



DECEMBER

2019

PLANNING JUSTIFICATION REPORT

51-75 BRADFORD STREET
BARRIE


MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

Date:

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Prepared for:

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1.0

INTRODUCTION

1.1 PURPOSE OF THE APPLICATION

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by Barrie Lakeshore Developments ("Owners") to seek approval of an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to facilitate the proposed development that will transform the lands municipally addressed as 51-75 Bradford Street in the City of Barrie (hereafter referred to as the "Subject Lands") (Figure). The Subject Lands are located on the east side of Bradford Street, west of Lakeshore Drive and south of Simcoe Street.

The Owners are seeking an amendment to the Barrie Official Plan and Barrie Zoning By-law to permit the development of four high-rise mixed use buildings providing opportunities for street related commercial uses, residential uses, hotel and amenity uses. The proposed development will result in approximately 163,684 sq. m (1,761,893 sq. ft.) of gross floor area ("GFA"), comprised of 149,854 sq. m (1,613,028 sq. ft.) residential GFA, 3,371 sq. m (36,285 sq. ft.) of commercial GFA and 10,459 sq. m (112,580 sq. ft.) of hotel GFA. The proposed development will be developed within multiple phases.

This report has been prepared in support of the OPA and ZBA applications. Based on the review and analysis contained herein, we conclude that the proposed request is consistent with the Provincial Policy Statement, conforms to the Growth Plan, conforms to the City of Barrie's Official Plan, and has appropriate regards for, and is in keeping with the intent of Design Guidelines for the City of Barrie.



Source WestonWilliamson + Partners

1.2 SUBJECT LANDS

As noted above, the Subject lands are located on the east side of Bradford Street, west of Lakeshore Drive, and south of Simcoe Street (**Figure 1.1**). The Subject Lands are approximately 3.18 ha (7.87 acres) in size and have frontage on Bradford Street to the west and Lakeshore Drive to the east. The Subject Lands are currently occupied by a single storey building which is vacant. Photos of the subject lands can be found in **Figure 1.2a & 1.2b**.



Figure 1.1 Subject Lands



BRADFORD ROAD LOOKING NORTHEAST AND EXISTING VACANT SITE



EXISTING U-HAUL TRUCK RENTAL SITE



EXISTING VACANT SITE

Figure 1.2a Photos of the Subject Lands



BRADFORD ROAD LOOKNG SOUTHEAST TOWARDS EXISTING VACANT SITE



EXISTING VACANT LOT AS VIEWED FROM LAKESHORE DRIVE



LAKESHORE DRIVE LOOKING NORTHWEST TOWARDS VACANT SITE

Figure 1.2b Photos of the Subject Lands

1.3 AREA CONTEXT

The Subject Lands are located along the Barrie waterfront and within the City Centre, which provides a range of housing and retail / service commercial uses. The area immediately surrounding the site is comprised of a variety of residential and commercial uses. Aerial imagery of the immediate area and is shown in **Figure 1.3**, and surrounding land uses are shown in **Figure 1.4** and described as follows:

NORTH: Immediately north of the Subject Lands are two 15-storey condominium buildings and retail / service commercial uses. Checkley Street dead ends at the northern limit of the Subject Lands. Further north of these uses is Simcoe Street, with service commercial and residential uses beyond.

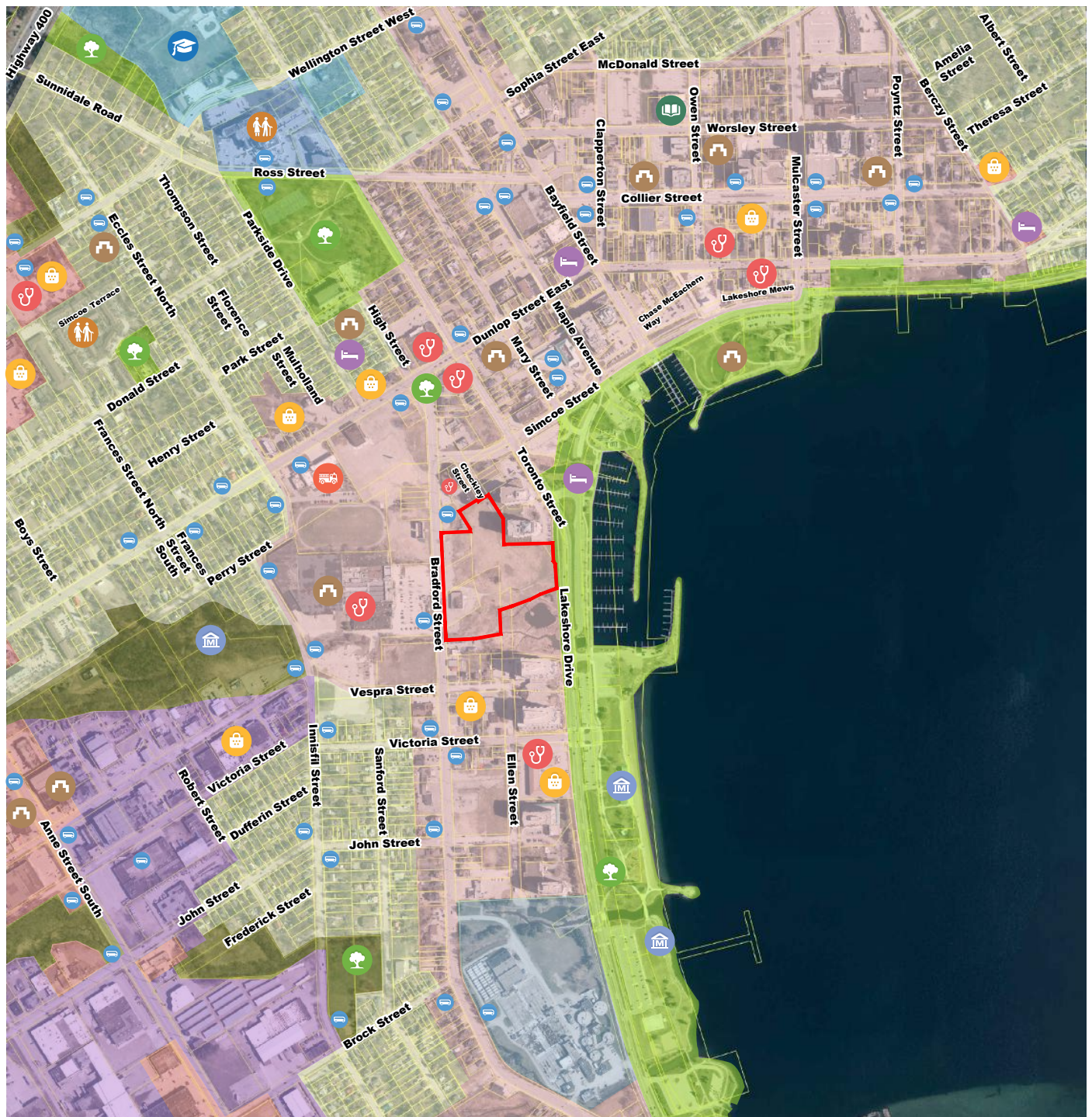
SOUTH: Immediately south of the Subject Lands is Bunker's Creek with service commercial uses and two 15-storey condominium buildings.

EAST: Immediately east of the Subject Lands is Lakeshore Drive and the City of Barrie Marina, and Kemptfelt Bay waterfront.

WEST: Immediately west of the Subject Lands is Braford Street, beyond which are lands which are in the development approvals process to be redeveloped for YMCA recreation facility and three apartment buildings.



Figure 1.3 Site context map
Image Source: Weston-Williamson+Partners



LEGEND

	Subject Lands		Open Space		Transit Stop		Library
	Residential		Environmental Protection Area		Park		Lodging
	Business Park		Water Treatment Centre		School		Place of Worship
	General Industrial		General Commercial		Emergency Services		Nursing/ Retirement Home
	Institutional				Retail		Landmark
	Educational Institutional				Medical Services		

Figure 1.4 Surrounding Area Context

1.4 PLANNING HISTORY

The Subject Lands were historically largely vacant, with the exception of the northern portion of the Subject Lands which were used by the Barrie Tanning Company up until 1979 (at which point the tannery buildings were demolished).

