



INNOVATIVE PLANNING SOLUTIONS

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PLANNING JUSTIFICATION REPORT

MDM Developments
233 Dunlop Street West
City of Barrie

233 Dunlop Street West

**CITY OF BARRIE
COUNTY OF SIMCOE**

APPLICATION FOR

**OFFICIAL PLAN & ZONING BY-LAW
AMENDMENTS**

PREPARED BY
INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF
MDM Developments

OCTOBER 2018

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1. INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by MDM Developments to complete a Planning Justification Report relative to Official Plan ('OPA') and Zoning By-law Amendment ('ZBA') applications on lands identified below. The subject lands are known as Lots 16, 17, 18 and 19 South Side of Elizabeth Street and Lots 16, 17, and 18 North Side of Perry Street, Registered Plan 27 in the City of Barrie. The lands are known municipally as:

- 233 Dunlop Street West
- 237 Dunlop Street West
- 241 Dunlop Street West
- 245 Dunlop Street West
- Roll: 434203200405700 (No Address)

The lands have a total area of approximately 0.717 hectares (1.77 acres) and possess 80 metres of frontage along the south side of Dunlop Street West. Figure 1 below provides the location of the subject lands.

Figure 1: Aerial of Subject Lands

Source: Simcoe County Interactive Mapping, 2017



The purpose of these applications is to obtain approval for an 8-storey residential rental condominium development, including ground floor commercial. These applications aim to permit the establishment of a Special Policy Area to permit a density of 186 units per hectare and to

rezone the subject lands from Multiple Residential – Second Density with Special Provisions 189 ('RM2 SP-189') and Holding 112 ('H-112') zones to Residential Apartment Dwelling First Density – 3 Special Exception ('RA1-3 SP-XXX') Zone. The following report will review the applicable policies found within the documents noted below to justify the OPA/ZBA applications under good planning principles:

- Provincial Policy Statement – PPS (2014);
- Growth Plan for the Greater Golden Horseshoe - Places to Grow (2017);
- City of Barrie Official Plan (2009, Consolidated January 2017);
- City of Barrie Zoning Bylaw (2009-141) and proposed Zoning By-law Amendment (2015-097) with Proposed Development Standards for Intensification Area Zones; and
- Other Planning Policies as applicable.

2. SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are located within the Built-Up Area of the City of Barrie, and along an intensification corridor (Dunlop Street). The lands are within the 'Queen's Park' Planning Area, and are approximately 270 metres from the Intensification Node intersection of Anne Street and Dunlop Street, to the west. The subject lands are also located in very close proximity to the downtown core and the City Centre.

In the Official Plan, the 'Residential' and 'Environmental Protection' designation apply. Zoning is Multiple Residential – Second Density with Special Provisions 189 ('RM2 SP-189') and Holding 112 ('H-112'), as illustrated below in Figures 2-3. The special provisions state:

Office uses shall be permitted subject to the provision of on-site parking spaces at the rate of one parking space per 30m² of gross floor area and in no case should less than 2 parking spaces be provided. (By-law 1999-310).

Figure 2: Current Designation – Official Plan
Source: City of Barrie Official Plan, 2017

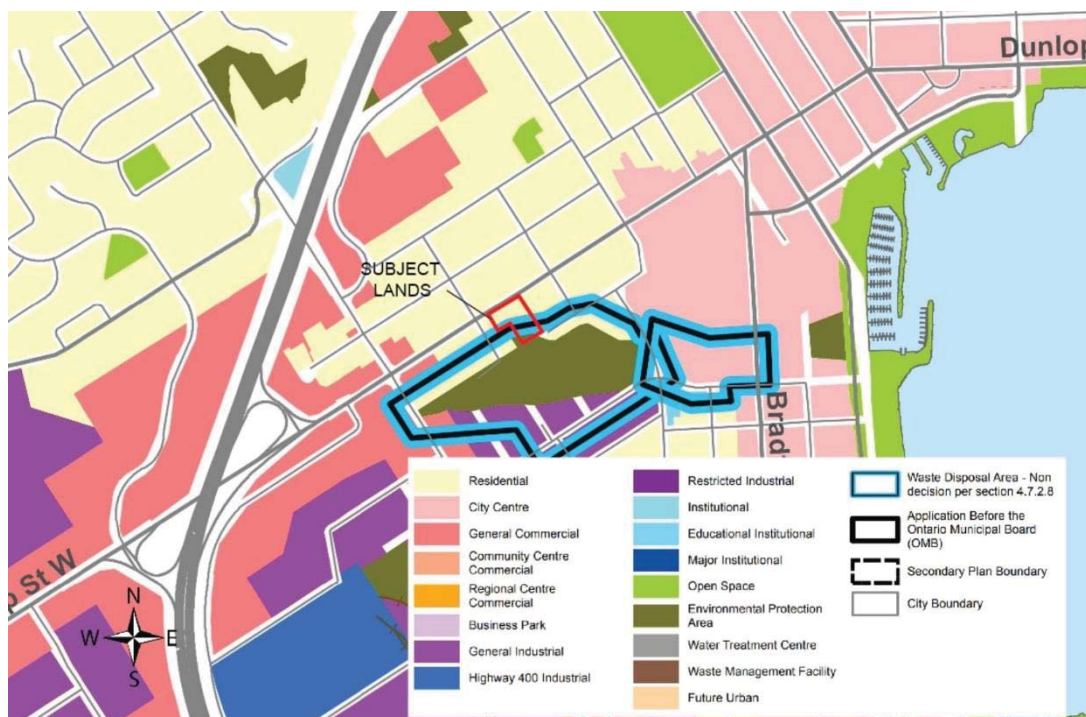
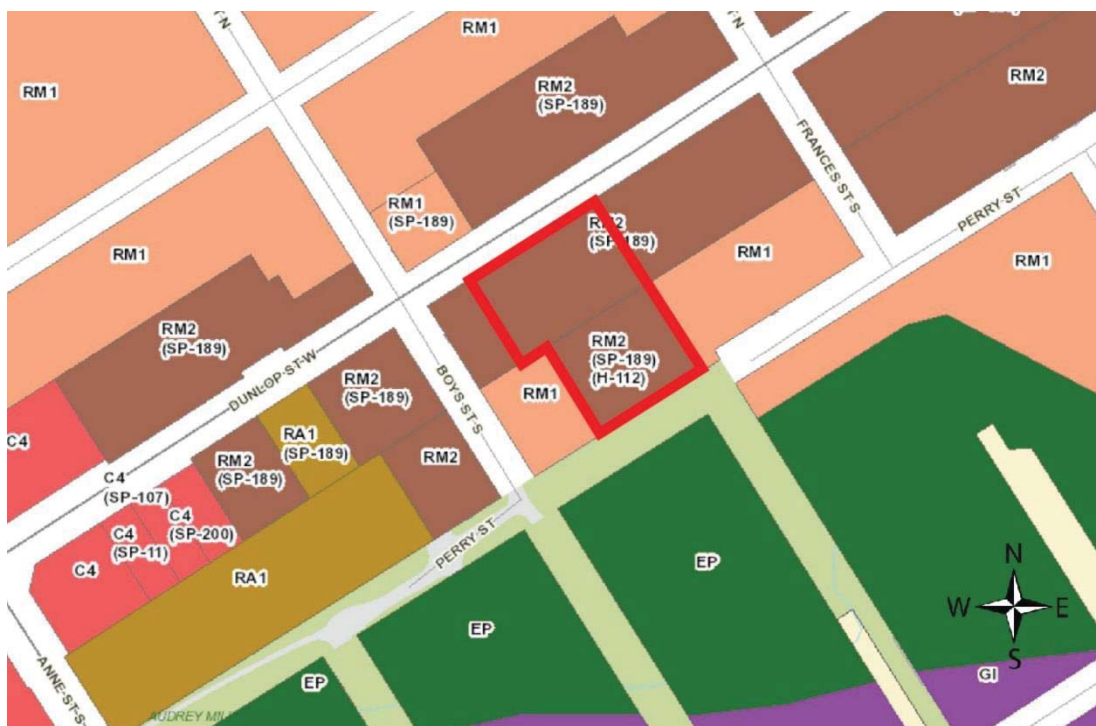


Figure 3: Current Zoning
Source: City of Barrie Zoning By-law, 2017



Currently, there is one (1) single detached dwelling located at 245 Dunlop Street West parcel, with the remainder of the subject lands vacant of any permanent structures. The rear portion of the lands include an Environmental Protection area that incorporates a portion of Bunker's Creek, as shown in Figure 1. This portion of the subject lands is within the Lake Simcoe Region Conservation Authority regulated area.

The lands are located along Dunlop Street West, which serves as a major transportation corridor within the City, with the closest bus stop along the south side on Dunlop Street being located within less than a two (2) minute walk (140 metres) from the subject lands. The subject lands are also located less than a two (2) minute drive (500 metres) to Highway 400 to the west.

The surrounding land uses depicted in Figure 4 include:

- North: Low/Medium Density Residential, Mixed Use and Commercial along the north side of Dunlop Street West; Existing low and medium density residential to the north towards Donald Street; Commercial Plaza (Shoppers Drug Mart, No Frills) beyond Donald Street to Highway 400.
- South: Environmental Protection Lands (Bunker's Creek); Commercial and Industrial uses along Vespra Street.
- East: Existing Residential, Mixed Use and Commercial along south side of Dunlop Street West; Institutional Uses east of Eccles Street (Fire Station No. 1 & Central High School); Large commercial and office plaza off of Bradford Street; City Waterfront and Marina.
- West: Medium and High Density Residential to the west of Boys Street; Commercial and Industrial and Commercial uses along west of Anne Street to Highway 400.

Figure 4: Aerial Photo of Surrounding Land Uses

Source: Simcoe County Interactive Mapping, 2017



3. DESCRIPTION OF DEVELOPMENT

The proposed development incorporates an eight (8) storey apartment building with a footprint of 1,229.53 square metres (13,234.55 square feet). The proposed building includes a total of ninety-six (96) residential apartment units and 166.36 square metres of ground floor commercial space. The proposed building provides a strong street interface with minimal setback to Dunlop Street West and a vehicular entrance located to the west of the building. The proposed building is located 0.53m metres from the front lot line (upon the dedication of a 4.5 m road widening area to the City), with pedestrian access to the building connecting to the existing sidewalk along Dunlop Street West.

A total of 103 parking spaces are proposed, with 17 at grade under the proposed building, and 86 to the west and rear of the proposed building with two barrier free spaces located at the most northern portion of the parking area for convenient access to the building. A private garbage collection system has been provided to the rear of the building, which will be a below grade Envirowirx system.

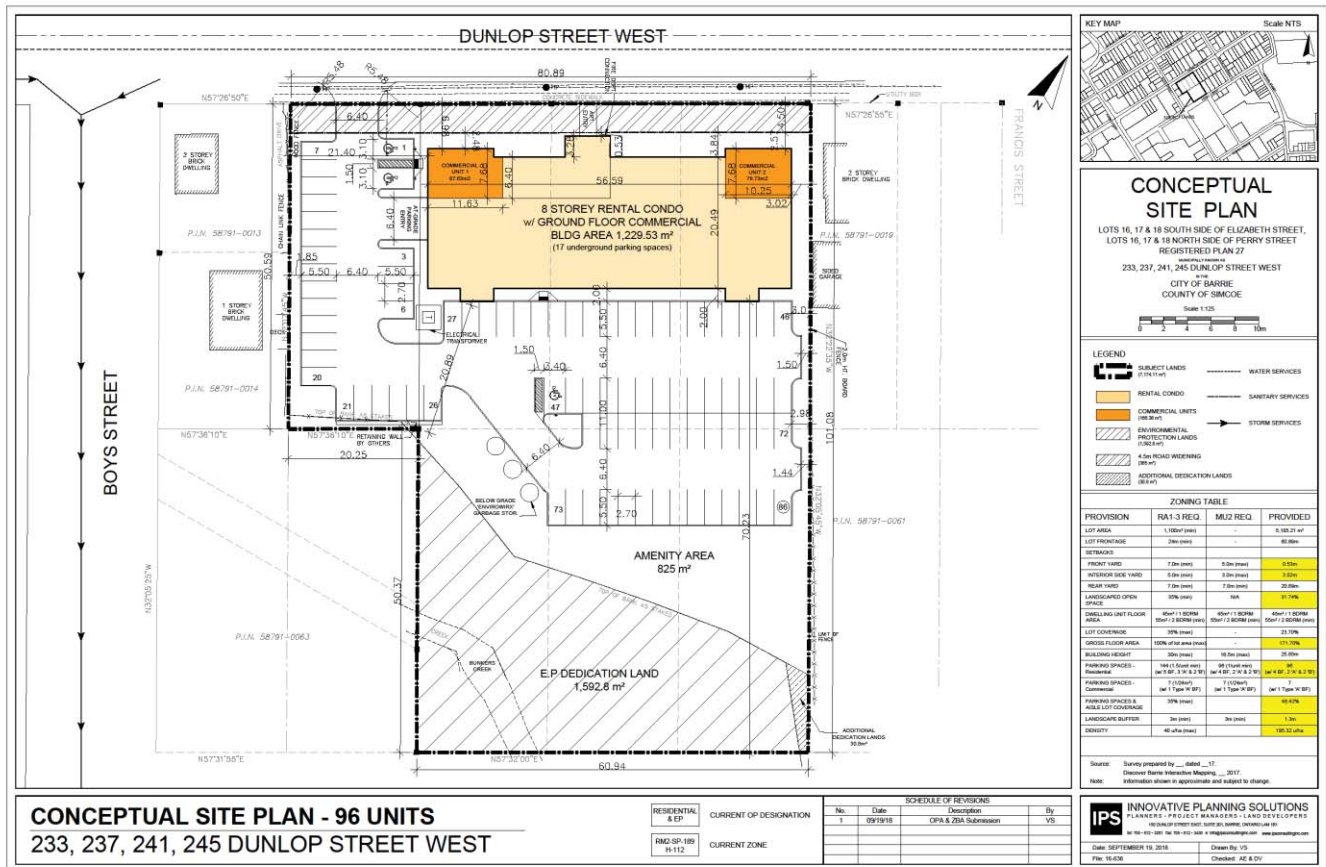
There are two (2) rooftop amenity areas in the building, approximately 80m² each in area. The building includes a combination of units ranging in size from 559-1076 square feet (51.9-99.9 square metres) that include private outdoor balcony areas for each unit. The building also includes a fitness room located on the main floor for use of residents.

The remainder of the subject lands include an environmentally protected area, incorporating a portion of Bunker's Creek. The environmentally protected lands are to be dedicated to the Conservation Authority through the Site Plan process. In order to facilitate the proposed development and its necessary associated parking, a small retaining wall is required to be positioned slightly beyond the top of bank delineation (see parking spaces 21-26 for reference). This encroachment into the top of bank delineation is very minor in nature as shown on the conceptual Site Plan. It is proposed that an additional 30.8m² of non-EP land in the southwest corner of the subject lands be dedicated to the Conservation Authority, to provide compensation / offsetting for the aforementioned retaining wall. It should be noted that the additional 30.8m² land dedication, in area, exceeds that of the top of bank encroachment proposed.

An excerpt of the Site Plan can be found below in Figure 5, and in full as Appendix 1 to this report. Elevation plans of the proposed development are illustrated below in Figures 4-5 and are further illustrated in the Urban Design Report included under separate cover.

A pre-consultation meeting took place on September 7, 2016 (D28-0207). A copy of this correspondence package is provided under Appendix 2.

