



# PLANNING RATIONALE

505 - 533 YONGE STREET  
CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: CORE REALTY PARTNERS INC.

DECEMBER 2021



**INNOVATIVE PLANNING SOLUTIONS**  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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# INTRODUCTION

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Innovative Planning Solutions has been retained by Core Realty Partners Inc. to complete a Planning Justification Report in support of a Zoning By-law Amendment to the City of Barrie Zoning By-law 2009-141 as amended to permit a mixed-use development along the Yonge Street Intensification Corridor.

The subject lands are legally described as Part of Lot 12, Concession 13, and municipally known as 505, 511, 515 & 533 Yonge Street, in the City of Barrie. The subject lands have an area of approximately 2.68 hectares and approximately 167.6 metres of frontage on Yonge Street. See Figure 1.

The subject lands are currently designated 'Residential' and 'Environmental Protection' in the City of Barrie Official Plan. The subject lands are zoned 'Residential Multiple Dwelling Second Density' (RM2-SP-98 & RM2-SP-468), 'Residential Single Detached Dwelling First Density' (R1), and 'Environmental Protection Area' (EP) in the City of Barrie Zoning By-Law.

The purpose of this report is to obtain approval for a Zoning By-Law Amendment to rezone the subject lands to Apartment Dwelling Second Density - 2 with Special Provisions (RA2-2-SP-\_\_\_) and 'Environmental Protection' (EP). The proposed rezoning is intended to facilitate the future development of four (4) buildings ranging in height from 8 to 12 storeys, with at least one (1) building being provided as a market rental building with grade related commercial/retail uses.

This report will review the applicable policies found within the documents noted below to demonstrate consistency and good planning principles:

- Provincial Policy Statement, 2020 Consolidation
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Lake Simcoe Protection Plan, 2009
- City of Barrie Official Plan, 2018 Consolidation
- City of Barrie Zoning By-Law, 2021 Consolidation



Figure 1. Subject Site

# LOCATION & CONTEXT

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## 2.1 Subject Site

The subject lands are located within the Built-up Area of the City of Barrie, and along a Primary Intensification Corridor between two Primary Nodes. The shoreline of Lake Simcoe is located approximately 1.5 kilometres north of the site. The subject lands have an approximate area of 2.68 hectares with approximately 167.6 metres of frontage on Yonge Street. Of the 2.68 hectares, approximately 1.6 hectares are considered developable due to the presence of hazard lands and environmental protection (EP) areas associated with Lovers Creek.

The subject lands currently hold a two-storey medical building and three (3) detached houses with accessory buildings. Trees and vegetation can be found along the eastern portion of the site, within and around the EP lands. Within the EP lands is Lovers Creek and woodlands; the area is classified as Natural Heritage Level 2 within the City of Barrie Official Plan, is within the Lake Simcoe Regional Conservation Authority (LSRCA) regulated area, and is within an Intake Protection Zone (IPZ-2). The topography of the site slopes towards the east, towards Lovers Creek.

Yonge Street is considered an arterial road and a Primary Intensification Corridor, with public transit (Route 8) and a 34 metre right-of-way for a projected road widening. Located along Yonge Street, in proximity to the

subject lands, are schools, institutional uses, retirement homes, restaurants and commercial uses. The site is located between two commercial nodes, one at the intersection of Little Avenue (860 metres north), the other at the intersection of Big Bay Point Road (750 metres south). Both commercial nodes are designated Primary Intensification Nodes. Parks and greenspace are located close by with Lovers Creek running through the rear of the site, D'Ambrosio Park located approximately 110 metres west, and Brunton Park and Carter Park located in the residential area to the north. Along with the public transit route along Yonge Street, the subject property has access to the Barrie South Go Station (2.6 kilometres south), and access to Highway 400 (7.5 kilometres southwest off Mapleview Drive). The location of the subject lands provides convenient access to necessary amenities including commercial uses, transit, parks, recreation, and schools. The surrounding land uses are depicted in Figure 2.

The lands are designated 'Residential' and 'Environmental Protection' in the City's Official Plan (Figure 3) and are within Special Policy Area D (4.8.1(a) (b)(c) of the OP). The subject lands are zoned 'Residential Multiple Dwelling 2nd Density - Special Provision' (RM2-SP-98 & RM2-SP-468), 'Residential One' (R1), and 'Environmental Protection' (EP) in the City's Zoning By-Law (Figure 4).

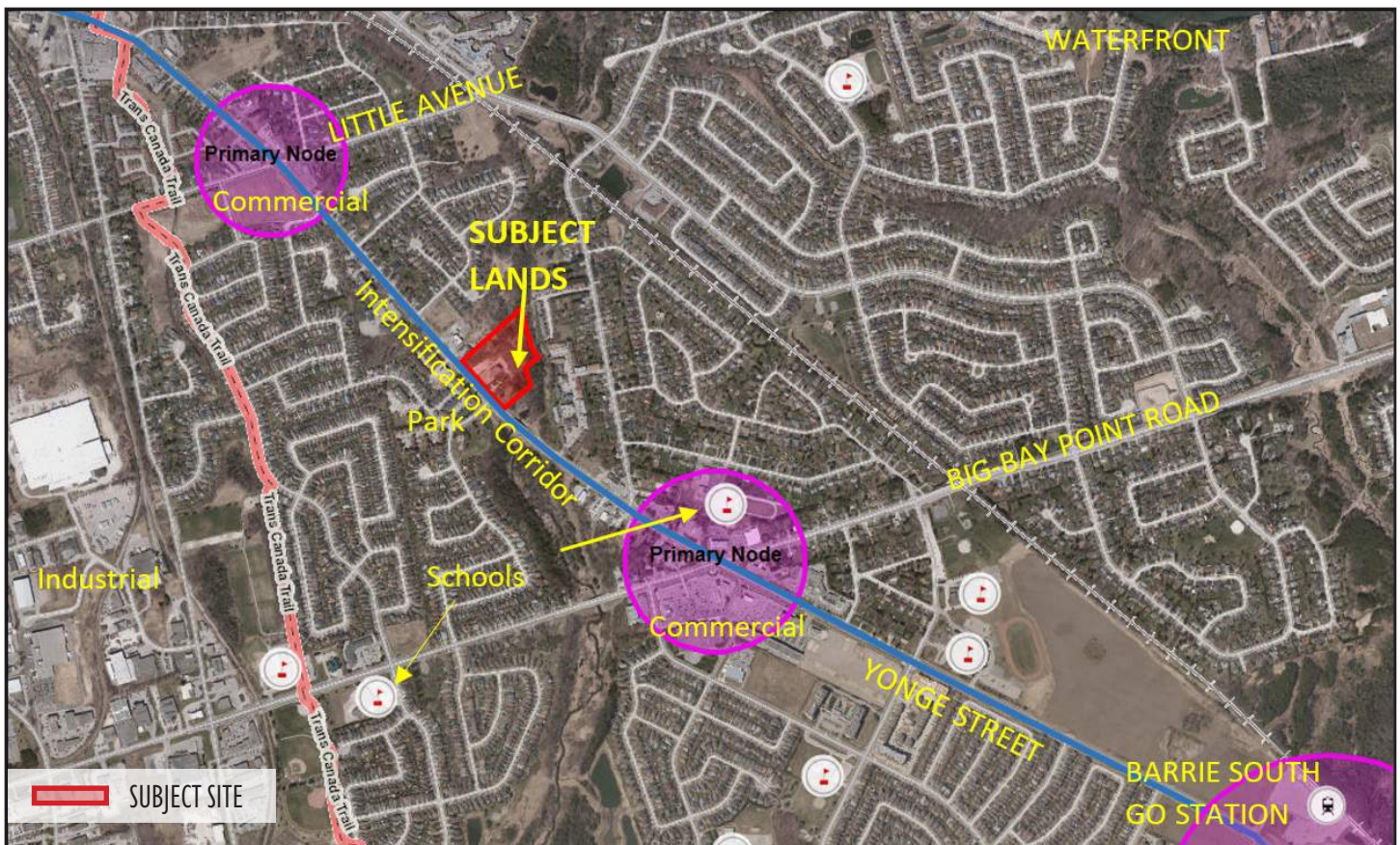


Figure 2. Surrounding Land Uses

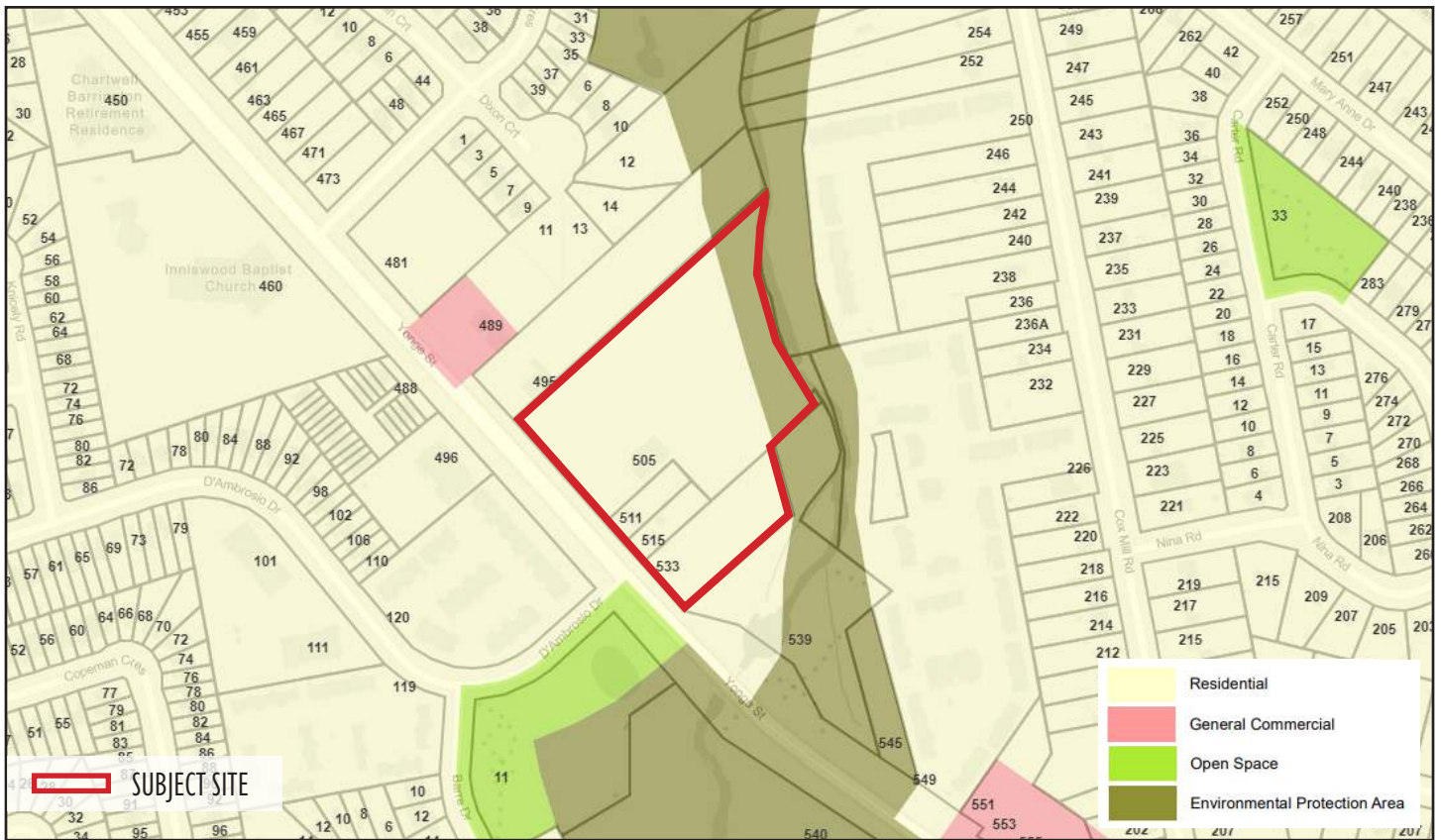


Figure 3. City of Barrie Official Plan Designation - Schedule A



Figure 4. City of Barrie Zoning By-Law

# DESCRIPTION OF THE PROPOSAL

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## 3.1 The Proposal

The intent of this application is to obtain approval for a Zoning By-Law Amendment to rezone the subject lands from 'Residential Multiple Dwelling 2nd Density - Special Provision' (RM2-SP-98 & RM2-SP-468), 'Residential One' (R1), and 'Environmental Protection' (EP) to 'Apartment Dwelling Second Density - 2 with Special Provisions' (RA2-2-SP-\_\_\_) and 'Environmental Protection' (EP). The proposal represents an opportunity to provide for redevelopment and intensification along the Yonge Street Primary Intensification Corridor. The proposal also seeks to deliver purpose-built market rental units to the City of Barrie housing market. The proposed Site Plan is included as Appendix 1.