In 2009, the Official Plan and Zoning By-law were amended to redevelopment the Subject Lands. The Official Plan Amendment was required to permit specific design criteria as well as to recognizing the historic heights of other developments in the area. Furthermore, the Subject Lands were site specifically zoned to permit a proposed development which was very prescriptive and specific to the proposed site plan at the time. Since 2009, various initiatives have been implemented by the Province and the City, which may allow for higher heights and densities, updated parking requirements, and more flexibility for the non-residential uses. The site specific By-law has four zones; one environmental zone and three development zones and is described in more detail later in this report.

The Site Plan for this proposed development was never approved and thus not registered against the title to the lands.

1.5 PLANNING STATUS

The following is an overview of the status of the Provincial and City planning documents that affect the Subject Lands, namely, the City of Barrie Official Plan and the City of Barrie Zoning By-law. The Provincial Policies along with the Official Plan policies will be used to evaluate the proposed Official Plan and Zoning By-law Amendments to determine if it represents good planning and is in the public interest. This evaluation can be found in Section 4.0 of this report.

1.5.1 PROVINCIAL POLICY STATEMENT & GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe direct development to establish built-up areas where there is existing municipal infrastructure. Intensification and redevelopment is encouraged as is a range and mixed of employment uses in a compact urban form. Of specific note, the Growth Plan for the Greater Golden Horseshoe directs intensification to Urban Growth Centres. The Subject Lands are located within Barrie's City Centre which has been identified as an Urban Growth Centre. Urban Growth Centres are focal areas for investment in regional public services facilities, commercial, recreational, cultural and entertainment uses.

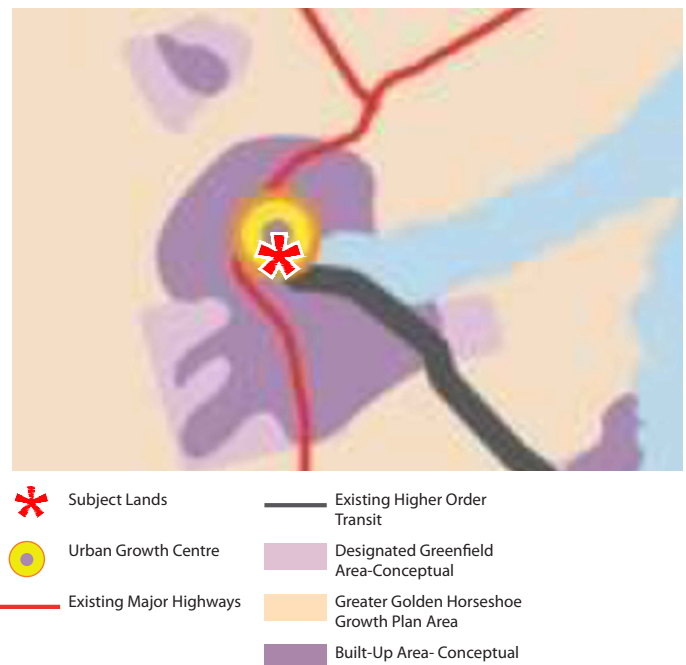


Figure 1.5 Growth Plan for the Greater Golden Horseshoe, 2019

1.5.2 LAKE SIMCOE PROTECTION PLAN

The Lake Simcoe Protection Plan (“LSPP”) is a comprehensive watershed-based legislated plan to protect and restore the ecological health of Lake Simcoe and its watershed. The LSPP was approved under the Lake Simcoe Protection Act, 2008, on June 2, 2009. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary (**Figure 1.6**), the LSPP is applicable to the subject lands.

Policy 4.8 of LSPP states that an application for major development shall be accompanied by a Stormwater management plan that demonstrates consistency with stormwater management master plans prepared, subwatershed evaluations and water budgets prepared by local municipalities in accordance with LSPP. In addition, the policy requires 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. The anticipated change in water balance and phosphorus loading should be evaluated between pre-development and post-development. The proposed development is supported by a Functional Servicing Report including Stormwater Management consideration, phosphorous loading, and water balance prepared by SCS Consulting Group. A more detailed Stormwater Management Report will be submitted at the Site Plan Approval Stage. The report is prepared in accordance with LSPP and demonstrates that the requirements of **Policy 4.8** will be met.



Figure 1.6 Lake Simcoe Watershed Boundary

1.5.3 CITY OF BARRIE OFFICIAL PLAN

The Subject Lands are designated as “City Centre” on **Schedule A – Land Use (Figure 1.7)** of this Plan and “Commercial” on **Schedule B – Planning Areas (Figure 1.8)**. The City Centre designation is categorized under the Commercial Land Use that permits uses which provide a broad range of retail, service and residential uses to serve the general needs of the Downtown. Residential uses are permitted in a variety of housing types and are encouraged to achieve a medium and high density within the City Centre. The designation encourages the integration of retail stores with residential uses where possible. Redevelopment within the City Centre is intended to maintain the existing character of the area.

Furthermore, the Subject Lands are located within a “Defined Policy Area ‘T’” as outlined on **Schedule C – Defined Policy Areas (Figure 1.9)**. The site specific OP policy for the site states the appearance and design of substantial mixed use development on the site must be aesthetically pleasing, of high quality, and generally compatible with adjacent uses and the surrounding natural environment. While we believe that the Official Plan permits the proposed development, given the language of the Official Plan defined area “T” policies relative to the proposal respecting “historical maximum heights” of the City, an Official Plan Amendment has been submitted. The OPA would ensure policy conformity occurs, should it be determined by the City or third parties that the proposed heights exceed the “historical maximum heights” of the City. The specific wording for the policy is outlined and further evaluated in **Section 6.0** and **Appendix A and E** of this Report.

Bradford Street is considered an “Arterial Road”, while Lakeshore Drive is considered a “Parkway” on Schedule D-Road Plan of this Plan. The Subject Lands are identified along a major street with planned right-of-way width of 31 metres on **Schedule E – Road Widening Plan (Figure 1.10)**.