Figure 5: Excerpt of Site Plan



Source: Innovative Planning Solutions, 2018

Figure 6: Proposed Front Elevation

Source: ISM Architects, 2018



Figure 7: North West - Rendering

Source: ISM Architects, 2018



3.1 Official Plan Amendment

The subject property is currently designated Residential and Environmental Protection in the City of Barrie Official Plan and are located along a Primary Intensification Corridor. The subject lands are also located within Defined Policy Area [K] as shown on Schedule C of the Official Plan. This application intends to maintain the existing designations, however Defined Policy Area [K] is requested to be amended to reflect the density of the proposed development after removal of the environmentally protected lands and road widening. After dedication the density is above 150 units per hectare threshold as set out in the Official Plan. The density of the development before dedication is 133.9 units per hectare. The proposed amendment to Defined Policy Area [K] aims to permit a maximum density of 186 units per hectare on the subject lands, municipally known as 233, 237, 241, 245 Dunlop Street West. The proposed amendment is to be separate from the remainder of Defined Policy Area [K].

This special policy is being sought in accordance with Section 4.2.2.3 (c) on Locational Criteria which states:

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

The proposed Official Plan Amendment seeks to permit a density of 186 units per hectare, as defined in Section 4.2.2.2 on Residential Densities. The subject lands are located along a primary intensification corridor, with good access to public transportation and recreational and other service facilities and adequate services available along Dunlop Street. The following analysis is given in consideration of Policy 4.2.2.3(b) above:

- i. The subject property is located along an Arterial Road and identified intensification corridor within the City of Barrie;
- ii. The subject lands are located in close proximity to five (5) local bus routes. A commercial plaza is located within a short distance to the north, including a grocery store, a pharmacy, several commercial establishments and other services. Schools, parks, and other community amenities are located within a short distance of the subject lands.

- iii. Municipal servicing for the subject lands is adequate and appropriate for the proposed development, including watermains, sanitary services, roads, and other municipal infrastructure.

The subject lands are considered an appropriate location for heightened density for the above stated reasons.

The proposed amendment intends to amend Defined Policy Area [K] and Schedule C on a site-specific basis to permit a maximum density of 186 units per hectare. The text of the new defined policy and the draft Official Plan Amendment is attached in Appendix 3. An excerpt of the text is below:

Lands shown on Schedule "A" attached hereto located within Defined Policy Area [K], known as Lots 16, 17, 18 and 19 South Side of Elizabeth Street and Lots 16, 17, and 18 North Side of Perry Street, Registered Plan 27 in the City of Barrie, known municipally as 233, 237, 241, 245 Dunlop Street West, shall be permitted a maximum density of 186 units per net hectare."

3.2 Zoning By-Law Amendment

The subject lands are currently zoned Multiple Residential – Second Density with Special Provisions 189 ('RM2 SP-189') and Holding 112 ('H-112') per Comprehensive Zoning By-law 2009-141, illustrated in Figure 3. SP-189 relates to office uses being a permitted use, subject to parking provisions being met. The holding provision on the subject lands will be lifted:

"Following the establishment of the limits of development to the satisfaction of the City of Barrie and the Nottawasaga Valley Conservation Authority."

In order to permit the proposed development, a Zoning By-law Amendment is required to rezone the subject lands to the Residential Apartment Dwelling First Density – 3 Special Provision ('RA1-3 SP-*) Zone.

The City of Barrie approved the Mixed Use Corridor (MU2) zone in October 2015, which is currently under appeal. The proposed development would be permitted under the MU2 zone with minor site-specific provisions, as it is located along Dunlop Street West which is considered an Intensification Corridor by the Official Plan. Table 1 below lists the required and provided applicable zoning regulations for a RA1-3 zone as well as the anticipated zoning requirements for the future MU-2 zone to illustrate how the proposed development is in keeping with the preferred direction from Council regarding future developments along an Intensification Corridor. The proposed special provisions are highlighted within Table 1, under the RA1-3 zone.

In addition, the Zoning By-law Amendment is proposed to permit the following uses: Art Gallery, Bake Shop, Bank, Commercial School, Day Nursery, Fitness or Health Club, Local, Florist, Local Convenience Retail, Office, Business or Professional, Office, Medical, Outdoor Display and Sales Area, Personal Service Store, Photography Studio, Place of Worship, Religious Institution, Rental Store, Restaurant, Retail Store, Service Store, Shopping Centre. These uses are reflective of the permitted uses in the Mixed-Use Corridor (MU2) zone and are in keeping with the future vision of Dunlop Street.

Table 1: Proposed Zoning Table

PROVISION	RA1-3 REQ.	MU2 REQ.	PROVIDED
LOT AREA	1,100 m ² (min)	-	5,185.21 m ²
LOT FRONTAGE	24 m (min)	-	80.89 m
SETBACKS	-		
FRONT YARD	7.0 m (min)	5.0 m (max)	0.53 m
INTERIOR SIDE YARD	5.0 m (min)	3.0 m (max)	3.02 m
REAR YARD	7.0 m (min)	7.0 m (max)	20.89 m
LANDSCAPED OPEN SPACE	35% (min)	n/a	31.74%
DWELLING UNIT FLOOR AREA	45m ² / 1 BDRM 55 m ² / 2 BDRM (min)	45 m ² / 1 BDRM 55 m ² / 2 BDRM (min)	45m ² / 1 BDRM 55 m ² / 2 BDRM (min)
LOT COVERAGE	35% max	-	23.70 %
GROSS FLOOR AREA	100% of lot area	-	171.70%
BUILDING HEIGHT	30 m (max)	16.5m (mx)	25.85 m
PARKING SPACES – RESIDENTIAL	144 (1.5/unit (min) (w/ 5 BF, 3 'A' & 2 'B')	96 (1/unit (min) (w/ 4 BF, 2 'A' & 2 'B')	96 (w/ 4 BF, 2 'A' & 2 'B')
PARKING SPACES – COMMERCIAL	7 (1/24 m ²) (w/ 1 Type 'A' BF)	7 (1/24 m ²) (w/ 1 Type 'A' BF)	7 (w/ 1 Type 'A' BF)
PARKING SPACES & AISLE LOT COVERAGE	35% (ma)	-	48.42%
LANDSCAPED BUFFER	3.0 m (min)	3.0 m (min)	1.3 m
DENSITY	40 u/ha (max)	-	185.32 u/ha

***NOTE:** Highlight indicates deficiency

Below is a detailed summary of the special provisions requested, and applicable planning rationale:

- Minimum Front Yard Setback of 0.53 metres

Comment: The proposed development is in keeping with the desired built form along Intensification Corridors, as outlined within the City of Barrie Intensification Design Guidelines. The proposed front yard setback also takes into consideration a 4.5 metre strip of land to be provided to the City for road widening purposes. A reduced minimum front yard setback also reflects the commercial units at grade of the proposed building. The commercial uses at grade will provide an inviting façade along Dunlop Street, in keeping with the desired built form of an Intensification Corridor.

- Minimum Interior Side Yard Setback of 3.02 metres

Comment: The proposed development incorporates a side yard setback to the east lot line of 3.02 metres in order to provide the necessary entrance and parking area on the western portion of the subject lands. It should be noted that the proposed side yard setback is in keeping with the MU2 (under appeal) zone that is intended for lands along an intensification corridor. The requested deviation is in keeping with the setbacks currently observed along this stretch of Dunlop Street.

- Minimum Landscaped Open Space of 31.74%

Comment: The proposed development is deficient 3.26% from the landscaped open space provision, as set forth in the zoning by-law. A large consolidated amenity space is provided in the rear of the site, as well as a large portion of the lands to be dedicated to the Conservation Authority. In order to accommodate the parking necessary for the proposed development, a small deficiency is required. In general, the landscaped areas provide sufficient area for green space on the parcel.

- Maximum Gross Floor Area of 171.70%

Comment: The proposed built form and density is considered appropriate given the location along an intensification corridor, and the surrounding lands of varying uses and residential densities. The proposed development efficiently uses the subject lands and existing infrastructure to provide a yield of 96 additional rental units into the community. Lands located along an intensification corridor are intended to be developed at a greater scale and density than what would otherwise be permitted. It should be noted that under the MU2 (under appeal) zone, there is no required provision for Gross Floor Area, and therefore the requested special provision conforms to the intent of the intensification corridor as determined by the City.

- Minimum Required Parking of 1 spaces/unit + 5 Barrier Free (103 spaces total)

Comment: The proposed development includes 103 parking spaces, 96 for residential use, and 7 for commercial use. This equates to a rate of 1 parking spaces/residential unit for the residential component and 1 parking space for every 24 square metres of commercial use. Under the MU2 (under appeal) zone, lands within an Intensification Corridor are only required to provide 1 parking space per residential unit. This is to encourage use of public and active transportation, and to promote less reliance on

vehicles in the City. Given the walkable location of the subject properties, the reduction in parking is considered appropriate. The proposed parking ratio is in keeping with the intent of lands located along Intensification Corridors.

- Parking Spaces & Aisle Lot Coverage of 48.42 %

Comment: The proposed development is deficient 13.46% from the provision for parking and aisle lot coverage, as set forth in the zoning by-law in order to provide for the necessary parking to support the proposed development. This number has been calculated after the removal of the environmentally protected lands. The deviation from the standard in the zoning by-law is considered minor in nature and is not anticipated to result in any negative impact to existing or future residents, as ample landscaped areas provide sufficient area for green space on the parcel which mitigate the deviation in parking coverage.

- Minimum Landscape Parking Buffer of 1.3 metres

Comment: The parking area is located within 1.3 metres of the western lot line, which is adjacent to a mixed use residential and office building. This deficiency is required in order to accommodate the necessary parking size and parking aisle width. Appropriate landscaping will be incorporated to provide a buffer from the parking area to the west lot line. Additionally, it is intended that the parking spaces located along the majority of the western lot line will be allocated for the commercial area and therefore likely be vacant after working hours, minimizing the overall impact to the adjacent business and residential dwelling.

A copy of the proposed Zoning By-law Amendment Schedule and Text can be found in Appendix 4.

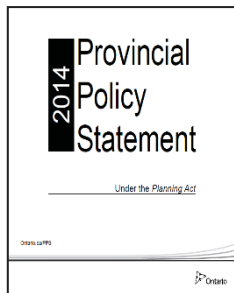
3.3 Technical Studies

In support of the Official Plan Amendment and Zoning By-law Amendment applications, the following technical reports have been submitted under separate cover:

1. Urban Design Brief – ISM Architects
2. Shadow Study – ISM Architects (Revised September 2018)
3. Functional Servicing Report and Traffic Impact Study – Pearson Engineering (Revised August 2018)

4. Hydrogeological Report – Norbert M. Woerns
5. Slope Stability Brief – Alston Associates
6. Tree Preservation Plan – RiverStone Environmental Solutions Inc.
7. Watercourse Setback Assessment – RiverStone Environmental Solutions Inc.

4. PLANNING POLICY AND ANALYSIS

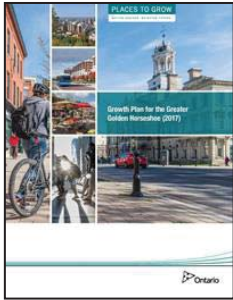


4.1. Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS directs land requirements and land use patterns to be based on the provision of sufficient land for a full range of land uses in areas which have the existing or planned infrastructure to accommodate them.

Section 1.1. outlines the importance for building strong communities, managing and directing land use to achieve efficient development and land use patterns. It states healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential, employment (e.g. commercial), institutional, recreation, park and open space, and other uses to meet long-term needs. The proposed development includes a mix of residential with ground floor commercial uses along an intensification corridor (Dunlop Street West) that currently has a mixture of residential, commercial, employment and institutional lands. The proposed development will provide additional rental residential units to the surrounding area, contributing to a healthy and strong community.

Section 1.1.3 speaks to Settlement Area policies and the requirements to focus development within these areas that support mixed use communities providing active transportation, promoting energy efficiency, and making the best use of infrastructure. The proposed mixed use development is located within the built-up area of Barrie, along a major intensification and transportation corridor. This will allow future residents to have full City access with existing bus stops located within 200 metres of the subject lands, and is in close proximity to Highway 400 for access to the surrounding region. The proposed development will make use of existing infrastructure available along Dunlop Street West, and will provide for much needed rental opportunities in the Barrie market place. The proposed development is consistent with the policies of the PPS. A more detailed analysis of the Planning Act, PPS, and other relevant Provincial Policies are contained within Appendix 5 of this report.



4.2. Places to Grow – Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (GGH) has been prepared and approved under the Places to Grow Act. The Growth Plan builds on the PPS together with other Provincial Plans to inform decision-making regarding growth management and environmental protection. The Growth Plan represents Ontario's vision and long-term framework by establishing a unique land use planning framework for the GGH that recognizes diversity and supports forecasted growth for the achievement of complete communities.

The Growth Plan states that growth will be directed to Settlement Areas with delineated built boundaries; existing municipal servicing and can support the achievement of complete communities. This will be achieved by promoting a diverse mix of land uses in a compact form, with convenient access to local stores, service and public service facilities; improve the social equity and overall quality of life for all residents; provide a diverse range of housing options including second units and affordable housing; provide convenient access to transportation publicly accessible spaces; and mitigate any impacts to climate change by promoting green infrastructure and low impact development.

The proposed development is located within an established built up area of Barrie, on lands designated for residential development and will take advantage of existing service infrastructure available along Dunlop Street East. This application conforms to the policies of the Growth Plan as it proposes new urbanism design and development to support complete communities on land designated within the City of Barrie as an intensification corridor. This project will contribute to the continued growth of the community and intensification as per the objectives for residential development within a mixed-use corridor. A detailed review of all applicable policies within the Growth Plan can be seen under Appendix 5.



4.3. City of Barrie Official Plan

The City of Barrie's Official Plan defines the intent and direction of growth and development. Goals, objectives and policies guide the decisions of public authorities and private interests to maintain a livable and attractive community, and encourages new employment opportunities. The subject lands are designated 'Residential' on the City of Barrie Official Plan – Schedule 'A' Land Use, and fronts onto an intensification corridor (Dunlop Street West) as identified on Schedule 'I'

Intensification Areas. Applicable policies from the Official Plan have been reviewed in relation to the proposed development, outlined below.

Section 3.3.2 of the Official Plan outlines the Housing policies for the City. The City is to encourage reasonable housing costs through a varied selection of size, density and tenure, and shall support programs and policies that promote rental housing. Revitalization and intensification through the built up area is encouraged in order to support the viability of healthy neighbourhoods and provide a variety of housing options. The City will direct new residential development to be at densities that are consistent with the Official Plan and encourage complete mixed use communities, including the integration of transit and active transportation.

The proposed development is located within the built up area of Barrie, and is located along an intensification corridor. The proposed development will create one hundred and ninety-six (96) rental units into an established community. The proposed development will promote active transportation with its accessibility to the existing City Bike network, adjacent natural heritage features that provide space for passive recreation, and its close proximity to daily fundamental needs such as employment opportunities, commercial and retail stores, and institutional uses.

Section 4.2 outlines the goals and policy direction for the Residential designation. The creation of complete communities will provide a sense of neighbourhood and belonging for its residents, through encouraging a mixture of land uses to serve the residential areas and maximize convenient access to community facilities and services. Residential areas should be developed with transit supportive densities as well as passive and active transportation, without having a negative impact on the City's industrial, commercial and institutional land use sectors. The designation also aims to promote new development within the medium and high density categories which encourage mixed use and high quality urban design within Intensification Areas.

