and sustainable way which conserves energy and resources. Given the development’s mixed-use nature and convenient downtown location / proximity to a range of uses, services and Barrie’s waterfront trail system, it supports active transportation and public transit which helps reduce vehicle dependence / gas emissions and improve air quality.

Section 3.7.2.1 (a), (b), (c) – The project conforms with the Plan’s energy conservation policies for the same reasons as outlined in Section 3.7.1 above. In addition, the building is designed to a LEED standard which includes numerous high quality, energy efficient and sustainable building and landscaping design elements.

Section 3.8 Brownfields

Section 3.8.1 – The project conforms with the Official Plan’s brownfields’ goals as it enables the revitalization and intensification of a vacant, underutilized brownfield site which is located in the City’s built-up area, downtown City Centre, UGC and along the City’s waterfront. The project will be developed in a safe and sustainable way to protect the natural environment and public health and safety in accordance with MECP’s approved RSC / CPU, provincial Source Water Protection policies, LSRCA regulations and Barrie’s site plan control, source water protection and engineering requirements.

Section 3.8.2.2 (a), (b) – The project conforms with the Plan’s general brownfield site policies for the same reasons outlined in Section 3.8.1 above. In addition, the Site will be serviced by existing municipal infrastructure and has direct access to a range of commercial / institutional uses and services downtown, the City’s waterfront trail system and to public transit. The project’s innovative, high quality and sustainable urban design enhances the neighbourhood surrounding the brownfield site.

Section 3.8.2.3 (a) to (c) – In conformity with the Plan’s contaminated sites policies, the Site has undergone a risk assessment and has an MECP approved RSC / CPU which mandates development and construction requirements for the project. Azimuth’s December 2020 Brownfield Summary, Hydrogeological Assessment and EIS, concluded the brownfield site can be developed with no negative impacts to natural heritage features / functions, water resource features / functions and public health and safety. Further, the project is subject to Barrie’s site plan control approval which requires safe and sustainable development.

Section 3.9 Lake Simcoe Protection Plan (LSPP)

Pursuant to Schedule “J” of Barrie’s Official Plan, the Site is located in the Lake Simcoe watershed and is subject to the LSPP. As outlined in Section 4.3 of the Planning Justification Report, the development conforms with the relevant policies of the LSPP.

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Sections 3.9.2, 3.9.3 and 3.9.4 of Barrie’s Official Plan incorporate many LSPP policies. The project conforms with the Plan’s applicable LSPP policies including the following: the project is redeveloping an existing lot of record with an approved development designation; the Site does not abut the Simcoe shoreline given the intervening City owned North Shore Trail; the development does not involve shoreline works / shoreline alteration; the Site is not located in flood or erosion hazard lands; Azimuth’s December 2020 Brownfield Summary, Hydrogeological Assessment and EIS, and Skelton Brumwell’s December 2020 SWM Report, conclude the development will not negatively impact key natural heritage features / functions and key hydrologic features / functions, including fish habitat; the technical reports assess and address LSRCA’s water balance and phosphorous reduction requirements; the development includes enhanced, functional and sustainable landscape elements and provides improved public access to Lake Simcoe.

SECTION 4 LAND USE POLICIES

Section 4.2 Residential

Section 4.2.1 (a) to (g) – The development conforms with the Official Plan’s residential goals as it: supports the creation of a complete community through a mixed-use project (residential / commercial) located in Barrie’s built-up area, downtown City Centre and UGC intensification area; has convenient access to, and is well served by, a range of uses / services / facilities, municipal infrastructure, public transit and Barrie’s waterfront park system and as such, it also supports active transportation; is a high density residential condominium project with a range of unit sizes suitable for a variety of households; incorporates high quality urban design which enhances and complements the neighbourhood and minimizes impacts on surrounding uses.

Section 4.2.2.2 (e) – The project conforms with the Plan’s high density residential density policy (54 u / net ha) as it generates a density of 205 u /net ha.

Section 4.2.2.3 (b), (c) – In conformity with the Plan’s locational criteria policies, the high density residential project is located: in Barrie’s UGC intensification area (per Schedule “I”); on an arterial road (Dunlop); in close proximity to a variety of uses (office, retail, entertainment, places of worship, parks, public service facilities) and public transit; and will be serviced by existing municipal infrastructure / capacity / services.

