



PLANNING RATIONALE

17 JACOBS TERRACE
259 INNISFIL STREET
41-43 ESSA ROAD

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: TONLU HOLDINGS LTD.

SEPTEMBER 2021



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

TABLE OF CONTENTS

1.0 INTRODUCTION	4
2.0 LOCATION & CONTEXT	7
2.1 Subject Site	8
2.2 Official Plan Designation	12
2.3 City of Barrie Zoning By-law	13
2.4 Surrounding Land Uses	14
2.5 Surrounding Context	17
2.6 Transit	20
2.7 Heritage	24
2.8 Surrounding Development Applications	26
3.0 DESCRIPTION OF THE PROPOSAL	28
3.1 The Proposal	29
3.2 17 Jacobs Terrace	30
3.3 259 Innisfil and 41-43 Essa Road	38
3.4 Draft Zoning By-law Amendment	51
3.5 Community Consultation	54
4.0 PLANNING ANALYSIS	55
4.1 Planning Act (2018)	56
4.2 Provincial Policy Statement (2020)	57
4.3 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)	59
4.4 City Of Barrie Official Plan (July 2018 Consolidation)	63
4.4.1 Affordable Housing and Residential Policies	65
4.4.2 Energy Conservation and Renewable Energy Systems	66
4.4.3 Brownfields & Contaminated Sites	66
4.4.4 Groundwater Recharge Areas	66
4.4.5 Lake Simcoe Protection Plan (LSPP)	67
4.4.6 Urban Design	67
4.4.7 Parkland Dedication Requirements	67
4.5 City Of Barrie Intensification Area Urban Design Guidelines (2012)	68
5.0 SUPPORTING STUDIES	69
5.1 Urban Design Brief	70
5.2 Traffic Impact and Parking Study	70
5.3 Functional Servicing Report and Stormwater Management Report	70
5.4 Environmental Site Assessment	71
5.5 Hydrogeological Investigation	72
5.6 Preliminary Geotechnical Investigation	72
5.7 Environmental Noise and Vibrations Feasibility Assessment	72
5.8 Rail Safety Study	72
5.9 Pedestrian Level Wind Assessment and Microclimate Impact Report	73
5.10 Energy Conservation Report	73
6.0 CONCLUSION	74

LIST OF FIGURES

Figure 1.	Subject Site	5
Figure 2.	Aerial View	9
Figure 3.	Barrie Official Plan Schedule A - Land Use	12
Figure 4.	Barrie Official Plan Schedule I - Intensification Areas	12
Figure 5.	Map - City of Barrie Zoning By-law 2009-141	13
Figure 6.	Aerial Context	15
Figure 7.	Greater Context	16
Figure 8.	Barrie Official Plan Schedule B - Planning Area	19
Figure 9.	Location of Allandale GO Station and Allandale Transit Mobility Hub	20
Figure 10.	Allandale Station GO transit Map	21
Figure 11.	Barrie Transit Map	22
Figure 12.	Allandale Hub Rendering (City of Barrie Public Information Centre Presentation)	23
Figure 13.	Heritage Map	24
Figure 14.	NHS Allandale Neighbourhood street classification map	25
Figure 15.	Map of surrounding development applications	27
Figure 16.	Overall site plan	29
Figure 17.	17 Jacobs Terrace - Rendering looking south	30
Figure 18.	17 Jacobs Terrace - Site Plan	31
Figure 19.	17 Jacobs Terrace - Ground Floor Plan	32
Figure 20.	17 Jacobs Terrace - Amenity Terrace Landscape Plan	33
Figure 21.	17 Jacobs Terrace - North Elevation	34
Figure 22.	17 Jacobs Terrace - Rendering looking north	35
Figure 23.	17 Jacobs Terrace - Ground Floor Landscape Plans	36
Figure 24.	17 Jacobs Terrace - Statistics Chart	37
Figure 25.	Innisfil and Essa Road - Rendering looking north	38
Figure 26.	Innisfil and Essa Road - Site Plan	39
Figure 27.	Innisfil and Essa Road - Woonerf diagram	40
Figure 28.	Innisfil and Essa Road - Shared space design precedents	41
Figure 29.	Innisfil and Essa Road - Example woonerf	41
Figure 30.	Innisfil and Essa Road - Section along Innisfil Street	42
Figure 31.	Innisfil and Essa Road - Ground floor Plan	43
Figure 32.	Innisfil and Essa Road - North Elevation	44
Figure 33.	Innisfil and Essa Road - Amenity Terrace Landscape Plan	45
Figure 34.	Innisfil and Essa Road- Rendering looking north	47
Figure 35.	Innisfil and Essa - Landscape Plan	48
Figure 36.	Section through woonerf	49
Figure 37.	Innisfil and Essa - Statistics	50
Figure 38.	Table 1 - Zoning Charts	51
Figure 39.	Schedule 2 - A Place to Grow Concept	60
Figure 40.	Intensification Typologies	68

INTRODUCTION



Innovative Planning Solutions has been retained by Tonlu Holdings Ltd., 2831513 Ontario Corp., 41-43 Essa Road Limited (owners) to complete a Planning Justification Report in support of an application for Zoning By-law Amendment (ZBA) to the City of Barrie Zoning By-law 2009-141 as amended to permit the development of a 6-tower mixed-use residential/commercial development.

The project is a collection of properties located in the Allandale Neighbourhood, generally located northwest of Essa Road, East of Anne Street, North of Caroline Street and South of Tiffin St. and the BCRY rail line. The lands are municipally known as 17 Jacobs Terrace, 259 Innisfil Street and 41-43 Essa Road (hereby referred to as the subject site). See Figure 1.

Although this report describes the development proposal as a whole, there will be two separate ZBA applications, one for 17 Jacobs Terrace, and one for 259 Innisfil Street / 41-43 Essa Road.

The proposed Zoning By-law Amendment (ZBA) seeks to change the zoning from Light Industrial (LI) and Central Area Commercial (C1) to Transition Centre Commercial with Special Provisions (C2)(SP) for the subject area. This zone is intended to facilitate the future development of 6 towers ranging in height from 20 to 37 storeys with a mix of residential, community and and grade related commercial/retail uses. The proposed development will result in approximately 135,429 m² of gross floor area (GFA), comprised of 134,325m² of residential/amenity GFA and 896m² of retail/commercial GFA as well as a 208m² community space. The proposal is anticipated to be a phased development with the phases to be determined as the project progresses.

This report is to provide an assessment of the applicable planning policy framework and provide opinions supporting the conclusion that approving the requested application conform to and is consistent with applicable policy and planning documents and represents good planning in the public interest.

This Report will review the merits of the development proposal in the context of applicable Provincial and Municipal policies to provide necessary rationale for the approval of the proposed development. This report will review the following documents to demonstrate consistency:

- Planning Act (2018)
- Provincial Policy Statement (2020)
- Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)
- Lake Simcoe Protection Plan (2009)
- City of Barrie Official Plan (Office consolidation – January 2018)
- City of Barrie Zoning By-law (Office consolidation – January 2020)
- Design Guidelines for the City of Barrie



Figure 1. Subject Site

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed applications:

- are consistent with the applicable policies of the Provincial Policy Statement 2020;
- conform with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conform with the applicable policies of the Lake Simcoe Protection Plan;
- conform with the applicable policies of the City of Barrie Official Plan (Office consolidation - January 2018);
- comply with City of Barrie Zoning By-law (Office consolidation - January 2020);
- do not contain, adjoin or impact significant cultural heritage / archaeological resources;
- do not contain, adjoin or are impacted by any natural or human-made hazards; and,
- represents good planning.

Details regarding the proposed development and application are provided in the following sections of this Report.

LOCATION & CONTEXT



2

2.1 Subject Site

The subject site is a collection of properties located in the Allandale Neighbourhood, generally located northwest of Essa Road, East of Anne Street North of Caroline Street and South of Tiffin St and the BCRY Railway tracks. As detailed earlier, although this report describes the development proposal as a whole, the lands can be characterized as two separate areas and will be submitted as separate applications. The first as 17 Jacobs Terrace, and the second as 259 Innisfil Street / 41-43 Essa Road (see Figure 2).

The total land area for both applications is approximately 27,035m² (2.7ha) with 17 Jacobs Terrace representing approximately 9,146m² (0.9ha) and 259 Innisfil & 41-43 Essa Road representing 17,889m² (1.8ha). The proposal has frontages along 3 municipal streets, Jacobs Terrace (101.3m), Innisfil Street (187.2m) and Essa Road (58.5m). Within the City of Barrie Official Plan, Jacobs Terrace is classified as a Local Street with a planned right-of-way of 16m, Essa Road is classified as an Arterial Road with a planned right-of-way of 29m, and Innisfil Street is classified as a Major Collector with a planned right-of-way of 27m.

The lands are relatively flat and are mostly free of vegetation with limited tree coverage along the borders of the properties. The lands are irregular in shape and are in close proximity (approximately 45-350m) to the Allandale Waterfront Go station and proposed Barrie Allandale Transit Hub.

Access to 17 Jacobs Terrace is currently taken from Jacobs Terrace with a large curb cut located relatively central to the frontage of the property. Access to 259 Innisfil street is currently taken from Innisfil Street with multiple large curb cuts along the frontage of the property. Access to 41-43 Essa Road is also taken from multiple large curb cuts along the Essa Road Frontage.

The existing uses of the properties is as follows:

- 17 Jacobs Terrace - Industrial Warehouse / Manufacturing building
- 259 Innisfil Street - Industrial /Commercial buildings (currently vacant)
- 41-43 Essa Road - Vacant Commercial building



17 Jacobs Terrace - Aerial View



259 Innisfil Street - Aerial View



41-43 Essa Road - Aerial View



Figure 2. Aerial View

Legal Descriptions

17 Jacobs Terrace
LOT 7 8 9 PT LOT 5 6 10 AND 11 SOUTH SIDE OF JACOBS TERRACE REGISTERED
PLAN 30 CITY OF BARRIE

259 Innisfil Street
PLAN 29 PT LOT B LOT 7 TO LOT 9 LOT 10 LOT 11 LOT 12 RP 51R7289 PART
1PART 2 PART 5 TO PART 7

41-43 Essa Road
PLAN 29 LOTS 3 AND 4 W ESSA RD BLOCK ST BLK A E BLOCK ST PT LOT 2 W
ESSA RD RP 51R23560 PART 1



Subject Site - frontage along 41-43 Essa Road



Subject Site - frontage along 259 Innisfil Street



Subject Site - frontage along 17 Jacobs Terrace



2.2 Official Plan Designation

The lands are currently designated 'City Centre' on Schedule A - Land Use of the City of Barrie Official Plan (see figure 3). The lands are also designated as 'Commercial' on Schedule B - Planning Areas. The City Centre designation permits a broad range of retail, service and residential uses to serve the general needs of the Downtown. Residential uses are permitted in a variety of housing types and are encouraged to achieve medium and high density developments within the City Centre. The designation encourages the integration of retail stores with residential uses where possible. Schedule I of the Official Plan, designates the lands as part of

the 'Urban Growth Centre (UGC)' (see figure 4). The UGC is designated to accommodate a large amount of the population growth and development for the City of Barrie. The Official Plan sets out goals for the UGC including 150 persons and jobs combined per hectare. It is anticipated that this additional density will occur in the high-density categories averaging between 150-200 units per net hectare (Section 4.2.2.6.g).



Figure 3. Barrie Official Plan Schedule A - Land Use

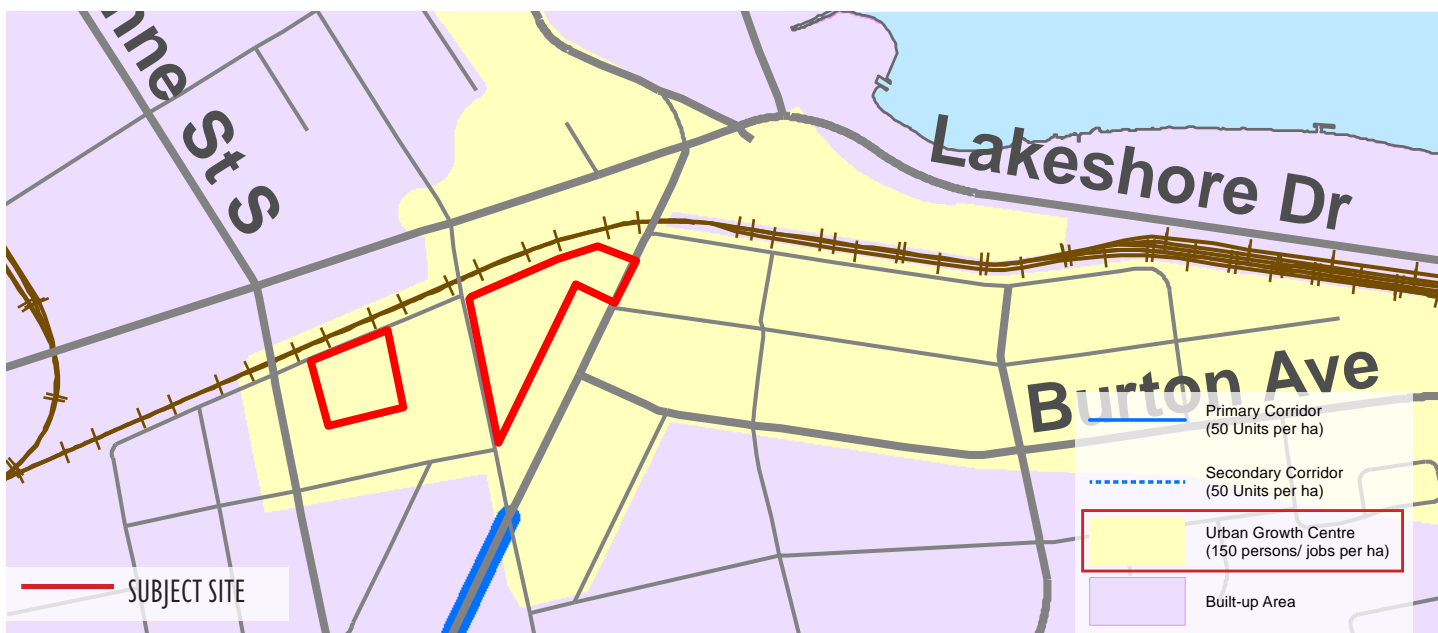


Figure 4. Barrie Official Plan Schedule I - Intensification Areas

2.3 City of Barrie Zoning By-law

The subject site is currently zoned as follows within the City of Barrie Zoning By-law 2009-141 (see figure 5).

- 17 Jacobs Terrace - Light Industrial (LI)
- 259 Innisfil Street - Light Industrial (LI)
- 41-43 Essa Road - Light Industrial (LI) & Central Area Commercial (C1-1)

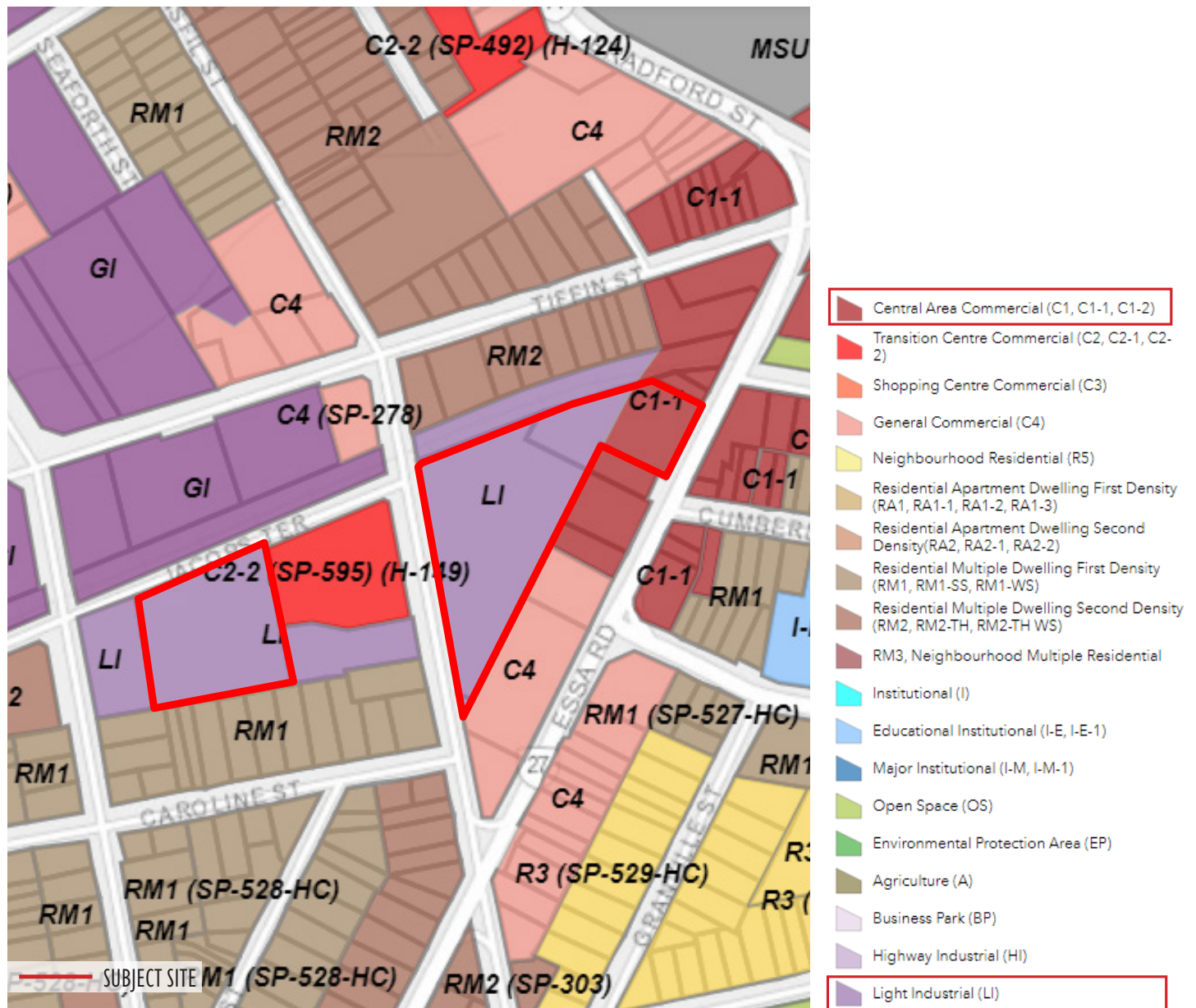


Figure 5. Map - City of Barrie Zoning By-law 2009-141

2.4 Surrounding Land Uses

The area immediately surrounding the site is comprised of a variety of industrial, commercial and residential uses. Aerial imagery of the immediate area is shown in Figures 2 and 6, and described as follows:

17 Jacobs Terrace

North: Directly to the north is the Jacob's Terrace right-of-way and the Barrie Collingwood Railway (BCRY) running east-west. Further to the north are various land uses including commercial, industrial and residential uses.

South: To the south of the subject lands is a residential neighbourhood designated City Centre.

East: Lands directly to the east of the subject property are occupied by commercial uses, including a strip plaza. Further to the east there are residential areas, containing low and medium density-built forms.

West: Immediately west of the subject site is a building containing retail/commercial and industrial uses. The property has recently received a Zoning by-law Amendment approval for a 17-storey residential building (272 Innisfil Street).