The primary use for lands within the Residential designation shall be for all forms and tenure of housing. In addition, within high density apartment buildings, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted on the ground floor area of the building, as stated in Section 4.2.2.1.(f). The proposed zoning amendment will expand upon this list of permitted uses with the addition of commercial uses permitted under the Council approved Mixed Use 2 (MU2) Zone.

Section 4.2.2.2 states that high density residential development shall consist of developments which are in excess of 54 units per net hectare. The proposed development has a density of

approximately 186 units per net hectare, after the removal of the environmentally protection lands and the road widening in the southern portion of the subject lands.

Section 4.2.2.3(b) states that medium and high-density residential development shall be encouraged to locate in the *Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:*

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

The proposed development is considered high density development and thus is subject to the policies of Section 4.2.2.3(b). The following analysis is provided in considered of the policies above:

- i. The subject property is located along Dunlop Street, an Arterial Road, and an identified primary intensification corridor within the City of Barrie;
- ii. The subject lands are well serviced by public transit, including (5) local bus routes and associated connections to regional transit opportunities. The site's proximity to downtown also encourages active transportation. A commercial plaza is located within a short distance to the north, including a grocery store, a pharmacy, and several commercial establishments and other services. Schools, parks, and other community amenities are located within a short distance of the subject lands, including Donald Street Park, Queen's Park, and Bunker's Creek and the City's Waterfront and Marina. The site is proximate to a variety of public elementary and high schools, as well as the Downtown branch of the Barrie Public Library. Many errands can be accomplished within a short walking distance of the subject lands, encouraging active transportation within the City.
- iii. Municipal servicing for the subject lands is adequate and appropriate for the proposed development, including watermains, sanitary services, roads, and other municipal infrastructure. The Functional Servicing Report concludes existing services are adequate to support the proposed development.

Given the above, the site is an ideal candidate for high density residential development. Based on the above, Section 4.2.2.3(b) of the Official Plan is satisfied.

Section 4.2.2.4 of the Official Plan outlines the Design policies under the Residential Designation. Development within this designation shall provide for necessary on-site parking and functional open space areas. The proposed development includes parking for both residential and ground floor commercial uses, at a ratio (1 space/dwelling unit) that is reasonable given the location of the proposed development on an intensification corridor, and its accessibility to local transportation. Private balconies are proposed for each residential unit, with two (2) rooftop amenity areas for use by the residents. The lands are also located within walking distance to a number of local parks and passive recreational amenities, such as Donald Street Park, Queen's Park, and Bunker's Creek and the City's Waterfront and Marina.

Section 4.2.2.6 Intensification policies state that residential intensification is encouraged and shall be focused in the Urban Growth Centres, Intensification Nodes and Intensification Corridors. Intensification will contribute to development that is more compact, efficiently uses land and existing infrastructure, and will support public transit and active transportation. The proposed development is located along an intensification corridor, and takes advantage of a primarily vacant portion of lands designated for residential development within the built up area. The development is compact in built form and will contribute 96 additional residential units and leasable commercial space while using infrastructure and servicing readily available. The proposed development takes into consideration the existing natural features in the southern portion of the subject lands, being part of the Bunker's Creek. The naturally sensitive portion of the subject lands has been identified and protected from intrusion from development, and is in keeping with the policies of Section 4.7 Environmental Protection Areas.

Section 6.6 of the City of Barrie Official Plan contains policy direction for buildings exceeding three (3) storeys in height. The policies speak to reducing the visual and physical impact of height on the public realm, ranging from parking to the quality of urban design. In accordance with the Height Control policies of Section 6.6.5, a Shadow Impact Study has been prepared in support of the proposed development. Further analysis of the relevant Tall Buildings and Height Control policies of Section 6.6 can be seen in Appendix 6.

Based on the above, the proposed development conforms to the City of Barrie Official Plan. A detailed review of all applicable policies within the Official Plan can be seen under Appendix 6.

5. CONCLUSION

The proposed Official Plan and Zoning By-law Amendment applications intend to permit the development of an eight (8) storey residential building with ninety-six (96) rental apartment units with ground floor commercial space. The applications will rezone the subject lands from Multiple Residential – Second Density with Special Provisions 189 ('RM2 SP-189') Holding 112 ('H-112') zone to Residential Apartment Dwelling First Density – 3 Special Exception ('RA1-3 SP-*) Zone and permit the proposed density of 186 units per hectare.

The proposed development is considered intensification on vacant lands within the built-up area, on existing municipal servicing. The development is located along an Intensification Corridor, and is located within an existing neighbourhood with a mixture of low, medium and high density residential development, commercial, employment, institutional and open space lands. The subject lands have direct access to both the local and regional areas through local transit and Highway 400.

According to the policies of the Provincial Policy Statement, Growth Plan, and the City of Barrie Official Plan and Zoning By-law, these applications represent good disciplined planning.

Respectfully submitted,

Innovative Planning Solutions

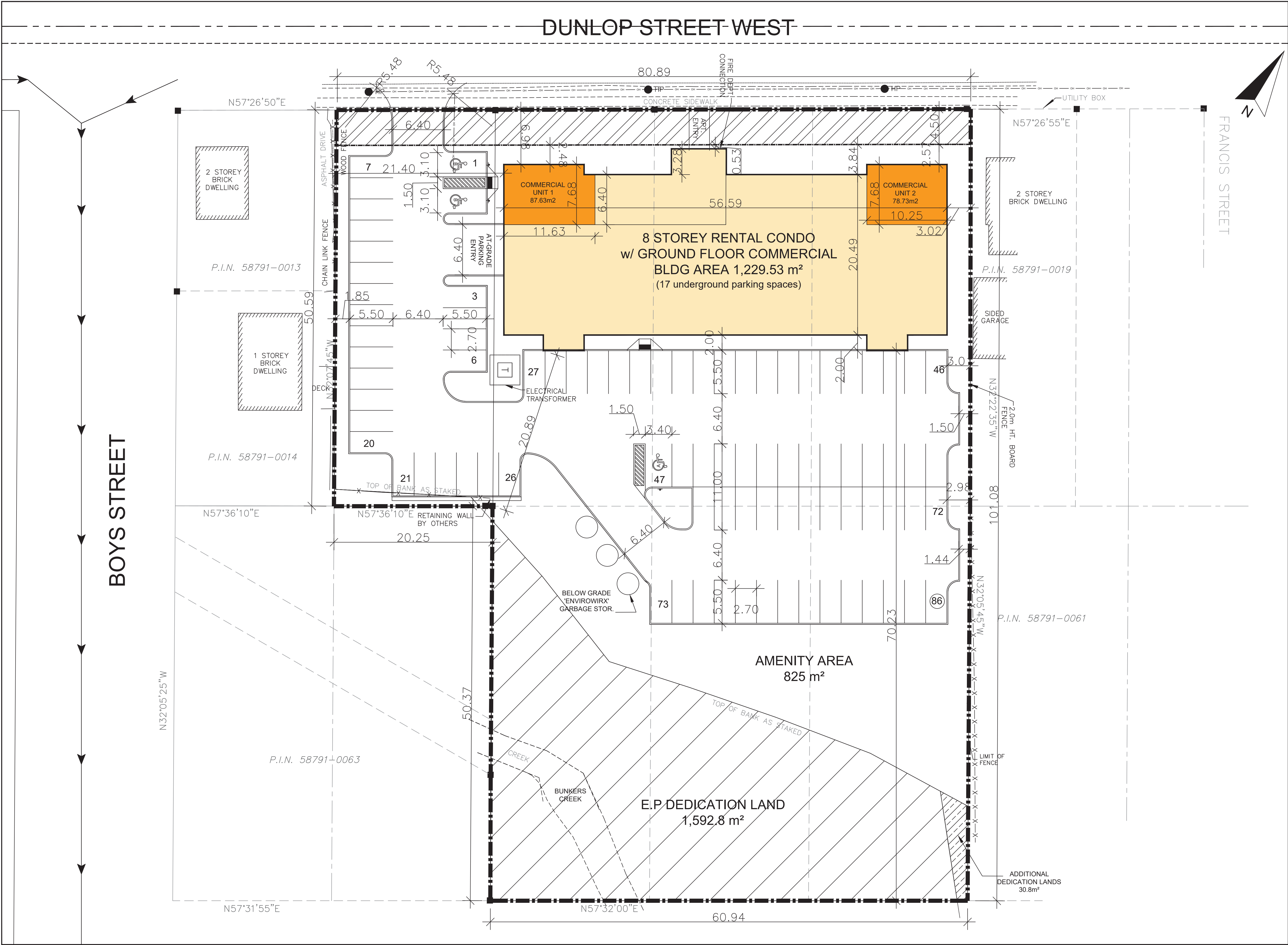


Darren Vella, MCIP, RPP
President/Director of Planning



Andrew Edwards, BES
Planner

APPENDIX 1: SITE PLAN



CONCEPTUAL
SITE PLAN

LOTS 16, 17 & 18 SOUTH SIDE OF ELIZABETH STREET,
LOTS 16, 17 & 18 NORTH SIDE OF PERRY STREET
REGISTERED PLAN 27
MUNICIPALLY KNOWN AS
233, 237, 241, 245 DUNLOP STREET WEST
IN THE
CITY OF BARRIE
COUNTY OF SIMCOE

Scale 1:125

LEGEND

SUBJECT LANDS
(7,174.11 m²)

RENTAL CONDO

COMMERCIAL UNITS
(168.36 m²)

ENVIRONMENTAL
PROTECTION LANDS
(1,592.8 m²)

4.5m ROAD WIDENING
(365 m²)

ADDITIONAL DEDICATION LANDS
(30.8 m²)

WATER SERVICES

SANITARY SERVICES

STORM SERVICES

ZONING TABLE			
PROVISION	RA1-3 REQ.	MU2 REQ.	PROVIDED
LOT AREA	1,100m² (min)	-	5,185.21 m²
LOT FRONTAGE	24m (min)	-	80.89m
SETBACKS			
FRONT YARD	7.0m (min)	5.0m (max)	0.53m
INTERIOR SIDE YARD	5.0m (min)	3.0m (max)	3.02m
REAR YARD	7.0m (min)	7.0m (min)	20.89m
LANDSCAPED OPEN SPACE	35% (min)	N/A	31.74%
DWELLING UNIT FLOOR AREA	45m² / 1 BDRM 55m² / 2 BDRM (min)	45m² / 1 BDRM 55m² / 2 BDRM (min)	45m² / 1 BDRM 55m² / 2 BDRM (min)
LOT COVERAGE	35% (max)	-	23.70%
GROSS FLOOR AREA	100% of lot area (max)	-	171.70%
BUILDING HEIGHT	30m (max)	16.5m (max)	25.85m
PARKING SPACES - Residential	144 (1.5/unit min) (w/ 5 BF, 3 'A' & 2 'B')	96 (1/unit min) (w/ 4 BF, 2 'A' & 2 'B')	96 (w/ 4 BF, 2 'A' & 2 'B')
PARKING SPACES - Commercial	7 (1/24m²) (w/ 1 Type 'A' BF)	7 (1/24m²) (w/ 1 Type 'A' BF)	7 (w/ 1 Type 'A' BF)
PARKING SPACES & AISLE LOT COVERAGE	35% (max)		48.42%
LANDSCAPE BUFFER	3m (min)	3m (min)	1.3m
DENSITY	40 u/ha (max)		185.32 u/ha

Source: Survey prepared by __, dated __17.
Discover Barrie Interactive Mapping, __ 2017.
Note: Information shown in approximate and subject to change.

CONCEPTUAL SITE PLAN - 96 UNITS
233, 237, 241, 245 DUNLOP STREET WEST

RESIDENTIAL
& EP

CURRENT OP DESIGNATION

RM2-SP-189
H-112

CURRENT ZONE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	09/19/18	OPA & ZBA Submission	VS

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
150 DUNLOP STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: SEPTEMBER 19, 2018

Drawn By: VS

File: 16-636

Checked: AE & DV

APPENDIX 2: PRE-CONSULTATION PACKAGE

City Hall
70 COLLIER STREET
TEL (705) 739-4208
FAX (705) 739-4270



THE CORPORATION OF THE CITY OF BARRIE
PLANNING SERVICES DEPARTMENT

P.O. Box 400
BARRIE, ON
L4M 4T5

PRE-CONSULTATION REVIEW ZONING BY-LAW AMENDMENT PLANNING DEPARTMENT COMMENTS

File: D28-0207

To: John Stuart, Innovative Planning Solutions (on Behalf of Granite Condominiums)
From: Edward Terry, Planner
Date: September 7, 2016
Subject: Pre-consultation for Rezoning Review – 233, 237 & 241 Dunlop Street West

Proposal: 6 Storey (79 unit) Residential Building

Technical Meeting Date: September 22, 2016

Please be advised that the Planning Services Department has completed a preliminary review of the policy implications of the proposed Zoning Bylaw Amendment application to implement the proposed concept plan submitted. Please note that the following comments are for consideration only and do not represent a full technical review of a formal application under the Planning Act.

Comments

1.	Official Plan Designation	Residential & Environmental Protection Area
2.	Zoning	<u>Existing:</u> Multiple Residential Second Density RM2 (SP-189) (H-112) <u>Proposed:</u> Residential Apartment RA1-3 (SP-XXX) – to address min front yard setback, max GFA, Min Parking, Min Parking Area Landscaped Buffer
3.	Applications required:	
	OPA	☐
	Zoning	☒
	Consent/Minor Variance	☐
	Site Plan	☒ Should a Rezoning application be approved, site plan approval will be required for the redevelopment of the site. Site Plan Pre-consultation is required.
	Deeming By-law	☐
	Other	☐

4.	Official Plan Conformity	The lands are designated Residential and Environmental Protection Area by the Official Plan located in the Queens Park Planning Area. In Schedule “D” of the Official Plan, Dunlop Street is considered an Arterial Road. The ROW along this section of Dunlop Street is 29 m. Schedule “I” identifies Dunlop Street as a Primary Intensification Corridor in close proximity to a Primary Intensification Node located at Dunlop Street and Anne Street. The principles in Section 4.0 Private Realm Urban Design Guidelines will be considered when evaluating the proposal. The building should be reoriented to provide substantial massing up against the street with parking at the rear of the development. Section 6.6.4 d) ii) of the OP states “New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. The street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments”. Policy 4.2.2.3 (b) states that any medium or high density residential development shall be encouraged to be generally directed to adjacent arterial and collector roads, in close proximity to public transit and facilities such as schools, parks, accessible commercial development and where planned municipal services are adequate. Section 2.5.3 states building height should be considerate of adjacent uses with reasonable height transitions of 4-5 storeys, provided other guideline requirements can be satisfied. 6-8 storey buildings are considered too tall. 6 Storeys would be appropriate if providing commercial uses at grade. If exclusively a residential building, the proposal should not surpass 5 storeys. Sections 4.3.6 Side Building Step backs, 4.3.7 Transition to Neighbourhoods, and 4.3.8 Building Articulation should be considered in the design of the building and its compatibility with adjacent uses. Policy 3.3.2.2 (a) as it relates to the minimum 10% affordable housing units applies to the proposal. The Planning Justification Report shall include information on how the proposed development accommodates the target and how the units will be maintained as affordable. The proposal does not identify a common amenity space that is functional for the residents of the proposed development. Policy 4.2.2.4 a) states Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations. The applicant should provide a functional amenity area at ground level or possibly on the roof of the building.
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5.	Zoning Provisions	Schedule H illustrates that Level 1 Natural Heritage Resources encroaches the back portion of property. As a result please provide a copy of the studies mentioned in your cover letter dated Friday August 26th, 2016 for review (Phase I/II ESA, Scoped EIS and Slope Stability Study). LSRCA will confirm if further study is required. Any lands deemed environmental protection are recommended for public ownership in accordance with section 4.7 of the Official Plan. Section 6.6 Tall Buildings and Height Control, inclusive of Section 6.6.6 must be reviewed and rationalized. A shadow study will be required. Section 6.5.2.2. (a), Urban Design Guidelines, Building and Siting would apply and should be achieved in conformity with the Intensification Area Urban Design Guidelines. Staff recommends the consideration of a building design with reduced building height and building stepping provisions towards Dunlop Street and the adjacent residential uses. Section 6.8 contains Bonusing Policies. In consideration of a Rezoning of the lands, there will be an increase in the density beyond that which is otherwise permitted. Consideration of a Rezoning of the lands will include the return of the provision of community benefit for the increased height pursuant to Section 37 of the Planning Act. The subject lands are zoned RM2 SP-189 (H-112). The holding provision will be lifted following the establishment of the limits of development to the satisfaction of the City of Barrie and the LSRCA. The proposal should respect the side yard setback requirements of the City's zoning by-law. Fencing and significant landscaping should also be provided adjacent to the low density residential development to help address privacy for the existing residents. Please be mindful of the location for snow storage which will need to be delineated at the site plan stage. Although this is a site plan related matter, applicant shall consider refuse programming for the site in advance of the site plan process so as to avoid any potential variances that may be associated with the size and location of an external refuse enclosure. In this regard, all garbage/recycling is to be located within the main building(s), otherwise an external waste disposal enclosure will be required. In this regard, applicant to confirm how waste will be removed from the proposed the site. Should an external enclosure be proposed, elevation details/location of same are to be provided and the structure must be constructed of similar materials to the main building(s), fully enclosed with a roof and roll-up door.
6.	Site Plan	Upon approval of the Planning applications, site plan approval is required. Pre-consultation is required.