Section 4.2.2.4 (a) to (e) – In conformity with the Plan’s residential design policies, the project has been carefully designed to incorporate attractive, high quality, innovative and sustainable urban design / built form / landscaping which complements and enhances the existing neighbourhood and minimizes impacts on surrounding uses. An integrated parking structure provides on-site residential parking.

Section 4.2.2.6 (a), (b), (c), (e), (g) – In conformity with the Plan’s intensification policies, the project is: an infill, high density, mixed-use intensification project with a compact urban form; is located in the City’s UGC intensification area which is the focus for growth and development in Barrie and Simcoe County, and it achieves a density of 351 persons/jobs per ha which assists the City in achieving its UGC density target of 150 person/jobs per ha; serviced by existing municipal infrastructure / capacity / public transit which optimizes the use of municipal services; conveniently located within walking /cycling distance to a range and variety of uses which helps support active transportation and energy efficiency; supported by several studies, including Salter

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Pilon’s December 2020 Urban Design Brief (“UDB”), which concludes the development is an appropriate, consistent and complementary addition to the existing neighbourhood and a desirable enhancement and revitalization of Barrie’s downtown / City Centre / UGC and exceptional waterfront.

Section 4.3 Commercial

Section 4.3.1 (a) to (d) – Pursuant to Official Plan Schedule “A”, the Site is designated “City Centre Commercial”. In conformity with the Plan’s commercial goals, the project introduces commercial uses and employment opportunities in Barrie’s downtown which are conveniently located to serve local needs and will not have adverse impacts on adjacent properties or on the traffic carrying capacity of the road system.

Section 4.3.2.1 (b), (c), (d), (i) – In conformity with the Plan’s general commercial policies: the project integrates street level commercial uses in an attractive, accessible, and functional built form which enlivens the public realm, but which is also in harmony with adjacent land uses; on-site loading is provided, adequate off-street parking is available and traffic impacts are minimal (per the findings / conclusions of Skelton Brumwell’s December 2020 Traffic Impact Study – “TIS”); the development is serviced by existing municipal infrastructure / capacity / public transit and promotes active transportation given its downtown location and the enhanced connection it provides to the City’s North Shore Trail.

Section 4.3.2.2 (a) to (i) – The Plan’s City Centre designation permits a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of downtown residents, the larger community and the broader market area. In conformity with the Plan’s City Centre policies, the project: is an infill, intensification project in the UGC which proposes high density residential condominium uses and commercial uses; incorporates high quality, sustainable and compatible urban design / built form / landscaping which respects and enhances the surrounding area; provides enhanced public connectivity to the City’s North Shore Trail / waterfront park system by improving pedestrian / bicycle access through the Sampson Street unopened right-of-way.

Section 4.8 Defined Policy Areas

Section 4.8.24.1 Historic Neighbourhood Defined Policy Area – The project is located in Barrie’s UGC. The Plan states that the UGC is not included in the Historic Neighbourhood Defined Policy Area as this is a key intensification area identified in the Places to Grow Plan. The focus of the defined policy area is the existing low density residential areas around the UGC.

SECTION 5 SERVICING AND INFRASTRUCTURE

Section 5.1 Servicing

Section 5.1.1 (a) to (h) and Section 5.1.2.1 - In conformity with the Official Plan’s servicing goals and the applicable general servicing policies, Skelton Brumwell prepared December 2020 Functional Servicing Report (“FSR”), SWM Report and TIS which conclude the development can be serviced by existing infrastructure / capacity / utilities / roads / public transit in an efficient, cost effective and environmentally sound manner in accordance with Barrie, MECP and LSRCA standards and best management practices.

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Section 5.2 Water and Wastewater

Section 5.2.1 (a) to (e) and Section 5.2.2.1 – In conformity with the Official Plan’s water and wastewater goals and applicable general policies, the findings and conclusions of Azimuth’s December 2020 Brownfield Summary, Hydrogeological Assessment and EIS, and Skelton Brumwell’s FSR and SWM Report conclude the project can be serviced in a safe, efficient, environmentally sound and sustainable manner in accordance with Barrie, MECP and LSRCA standards and best management practices with no negative impacts to surface water features / functions, groundwater features / functions, or drinking water. In addition, the Site will be carefully developed in accordance with the requirements of MECP’s RSC / CPU.