259 Innisfil Street and 41-43 Essa Road

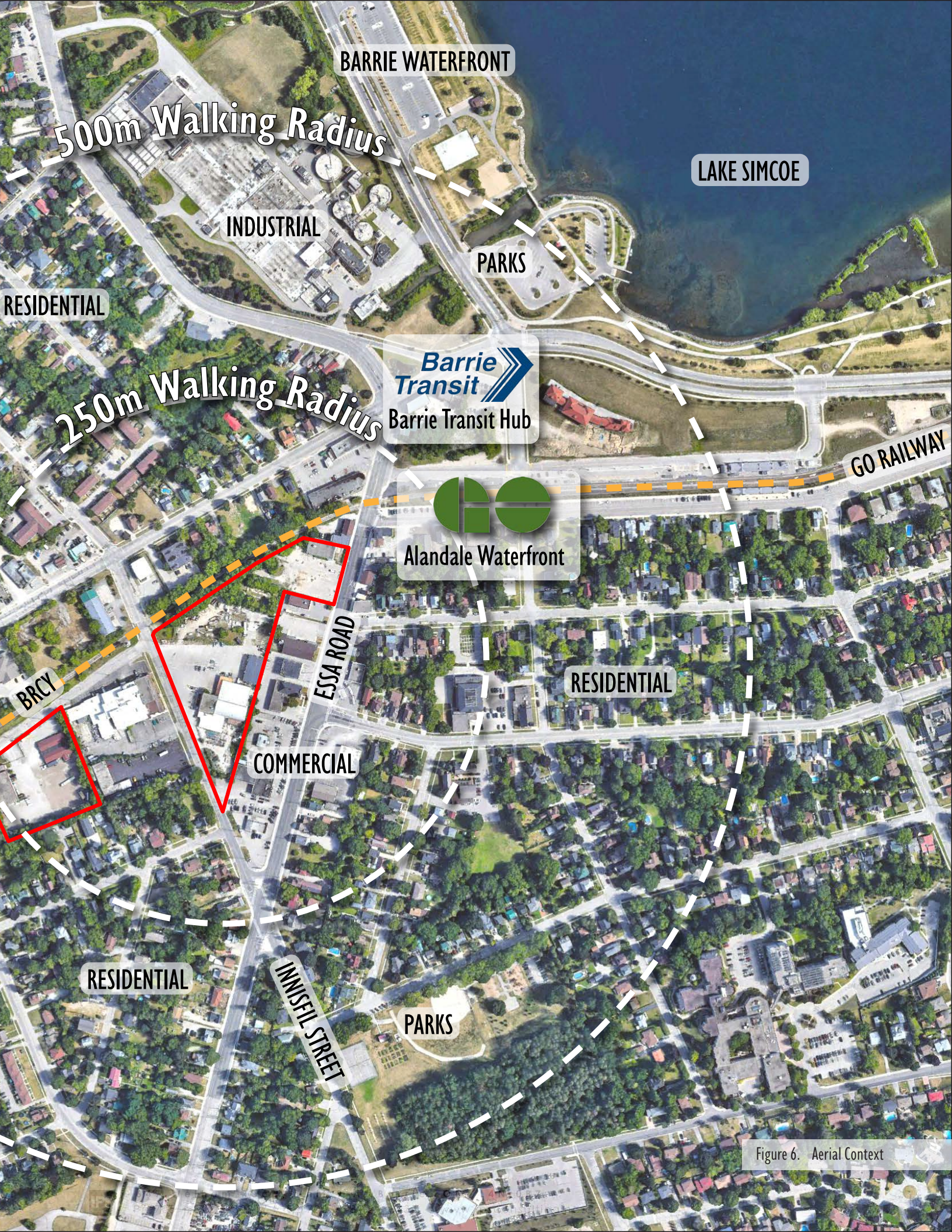
North: Directly north of the subject site is the BCRY. On the opposite side of the BCRY are various land uses including commercial, industrial and limited residential uses.

South: Immediately south of the subject site are commercial/retail uses that front onto Essa Road. The former Presbyterian Church is located at 63 Essa Road.

East: Immediately adjacent to the east of the subject site are two low-rise commercial buildings. Further east is the Allandale Waterfront GO Station and lands for the future Allandale Transit Hub.

West: To the west of the subject site is the Innisfil Street right-of-way. On the West side of Innisfil Street is the recent by-law amendment approval at 272 Innisfil Street as well as various commercial, industrial and residential uses.





BARRIE WATERFRONT

500m Walking Radius

LAKE SIMCOE

INDUSTRIAL

PARKS

RESIDENTIAL

Barrie
Transit
Barrie Transit Hub

250m Walking Radius



Alandale Waterfront

GO RAILWAY

BRCY

ESSA ROAD

RESIDENTIAL

COMMERCIAL

RESIDENTIAL

INNISFIL STREET

PARKS

Figure 6. Aerial Context



*Barrie
Transit*

SUBJECT SITE

PROPOSED/APPROVED
BUILDINGS

BARRIE WATERFRONT

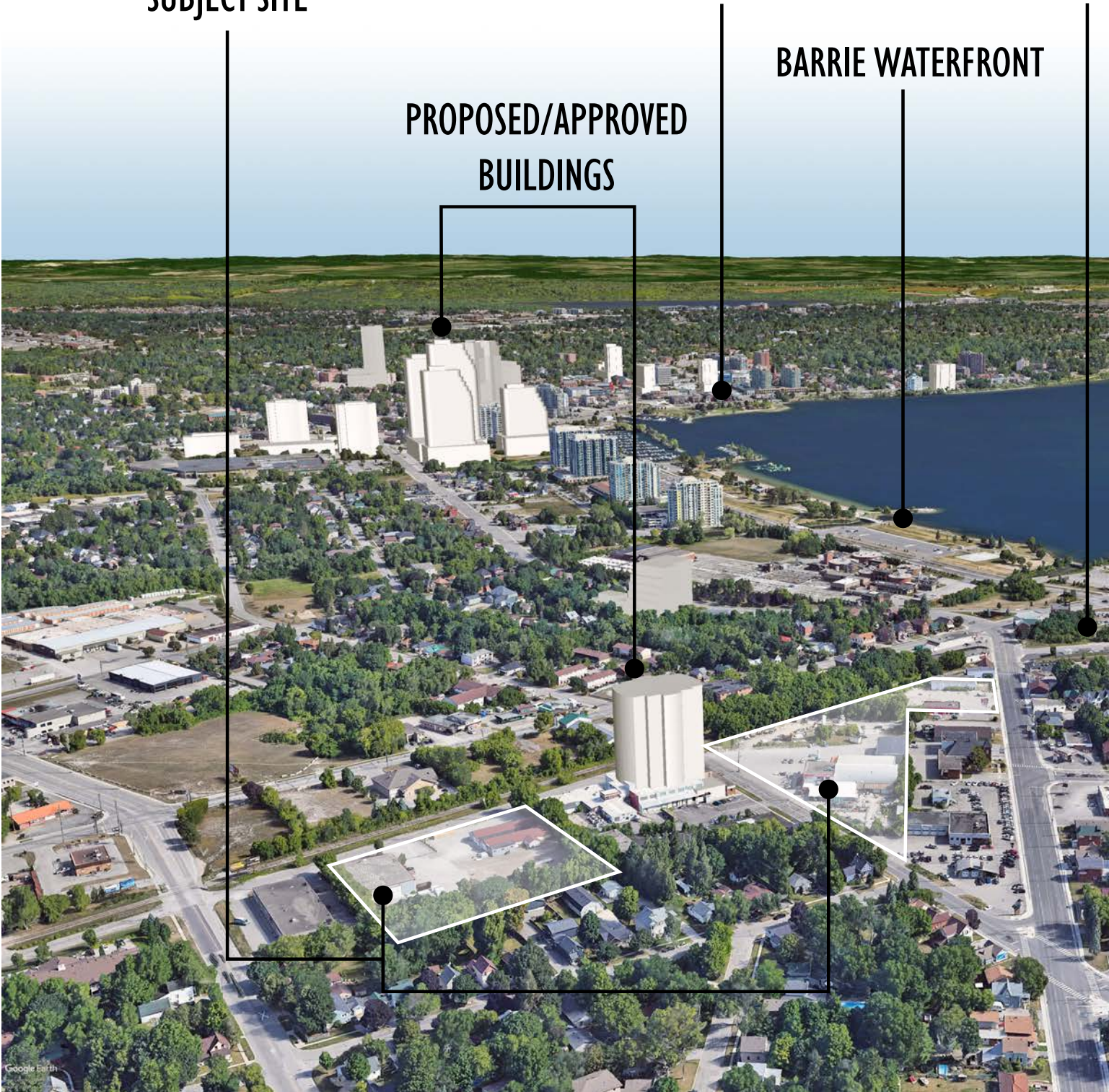


Figure 7. Greater Context

PARKS AND OPEN SPACE



2.5 Surrounding Context

The subject site is located in the Allandale neighbourhood of central Barrie bordering along the south shoreline of Kempfenfelt Bay. Allandale is a historic neighbourhood within Barrie, with much of the area being of heritage value, however, the subject site is located outside of the historic areas.

The Allandale GO Train Station plays a central significance to the identity of the Allandale community, located along the south end of Lakeshore Boulevard at the cross-section of Essa Road and Tiffin Street. Originally the Grand Trunk Railway, it expanded into the current Allandale yard at the turn of the 19th century. The aptly named South Shore Park is situated on the south shore of Kempfenfelt Bay, providing a gorgeous walking and biking path. The South Shore Community Centre was formerly the Master Mechanics building for the railway and incorporates this heritage into the modern banquet facility it is known for today. Residents enjoy recreational amenities at the Allandale Recreation Centre as well as the convenient proximity to city amenities in this commuter's locale.

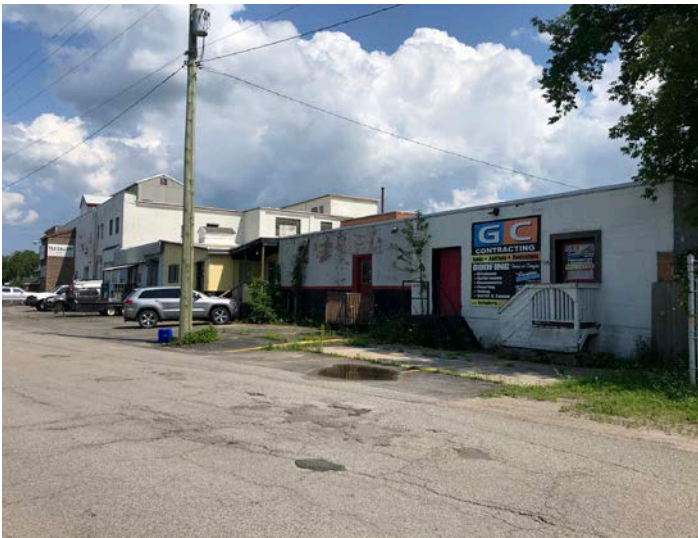
There are many community services and facilities existing in the Allandale neighbourhood. Outdoor Amenities include Allandale Heights Park, Blair Park, Shear Park, and Greenfield Park, as well as access to Kempfenfelt Bay and the Barrie Waterfront. Downtown Barrie is located approximately 1.5km to the north of the subject site.

Much of the lands to the north, east and west of the property are primarily developed with industrial and commercial uses. Located across the street from 17 Jacobs Terrace and directly abutting the northern property boundaries of 259 Innisfil and 41-43 Essa Road exists the Bayview Spur rail line that connects into the Barrie Collingwood Railway (BCRY). The lands to the south of 17 Jacobs Terrace are designated City Centre and currently contain low-rise residential uses. The lands adjacent to the south of 259 Innisfil Street and facing Essa Road are developed with commercial uses.

Although most of the Allandale area is an established historic low-rise neighbourhood, the subject site lies within an industrial/commercial portion of the community. The City of Barrie has designated this area as Allandale Centre within the Official Plan, while the majority of the traditional and historic area of the Allandale neighbourhood is designated as Allandale/Allandale Heights (see Figure 8). Allandale Centre has been a predominantly commercial/industrial area of Barrie for many years, however it has seen a steady decline for the greater part of the last two decades. Currently, much of the area sits vacant and derelict, a stark contrast to the remainder of the Allandale community.



Commercial development adjacent to the west of 17 Jacobs Terrace



Existing commercial along Jacobs Terrace



View of the corner of Jacobs Terrace and Innisfil Street showing BRCY Rail Line



Existing conditions at the corner of Innisfil Street and Essa Road



Existing commercial development on Essa Road



Existing commercial development on Essa Road

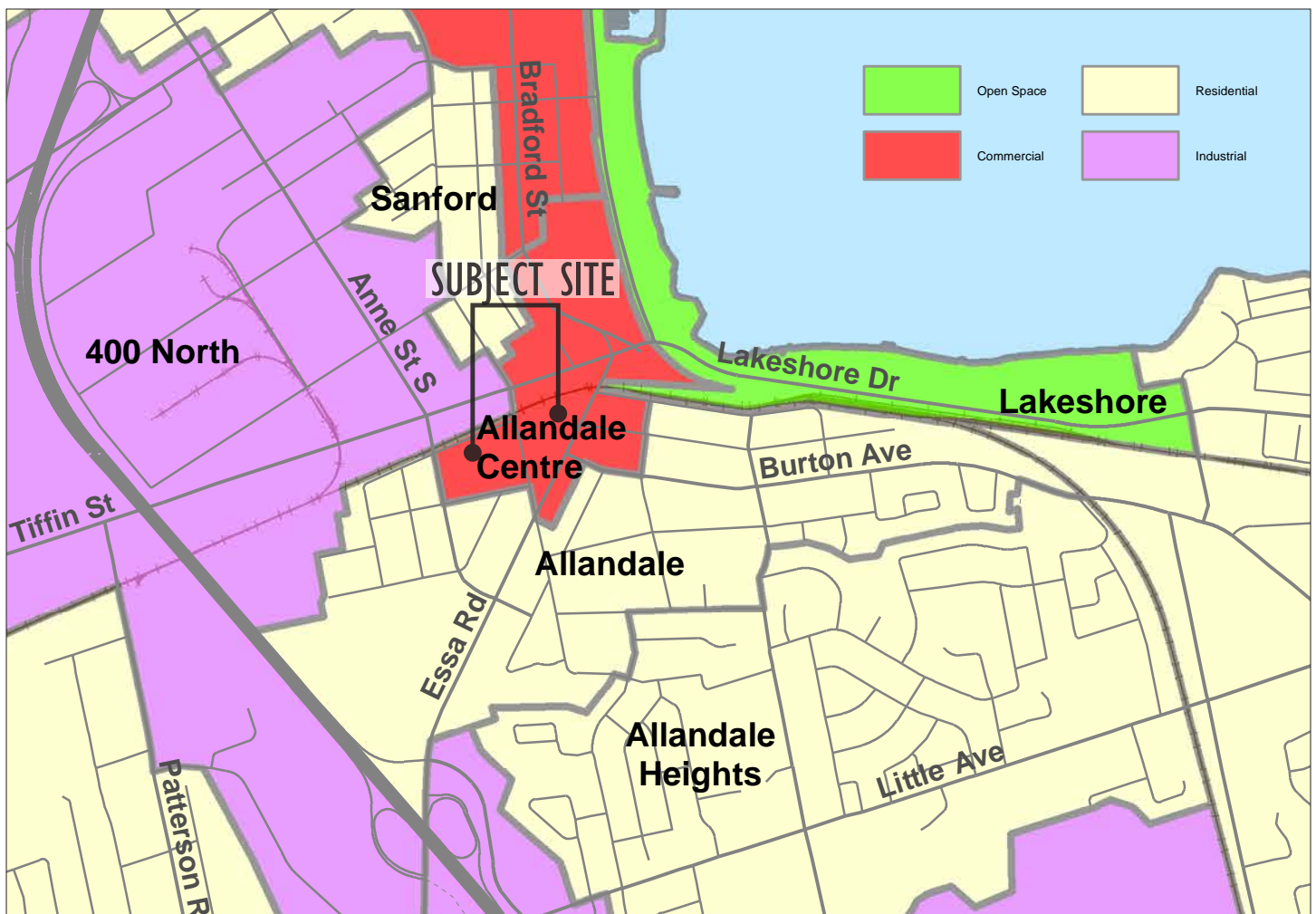


Figure 8. Barrie Official Plan Schedule B - Planning Area



Allandale Waterfront Go Station

2.6 Transit

The subject site is positioned in a strategic location with excellent access to public transit and regional corridors. Barrie has two Major Transit Station Areas (MTSAs)— the Allandale Waterfront GO and Barrie South GO. These are more than just train stations. They are planned to be their own urban communities that will accommodate higher levels of intensification while providing convenient access to a wide range of mobility options. The subject site lies approximately 45 - 350m away from the Allandale Waterfront Go Station and the planned City of Barrie Allandale Transit Mobility Hub.

Allandale Waterfront station has weekday train service consisting of 7 trains southbound to Union Station in the morning, and 7 trains returning northbound from Union Station in the afternoon. At other times, GO bus route 68 operates hourly to Aurora GO Station where passengers can transfer to the all-day train service to Toronto. The current Allandale Station Go transit map is shown on Figure 10.

Weekend train service consists of 5 trains in each direction throughout the day. GO bus route 68 also operates hourly to Aurora GO station or East Gwillimbury GO station where passengers can connect to the hourly weekend train service to Toronto.

In-terms of the Barrie Transit System, the current Barrie Transit System Map is shown on figure 11. Existing routes in the immediate area that serve the subject site include routes 1, 3, 4, 7 and 8.

Additionally, as described earlier, Essa Road is classified as an Arterial Road within the City of Barrie Official Plan. Arterial Roads are primarily traffic carrying facilities, providing through routes across and within the City. Essa Road has direct access to highway 400 approximately 1 kilometre to the south of the subject site providing excellent access to the region.