The proposal includes four (4) residential buildings ranging in height from 8 to 12 storeys. As a whole, the proposal will result in a total gross floor area (GFA) of approximately 52,289m<sup>2</sup>, comprised of 51,213m<sup>2</sup> of residential GFA and 1,076m<sup>2</sup> of retail/commercial GFA. The proposal will also provide approximately 8,194m<sup>2</sup> of total amenity space and a total of 469 parking spaces to meet the parking requirements of the Zoning By-law. The proposal is anticipated to be a phased development with phases to be determined as the project progresses.

Building 1 is an 8-storey condominium building located in the northwest corner of the site with frontage onto Yonge Street. Building 2 is provided as a 10-storey market rental residential building with commercial/retail uses at grade and frontage onto Yonge Street. Building 3 is another 8-storey condominium building and is located in the southwest corner of the site with frontage onto Yonge Street. Building 4 is located internally towards the rear of the site and is a 12-storey condominium building. Together these four buildings will provide a total of 400 residential units.

All buildings within the development will be provided vehicular access through a single private condominium road, that will access Yonge Street in two locations. Two levels of underground parking are provided for residents, with some surface level parking available. A total of 469 parking spaces will be provided, comprising of 447 residential parking spaces and 22 commercial parking spaces. One central outdoor amenity space of approximately 650m<sup>2</sup> is located central to the site. A second, lower outdoor amenity space of 1,747m<sup>2</sup> is provided towards the rear of the property, to support a transition to and continuity with the environmental protection area. Given the topography of the site, a ramp is proposed to facilitate access to this lower outdoor amenity area through Building 4. Indoor amenity space and unit balconies provide an additional 3,911m<sup>2</sup> of amenity space for the site.

The massing and siting of the proposed buildings demonstrates consideration for the principles of good urban design. To ensure that the proposed

development will lend to a comfortable and attractive pedestrian environment along Yonge Street, Building 2 provides for building step-backs to support adherence to the City's angular plane provisions and to reduce the visual and physical impact of the built form. In addition, where Building 4 is proposed at 12-storeys, this building is sited internally, towards the rear of the site, and at a lower grade to support reduced visual and physical impact to the Yonge Street streetscape. Sufficient separation distances are provided between the buildings to maintain privacy, support access to light, and provide sky views. This is further detailed within the Urban Design Report (UDR).

The proposed density for the site of approximately 243 units per net hectare facilitates development that is transit-supportive and encourages active transportation along the Yonge Street Primary Intensification Corridor. As mentioned previously, the development will have access to a public transit route along Yonge Street, while municipal sidewalks along Yonge Street will facilitate pedestrian access to nearby shops, schools, parks and trails. The proposed density for the site is also in keeping with the vision for the Yonge Street Intensification Corridor as outlined within the City's Official Plan, as further discussed in Section 5.0 of this Report.

## 3.2 Zoning By-law Amendment

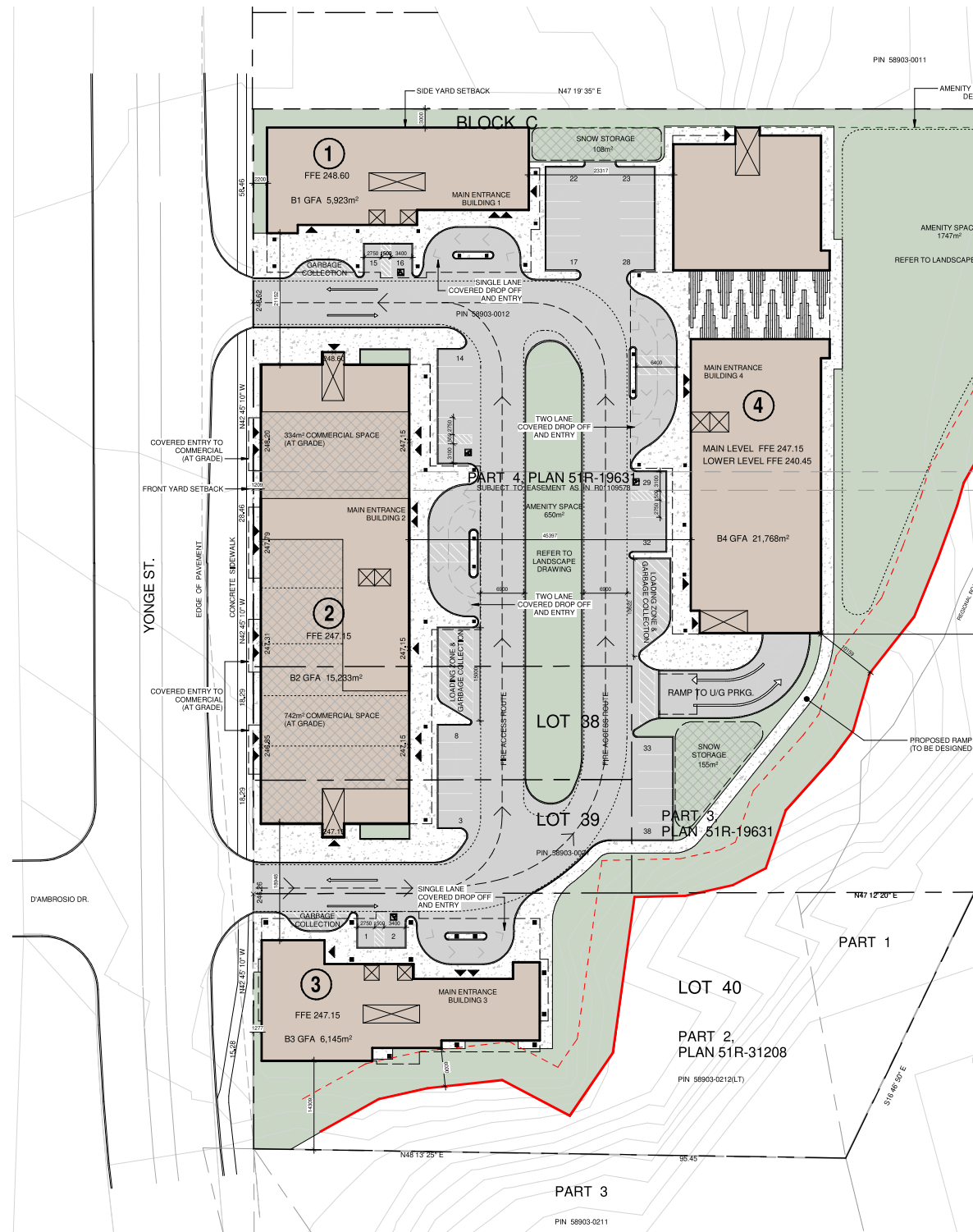
The proposed Zoning By-law Amendment application will allow the lands to be rezoned to 'Apartment Dwelling Second Density - 2 with Special Provisions' (RA2-2-SP-\_\_\_) and 'Environmental Protection' (EP), which will facilitate the development of the proposal and facilitate development in alignment with the City's Official Plan.

A Draft Zoning By-law Amendment and Schedule are included as Appendix 2 of this Report.

Table 1 provides a zoning comparison of the 'RA2-2' zone in relation to the proposal. 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 do the proposed special provisions impact the overall functionality of the site. Additional discussion surrounding the proposed special provisions is provided below.

| <b>Apartment Dwelling Second Density – 2 (RA2-2) Zone</b>                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                  |
|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| <b>Provisions</b>                                                               | <b>Requires</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Provided</b>                                                                                  |
| Lot Area (min.)                                                                 | 1300m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                             | 26,815.2m <sup>2</sup>                                                                           |
| Developable Area                                                                | --                                                                                                                                                                                                                                                                                                                                                                                                                                             | 16,457.7m <sup>2</sup>                                                                           |
| Lot Frontage (min.)                                                             | 30m                                                                                                                                                                                                                                                                                                                                                                                                                                            | 167.6m <sup>2</sup>                                                                              |
| Front Yard Setback (min.)                                                       | 7m                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1.2m                                                                                             |
| Side Yard Setback (min.)                                                        | 5m                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3m                                                                                               |
| Rear yard (min.)                                                                | 7m                                                                                                                                                                                                                                                                                                                                                                                                                                             | 65m                                                                                              |
| Landscaped Open Space (min.)                                                    | 35%                                                                                                                                                                                                                                                                                                                                                                                                                                            | 47%                                                                                              |
| Dwelling Unit Floor Area (min.)                                                 | 35m <sup>2</sup> /dwelling unit + 10m <sup>2</sup> /bedroom                                                                                                                                                                                                                                                                                                                                                                                    | 55.0m <sup>2</sup> /dwelling unit + 12.0m <sup>2</sup> /bedroom                                  |
| Lot Coverage (max.)                                                             | 35%                                                                                                                                                                                                                                                                                                                                                                                                                                            | 18% - Lot Area<br>29% - Developable Area                                                         |
| Gross Floor Area (max.)                                                         | 200%                                                                                                                                                                                                                                                                                                                                                                                                                                           | 182% - Lot Area<br>298% - Developable Area                                                       |
| Height of Main Bldg. (max)                                                      | 45m                                                                                                                                                                                                                                                                                                                                                                                                                                            | 40.8m                                                                                            |
| Commercial Uses within Apartment Dwellings (5.2.6)                              | Max. 25% of the ground floor area for convenience store, personal service store, and dry cleaning distribution outlet                                                                                                                                                                                                                                                                                                                          | 26% (all buildings) of ground floor area for all commercial uses permitted through Section 5.4.1 |
| Parking:<br>Residential Buildings Containing More Than 3 Dwelling Units (4.6.1) | 1.5 spaces per dwelling unit (400 units x 1.5 = 600 spaces)<br>B.F Spaces 19 Type 'A'                                                                                                                                                                                                                                                                                                                                                          | 447 spaces<br>incl. 15 B.F. spaces<br>(9 Type 'A' & 6 Type 'B')                                  |
| Parking:<br>Commercial (Personal Service Store (5.2.6))                         | 1 space per 50m <sup>2</sup> of gross floor area (1076m <sup>2</sup> /50 = 21.5 spaces)<br>B.F spaces 1 Type 'A' Space and 1 Type 'B' Space                                                                                                                                                                                                                                                                                                    | 22 spaces<br>incl. 4 B.F. spaces<br>(2 Type 'A' & 2 Type 'B')                                    |
| Parking for Underground Structure (4.6.5.2)                                     | The minimum setback from the street line to the nearest part of a parking structure underground shall be 1.8m, except where the minimum yard setback for the applicable zone is less than 1.8m                                                                                                                                                                                                                                                 | 1.2m                                                                                             |
| Parking for Apartment Dwellings – Max lot coverage (5.4.4.1)                    | 35%.                                                                                                                                                                                                                                                                                                                                                                                                                                           | 26%                                                                                              |
| Landscaped Buffer Areas (Parking Areas) (5.3.7.1)                               | A parking area which provides for more than 4 parking spaces adjoining a residentially zoned lot requires a continuous landscaped buffer area with a minimum width of 3m shall be provided along the abutting lot line and a continuous tight board fence with a minimum height of 2m is to be constructed along the lot line. The landscaped buffer area shall be planted with appropriate vegetation to effectively screen the parking area. | Complies                                                                                         |
| Landscaped Buffer Areas (Apartment Dwellings) (5.3.7.2)                         | A continuous landscaped buffer area shall be provided along the side and rear lot lines of any lot which is occupied by an Apartment Dwelling. The landscaped buffer area shall be 3m in width along the side and rear lot lines                                                                                                                                                                                                               | Min. 3m                                                                                          |

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1 Site Plan  
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Figure 5. Site Plan



**Special Provision 1 - Front Yard Setback to Dwelling Unit - 1.2 metres** is provided where 7.0 metre minimum is permitted by the RA2-2 Zone.