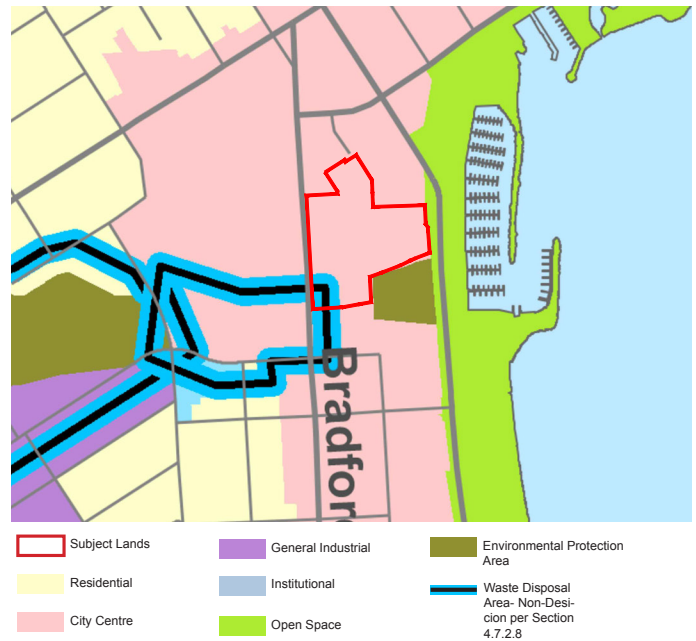


Figure 1.7 Barrie OP Schedule A - Land Use

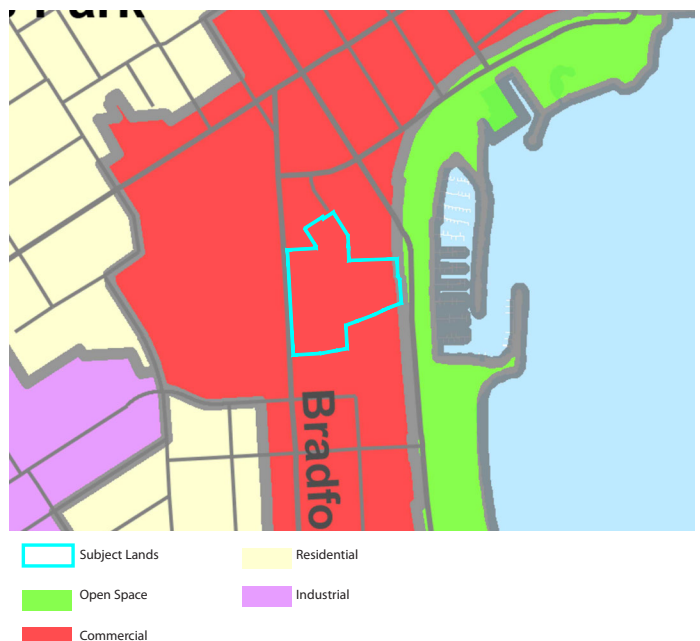


Figure 1.8 Barrie OP Schedule B - Planning Areas

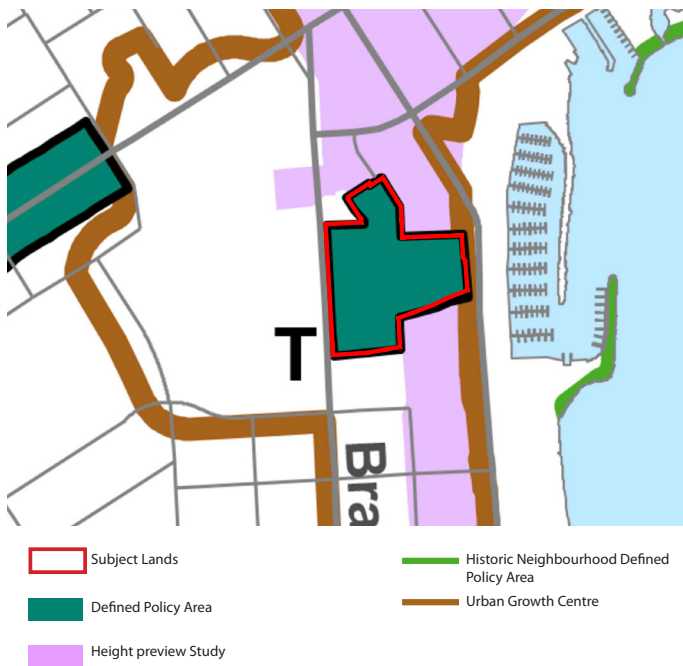


Figure 1.9 Barrie OP Schedule C - Defined Policy Areas

The Plan further identifies that the Subject Lands are within jurisdiction of the Lake Simcoe Region Conservation Authority and the Lake Simcoe Watershed Boundary on **Schedule F** and **Schedule J (Figure 1.6)**. In addition, the entire property is located within a Wellhead Protection Area – B (2 Year Capture Zone) as outlined in **Schedule G – Drinking Water System Vulnerable Areas**.

Schedule H – Natural Heritage Resources of the OP outlines some pockets of Natural Heritage Resources along the southern edge of the property. These pockets are buffer zones around the watercourse and pond located south of the property. This watercourse and pond is zoned Environmental Protection.

As the Subject Lands are located within the downtown area, **Schedule I – Intensification Areas** identifies the Site to be within the Urban Growth Centre for the City of Barrie. The City of Barrie Official Plan has set intensification targets of 150 persons and jobs per hectare for the Urban Growth Centre. This number is considered a “target” and not a minimum or maximum; nor is it applied on a site by site basis.

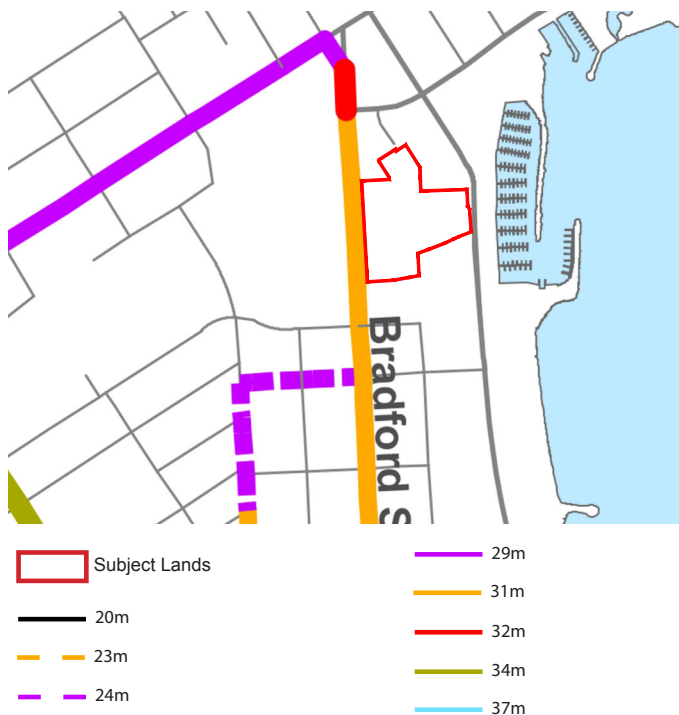


Figure 1.10 Barrie OP Schedule E - Road Widening Plan

1.5.4 ZONING BY-LAW

The provisions of Zoning By-law 2009-141 are in-effect for the Subject Lands. The subject property is zoned Transition Centre Commercial with Site Specific provisions C2-2 (SP-436) (H-114)), C2-2 (SP-437) (H-114)) and C2-2 (SP-438) (H-114). In addition, portion of the property is Zoned Environmental Protection (EP) (**Figure 1.11**).

The **C2 Transition Centre Commercial Zone** permits a broad range of uses including office, retail stores, restaurant, service uses, uses which are contemplated by the proposal. Through discussions with City staff at the pre-consultation stage, it was determined that a rezoning would be required in order to amend specific provisions of the C2 Zone to permit the proposal.

The **EP Environmental Protection Zone** permits a range of uses including ecological management, environmental conservation and naturalize restoration. No development is permitted within the EP zone.

The Site Specific provisions, SP-436, SP-437 and SP-438 permits a very prescriptive and specific zoning to the proposed site plan at the time in 2009.

As the existing zoning provisions were created for a previous development approval which differs from the current proposal, a Zoning By-law Amendment is required to adjust the development standards accordingly.

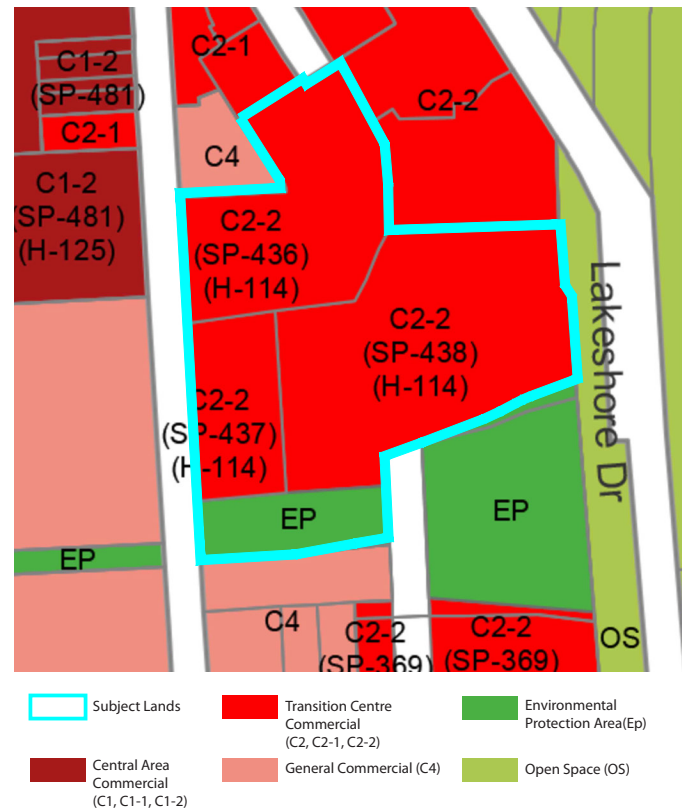
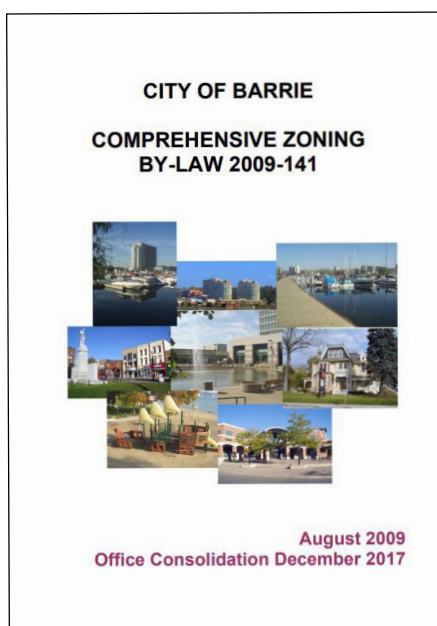