Figure 9. Location of Allandale GO Station and Allandale Transit Mobility Hub

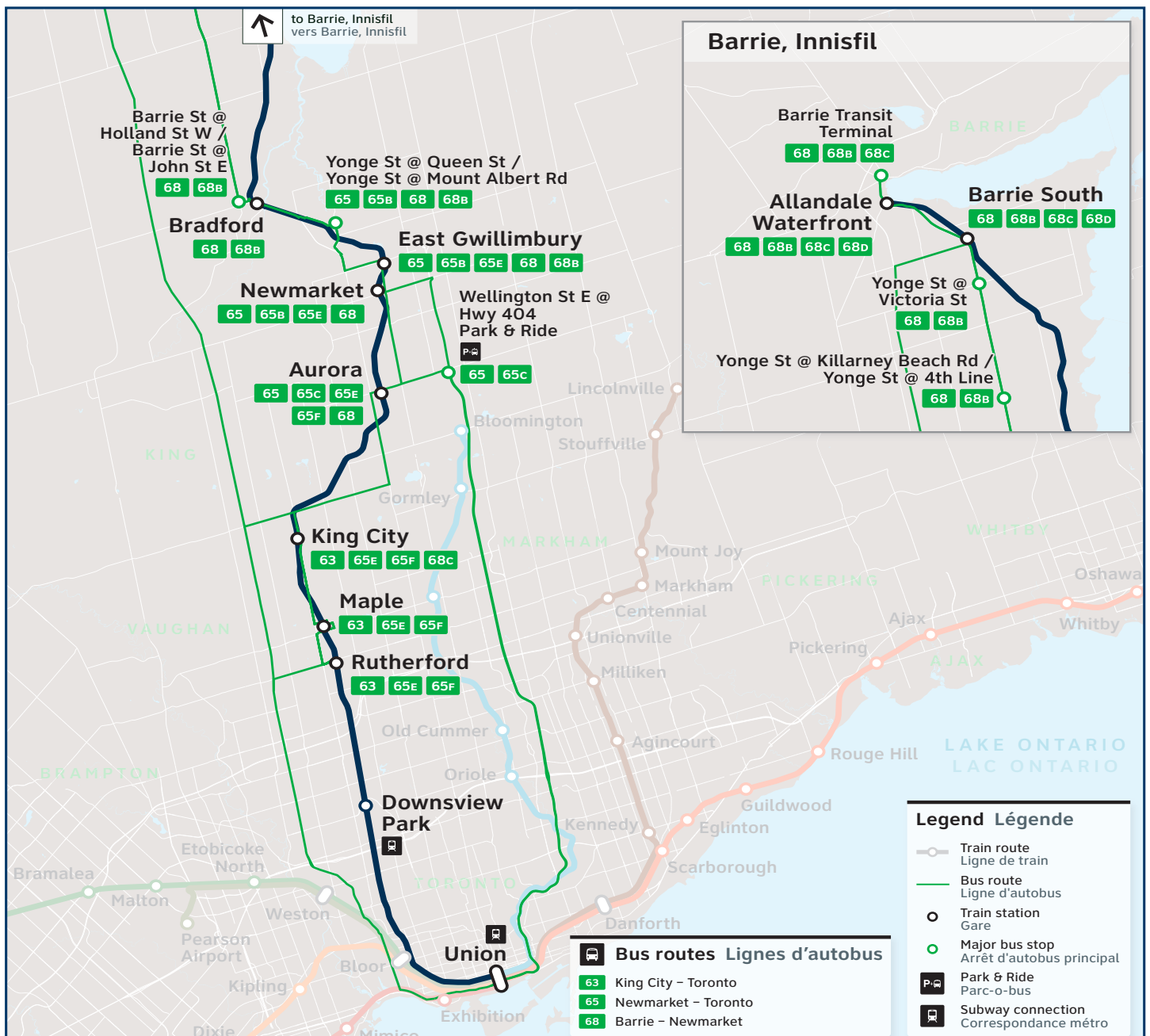


Figure 10. Allandale Station GO transit Map

BARRIE TRANSIT SYSTEM MAP

Not to scale
Map Version: 17/06/2021

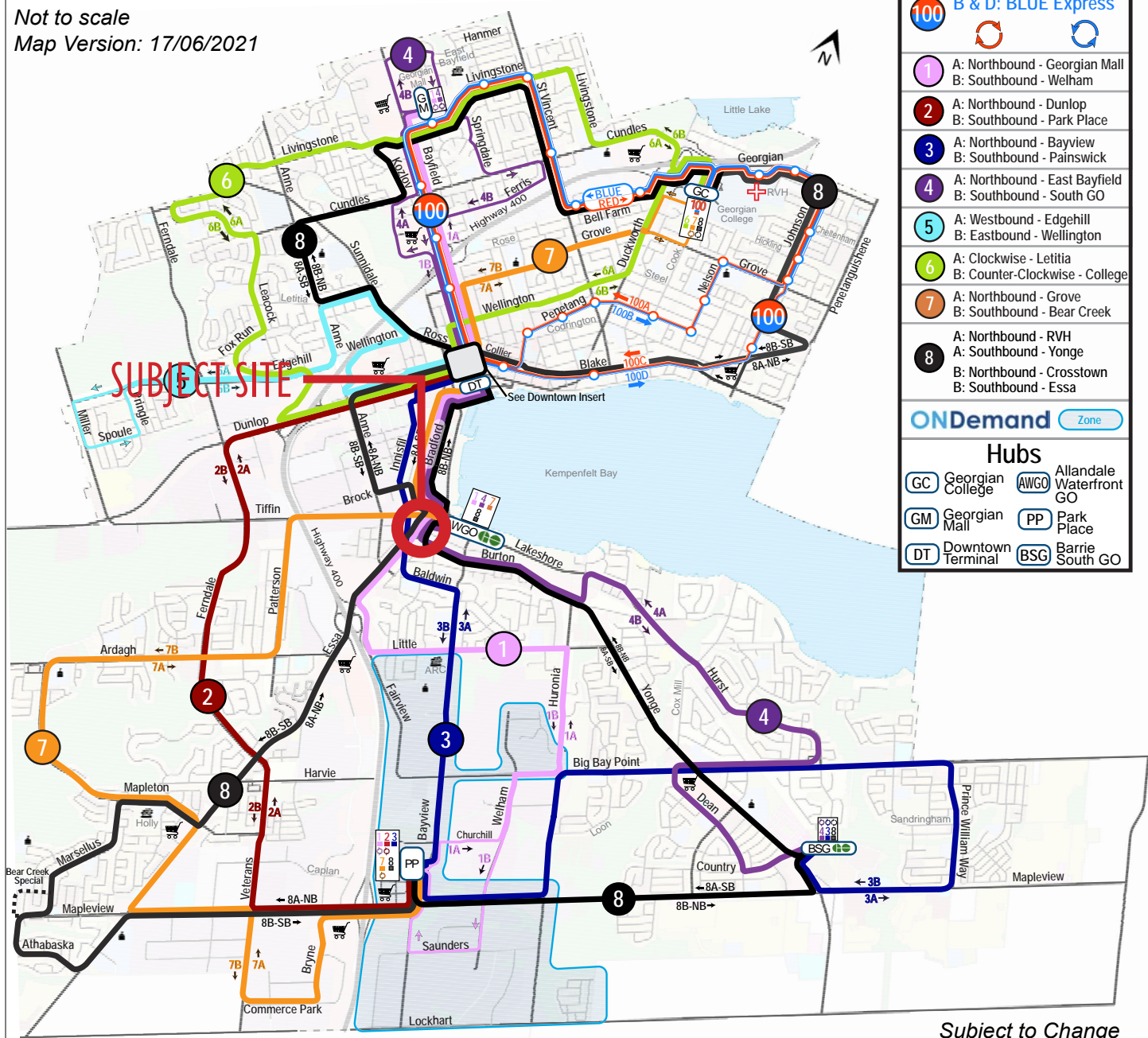


Figure 11. Barrie Transit Map

Allandale Transit Mobility Hub

The Allandale Transit Mobility Hub will be located on Essa Road between Tiffin Street and Gowan Street approximately 45m away from the subject site and is positioned to centrally locate a modern inter-regional transit hub with adjacency to the existing rail corridor. The hub is proposed to host seamless transit services and connections between Simcoe County, Muskoka, and the Greater Toronto Area (GTA). The City of Barrie Allandale Transit Mobility Hub project website describes the project benefits as the following:

“There are many anticipated benefits from building a new Transit Mobility Hub within Barrie’s Allandale area. The project will:

- *support Barrie Transit growth to best meet the needs and goals of today, and tomorrow.*
- *increase transit access to the Allandale GO station to provide a more sustainable travel choice and address parking constraints.*
- *provide seamless connections for Transit Riders between GO Trains/Buses and Ontario Northland for integrated transit access to Simcoe County, Muskoka and the GTA.*
- *provide a geographically centralized hub within the city.*
- *provide a safer transit site by encouraging safe circulation and linkages between bus, vehicular, and pedestrian traffic.*
- *provide express bus stops with a lay by on Essa to improve transit travel time.*
- *support increased ridership and the City’s Transportation Master Plan with targets to increase transit modal shares.*
- *support increased bicycle ridership with covered bike shelters and parking.*
- *provide easier access to tourism with multiple modes of transportation.*
- *support the City’s Official Plan by building within one of the City’s identified intensification and urban growth centre areas to promote growth as well as transit-centric developments.*
- *achieve Leadership in Energy and Environmental Design (LEED) Silver certification.*
- *provide an extremely efficient building by targeting Net-Zero design, which will reduce ongoing operating costs over the life of the building.*
- *create an aesthetically pleasing and fully accessible facility that is consistent with the Allandale Historic Train Station to augment the heritage of the area.*
- *provide backup emergency power necessary to maintain uninterrupted transit services during power outages.”*



Figure 12. Allandale Hub Rendering (City of Barrie Public Information Centre Presentation)

2.7 Heritage

As described earlier, Allandale is a historic neighbourhood with many listed and designated heritage buildings throughout the community. Listed, designated and other heritage properties are mapped on figure 13. The subject site does not contain, nor is adjacent to any heritage structures.

The City of Barrie Neighbourhood Heritage Strategy (NHS) was unanimously approved by Council on Monday June 21, 2010 and describes Allandale as;

“a quiet residential neighbourhood with quaint shops, public school and local services. Its rich heritage is recognized and preserved and in particular its railway heritage is celebrated through restoration of the original Allandale Train Station. The Train Station, now a focal point of activity for the neighbourhood and the broader community, boasts public spaces that capture and celebrate the railway legacy of this community.”

The strategy categorizes the existing streets within Allandale into three categories, Red Streets, Yellow Streets, and Green Streets (See Figure 14) detailing their character and growth expectations. The subject site lies primarily on green streets described as “an area experiencing significant transition and in many parts is in need of significant investment to offset decline.” Growth expectations along green streets “is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.”

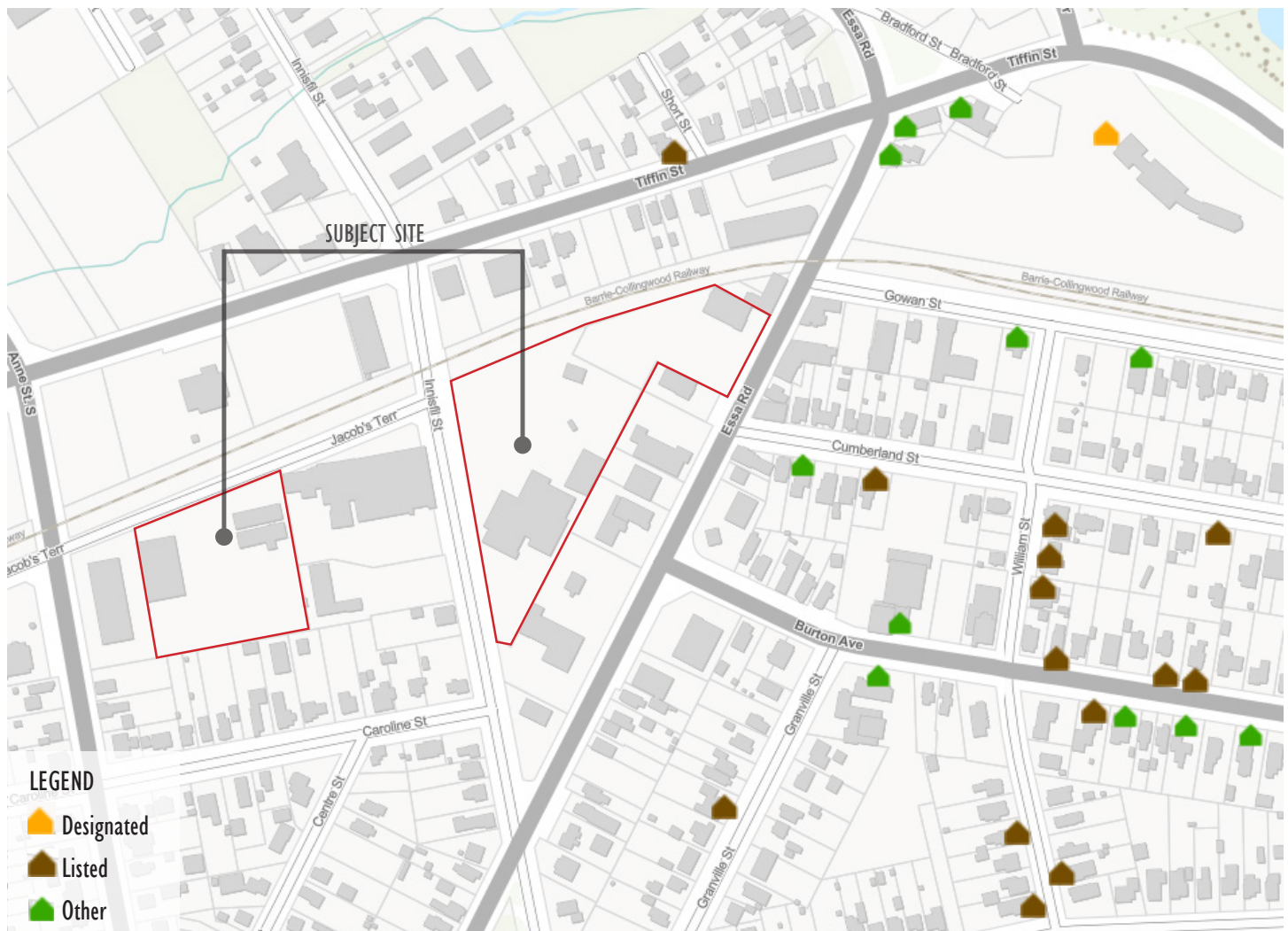


Figure 13. Heritage Map

Red Streets

Character: A primarily residential area that is expected to stay primarily residential in nature.

Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

Yellow Streets

Character: An area that is in transition with a growing mix of housing forms and a range of services.

Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

Green Streets

Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.

Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

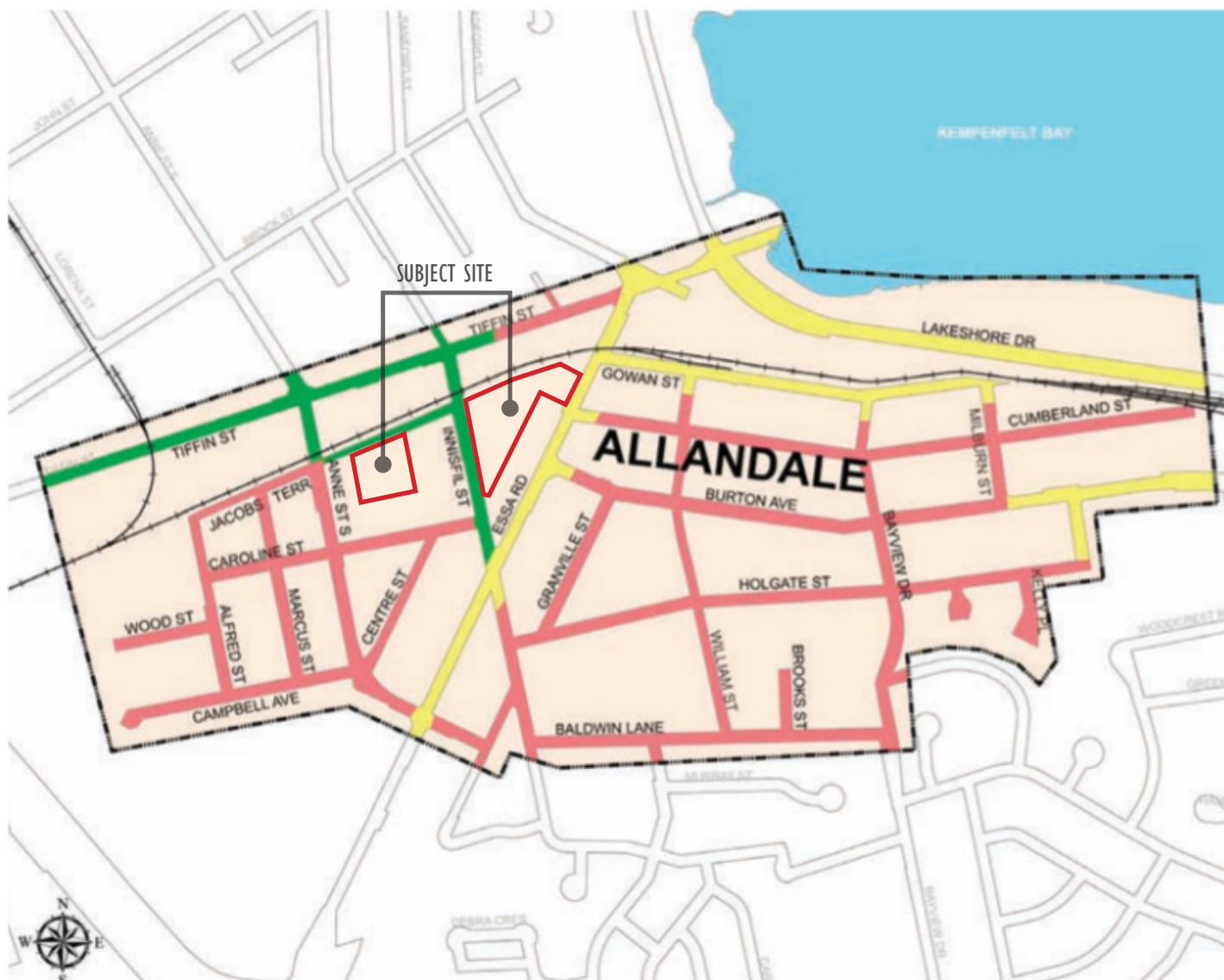


Figure 14. NHS Allandale Neighbourhood street classification map

2.8 Surrounding Development Applications

As described earlier, the Subject Site is within the Urban Growth Centre (UGC). The Downtown Barrie Urban Growth Centre (as defined by the Province of Ontario in the Growth Plan) consists of the traditional downtown area as well as a significant portion of the historic Allandale neighbourhood. This area serves as the focal point for higher-density growth and intensification in Barrie. As such, a significant number of development applications/approvals have been seen in the vicinity of the proposal.

272 Innisfil Street

The neighbouring property to the east of 17 Jacobs Terrace at 272 Innisfil Street has recently received approval for a Zoning By-law amendment for a 17 storey building with a townhouse podium for a total of 164 residential units fronting onto Innisfil Street.

220 Bradford Street

Located approximately 150m to the north of 259 Innisfil Street and 41-43 Essa road, an application for site plan approval at 220 Bradford Street. The proposal consists of a 14 floor high-rise development of 121 residential units over a parking podium of 4 storey screened open parking. The proposal is currently under review.

51—75 Bradford St. & 20 Checkley Street

Approximately one kilometre north of the subject site, an Official Plan Amendment and Zoning By-law Amendment was recently approved to develop a mixed use project on the property known municipally as 51-75 Bradford Street & 20 Checkley Street. The site is approximately 3.5 hectares in size and located between Lakeshore Drive and Bradford Street in direct proximity to the City's waterfront.

The concept includes 4 buildings with heights up to 42-storeys with approximately 1700 residential units, commercial space, a hotel space and public corridors that will provide linkages with the existing natural features such as the Bunker's Creek Ecopark and Kempenfelt Bay.

A Site Plan Control application has been submitted as Phase 1 of the development concept which includes the proposed 25 storey building fronting Lakeshore Drive for 145 hotel units and 230 residential units.

34-50 Bradford Street and part of 125 Dunlop Street West

Located approximately 1.1 kilometres north of the subject site, an application for Zoning By-law Amendment contemplates a mixed-use development comprised of three residential towers (20 storeys - Building 1; 20 storeys - Building 2; and, 10 storeys - Building 3) with a total of 600 residential units. The proposed development also includes a YMCA community facility and private urban parkette.

175 & 199 Essa Road and 50 Wood Street

Located approximately 1 kilometre to the south of the subject site, an Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision has been submitted to facilitate a range of land uses, including residential, commercial, office, recreational, institutional and open space uses with buildings up to 16 storeys in height.

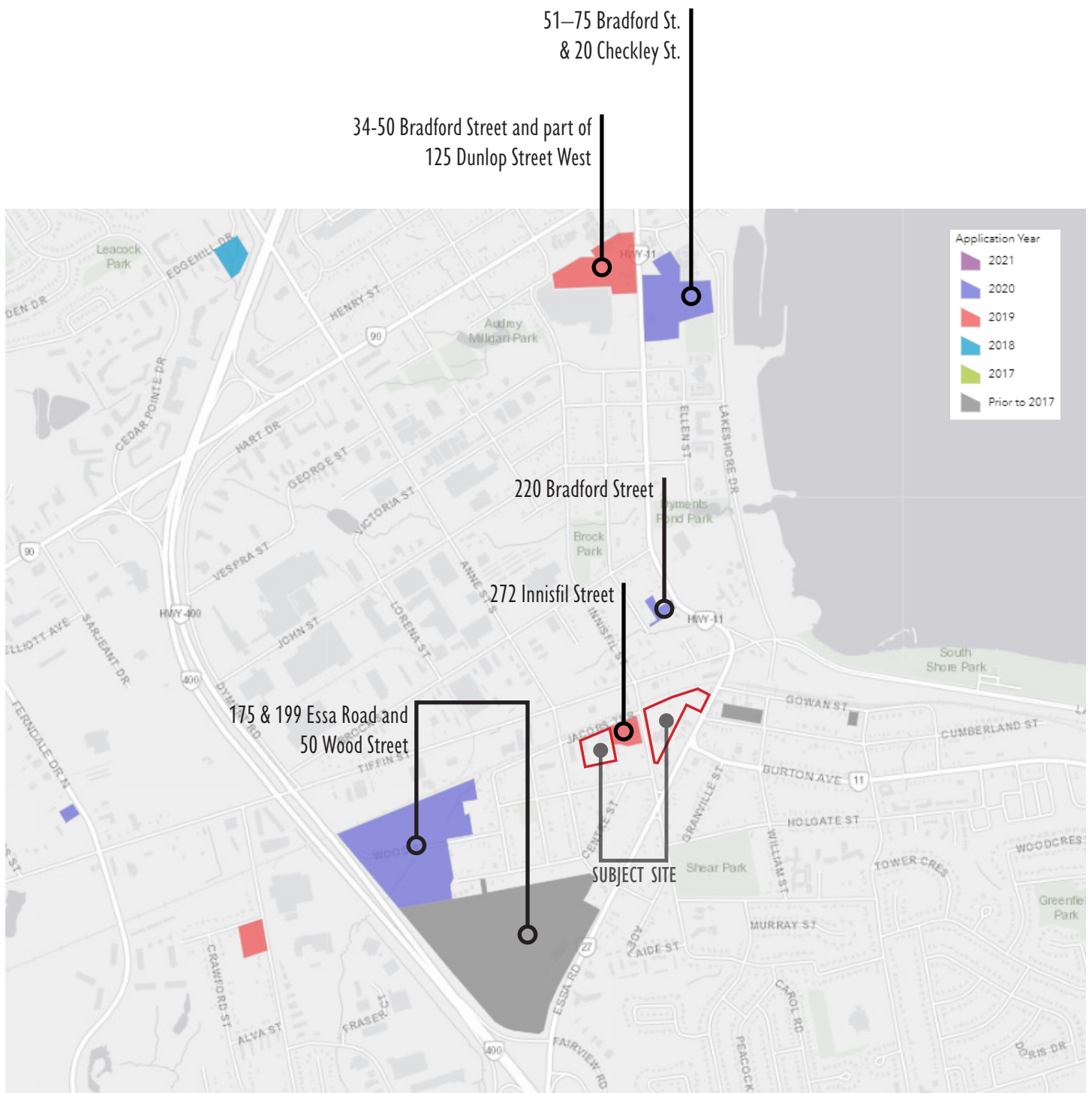


Figure 15. Map of surrounding development applications

DESCRIPTION OF THE PROPOSAL



3

This section will describe the proposed development on the subject lands including the proposed buildings, amenities, and landscape treatments. This section should be read in conjunction with the Urban Design Report submitted with this application.