Comment: A minimum front yard setback of 1.2 metres is provided for Buildings 2 and 3, while Building 1 demonstrates a minimum setback of 2.2 metres. The intent of the minimum front yard setback is to ensure appropriate buffers to residential uses that can accommodate for plantings and landscaping to support privacy and separation. Where Building 2 accommodates for at-grade commercial uses, the provided 1.2 metre minimum front yard setback is appropriate to support an activated streetscape along Yonge Street in alignment with the goals and policies for Mixed Use Areas within the City of Barrie Official Plan. Where Buildings 1 and 3 demonstrate residential uses at-grade, landscaping drawings have been submitted in support of this application to demonstrate how the provided buffer is sufficient to provide plantings and landscaping. Further details to support the privacy of at-grade residential uses fronting onto Yonge Street will be reviewed at Site Plan Control, such as the use of glazed windows and detailed planting plans.

**Special Provision 2 - Side Yard Setback - 3.0 metres** provided where 5.0 metres minimum is permitted by the RA2-2 Zone

Comment: A minimum side yard setback of 3.0 metres is provided from Building 1 to the lands to the north. Similar to the front yard setback, the intent of the 5.0 metre minimum side yard setback of the RA2-2 zone is to support appropriate buffers to surrounding uses that would encourage privacy, access to light, and sky views. A side yard setback of 6.0 metres is provided from Building 3 to the EP lands to the south, adhering to the requirements of the RA2-2 Zone. Where a reduced side yard setback of 3.0 metres is provided from Building 1 to the lands to the north, landscaping drawings have been submitted in support of this application to demonstrate how the provided buffer is sufficient to provide plantings and landscaping to support the privacy of at-grade residential uses in relation to the lands to the north. Additional details to support the privacy of at-grade residential uses will be reviewed at Site Plan Control, such as the use of glazed windows and detailed planting plans. Further to the above, a 3.0 metre minimum side yard setback would support a compact, walkable, and pedestrian-oriented development along the Yonge Street Intensification Corridor.

**Special Provision 3 - Commercial Uses within Apartment Dwellings - 26%** of the cumulative ground floor area is provided for all commercial uses permitted through Section 5.4.1, where a maximum of 25% of ground floor area is permitted for convenience store, personal service stores, and dry cleaning distribution outlets by the RA2-2 Zone.

Comment: A maximum of 26% of the cumulative ground floor area is provided for commercial uses. Where the RA2-2 Zone would limit commercial uses to a convenience store, personal service store, and dry cleaning distribution outlet,

the proposal seeks to accommodate for a wider range of commercial uses as permitted through Section 5.4.1 (Commercial Uses in MU2 Zone). Looking solely at Building 2, the commercial GFA is approximately 70% of Building 2 ground floor area, which appropriately directs the commercial uses along the Yonge Street frontage. Given the location of the site along the Yonge Street Intensification Corridor, the requested commercial uses and commercial GFA with frontage onto Yonge Street would support the achievement of an activated public realm within Intensification Areas, in alignment with City of Barrie Mixed Use Area policies, City of Barrie Intensification Area Urban Design Guidelines, and City Urban Design Guidelines.

**Special Provision 4 - Parking: Residential Buildings Containing More Than 3 Dwelling Units - 447 residential parking spaces** are provided where 600 parking spaces are required by the RA2-2 Zone.

Comment: A total of 447 residential parking spaces are provided through the proposal. Notwithstanding the parking requirements of the RA2-2 Zone, which requires a parking ratio of 1.5 parking spaces per unit, the proposal provides for a parking ratio of 1.1 parking spaces per unit in consideration of the intent and policies for Mixed Use Areas and in consideration of general policies within the City of Barrie Official Plan that seek to reduce auto-dependency. General direction is provided for reduced parking ratios within Intensification Nodes and Corridors. A residential parking ratio of 1.0 parking space per unit is found to be generally accepted for new developments within Intensification Areas.

**Special Provision 5 - Parking for Underground Structure - A minimum setback from the streetline to the nearest part of an underground parking structure of 1.2 metres** is provided, where 1.8 metres is required by the RA2-2 Zone.

Comment: A minimum setback of 1.2 metres is provided between the Yonge Street ROW and the nearest part of the underground parking structure. Should a minimum front yard setback of 1.2 metres to Yonge Street be permitted for the reasons discussed above, a 1.2 metre setback to the proposed underground parking structure is appropriate to the site and found to be in alignment with the Zoning By-law.

# NEIGHBOURHOOD MEETING

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As part of the Zoning By-law Amendment process, the City requires a Neighbourhood Meeting to be held prior to a formal application submission. The Applicant is required to host the neighbourhood meeting in conjunction with Planning Services. The Neighbourhood Meeting provides the public an opportunity to hear details of the proposal and ask questions/provide feedback in the development.

A virtual Neighbourhood Meeting was held on Tuesday September 28<sup>th</sup>, 2021 in which a presentation was given to introduce the development concept and proposed ZBA to the public.

Members of the public gave feedback in relation to the proposed development. Main themes arising from the Neighbourhood Meeting included the following:

- traffic and parking,
- height and density, and
- environmental protection lands and features.

A Comment Response Matrix has been submitted in support of this application to respond in detail to the comments and concerns brought forward by residents through the Neighbourhood Meeting.

# PLANNING POLICY & ANALYSIS

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## 4.1 Provincial Policy Statement (2020)

The PPS recognizes the subject lands as being within the City of Barrie Primary Settlement Area. The following policies are analyzed in relation to the subject application.

Section 1.1.1 of the PPS provides development goals for healthy, liveable, and safe communities. They highlight the importance of accommodating for a mix of uses, while also providing efficient development and land use patterns. These policies aim to integrate planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve development that is cost-effective, optimizes transit investment, and minimizes land consumption and servicing costs.

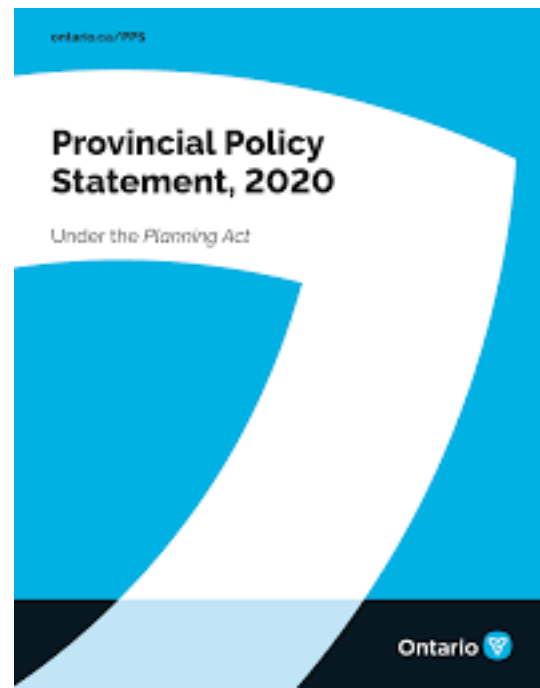
The proposed development supports the Province's goal of building healthy, liveable, and safe communities within the City of Barrie Primary Settlement Area. The proposed development provides residential and commercial uses within a Primary Intensification Corridor, and on a property that is in close proximity to schools, parks, and two commercial nodes. The density and compact built form will ensure the efficient use of land, infrastructure, services, and public facilities.

### Settlement Areas

Section 1.1.3 of the PPS states policies for Settlement Areas, promoting the efficient use of land, resources, public service facilities, infrastructure, and transportation systems. Settlement Areas are stated as being the focus of growth and development (1.1.3.1). The subject lands are within the built-up area of the City of Barrie. The development efficiently uses the land and surrounding resources, provides for a mix of uses along an Intensification Corridor, and is transit supportive (located along a public transit route), therefore aligning with Section 1.1.3.2. The proposal further aligns with the policies of the PPS as it provides for intensification within the existing built-up area, maintains a compact form, provides for a mix of uses, and brings new densities to the area along an intensification corridor (1.1.3.6); supporting the efficient use of land, infrastructure, and public service facilities.

### Housing

Section 1.4 of the PPS states policies for Housing with the goal of providing for an appropriate range and mix of housing options and densities in order to meet the current and future needs of residents. As stated in Section 1.4.3.c, new housing development should be directed to areas where there is existing or planned infrastructure and public service facilities. As stated in Section 1.4.3.d, new housing densities are promoted that can support the efficient use of land, resources, infrastructure, and where applicable support transit investments and transit infrastructure. The proposed housing development uses a compact form to efficiently use the land while providing a new housing



type and density to the area. The proposed market rental apartments will provide more purpose built rentals, which the City is currently lacking, while efficiently using the existing infrastructure, resources, and public service facilities. The development is transit supportive, providing residential development along a public transit route, and in proximity to the South Barrie Go Station. With direct access to the Yonge Street Corridor, the proposed development is well-positioned to support the development of future transit and active transportation infrastructure.

### Sewage, Water and Stormwater

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 as 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. Where Section 1.6.6.7 states that planning for stormwater management shall promote best practices, including attenuation, re-use, water conservation, and low impact development.

The FSR submitted in support of this application provides details on the proposed stormwater management controls, concluding that appropriate stormwater management measures can be implemented to maintain acceptable water quality and post-development flow rates, in accordance with the standards and guidelines of the various review agencies including the City of Barrie, Lake Simcoe Region Conservation Authority (LSRCA) and Ministry of the Environment, Conservation, and Parks (MECP).

## **Transportation Systems & Transportation & Infrastructure Corridors**

Section 1.6.7 of the PPS speaks to the provision of transportation systems. Land use and development patterns should be encouraged that minimize the length and number of vehicle trips, and support the use of transit and active transportation. 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.

Reducing auto dependency is encouraged through the proposed development. Active transportation is encouraged as the proposal is walking distance to a variety of services, various amenities, and open spaces. Transit use is encouraged as direct access to transit is provided along the Yonge Street frontage of the site, which also provide connections to access the GO Transit System. Through the above, the proposal seeks to provide development in line with the vision for the Yonge Street Corridor that makes efficient use of the transportation facilities provided and planned along Yonge Street.

## **Long-Term Economic Prosperity**

Section 1.7 focuses on how to achieve and support long-term economic prosperity. In adherence to the policies of Section 1.7, the proposal promotes redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and supports the continued viability and vitality of Yonge Street.

## **Energy Conservation, Air Quality and Climate Change**

Section 1.8 contains policies relating to energy conservation, air quality and climate change. In alignment with the policies of Section 1.8, and to provide development that supports energy conservation and efficiency, improved air quality, and reduced greenhouse gas emissions, the proposal provides development of compact built form that is transit supportive and in proximity to open spaces.

## **Natural Heritage**

Section 2.1.2 establishes that the diversity and connectivity of features and ecological functions in an area be maintained, restored or, where possible be improved. Section 2.1.5 specifically states that development and site alteration shall not be permitted in significant wildlife habitat, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. Section 2.1.6 states that development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements. Section

2.1.7 states that development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. Section 2.1.8 further states that development and site alteration shall not be permitted on adjacent lands to the features and areas identified through Policy 2.1.6, unless it can be demonstrated that there will be no negative impacts on the ecological function of the adjacent lands.

An EIS has been submitted in support of the application, and has identified the following features on and adjacent to the subject lands:

- Significant Wetlands
- Significant Valleylands
- Significant Woodlands
- Permanent Watercourse and Associated Fish Habitat
- Significant Wildlife Habitat
- Habitat of Endangered and Threatened Species.

In consideration of Section 2.1.5, an EIS submitted in support of these applications has assessed candidate significant wildlife habitat in the study area. Provided a 30.0 metre setback is provided to Lovers Creek, the EIS concludes that no direct or indirect impacts are anticipated to the significant wildlife habitat of the identified two special concern turtle species on-site.

In consideration of Section 2.1.6, the EIS concludes that potential fish habitat exists with regard for the stream corridor on-site. The EIS notes that the integrity of the stream (potential fish habitat) and adjacent lands can be maintained through the proposed development, given that no development or site alteration is proposed within 30.0 metres of Lovers Creek and associated fish habitat.

In adherence to Section 2.1.7, the EIS concludes that provided the construction and setback recommendations within the EIS are adhered to, no impacts are anticipated to the habitat of the identified Blanding's Turtle.

## **Water**

Section 2.2.2 provides that development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features, such that these features and their related hydrologic functions will be protected improved or restored. Mitigative measures are permitted in this regard. Analysis of potential impacts to Lovers Creek are provided within the Geotechnical Investigation, Hydrogeological Investigation, and FSR submitted in support of these applications. All studies confirm that the appropriate implementation of stormwater management control measures, tertiary technology, and hazard setbacks will support the maintained ecological and hydrologic function of the stream through the proposed development.