Section 5.3 Stormwater Management

Section 5.3.1 (a), (b), (d), Section 5.3.2.2 (a), (b) and 5.3.2.3 (a) to (c) – The development conforms with the Plan’s SWM policies for the same reasons outlined in Section 5.2 above. It also includes best management SWM practices which address water quality / quantity control, contaminant load, erosion and sedimentation control and LSRCA water balance / phosphorous reduction requirements. It is noted that LID techniques which promote infiltration are not applicable to this site given RSC / CPU construction requirements / restrictions.

Section 5.4 Transportation

Section 5.4.1 (a) to (d) and Section 5.4.2.1 – In conformity with the Official Plan’s transportation goals and general policies, the project is located in Barrie’s downtown City Centre and UGC within walking distance to existing public transit and in a location which supports and encourages active transportation and reduces car dependency / gas emissions. Based on the findings and conclusions of Skelton Brumwell’s TIS, traffic impacts are minimal, will not cause operational issues, delays or congestion within the local roadway system, and improvements to the transportation system are not required.

Section 5.4.2.3 – In conformity with the Plan’s public transit policies, the high density, mixed-use project helps support existing public transit services. It is located in the City’s UGC in walking distance to public transit including primary bus routes on Collier Street which provide inter and intra-community transit connections and regional transit connections (GO).

Section 5.4.2.4 (a), (b) – In conformity with the Plan’s active transportation policies, the project is located in Barrie’s downtown City Centre within walking / cycling distance of various office, retail, entertainment, institutional (places of worship, seniors’ housing) and public service facilities (City Hall, library) and the City’s waterfront park system. The project provides enhanced public access to the North Shore Trail through improvements to the Sampson Street right-of-way.

SECTION 6 IMPLEMENTATION

Section 6.3 Site Plan Control

Section 6.3.1 (a) to (m), Section 6.3.2.1 and Section 6.3.2.2 – In conformity with the Official Plan’s site plan control goals, criteria and general policies, the project is subject to the City’s site plan control approval requirements.

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Section 6.5 Urban Design Guidelines

Section 6.5.1 (a) to (c) – In conformity with the Official Plan’s urban design goals, the Site and building have been carefully designed and incorporate high quality, innovative and sustainable design elements to achieve an attractive, accessible, environmentally sensitive and functional development which enhances and complements the neighbourhood and the City’s UGC.

Section 6.5.2.2 (a) to (g) – In accordance with the Plan’s general urban design guidelines, Salter Pilon prepared a detailed December 2020 Urban Design Brief (“UDB” - contained in Appendix “B”). The UDB addresses project conformity with policies regarding such matters as: high caliber / quality built form and façade treatments; building siting, massing and character; accessibility; parking areas, loading areas, traffic movement, site access / egress; landscaping; and sustainable, energy efficient urban design.

Section 6.5.2.3 (a) to (k) – In accordance with the Plan’s City Centre guidelines, Salter Pilon’s UDB addresses project conformity with policies regarding such matters as: pedestrian accessibility and connectivity with Barrie’s downtown and waterfront park system; prominent view sheds; and enhancement of the public realm and the relationship between private and public spaces.

Section 6.6 Tall Buildings and Height Control

Section 6.6.1, Section 6.6.2 and 6.6.3 – In accordance with the Official Plan’s tall buildings / height control criteria, location and general policies, Salter Pilon’s UDB addresses project conformity with policies regarding such matters as: innovative architectural design which reduces the visual and physical impact of height on the pedestrian realm and adjoining uses; separation distances and transition between adjoining uses; attractive and functional design of integrated parking structures; high standard of design excellence through quality building style, materials, treatment and landscape elements.

Section 6.6.4 (a) to (e) – In conformity with the Plan’s policies requiring the minimization / mitigation of potential tall building impacts, Salter Pilon’s UDB addresses project conformity with policies regarding such matters as: building shadow cast on public and private spaces; micro-climate and light impacts; preservation of primary views of and access to Kempenfelt Bay; compatibility with the local area; and the enhancement of street level activity.

Section 6.6.6 (a) – In conformity with the Plan’s tall building application submission requirements, Salter Pilon’s UDB includes a block plan analysis, context plan analysis, a shadow impact study, micro-climate impact study and a light impact study. The analyses confirm the development is consistent and compatible with the surrounding neighbourhood, does not have micro-climate or light impacts, and that adjoining public and private spaces to the north, east and west will have at least 6 hours of solar access during the solstices.

Conclusion: Based on the preceding policy analysis, the development and implementing zoning by-law amendment proposed for 217 Dunlop Street East conform with the applicable policies of the City of Barrie Official Plan.