3.1 The Proposal

The proposal represents an opportunity to develop this area of the City of Barrie in a comprehensive and cohesive manner. It is located in one of the identified areas where intensification is encouraged within the City's Official Plan. It will facilitate vehicular and pedestrian connections through the area and represents an important step towards achieving the province's and City's long-term vision for high quality, sustainable growth.

The proposal can be described as two areas relating to the different locations of the subject site, the first, 17 Jacobs Terrace, and the Second, 259 Innisfil Street and 41-43 Essa Road.

As a whole, the proposal is to facilitate the future development of 6 towers ranging in height from 20 to 37 storeys with a mix of residential and grade related commercial uses. The proposed development will result in a total gross floor area (GFA) of approximately 135,429m², comprised of 134,325m² of residential/amenity GFA, 896m² of retail/commercial GFA as well as a 208m² community space. The proposal is anticipated to be a phased development with the phases to be determined as the project progresses.



Figure 16. Overall site plan

3.2 17 Jacobs Terrace

The Jacobs Terrace proposal contemplates a 2-tower U-shaped building built on top of a 4-storey above grade garage. The western tower is proposed at 24-storeys, while the eastern tower is proposed at 26-storeys. The proposal has a total GFA of 40,956m² of which 40,749m² is for residential and amenity space use. A 208m² community space is located on the ground floor fronting onto the street. A total of 565 units are proposed in a mix of 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3 bedroom units.

The U-shape of the podium allows for a courtyard that integrates a drop-off with access to the residential lobby. Vehicular and pedestrian access is provided directly from Jacobs Terrace via a one-way 6.0m drive aisle loop with a landscaped amenity space located in the centre. The primary building entrance to the lobby is centrally located with access to the loading area on the west side of the drive aisle and access to the parking garage on the west side of the drive aisle loop.

The podium acts as a crash barrier for train derailment as well as a providing ample parking for the proposed residential uses above. Care is taken to articulate the façade of the parking podium to disguise the parking behind and minimize the impact of the buildings on the street. The podium is setback 7.5-7.7m from the rear property line, 5.5m from the western property line, 5.6m from the eastern property line and 4m from the front property line.

The proposal includes 580 parking spaces of which 570 spaces are for residential/visitor use and 10 spaces are for the community space. The majority of parking is located within the podium structure, however, 8-spaces including 4 barrier free parking spaces are located at grade in front of the lobby and adjacent to the community space. Bicycle parking is also provided within the ground floor of the proposal.



Figure 17. 17 Jacobs Terrace - Rendering looking south

Figure 18. 17 Jacobs Terrace - Site Plan

The space between the towers is designed as a large outdoor amenity space including BBQ and out seating areas, social games areas, an events/ exercise lawn, a dog run and pet relief area and tables and outdoor work area. Indoor amenity space is located on the fourth floor of the podium adjacent to the outdoor amenity space providing a direct relationship. A combined indoor/outdoor total of 1,583m² of amenity space is proposed.

- 1 Outdoor Amenity
- 2 Social Games Area
- 3 Events / Exercise Lawn
- 4 Dog Run / Pet Relief Area
- 5 Tables & Work Area



Figure 20. 17 Jacobs Terrace - Amenity Terrace Landscape Plan

The proposed towers terrace from the north and the south side with stepbacks starting at the 4th floor. From the rear of the building, 3m stepbacks are located on floors 5, 6, 7, 8, 9, 10 and 13 on both the east and west towers. From the front, stepbacks are located on the 5th, 7th and 8th floor on the eastern tower, and 5th, 7th, 8th, 9th, 10th and 13th floor on the western tower. The towers also include step backs from the podium on the east and west sides of 1.5m and 2m respectively.

The stepbacks provide terraces for the residential units within the building in addition to providing a gradual separation from the residential uses to the south. The terraces on the north side of the building provide units with views across the city towards Lake Simcoe. The terracing of the towers is an integral part of the design of the building; the building form is derived from the terracing of the lower floors.

The shaft of both towers begins at the 13th floor, with an 800m² typical floor plate. The western tower is setback approximately 10m from the front property line, 7.5m from the eastern property line and approximately 41.7m from the rear property line. The eastern tower is setback approximately 28m from the front property line, 7.1m from the western property line and approximately 41.5m from the rear property line. The towers have an approximate separation of 42m.

The towers have been designed with courtyard facing projected balconies which form an undulating pattern. The façade of the towers is mainly glass. The outside faces are a play of solid and glass in a regular pattern with balconies positioned in straight lines. The placement of the towers maximizes the natural light into the units with minimal units that are exclusively oriented to the north.



Figure 21. 17 Jacobs Terrace - North Elevation



Figure 22. 17 Jacobs Terrace - Rendering looking north

Landscaping has been provided along the entire perimeter of the proposal within the podium setbacks. Care has been taken to preserve as many existing trees along the property border as possible, in addition to new mixed deciduous and evergreen trees and mixed shrub bed plantings.

A 6m road widening dedication has been provided along the Jacobs Terrace frontage providing an ultimate right-of-way of 16m. Street trees and a continuous municipal sidewalk will be located within this area. Landscaping along the frontage of Jacobs Terrace includes community seating areas, various paving treatments and planters. Bicycle parking has been provided within the municipal right-of-way as well as within the landscaped amenity area adjacent to the community space.

The street edge along Jacobs Terrace will be animated by a community space proposed in the eastern wing of the proposal fronting Jacobs Terrace which will serve the Allandale community. This will work in conjunction with a communal work space provided in the western wing of the proposal, also facing the Jacobs Terrace frontage which will be for use by the building residents. Outdoor seating areas and planters proposed further animate the street.

Using hardscape and softscape materials in the landscape that are local to the region, and using native plants as the primary plant palette is an overall design aspiration. The activated streetscape and landscape amenity courtyards create a vibrant urban enclave with programmed spaces for community use.

- 1 Tree Protection Zone
- 2 Landscape Strip
- 3 Accent Paving & Seating
- 4 Landscape Amenity
- 5 Walkway
- 6 Sod
- 7 Sidewalk
- 8 Crosswalk
- 9 Snow Storage Area
- 10 Entry Drive
- 11 Bike Racks



Figure 23. 17 Jacobs Terrace - Ground Floor Landscape Plans

						m2		ft2	acres	density (F51)	
SITE AREA	TOTAL					9,146.8		98,455	2.26	4.5	
GFA	BUILDING #1										
	PROPOSED										
	GND COMMUNITY SPACE					207.6		2,234			
	GND RESIDENTIAL					222.5		2,394			
	2ND RESIDENTIAL					23.5		253			
	3RD RESIDENTIAL					23.5		253			
	4TH RESIDENTIAL					23.5		253			
	5TH					1,698.1		18,278			
	6TH					1,639.2		17,645			
	7TH					1,404.4		15,117			
	8TH					1,269.6		13,665			
	9TH					1,134.7		12,214			
	10TH-12TH	923.1	m2 x	3		2,999.7		32,289			
	13TH-26TH	735.0	m2 x	14		11,200.0		120,556			
	TOTAL					21,846.4		237,293.5	does not include parking		
	BUILDING #2										
	PROPOSED										
	GND WORK SPACE					400.5		4,311			
	GND RESIDENTIAL					258.2		2,779			
	2ND RESIDENTIAL					22.3		240			
3RD RESIDENTIAL					22.3		240				
4TH RESIDENTIAL					22.3		240				
5TH					1,392.9		14,993				
6TH					1,325.5		14,268				
7TH					1,202.1		12,940				
8TH					1,066.4		11,478				
9TH					999.9		10,763				
10TH-12TH	867.5	m2 x	3		2,797.5		30,112				
13TH-24TH	735.0	m2 x	12		9,600.0		103,333				
TOTAL					19,109.8		209,767.8	does not include parking			
GRAND TOTAL					40,956.2		447,061	does not include parking			
UNITS											
	BUILDING #1										
					1B	1B+d	2B	B	2B+d	3B	TOTAL
	GND				0	0	0	0	0	0	0
	2ND				0	0	0	0	0	0	0
	3RD				0	0	0	0	0	0	0
	4TH				0	0	0	0	0	0	0
	5TH				2	3	9	2	1	0	17
	6TH				3	4	15	0	0	1	23
	7TH				2	5	13	0	0	0	20
	8TH				2	6	10	0	0	0	18
	9TH				2	4	10	0	0	0	16
	10TH-12TH	3			6	12	24	0	0	0	42
	13TH-26TH	14			28	56	84	0	0	0	168
	TOTAL				45	90	165	2	1	1	304
	%				15%	30%	54%	1%	0%	0%	
	BUILDING #2										
					1B	1B+d	2B	B	2B+d	3B	TOTAL
	GND				0	0	0	0	0	0	0
	2ND				0	0	0	0	0	0	0
	3RD				0	0	0	0	0	0	0
	4TH				0	0	0	0	0	0	0
	5TH				2	4	6	1	0	0	13
	6TH				2	4	11	0	1	1	19
	7TH				2	4	11	0	0	0	17
	8TH				2	5	8	0	0	0	15
	9TH				2	4	8	0	0	0	14
	10TH-12TH	3			6	12	21	0	0	0	39
	13TH-24TH	12			24	48	72	0	0	0	144
	TOTAL				40	81	137	1	1	1	261
	%				15%	31%	52%	0%	0%	0%	
	GRAND TOTAL				85	171	302	3	2	2	565
	%				15%	30%	53%	1%	0%	0%	
PARKING	REQUIRED	Community space			1.0 sp/ 30m2			10			
		Residential (incl Vis)			1.0 sp/unit			565			
		Total						575			
	PROPOSED							TOTAL	approximate		
		Gnd						132			
		2nd						144			
		3rd						151			
		4th						153			
		Total						580			
AMENITY	REQUIRED					n/a					
	PROPOSED				INDOOR						
					BUILDING #1	419.0	m2				
					BUILDING #2	419.0	m2				
					TOTAL	838.0	m2				
					OUTDOOR TERRACE	745.0					
					GRAND TOTAL	1,583.0					
HEIGHT	PERMITTED					N/A					
	PROPOSED				BUILDING #1	83.30		26 STOREYS			
					BUILDING #2	77.30		24 STOREYS			

Figure 24. 17 Jacobs Terrace - Statistics Chart

3.3 259 Innisfil and 41-43 Essa Road

The Innisfil/Essa proposal contemplates a mixed-use 4-tower irregular shaped building built on top of a 6-storey above grade garage. Tower 1, located along Innisfil Street at the southern corner of the property is proposed as 29-storeys. Tower 2 is located approximately 30m to the north of tower 1, also along Innisfil Street and is proposed at 35-storeys. Tower 3 is located to the interior of the property, close to norther property boundary and is tallest of the proposed development at 37-storeys. Tower 4 fronts onto Essa Road and is proposed at 20-storeys.

The proposal has a total GFA of 94,472.3m² of which 93,576.3m² is for residential and amenity space use, and 896m² is for commercial use. A total of 1,276 units are proposed in a mix of 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3 bedroom units.



Figure 25. Innisfil and Essa Road - Rendering looking north

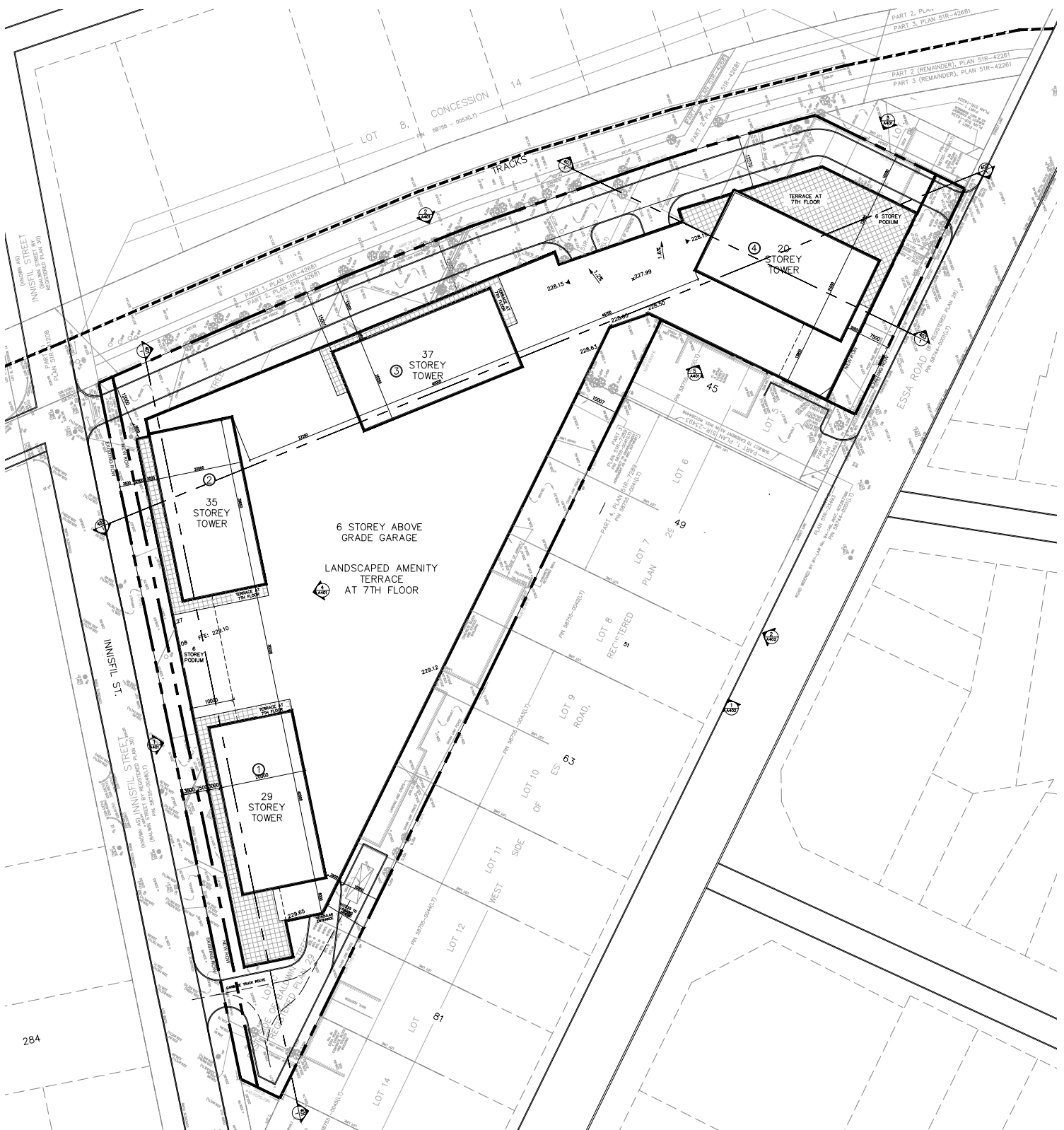


Figure 26. Innisfil and Essa Road - Site Plan

The layout of the proposal has been designed to facilitate better pedestrian movement through the neighbourhood as a whole by proposing a new private woonerf concept street which will connect Innisfil Street at the north west corner of the subject site to the Essa Road frontage. The woonerf is proposed to run along the northern property boundary adjacent to the BCRY rail way providing a pedestrian oriented multi-use trail. The proposed woonerf will provide the neighbourhood on the western side of Innisfil Street (including the proposed and recently approved buildings along Jacobs Terrace) with a direct connection to the Allandale Go Station and Barrie Transit Hub.

A woonerf is a living street, as originally implemented in the Netherlands and in Flanders (Belgium). Woonerf refers to a new way of designing streets to be people-friendly open spaces. Techniques include shared space, traffic calming, and low speed limits. Characteristics of a woonerf include:

- A woonerf prioritizes pedestrians and bicyclists but does not exclude cars. Pedestrians have right-of-way. Cars travel at a slow speed.
- A woonerf lacks traffic lights, stop signs, painted lines, etc. However, visual cues guide people to use the street properly. Instead of reading signs, people pay attention to each other, look for cues, and make safe decisions.
- A woonerf often has outdoor furniture, trees, or plantings that support traffic calming goals and add to a welcoming atmosphere.
- Devices are installed to reduce or slow traffic (e.g. posts, chicanes).
- A woonerf is design to be a safe, social, community space



Figure 27. Innisfil and Essa Road - Woonerf diagram



Figure 28. Innisfil and Essa Road - Shared space design precedents



Figure 29. Innisfil and Essa Road - Example woonerf

Primary vehicular site access is provided via the new woonerf that integrates a drop-off with access to two of the three proposed residential lobbies via a one way 6.0m drive aisle loop with a landscaped space located in the centre. The third residential lobby is centrally located along the frontage of Innisfil Street. Access to the parking garage is provided in three locations, the first located at the southern most tip of the property along Innisfil Street. This entrance includes access to loading space as well as vehicular and pedestrian access to the parking garage and podium. The second and third entrances are located in the interior of the drop off loop. The first on the west side providing access to the majority of the parking and loading. The second on the eastern side of the loop providing access to the ground level parking beneath tower 4. The proposal includes 1306 parking spaces of which 1276 spaces are for residential/visitor use and 30 spaces are for the retail.





Figure 31. Innisfil and Essa Road - Ground floor Plan

The podium has been designed fit in with the heritage character of Allandale. The facade consists of masonry and glass, with heavier (wider) brick pilasters on the lower floors that become lighter (thinner) on the higher floors. Glass elements help articulate the facade and provide breaks in the length of the podium. The towers also interrupt the podium and provide a visual link in the podium to the tower above.

Grade related retail spaces have been provided on Essa Road and the southern portions of the development along Innisfil Street. A 414m² retail space is provided fronting onto Essa Road and a 482m² retail space is provided along Innisfil Street close to the intersection of Innisfil Street and Essa Road.

The space between the towers on the roof of the podium has been designed as a large outdoor amenity space. Amenities include:

- BBQ and out seating areas
- social games areas, an events/exercise lawn
- a dog run and pet relief area
- tables and outdoor work area
- planters with seating
- green roof area

Indoor amenity space is located on the seventh floor of the podium adjacent to the outdoor amenity space providing a direct relationship. A combined indoor/outdoor total of 6,311.5m² of amenity space is proposed.