Figure 1.11 City of Barrie Zoning By-law No. 2009-141 North Section Map



1.5.5 GUIDELINES

1.5.5.1 Downtown Barrie: The Next Wave

Downtown Barrie: The Next Wave represents the City of Barrie's Downtown revitalization plan for the next 20 years. The report forces on policy initiatives, financial programs and incentives intended to stimulate private sector participation in the downtown revitalization. Founding principles outlined in this plan include:

- The Downtown's viability lies in the diversity of its land uses;
- The waterfront is the City's greatest asset and the linkage between the downtown and the waterfront is paramount;
- The Downtown represents a major link to the City's Heritage worth of preserving;
- The Downtown needs a strong and diverse resident population base;
- The Downtown must become the social and cultural centre of the community again;
- The Downtown must be clean and safe; and
- The Downtown is a unique community asset that warrants investment from beyond its geographic boundaries.

The revitalization plan provides design objectives and action items on land uses, culture and social amenities, public spaces, heritage conservation, urban design, transportation and parking. The plan allows development and redevelopment opportunities and financial incentives programs.

Lakeshore Drive is a significant street in the City of Barrie as it runs parallel with the Waterfront. The proposed development with redevelopment an underutilized parcel within the waterfront stretch providing transition to a mix of residential and non-residential uses. The proposed development will enhance existing natural features on the site to create a sense of place to meet the intent of these guidelines.

A full analysis is provided in the Urban Design Brief prepared by WestonWilliamson + Partners.

1.5.5.2 Intensification Area Urban Design Guidelines

The Intensification Area Urban Design Guidelines provide a vision, set of priority directions, and detailed design guidelines to direct new development within the intensification area, including the City Centre.

The proposed development represents intensification within the boundaries of the Urban Growth Centre in Downtown Barrie. The proposed massing provides a transition of density, recognizing the Subject Lands are located along Lake Simcoe, by focusing retail and commercial uses to the west along Bradford Street, and stepping down heights to the east towards the Lake.

It is the intent of the proposed design will contribute to the City of Barrie's architectural style. While the proposed massing is well-defined, detailed architectural design of the building will be refined as a part of the application process in order to obtain public input on the proposal. As such, opportunities for innovative design can be further explored to ensure a cohesive character and appropriate transition will be provided by the proposed development to meet the intent of these guidelines.

A full analysis is provided in the Urban Design Brief prepared by WestonWilliamson + Partners.

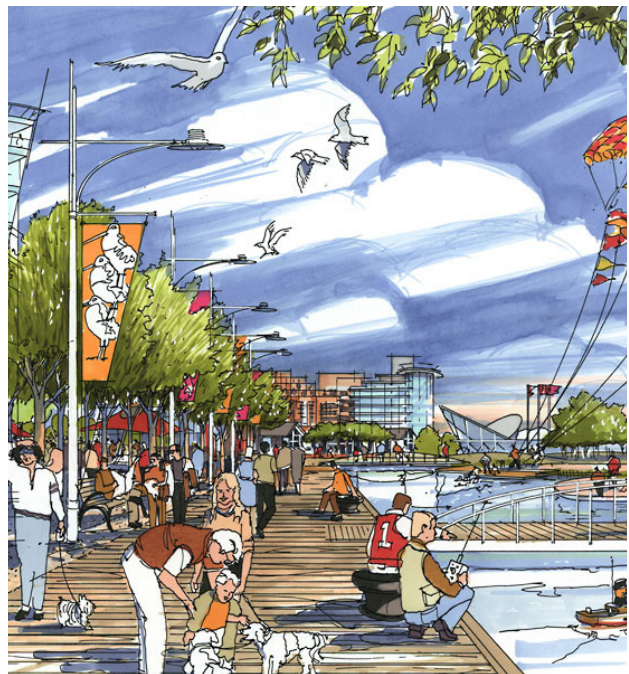
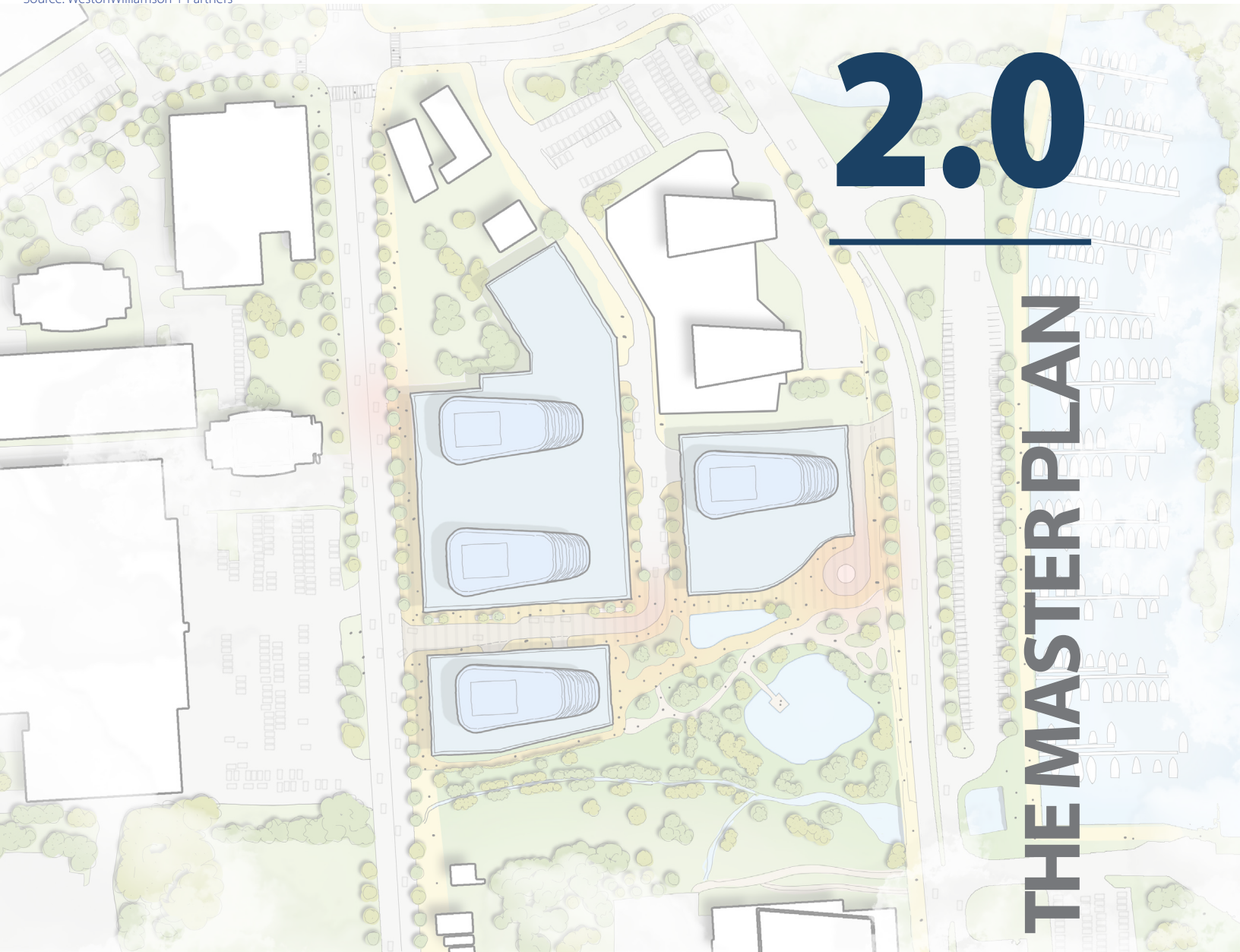