Attachments: - Required Reports/Studies Checklist for Rezoning
- Comments received from departments/agencies:

Meeting Date: **September 21, 2016**

Application Type: **Pre-Consultation – Rezoning**

File Manager: **Edward Terry**

File Number: **D28-0207**

Site Address: **233, 237 & 241 Dunlop**

Legend:

The letter **Y** indicates that the study or plan is required with submission

The letter **N** indicates that the study or plan is not currently required with submission

*Please Provide Digital Copy of Plans

Y/N	REQUIREMENTS	NOTES
PLANNING / DESIGN / SURVEY		
Y	Planning Justification Report	Address affordability and compatibility to low density residential uses
N	Aggregate Potential Assessment and/or Aggregate License Compatibility Assessment	
N	Affordable Housing Report	
N	Archaeological Study/Assessment	
N	Architectural/Cultural Heritage Report (built heritage and cultural heritage landscapes)	
N	Heritage Impact Assessment/Evaluation	
N	Illumination Study	
N	Odour/Dust/Nuisance Impact Analysis	
N	Noise/Vibration Impact Analysis	
Y	Urban Design Report/Brief	
Y	Tall Buildings Submission Requirements ☐ Block Plan ☐ Context Plan ✓ ☐ Shadow Impact Study ✓ ☐ Microclimate Impact Report ☐ Wind Study	
ENGINEERING		
N	Fiscal Impact Analysis	
Y	Functional Servicing Report	
Y	Hydrogeological/Hydrology/Geotechnical	
Y	Stormwater Management Report	
N	Reduced Traffic Impact Study	
N	Parking Needs Study	
ENVIRONMENTAL		
N	Agricultural Assessment	
N	Coastal Engineering Studies along the Lake Simcoe Shoreline	
N	Energy Conservation and Efficiency Evaluation	
N	Environmental Impact Study	
Y	Updated Slope Stability Brief	
N	Environmental Evaluation Study	
N	Fisheries Impact Study	
N	Market Study	
Y	Tree Preservation Plan/Inventory	
N	Record of Site Condition (RSC)	
N	A Site Risk Assessment	
N	Remediation Plan	
SOURCE WATER PROTECTION QUALITY AND QUANTITY RISKS		
N	Completed Screening form for Source Water Protection for properties within Drinking Water Vulnerable Areas identified on Schedule “G” to the Official Plan (Source Water Information Form)	
ADDITIONAL ITEMS / STUDIES		
Y	Risk Management Plan	
N	Landscape Plan	
N	Landscape Cost Estimate	

Department	Date Received
Engineering (Traffic/Water/Parks Planning, included)	Sept 15 2016 (N. Rush)
Fire	Sept 8 2016 (D. Lalonde)
Zoning	Sept 19 2016 (A. Baldassarra)
Accessibility	Sept 16 2016 (C. Dillon)
Finance	Sept 12 2016 (D. Read)
Power Stream	Sept 7 2016 (S. Cranley)
LSRCA	Sept 21 2016 (L. Bulford)



Pre-Consultation Required Reports Checklist
Official Plan Amendment, Zoning By-law Amendment,
Draft Plan of Subdivision and/or Condominium

Y/N	REQUIREMENTS	NOTES
Y	Conservation Authority Review Fee	
NOTES		

Note: Please refer to the Application Form for the number of required copies.

It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, City of Barrie Planning staff will notify you of outstanding material required within the required 30 day period. Mandatory pre-consultation application will not shorten the City's standard processing timelines, or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application. This list is valid for one year following the above noted meeting date.



Sent by E-mail: edward.terry@barrie.ca

September 20, 2016

File No: D28-207 and D11-1630
IMS File No: PZOA703C1 & PPCC84

Mr. Edward Terry, Planner
Planning Services
City of Barrie
70 Collier Street, Box 400
Barrie, ON L4M 4T5

Dear Mr. Terry:

Re: Pre-Consultation
Zoning By-law Amendment and Plan of Condominium
233, 237 & 241 Dunlop Street West
City of Barrie

Thank you for circulating the Lake Simcoe Region Conservation Authority (LSRCA) on the pre-consultation meeting for the above-noted Zoning By-law Amendment and Plan of Condominium applications. It is our understanding that the purpose and effect of these applications is to rezone the subject lands to facilitate the development of a 6 storey, 79 unit residential condominium development.

The LSRCA has reviewed this application in the context of the Provincial Policy Statement (PPS), the Lake Simcoe Protection Plan (LSPP), and Ontario Regulation 179/06 under the *Conservation Authorities Act*, as well as the natural heritage policies of the City of Barrie Official Plan.

A tributary of Bunkers Creek flows south of these lands with its floodplain and erosion hazards. Schedule H of the City of Barrie Official Plan identifies Bunkers Creek as a Level 1 natural heritage feature. The proposed development meets the definition of major development within the LSPP, and is within an area of high aquifer vulnerability and a wellhead protection area.

We acknowledge that an Environmental Impact Study, Slope Stability Assessment, and Stormwater Management Report were previously submitted and reviewed by the LSRCA as part of a former development concept for this site by the same owners. Relevant information from these studies can be used to support the new applications, but some of it may need to be updated to accurately reflect the new proposal.

Based on our review of the submitted materials, we recommend the following studies and documentation be submitted as part of our review of the zoning by-law application:

Page 1 of 2

September 20, 2016
File No: D28-0207
IMS File No: PZOA703C1
Mr. E. Terry

1. Planning Justification Report

2. Updated Slope Stability Brief which addresses the new building and development location in relation to previously identified conditions (Terraprobe, Dec. 3, 2012).

3. Functional Stormwater Management Report including;

- a. Preliminary Grading and Drainage Plan;
- b. Water Balance;
- c. Phosphorus Budget; and
- d. LID Assessment.

As part of the Plan of Condominium the following additional studies will be required:

4. Detailed Stormwater Management Report including:

- a. Final Grading and Drainage Plan
- b. LID Strategy

5. Planting Plan for the approved setback to top of bank.

Please ensure that the proposal adheres to the policies of the South Georgian Bay Lake Simcoe Source Water Protection Plan as they pertain to areas of High Aquifer Vulnerability and Wellhead Protection Areas. A permit from the LSRCA will be required for any development or site alteration within the lands regulated under Ontario Regulation 179/06 of the *Conservation Authorities Act* on these properties.

As per our current Planning Fee Schedule, the appropriate fee for our review of these applications is \$500.00 for the ZBA and \$11,000 for the Plan of Condominium. Please submit these fees with the complete application.

If you have any questions related to the comments provided, do not hesitate to contact the undersigned. Please reference the above file numbers in future correspondence.

Sincerely,



Lisa-Beth Bulford, M.Sc.
Development Planner

LBB/ph



ENGINEERING DEPARTMENT

MEMORANDUM

TO: Edward Terry
Planner

DATE: September 14, 2016

FROM: Nadine Rush, C.E.T.
Intermediate Development Services Technologist

RE: **Pre-Consultation Application (Rezoning/Plan of Condominium)**
233, 237 & 241 Dunlop Street West
Review Comments

File: D28-207

**CITY OF BARRIE
RECEIVED**

SEP 15 2016

**PLANNING
SERVICES**

Please be advised that the Engineering Department has completed a preliminary review of the concept plan and recommends that the following items be addressed. Detailed review comments will be provided upon a formal site plan submission.

GENERAL INFORMATION

Engineering Department Comments

Development Services

1. The owner will be required to convey all lands within the limits of the established top of bank/flood elevation line associated with Bunkers Creek Master Drainage Plan. In that regard, the top of bank shall be established as per the findings of the Master Drainage Plan for Bunkers Creek and those lands be conveyed to the City as Environmental Protection.
2. According to Schedule "E" of the Official Plan, the ultimate road allowance width for Dunlop Street West is 29.0 metres. In this regard, the owner is required to convey, to the City, a 4.5 metre road widening along the entire Dunlop Street West frontage.
3. The owner will be required to provide a detailed Stormwater Management Report/Brief (signed and stamped by a qualified professional engineer, complete with electronic files) that effectively addresses stormwater management and the impact this development may have on the receiving system with respect to quality and quantity control, to satisfy all provincial and municipal requirements. This report shall also address emergency overland flow and demonstrate that there will be no flooding to properties immediately downstream of the development.
4. The above noted report shall address stormwater management requirements including, but not limited to, Enhanced Protection Level as per the Ministry of the Environment's Stormwater Management Practices and Design Manual, Phosphorus Loading and Water Balance as per the Lake Simcoe Region Conservation Authority (LSRCA) Technical Guidelines for Stormwater Management Submissions, and any other City of Barrie applicable policies and guidelines.
5. The owner will be required to provide a geotechnical/hydrogeological investigation report in support of this development. The report must address groundwater levels and any impact those levels may have on the proposed development. The report will further confirm that the proposed development will not impact any wells within a 300 m radius of the subject property.

6. The owner will be required to provide a water service supply/demand analysis in support of the proposed development to ensure adequate domestic and fire flow, pressure and water quality are provided. The boundary conditions provided for this analysis must utilize results from a current fire flow test.
7. The owner will be responsible for the identification and abandonment of all existing wells and septic systems on site in accordance with the Ministry of the Environment and Climate Change guidelines.
8. The owner will be responsible for obtaining the necessary approvals from any other applicable agencies with respect to their concerns.
9. The owner will be required to confirm, through the Finance Department, any outstanding local improvements or City of Barrie Act Charges for this property.
10. Before any site alteration within the subject property, the owner and/or his agents will apply, if necessary, for a Site Alteration Permit, as described within By-law 2006-101. Prior to the commencement of any works within the site, all requirements, obligations, and control measures, as described within By-law 2006-101, will be in place and undertaken to the satisfaction of the City of Barrie and to the appropriate conservation authority, in those areas which are under their jurisdictions. Further, it will be the owner's responsibility through his professional consultant, to maintain the said works for the duration of this subject development.
11. The owner will be required to provide an up-to-date topographic survey of the existing site conditions. The survey shall include features and grading information for a minimum of 10.0 m within adjoining properties, to the centerline of municipal roadway(s) and the construction limit. Engineering surveys must be tied into the Ontario Horizontal Control Survey Network (Cosine) in accordance with Ontario specifications, guidelines and regulations under The Surveys Act (OS 79). In that regard, all plans shall be provided in an AutoCAD compatible digital form and refer to the Horizontal Control Survey UTM (Zone 17) NAD 83.
12. All engineering drawings shall identify two vertical and two horizontal City of Barrie recognized control monuments complete with monument numbers, descriptions, elevations etc. Monuments need to be located in the general vicinity of the proposed development site. Please refer to the following link: <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/ControlMonumentNetwork.aspx>
13. The owner will be required to provide the following drawings in accordance with the City of Barrie's Site Plan Application Manual and Urban Design Manual:
 - a) Separate site servicing drawing;
 - b) Separate site grading drawing. The drawing should demonstrate how the proposed grading works at the municipal boulevard meet the current City of Barrie Standards;
 - c) Separate sediment and erosion control drawing in accordance with the current Site Alteration By-law;
 - d) Separate storm drainage catchment drawings (i.e. pre and post development) that will identify/accommodate any external drainage and include the associated sewer design sheet(s);
 - e) Separate signage and pavement marking drawing in accordance with the Ontario Traffic Manuals. This drawing shall be detailed for use by the paint marking and signage contractor and shall include a legend, details, dimensions and material specifications;

Edward Terry

September 14, 2016

- f) Separate standard detail drawing identifying all the current provincial and municipal standards applicable to the design; and
 - g) Separate general notes drawing identifying all the applicable notes relating to the proposed servicing and grading works.
14. The required site plan drawings shall include all features such as property limits, municipal services, snow storage area, accesses/driveways for the subject site and adjacent properties including those on the opposite side of the municipal roadway, sidewalks, types of curbs, pavement markings within municipal roadways, existing and proposed buildings' roof leaders locations, etc.

Parks Planning

15. That the layout be revised to reflect the correct development limits, which excludes the required 6 m buffer behind top of bank. The buffer and associated watercourse embankment is to be rezoned E.P. and secured with 1.5 m high chain link fencing, and dedicated to the City of Barrie, per current policy.
16. That the direct neighborhood impact of increased height relative to the existing context be investigated, including a shadow study, and addressed through the provision of the adequate setbacks. The current proposal appears to seek both increased height and reduced setbacks/landscape buffers, compounding the impacts.
17. That the formal rezoning application include a Tree Inventory and Assessment, including any shared ownership vegetation (or entirely on the abutting properties), which has the potential to be impacted by the development of the site. Such vegetation impacts must be satisfactorily mitigated, or written consent to impact obtained in writing from the subject property owners.
18. That the front yard parking be eliminated such that only a driveway entrance with landscaped walkway open the site on to Dunlop Street, thereby creating an enhanced ground floor façade with foundation planting. This would potentially offset an application for a reduced front yard setback/landscape strip, which is typically 6 m in width, after the required 4.5 m widening.
19. That the rear yard parking be configured to create an efficient circulation, including the ramp access to the underground parking, which must also respect the setbacks and landscape buffers.
20. That the minimum 3 m wide landscape buffers be provided to ensure that the development of the site possess the opportunity to satisfactorily meet the minimum planting density stipulated in the Council approved Urban Design Manual for residential uses. Where boundary/neighboring vegetation is present, these buffers should be maintained as areas of non-disturbance as part of the Tree Preservation Plan, and coordinated with the Grading/Erosion Control Plans.
21. That the proposal identify the provision of a 2 m high fence per BSD-1206, along the east and west boundaries, with adjusted alignment to minimize impacts on vegetation to be protected.
22. That roof top/balcony amenity space be considered, as the site possesses unique waterview potential overlooking Milligan's Pond.
23. That the pending Site Plan Application include a complete landscape submission, including Plant List and Details, Tree Preservation Plan, and cost estimate.
24. That the owner agree to pay cash-in-lieu of parkland dedication in accordance with current policy.