## Natural Hazards

Section 3.1 provides policies to guide development and planning in relation to natural hazards. Section 3.1.1 states that development shall generally be direct away from hazardous lands adjacent to rivers and streams, while Section 3.1.2 states that development and site alteration shall not be permitted within flooding or erosion hazards. The following are incorporated within the proposal to direct development away from hazardous areas:

- 30.0 metres setback from water's edge (Lovers Creek),
- Identification of Top of Bank (staked with LSRCAs), and
- 6.0 metre development setback from Top of Bank.

The Geotechnical Investigation submitted in support of this application concludes that the above noted measures would be sufficient to generally direct development away from hazardous lands.

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

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

The Growth Plan provides guiding policies for the efficient and coordinated growth within the Greater Golden Horseshoe. The subject lands are recognized as being within the City of Barrie Primary Settlement Area. The following policies have been analyzed in relation to the application.

### Settlement Areas

Similar to the PPS, the Growth Plan uses an intensification approach for development in Settlement Areas. Settlement Areas are identified as the focus of population and employment growth. 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. Directing growth to these areas encourages the achievement of complete communities. Section 2.2.1.4 states complete communities as having a mix of land uses, housing options, a more compact built form, and convenient access to a range of transportation options, public service facilities, and safe and accessible open space.

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 that will utilize existing and planned public infrastructure and focus new growth through intensification on an underutilized site. The proposal will have access to a range of transportation options, public service facilities, and safe and



accessible open space.

### Delineated Built Up Areas

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 an area with various amenities and public service facilities in proximity along Yonge Street. High quality open space can be found in the form of the outdoor amenities, 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:

- 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.
- 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 is of an appropriate type and scale of development. The proposal has implemented mitigation measures such as step-backs and angular plane provisions to create a transition in built form to adjacent lands, including the public ROW.

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 Yonge Street 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 maximize upon the potential of the site to contribute to the achievement of complete communities. The application represents an opportunity to align the zoning of the lands with 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, the final draft of the new Official Plan for the City of Barrie, and other supporting documents encourage development such as the proposed development.

## Housing

Housing policies stated in Section 2.2.6 seek to meet the needs of current and future residents through the provision of a range and mix of housing types and densities, contributing to a more diverse housing stock. The housing policies seek to provide complete communities while also supporting the minimum intensification and density targets set out in the Growth Plan and Local Municipal Plans. As stated in Section 2.2.2.1, the minimum intensification target for the City of Barrie is a minimum of 50% of all residential development occurring annually within the delineated built-up area.

In aligning with the goals and policies stated in the Growth Plan, the proposed development brings new housing options and provides for a higher density along the Yonge Street Corridor. The proposed development takes place along an intensification corridor with existing transit and public service facilities.

The proposed development encourages complete communities by providing a mix of residential and commercial uses in close proximity to current and future parks, a range of transportation options, and two commercial nodes. The four new apartment buildings provide a more compact built form and provide more market rental units to the City, something that is currently lacking.

## Protecting What is Valuable

Section 4.2 provides policies that seek to protect natural heritage features and hydrologic features. Within settlement areas, Section 4.2.2.6 states that municipalities shall continue to protect any natural heritage features and areas in a manner consistent with the PPS, as discussed above in Section 4.1 of this Report.

## Simcoe Sub-Area

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



Figure 6. Schedule 8 - Simcoe Sub-Area

urban structure with good design and built form which will support the achievement of economic and environmental benefits.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the Growth Plan.

### 4.3 Lake Simcoe Protection Plan

The subject lands are within the Lake Simcoe Protection Watershed boundary and are therefore subject to the policies in the Lake Simcoe Protection Plan (LSPP). A portion of the subject lands are also within the Lake Simcoe Region Conservation Authority (LSRCA) regulated area, including woodlands and Lovers Creek.

The LSPP establishes policies aimed at protecting, improving, or restoring the elements that contribute to the ecological health of the Lake Simcoe Watershed, including water quality, hydrology, key natural heritage and hydrologic features and their functions. The LSPP also aims to manage the effects of climate change, the impacts of invasive species, and reducing loadings of phosphorus and other nutrients of concern within the watershed.

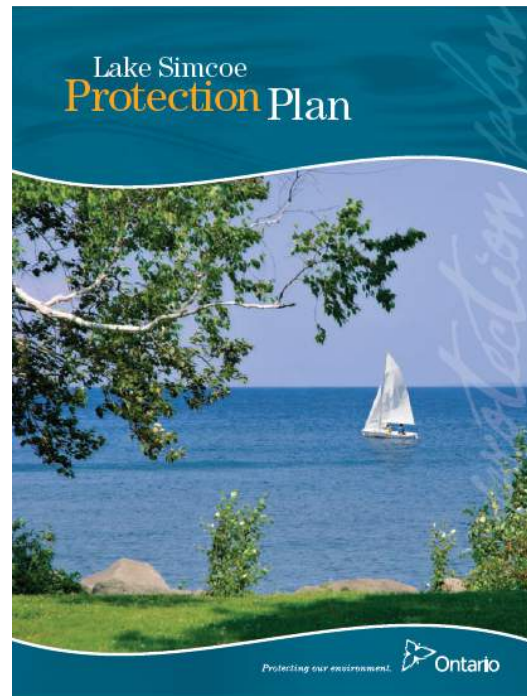
The proposed development has proceeded with a Pre-Consultation Meeting with the City, which took place on March 4, 2021. Based on conversations and comments provided by the LSRCA the following reports and studies have been prepared in adherence with the LSPP:

- Functional Servicing Report - Prepared by Tatham Engineering
- Stormwater Management Report - Prepared by Tatham Engineering
- Phosphorus Budget - Prepared by Tatham Engineering
- Hydrogeological Report - Prepared by Cambium Inc.
- Geotechnical Report - Prepared by Cambium Inc.
- Environmental Impact Study - Prepared by Cambium Inc.

The proposed development demonstrates further adherence to the LSPP as it relates to the following policies:

4.8-DP An application for major development shall be accompanied by a stormwater management plan that demonstrates:

- a. consistency with stormwater management master plans prepared under policy 4.5, when completed;
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;
- c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and



conveyance techniques, such as grass swales;

d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and

e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

Comment: The proposed development constitutes major development as defined by the LSPP, as the construction of a building within a ground floor area of 500 m<sup>2</sup> or more. A Functional Servicing Report (FSR), stormwater Management Report, and phosphorus budget have been prepared in support of this application. These reports assess the potential impacts of the proposed development and provide measures for how changes shall be minimized to support the ecological and hydrologic integrity of Lake Simcoe.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the LSPP.

### 4.4 The City of Barrie Official Plan (2018)

The City of Barrie Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises. The Official plan provides direction and guidelines to control growth and to not exceed the

City's capacity to provide a healthy community environment. Growth and development within the City of Barrie is guided by the Provincial Planning Instruments, which identify the City of Barrie as a Primary Settlement Area within the Simcoe Sub-Area.

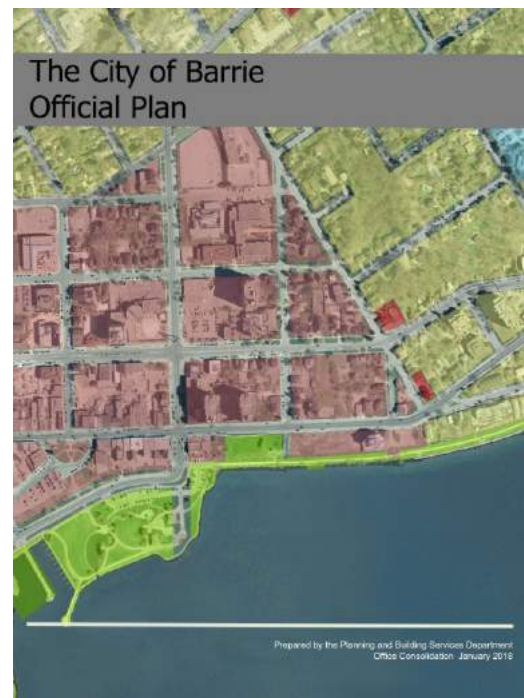
The lands are designated 'Residential' and 'Environmental Protection' in the City's Official Plan (Schedule A) and identified as part of the Yonge Street Primary Intensification Corridor (Schedule I). The subject lands are located within the Painswick North Planning Area; however, a Secondary Plan does not apply. The subject lands are within the Defined Policy Area D (Schedule C) which state that lands shall develop in accordance with the policies of the Yonge Street Corridor Study, and that medium density housing is considered appropriate for the lands along Yonge Street that are designated 'Residential'. In addition to the residential uses permitted, the Defined Policy Area D further allows a medical clinic, pharmacy, veterinary clinic, business and professional office, and other commercial units on the property municipally known as 505 Yonge Street. The subject lands are located along a Primary Intensification Corridor and conform to the direction set forth for intensification corridors as identified through OPA 44, through the City's Intensification Study, and through the Urban Design Guidelines for Intensification Areas. The rear portion of the subject lands are classified as Natural Heritage Level 2 (Schedule H) and are located within the Intake Protection Zone 2 (IPZ-2) (Schedule G).

The applicable policies of the Official Plan are outlined and reviewed below.

- 3.1 – Growth Management
- 3.3 – Housing (including Affordable Housing Policies)
- 3.5 – Natural Heritage, Natural Hazards and Resources
- 3.7 – Energy Conservation and Renewable Energy Systems
- 3.9 – Lake Simcoe Protection Plan
- 4.2 – Residential (4.2.1(g))
- 4.9 – Mixed Use
- 5.0 – Servicing and Transportation
- 6.5 – Urban Design Guidelines
- 6.6 – Tall Buildings

### Community Context - Assumptions

Section 2.3(d) states that there will be a growing need to provide higher residential densities which are more cost effective, energy efficient, and environmentally sustainable than past development in the City. Barrie's new housing stock will continue to include a growing share of multi-unit development at medium and high densities to provide a complete range of housing options for the City's residents. Here, intensification is identified as an essential component of Barrie's growth management strategy to minimize infrastructure requirements and utilize existing services.



The development proposal represents compact and efficient residential intensification which will diversify the area's housing stock and lead to the better utilization of existing municipal infrastructure including transit, parks, and schools.

### Growth Management

Section 3.1.1 outlines the growth management goals of the Official Plan, which aim to accommodate the projected residential, employment and other needs in order to achieve complete communities. The goals also aim to direct growth to areas that can take advantage of existing services and infrastructure. The goals aim to provide for a mix of uses while ensuring that increased densities can appropriately be accommodated.

The subject property represents underutilized lands in a prime location to accommodate forecasted growth where municipal services and facilities are available. The development proposal assists the City in meeting its intensification and density targets.

Section 3.1.2.3 outlines density considerations for growth management. Section 3.1.2.3(b) states that a minimum of 40% of new residential development shall be directed within the built-up area. The section further states through Section 3.2.1.3(d) that of the 13,500 housing units that can be accommodated within the built-up area, approximately 61% (8,235 housing units) are to be accommodated on lands outside of the Urban Growth Centre, such as the subject lands. Section 3.2.1.3(f) notes that residential densities will be used to support the efficiency and viability of existing transit services.

The proposal would assist the City of Barrie in meeting the 40% minimum intensification target, providing 400 residential units within the built-up area and on a corridor prioritized for intensification (Yonge Street). The proposal would provide a residential density of 243 units per net hectare to support the efficiency and viability of existing transit services along Yonge Street.

## Housing

Section 3.3 states the goals and policies on housing for the City of Barrie Official Plan. Section 3.3.1 outlines the goals for housing, which seeks to promote building designs and densities for new housing that efficiently uses land, resources, infrastructure, and public services while supporting safe and vibrant pedestrian and cyclist-friendly streetscapes. The goals of Section 3.3.1 also seek to direct the development of new housing towards locations where appropriate levels of infrastructure and public services will be able to support current and future populations. Section 3.3.1 also notes that a mix of land uses and housing types is encouraged to ensure the development of complete communities.

The development concept includes a range of dwelling types and sizes to accommodate a range of household sizes, ages and incomes, providing greater options for those looking to enter the City of Barrie housing market. The development has been designed to be compact which efficiently uses land and infrastructure and be active transportation friendly. These are all aspects which contribute to a complete community.

Section 3.3.2.1(a) encourages the maintenance of reasonable housing costs by promoting all forms of housing and directs that the Zoning By-law be amended to allow for innovative housing where it is shown to represent good land use planning principles. Revitalization and intensification throughout the built-up area is also encouraged so long as it is compatible and satisfies the targets of the Plan.