Figure 1.12 City of Barrie *The Next Wave* Rendering
Source: City of Barrie

Source: WestonWilliamson + Partners



2.0

THE MASTER PLAN

2.1 SITE PLAN AND DESIGN EVOLUTION

The proposal for the Subject Lands seeks to support and effectively respond to the infrastructure improvements in the area, specifically the realignment of Lake Shore Road and future Bunkers Creek Culvert Replacement and Watercourse Improvements. In addition, the proposal seeks to achieve the Province and City's objective of intensification within an Urban Growth Centre. The proposed development as facilitated by the proposed Amendments will permit a total GFA of approximately 149,854 sq. m (1,613,028 sq. ft.) residential GFA, 3,371 sq. m (36,285 sq. ft.) of commercial GFA and 10,459 sq. m (112,580 sq. ft.) of hotel GFA. The primary intent of the proposal is to utilize the lands for high-density mixed use development to establish a new sense of place and local identity within the City Centre. As such, the proposed development will provide a broad range of residential and non-residential land uses in a mixed-use, multi-storey building form.

The key to success of the proposed development will be to achieve a development that is vibrant and animated for both residents and visitors throughout the provision of a variety of retail, hotel and residential uses. The proposed mix of uses and massing will ensure the Subject Lands function as a complete community that serves not only future residents and visitors but also the greater community. The proposed high-rise buildings will deliver a development that will enhance the City of Barrie's waterfront, improve permeability to and from the water's edge and create economic and social opportunities for the surrounding neighbourhood.

There are four character areas identified on the Subject Lands, the intent of these spaces is to improve and animate the surrounding areas and together establish a sense of place that will define the proposed development. The character areas take into account aspects elements of the street, public realm, water front and building articulation.

2.1.1 Waterfront

The proposed development will deliver a new skyline along Kempenfelt Bay. The proposed at-grade uses will activate the water's edge and create a pedestrian experience to improve the existing condition. Pedestrian, cycling pathways and open space areas throughout the Subject Lands will that create interconnected movement systems through the Subject Lands to further enhance the existing street

network along Lakeshore Drive and provide connections to Kempenfelt Bay.

2.1.2 Bradford Street

The proposed development seeks to replace the existing streetscaping along Bradford Street and replace the existing condition with high quality streetscaping, retail uses and residential lobbies to create an active frontage along Bradford Street.

2.1.3 The Strand

The proposed development envisions landscape improvements around the existing pond supported with community activities that will be accessible during all times of the year. The intent of the strand is to minimize and contribute to the ecological sustainability of the Subject Lands and Barrie natural heritage system as a whole.

2.1.4 Waterfront Linkages

A green link is proposed within the Subject Lands to connect Bradford Street to the waterfront. The proposed central links will create a vibrant green heart within the site providing both public services and amenities for residents and visitors. A well-designed central network will provide both pedestrian and vehicular life to the Subject Lands by connecting to the established road network. The proposed street network includes a private street and pedestrian trails to create access from all frontages of the Subject Lands. The new private street is based on the guiding principles of providing connectivity and porosity through the Subject Lands while creating development blocks that are appropriately sized for the broad range of land uses proposed. The creation of Waterfront Links will provide a major north connections to Bradford Street and south connections to Lakeshore Drive.

The Waterfront Links will be enhanced with streetscaping elements such as street furniture, decorative paving, urban street trees and plantings to promote an attractive environment. The introduction of the streets, outdoor amenity, and mid-block connections results in well-proportioned development blocks, suitable for the mixture of uses. The use of pedestrian mid-block connectors reduces the visual scale of these blocks closest to the waterfront in an appropriate and reasonable manner.

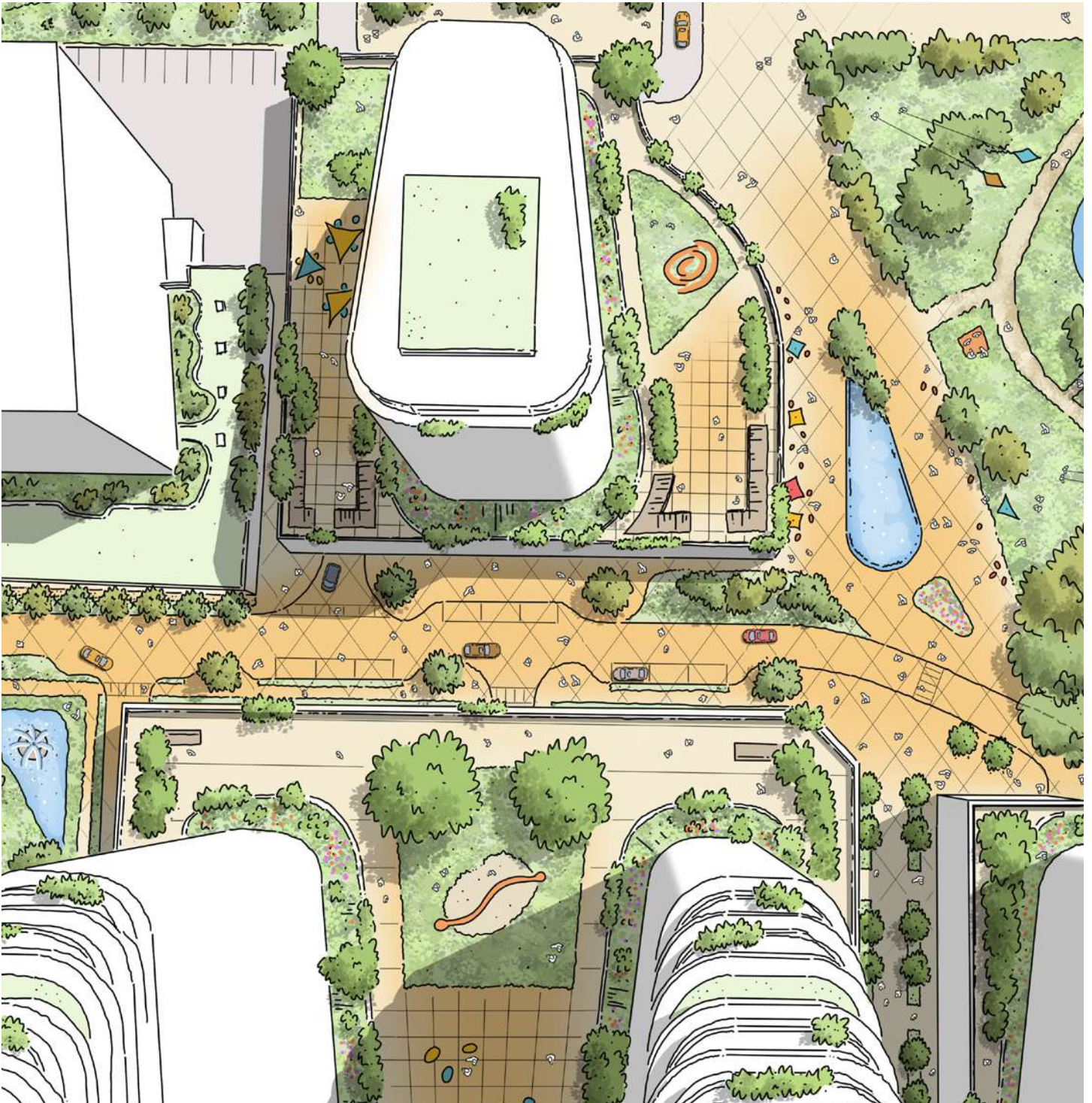


Figure 2.1 Birds eye-view rendering of proposed site plan
Source: Weston-Williamson+Partners

2.2 DRAFT OFFICIAL PLAN AMENDMENT

The proposed redevelopment is located within the City Centre designation under the City of Barrie Official Plan which permits a broad range of retail, service and residential uses to serve the general needs of the Downtown. The Official Plan Amendment is required to permit specific design criteria as well as to recognizing the historic heights of other developments in the area.