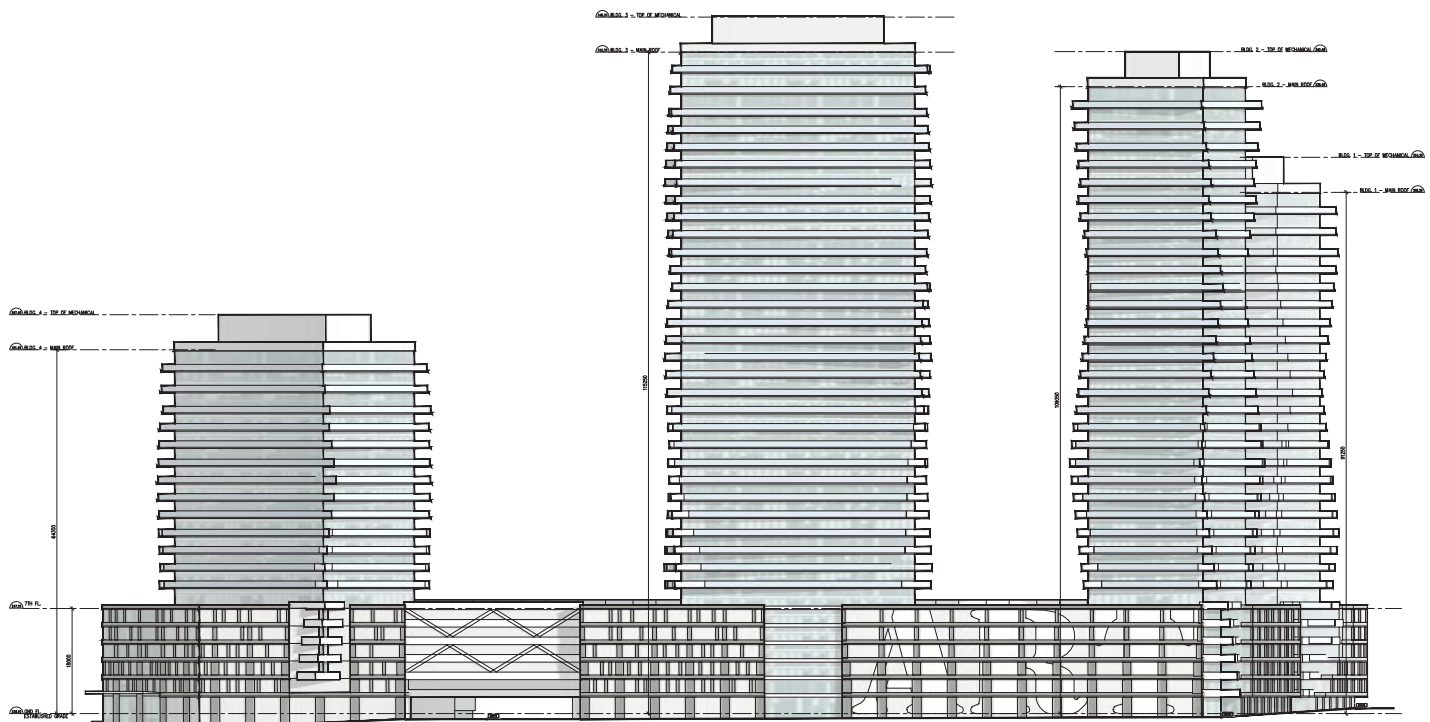


Figure 32. Innisfil and Essa Road - North Elevation



- 1 Outdoor Amenity
- 2 Green Roof Planting
- 3 Events / Exercise Lawn
- 4 Bench / Platform
- 5 Raised Planter
- 6 Outdoor Furniture

Figure 33. Innisfil and Essa Road - Amenity Terrace Landscape Plan

The design of the towers is such that the balcony on each floor has been rotated relative to the floor above and below. This creates the effect of a wave and movement within the towers. Each floor will catch the light at a different angle creating a shimmering effect in the tower.

Tower placement on the site has been designed for minimal impact on the surrounding lands. The shortest tower has been located along Essa Road, providing a pedestrian scale along the street, while the tallest tower is located internal to the site at the north side adjacent to the railway.

Tower 1 is setback 3m from the podium along Innisfil Street and 8m from the podium on the south side of the building. Tower 2 is also setback 3m from Innisfil Street, and 3m from the podium fronting the new woonerf. Tower 3 is setback approximately 2m from the podium facing the woonerf and 24.3m from the eastern property line. Tower 4 is setback 3m from the podium facing Essa Road, 13.7m from the neighbouring property to the south and 13.8m from the podium to the north. Each tower has a typical floor plate of 800m².





Figure 34. Innisfil and Essa Road- Rendering looking north



Figure 35. Innisfil and Essa - Landscape Plan

Extensive landscaping has been provided along the entire perimeter of the proposal within the podium setbacks. Extra care has been taken to preserve as many existing trees along the property border as possible, in addition to new mixed deciduous and evergreen trees and mixed shrub bed plantings.

The woonerf has been designed with varying materials to delineate areas for vehicular and pedestrian activity. The shared use and flexibility of the Woonerf promotes pedestrian safety and seasonal programming for activation. The design aspiration for the woonerf is to create a visually and functionally permeable environment that invites visitors, neighbors, residents, and retail patrons to circulate through the blocks while connecting to the transit, Lake Simcoe, and adjacent streets

The landscape proposal along the site edges is designed with flexibility to support the ground level uses. The use of a modern yet contextually relevant hardscape and softscape palette will draw focus to the commitment to sustainable principles of the project.

The activated streetscape and landscape amenity courtyards create a vibrant urban enclave with and programmed spaces for tenants' and residents' use. Preliminary programming is concentrated on support of at-grade uses and building entries, with emphasis on the pedestrian experience and creating connections to the GO Station and the Lake.

A 7.5m road widening dedication has been provided along the Essa Road frontage providing for an ultimate right-of-way of 34m. Street trees and a continuous municipal sidewalk will be located within this area.

A 3.5m road widening has been included along Innisfil Street. Landscaping treatments along Innisfil Street include street trees and a continuous municipal sidewalk as well as patios and screening for residential units at grade.



Figure 36. Section through woonerf

		m2	ft2	acres	density (F50)
SITE AREA	TOTAL	17,889.3	192,559	4.42	5.3
	GFA				
UNITS	BUILDING #1				
	GND RETAIL	482.0	5,188		
	GND RESIDENTIAL	529.8	5,703		
	2ND RESIDENTIAL	882.8	9,500		
	3RD-6TH RES	1,393 m2 x 4	5,573.2	59,989	
	7TH	800.0	8,611	amenity this floor	
	8TH-29TH	800.0 m2 x 22	17,600.0	189,445	
	TOTAL	25,867.6	278,436.5		
	BUILDING #2				
	GND RETAIL	0.0	0		
	GND RESIDENTIAL	860.9	9,267		
	2ND RESIDENTIAL		0		
	3RD-6TH RES	803.1 m2 x 4	3,212.4	34,578	
	7TH	800.0	8,611	amenity this floor	
	8TH-35TH	800.0 m2 x 27	21,600.0	232,500	
	TOTAL	26,473.3	284,956.2		
	BUILDING #3				
	GND RETAIL	0.0	0		
	GND RESIDENTIAL	610.1	6,567		
	2ND RESIDENTIAL		0		
	3RD-6TH RES	256.2 m2 x 4	1,024.8	11,031	
	7TH	800.0	8,611	amenity this floor	
	8TH-37ST	800.0 m2 x 30	24,000.0	258,334	
	TOTAL	26,434.9	284,542.9		
	BUILDING #4				
	GND RETAIL	414.0	4,456		
	GND RESIDENTIAL	712.5	7,669		
	2ND RESIDENTIAL		0		
	3RD-6TH RES	834.0 m2 x 4	3,336.0	35,908	
	7TH	834.0	8,977	amenity this floor	
	8TH-20TH	800.0 m2 x 13	10,400.0	111,945	
	TOTAL	15,696.5	168,955.7		
	GRAND TOTAL	94,472.3	1,016,891.4		
PARKING	BUILDING #1				
		B	1B	1B+d	2B
	GND	0	0	0	1
	2ND	0	0	1	2
	3RD-6TH	4	0	0	12
	7TH	0	4	0	2
	8TH-29TH	22	0	88	0
	TOTAL	0	92	13	209
	%	0%	29%	4%	66%
	BUILDING #2				
		B	1B	1B+d	2B
	GND	0	0	0	2
	2ND	0	0	1	5
	3RD-6TH	5	0	0	5
	7TH	0	4	0	2
	8TH-35TH	28	0	112	0
	TOTAL	0	116	6	273
	%	0%	29%	1%	68%
	BUILDING #3				
		B	1B	1B+d	2B
	GND	0	0	0	0
	2ND	0	0	0	0
	3RD-6TH	5	0	0	0
	7TH	0	4	0	2
	8TH-37ST	30	0	120	0
	TOTAL	0	124	0	242
	%	0%	34%	0%	66%
	BUILDING #4				
		B	1B	1B+d	2B
	GND	0	0	0	0
	2ND	0	0	3	3
	3RD-6TH	3	0	0	9
	7TH	0	2	0	4
	8TH-20TH	13	0	52	0
	TOTAL	0	54	12	120
	%	0%	28%	6%	63%
AMENITY	GRAND TOTAL	0	386	31	844
	%	0%	30%	2%	66%
	REQUIRED	Retail	1.0 sp/ 30m2	30	
		Residential (incl Vis)	1.0 sp/unit	1276	
		Total		1306	
	REQUIRED	Retail	1 space plus 3% of required parking	2	
	ACCESSIBLE	Residential (incl Vis)	1 space plus 3% of required parking	40	
		Total		42	
	PROPOSED				
		Gnd	(INCLUDING 6 ACCESSIBLE P.S.)	188	
		2nd	(INCLUDING 6 ACCESSIBLE P.S.)	201	
		3rd	(INCLUDING 9 ACCESSIBLE P.S.)	228	
		4th	(INCLUDING 9 ACCESSIBLE P.S.)	228	
		5th	(INCLUDING 9 ACCESSIBLE P.S.)	228	
		6th	(INCLUDING 3 ACCESSIBLE P.S.)	233	
		Total		1306	
	PROPOSED ACCESSIBLE				
		Gnd	3	3	6
		2nd	3	3	6
		3rd	5	4	9
		4th	4	5	9
		5th	4	5	9
		6th	2	1	3
		Total	21	21	42
HEIGHT	REQUIRED		n/a		
	PROPOSED	INDOOR			
		BUILDING #1	375.0	m2	
		BUILDING #2	375.0	m2	
		BUILDING #3	375.0	m2	
		BUILDING #4	351.0	m2	
		TOTAL	1,480.0	m2	
		OUTDOOR			
		BLD 1,2,3	4,544.0	m2	
		BLD 4	287.5	m2	
		TOTAL	4,831.5	m2	
		GRAND TOTAL	6,311.5	m2	
	PERMITTED		N/A		
	PROPOSED	BUILDING #1	91.25	29 STOREYS	
		BUILDING #2	109.35	35 STOREYS	
		BUILDING #3	115.25	37 STOREYS	
		BUILDING #4	64.30	20 STOREYS	

Figure 37. Innisfil and Essa - Statistics

3.4 Draft Zoning By-law Amendment

As previous discussed, the subject lands are currently zoned 'Light Industrial (LI) and Central Area Commercial (C1-1)' in Comprehensive Zoning By-law 2009-141. To accommodate the proposed development, a Zoning By-law Amendment is requested to rezone the subject lands to the 'Transition Centre Commercial - 2 Special Provision (C2-2 (SP-XXX))' zone.

A Draft Zoning By-law Amendment and Schedule for 259 Innisfil Street and 41-43 Essa Road is included as Appendix 1 of this report.

Tables 1 & 2 provide zoning comparisons of the 'C2-2' zone in relation to the proposals. The Special Provisions requested with the amendment are highlighted. These special provisions are considered minor, as they are not anticipated to cause adverse impacts to the surrounding area, nor does it impact the overall function of the site.

TRANSITION CENTRE COMMERCIAL (C2) ZONE		
Provisions	Required	Provided
Lot Area (min.)	--	8,539.8m ²
Lot Frontage (min.)	--	101.3m
Front Yard Setback (min.)	--	4.0m
Side Yard Setback (min.)	3.0m	5.5m
	3.0m (adjoining residential)	N.A.
	3.0m (adjoining street)	N.A.
Rear Yard Setback (min.)	9.0m	N.A.
	7.0m (residential zone)	7.5m
Lot Coverage (max.)	--	65%
Landscaped Buffer Areas	3.0m	3.0m
G.F.A. (max.)	600%	479% (40,956.2m ² - excl. parking garage)
Min. Dwelling Unit G.F.A.	3.0m ² / dwelling unit + 10.0m ² / bedroom	> 3.0m ² / dwelling unit + 10.0m ² / bedroom
Building Height (max.)(6.3.2.)	45.0m	83.3m (Tower 2 - 26 storeys)
Min. Coverage for Commercial Uses (% of lot area)	50%	0%
Required Parking - Residential Parking in Urban Growth Centre	565 spaces incl. 9 Type 'A' and 9 Type 'B' B.F. spaces (1 space / unit)	565 spaces incl. 16 Type 'A' and 16 Type 'B' B.F. spaces
Community Centre	1 space / 4 persons	10 spaces
Size of Parking Aisle Width (4.6.2.5.) - One-Way	3.4m	6.0m
Size of Parking Space (4.6.2.5.)	2.7m x 5.5m	2.7m x 5.5m
Barrier Free Parking space 4.6.4	Type A 3.4m + 1.5m	3.4m + 1.5m
	Type B 3.1m + 1.5m	3.1m + 1.5m
Min. Setback from Rail Lines (4.5.8)	Within 30.0m of the Newmarket & Meaford subdivisions	19.8m

TRANSITION CENTRE COMMERCIAL (C2-2) ZONE		
Provisions	Required	Provided
Lot Area (min.)	--	16,875.17m ² (developable area)
Lot Frontage (min.)	--	58.7m (Essa Rd.)
Front Yard Setback (min.)	--	0.0m (Essa Rd. - Podium)
Side Yard Setback (min.)	3.0m	10.0m
	3.0m (adjoining residential)	N.A.
	3.0m (adjoining street)	2.5m (Innisfil St.)
Rear Yard Setback (min.)	9.0m	11.5m
	7.0m (residential zone)	N.A.
Lot Coverage (max.)	--	70% (11,758.7m ²)
Landscaped Buffer Areas	3.0m	0.0m
Min. Dwelling Unit G.F.A.	3.0m ² / dwelling unit + 10.0m ² / bedroom	> 3.0m ² / dwelling unit + 10.0m ² / bedroom
Building Height (max.)(6.3.2.)	45.0m	115.25 (Bldg. #3) (37 storeys)
Min. Coverage for Commercial uses (% of lot area)	50%	5% (896.0m ²)
Required Parking - Residential Parking in Urban Growth Centre	1276 spaces incl. 20 Type 'A' and 20 Type 'B' B.F. spaces (1 space / unit)	1276 spaces incl. 20 Type 'A' and 20 Type 'B' B.F. spaces
Retail Store	30 spaces incl. 1 Type 'A' and 1 Type 'B' space (1 space / 30.0m ² of GFA)	30 spaces incl. 1 Type 'A' and 1 Type 'B' B.F. spaces
Size of Parking Aisle Width (4.6.2.5.)	6.4m	6.4m
Size of Parking Space (4.6.2.5.)	2.7m x 5.5m	2.7m x 5.5m
Barrier Free Parking space 4.6.4	Type A 3.4m + 1.5m	3.4m + 1.5m
	Type B 3.1m + 1.5m	3.1m + 1.5m
Min. Setback from Rail Lines	30.0m	21.5m

Figure 38. Table 1 - Zoning Chart - 17 Jacobs Terrace

Table 2 - 259 Innisfil Street and 41-43 Essa Road

17 Jacobs Terrace

Special Provision 1 - Commercial Area — 0% provided where 50% of lot area required by the 'C2-2' zone (minimum coverage for commercial uses).

Comment: Under the 'Transition Centre Commercial (C2)' zone, residential land uses including those permitted in the 'Second Density (RA2)' zone (high-rise developments) are permitted. Jacobs Terrace is not a major arterial road where commercial uses are promoted, under the intensification strategies for the City. Instead of a retail space, the proposed development has included a community space for use by the neighbourhood which is more appropriate and desirable for this location and for the community as a whole. Commercial uses are also proposed within the 259 Innisfil and 41-43 Essa Road development application. Given the proximity to the Essa Road Intensification Corridor, Allandale Go Station, Barrie Transit Hub and Downtown, containing various commercial uses, residents can easily access commercial uses within minutes. The downtown commercial, retail and restaurant district (along Dunlop Street) is approximately 2.0 kilometres from the site, a short commute on the easily accessible transit service, and less than a 4-minute drive. Residents will have access to these uses which will contribute investment back into the downtown.

In addition, mixed use developments are directed to Intensification Corridors such as Essa Road, located approximately 180 metres from the subject lands. As development occurs within the surrounding UGC area and along Essa Road, it is anticipated that various new commercial uses will become available for residents to access.

Special Provision 2 - Building Height — 81.3 m proposed where 45.0 m maximum permitted by 'C2-2' zone.

Comment: The building height of 81.3 metres is required to facilitate the proposed 26-storey tower. The proposed building heights meet the intent of the Barrie Official Plan to provide intensified development in the City Centre. The proposed height will enhance the Barrie skyline and supported by existing and future transit infrastructure.

As directed by the Growth Plan for the Greater Golden Horseshoe, Barrie contains the only Urban Growth Centre (UGC) in the Simcoe Sub-area. Growth and development projects are directed to this area, with new development anticipated to occur in the higher density categories throughout the UGC. Emphasis is placed on development locations with access to transit, infrastructure in place, access to open spaces, close to the downtown/waterfront and amenities. The proposal requests an increase to the maximum allowable FSI. The proposal contemplates to increase the FSI to 4.2 in order to permit a total gross floor area of 38,247.4m². The proposed density would be comparable to recently approved mixed use buildings within the City Centre.

Special Provision 3 - Minimum Setback to Rail Lines - Xm provided where 30m is required.

Comment: A Rail Safety Assessment Report by Stantec has been submitted in support of the development application. The report concludes that the proposed reduced setbacks are appropriate and measures put forth can be safely implemented onsite to adequately address crash, trespass, noise pollution, vibration, and drainage considerations.

In our professional opinion, the provisions are deemed suitable for the proposed development.

259 Innisfil Street and 41-43 Essa Road

Special Provision 1 - Commercial Area — 5% provided where 50% of lot area required by the 'C2-2' zone (minimum coverage for commercial uses).

Comment: Given the size and scale of the subject lands, a commercial use spanning 50% of the lot is not feasible (~9,000m²). Commercial uses have been located in logical locations along the street faces of Essa Road and Innisfil Street. The scale of the proposed commercial units is in keeping with the vision for the area and will help animate the street frontages.

Special Provision 2 - Building Height — 121.15 m proposed where 45.0 m maximum permitted by 'C2-2' zone.

Comment: The building height of 121.15 metres is required to facilitate the proposed 37-storey high-rise. The proposed building heights meet the intent of the Barrie Official Plan to provide intensified development in the City Centre. The proposed height will enhance the Barrie skyline and supported by existing and future transit infrastructure.

As directed by the Growth Plan for the Greater Golden Horseshoe, Barrie contains the only Urban Growth Centre (UGC) in the Simcoe Sub-area. Growth and development projects are directed to this area, with new development anticipated to occur in the higher density categories throughout the UGC. Emphasis is placed on development locations with access to transit, infrastructure in place, access to open spaces, close to the downtown/waterfront and amenities. The proposal requests an increase to the maximum allowable FSI. The proposal contemplates to increase the FSI to 5.3 in order to permit a total gross floor area of 94,472.3m². The proposed density would be comparable to recently approved mixed use buildings within the City Centre.

Special Provision 3 - Minimum Setback to Rail Lines - 21.5m provided where 30m is required.

Comment: A Rail Safety Assessment Report by Stantec has been submitted in support of the development application. The report concludes that the proposed reduced setbacks are appropriate and measures put forth can be safely implemented onsite to adequately address crash, trespass, noise pollution, vibration, and drainage considerations.

In our professional opinion, the provisions are deemed suitable for the proposed development.

Special Provision 4 - Landscape Buffer Area - 0m provided where 3m is required.

Comment: The subject site has extensive landscaping throughout the property where pedestrians will be moving including the new woonerf connection. A landscape buffer area along every sideyard including those along Essa Road does not consider the urban context of the development and the future streetwall envisioned for the area.

Special Provision 5 - Side Yard Setback - 2.5m provided where 3m is required.

Comment: This provision applies to the Innisfil Street frontage where a continuous street wall is being contemplated. The 2.5m setback allows for adequate space for the ground floor residential uses to include a patio and landscaping with entrances away from the municipal sidewalk, while still providing a consistent streetwall which includes retail/commercial uses which are not typically setback from the street.

3.5 Community Consultation

Pre-consultation was held with the City of Barrie, including various departments, circulation, and a Technical Meeting on April 1, 2021. The Lake Simcoe Region Conservation Authority (LSRCA) was also circulated the Pre-consultation submission documents for their initial review and comments.

As part of the Zoning By-law Amendment application, the City of Barrie requires a Neighbourhood Meeting be held prior to a formal application submission. The Applicant is required to host the neighbourhood meeting in conjunction with Planning Services. The meeting provides the public an opportunity to hear details of the proposal and ask questions / provide comments about the development. A virtual Neighbourhood Meeting was held on Tuesday July 6th, 2021. A presentation was provided that introduced the development concept and proposed ZBA to the public. Approximately 75 individuals attended the Neighbourhood Meeting, including the Ward 8 Councillor, Jim Harris. Members of the public gave feedback in relation to the proposed development.

A Neighbourhood Meeting Comment & Response Matrix is included as Appendix 2 to this report. This Matrix provides an overview of the questions, comments, and topics discussed at the neighbourhood meeting.

PLANNING ANALYSIS



4

This section will outline the applicable planning and development policies impacting this application. Each section will outline the applicable policies and contain planning rationale on conformity and development principles

4.1 Planning Act (2018)

The Planning Act (the act) is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. The act promotes a sustainable economic development in a healthy natural environment within a provincial policy framework, provides for a land use planning system led by provincial policy, integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement and conform/not conflict with provincial plans, provides for planning processes that are fair by making them open, accessible, timely and efficient, encourages co-operation and coordination among various interests and recognizes the decision-making authority and accountability of municipal councils in planning.