Risk Management Office

25. **Issues Contributing Area - Road Salt Education and Outreach** - The subject property is located in the contributing area for several municipal wells where the chemicals of concern are chloride and sodium. This means groundwater beneath the subject property is flowing towards the municipal wells and could eventually be drawn up by these wells. As part of local source protection, the City of Barrie will undertake an education and outreach program targeting properties such as this to promote the importance of proper snow storage and salt management to ensure the application of road salt does not become a significant drinking water threat. The primary goals are to maintain safe winter conditions, reduce salt use by reducing icing conditions and promoting strategies to decrease the environmental impact. The Minnesota Pollution Control Agency has produced an excellent document on 'Winter Parking Lot and Sidewalk Maintenance Manual'. Here is the link for your reference: <http://www.pca.state.mn.us/index.php/view-document.html?gid=13562>
26. **Storage of Road Salt** - The subject property is subject to requiring a Risk Management Plan where road salt is stored in quantities equal to or greater than 5 tonnes. The storage of road salt requires a risk management plan, at a minimum, will include terms and conditions to require proper storage, and comply with contemporary standards to ensure the application of road salt does not become a significant drinking water threat. This will be outlined in the Risk Management Plan template for Road Salt that the City has made available.

Environmental Services Department Comments:**Water Operations**

27. There were no site servicing drawings circulated with the drawing package.
28. Detailed comments will be provided when site servicing drawings are circulated for review and comment.
29. This property was pre-serviced with a 50 mm domestic during Dunlop Street West reconstruction in 2015.
30. Any existing water service(s) that currently front the property that won't be utilized for development will need to be abandoned by cutting off at the watermain.

Environmental Operations

31. Information regarding internal storm water management and site drainage, erosion and sediment controls and sanitary connections must be provided for Environmental Operations to provide full comments. Information regarding an internal and/or external waste management plan should be provided to Waste Reduction to provide full comments.
32. Appropriate Erosion and Sediment Control devices are to be implemented and inspected on a regular basis, as well as, after every rain event and must be repaired as necessary to prevent any off-site environmental impacts.
33. When disinfecting new water lines; the discharge of super chlorinated water must be treated to completely eliminate any sources of chlorine prior to discharging to the natural environment. Sampling verification must be completed to ensure no residual chlorine is detected.
34. The site is located within a Source Protection Highly Vulnerable Aquifer. Snow storage, winter salt application, and hazardous spill response planning must be addressed to manage the risk factor as per Ontario's Clean water Act, 2006.

35. In order to be provided with municipal waste collection services, this multi-residential development must make provisions for either an internal or an external waste enclosure/depot that are designed to store waste according to each collection type.
36. A front end garbage bin with a capacity of one cubic yard per ten (10) residential units (1 compacted yard is equal to three (3) loose yards);
 - o rollout recycling carts, one 95 gallon cart for every seven residential (7) units;
 - o rollout organics carts, one 120 litre cart for every twenty (20) residential units.
37. The complex must be designed to accommodate large waste collection vehicles and have the required widths, turning radius, means of access and means of egress required for the waste collection vehicles, appropriate overhead clearance, and demonstrate that there will be safe and have unobstructed access to the waste to be collected.
38. The proposed location for either an internal or external waste enclosure must be accessible to all residents/occupants and cannot hinder residents/occupants from participating in Recycling and Organics diversion programs.

Roads, Parks & Fleet Department Comments:

Road Operations

39. No comments received.

Traffic and Parking Services

40. Traffic Services does not have any concerns regarding the proposed rezoning application.
41. Traffic Services has concerns regarding the proposed reduction of the parking stall ratio from 1.5 parking stalls to 1.1 parking stalls/unit. A parking study will have to be provided to support the reduction in parking.
42. That the owner clearly identify on the site plan that adequate stopping sight distance has been provided using the applicable design speed for all proposed access connections and verify that all sight lines are free of potential obstructions such as buildings, parking, signs or vegetation.
43. That the owner provides a drawing that clearly identifies on the site plan all proposed pavement markings and traffic signs. All pavement markings and traffic signs shall conform to the Ontario Traffic Manuals.
44. Provide detail drawings of the underground parking lot.
45. Pavement markings for parking stalls shall be painted white and conform to OPSS 1712.
46. The owner is to use full "cut-off" light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and streets.
47. The owner is encouraged to use feature lighting to high-light building relief, landscape features and monuments.
48. The owner is to provide full details on the make, model and manufacturer of all proposed light fixtures for the site.
49. The proposed one-way loop for the surface parking could be reduced from 6.4 m as it does not have to support two-way traffic flow.
50. The northwest curbing west of the proposed ramp extends into the travel portion of the access laneway which posed operational and safety concerns.
51. Provide a turning template for the proposed loading zone.

Edward Terry

September 14, 2016

- 52. Label garbage collection area.
- 53. Rb-93 signs are required for the barrier free parking stalls.
- 54. Hatching is required for the barrier free stall.
- 55. Two barrier free stalls can share the same hatching.
- 56. Label all curb cuts.

Facilities & Transit Department Comments:

Transit

- 57. No comments received.

STANDARD CONDITIONS

Refer to the City of Barrie website for City Standards, Policies and Guidelines for additional information on development application requirements.

For further information/clarification regarding the above conditions, please contact the following staff:

Nadine Rush – Development Services

Katie Thompson – Risk Management Office

Clare Maher – Parks Planning

Stephanie Zoschke – Environmental Operations

Allan Miller - Water Operations

Justin MacDonald – Traffic and Parking Services

Prepared by:


Nadine Rush, C.E.T.
Intermediate Development Services Technologist

Reviewed by:


Frank Palka, C.E.T.
Manager of Development Services

NR/lh



Zoning By-law Amendment Zoning Comments

Site: 233, 237 & 241 Dunlop Street West

File: D28-207

Zoning:

Present: RM2 (Multiple Residential Density 2) (SP-189)

Proposed: RA1-3 (Apartment Dwelling Density 3)

	Required by By-law (RA1-3)(SP)	Proposed
Lot Area (min.)	1,100 m ²	6,130 m ²
Lot Frontage (min.)	24 m	60 m
Front Yard (min.)	7 m	6.4 m
Interior Side Yard (min.)	5 m	>= 6 m
Rear Yard (min.)	7 m	34 m
Landscaped Open Space (min.)	35 %	52 %
Minimum Dwelling Unit Floor Area (min.)	35m ² /dwelling unit + 10m ² /bedroom	Please confirm
Lot Coverage (max. % of lot area)	35 %	25 %
Gross Floor Area (max. % of lot area)	100 %	148 %
Height of Building (Max.)	30 m	19.5 m
Number of Parking Spaces (min.)	1.5 X 79 = 119 spaces	91 spaces
Barrier Free Parking (Min.)	119 X 0.03 = 4 spaces	4 spaces
Parking Space Length (min.)	2.7 m X 5.5 m (Standard) 4.6 m X 5.5 m (BF Spaces)	2.7 m X 5.5 m (Standard) 4.6 m X 5.5 m (BF Spaces)
Parking Coverage (max.)	35%	Please Confirm
Driveway Aisle (min.)	6.4 m	6.4 m
Landscape parking buffer for more than 4 spaces abutting residential (min.)	3.0 m	0.6 m
Continuous landscape buffer for apartments (side & rear lot line)	3.0 m	Deficient side yard landscape buffer in front of the required parking lot

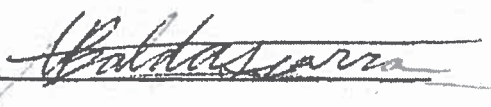
D28-0207

Comments and Notes

- A special provision will be required to permit a front yard setback of 6.4 m instead of the required 7 m as per section 5.3 in the City of Barrie Zoning By-law.
- A special provision will be required to permit a maximum gross floor area of 148% instead of the maximum gross floor area of 100% as per section 5.3 of the City of Barrie Zoning By-law.
- A special provision will be required to permit 91 parking spaces instead of the required 119 spaces as per section 4.6 of the Zoning By-law.
- A special provision will be required to permit a landscape buffer of 0.6 m instead of the required 3 m as per section 5.3.7.1 and 5.3.7.2 of the City of Barrie Zoning By-law.
- Please confirm the total parking coverage as per section 5.3.6.2 in the City of Barrie Zoning By-law.

Reviewed by: Alaina Baldassarra

Review date: September 19, 2016

Signature: 

Edward Terry

From: Cheryl Dillon
Sent: Friday, September 16, 2016 3:19 PM
To: Edward Terry
Subject: Re: File D28-207 (D11-1630) - Pre-consultation Application - 233, 237, & 241 Dunlop Street West

Good Afternoon Edward!

As this pre-consultation application is for condos which will become the Women's and Children's shelter of Barrie, and in support of the OBC's accessibility recommendations, I would encourage the applicant to ensure that all areas open to the public and or the shelter residents have barrier free access, including all common areas and park/green spaces. Beyond this suggestion, per the AODA the following is required:

- Ensure that there is a barrier-free path of travel as required around and throughout the development site
- Accessible parking is required for both commercial and residential properties. Based on the proposed level of parking, both type A and type B parking facilities will be required. Per the AODA,

80.34 Off-street parking facilities must provide the following two types of parking spaces for the use of persons with disabilities:

1. Type A, a wider parking space which has a minimum width of 3,400 mm and signage that identifies the space as "van accessible".
2. Type B, a standard parking space which has a minimum width of 2,400 mm. O. Reg. 413/12, s. 6.

Minimum number and type of accessible parking spaces

80.36 (1) Off-street parking facilities must have a minimum number of parking spaces for the use of persons with disabilities, in accordance with the following requirements:

1. One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer.
2. Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:
 - i. Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided.
 - ii. Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the

additional parking space, the odd-numbered space, may be a Type B parking space.

- All curb depressions at pedestrian crossings and curb depressions should adhere to the updated OPSD's (310.010, 310.020, 310.030, 310.031, 310.033, 310.039) which were aligned with the AODA in November 2015, which includes the use of tactile warning surface indicators where appropriate/required.
- Accessible pedestrian routes to entrances should be designed so they do not cross into vehicular routes without delineated pedestrian access areas (crosswalk for or direct access to sidewalk via curb depression for example).

Should you or the applicant have any questions or concerns, please give me a call as I would be happy to discuss this further.

Regards,

Cheryl Dillon, M.Ed, BA, RRP, MCVP

Accessibility Coordinator
City of Barrie
Central Ontario's Premier Waterfront Community

Location: 70 Collier Street
Tel: (705) 739-4220, ext. 5237
Fax: (705) 739-4233

Mailing Address:
P.O. Box 400
BARRIE, ON L4M 4T5



Date: September 7th , 2016

Attention: Cathy Borchuk

RE: Request for Comments

File No.: D28-207 (D11-1630)

Related Files:

Applicant: The Women's and Children Shelter of Barrie

Location 233, 237 & 241 Dunlop Street West



COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____ are still valid.

PowerStream has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or agent, of this proposed plan is required to contact PowerStream and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial, Institutional and High Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall be located 6m (or more) from windows, doors, vents and any flammable materials on the building site. In the event the 6m clearance cannot be achieved, PowerStream will require the installation of a fire/blast wall (6"poured reinforced concrete, 8"solid block, or 12" hollow 85% fill). The transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by PowerStream, and the customer's main service size has been established by their Consultant.

All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required. The primary duct bank cannot be integrated into the poured flooring of the building.

PowerStream will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version), along with the completed and signed Service Application Information Form (SAIF). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. PowerStream also requires a letter from the owner, or his agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below.

In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with PowerStream making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of PowerStream's cost for any relocation work.

Once PowerStream has received all proposed details and are satisfied with the design, PowerStream will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by PowerStream, PowerStream will start the final design and state and/or obtain the required approvals from the Local Municipality.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic In-Service Date. The information from the SAIF is also used to allocate/order materials, to assign a Technician to the project, and to place the project in the appropriate queue.

If the customer intends to use the permanent transformer for providing temporary power during construction, the temporary service requirements on the Application Form must be included. Amperage, voltage and the proposed secondary cable sizes, in order to calculate the cost in the *Offer to Connect*, are to be provided.

When the customer is ready to proceed, they will need to contact the New Connections Call Centre at (905) 417 - 6900 ext. 25713, or toll free 1-877- 963- 6900 ext. 25713 to obtain a Service Application Information Form (SAIF). The form is to be completed and returned, with the signed copies to the attention of Barry Stephens or Steve Cranley. If this proposed development is condominium-related, also contact PowerStream Metering Manager, Eddie Augusto at (905) 532 4433 for information about suite metering.

References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

Service Application Form to be completed and returned with the following documentation in order to prepare the Offer to Connect and/or Easements if required:

1. A copy of a current Parcel Register or Abstract of Title to include the property owner's name, address, telephone and fax numbers and pin number.
2. Title documents pertaining to the subject property to include the transfer deed of land, any encumbrances/Certificate of incorporation and any amendments showing the current correct Corporate name and address as filed with the appropriate Government Office.

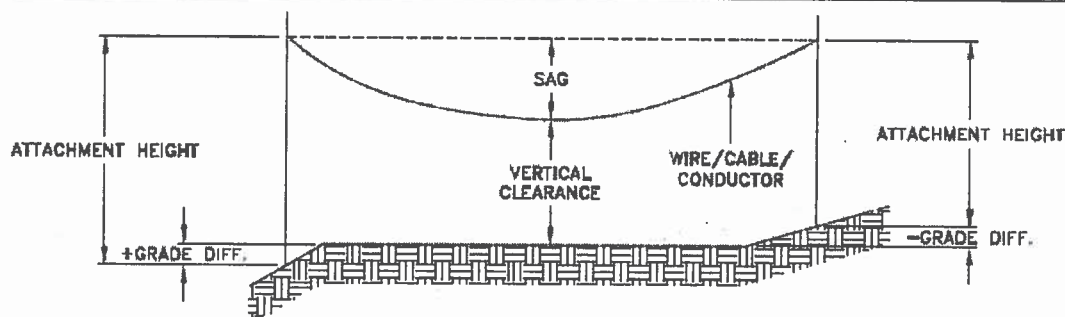
Please ensure that the reference number is included on your Electrical Inspection Certificate.