Specifically, the amendment will adjust Special Policy Area T to recognize the proposed building heights up to 42 storeys in height and establish urban design and architectural criteria for the proposal to be evaluated against at the time of Site Plan Approval.

A proposed OPA document has been prepared and is included in **Appendix A**.

2.3 DRAFT ZONING BY-LAW AMENDMENT

As discussed previously, the zoning for the Subject Lands was established to implement a specific proposal in 2009. Given the site specific nature of the current zoning, a Zoning By-law Amendment responsive to the current development plans is proposed. The following site-specific provisions are required to permit the following aspects of the proposed development:

- Rezone the Subject Lands from Transition Centre Commercial with Site Specific provisions C2-2 (SP-436) (H-114)), C2-2 (SP-437) (H-114)), and Environmental Protection EPC2-2 (SP-438) (H-114) to Transition Centre Commercial C2-2 (SP-XXX) and Environmental Protection EP;
- Reduce required Parking Rates;
- Establish Bicycle Parking Rates;
- Maximum Gross Floor Area and Floor Space Index;
- Maximum Building Height;
- Reduced Setbacks;
- Remove Minimum Dwelling Unit Floor Area; and
- Minimum Amenity Area.

A proposed ZBA document has been prepared and is included in **Appendix B**.

Source: WestonWilliamson + Partners



3.1 BLOCKS AND STREET NETWORKS

The proposed development occupies a substantial area within the City Centre that is not currently served by a network of internal local streets. The Subject Lands are one of the larger land holdings in the City Centre. As a result, the means in which the lands will be subdivided and connected to the surrounding planned and emerging communities is a key consideration for the functionality of the Subject Lands.

Private streets and driveways are planned through the Subject Lands to facilitate the daily functions of residents and employees and to add further porosity to the blocks from the public streets. While private, these streets will be designed to respond to City standards, overall having the look and feel of public streets and is in keeping with the OP design objectives and Urban Design Guidelines for lands within an intensification area. The proposed private connections will provide for parking and servicing/loading access for vehicles.

Typical private streets allow for two-way traffic and sidewalk widths along both sides of the private street which will be similar in size to the sidewalks on public streets. These walkway areas are provided on both sides of the vehicular lanes in the form of a sidewalk which will include street trees and furniture such that there is no distinction between the public and private street system to the eye of the public. Lastly, the private ownership of the road will facilitate landscaping and surface treatment that is of a higher quality and can have more of a “shared street” character than what can be achieved by applying City standards for public streets.

The proposed block design is appropriate from a design perspective and meets the guiding principles of creating and extending pedestrian networks linked to transit as well as the introduction of open green spaces for public and private uses. The proposed street network provides connections with adjacent areas, divides a larger site into smaller development blocks, and allow for free public.

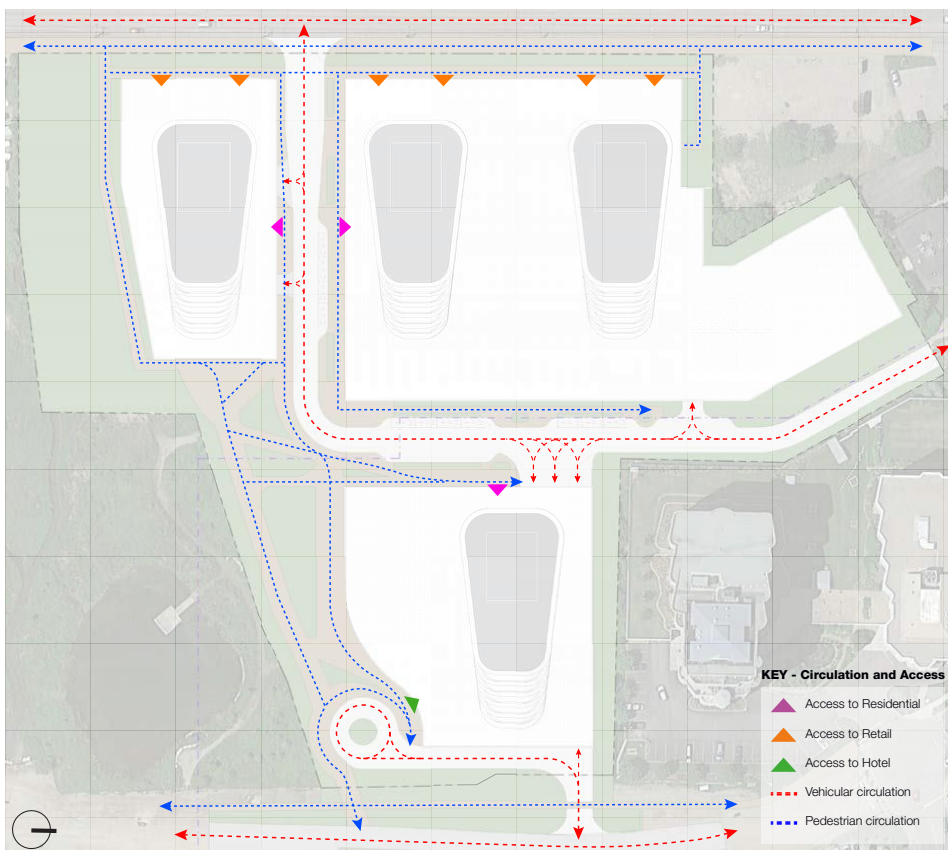


Figure 3.1 Site Circulation Plan
Source: Weston-Williamson+Partners

3.2 TRANSIT-ORIENTED DEVELOPMENT DENSITY

In order to create a vibrant and successful development within an urbanized environment and to support significant investment in transit infrastructure, development is required. Transit supportive development in the City of Barrie must achieve a minimum 150 jobs and persons per hectare in an Urban Growth Centre. Given the location of the Subject Lands it is appropriate that significant density occur to optimize and fully utilize existing and planned transit infrastructure. The proposed development will generate approximately 1,353 persons and 365 jobs per hectare.¹

The City of Barrie is well connected by local transit operating within the city and the growing regional transit options that provide service between Barrie and other parts of Ontario. The site is well situated to take advantage of these services, with multiple Barrie Transit bus stops located near the site and its close proximity to Allandale Waterfront GO. Having access to a wide range of transit routes allows for residents, visitors, and employees to opt for travel that is not auto-dependent.

1. Watson & Associates Economists Ltd. *Development Charges Background Study*, April 17, 2019.

The City of Barrie's Transportation Master Plan establishes plans for its future transit system in order to support population and employment forecasts, meet future transit modes share targets, and enhance the conventional transit system under future conditions. The proposed development will assist the City of Barrie achieving ridership targets to implement future transit systems within the City.



Figure 3.2 Maple Avenue Station in downtown Barrie
Image Source: Simcoe.com

3.3 LAND USE

The proposed development will provide a range of residential and non-residential land uses in a City Centre designation within the City of Barrie. The entire development is anticipated to achieve a population of 1,353 persons and jobs per hectare in a compact, mixed use form. The proposed mixture of uses conforms to Provincial policies, the City's City Centre policies and specifically supports the objective of developing complete communities within Downtown Barrie.

The proposed amendments represent a concentration of development in proximity to transit and public amenities. The proposed buildings will facilitate the addressing the demand for housing by providing a range of residential dwelling types and sizes as well as retail opportunities within the City Centre.