Provincial interests are outlined in Section 2 of the act — Provincial Interest of the Planning Act. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest. The following apply to this development application:

- a) the orderly development of safe and healthy communities.
 - 1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies.
- b) the adequate provision of a full range of housing, including affordable housing.
- c) the protection of the financial and economic well-being of the Province and its municipalities.
- d) the protection of public health and safety.
- e) the appropriate location of growth and development.
- f) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- g) the promotion of built form that,
 - 1) is well-designed,
 - 2) encourages a sense of place, and
 - 3) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposed development will contribute to the creation of safe and healthy communities. Orderly development is provided which offers a number of services and housing options. The proposed development will utilize available municipal services and public transportation. Land use is utilized in an efficient matter, providing economical development without unnecessary capital costs. Higher density development and intensification is directed to settlement areas, where it provides logical and sustainable growth. Access to transit is provided and the proposal introduces a variety of services to the area, reducing car reliance. All this contributes to well-designed spaces and contributing to the creation of vibrant, diverse and complete communities.

The subject site lies within the Allandale Centre area of Barrie which has historically been a predominantly industrial area of the City. The area has seen a steady decline for the greater part of the last two decades with much of the area now sitting vacant and derelict. Future light industrial uses in this location is not consistent with the vision outlined in the City Official Plan.

In our professional opinion, the proposed development aligns with the Province's Interest in land use planning and the Planning Act.

4.2 Provincial Policy Statement (2020)

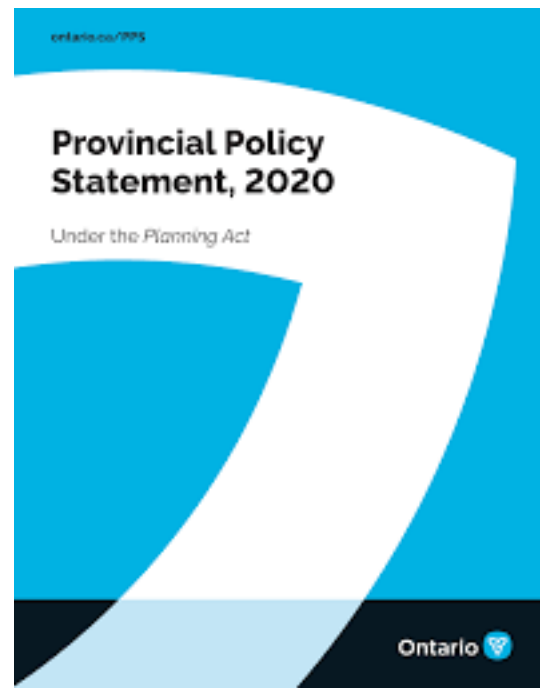
The Provincial Policy Statement (PPS) is a consolidated statement of the government's policies on land use planning. It gives provincial policy direction on key land use planning issues that affect communities, such as:

- efficient use and management of land and infrastructure
- the provision of sufficient housing to meet changing needs, including affordable housing
- the protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water
- opportunities for economic development and job creation
- the appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs
- the protection of people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas

The PPS is issued under section 3 of the *Planning Act* and according to the act all decisions affecting planning matters shall be consistent with the Provincial Policy Statement.

The PPS provides overarching policies to guide the efficient development of lands in support of healthy, liveable, and safe communities. These policies highlight the importance of accommodating for an appropriate mix of uses, including a range of residential types, employment, recreation, and park and open spaces. The PPS also promotes the integration of land-use planning, growth management, transit supportive development, intensification, and infrastructure planning in order to achieve cost effective development patterns that optimize transit investments, minimize land consumption, and minimize servicing costs.

Section 1.1.1 of the PPS provides various strategies on how to manage and direct land uses to achieve efficient and resilient development. This section emphasizes the different ways healthy, liveable and safe communities can be sustained. Land use patterns which sustain the financial well-being of the Province and municipalities over the long term is encouraged, including the efficient use of land. The proposed development efficiently uses lands which are underutilized and require revitalization. The built form proposed will introduce a high density mixed-use development to the area. This represents cost effective, compact intensification, on lands suitable for re-development, while minimizing land consumption and



servicing costs. As identified through Section 1.1.1., this will accommodate an appropriate range and mix of residential units and housing types to meet the long-term needs of the residents, while also contributing to the creation of a complete community.

Section 1.1.3 of the PPS describes settlement areas. The PPS denotes settlement areas as the focus of growth and development within the Province. The section outlines land use patterns in settlement areas, to ensure communities are using land and resources rationally, to provide long-term economic prosperity. The policies for this section ensure that unnecessary public expenditures do not occur. The PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities. Land use patterns within settlement areas shall also be based on opportunities to support active transportation and transit-supportive development. Intensification and redevelopment are encouraged within settlement areas, particularly where development can be compact, transit-supportive, and can be supported by existing or planned infrastructure and public service facilities.

With settlement areas being the focus for growth and development, there are a number of ways to promote efficient use of land, services and infrastructure; including a range of land uses, innovative design, mixed-uses and opportunities for intensification and redevelopment. The proposed development will make efficient use of existing municipal services and infrastructure, transit, servicing, parks and open spaces, while also serving to introduce new employment / jobs and economic activity by

introducing commercial uses in the area. Directing development to lands that promotes the opportunity for intensification and redevelopment is a key priority of the PPS. As the subject lands are located within an area targeted for growth and development (Urban Growth Centre), the objectives of the PPS are maintained.

Section 1.3 of the PPS speaks to employment. The PPS promotes economic development and competitiveness by providing an appropriate mix and range of employment opportunities including mixed uses to meet long-term needs. Further it encourages compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities. The proposed development promotes economic development by introducing new commercial amenities and associated job creation to the area.

Section 1.4 of the PPS speaks to housing. The PPS states that Planning authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. The PPS states that all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs arising from demographic changes and employment opportunities should be permitted. Residential intensification is encouraged to minimize the cost of housing and to facilitate a compact urban form. Similar to the policies for settlement areas, residential intensification and redevelopment are encouraged where development can be compact, transit-supportive, and supported by existing or planned infrastructure and public service facilities. The proposed development will introduce new residential uses in a new compact built form for the area that will efficiently utilize the subject site and promote economic prosperity. The proposed development will utilize existing infrastructure and servicing in order to facilitate the development. Residents of the proposed development will be able to take advantage of the location; being in close proximity to services, transportation, the waterfront, and various commercial and recreational spaces.

Section 1.6 of the PPS speaks to Infrastructure and Public Service Facilities. Specifically, Section 1.6.6.2 and 1.6.6.4 note, 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, where feasible.

Section 1.6.7 of the PPS includes the provision of transportation systems. Land use and development patterns should be encouraged that minimize the length and number of vehicle trips, to support the use of transit and active transportation. Section 1.8 contains policies relating to energy conservation, air quality and climate change. Reinforcing the policies of

1.6.7, Section 1.8 promotes development of compact built form in close relation to transit links and open spaces. Reducing auto dependency is encouraged through the proposed development, where residents can take advantage of the transit systems in place. The subject lands are within close proximity to a variety of services, walking distance to various amenities and spaces, and contain direct access to transit. The area contains a number of bus routes, active transportation is encouraged by the location, and connections to access the GO Transit System are available readily.

Section 1.6.8 relates to transportation and infrastructure corridors. Transportation and infrastructure corridors shall be protected for current and future use and needs. New development proposed on adjacent lands to existing or planned corridors should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

The proposed development aligns with the policies of the PPS and supports the development of healthy, liveable, and safe communities. In alignment with the PPS, the proposed development will direct residential intensification and redevelopment to an intensification area, in a compact, transit-supportive form that can be serviced by existing municipal infrastructure and public service facilities. The proposed development will maximize upon the existing infrastructure, resources, and facilities of the area, thereby demonstrating an efficient and cost-effective use of the land. The proposed applications will accommodate for a variety of residential units, thereby supporting the provision of a range of residential types within the area in order to meet current and future resident needs. The proposed rezoning will also facilitate a more compact built form, lending to an environment that encourages pedestrian activity and active transportation. The proposed development will introduce new commercial uses that will promote economic prosperity and support the existing community. Overall, the proposed development demonstrates the integration of land-use planning, growth management, transit-supportive development, intensification, and infrastructure planning.

Through a review of the applicable policies noted above, the proposed development demonstrates consistency with the Provincial Policy Statement.

4.3 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (GGH) has been prepared and approved under the Places to Grow Act. The Government of Ontario recognizes that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life for all Ontarians, planning must occur in a rational and strategic way. Guiding principles of the Growth Plan include the development of compact, complete communities, the optimization of infrastructure to support efficient growth and the protection, conservation and enhancement of natural resources.

The Growth Plan provides Guiding Principles as outlined in Section 1.2.1. Applicable principles that align with the proposed development includes;

- Supporting the achievement of complete communities that are designed to support healthy and active lifestyles.
- Prioritizing intensification and higher densities to make efficient use of land, infrastructure and servicing.
- Supporting transit viability and accessibility.
- Supporting a range and mix of housing options to serve all sizes, incomes, and ages of households.
- Managing growth by directing it to areas that recognize the diversity of communities and supporting transit usage to reduce environmental impacts of auto reliance.

Section 2.1 of the Growth Plan established the context of where and how to grow. The Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.

The Growth Plan States:

“This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align



transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas.”

The Growth Plan emphasizes the need to manage growth. Section 2.2 of the Growth Plan establishes policies to manage growth through development. Development and growth are directed to lands within settlement areas that are located within delineated built-up and strategic growth areas such as the Urban Growth Centre, with particular emphasis on locations with existing transit. The subject lands are designated as part of the City Centre and the Urban Growth Centre as well as a Major Transit Station Area (MTSA) in the City of Barrie Official Plan.

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the GGH to the horizon of this Plan. Policy 2.2.1.2 provides that growth will be directed within settlement areas and focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned. The proposed development will permit the mixed use development of both residential and commercial uses which will assist in achieving the population targets for the Region and City as set out in through this policy and in Schedule 3 of the Growth Plan. The proposal supports the Growth Plan's intensification and mixed-use directives by adding new residential units in an intensification area within the City of Barrie City Centre that will utilize existing and planned public infrastructure and focus new growth through intensification on an underutilized site, that is within an Urban Growth Centre.

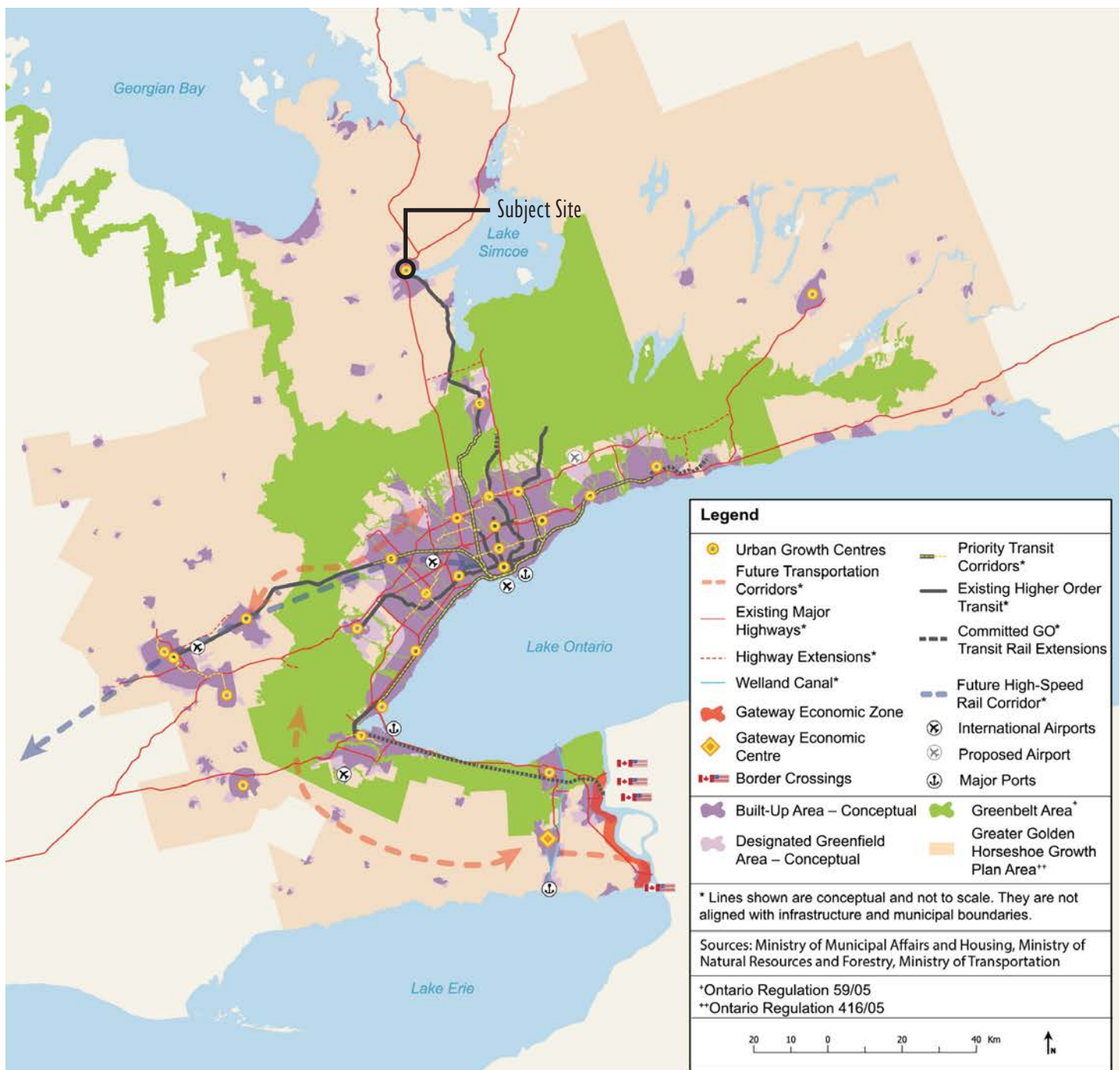


Figure 39. Schedule 2 - A Place to Grow Concept

Section 2.2.1.4 of Growth Plan contains policies in place to support the achievement of complete communities. The proposed development meets the criteria by providing a range of housing options, excellent access to a range of transportation choices (including active transportation), public service facilities, accessible open spaces, parks, trails, and other recreational facilities. The application will facilitate the development of a high quality compact built form, creating attractive and vibrant public spaces.

Section 2.2.2 of The Growth Plan directs municipalities to encourage intensification generally throughout built-up areas and supports the achievement of complete communities. This project supports the policies by directing mixed-use intensification to land within an urban settlement area designated for growth. The proposal introduces a range of residential units to the area. High quality open space can be found in the form of the outdoor amenities, the woonerf, along with landscaped street edges.

Section 2.2.2.3 provides that all municipalities will develop a strategy to achieve intensification within the delineated built up areas. Strategies include:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- The proposed development will increase residential density within an area where municipal services and infrastructure are suitable to support the growth proposed. Development is directed to lands where re-development is the focus, encouraging revitalization and new housing options.
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- Given the location within the City, access to transit, connection to open spaces and the surrounding land uses, the proposal has implemented mitigation measures such as the two-storey townhouse podium to create a transition to adjacent lands. Significant setbacks and the framing of Innisfil Street and Jacobs Terrace has been implemented in addition to reduce massing.
- c) *encourage intensification generally throughout the delineated built-up area;*
- The proposed development is located within the delineated built up area of the City of Barrie. In addition, the lands are located within the UGC and in close proximity to the Essa Intensification Corridor. These areas are targeted for intensification.
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- The current zoning does not support the achievement of a complete communities. The application represents an opportunity to align the zoning of the lands with the provincial policy directing growth to lands with access to existing infrastructure and public transportation.

e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*

- The proposal will utilize the existing infrastructure in the area.
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*
- The Official Plan for the City of Barrie and other supporting documents encourage development such as the proposed development.

Section 2.2.3 provides policies relating to urban growth centres. Policy 2.2.3.1 states that:

“Urban growth centres will be planned:

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

Section 2.2.3.2 identifies minimum density targets for growth centres with downtown Barrie targeted for a minimum of 150 residents and jobs combined per hectare. The proposed development will help achieve this density target by providing a high quality compact built form of housing to an area which has seen significant decline over the past couple of decades.

Additionally, new commercial and neighbourhood amenities and job opportunities for new and existing residents will be created within this development. New commercial uses will increase economic stimulus in the area and support the existing community while better serving people's everyday needs through easy access to local stores and restaurants. The introduction of new employment opportunities represents planning for and investing in jobs, while enhancing the existing industries in the area. This development as a whole will assist the area in becoming a complete community with a diverse mixture of land uses, housing types, access to transit, open spaces, and access to local retail amenities and services.

Section 2.2.5 of the Growth Plan relates to Employment Lands. Although no designated employment lands are proposed through this development, it should be noted that this development does support economic

development and competitiveness within the area by creating local jobs and commercial uses.

Section 2.2.6 of the plan encourages municipalities to develop a housing strategy that supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by identifying a diverse range and mix of housing options and densities, to meet projected needs of current and future residents. The proposed redevelopment provides for a mix of 1, 2, and 3 bedroom units to accommodate a diverse range of household sizes and incomes.

As described earlier, the proposed development will serve to achieve the minimum intensification and density targets in the plan.

Section 6 of the Growth Plan provides more specific direction for the Simcoe Sub-area. “The policies in Section 6 direct a significant portion of growth within the Simcoe Sub-area to communities where development can be most effectively serviced, and where growth improves the range of opportunities for people to live, work, and play in their communities with a particular emphasis on primary settlement areas.” Further, “The policies in Section 6 recognize and support the vitality of urban and rural communities in the Simcoe Sub-area. All municipalities will play an important role in ensuring that future growth is planned for and managed in an effective and sustainable manner that conforms with this Plan.” Barrie is considered a primary settlement area and the proposed development represents an opportunity for community growth and economic prosperity contributing to a more livable, compact, complete urban structure with good design and built form which will support the achievement of economic and environmental benefits.

This development assists the area in becoming a complete community by providing a compact urban mixed-use development, including both residential uses and employment uses, as well as a high quality open space and amenities, in order to create a vibrant neighbourhood. These applications conform to the policies of the Growth Plan, as they propose urban development on land designated for growth within a settlement area. This project will contribute to the continued growth and prosperity of Barrie in a compact form, introduce local commercial amenities, create employment opportunities, and contribute to it becoming a complete community.

For the above stated reasons, the application conforms to the direction provided in the Growth Plan for the Greater Golden Horseshoe.

4.4 City Of Barrie Official Plan (July 2018 Consolidation)

The City of Barrie Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for “sustainable development,” defined as development that does not jeopardize opportunities for future generations.

The Official Plan envisions new residential development will provide a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City’s residents. Intensification is to represent an essential component of the City’s Growth Management Strategy to minimize infrastructure requirements and to utilize existing services including transit and open space.

The Official Plan designates the subject land as:

- ‘City Centre’ - Schedule A - Land Use (figure 3)
- “Commercial” - Schedule B - Planning Areas (figure 7)
- Jacobs Terrace is considered a local road, Innisfil Street is considered a major collector, and Essa Road is considered an Arterial Street on Schedule D - Road Plan
- Innisfil Street has a planned right-of-way width of 27m and Essa Road has a planned right-of-way width of 29m on Schedule E - Road Widening
- ‘Urban Growth Centre’ (UGC) - ‘Schedule I – Intensification Areas’ and ‘Schedule C’ (Figure 7)

The Official Plan also identifies that the Subject Site is within the jurisdiction of the Lake Simcoe Region Conservation Authority and the Lake Simcoe Watershed Boundary on Schedule J. In addition, 17 Jacobs Terrace and 257 Innisfil Street are located within a Wellhead Protection Area – C (5-10 Year Capture Zone) and 41-43 Essa Road is within Wellhead Protection Area – B (2 Year Capture Zone) as outlined in Schedule G – Drinking Water System Vulnerable Areas’.