The proposal represents innovative planning and adheres to the principles of good planning by accommodating for an appropriate mix of land uses and a range of household types (rental and condominium tenure) through a compact form, in an area of the City where intensification and redevelopment is encouraged. Rezoning of the lands to a zone with site specific special provisions which would permit such development helps the City maintain a healthy supply of land designated for residential use without encumbrances and with respect for the surrounding context.

Section 3.3.2.1(b) of the Official Plan states that the City shall support programs and policies encouraging a wide range of housing opportunities including rental housing in order to meet identified housing needs in accordance with good land use planning principles.

The proposal intends to provide a wide range of housing opportunities, including market rental housing, in order to support identified housing needs in accordance with good land use planning principles and in accordance with the City of Barrie's housing strategy.

Section 3.3.2.1(c) of the Official Plan states that the review process for intensification applications within the built up area will consider the existing and planned character and lot fabric of the areas, in addition to the intensification and density targets of the Official Plan.

The proposed development has regard for the existing and planned character of the surrounding area. The proposal is situated along an intensification corridor where the planned character of the area is encouraged to be compact and comprised of a mix of uses, including high density residential uses. The proposal provides 400 residential units to support in the achievement of the 40% minimum intensification target along the corridor. An important consideration to the following plan is its ability to achieve greater densities without impacting surrounding land uses.

## Natural Heritage, Natural Hazards and Resources

Section 3.5.1 contains the City's goals as they relate to natural heritage, natural hazards, and resources. They include: the protection of natural heritage features and areas, including land and water; the protection of natural vegetated areas as a contiguous unit; protecting the environmental quality of the City; encouraging the management of Barrie's watersheds to protect water quality and stream corridors; and protecting people and property from natural hazards such as flooding and erosion.

The proposal seeks to ensure appropriate development with respect to the City's natural heritage features, natural hazard areas, and natural resources. Coordination with the City of Barrie and LSRCA has occurred throughout the planning process to ensure all required technical studies and analyses are completed and provided to the satisfaction of these agencies. An EIS, Geotechnical Report, Hydrogeological Report, and Landscaping Drawings have been provided in support of this application with respect for the goals of Section 3.5.1 of the City's Official Plan, as further discussed below.

## Land Management

Section 3.5.2.2 supports tree planting, preservation, and conservation initiatives so as to maintain vegetation cover. Section 3.5.2.2. also notes that new development shall be directed to maintain the natural landscape, landform features, natural watershed drainage patterns and vistas of the City.

Landscaping Drawings have been submitted in support of this application to demonstrate how the proposal will accommodate for tree planting and

preservation so as to maintain vegetation cover. Where the subject site contains woodland features, the development limits of this woodland feature have been staked in coordination with the LSRCAs, as outlined within the EIS submitted in support of this application. Where the subject site contains a valleyland feature related to Lovers Creek, the hazard limit (stable top of bank) has been determined through the geotechnical investigation submitted in support of this application, which would support the maintenance of the City's natural landscape, landform features, and natural watershed drainage patterns.

### **Groundwater Protection & Surface Water Protection**

Section 3.5.2.3 states that the City shall protect the quantity, quality, and sustainability of surface and groundwater related resources at a watershed level, as well as promote the efficient use of water resources. Section 3.5.2.3.3 states that the City may require a risk assessment or hydrogeology analysis where there is potential of a proposed development to pose risk to an aquifer as shown on Schedule G of the Plan. Section 3.5.2.3.4 directs development away from hazard lands adjacent to streams and lakes or in areas of unstable soils. A geotechnical report is required for any proposed development within or adjacent to hazardous sites near streams or in areas susceptible to erosion.

An FSR and Hydrogeological Investigation have been submitted in support of the application, and conclude that the proposed development can accommodate for the protection of surface and groundwater related resources and can be generally directed away from the adjacent hazard areas associated with Lovers Creek. Specifically, the following measures have been provided within the proposal to support the ecological and hydrologic integrity of the surrounding water features (including Lovers Creek) and to direct development away from hazardous areas:

- 30.0 metres setback from water's edge (Lovers Creek),
- Identification of Top of Bank (staked with LSRCAs), and
- 6.0 metre development setback from Top of Bank.

### **Drinking Water Protection**

Section 3.5.2.3.5 specifically outlines policies related to drinking water protection, with the overarching goal being to encourage and promote water conservation measures and build awareness of best practices to prevent contamination or overuse. Where the majority of the site is identified as lying within an 'Intake Protection Zone 2', comments have been received from the City's Risk Management Official (RMO) which did not identify the proposal as being a significant drinking water threat. Comments from the RMO did request specific considerations at the Site Plan stage to support the health of local groundwater resources, including site drainage to avoid heavily used areas of the parking lot, proposed snow storage locations to drain towards pervious surfaces where feasible, and meltwater to be directed through a oil grit separator to reduce meltwater contaminant loads.

### **Natural Heritage Resources**

Section 3.5.2.4 provides policies related to the City's natural heritage resources. It states that Level 2 resources represent significant components of the natural heritage resource network. An EIS is required for any development or site alteration within 120 metres of an area identified as Level 2, to demonstrate that potential negative impacts can be avoided or mitigated.

A large portion of the site is identified as subject to the 'Level 2 Natural Heritage Overlay' as per Schedule H of the City's Official Plan. An EIS has been submitted in support of the application and has identified the following features on and adjacent to the subject site:

- Significant Wetlands
- Significant Valleylands
- Significant Woodlands
- Permanent Watercourse and Associated Fish Habitat
- Significant Wildlife Habitat
- Habitat of Endangered and Threatened Species.

The EIS concludes that that all potential impacts associated with the proposed development and site alteration can be appropriately minimized provided the recommendations outlined in Section 7.0 of the EIS are adhered to.

### **Energy Conservation & Renewable Energy Systems**

Section 3.7 provides goals and policies to support energy conservation and the use of renewable energy systems. Section 3.7.2.1(a) provides that it is a policy of the City to promote a compact urban form that supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality. The compact form of the proposed mixed-use development will support active transportation as a means to access the nearby amenities along Yonge Street, while access to an existing transit route will support transit use. Both active transportation and transit use will support reduced energy consumption and improved air quality.

### **Lake Simcoe Protection Plan**

Section 3.9 offers alignment with the policies and objectives of the Lake Simcoe Protection Plan. The review of the LSPP in relation to the proposal is provided in Section 4.3 of this Report.

### **Residential**

Section 4.2 provides policy direction for lands designated 'Residential'. A greater portion of the site is designated 'Residential' within Schedule 'A' of the City's Official Plan. Notwithstanding the 'Residential' designation of the site, through Official Plan Amendment 44, Mixed Use policies were implemented for Intensification Areas (Intensification Nodes and Corridors) as identified on Schedule I of the City Official Plan. OPA 44 was implemented to provide

consideration for the appropriate development of Intensification Areas in alignment with Provincial and City growth objectives. Through OPA 44, the policies of Section 4.9 of the City's Official Plan take precedence over other Land Use Policies contained in Section 4.2 ('Residential' designation policies) and 4.3 ('Commercial' designation policies) but shall have consideration for Section 4.2.1(g) of the Official Plan.

Section 4.2.1(g) provides that it is a goal of the 'Residential' designation to plan for medium and high density residential development which encourages mixed use and high quality urban design within Intensification Areas, while continuing to support the integrity of stable neighbourhoods.

The proposal will accommodate a mix of uses (residential, commercial, and environmental protection lands) and will demonstrate high quality urban design, as detailed within the Urban Design Report submitted in support of this application. In acknowledgement of the need to support the integrity of stable neighbourhoods, while also providing for the intensification to support municipal and Provincial growth directives, Section 4.9.2.3 of the City's Official Plan provides a number of design policies to support the transition from Intensification Areas to lower density areas. A review of the policies of Section 4.9.2.3 as it relates to the proposal is provided further below in this Report.

### **Environmental Protection Area**

Section 4.7 provides guiding policies for lands designated 'Environmental Protection Area'. Section 4.7.1 outlines the goals for lands designated 'Environmental Protection Area', which includes goals to protect, preserve and enhance lands with environmentally significant natural features and ecological functions; to maintain Environmental Protection Areas as viable and natural ecosystems; and to ensure the health and safety of area residents and minimizing property damage due to flooding, erosion, steep slopes, and unstable soils.

Through the EIS prepared and submitted in support of this application, the following features and functions have been identified to exist within the subject lands: significant valleylands, significant woodlands, permanent watercourse (Lovers Creek) and associated fish habitat, significant wildlife habitat, and habitat of endangered and threatened species. An EIS has been submitted in support of this application to support adherence to the goals and policies of Section 4.7.

Section 4.7.2.2 notes the permitted uses within the 'Environmental Protection Areas' designation, stating that these lands are intended primarily for preservation and conservation in their natural state, and that no buildings or structures shall be permitted except those necessary for flood or erosion control.

The proposal maintains the lands designated 'Environmental Protection Areas' for preservation and conservation in their natural state, with no buildings or structures proposed within these lands.

Section 4.7.2.4 provides guiding policies for development on lands adjacent to 'Environmental Protection Areas', stating that development may be permitted where an EIS can demonstrate no negative impacts to the natural features or ecological functions identified.

- Significant wetlands — The subject site lies within 120 metres of the Lovers Creek Swamp PSW. The EIS concludes no negative impacts are anticipated to this feature through the proposal. The site is located downstream and thus hydrological impacts are not anticipated from the proposed development. Where Lovers Creek provides a travel corridor between the subject site and the PSW, no impacts to this linkage function are anticipated through the proposal, provided that the watercourse and development setback are maintained as existing natural vegetation.

- Significant valleylands — The subject site lies within 50 metres of significant valleylands. Provided that the protection measures for the watercourse and woodlands are adhered to as outlined within the EIS, no negative impacts are anticipated for the significant valleylands through the proposal.

- Significant woodlands — The subject site lies within 50 metres of significant woodlands. The EIS concludes that provided an appropriate woodland compensation plan, no negative impact to the significant woodland feature (with respect to size, proximity, linkage, and water protection) is anticipated through the proposal.

- Permanent watercourse (Lovers Creek) and associated fish habitat — No development or site alteration is proposed within 30.0 metres of Lovers Creek and associated fish habitat.

- Significant wildlife habitat — The subject site lies within 50 metres of identified Significant Wildlife Habitat. Provided a 30.0 metre setback is provided to Lovers Creek, the EIS concludes that no direct or indirect impacts are anticipated to the significant wildlife habitat of the identified two special concern turtle species on-site.

- Habitat of endangered and threatened species — The subject site lies within 120 metres of habitat for endangered and threatened species. The EIS concludes that provided the construction and setback recommendations within the EIS are adhered to, no impacts are anticipated to the habitat of the identified Blanding's Turtle.

Section 4.7.2.5 guides development in relation to surface water features, water courses, and valley lands. Section 4.7.2.5(a) states the development

and site alteration shall be restricted in or near sensitive surface water features in order to protect, improve, or restore their related hydrological functions. Section 4.7.2.5(b) states that valley and stream corridors shall be protected from development, with the development limits established and appropriately zoned (4.7.2.5(e)). Where a watercourse supports fish habitat, Section 4.7.2.5(f) notes that a riparian vegetation zone shall be established.

Through the proposal, the stable top of bank has been identified to restrict development near Lovers Creek and associated valleylands. These development limits have been used to identify the lands to be zoned 'Environmental Protection' and lands that shall not form part of the development. As Lovers Creek supports fish habitat, a riparian vegetation zone of 30.0 metres is identified through the EIS. The riparian vegetation zone is located wholly within the 'Environmental Protection Areas' designation and 'Environmental Protection' (EP) zoned lands on-site, and no development or site alteration is proposed within the riparian vegetation zone.

Section 4.7.2.6 states that development and site alteration shall not be permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features and ecological functions. The EIS concludes that provided an appropriate woodland compensation plan, no negative impact to the significant woodland feature (with respect to size, proximity, linkage, and water protection) is anticipated through the proposal.

Section 4.7.2.7 states that development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated by the proponent, to the satisfaction of the City, that there will be no negative impacts on their natural features and ecological functions. Provided a 30.0 metre setback is provided to Lovers Creek, the EIS concludes that no direct or indirect impacts are anticipated to the significant wildlife habitat of the identified two special concern turtle species on-site.