Regards,

Mr. Stephen Cranley
Supervisor, Subdivisions & New Services
Phone: 1-877-963-6900 ext. 31297
Fax: 905-532-4401
E-mail: stephen.cranley@powerstream.ca

Service Application Form is available by calling 905-417-6900 ext. 25713

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/16kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO <u>VEHICLES</u>	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO <u>PEDESTRIANS AND BICYCLES ONLY</u>	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT <u>RAILWAY CROSSINGS</u>	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 ± GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

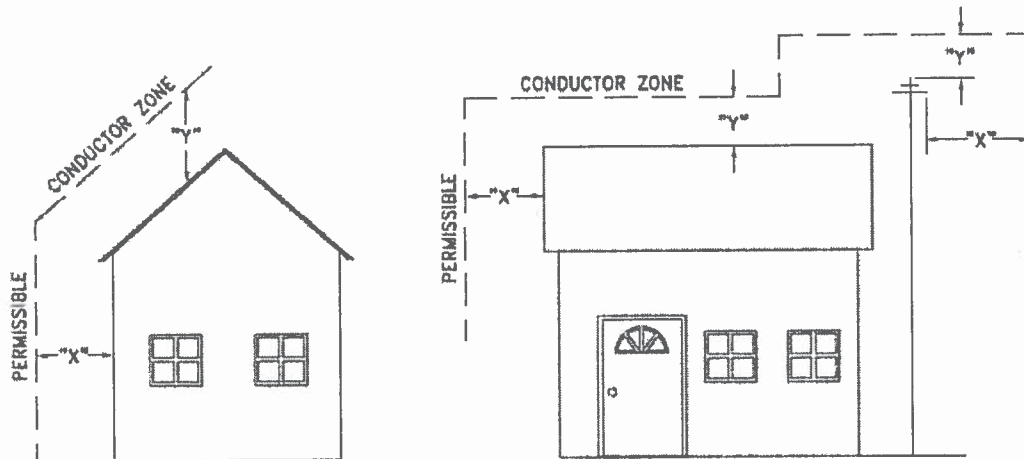
REFERENCES

SAGS AND TENSIONS SECTION 02

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Joe Crozier, P.Eng.	2012-JAN-09
Name	Date
P.Eng. Approval By:	Joe Crozier



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

NOTES

1. UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
2. THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
3. THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
4. BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
5. IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
6. DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
7. ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

**MINIMUM VERTICAL & HORIZONTAL CLEARANCES
OF CONDUCTORS FROM BUILDINGS OR OTHER
PERMANENT STRUCTURES (CONDUCTORS NOT
ATTACHED TO BUILDINGS)**

METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

Certificate of Approval
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04
Debbie Dadwani, P.Eng. 2010-MAY-05
Name Date
P.Eng. Approval By: *D. Dadwani*

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
* Copyright: Planning and Standards/Standard Design/PowerStream Standards/PowerStream Standards working file/Revision 2.0-02/06 23-4 RD May 3, 2010, 2nd, 3/3/2013 R12003 AM,
4/06/2013

Edward Terry

From: Dave Read
Sent: Monday, September 12, 2016 10:42 AM
To: Edward Terry
Cc: Alison Gallant
Subject: D28-207, 233, 237, & 241 Dunlop St. W,

Further to your invitation to provide comments, please be advised of the following from the Development Services Division of the Finance Dept.

It is our understanding the proposal is to construct a 79 unit residential condominium on these vacant lands.

Please be advised the following development fees that will be owing.

- 1) Development Charges will be calculated and collected at the time of issuance of the building permit. The current fee for bachelor and 1 bedroom units is \$18,574.00 per unit while 2 or more bedroom units are \$25,976.00 per unit. This fee is subject to an inflationary adjustment on Jan. 1st.
- 2) Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee is \$1,759.00 per unit.
- 3) Cash in lieu of parkland will be calculated and collected at the time of issuance of the building permit. Using the density formula, the amount owed will be the cash equivalent of 1ha. of land per 500 dwelling units. The owners will be required to submit an appraisal of the property in order to determine the value of the land.

Dave Read

Development Charges Administrator

The City of Barrie

Central Ontario's Premier Waterfront Community

Finance Department
1st Floor City Hall

70 Collier Street
P.O. Box 400, Barrie ON, L4M 4T5
Tel: 705-739-4220 ext. 5158
Fax: 705-739-4237

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 Please consider the environment before printing this email.

Edward Terry

From: David Lalonde
Sent: Thursday, September 08, 2016 11:04 AM
To: Edward Terry
Subject: D28-207 (D11-1630) 233 Dunlop Street West

Edward,

My only concern with the application is the location of the fire access route, the access appears to project over the underground parking area contrary to BFES policies.

David Lalonde

Fire Prevention Officer
The City of Barrie
Central Ontario's Premier Waterfront Community

Barrie Fire & Emergency Services Headquarters
155 Dunlop Street West
P.O. Box 400
Barrie ON, L4M 4T5
Tel: 705-739-4220 ext. 3236
Fax: 705-728-4439

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APPENDIX 3: DRAFT OFFICIAL PLAN AMENDMENT

**AMENDMENT No. _____ TO THE
OFFICIAL PLAN FOR THE
CITY OF BARRIE**

The attached explanatory text and Schedule "A" constituting Amendment No. ____ to the Official Plan for the City of Barrie, was prepared and adopted by the Council of the Corporation of the City of Barrie by By-law No. 2019-____ in accordance with the provisions of Section 17 and 22 of the Planning Act, R.S.O. 1990 c.P. 13 as amended.

MAYOR,

CORPORATE
SEAL OF CITY

CLERK,

THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the City of Barrie consists of three parts:

PART A – THE PREAMBLE

Consists of the purpose, location and basis for the Amendment and does not constitute part of the actual Amendment.

PART B – THE AMENDMENT

Consisting of the following text and Schedule “A” constitute Amendment No.____ to the Official Plan of the City of Barrie.

PART C – THE APPENDICES

Consists of the background information and planning considerations associated with this Amendment. This section does not constitute part of the actual amendment.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of the Official Plan Amendment is to alter Schedule C of the City of Barrie Official Plan. The amendment intends to maintain the existing designation of the property, however, Defined Policy Area [K] is to be amended on a site-specific basis.

The Official Plan Amendment will apply on a site-specific policy basis to permit a maximum density of 186 units per hectare on lands known as 233, 237, 241, 245 Dunlop Street West, and Roll Number 434203200405700 within the City of Barrie.

2.0 LOCATION

The lands affected by this Amendment are known as Lots 16, 17, 18 and 19 South Side of Elizabeth Street and Lots 16, 17, and 18 North Side of Perry Street, Registered Plan 27 in the City of Barrie. The lands consist of an area of 0.717 hectares (1.77 acres) with a frontage of approximately 80 metres on Dunlop Street West. The municipal addresses are as follows:

- 233 Dunlop Street West
- 237 Dunlop Street West
- 241 Dunlop Street West
- 245 Dunlop Street West
- Roll: 434203200405700 (No Address)

3.0 BASIS

According to the City of Barrie Official Plan Schedule B, the subject properties are designated Residential and Environmental Protection. The effect of the Official Plan Amendment would facilitate redevelopment of the lands for high density mixed use (residential/commercial uses)

Surrounding land uses include:

North: Low/Medium Density Residential, Mixed Use and Commercial along the north side of Dunlop Street West; Existing low and medium density residential to the north towards Donald Street; Commercial Plaza (Shoppers Drug Mart, No Frills) beyond Donald Street to Highway 400.

- South:** Environmental Protection Lands (Bunker's Creek); Commercial and Industrial uses along Vespra Street.
- East:** Existing Residential, Mixed Use and Commercial along south side of Dunlop Street West; Institutional Uses east of Eccles Street (Fire Station No. 1 & Central High School); Large commercial and office plaza off of Bradford Street; City Waterfront and Marina.
- West:** Medium and High Density Residential to the west of Boys Street; Commercial and Industrial and Commercial uses along west of Anne Street to Highway 400.

There are various policies in the applicable planning documents including the Places to Grow Growth Plan, the Provincial Policy Statement, and the City of Barrie Official Plan which offer support for the approval of this Official Plan Amendment.

The main focus of the above noted policy documents are to ensure that development is directed towards appropriate areas within the City of Barrie and that the higher level land use planning objectives of the Provincial planning documents are being addressed. The proposed development is located along a primary intensification corridor within the City of Barrie and helps to intensify the area by developing high density residential units on lands where municipal servicing is available. The size, location, and configuration of the land makes the property best suited for the proposed residential development.

The site is an ideal location for residential development of an increased density. The development is situated along an Arterial Road and identified primary intensification corridor within the City of Barrie. The subject lands are well serviced by public transit, including (5) local bus routes and associated connections to regional transit opportunities. The site's proximity to Downtown Barrie also encourages active transportation. A commercial plaza is located within a short distance to the north, including a grocery store, a pharmacy, and several commercial establishments and other services. Schools, parks, and other community amenities are located within a short distance of the subject lands, including Donald Street Park, Queen's Park, and Bunker's Creek and the City's Waterfront and Marina. The site is proximate to a variety of public elementary and high schools, as well as the Downtown branch of the Barrie Public Library.

There are a variety of land uses within the general vicinity of the subject lands. Uses include low/medium, high density residential uses, environmental protection, general industrial areas, as well as commercial uses. The proposed development is of higher density and compact form, targeting moderate house hold incomes. The density of development will be 186 units per hectare which will

aid the City of Barrie in achieving provincially requested density targets. As Dunlop Street is an arterial road within the City of Barrie and primary intensification corridor, it is a significant corridor for Public Transit which will support the proposed development type and density.

The site layout of the proposed apartment building has been designed with a high degree of architectural quality, contributing to the architectural interest from the streetscape. The structure will possess commercial uses on the ground floor, accessible from the street.

A Zoning By-law amendment is also required in order to rezone the lands appropriately and to ensure conformity with the Official Plan. The subject lands are currently zoned Multiple Residential – Second Density with Special Provisions 189 ('RM2 SP-189') and Holding 112 ('H-112') per Comprehensive Zoning By-law 2009-141. In order to permit the proposed development, a Zoning By-law Amendment is required to rezone the subject lands to the Residential Apartment Dwelling First Density – 3 Special Exception ('RA1-3 SP-*') Zone.

The proposed Official Plan Amendment and associated rezoning will accommodate the proposed development of this suitable intensification site surrounded by built-up areas of the City.

A planning justification report along with a number of additional technical studies have been prepared to further illustrate that the proposed Amendment is in keeping with the goals and objectives of the various planning policy documents including the Growth Plan, the Provincial Policy Statement, and the City of Barrie Official Plan.

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

1. Lands shown on Schedule “A” attached hereto located within Defined Policy Area [K], known as Lots 16, 17, 18 and 19 South Side of Elizabeth Street and Lots 16, 17, and 18 North Side of Perry Street, Registered Plan 27 in the City of Barrie, known municipally as 233, 237, 241, 245 Dunlop Street West, and Roll Number 434203200405700 within the City of Barrie shall be permitted a maximum density of 186 units per net hectare.

2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

3.0 INTERPRETATION

The provisions of the Official Plan as amended from time to time shall apply in regard to this Amendment.

APPENDIX 4: ZONING BY-LAW AMENDMENT & SCHEDULE

THE CITY OF BARRIE ZONING BY-LAW NUMBER 2009-141

“A By-law of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Lots 16, 17, 18 and 19 South Side of Elizabeth Street and Lots 16, 17 and 18 North Side of Perry Street, Registered Plan 27, municipally known as 233, 237, 241 and 245 Dunlop Street West and Roll #434203200405700 (No Address), in the City of Barrie, from the Multiple Residential – Second Density with Special Provisions 189 (‘RM2 SP-189’) and Holding 112 (‘H-112’) to Residential Apartment Dwelling First Density – 3 with Special Provisions (‘RA1-3 SP*’).”

WHEREAS the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a parcel of land known municipally as 233, 237, 241 and 245 Dunlop Street West, and Roll # 434203200405700 (No Address);

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE HEREBY ENACTS AS FOLLOWS:

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning those lands described as Lots 16, 17, 18 and 19 South Side of Elizabeth Street and Lots 16, 17 and 18 North Side of Perry Street, Registered Plan 27, municipally known as 233, 237, 241 and 245 Dunlop Street West and Roll #434203200405700 (No Address), in the City of Barrie, from the Multiple Residential – Second Density with Special Provisions 189 (‘RM2 SP-189’) and Holding 112 (‘H-112’) to Residential Apartment Dwelling First Density – 3 with Special Provisions (‘RA1-3 SP*’) as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2009-141 as amended;
2. **THAT** the following additions shall be made to the Residential Apartment Dwelling First Density – 3 Special Provision (RA1-3 SP*) Zone:
 - a. A front yard setback of 0.53m shall be permitted;
 - b. An interior side yard setback of 3.02m shall be permitted;
 - c. A minimum 31.74% landscaped open space shall be permitted;
 - d. A maximum gross floor area of 171.7% shall be permitted;
 - e. A minimum required parking ratio of 1 space/unit (103 total spaces) shall be permitted;
 - f. A maximum parking coverage of 48.42% shall be permitted; and,
 - g. A minimum landscape parking buffer of 1.3m shall be permitted.

3. **THAT** the following commercial uses shall be permitted in the Residential Apartment Dwelling First Density – 3 Special Provision (RA1-3 SP*) Zone:

- Art Gallery, Bake Shop, Bank, Commercial School, Day Nursery, Fitness or Health Club, Local, Florist, Local Convenience Retail, Office, Business or Professional, Office, Medical, Outdoor Display and Sales Area, Personal Service Store, Photography Studio, Place of Worship, Religious Institution, Rental Store, Restaurant, Retail Store, Service Store, Shopping Centre.

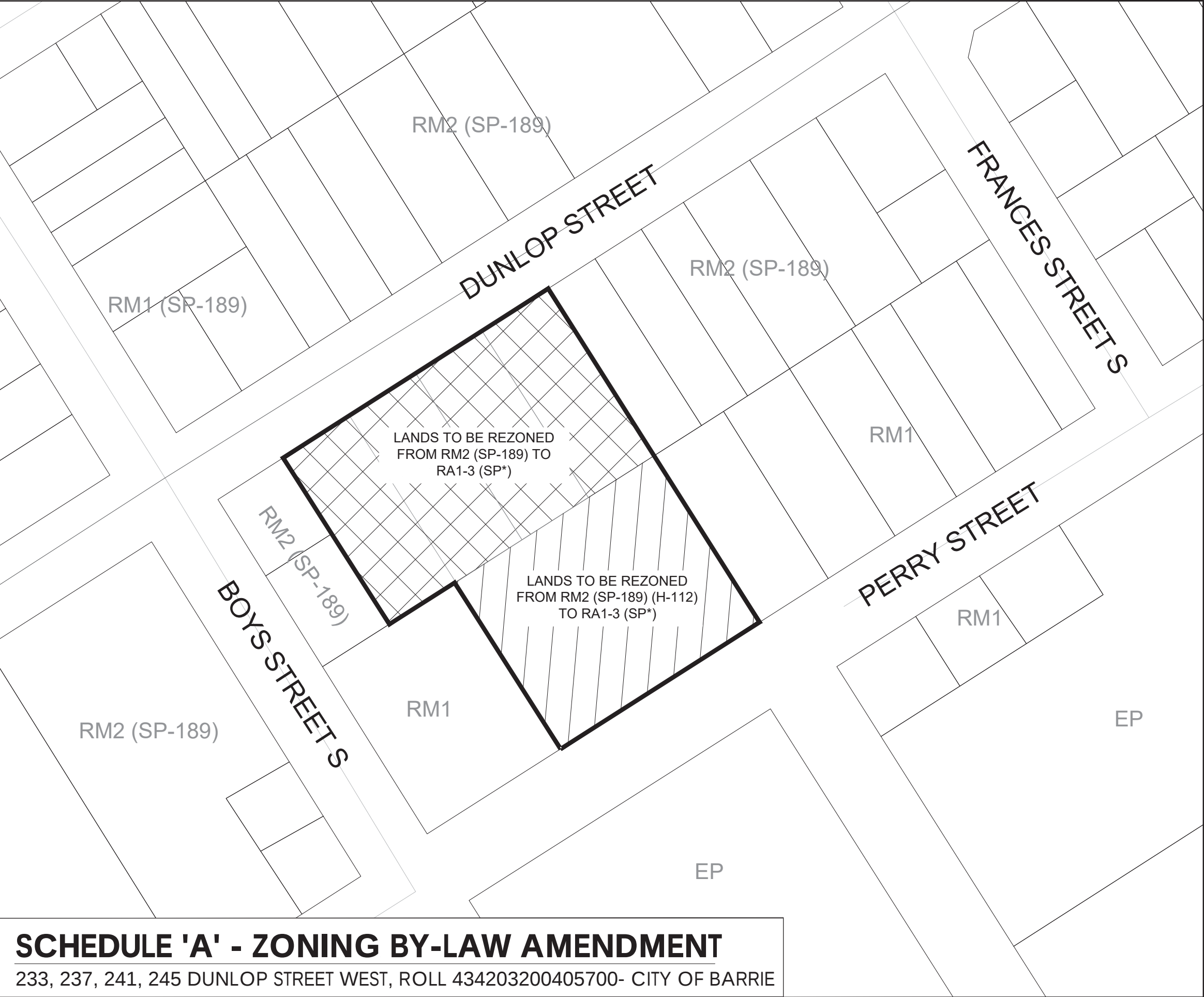
4. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day of _____ 2018.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk



Key Map

SCHEDULE 'A' - ZONING BY-LAW AMENDMENT
 233, 137, 241, 245 DUNLOP STREET WEST,
 ROLL 434203200405700
 CITY OF BARRIE

LEGEND

- Subject Lands
- Lands to be Rezoned from RM2 (SP-189) (H-112) to RA1-3 (SP*)
- Lands to be Rezoned from RM2 (SP-189) to RA1-3 (SP*)

Source: Simcoe County Interactive Mapping, 2018
Note: This drawing is for discussion purposes only.
The information shown is approximate and subject to change.