Section 3 of the Official Plan provides the general goals, policies and objectives of the City’s growth management strategies. Policy 3.1.1 a) states:

“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 proposal will contribute to the vision of creating a vibrant and thriving downtown in Barrie. The proposal offers a range of residential, retail and community uses that aspire to create a complete community in Barrie’s City Centre. The proposed buildings intensify a site adjacent to key transportation infrastructure to further optimize land use, infrastructure, and community services in Barrie. The proposed residential and non-residential uses will support and complement the adjacent existing and planned uses in the area. The proposed built form of the buildings will provide architecturally significant towers to contribute to an interesting skyline in the City Centre. The proposed density is transit supportive and will support and optimize the usage of the existing community and services.

As discussed throughout the Official Plan, City Centre designated lands are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents, as well as specialized functions for the entire community and market area (S.4.3.2.2). The City Centre includes the Downtown Barrie Urban Growth Centre, which is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare, as identified on Schedule I – Intensification Area. To meet this target, residential uses including a variety of housing types at medium and high densities are encouraged in the City Centre, in order to increase the resident population, and provide live/work opportunities.

All types and forms of residential development are permitted on lands within the City Centre, including the redevelopment of existing underutilized lands to accommodate multiple unit developments. High density development in excess of 150 units per hectare are directed to be in locations within the City Centre (S.4.2.2.3). Developing residential lands

at a higher density is encouraged to support transit use, contribute to the City's intensification targets, and direct new housing to areas where it can suitably be accommodated.

Policy 3.3.2.1 c) states:

"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 this Plan. (Mod D (q))"

The proposed development is located within the City Centre, adjacent to higher-order transit. The proposal represents residential revitalization and intensification in the Urban Growth Centre.

Policy 3.3.2.1 d) states:

"the City shall promote the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule A of this Plan."

As stated earlier, the proposed development is located within the City Centre and will provide for a mix of residential, commercial and community uses as contemplated by this policy.

By 2031, the Downtown Barrie UGC will be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare (3.1.2.3.c). The City's Growth Management Strategy identifies that the built-up area can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre (3.1.2.3.d). Development is expected to occur in the high-density categories averaging between 150 to 200 units per net hectare (4.2.2.6.g). As the subject lands are located within the UGC, the proposed development can accommodate some of the population growth and new housing units targeted for the area.

The City Centre is intended to provide a broad range of residential uses. Under the City Centre designation, this includes lands within the Urban Growth Centre (UGC). Residential uses including a variety of housing types at medium and high densities are encouraged in the City Centre, in order to increase the resident population and provide live/work opportunities. UGC lands are capable of redevelopment, accommodating a range of land uses, and densities. The subject application proposes a high-density residential condominium, encouraged by the City Centre policies.

Policy 3.1.1 e) states:

"to direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension."

The proposed development intensifies a site adjacent to higher-order transit and utilize existing infrastructure and community services. The proposed residential uses will support and complement the existing uses in the community. A Functional Servicing and Stormwater Management Report prepared by Tatham engineering submitted with this application confirms the existing municipal infrastructure is able to accommodate the proposed development.

New development in the City Centre is instructed to respect the physical scale and characteristics of the existing structures. Any redevelopment of properties shall be in keeping with the existing character of the area (4.3.2.2.i). The proposed development will offer a range of residential, commercial and community uses that will help create a complete community in the City Centre. Design elements have been included within the architecture and landscape architecture which compliments the existing heritage features of Allandale. Additionally, there have been many recent development proposals and approvals of similar size and scale in the immediate vicinity as detailed in section 2.8 of this report.

The proposed development will revitalize the neighbourhood, encouraging other new development to follow. The subject lands are along the Essa Intensification Corridor, targeted by the City's plans for intensification, infill projects and redevelopment. Development along intensification corridors are aimed at being compact, efficient developments that utilizes existing infrastructure and services. Corridors are intended to be the focus for mixed use developments. While mixed uses are focused on the corridors, residential land uses in various densities are directed to the side streets adjacent, and streets that lead to the Intensification Corridors, such as Innisfil Street.

4.4.1 Affordable Housing and Residential Policies

As mentioned previously, the Official Plan includes a number of policies pertaining to housing and residential land uses.

Section 3.3.1 and Section 4.2, outline the goals of the housing and residential policies have been addressed through the subject application. By providing an appropriate range of unit types and unit sizes, the needs of current and future residents will be met. The proposed development intends to introduce a high-quality built form, ensuring that the quality and variety of the housing stock is maintained and improved. It will also add to the creation of a complete community, by adding to the diversity of housing types and densities in the City of Barrie.

The proposal efficiently uses land and directs development to a location where there is appropriate levels of resources, infrastructure and public service facilities. In addition, the location provides access safe and vibrant spaces, and encourages pedestrian streetscapes. The development also contributes to the municipalities goal of achieving its intensification and density targets. In particular, the development would occur within the City Centre and the UGC, where intensification and redevelopment are directed.

As previously noted, it is anticipated that this additional density in these areas will occur in the high-density categories averaging between 150-200 units per net hectare. The proposed development contains a density of 234 units per hectare, contributing to these goals.

Policy 3.3.2.2 a) states;

"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: (Mod D (u))

i. In the case of home ownership, the least expensive of:

- 1) housing for which the purchase price results in annual accommodation costs which do not exceed 30% 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.*

ii. 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 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."*

Policy 3.3.2.2 a) contemplates a goal for the for the City as a whole. It is anticipated that this objective is sought across the City, and not for a specific site.

Policy 3.3.2.2 b) states:

"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"

Policy 3.3.2.2 c) states:

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.

As detailed earlier, the proposed development will provide a range of housing types and tenures which will be affordable in the context of the City marketplace within a compact built form immediately adjacent to higher-order transit. This type of housing is by nature more affordable than low-density development contributing to the goal of affordable home ownership within the City.

4.4.2 Energy Conservation and Renewable Energy Systems

Section 3.7 of the Official Plan details general policies regarding energy conservation.

Policy 3.7.2.1 a) states:

“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”

As detailed in earlier, the proposed development will utilize existing municipal infrastructure and public services facilities that is currently underutilized to meet future needs. Additionally, the development is contemplated in phases in coordination with the City to ensure adequate services and capacities are available. Servicing is further discussed in the Functional Servicing and Stormwater Management report by Tatham Engineering submitted along with these applications.

Policy 3.7.2.1 b) states:

“Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping”

Policy 3.7.2.1 c) states:

“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 proposed development supports the use of energy-efficient and will consider implementing energy efficient materials throughout the development. Energy Conservation Reports completed by Ecovert have been submitted along with these applications and detail the conservation measures proposed but the proposal.

4.4.3 Brownfields & Contaminated Sites

Section 3.8 of the Official Plan details general policies regarding Brownfields.

Policy 3.8.2.3 a) states :

“where a change to a sensitive land use (as described in the Environmental Protection Act and amended from time to time) is proposed, and either the previous or current use has the potential to have caused environmental contamination, the City shall require the following conditions be met prior to final approval of the development application:

- i. A site risk assessment and/or remediation shall be conducted by the owner to the satisfaction of the Ministry of Environment.*
- ii. A Record of Site Condition and Certificate of Property Use in accordance with the Environmental Protection Act shall be prepared for contaminated sites and filed for public access with the Environmental Site Registry”*

Preliminary Environmental Site Assessments have been included with the applications, with supplementary reports currently being undertaken for the Subject Site to ensure the appropriate remediation of the site occurs and meets all Provincial Standards as noted in this policy.

High density developments are generally required for sites of this size to off-set the costs associated with brownfield site remediation. Clean-up of the lands will not only improve the site from an environmental perspective, but also provide needed housing in a transit supported location.

4.4.4 Groundwater Recharge Areas

Section 3.5.2.3.4 speaks to the policies of groundwater recharge areas that have been identified by the PPS and a significant groundwater recharge area in the assessment report under the Clean Water Act, 2006 for the Lake Simcoe and Couchiching/Black River Source Water Protection Area, and Ministry of Environmental and Ministry of Natural Resources.

A preliminary Geotechnical Report has been prepared by DS Consultants LTD. in support of the proposed development. See report for further details.

4.4.5 Lake Simcoe Protection Plan (LSPP)

The subject lands are located within the Lake Simcoe Region Conservation Authority (LSRCA) watershed Boundary. Key policies as outlined in the Official Plan include:

“To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions” (3.9.1.a).

“To promote environmentally sustainable land and water uses, activities and development practices” (3.9.1.b).

The subject lands are not within a LSRCA regulated area or within a watercourse. There are no negative impacts anticipated from the proposed development. In accordance with the City of Barrie requirements, a Stormwater Management Report has been included with these applications. This report is an evaluation of the effects of the proposed development on the natural environment and municipal storm and sewer infrastructure. The study provides mitigative measures to reduce the impacts of increased sediment erosion, higher and faster peak flows and pollutant containment loads on the receiving storm water network.

4.4.6 Urban Design

The Official Plan provides Urban Design Guidelines to provide a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. The proposed development is subject to Section 6.6 of the Official Plan, as the policies in 6.6 are applicable to any building proposed to be greater than three (3) storeys in height.

A separate Urban Design Report prepared by Innovative Planning Solutions has been submitted along with these applications. Details regarding the policies and goals of the Official Plan with respect to Urban Design are within the report which should be read in conjunction with this report.

4.4.7 Parkland Dedication Requirements

Policy 6.4 a) states:

“as a condition of development of land for residential or institutional purposes, the City may require the conveyance of land for park purposes or the equivalent cash-in-lieu in accordance with the provisions of the Planning Act and the following criteria or combination thereof:

- i. development of densities of less than fifteen units per net hectare will require up to a five percent land dedication.*
- ii. development of densities greater than fifteen units per net hectare will require a dedication of up to one hectare per 300 units.”*

The proposed development will provide parkland through a cash-in-lieu payment in accordance with the applicable requirements under the Planning Act.

Based on the review above, the proposed application conforms with the intent and policies of the Official Plan.

4.5 City Of Barrie Intensification Area Urban Design Guidelines (2012)

The City of Barrie released the Intensification Area Urban Design Guidelines in 2012. The guidelines direct new development within Intensification Nodes and Corridors, Urban Growth Centre, and Major Transit Areas identified in the City of Barrie Official Plan.

The subject lands are identified as ‘Mixed-Use Main Streets’ and ‘Mixed-Use & Residential Avenue’ by the Guidelines — Intensification Typologies. Figure 41 illustrates the Intensification Typologies.

As outlined in the guidelines, Mixed-Use Main Streets are generally found within the Urban Growth Centre. Key opportunities along these streets include redevelopment of vacant or underutilized lands, as the application submitted proposes. As outlined in Section vii, it is important for redevelopment occurring to be compatible with the existing built

form, maintain the existing street pattern or characteristics, encourage mixed-use spaces, visual elements (ex. street trees and landscaping), and enhance the public realm.

An important element to the Mixed-Use Main Streets is the proximity to parks and open spaces. As more people work and live in the Urban Growth Centre, it is important that Mixed-Use Main Streets are supported by open spaces easily accessible to residents.

The property is located in close proximity to the downtown and waterfront area. The waterfront contains many trails, parks, open spaces, facilities or amenities. Residents can access the waterfront trails and paths within 600 metres; approximately an 8-9-minute walk, a 3-minute bike, or a 2-3-minute drive.

A full analysis of the Urban Design Guidelines can be found within the Urban Design Report submitted with these applications.

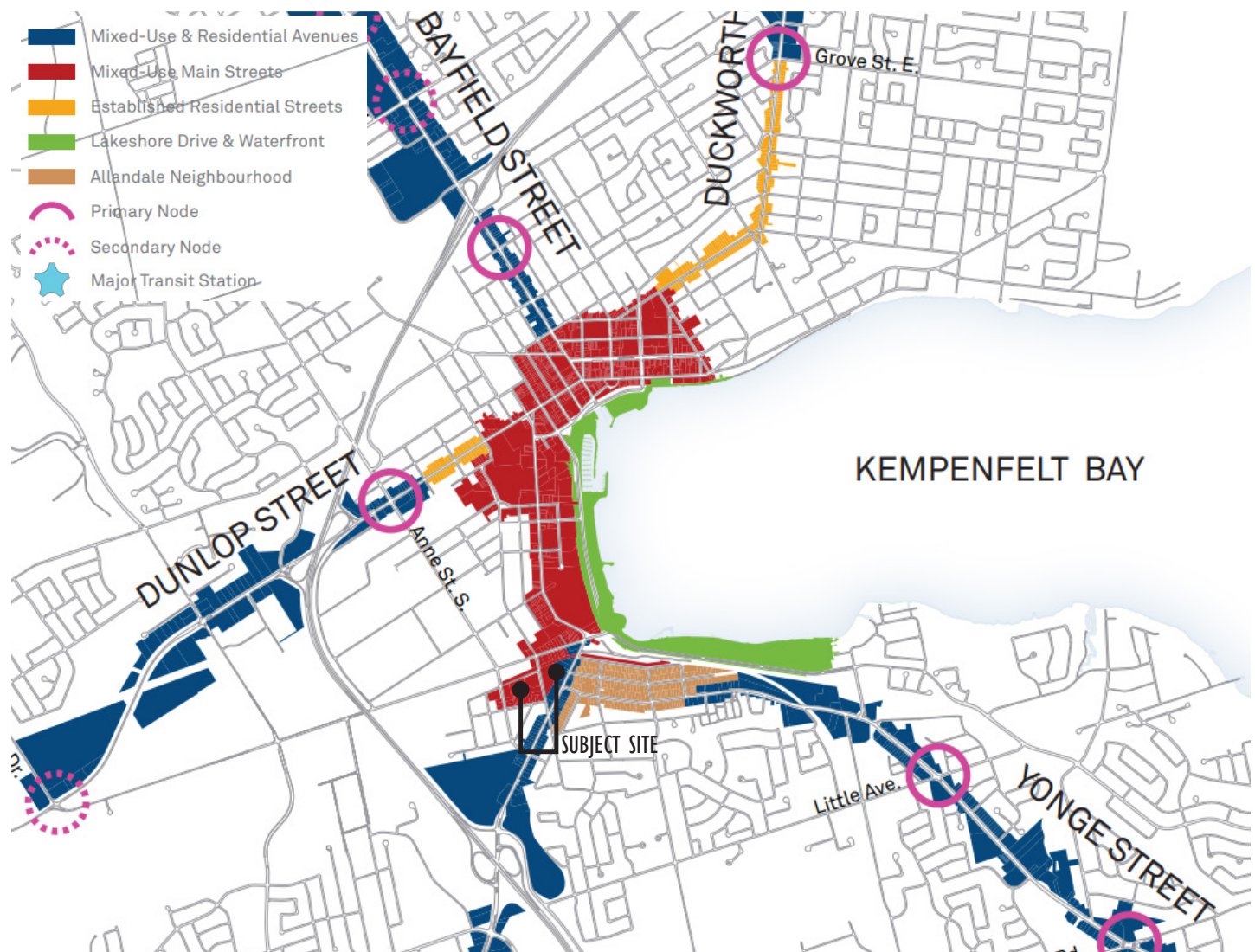


Figure 40. Intensification Typologies

SUPPORTING STUDIES

5

The following is a summary of reports/studies which have been submitted in support of the applications and should be read in conjunction with the Planning Justification Report.

5.1 Urban Design Brief

The Urban Design Brief prepared by Innovative Planning Solutions dated September 2021 addresses the various guidelines and policies developed to direct urban design in the City of Barrie. The guidelines and policies have been reviewed and contrasted against the proposed development demonstrating that the proposed development is consistent with the intent and objectives of the City's direction for Urban Design. The brief addresses issues of urban design relating to: land use, built form, building placement, high quality design and materials, streetscape and landscaping and pedestrian scale and walkability among others. It concludes that the proposal is aligned well with many of the Urban Design Criteria established by the City of Barrie.

5.2 Traffic Impact and Parking Study

A traffic impact study was prepared by GHD dated September 2021 in support of the applications. The study reviews the requirements of the City of Barrie with respect to the potential transportation impacts of the development on the local road network.

The report establishes the existing road network and the subsequent traffic-related impacts on the adjacent future road network during the weekday a.m. and p.m. peak hours. These impacts are based on projected future background traffic derived for build-out in 2023 and a period of five and ten year post build-out in 2028 and 2033.

The report concludes;

Based on an assessment of future traffic conditions, the site traffic generated from the subject development is expected to have a nominal impact on the operation of all study area intersections. As a result, there are no recommended geometric improvements to any of the study intersections in response to development of the subject site.

Please refer to the report for additional details.

5.3 Functional Servicing Report and Stormwater Management Report

A functional servicing report by Tatham Engineering Limited dated September 2021 was prepared in support of the proposed development applications. The report presents a municipal servicing strategy covering water supply and distribution, sanitary sewage collection, drainage and stormwater management, grading and landscaping and utility servicing.

The report details the proposed servicing solutions with additional details to be provided at the detailed design stage of the development. The report summarizes its findings as follows;

Water Supply & Distribution

The proposed development will be serviced with a 150 mm dia. domestic water service and a dedicated 150 mm dia. fire service from the existing 300 mm dia. watermain within Essa Road. It is expected that all 4 towers will be serviced via the water service connection from Essa Road. The final water system design will be confirmed during the detailed design stage.

Sanitary Sewer Collection

The site will be serviced via a 250 mm dia. sanitary sewer lateral connected to the existing 500 mm dia. sanitary sewer on Essa Road. It is expected there is sufficient capacity in downstream existing sewers to convey sewage flow to the Barrie Wastewater Treatment Facility.

Stormwater Management Plan

The preliminary SWM plan demonstrates the proposed development will not result in negative impacts with respect to stormwater. Post-development peak flows will be controlled to the existing 5-year flow rates via an underground stormwater storage system. Controlled runoff from the site will be conveyed to the existing box culvert storm sewer on Essa Road. Water quality controls will be provided by the underground stormwater storage system and a jellyfish filter unit.

Siltation & Erosion Control

Siltation and erosion controls will be provided with the proper construction mitigation efforts.

Grading & Landscaping

The grading of the proposed development will match to existing perimeter grades along the limits of the development.

Utilities

We have reached out to all relevant utility companies (Alectra, Bell, Rogers and Enbridge) for comment on this project and are awaiting comment.

5.4 Environmental Site Assessment

A Phase II Environmental Site Assessment (ESA) was completed for 41-41 Essa Road by Azimuth Environmental Consulting Inc. in August of 2020.

The assessment was initially conducted to evaluate the areas of potential environmental concern (APECs) on the RSC Property associated with past and present Site activities, as well as adjacent land use(s) in accordance with Ontario Regulation 153/04 (as amended). Once contaminants of concern (COCs) were identified, then these impact(s) were delineated laterally and vertically under the RSC Property. This work was conducted for the purpose of obtaining a Record of Site Condition (RSC) for the Site redevelopment.

The Phase Two ESA program completed to date consisted of:

- review of historical environmental reports for the RSC Property and any within the Study Area;
- advancing seven (7) test pits;
- drilling twenty five (25) boreholes;
- installation of twenty four (24) ground water monitoring wells;
- the collection of soil samples from the test pits and boreholes addressing contaminants of concern detections throughout the RSC Property;
- the collection of ground water samples from ground water monitors addressing contaminants of concern detections throughout the RSC Property; and
- the completion of an elevation survey, tying all test pits, boreholes and ground water monitor locations into the local geodetic datum.

The results of the Phase Two ESA indicated that environmental impacts (i.e., parameter concentrations above the applicable O.Reg. 153/04 generic Table 2 site condition standards) are present at the RSC Property. This represents two locations associated with petroleum hydrocarbons (PHCs) with benzene, toluene, ethylbenzene, total xylenes (BTEX), chlorinated solvents (VOCs), dissolved metals, and polycyclic aromatic hydrocarbons (PAH) compounds in shallow soils and ground water samples. The two locations are defined to be beneath and to the west of the on-Site structure, with the second being defined to a north-south rectangular area south of the structure.

An Record of Site Condition for the properties is currently being completed and will be submitted to the City once completed.

5.5 Hydrogeological Investigation

A Hydrogeological Investigation has been completed and submitted along with these applications by DS Consultants dated September 2021. The investigation was completed to provide an overview of the existing geological and hydrogeological conditions at the Site and to provide an assessment of the hydrogeological constraints to development including an estimation of construction dewatering requirements and potential impacts to local groundwater resources. Please refer to the report for details.

5.6 Preliminary Geotechnical Investigation

A preliminary geotechnical investigation was completed in support of the subject site by DS consultants. The purpose of the geotechnical report was to provide geotechnical recommendations for the following:

1. Foundations
2. Floor slabs and permanent drainage
3. Excavations and groundwater control
4. Earth pressures
5. Earthquake considerations
6. Pavement

Please refer to the report for details regarding the above.