#### **Defined Policy Area [D]**

Section 4.8.1 identifies specific provisions for Defined Policy Area D (DPA-D). Section 4.8.1(a) states that lands identified as lying within DPA-D shall be developed in accordance with the policies of the Yonge Street Corridor Study. It should be noted that this study is now quite outdated and that the City has implemented a new policy set to address development applications along identified Intensification Corridors. Section 4.8.1(b) notes that medium density housing is considered appropriate for 'Residential' designated lands along Yonge Street. Section 4.8.1(c) provides additional permitted uses for 'Residential' lands located at 495, 499, and 505 Yonge Street.

In acknowledgement of the Intensification Study completed for all Intensification Areas throughout the City, the proposal has been designed

in accordance with the Mixed Use policies of Section 4.9 of the City's Official Plan, as discussed in detail further below in this Report. Through Section 4.9 of the City's Official Plan, both medium and high-density residential uses are considered appropriate along an Intensification Corridor such as Yonge Street, with high-density residential uses being proposed through this application. Where Section 4.8.1(c) provides additional permitted uses for 'Residential' lands located at 505 Yonge Street, the proposal accommodates for ground floor commercial uses in accordance with the Mixed Use areas permitted uses (Section 4.9.2.1).

#### **Mixed Use**

Section 4.9 contains the City's Mixed-Use policies. These policies pertain to lands located within the City's Intensification Areas (nodes and corridors), which take precedence over other land use policies contained in Section 4.2 and 4.3 of the Official Plan.

Section 4.9.1 lists the Goals:

- a) To plan for new medium and high-density development that supports an appropriate mix of residential, commercial and institutional uses.
- b) To create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures.
- c) To foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation and public transit.
- d) To establish intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods.

The development proposal represents high density development that provides a mix of uses, a range of housing forms, and contributes to the creation of a vibrant and complete community. The proposed development represents a compact, pedestrian oriented built form which encourages multimodal transportation patterns and supports the establishment of the Yonge Street Corridor as a focal point/destination for the surrounding neighbourhood.

Section 4.9.2.1 provides the permitted uses for Mixed Use areas, which is noted to include a variety of residential, commercial, and institutional uses. Through Section 4.9.2.1, multiple uses within one building is strongly encouraged, with active commercial uses promoted on ground floors while residential uses are encouraged on upper floors. Section 4.9.2.1(b) states that residential uses and vehicular parking should not be located at ground level adjacent to principal streets. Section 4.9.2.1(c) states that medium and high density residential uses are encouraged to provide for a range of types, sizes, affordabilities, and tenures to accommodate for the City's population growth.

Multiple uses are proposed through the development, including residential and commercial uses. Four (4) high density residential buildings are proposed, with Building 2 being provided ground floor commercial uses to activate Yonge Street. Vehicular parking and lay-by areas will be located internally and out of sight from Yonge Street, with majority of parking provided underground. Through the Mixed Use Area policies, the subject site is not subject to a density cap. Rather, densities along intensification corridors are averaged along the corridor and not calculated on a site-specific basis, as not every parcel along a corridor will be redeveloped or used for residential purposes. Given the above, the proposal seeks to maximize upon the density potential of the site, as the site is well-positioned to provide for a higher density relative to other sites along the Yonge Street Intensification Corridor in order to support the density goal of approximately 50 units per net hectare and to provide for a range of housing types, sizes, affordabilities, and tenures to accommodate for the City's population Growth.

Section 4.9.2.2 provide the General Policies:

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

Comment: It is the intent of the proposal to contribute to the improvement of the Yonge Street public realm as discussed in the Urban Design Report submitted in support of this application, including but not limited to framing the street through the built form, providing at-grade commercial uses to activate the streetscape, and incorporating landscaping to support an attractive public realm. These design opportunities will support an inviting streetscape not just for vehicles but more important pedestrians and alternate modes of transportation.

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

Comment: Higher density developments lend themselves to be transit supportive developments. The proposal supports a variety of land uses (residential, commercial, and environmental protection lands) to create a vibrant destination along the Yonge Street Corridor.

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

*tree species are encouraged to enhance the overall tree canopy.*

Comment: The proposal accommodates for two (2) outdoor amenity areas for resident enjoyment, including one (1) large amenity space at the rear of the site and adjacent to the environmental protection lands. Landscape Drawings have been submitted in support of this application to visualize the proposed landscaping and design of the amenity areas, including vegetation and tree plantings. Public open spaces do exist within close proximity to the site, including D'Ambrosio Park located opposite Yonge Street along D'Ambrosio Drive, as well as trail entrances to Lovers Creek Ravine located approximately 100 metres south of the site. Both the on-site amenity spaces and nearby public open spaces will provide opportunities for recreation and social gathering.

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

Comment: The proposed development fosters the short and long term interest of the City creating a vibrant and urban Yonge Street Intensification Corridor. The long term development opportunities of the site would be supported through the proposed site specific provisions which would permit development that helps maintain a healthy supply of land designated for residential use without encumbrances and with respect for the surrounding context.

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

Comment: The proposal will not result in a decrease of density or reduction in the variety of uses. This application proposes residential intensification and a mix of uses on site and in alignment with the intent for Intensification Corridors and Mixed Use areas.

*f) Development and redevelopment within the Mixed-Use areas shall not proceed unless the City is satisfied that the required infrastructure, including internal and external transportation infrastructure and community services, can be delivered in a timely and fiscally response manner.*

Comment: Through pre-consultation with City Staff, no concerns were identified regarding potential infrastructure or community service constraints to developing the subject lands.

Section 4.9.2.3 provide Design Policies for lands located within the Intensification Nodes and Corridors. These policies are addressed within the Urban Design Report submitted as part of this application.

## Servicing & Infrastructure

Section 5.1 outlines policies for the appropriate development of servicing infrastructure, including but not limited to municipal sanitary and storm sewers, municipal water, electrical, and other utilities. In alignment with the goals and policies of this section, the proposal intends to provide for intensification on existing municipal water, sewage, and storm services along Yonge Street, with the intent of ensuring that growth and redevelopment take place in an efficient, cost effective, and environmentally sound manner. A FSR has been submitted in support of this application to demonstrate further adherence to the goals and policies of this Section, including analyses to confirm that the proposal can be accommodated for through the existing servicing mains.

Section 5.2 seeks to ensure development is provided in a manner that maintains the efficient and sustainable use of water resources. In alignment with the goals and policies of this section, the proposal provides for intensification along an urban corridor which is serviced by municipal water and sanitary sewers, which contributes to greater efficiencies within these systems and minimizes waste.

Section 5.3 looks to ensure development has appropriate regard for stormwater management. Section 5.3.1 outlines the City's goal in this regard, and include: the protection of watercourses and water quality; controlling flooding, sedimentation and erosion; and minimizing contaminant loads and peak flows while increasing the extent of vegetative and pervious surfaces.

Section 5.3.2.2 requires the preparation of a stormwater management plan in support of major developments demonstrating conformity with the policies of Section 5.3.2.2 and design criteria in Section 5.3.2.3. A Stormwater Management Report has been submitted in support of this application, which demonstrates the proposed stormwater management plan in adherence to the required policies. The proposed SWM plan consists of an underground detention facility, storm structure and pipe storage, and jellyfish filter unit to achieve the required SWM criteria. The report concludes through the proposed SWM plan, appropriate stormwater quantity and qualities can be maintained through the proposed development.

Section 5.4 contains the City's transportation policies. Section 5.4.1 provides the goals for the City's transportation system, which includes providing safe, efficient and convenient movements; the promotion of healthy communities, active living and energy efficiency; and developing Intensification Areas at densities which are transit supportive and provide linkages to major transportation hubs and routes such as major transit stations.

The proposal seeks to provide safe, efficient and convenient movement, by providing for development along the Yonge Street Intensification Corridor, where places to live, work, and play are easily accessible along Yonge Street and in proximity to the site. The density proposed supports a pedestrian-

oriented environment, lending to active living, energy efficiency, and the promotion of healthy communities. The proposed density of the site demonstrates to be transit-supportive, with the site having direct transit links to the Barrie South GO Station.

Section 5.4.2.2 directs that development adjacent to arterial roads be designed to provide access to the site while minimizing impact on the roadway. The proposed density is transit and active transportation supportive, and the building has been sited to front Yonge Street in accordance with Mixed Use area design directives. Two access points are proposed to the development from Yonge Street to minimize points of conflict for ingress and egress. A TIS is submitted in support of the application.

Section 5.4.2.3 promotes the use of existing and the development of new public transit where possible to link communities in the interest fiscal responsibility, energy conservation and environmental protection. Higher density development is encouraged to locate near public transit routes and provide pedestrian connections. Pedestrian and bicycle connections are also encouraged throughout large-scale new developments. The development proposal is fiscally responsible, energy efficient and supportive of many transportation alternatives to the private car. For the above stated reasons, the proposal conforms to the general intent of the City of Barrie's Official Plan.

## Parkland Dedication

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.

## Urban Design Guidelines

Section 6.5 of 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. A separate Urban Design Report prepared by Innovative Planning Solutions has been submitted along with this application. 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.

### **Tall Buildings and Height Control**

Section 6.6. of the Official Plan provides policies and guidelines 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 this application. Details regarding the policies and goals of the Official Plan with respect to Tall Buildings are within the report which should be read in conjunction with this report.

Through a review of the applicable policies noted above, the proposed development demonstrates conformity with the policies and intent of the City of Barrie Official Plan.

# AFFORDABLE HOUSING

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The City of Barrie, like many municipalities across Ontario, is facing a housing affordability crisis, with the cost of the average housing unit out of reach to much of the population. Recognizing the continued trend of housing costs outpacing wages, the City of Barrie has put in place a number of policies and initiatives to address this issue. Below is a review of the City's affordable housing objectives as they apply to the development proposal.

Section 3.3.2.2 of the Official Plan contains the City's affordable housing policies, they are as follows:

*a) It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*

*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 percent of gross annual household income for low- and moderate-income households; or*

*2. housing for which the purchase price is at least 10 percent 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 percent of gross annual household income for low- and moderate-income households; or*

*2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.*

*b) Low, medium and high-density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.*

*c) Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.*

*d) Consideration will be given to modifications to existing zoning and servicing standards that will facilitate the provision of affordable housing units in new residential developments where such revisions are in accordance with the intent of the Official Plan.*

The City of Barrie Affordable Housing Strategy notes that consideration of the City of Barrie Official Plan policies is just one of many avenues to support affordable housing initiatives for the City. Overall, the Official Plan encourages the production of affordable housing by promoting an appropriate range of housing types, sizes, affordability and tenures. This also sits in alignment with Implementation Recommendation 3.7 - New Development from the City of Barrie Affordable Housing Strategy.

The proposal seeks to provide a range of housing sizes, affordabilities, and tenures in the form of market rental housing units and condominium units. Through the proposal, Building 2 is anticipated to be provided as a market rental building. The remainder of the buildings are anticipated to be developed with various unit sizes to support a range of incomes and housing sizes. The proposed density lends itself to facilitate affordable housing units (3.3.2.2(b)). The development is in close proximity to shopping, community facilities and public transit routes, all which further support both high density housing and specifically affordable housing units (3.3.2.2(c)). The proposed development will increase the overall attainable housing stock for the City of Barrie.

# SUPPORTING STUDIES

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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 December 2021 addresses the various guidelines and policies developed to direct urban design in the City of Barrie. The guidelines and policies have been reviewed against the proposed development demonstrating that the proposal is consistent with the intent and objectives of the City's direction for urban design, including the City's directive for design in Intensification Area, design of tall buildings, and design of Mixed Use Areas. The brief addresses issues of urban design including but not limited to: built form and siting, high quality design and materials, streetscape, landscaping, pedestrian scale and walkability. 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 (TIS) was prepared by Tatham Engineering dated December 2021 in support of the application. 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 2026 and a period of five and ten year post build-out in 2031 and 2036. The report recommends the following traffic operation upgrades to accommodate the future background traffic volumes:

- *2031 Background Conditions - implement advance green phase for eastbound left turn movement at Little Avenue with Yonge Street intersection(AM peak hour only)*
- *2036 Background Conditions - construct southbound right turn lane at intersection of Big Bay Point Road with Yonge Street*

The report provides the following additional conclusions:

- *The available sight lines along Yonge Street at the proposed site accesses were reviewed and are considered appropriate in consideration of TAC design guidelines for minimum stopping and intersection sight distance requirements for a design speed of 60 km/h.*
- *Given the location and size of the subject site, it is anticipated that all construction activities, including parking provision for trades people, will be accommodated wholly within the site. No impacts are anticipated to Yonge Street or the existing sidewalk network.*

Please refer to the report for additional details.