0 50m

Date: February 14, 2018	Scale: 1,1000
File: 16-636	Drawn By: VL

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APPENDIX 5: PROVINCIAL POLICY REVIEW

APPENDIX 5

233 DUNLOP STREET

REVIEW OF THE ONTARIO PLANNING ACT, PROVINCIAL POLICY STATEMENT (2014) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017) - PLACES TO GROW

The following is an in-depth review of the Ontario Planning Act, Provincial Policy Statement (2014) (“PPS”) and Places to Grow (2017) (“PtG”) to support the Planning Act Applications for 233 Dunlop Street West, City of Barrie.

Ontario Planning Act

Provincial Interest

2.0 In carrying out responsibilities under this Act, regard shall be had to, among other matters, matters of provincial interest such as:	
a) The protection of ecological systems, including natural areas, features and functions	A Tree Preservation Plan/Arborist Report and Watercourse Setback Assessment have been completed in conjunction with the proposed development and has concluded that the development will protect and preserve the treed features on the site where possible. Lands designated as Environmental Protection on the subject site are to be dedicated to the Conservation Authority.
b) The protection of the agricultural resources of the Province	Not Applicable
c) The conservation and management of natural resources and the mineral resource base	Not Applicable
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	Not Applicable

e) The supply, efficient use and conservation of energy and water	The Functional Servicing Report demonstrates that the proposed development employs conservation techniques which help support the sustainability of the project, such as the use of LIDs.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The Functional Servicing Report outlines how the project will be serviced efficiently and in an environmentally sound manner.
g) The minimization of waste	The development will include recycling and compost waste options for residents
h) The orderly development of safe and healthy communities	The City has identified through extensive studies Dunlop Street as an intensification corridor.
h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies	The proposed apartment development will be compliant with the AODA.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	Not Applicable
j) The adequate provision of a full range of housing, including affordable housing	The mixed-use development will add to the range of housing options available in the City of Barrie. Adding to the size, form, and range of rental housing along Dunlop Street the development will provide a more much needed rental units to a City that is almost within a rental housing crisis.
k) The adequate provision of employment opportunities	The new commercial space will bring some employment opportunities to the site.
l) The protection of the financial and economic well-being of the Province and its municipalities	The subject lands are well suited to accommodate the proposed intensification development, which will make efficient use of the existing infrastructure and transit services which in turn will not require additional capital monies to be expended to provide new or increase existing services.
m) The co-ordination of planning activities of public bodies	Not Applicable

n) The resolution of planning conflicts involving public and private interests	Planning conflicts will be addressed and mitigated to the extent possible through the processing of this application.
o) The protection of public health and safety	The proposed mixed-use project is designed to protect and conserve natural features and functions, while the traffic generated will not pose traffic concerns for the existing transportation network.
p) The appropriate location of growth and development	The subject lands are located within the built up area, wherein residential intensification is encouraged, as well as located along Dunlop Street, an Intensification Corridor and Arterial Road identified within the Official Plan.
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	Transit routes are immediately available in the area. Both private and public sidewalks will encourage and provide pedestrian movements to/from the site to Dunlop Street in an efficient and safe manner to encourage their use, and utilizing the commercial units on the ground level of the development.
r) The promotion of built form that, i) is well-designed; ii) encourages a sense of place; and iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant	The apartment development will be well-designed, attractive, and provide for a safe environment with the presence of windows and balconies over-looking most the site, providing for “eyes on the street”.
s) The mitigation of greenhouse emissions and adaptation to a changing climate	The FSR notes that the latest environmental best practices, including the use of LIDs, will be employed for the servicing of the development. The addition of appropriate landscaping, and tree preservation (to the extent possible) will assist in the sustainability of the project.

Provincial Policy Statement (2014)

1.0 Building Strong Healthy Communities

Efficient land use and development patterns support sustainability by promoting strong, livable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

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

a) Efficient development and land use patterns.	The proposed density of 186 units/hectare provides for an efficient use of the subject lands. A mixed use development provides a built form that is appropriate for an area which is characterized by a multitude of land uses.
b) Appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.	The proposed development contributes a type of housing unit which adds to the range and mix of the City's residential unit types, and housing stock in this area of the City.
c) Avoid development/land use patterns which may cause environmental/public health and safety concerns	As shown by the background reports (PJR, FSR) submitted with this Application, the proposed development does not cause concerns related to environmental/public health.
d) Avoid development/land use patterns that would prevent efficient expansion of settlement areas	The subject lands represent an intensification opportunity within the delineated built-up area that does not prevent future settlement expansion. Located along an intensification area and arterial road, they are an ideal candidate.
e) Promote cost-effective development patterns and standards to minimize and consumption and servicing costs	As an intensification project the proposed development will make efficient use of existing infrastructure.
f) Improve accessibility by removing land use barriers	The proposed development will be accessible and not create any land use barriers.
g) Ensure necessary infrastructure, electricity generation facilities and	The necessary infrastructure is existing within the area with sufficient capacity to

transmission and distribution systems, and public service facilities are/or will be available to meet needs	accommodate the proposed townhouse development.
h) Promote development and land use patterns that conserve biodiversity and consider impacts of a changing climate	The development will utilize LID technology, and protect and enhance the portion of Bunker Creek that is on-site.

1.1.3 Settlement Areas

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.

1.1.3.1 Settlement areas shall be focus of growth and development	The subject lands are located within the City of Barrie settlement area which is a designated Urban Growth Centre.
1.1.3.2 a) Land use patterns shall be based upon densities and land uses to support: efficient use of land; appropriate for, and efficient use of infrastructure and public service facilities; minimize negative impacts to air quality and climate change; promote energy efficiency; support active transportation; transit supportive; and freight supportive	The proposed density of 186 units/hectare allows for the efficient use of the intensification site and existing infrastructure. The servicing of the lands will utilize environmental techniques (LID). The lands are located in an area with commercial, recreational, and institutional facilities within walking distance, and are located on Dunlop Street, which is well-served by transit.
1.1.3.2. b) Range of uses and opportunities for intensification and redevelopment	The proposed site provides an intensification opportunity for mixed-use development.
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment	The site is an intensification site in accordance with the policies of Section 4.2.2.6 (d) of the Barrie Official Plan.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form	The requested amendments to the RA1-3 zone associated with this Application will provide appropriate standards to permit this intensification opportunity.
1.1.3.5	A minimum of 40% of the City's annual residential growth is to be located within

Planning authorities shall establish minimum targets for intensification and redevelopment within built up area	the delineated built up area. This proposed development will assist the City is meeting this requirement.
1.1.3.6 New development in designated growth areas should occur adjacent to existing built up area and have compact form, mix of uses and densities to allow for efficient use of land, infrastructure and public service facilities	The proposed development is within the delineated built up area, provides a compact, efficient built form at a density of 186 units/hectare that provides for the efficient use of the subject lands, existing infrastructure and public service facilities.

1.2.6 Land Use Compatibility

1.2.6
Major facilities and sensitive land uses should be planned to appropriate design, buffering and/or separation from each other to prevent or mitigate adverse effects

1.4 Housing

1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area by:	The proposed mixed-use development provides a type of housing unit which adds to the range and mix of the City's residential unit types.
1.4.3 a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households	The mixed-use development will make efficient use of existing land and infrastructure and therefore is able to provide a less expensive unit type that is more affordable than other unit types.
1.4.3 b) Permitting and facilitating (i) all forms of housing required to meet social, health and well-being requirements of current and future residents, including special needs requirements; and (ii) all forms of residential intensification, including second units, and redevelopment	The proposed unit types will add to the unit types available within the City in an intensification project.
1.4.3 c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be	The location of the subject lands is serviced by existing infrastructure with public services and facilities accessible via transit links.

available to support current and projected needs	
1.4.3 d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed	The proposed development is within the delineated built up area, provides a compact, efficient built form at a density of 186 units/hectare that provide for the efficient use of the subject lands, existing infrastructure and public service facilities. The area is well serviced by existing transit routes and supports the use of active transportation to commercial, institutional and recreational opportunities in the immediate area.
1.4.3 e) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety	The requested amendments to the RA1-3 zone associated with this Application will provide appropriate standards to permit allow for this intensification opportunity.

1.6 Infrastructure and Public Service Facilities

1.6.2 Planning authorities shall promote green infrastructure to complement infrastructure	As demonstrated by the Functional Servicing Report, the development will utilize LIDs.
1.6.3 Before consideration is given to developing new infrastructure and public service facilities: (i) the use of existing infrastructure and public service facilities should be optimized; and (ii) opportunities for adaptive re-use should be considered, wherever feasible	The development will utilize existing infrastructure that will assist with its optimization.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:	
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1.6.6.1 a) Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: municipal sewage systems and municipal water systems	The proposed development will utilize existing infrastructure that will assist with its optimization.
1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.	As noted in the Functional Servicing Report, the development will utilize existing municipal services.
1.6.6.7 Planning for stormwater management shall: (i) minimize, or where possible, prevent increases in contaminant loads; (ii) minimize changes in water balance and erosion; (iii) not increase risks to human health and safety and property damage; (iv) maximize the extent and function of vegetative and pervious surfaces; and (v) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed apartment development.

1.6.7 Transportation Systems

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation	The subject lands are well situated in close proximity to commercial, institutional and recreational opportunities that are easily accessed by active transportation methods. The lands are also well serviced by five (5) transit routes which lie in close proximity.
1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process	See above.

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:	
1.7.1. c) Maintaining, and where possible, enhancing the vitality and viability of downtowns and main streets	The additional population which will inhabit this development is expected to have a positive impact on the viability of downtown and main streets, as well as the establishments along Dunlop and Anne Streets.
1.7.1 d) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes	The proposed mixed-use development will be well-designed, and the site planned so as to preserve the existing trees to the extent possible within an urban environment.

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:	The reports prepared in support of this Application, including the FSR demonstrate that these objectives of the Provincial Policy Statement are addressed by the proposed development.
1.8.1 a) Promote compact form and a structure of nodes and corridors	The development provides for a compact form of development in keeping with the intensification policies (4.2.2.6 d)) of the City.
1.8.1 b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas	The subject lands are well situated in close proximity to commercial, institutional and recreational opportunities that are easily accessed by active transportation methods. The lands are also well served by five (5) transit routes which lie in close proximity.
1.8.1 e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion	The subject lands are in close proximity to employers located along Dunlop Street and Anne Street, as well as in proximity to transit links to other employment areas within the City.

Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017)

2.2.1 Managing Growth

2.2.1.2 Forecasted growth to the horizon of this plan will be allocated based on the following:	
2.2.1.2 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	Barrie is a settlement area with a delineated built boundary. Municipal water and sewer systems are existing. The proposed development will add to the mix of housing stock and support Barrie's intensification growth.
2.2.1.2 c) Within settlement areas, growth will be focused in: (i) delineated built up areas; (ii) strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and (iv) areas with existing or planned public service facilities	The subject lands are within Barrie's delineated built up area, are in close proximity to existing transit routes; and can be readily serviced by existing infrastructure.
2.2.1.2 d) Development will be directed to settlement areas, except where the policies of this plan permit otherwise	Lands are within Barrie settlement area.
2.2.1.2 e) Development will be generally directed away from hazardous lands	No hazard lands are present on the subject lands.
2.2.1.4 Applying the policies of this plan will support the achievement of complete communities that:	
2.2.1.4. a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities	The proposed mixed-use development will add to the housing diversity within the City. The subject lands are in close proximity to stores and services located along Dunlop Street and adjacent streets.

2.2.1.4 c) Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes	The location of the proposed development is in accessible distance to a variety of commercial, retail, institutional and employment uses, and is located on an existing public transit route which will appeal to those who cannot or chose not to rely on a personal vehicle. Thus the units provide an alternative to other more costly housing types.
2.2.1.4 g) Integrate green infrastructure and low impact development	As demonstrated by the FSR, LIDs are proposed as part of the servicing strategy for the subject lands.

2.2.2 Delineated Built Up Areas

2.2.2.1 By the year 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area	N/A
2.2.2.2 By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50% of all residential development occurring annually within each upper-tier or single-tier municipality will be within the delineated built up area	N/A
2.2.2.3 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	The proposed apartment development will assist in reaching this target (currently 40%).

3.2.7 Stormwater Management

3.2.7.2 a) – d) 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: (i) is informed by a subwatershed plan or equivalent; (ii) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; (iii) establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and (iv) aligns with the stormwater master plan for the settlement area, where applicable	The FSR submitted in conjunction with this Application has addressed all of these matters.
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APPENDIX 6: CITY OF BARRIE OFFICIAL PLAN POLICY ANALYSIS

APPENDIX 6

DETAILED REVIEW OF THE CITY OF BARRIE OFFICIAL PLAN POLICIES

The following is an in-depth review of the Barrie Official Plan to support the Planning Act Applications for 233 Dunlop Street West.

City of Barrie Official Plan

3.0 General Policies

3.1.1 a) To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools and recreation opportunities	The proposed mixed-use development assists with the provision of a mix of dwelling types along Dunlop Street West.
3.1.2.3 b) By 2015, and for each year thereafter, at least 40% of residential unit development shall be directed to the area within the built-up area as identified on Schedule I – Intensification Areas of the Plan	The proposed mixed-use development will assist in reaching this target for the delineated built up area.
3.1.2.3 c) The City's Growth Management Strategy identifies that the built-up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre.	The proposed mixed-use development will assist in reaching this population target for the delineated built up area.
3.3.1 a) To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents.	The proposed mixed-use development, at a density of 186 units/hectare provides a type of dwelling unit which adds to the range, mix and sizes along Dunlop Street West, that will meet the needs of current and future residents of the City.