5.7 Environmental Noise and Vibrations Feasibility Assessment

An Environmental Noise and Vibrations Feasibility Assessment was completed by Graient Wind in support of the development application. The report details transportation noise levels, noise levels due to railway traffic, stationary noise impacts, as well as vibration levels at the nearest edge of the property line to the BRCY corridor. Please refer to the report for additional details.

5.8 Rail Safety Study

A Rail Safety Study has been completed by Stantec Consulting Ltd. in support of the development applications. The purpose of the study is to assess site specific hazards and mitigation measures relating to noise, vibration, trespass, and crash potential. The report concludes that:

Based on the discussion in this report, the proposed measures put forth can be safely implemented onsite to adequately address crash, trespass, noise pollution, vibration, and drainage considerations.

Please refer to the report for details regarding the above.

5.9 Pedestrian Level Wind Assessment and Microclimate Impact Report

A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind in support of the development applications. The study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, transit stops, parking lots, and building access points are considered acceptable, without mitigation.
- 2) Depending on the programming, conditions over the Level 7 amenity terraces may be suitable for the intended pedestrian uses. Importantly, large areas are predicted to be suitable for sitting along the south and east elevations of Towers 1 and 2, the south elevation of Tower 3, and the south and north elevations of Tower 4. If necessary, sitting conditions may be extended to other areas of the terrace with a combination of perimeter guards, typically glazed, in-board wind barriers, or canopies, located around seating areas. Mitigation strategies will be developed in collaboration with the design team for the future Site Plan Control application.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Please refer to the report for full details regarding the above.

5.10 Energy Conservation Report

An Energy Conservation Report was completed in support of the applications by Ecovert dated September 2021.

The City of Barrie's Energy Conservation Report applies to new developments including industrial buildings over 5,000 m², commercial buildings over 2,500m², and residential buildings with over 50 units. The energy conservation report is intended to act as a roadmap that helps achieve the City of Barrie's energy consumption and carbon reduction targets. The report helps designers and developers identify at the earliest opportunity, options to integrate local energy conservation measures that are efficient, low carbon, and resilient.

ECOVERT used the IES-VE simulation software to create energy performance results for an SB10 reference model, an energy efficient model, and a low-carbon enhanced performance model, each with unique energy conservation measures. The energy performance results from each of the three models and their respective energy conservation measures were compared and discussed in the analysis section. This analysis includes passive and active design measures along with on-site energy solution opportunities and other feasible low-carbon energy options.

With the support of the modelling analysis, ECOVERT has identified a recommended set of energy conservation measures that will provide the best opportunity for the subject site to achieve a low-carbon high performance design. This set of energy conservation measures and the resulting high-performance design is very attainable and aligns perfectly with the City of Barrie's plan to move towards energy consumption and carbon reduction targets.

CONCLUSION



6

This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Zoning By-law Amendments seek to change the zoning from Light Industrial (LI) and Central Area Commercial (C1) to Transition Centre Commercial with Special Provisions (C2)(SP) for the project area. This zone is intended to facilitate the future development of 6 towers ranging in height from 20 to 37 storeys with a mix of residential and grade related commercial uses.

As demonstrated through assessment in this report, the proposed development aligns with both the Province and City's policies, guidelines, and goals in place. The proposal will assist the City of Barrie in achieving its targets for population growth, new housing units, jobs and employment. Redevelopment is directed to a location where growth and development is anticipated and encouraged. The subject location and proposed built form represent functional and appropriate development, through an intensification redevelopment project on underutilized lands. The proposed development would serve to revitalize the area, supporting future economic growth and encouraging other development.

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed applications:

- are consistent with the applicable policies of the Provincial Policy Statement 2020;
- conform with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conform with the applicable policies of the Lake Simcoe Protection Plan;
- conform with the applicable policies of the City of Barrie Official Plan (Office consolidation - January 2018);
- comply with City of Barrie Zoning By-law (Office consolidation - January 2020);
- do not contain, adjoin or impact significant cultural heritage / archaeological resources;
- do not contain, adjoin or are impacted by any natural or human-made hazards; and,
- represents good planning.

For the preceding reasons, the proposed developments represent good planning in the public interest. As such, it is respectfully requested that the City of Barrie approve the Zoning By-law Amendments.

Respectfully submitted,
Innovative Planning Solutions



Darren Vella, MCIP, RPP
President & Director of Planning Planner



Kyle Galvin, MCIP, RPP
Senior Planner

An aerial photograph of a suburban neighborhood. The image shows a mix of residential houses with green lawns and trees, interspersed with commercial buildings and parking lots. A major road runs horizontally across the middle of the image. In the upper right corner, a body of water (a lake or river) is visible, bordered by a grassy area and some industrial structures. The overall scene is a typical suburban landscape.

IPS

INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT



BY-LAW NUMBER 2021-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 259 Innisfil Street and 41-43 Essa Road, as shown on Schedule "A" to this By-law, from Light Industrial (LI) and Central Area Commercial (C1-1) to Transition Centre Commercial – 2 with Special Provisions, Hold (C2-2)(SP-____)(H-____).

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 259 Innisfil Street and 41-43 Essa Road;

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 enacts the following:

1. **THAT** the zoning map is amended to change the zoning of 259 Innisfil Street and 41-43 Essa Road from Light Industrial (LI) and Central Area Commercial (C1-1) to Transition Centre Commercial – 2 with Special Provisions, Hold (C2-2)(SP-____)(H-____), be approved.
2. **THAT** notwithstanding the provisions of Section 4.5.8 - Minimum Setback from Rail Lines, 6.3.1 – Commercial Standards and 6.3.2 – Additional Standards for Commercial Zones, the lands known municipally as 259 Innisfil Street and 41-43 Essa Road, zoned as Transition Centre Commercial – 2 with Special Provisions (C2-2)(SP-____), the following standards shall apply:
 - a) Minimum Setback from Rail Line shall be 21.5m;
 - b) Minimum Landscape Buffer Area shall be 1.3m;
 - c) Minimum Side Yard Setback to an adjoining street shall be 2.5m;
 - d) Minimum Coverage for Commercial Uses shall be 5%; and
 - e) A maximum height of 122 metres shall be permitted
3. **THAT** notwithstanding the provisions of 6.3.4 – Residential Uses, Section 6.3.4.2 shall not apply.
4. **THAT** notwithstanding the provisions of 6.3.7 – Landscaped Buffer Areas, Section 6.3.7.1 shall not apply.
5. **THAT** the (H-____) symbol that appears on Schedule "A" attached hereto identifies a Holding Zone pursuant to Section 36 of the *Planning Act, R.S.O. 1990, c.P.13*. This indicates that the lands so

zoned cannot be used for a purpose permitted by the Transition Centre Commercial – 2 with Special Provisions, Hold (C2-2)(SP-____)(H-____) until the (H-____) symbol is removed pursuant to Section 36 of the Planning Act. The (H-____) provision shall be lifted upon completion of the following matters to the satisfaction of The Corporation of the City of Barrie:

- a) Acknowledgement that a Record of Site Condition has been accepted by the Ministry of the Environment, Conservation and Parks for the introduction of a sensitive land use on the subject lands; and
 - b) That the owner enters into a Site Plan Agreement with the City.
6. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands as shown on Schedule “A” to this By-law, shall apply to the said lands except as varied by this By-law.
7. **THAT** the owner/applicant is required to provide community benefits per Section 37 of the *Planning Act* and City of Barrie Official Plan Section 6.8 Height and Density Bonusing to the satisfaction of the Director of Development Services.
8. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day of _____ 2021

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CITY CLERK

Schedule "A" attached to By-law 2021-XXX



Jacob's Terrace
Neighbourhood Meeting Public Comments
Tonlu Holdings Ltd. – Rinomato Group

July 2021 Response Matrix**IPS File No.: 20-1001**

	Comment	Received From	Applicant Response
	Neighbourhood Meeting Comments from the Public		
1	How many residential units are you planning in each tower	Patricia Lancia	Darren Vella: We only have approximate numbers at the moment. Residential units are determined based on parking units and availability. Right now we are working out with commercial units will be at grade as there are also parking requirements based on commercial units as well. Overall, the totality for the project has aprox.1850 residential units, but that number will be confirmed through the formal application process.
2	What is the average size of square footage for these units?	Patricia Lancia	Darren Vella: There will be a variety of 1, 2 and 3 bedroom units. We are also considering introducing micro-suits into the development to provide a full range of housing accommodation. But cannot confirm size at this stage.
3	How do you define a micro-suite	Patricia Lancia	Darren vella: A suite that is aprox 400square feet in size.
4	What is your target market for selling these units?	Patricia Lancia	Darren Vella: There has been an increased desire for people outside of Barrie to move here and enjoy. – We are aiming for a range of first time home buyers, to married couples, or retirees.
5	On your drawing I see that the parking entrance for Jacob's St. tower is through the loop off of Jacobs Terrace, but where is the parking entrance for Innisfil and Essa towers?	Patricia Lancia	Darren Vella: Access to Innisfil Towers is located on the south side after the current car dealership lot and the second access point is adjacent to the rail line. It will allow for vehicular traffic but it very catered to pedestrian traffic and allows for a better integration of the two.

6	Are you going to ask for variance in green spaces as there are green spaces on your roofs? There doesn't look to be a lot of green space on your conceptual design around the edges of the development.	Patricia Lancia	Darren Vella: There will be a variety of different green spaces, but the technical aspects of the design at this stage have yet to be finalized. We are looking to get feedback from the public prior to finalizing out submission for the City.
7	For the commercial spaces, you said you were hoping for the public to tell you what they need and want in this neighbourhood (which is a whole lot of things), but has your client given any thought to the sizes of commercial spaces, because looking for large tenants is very different than searching for tenants to occupy small spaces.	Patricia Lancia	Darren Vella: Valid point. Ideally, our client would like to bring a local grocery store. And in terms of other commercial uses, the Allendale area was built on a lot of small business, so we are hoping to allow for more small business to set up along Innisfil Street and Jacob's Terrace.
8	Welcome and thank you for seeing potential in our area for development. I am only commenting that I think that bringing more people into the community and more small business is very welcome and appreciated.	Doug Parker – Local resident 233 Innisfil Street	Darren Vella: Thank you Doug
9	Concern about traffic flow because these streets are already very busy. I am worried about traffic in and out and safety in the community. How are you going to address that issue and will that cost the neighbourhood in tax dollars to fund this project?	Sharon Abramson	Will Maria (GHD Consulting): As part of the development application we are undertaking a traffic impact study. This study will look at existing conditions of traffic around this site and also look at future conditions which will surround this site. We are going to look at traffic expected to be generated with these new developments around the existing roads and analyzing the intersections. This is all being done with help of the City direction and the operations of these intersections with the expected increase and any improvements that need to be made to accommodate this influx of pedestrians/traffic which comes along with this project and how it will be implemented. The improvements that are required to accommodate the traffic are part of the site plan conditions and those improvements will have to be done by the developer.
10	There are going to be a lot of units, and I have concerns about AirB&B being brought into the area and I am wondering how you would address that.	Sharon Abramson	Darren Vella: That is an important question in many municipalities right now and the City of Barrie has their own by-laws surrounding Air B&B's. It is definitely not our intent to have these be Air B&B amenities. We are

			considering having the Condo Corp have a few available units that can be rented for 1-2 nights.
11	You mentioned there would be community rooms and such. Would there be a charge for this? Are these to be used for the community or are they being built as a financial benefit to the owners?	Sharon Abramson	Darren Vella: That cannot be answered at this time. But I do know that Tonlu does do great things for the communities that are in so if this is something that is important to the community, we could find a way to make this work for everyone.
12	What guarantees do we have that if you start this project that you have enough financial means to build the property and not leave us with another eye sore	Sharon Abramson	Darren Vella: That is why I wanted to provide background into who the client is. They have been in business since 1984 and you cannot sustain a business that long without having the proper funding to complete the projects they initiate. They have extensive experience building all different forms of developments throughout the greater Horseshoe area. We are dealing with someone who is interested in starting and executing this.
13	Will we be able to get in and out of our houses while you are in the middle of construction?	Sharon Abramson	Darren Vella: There are steps outlined through the City and through that process. It is set up to make sure current residents impact from construction is minimized
14	Will there be penalties for the developer for delaying/creating problems for the existing residents.	Sharon Abramson	Celest Kitsemetry: The City will be imposing the penalty if one. We understand there are consequences to the community when development occurs, but we are quite early in the development process and the City does not have an actual application yet to determine all technical aspects of a project are present and have been considered so it is early to be able to provide commentary on what would happen if/when there is a delay and how that process would occur.
15	Can you confirm if Tonlu is from Vaughan and IPS is the local company who has been retained to represent the developer?	Arnie Ivsins – Alfred Street	Darren Vella: That is correct. IPS's office is located in Barrie.

16	With regard to access, you mentioned that it is by the car dealership and by the tracks. So is there no access to Essa by Gowan? Can left turns be made into that area as well?	Arnie Ivsins – Alfred Street	Darren Vella: This was addressed in my presentation earlier. You can see there is an access point proposed to Essa Road. The left turn access is subject to the traffic study for review and that determination has not been made yet.
17	With regard to traffic along Innisfil, on weekends people will use Essa Road and wind their way through Town. At that time, Innisfil St traffic can be quite dense and heavy. For the portion of Innisfil/Essa Road, do you have an approximate number of residents living in those towers?	Arnie Ivsins – Alfred Street	Darren Vella: For those sites there are aprox. 1372 parking spaces. For a development like this, we are looking at 1 parking space per unit.
18	I do not think towers over 20 storeys suit this area. I think a tower up to 7 storeys is more acceptable in this area. Are the developers open to lowering their height expectations?	Arnie Ivsins – Alfred Street	Celest Kitsemetry: The intent of this meeting is to provide the information to the public prior to a formal submission so we cannot comment on that at this time.
19	Will there be a raised platform/pedestrian bridge to take pedestrians from the new towers, over Essa towards the transit hub.	Terry Forrester	Darren Vella: There is currently no proposal for that type of structure.
20	How do you plan to maintain the safety of these people as they go back and forth? For all locations	Terry Forrester	Darren Vella: The intersection at Essa Road and Gowan is signalized. This typically represents a very safe location to cross. We will take this comment into consideration though and analyze it through our traffic study.
21	What is the proposed population that would fill these units?	Terry Forrester	Darren Vella: Varying persons per unit is what it is referred to. Typically a build form like this would range anywhere from 1.8 to 2.6 people per unit.
22	If we use the parking spaces as a base for these locations, we are looking at aprox 1900 parking spots, so 3800 people coming into this area? Is this the number of people you are anticipating moving into this area? If there are 1800 more cars in this area, I cannot see what has been done to try and mitigate traffic problems.	Terry Forrester	Darren Vella: We do have GHD Consulting which will complete a full Traffic Impact Study. We will take this question/comment into consideration when completing this study and provide a better response when the study is complete.
23	Excited about the redevelopment of the Innisfil parcel. The groundfloor looks great, would like to see a small grocery store there if possible. Hoping you would consider doing a reduced parking rate for Barrie residents.	John Northcote – 86 Cumberland Street	Celest Kitsemetry: Thank you for the comments

24	Did Tonlu ever think about buying the entire block, including all of the businesses facing Essa Road.	Cathy Colebatch	Darren Vella: Tonlu was looking to assemble as much property as possible in order to bring forth as comprehensive a plan as possible. Unfortunately, at this time they were not able to come to terms with the properties which are not shown on the slide.
25	Is there or will there be buildings demolished here and if so which ones?	Cathy Colebatch	Darren Vella: The proposal will be to demolish the building along 41 & 43 Essa Road, the former TSC store, as well as all other buildings located along Jacob's Terrace. Any building on site today will have to be demolished in order to have this development proceed.
26	Is it all above ground parking, underground or a mixture of both?	Cathy Colebatch	Darren Vella: The parking is all proposed at the podium level save for the at grade space.
27	I would like to see more green space as we seem to be losing trees at a rapid pace. And I feel 35 and 37 storey towers are too high for the area.	Cathy Colebatch	<i>(no opportunity to comment)</i>
28	Will you be requesting a Heritage Impact Study?	Cathy Colebatch	Darren Vella: That conversation has come up with the City. Based on what the existing buildings are on the parcel and seeing as how none of those buildings have heritage value that study is not on the list to be completed with this application.
29	Does the Church abutting this parcel hold no heritage or cultural value?	Cathy Colebatch	Darren Vella: We are not proposing any modifications to the Church parcel although it is abutting that structure. Celest Kitsemetry: The City has looked into that and have decided that there are not significant heritage structures within the proposed development. The Church in question is no longer a church, but we can have future discussions when the application is submitted if there are elements of the neighbourhood that need to be considered. Please note, just because a heritage assessment itself is not required, that does not mean the integration of this project into the neighbourhood is not to be considered.

30	Can you confirm what the brown shaded buildings are in the rendering (from the presentation) of the site.	Question from the chat session	Darren Vella: Those are perspective buildings that may be developed in the future based on City and Provincial Policies. Those are currently not proposals being made to the City.
31	Has there been any thought to surrounding these proposed buildings with 2 or 3 storey townhouses to make it more human scale.	Cathy Colebatch	Darren Vella: Currently, particularly along Innisfil Street, there are residential units at grade level with the podium which have front doors and individual sidewalks connecting to Innisfil Street to provide for this pedestrian scale. We will discuss with the team on making those units 2 storey as opposed to 1 storey and see how to integrate more of the front facing podium into an active streetscape.
32	Can you speak to the façade of the buildings	Cathy Colebatch	Right now the thought for the podium is to use a brick detail which is seen throughout all of Allandale to tie it in and build upon the heritage value. The rest of the towers going up will use glass and other mediums to make it more visually interesting and modern.
33	This neighbourhood needs a big change, more people, diversity in businesses. I think this will be a vast improvement to the neighbourhood and look forward to the end of development.	Doug Parker	Celest Kitsemetry: Thank you for your comment.
34	What is the potential timeline for the project?	Question from the chat session	Celest Kitsemetry: We cannot comment on timeline as a formal submission has yet to be made to the City. Darren Vella: The developers timeline is always faster than what actually happens. The process takes time and consideration of public comments. We will move through the process as fast as possible but it will not be overnight. We are looking to submit as soon as all the technical studies are done and then follow the proper protocol. Unfortunately, at this time we do not have a timeline we can relay.
35	Is the proposed road a public right of way road or a private one.	Jelani Bartlett	Darren Vella: This road is intended to be a private road, but you cannot restrict access from anyone using it. It is not intended to be part of the municipal

			structure and will remain as a private piece and be maintained by the condo corp.
36	Has there been any consideration to building the road that connects on to Essa? The intersection is close to Gowan St but does not connect. If anyone goes to make a left on Gowan it could be problematic. Can we make a connection further down Essa?	Jelani Bartlett	Darren Vella: we will look at that through the traffic study
37	Building height, maybe we can lend some stories to the other buildings so that it is more visually appealing that having the two towers be such different heights.	Jelani Bartlett	Darren Vella: Thank you for the comment
38	Has consideration been taken to separate the Essa building from the other three buildings. Having 4 buildings with the same architectural style is not as visually appealing. The one on Essa should be the tallest as it is on the most prominent street.	Jelani Bartlett	Celest Kitsemetry: Thank you for your comment
39	Excited to see the project move forward. Interested in the green infrastructure of this project. I would like to encourage the team to put in the effort to make the green spaces as usable as possible and as plentiful as possible. Will you commit to using the proper soil levels to allow the tree you plant to grow to maturity?	Andee Pelan – 25 Grandville	Darren Vella: We do have Studio TLA as our landscape architecture firm on this project. This is one of the most critical elements of this project. We have invested a lot of time and energy into making this as green as possible. The soil depth on the podium structure is something that we will consider.
40	Does the City have any plans to widen Essa from Anne to the water front? Does the City have plans to permanently remove on street parking on Essa between Anne and the water front? Does the City have any plans to widen Innisfil Street as it is only 1 lane in each direction?	Patricia Lancia	Celest Kitsemetry: The transportation team at the City will look into this. If resident will send an email to Celest she will share with the team at the City and get back with an answer.
41	Is there any sense from the developer as to which buildings this project would start with in terms of construction?	Cathy Colebatch	Darren Vella: The thought process would be to start with Jacob's Terrace first and then work our way towards the water. From a construction perspective, it would be easiest to stage the development in that order.
42	Is there terracing on Jacob's Terrace backing on to the houses behind the development.	Cathy Colebatch	Darren Vella: The terracing begins on floor 6 and up to floor 13 and then it becomes more conventional style of tower up to floor 26. It will depend on time of year for what is seen from the terraces.