## 5.3 Functional Servicing Report and Stormwater Management Report

A functional servicing report (FSR) by Tatham Engineering Limited dated December 2021 was prepared in support of the proposed development application. 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 200 mm dia. fire service from the existing 300 mm dia. watermain along Yonge Street. It is expected that all 4 buildings will be serviced via the water service connection from Yonge Street. The report concludes that there is expected to be sufficient storage volume to accommodate the proposed development within this sector of the City's municipal water supply system. The final water system design will be confirmed during the detailed design stage.

### Sanitary Sewer Collection

The site will be serviced via a new 200 mm dia. sanitary sewer lateral connected to the existing 500 mm dia. sanitary sewer on Yonge Street. 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. The SWM plan for the proposal development consists of an underground detention facility, storm structure and pipe storage, and a jellyfish filter unit. Controlled runoff from the site will be conveyed to a post-development drainage catchment, where post-development peak low rates are less than or equal to the pre-development rates for all storm events due to the implementation of on-site water quantity controls. Through the proposed SWM plan, the site will achieve the water balance requirements and phosphorous controls.

### 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. Consideration will be taken for the steep sloping along Lovers Creek, the proposed development will match to the existing grade at the staked top of bank limit at the north and east development limits.

## Utilities

All utilities (electrical, gas, telecommunications) are expected to be available from Yonge Street to service the proposed development. Further coordination will be required during the detailed design stage.

## 5.4 Environmental Impact Assessment

An Environmental Impact Study (EIS) was completed by Cambium Inc. and submitted in support of the application, dated December 2021. The assessment was conducted to provide an evaluation of reasonably anticipated ecological impacts that may arise as a result of this proposed development to guide the decision-making process. The Terms of Reference for the EIS was reviewed and approved by the LSRCA. Field investigations were completed from June 2021 to September 2021. Policy compliance was also reviewed to ensure adherence to the applicable plans, policies, regulations, and guidelines.

The following features were identified on and adjacent to the Site.

- Significant Valleylands
- Significant Woodlands
- Permanent Watercourse & Fish Habitat
- Significant Wildlife Habitat - Special Concern Species
- Habitat of Endangered and Threatened Species

The following identifies the impact assessment and mitigation measures recommended for the identified features.

•Significant wetlands — The subject site lies within 120 metres of the Lovers Creek Swamp PSW. The EIS concludes no negative impacts anticipated to this features through the proposal. The site is located downstream and thus hydrological impacts are not anticipated from the proposed development. Where Lovers Creek provides a travel corridor between the subject site and the PSW, no impacts to this linkage function are anticipated through the proposal, provided that the watercourse and development setback are maintained as existing natural vegetation.

•Significant valleylands — The subject site lies within 50 metres of significant valleylands. Provided that the protection measures for the watercourse and

woodlands are adhered to as outlined within the EIS, no negative impacts are anticipated for the significant valleylands through the proposal.

•Significant woodlands — The subject site lies within 50 metres of significant woodlands. The EIS concludes that provided an appropriate woodland compensation plan, no negative impact to the significant woodland feature (with respect to size, proximity, linkage, and water protection) is anticipated through the proposal.

•Permanent watercourse (Lovers Creek) and associated fish habitat — No development or site alteration is proposed within 30.0 metres of Lovers Creek and associated fish habitat.

•Significant wildlife habitat — The subject site lies within 50 metres of identified Significant Wildlife Habitat. Provided a 30.0 metre setback is provided to Lovers Creek, the EIS concludes that no direct or indirect impacts are anticipated to the significant wildlife habitat of the identified two special concern turtle species on-site.

•Habitat of endangered and threatened species — The subject site lies within 120 metres of habitat for endangered and threatened species. The EIS concludes that provided the construction and setback recommendations within the EIS are adhered to, no impacts are anticipated to the habitat of the identified Blanding's Turtle.

Overall, the EIS concludes that all potential impacts associated with the proposed development and site alteration can be appropriately minimized provided the recommendations outlined in Section 7.0 of the report. The EIS also concludes compliance with the applicable provincial policies. Please refer to the report for additional details.

## 5.5 Hydrogeological Investigation

A Hydrogeological Investigation has been completed and submitted along with this application by Cambium Inc., dated December 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 additional details.

## 5.6 Geotechnical Investigation

A Geotechnical Investigation was completed in support of the proposal by Cambium Inc., dated December 2021. The purpose of the geotechnical report was to provide geotechnical recommendations including but not limited to

the following considerations: foundation design, slope stability, excavations, frost penetration, dewatering, subdrainage and floor slabs, buried utilities, shoring design, and preliminary pavement design. Please refer to the report for additional details.

## 5.7 Pedestrian Level Wind Impact Study

A Pedestrian Wind Assessment was completed by Rowan Williams Davies & Irwin Inc. (RWDI) in support of the development application. The report provides an estimation of potential wind comfort conditions and recommended control measures to improve wind comfort. The study concludes that no wind safety exceedances are expected around this project, and provides recommendations to support wind comfort conditions related to residential uses, commercial uses, and the public ROW. Please refer to the report for additional details.

## 5.8 Arborist Report, Tree Inventory and Preservation Plan, and Landscape Drawings

A(n) Arborist Report, Tree Inventory and Preservation Plan, and Landscape Drawings were completed by Landmark Environmental Group Ltd. (LEGGroup) in support of the application. The intent of the report is to ensure compliance with the City of Barrie's Tree Preservation policies and any requirements of the Lake Simcoe Region Conservation Authority. In particular, the materials provided by LEGGroup are the address the following:

- Review of the applicable City of Barrie Tree Protection/Preservation policies and Lake Simcoe;
- Region Conservation Authority development policies as they pertain to the subject site and discussion with the respective staff if necessary;
- Conduct a general field review to inventory tree specimens, groupings, trees along property limits, identifying the type, location, of any trees on site using the Tree Stand Delineation & Canopy Survey methods within the subject site and indicating the presence of any Butternut (in accordance with the Endangered Species Act, 2007);
- Provide a Tree Inventory, General Assessment, Preservation Plan and Report that sets out the methodology, observations, criteria, analysis and conclusions of our review and area conditions;
- Indicate on a Tree Inventory and Protection Plan, those trees that are suitable for preservation or removal and providing the methods of protecting the same;

Please refer to the submitted materials by LEGGroup for additional details.

## 5.9 Shadow Study

A Shadow Study was completed by Salter Pilon Architecture for the proposed development. This study demonstrates the shadows cast by the proposed development at different times of day and through different seasons, to determine whether shadows generated will impact adjacent properties, streets, and public spaces, and to what extent. An analysis of the Shadow Study is included within the Urban Design Report submitted in support of this application. Please refer to the Shadow Study and Urban Design Report for additional details.

# CONCLUSION

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This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Zoning By-law Amendment seeks to rezone the subject lands from 'Residential Multiple Dwelling 2nd Density - Special Provision' (RM2-SP-98 & RM2-SP-468) and 'Residential One' (R1) to 'Apartment Dwelling Second Density - 2 with Special Provisions' (RA2-2-SP-\_\_\_) and 'Environmental Protection' (EP). The proposed ZBA will facilitate the development of four (4) residential buildings ranging in height from 8 to 12 storeys. As a whole, the proposal will result in a total gross floor area (GFA) of approximately 52,289m<sup>2</sup>, comprised of 51,213m<sup>2</sup> of residential GFA and 1,076m<sup>2</sup> of retail/commercial GFA. The proposal represents an opportunity to provide for redevelopment and intensification along the Yonge Street Primary Intensification Corridor. The proposal also seeks to deliver purpose-built market rental units to the City of Barrie housing market.

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 application:

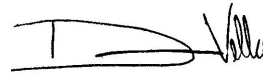
- are consistent with the applicable policies of the Provincial Policy Statement 2020;
- conform with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conform with the applicable policies of the Lake Simcoe Protection Plan;
- conform with the applicable policies of 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; and
- do not contain, adjoin or are impacted by any natural or human-made hazards.

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 Amendment.

Respectfully submitted,

Innovative Planning Solutions

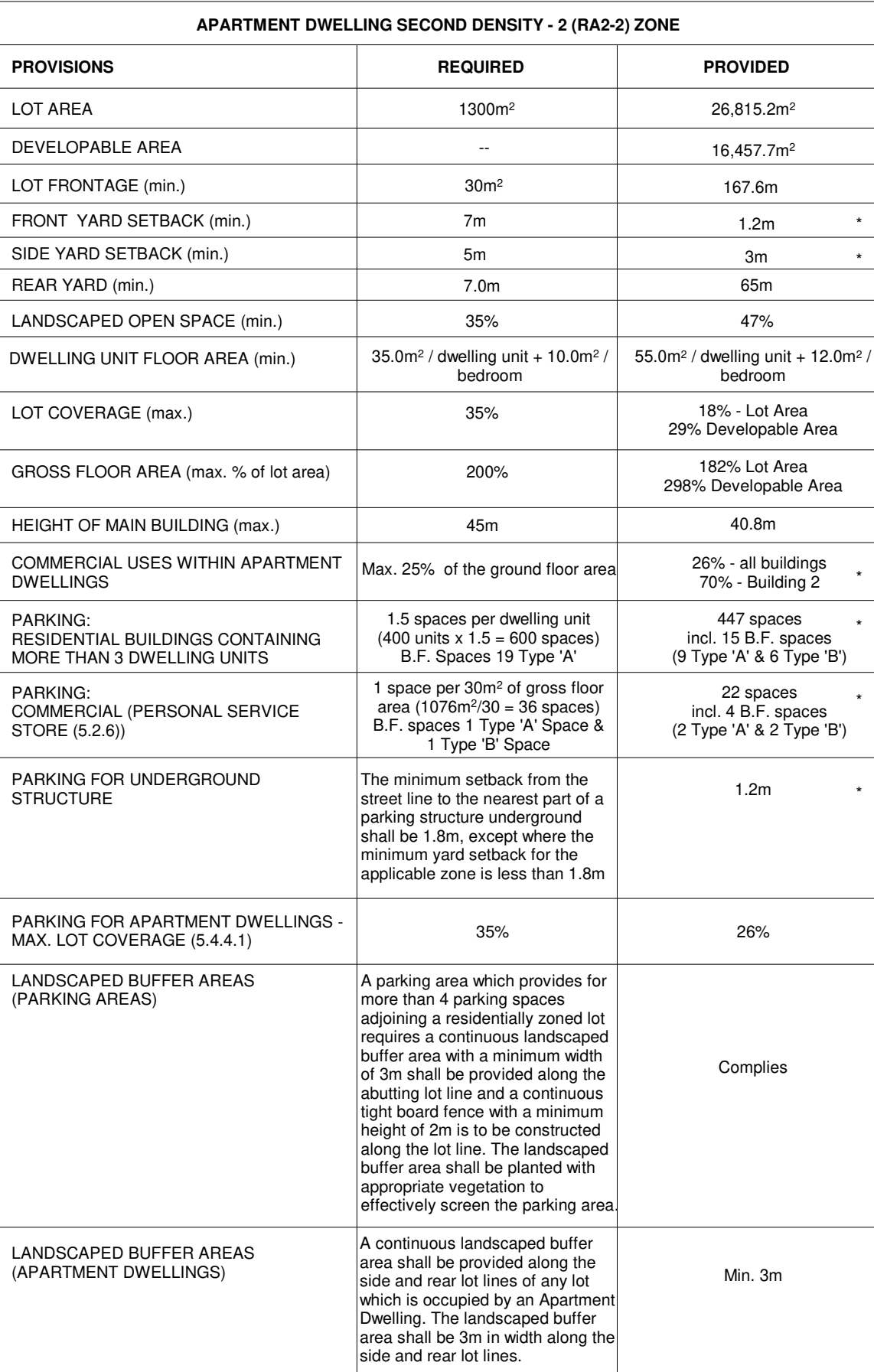


Darren Vella, MCIP, RPP  
President & Director of Planning



Kyle Galvin, MCIP, RPP  
Senior Planner

## **APPENDIX 1 – SITE PLAN**

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|-------------|------|
| Orientation | Seal |
|-------------|------|

ASSOCI

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

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505-533 Yonge St, Barrie, ON, L4N 4E1