3.3.1 b) To ensure that the quality and variety of the housing stock is maintained and improved.	The proposed mixed-use development will provide additional new housing to the current inventory of the City.
3.3.1 c) To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.	The proposed mixed-use development will have a density of 186 units/hectare will make efficient use of land, facilities and existing infrastructure at this intensification opportunity along Dunlop Street West. Its location is proximate to commercial, institutional, and recreational opportunities, as well as the downtown core of the City. The density of the development will support the existing transit in the area as well as active transportation.
3.3.1. d) To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.	Mixed-use developments add to the diversity and range of available housing options within the City and support the continuation of building a complete community.
3.3.1 e) To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements.	Mixed-use developments are an underutilized form of housing in this area of the City. They will provide a less expensive housing option than other forms currently existing within the City, and along this stretch of Dunlop Street.
3.3.1 f) To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.	Infrastructure and public services, including recreational services, are existing and available to service this development. Parks, schools, the Downtown branch of the Barrie Public Library, as well as transportation services are all proximate to the subject lands.
3.3.2.1 a) The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles.	Mixed-use developments are an underutilized form of housing in this area of the City. They will provide a less expensive housing option for future residents. Revisions similar to the previously approved MU1 and MU2 provisions to the zoning by-law are requested to allow for this form of housing.

3.3.2.1 c) The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of the Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization.	This development represents an underutilized form of housing on lands that are an ideal candidate for redevelopment. The subject site is an exceptional opportunity for intensification and the introduction of higher densities. The Planning Justification Report advises how the proposed intensification project addresses well the planned character and density targets of the City, and outlines the need for certain zoning standards to be revised to allow for the development to move forward.
3.3.2.1 g) The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.	The proposed density supports the goal of creating a complete community and making efficient use of transit, infrastructure and active transportation initiatives along Dunlop Street West.
3.3.2.2 a) It is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria: In the case of home ownership, the least expensive of (1) housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or (2) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area. In the case of rental housing, the least expensive of (1) a unit for which the rent does not exceed 30% of gross annual household income for low and moderate-income	The decision on price point has not been made as yet as it is usually determined closer to when construction is initiated. The building type, however, is conducive to providing a less expensive (more affordable) housing option. The location of the proposed development is in accessible distance to a variety of commercial, retail, institutional and employment uses, and is located on an existing public transit route which will appeal to those who cannot or chose not to rely on a personal vehicle. The development will be an attractive, yet affordable option for future residents.

households; or (2) a unit for which the rent is at or below the average market rent of a unit in the regional market area.	
3.3.2.2 b) Low, medium and high-density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.	The proposed development is considered high-density.
3.3.2.2 c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.	The subject lands are in accessible distance to a variety of commercial, retail, institutional and employment uses, and is located on an existing public transit route which will appeal to those who cannot or chose not to rely on a personal vehicle.
3.3.2.2 d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan.	The requested variances to the Zoning By-law would provide standards to allow for the development of this more affordable housing type.
3.7.2.1 a) A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted.	The proposed development, at approximately 186 units/hectare, contributes to a compact urban form and supports the use of existing transit service, and would promote active transportation due to its location in proximity to commercial, and recreational services along Dunlop Street and transit links.
3.7.2.1 c) In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials	The submitted reports in support of this application outline the energy conservation and environmental protection techniques (i.e. LID's) that will be utilized within this mixed-use development.

4.2 Residential

4.2.1 b) To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.	The introduction of this mixed-use development will assist the City in continuation of building a complete community, by offering an attractive yet compact form of housing, that is proximate to the services and facilities used by the population on a day-to-day basis.
4.2.1 c) To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.	The proposed development contributes to the area's density to further support the existing transit available in the area (Dunlop Street) and supports active transportation initiatives.
4.2.1 e) To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.	The subject lands are well suited for intensification and are designated "Residential" and therefore would not jeopardize the expansion of non-residential uses. The "Environmental Protection" area of the subject lands is to be dedicated to the Conservation Authority.
4.2.1 f) To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.	The subject lands are designated "Residential" and are within an area which is characterized by existing medium to high density uses and therefore would not create conflicts with other uses.
4.2.1 g) To plan for new development in the medium and high-density categories which encourage mixed use and high quality urban design for medium and high-density development within the Intensification Areas while continuing to support the integrity of stable neighbourhoods.	Dunlop Street is identified as an Intensification Corridor in the Official Plan. The proposed development meets the policies for intensification in Section 4.2.2.6 (b) and will not harm the integrity of the neighbourhood as the area is characterized by medium to high density uses currently.
4.2.2.1 a) Where lands are designated Residential an Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed	The subject lands are designated residential and propose a mixed-use development.

and breakfast establishments and group homes.	
4.2.2.2 a) For medium and high density residential development, net residential hectare shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area but excluding local residential streets, Open Space and Environmental Protection Areas.	The net residential density of 186 units/hectare do not include municipal roads or Environmental Protection or Open Space areas.
4.2.2.2 e) High density residential development shall consist of developments which are in excess of 54 units per net hectare.	The proposed mixed-use development is interpreted by this policy as a high-density development.
4.2.2.3 a) In areas where secondary plans have been prepared and adopted by the City, a determination has been made with regard to the appropriate location and concentrations of low, medium and high-density housing. In these areas, any additional medium or high density residential proposals must proceed by way of amendment to the Plan. In areas where a secondary plan is not in effect, the locational criteria outlined in the remainder of this section shall apply.	As there is no Secondary Plan pertaining to these lands, the proposed development has been reviewed in conjunction with the locational criteria in the Residential Section of the Official Plan and it has been determined that the proposal conforms to all applicable policies.
4.2.2.3 b) Medium and high density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are: i) adjacent to arterial and collector roads; ii) in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and iii) where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate.	The subject lands are located along Dunlop Street identified as an Intensification Corridor; they are located i) along an Arterial Road; ii) are proximate to facilities such as schools, parks and commercial developments; and iii) services and infrastructure are existing and are available to service the proposed development.
4.2.2.4 a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area	The proposed development provides 103 parking spaces, 96 of which are for residential use. This equates to a rate of 1 space per dwelling unit, including five (5) barrier free spaces. This ratio of 1 stalls/unit is less than the current

including landscaping, screening, buffering and accessibility considerations.	requirement of 1.5. This reduction in parking is offset by the location of the site, in proximity to public transit and within a walkable neighbourhood.
4.2.2.4 b) Densities will be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.	The development is proposed in a high-density form. The existing single detached low-density dwellings to the east will be well protected from the subject lands through appropriate landscaping and other buffering techniques.
4.2.2.4 c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 e).	A Noise Study was not identified as a requirement for submission.
4.2.2.5 b) Uses in the Residential designation require the provision of full municipal sewer and water services.	The development will be serviced by municipal services.
4.2.2.6 a) Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.	The proposed intensification development on the subject lands is considered an infill development.
4.2.2.6 b) Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan.	The proposed development is located along an identified Intensification Corridor in the Official Plan and thus conforms to this policy.
4.2.2.6 c)	The proposed mixed-use development will be well-designed and at 186

Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.	units/hectare will be at a density that makes efficient use of land, facilities and existing infrastructure at this intensification opportunity on Dunlop Street. Its location is proximate to commercial, institutional and recreational opportunities that support the existing transit and active transportation links in the area. This will contribute to improving air quality and energy efficiency.
4.2.2.6 d) Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:	
(i) That the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood; (ii) That infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems; (iii) That public transit is available and accessible; (iv) That the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused; (v) That sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and (vi) That consideration is given to the preservation of heritage resources	(i) The scale and character of the development is high-rise, which is compatible with other developments in the surrounding neighbourhood to the west. (ii) Infrastructure, transportation facilities and community facilities are all present in the surrounding area; (iii) Transit routes are located on Dunlop Street and Anne Street and are available for the use of the residents of this project; (iv) While a density of 186 units/hectare is proposed, the additional number of units is not expected to negatively impact intensification numbers in designated areas; (v) The mixed-use development will be of high quality design and construction, and will protect the on-site environmental features; (vi) There are no heritage resources located on the subject lands

4.2.2.6 d) Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan.	N/A; the proposed development is located along an identified Intensification Corridor.
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5.0 Servicing

5.1.1 b) To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.	The proposed development will be serviced by municipal services.
5.1.1 e) To ensure that servicing of development shall employ best management practices to ensure sensitivity to the natural environment and efficiency of City services and operations	The submitted FSR and SWMR outline how the natural environment will be protected and enhanced and how the project will be efficiently serviced. Approximately 1,624 square metres of the subject lands are to be dedicated to the Conservation Authority.
5.1.1 j) Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre.	There is available capacity for this development as outlined in the accompanying FSR.
5.3.2.2 a) An application for major development shall be accompanied by a stormwater management plan that demonstrates:	
i) An integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales; ii) through an evaluation of anticipated changes in the water balance between pre-development and post-	The accompanying FSR addresses how these criteria are addressed through the proposed development.

iii) development, how such changes shall be minimized; and Through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized	
5.3.2.2 b) Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:	
i) Encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of-pipe controls; ii) Encouraging the implementation of innovative stormwater management measures; iii) Allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds; iv) Supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and v) Support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls	The accompanying FSR addresses how these criteria are addressed through the proposed development.
5.3.2 e) Stormwater management facilities for development proposals shall not be located on lands designated Environmental Protection or Open Space unless in accordance with provincial policy.	The portion of the lands designated Environmental Protection are to be dedicated to the Conservation Authority.

5.3.2.3 a) New development shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the Regional storm or the 1:100 year storm.	This has been confirmed through the FSR/SWMR which has been submitted in conjunction with this Application.
5.3.2.3. b) Stormwater management works that are established to serve new major development shall not be permitted unless the works are designed to protect properties from stormwater and flood water by incorporating best management practices in accordance with the City's stormwater management policies, the Enhanced Protection Level specified in Chapter 3 of the MOE Planning and Design Manual and the policies of the Conservation Authorities. (This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment.	These matters have been discussed and addressed through the accompanying FSR/SWMR.
5.4.1 d) To develop the Intensification Areas identified on Schedule I – Intensification Areas of this Plan at densities that are transit supportive and provide linkages to major transportation hubs and routes such as the major transit stations.	The proposed density of 186 units/hectare will support the existing transit routes along Dunlop Street and adjacent streets.
5.4.2.1 c) Numerous individual access points should be discouraged along existing and future arterial roads and alternative design options considered.	A single access is proposed to service the development.
5.4.2.1 f) Any development in any land use designation located within the Ministry of Transportation Highway 400 permit control area will be subject to Ministry approval.	N/A

Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry Guidelines.	
5.4.2.3 b) High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.	There are existing transit routes along Dunlop Street and adjacent streets, including five (5) local bus routes.
5.4.2.3. c) New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.	The proposed development provides walkway from the units directly to Dunlop Street where transit routes are located.
5.4.2.4. b) Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.	See above.

6.5 Urban Design Guidelines

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.	The design of the building is high-rise; The existing low-density dwellings to the east will be well protected from the subject lands through appropriate landscaping and other buffering techniques. The property will be a transition from the medium density commercial plaza and apartment dwellings to the west.
6.5.2.2 ii) The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.	Will be confirmed at Site Plan stage.
iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to	Will be confirmed at Site Plan stage.

the front. Where exposed walls exist, screening through landscaping should be encouraged.	
v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.	Pedestrian access to to the lobby will be directly from the sidewalks along Dunlop Street.
vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.	The walkways on-site will be connected to the public sidewalks on Dunlop Street, which are connected to the various commercial, recreational and service facilities in proximity to the subject lands, as well as the two commercial units of the building.
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.	As noted above, there will be a single access to the new development.
ii) Adequate disability parking spaces will be provided where required.	Five (5) barrier free parking spaces are included, including 3 'A,' and 2 'B.'
iv) Major parking, loading and delivery areas, as well as garbage enclosures, should be confined to the rear of the buildings.	Garbage enclosures are located at the rear of the building/site.
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.	Will be confirmed at Site Plan stage.
iii) No Environmental Protection Area should be included in the minimum landscaping standard.	N/A
iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.	Will be confirmed at Site Plan stage.
6.5.2.2. d) i)	N/A

Redevelopment proposals, including infill and intensification, or change of use should address opportunities to re-naturalize piped channelized watercourses in the design.	
ii) All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.	N/A
iv) Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.	The tree inventory/arborist report submitted in conjunction with this Application addresses this criterion.
v) Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long term protection, subject to the results of an EIS that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development.	N/A
vi) The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the EP Area designation of this Plan.	N/A
6.5.2.2 e) i) Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.	Will be confirmed at Site Plan stage.
6.5.2.2 g) i) Energy efficiency shall be encouraged through community, site and building	Will be confirmed at Site Plan stage.

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.	
iv) Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.	The proposed development is designed in a compact form, at a density that efficiently utilizes existing infrastructure, and is accessible to commercial, employment and other facilities within the surrounding area. The subject site is an ideal candidate for redevelopment for the above noted reasons.

6.6 Tall Buildings and Height Control

6.6.1 Criteria	
6.6.1 <i>The policies contained within Section 6.6 will be applicable to any building proposed to be greater than three (3) storeys in height.</i>	The policies of Section 6.6 apply to this development as the building is proposed to reach a height of eight (8) storeys.
6.6.3 General Policies	
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.	The building has been designed to reduce the impact on the pedestrian realm. The building makes use of architectural features such as transparent windows, doors, glazing, and active commercial uses. This will foster an inviting building façade from Dunlop Street.
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.	The building has been designed with a narrow footprint, resulting in a slim structure.

6.6.3 (c) Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.	The building is sufficiently setback from the nearest structures of over three (3) storeys. The building will transition in height from the three (3) storey apartments located on the west corner of Dunlop St. W. and Boys St.
6.6.3 (d) Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.	Parking for the proposed development is located to the rear of the site. Commercial uses are located at grade and are accessible to pedestrians along Dunlop Street.
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.	The building has been designed to a high degree of architectural quality and makes use of a variety of architectural and landscape treatments. Elevations and a render of the proposed building can be seen in the urban design report and planning justification report.
6.6.4 Policies	
6.6.4 (a) (i) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.	A Shadow Impact Study has been completed by ISM Architects and submitted with the application.

6.6.4 (a) (ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.	A Shadow Impact Study has been prepared by ISM Architects that demonstrates the impact on adjacent properties. The tower has been positioned on the site to reduce the impact to the greatest extent possible while still respecting the environmental constraints of the site.
6.6.4 (c) (ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, façade interruptions, arcades, landscaping, or other creative solutions.	The proposed structure will make use of canopies that will provide weather protection for pedestrians.
6.6.4 (d) (ii) New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.	The proposed structure has been designed to foster an inviting public realm to the pedestrian. The majority of the frontage features a street wall of continuous built form that will incorporate the architectural features noted in the policy. Active uses including two (2) commercial units will be located at grade and directly accessible from the street. Landscaping will also be utilized.
6.6.4 (d) (iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.	The primary building façade is oriented towards Dunlop Street. The main entrance to the building and the commercial uses will be directly accessible from the public sidewalk.
6.6.4 (d) (iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings	The façade of the building fronting Dunlop Street will create interest to the pedestrian through the architectural features used and active uses located at grade.

from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.	
6.6.6 Tall Building Application Submission Requirements	
6.6.6 (a) (iii) A <u>SHADOW IMPACT STUDY</u> demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21.	A Shadow Impact Study has been prepared by ISM Architects and submitted with the applications in accordance with Policy 6.6.6 (a) (iii).



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