Based on this approach, the proposed Official Plan Amendment and Zoning By-law Amendment will ensure a full range of retail, services and hotel opportunities are provided to support the residential uses proposed. The proposed uses will contribute to a lively and active community and will help create a sense of place.



Figure 3.3 Proposed mix of uses (retail + residential)
Source: Weston-Williamson+Partners

3.4 RESIDENTIAL USES

The proposed development provides residential uses within a range of tall building as singular residential building which integrate non-residential uses at grade. Residential uses will be the primary use of the Subject Lands, providing a mix and range of unit types and sizes to accommodate a diverse range of households. The proposed development will provide approximately 1,900 new residential units within the City Centre.

Where residential uses have direct frontage on public or private streets, the frontages will be enhanced with windows, doors and private terraces to activate the façades and animate those frontages. The proposed residential uses will benefit from the proposed walkways which connect to Bradford Street providing direct access to transit and the City Centre as well as Lakeshore Drive which provides direct access to the Lake Simcoe waterfront.

3.4.1 Affordable Housing

The City has undertaken various initiatives to assist in providing affordable housing. The proposed development will provide a range of housing types and tenures which will be affordable in the context of the City marketplace within a high rise built form along transit existing transit infrastructure along Bradford Street, to meet the policy objectives of this Plan.

3.5 RETAIL AND OTHER SUPPORTIVE USES

The proposed development provides for the integration of retail and hotel uses at grade within residential buildings that support the growing economic of the City Centre.

The proposed retail and hotel uses will allow future residents to access daily services and needs within proximity to where they live, as well as provide opportunity to grow tourism within the City Centre. The proposed amendments will facilitate approximately 3,371 sq. m of retail space and 10,459 sq. m of hotel space consisting of approximately 152 hotel suites. Overall, the amount of non-residential uses proposed will help to achieve a sense of place and local identity, and a space that is comfortable and inviting throughout the year.

Where retail uses are proposed within the podiums of the residential towers, these podiums will be designed to provide seamless connectivity to the public realm through integrated design in architectural design such as materials, floor heights, and wayfinding. Primary residential access from a podium will be directed to private streets, with secondary access integrated into the commercial façade.



Figure 3.4 Proposed mix of uses
Source: Weston-Williamson+Partners

3.6 BUILDING DESIGN

An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing and future mixed use architectural character of the area.

The proposed façade design for each of the buildings will be animated and articulated through vertical and horizontal emphasis, the projecting balcony arrangement and the unique vertical frames of the podium base, as well as high quality materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.

All primary entrances for the proposed residential towers, commercial units, and hotel lobby will be located at-grade and will be clearly visible and directly accessible from the public realm. Where possible, primary entrances will be recessed under building overhangs or feature canopies and awnings to better define the entrance area and provide weather protection for pedestrians.

All sides of the proposed development are designed to be active frontages that will promote a vibrant and pedestrian-friendly environment. This will be accomplished by placing non-residential uses and residential use lobbies at-grade and directly along the street realm. Furthermore, this will be achieved through a high degree of glazing and appropriate floor-to-ceiling heights. These design elements will help direct pedestrian activity towards the street where an animated and vibrant public realm is envisioned.



Figure 3.5 Proposed tower design
Source: Weston-Williamson+Partners



Figure 3.6 West-east section through proposed site
Source: Weston-Williamson+Partners

3.7 LANDSCAPE DESIGN

Enhanced landscaping will increase visual interest and wayfinding signage will be used to direct people to the mixed use area. In addition, the street-level design will be further defined through a mixture of landscaping to act as a focal point. Together the proposed development will support a comfortable pedestrian realm within the City Centre. High-quality landscaping will be provided in order to screen and enhance visual interest along the street edge, softening the existing hard edges. The plantings around the active edges of the site that will be consistent with local tree and plant species, as well as be native, drought tolerant species, withstanding seasonal changes and road side conditions.

The proposal contemplates high quality landscaping and hardscaping within the private realm to enhance the public realm adjoining the development site. The proposed private local street will provide a variety of soft and hard landscaping as well defined pedestrian linkages.

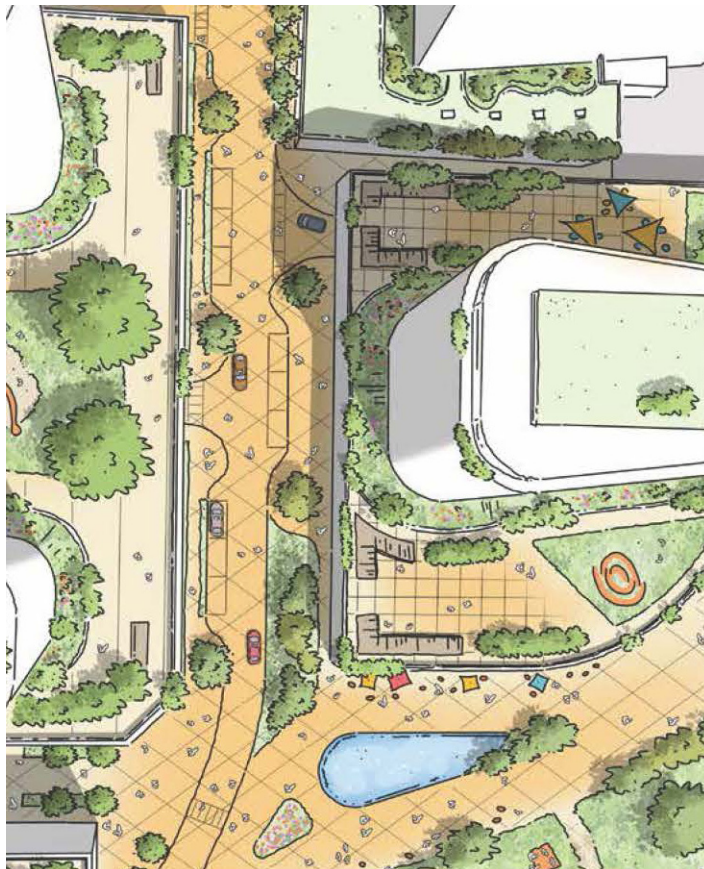


Figure 3.7 Proposed landscaping in new public realm
Source: Weston-Williamson+Partners



Figure 3.8 Examples of landscape concepts
Source: Weston-Williamson+Partners

3.8 SHADOW AND WIND IMPACTS

Shadow and wind studies of the Master Plan design have been undertaken. The proposed design incorporates, at a high level, a number of measures to address shadow and wind impacts resulting from the proposed high-rise buildings.

The City of Barrie's Sun/Shadow Study Terms of Reference requires Sun/Shadow studies to be completed for April 21, June 21, September 21 and December 21 for hourly intervals starting 1.5 hours after sunrise ending 1.5 hours before sunset to measure the hours of solar access and ensure that an appropriate level of solar access is maintained. Due to the nature of the built form proposed some shadowing is to be expected.

The shadow impacts in our opinion are reasonable and appropriate for a new high density, transit oriented development being proposed. It is anticipated that measures to minimize impacts such as building setbacks, step backs, angular plane projections and tower separation will be followed and implemented through the Zoning By-law amendment to help minimize shadow impacts, meeting the City's Terms of Reference.

A Wind Study has been prepared by Gradient Wind Engineering & Scientists in support of the application. The noise levels predicted due to roadway traffic are below the criteria listed in NPC-300 for components and upgraded building components will not be required. The Wind Report includes recommendations for any noise control measures that may be necessary to ensure compliance with NPC-300 sound level limits.