**ISSUED FOR ZONING BY-LAW AMMENDMENT - December 17th, 2021**

salterpilon  
architecture

### Project Information

Renaissance Residences -  
Barrie

505 to 533 Yonge St., Barrie, ON

For  
Core Advisory Group

Drawing Title

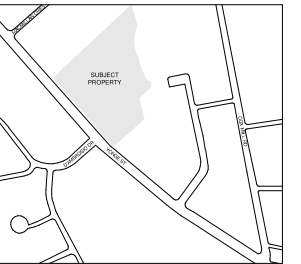
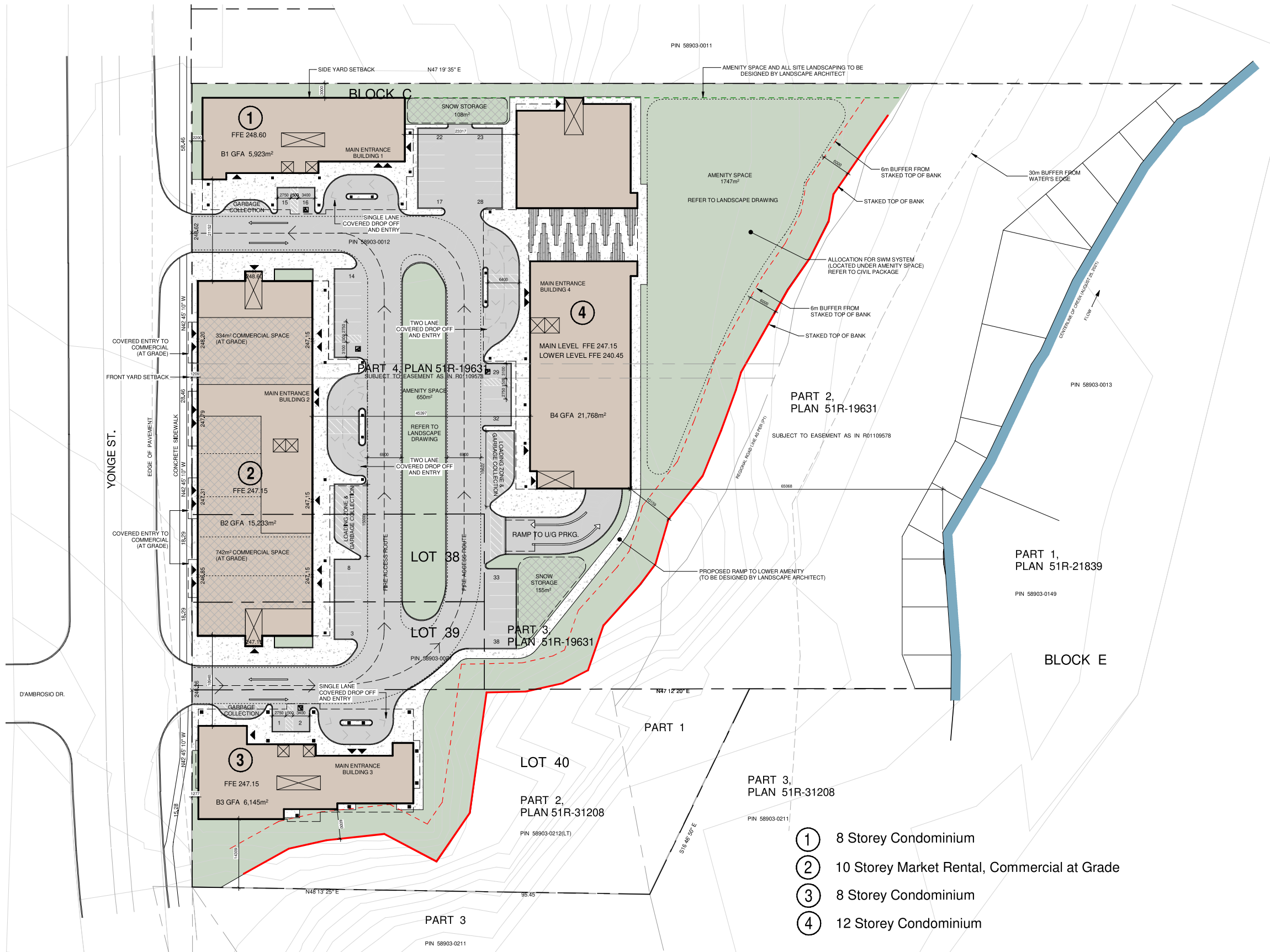
Title Sheet

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|-----------------|----------------------------|---------------------------|
| Date            | Project No<br><b>20033</b> | Drawing No<br><b>A100</b> |
| Drawn by<br>KT  |                            |                           |
| Scale<br>N.T.S. |                            |                           |

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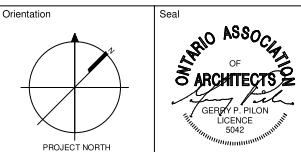


## KEY PLAN

### SITE PLAN LEGEND:

- PROPERTY LINE
- PART LOT / EASEMENT LINE
- STABLE TOP OF SLOPE AS STAKED
- CENTRELINE OF LOVERS CREEK
- PROPERTY SETBACK
- COMMERCIAL (1 STOREY @ GRADE)
- SNOW STORAGE
- CONCRETE PAVING / SIDEWALK
- ASPHALT PAVEMENT
- GRASS / DEVELOPABLE LIMIT

| No. | Revision                           | Date       |
|-----|------------------------------------|------------|
| 1   | ISSUED FOR ZONING BY LAW AMENDMENT | 2021 12 17 |



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

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Project Information  
**Renaissance Residences - Barrie**  
505 to 533 Yonge St., Barrie, ON  
For Core Advisory Group  
Drawing Title  
**Site Plan**

|                    |            |            |
|--------------------|------------|------------|
| Date               | Project No | Drawing No |
| Drawn by KT        | 20033      | A101       |
| Scale As indicated |            |            |

- ① 8 Storey Condominium
- ② 10 Storey Market Rental, Commercial at Grade
- ③ 8 Storey Condominium
- ④ 12 Storey Condominium

## **APPENDIX 2 – DRAFT ZONING BY-LAW AMENDMENT & SCHEDULE**



### **BY-LAW NUMBER 2022-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 505, 511, 515 & 533 Yonge Street, as shown on Schedule "A" to this By-law, from Residential Multiple Dwelling Second Density (RM2-SP-98 & RM2-SP-468), Residential Single Detached Dwelling First Density (R1), and Environmental Protection (EP) to Apartment Dwelling Second Density-2 with Special Provisions (RA2-2-SP-\_\_) and Environmental Protection (EP).

**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 505, 511, 515 & 533 Yonge Street;

**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 505, 511, 515 & 533 Yonge Street from Residential Multiple Dwelling Second Density (RM2-SP-98 & RM2-SP-468), Residential Single Detached Dwelling First Density (R1) and Environmental Protection (EP) to Apartment Dwelling Second Density-2 with Special Provisions (RA2-2-SP-\_\_) and Environmental Protection (EP), be approved.
2. **THAT** notwithstanding the provisions of Section 5.2.6 – Commercial Uses within Apartment Dwellings, the lands zoned as Apartment Dwelling Second Density-2 with Special Provisions (RA2-2-SP-\_\_), the following shall apply:
  - a) The commercial uses of Table 5.4.1 of the By-Law shall be permitted commercial uses within an apartment building; and
  - b) Commercial uses shall be a maximum 26% of the total ground floor area of all buildings.
3. **THAT** notwithstanding the provisions of Section 5.3.1 – Residential Standards, the lands zoned as Apartment Dwelling Second Density-2 with Special Provisions (RA2-2-SP-\_\_), the following standards shall apply:
  - a) Minimum Front Yard Setback shall be 1.2m; and
  - b) Minimum Side Yard Setback shall be 3m.
4. **THAT** notwithstanding the provisions of Section 4.6.1 – Parking Standards, the lands zoned as

Apartment Dwelling Second Density-2 with Special Provisions (RA2-2-SP-\_\_\_), the following standards shall apply:

- a) Parking for Residential Buildings Containing More Than 3 Dwelling Units – Minimum of 447 spaces shall be provided.
5. **THAT** notwithstanding the provisions of Section 4.6.5.2 – Enclosed Parking Areas/Parking Structure, the lands zoned as Apartment Dwelling Second Density-2 with Special Provisions (RA2-2-SP-\_\_\_), a minimum setback of 1.2m shall be permitted.
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** this By-law shall come into force and effect immediately upon the final passing thereof.

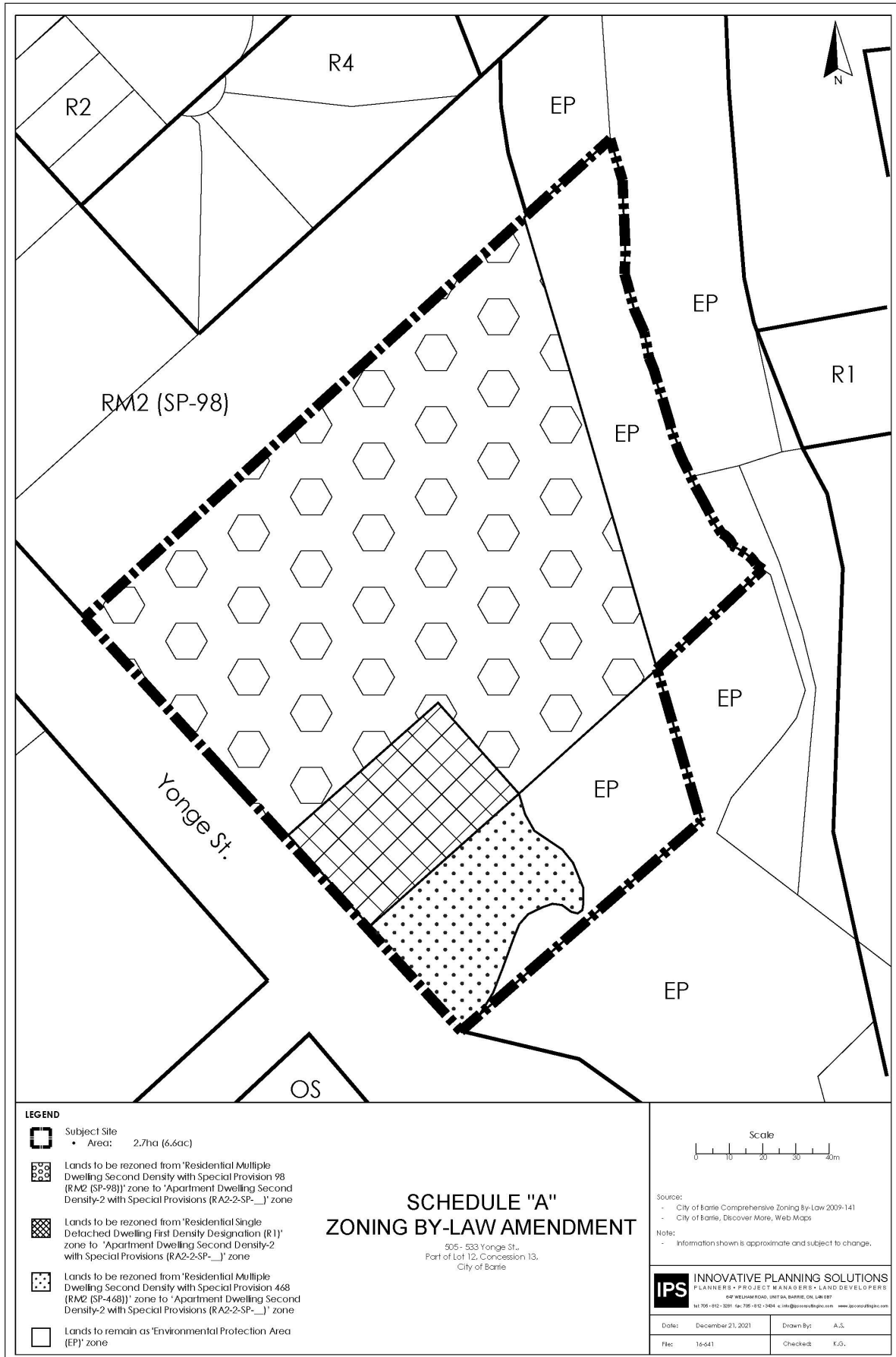
**BY-LAW** read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this \_\_\_\_ day of \_\_\_\_\_ 2022

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR**

\_\_\_\_\_  
**CITY CLERK**

**Schedule "A" attached to By-law 2022-XXX**



An aerial photograph of a suburban neighborhood. A two-lane road runs diagonally from the top left towards the bottom right, intersecting with a horizontal road. The area is filled with houses, green lawns, and numerous trees. A large, irregularly shaped wooded area is situated in the center of the image, partially obscuring the road intersection. The overall scene depicts a typical residential development.

**IPS**

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