Figure 3.9 Examples of wind mitigation measures

SPRING SHADOWS (APRIL 21)



Figure 3.10 Spring shadow study
Source: Turner Fleischer Architects

SUMMER SHADOWS (JUNE 21)



Figure 3.11 Spring shadow study
Source: Turner Fleischer Architects

FALL SHADOWS (SEPTEMBER 21)

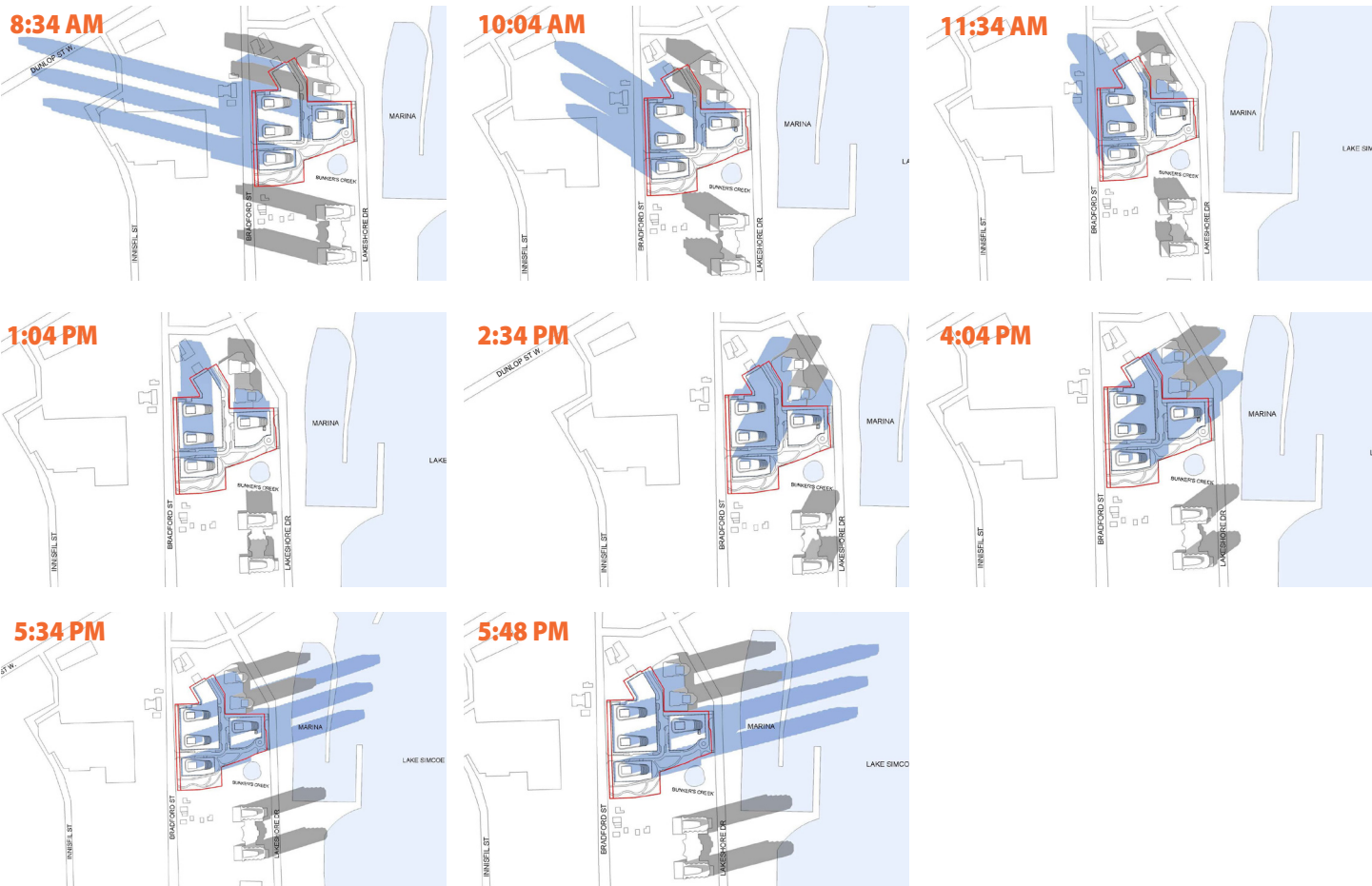


Figure 3.12 Spring shadow study
Source: Turner Fleischer Architects

WINTER SHADOWS (JANUARY 21)

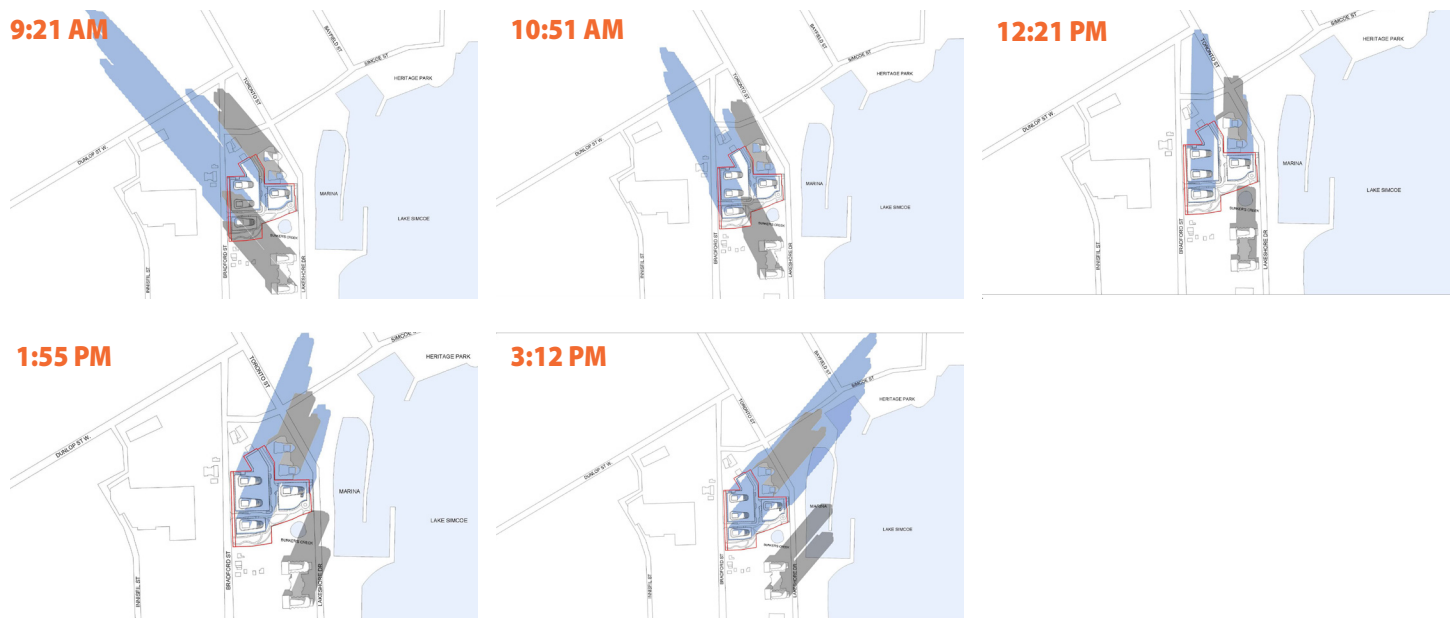


Figure 3.13 Spring shadow study
Source: Turner Fleischer Architects

3.9 PARKING AND LOADING

The proposed development provides a flexible arrangement for vehicular access in order to support the proposed development. The proposed development will provide above-grade parking which will be screened by non-residential uses within each buildings podium to provide the opportunity to consolidate parking. Traffic Demand Measures are incorporated into the draft Zoning By-law Amendment, including car share, bicycle share and other initiatives, in order to support alternative modes of transportation other than the automobile.

Loading facilities will be discreetly planned and designed to be hidden from public and private streets within. Primary access for waste servicing and loading vehicles will be from the private street and the loading areas will be integrated into the building design. In the case where non-residential uses and residential uses coexist, integrated and shared loading facilities will be promoted to achieve efficiency of

space, thereby avoiding extensive loading areas dominating frontages.

The proposed development proposes to provide similar standards of bicycle parking as adjacent developments within the immediate area as the City of Barrie Zoning By-law 2009-141 does not contain bicycle parking provisions. The proposed development will provide term bicycle spaces for residents and short term bicycle spaces for visitors/retail customers. Both short term and long term bicycle parking will be located within secure, weather protected parking areas.

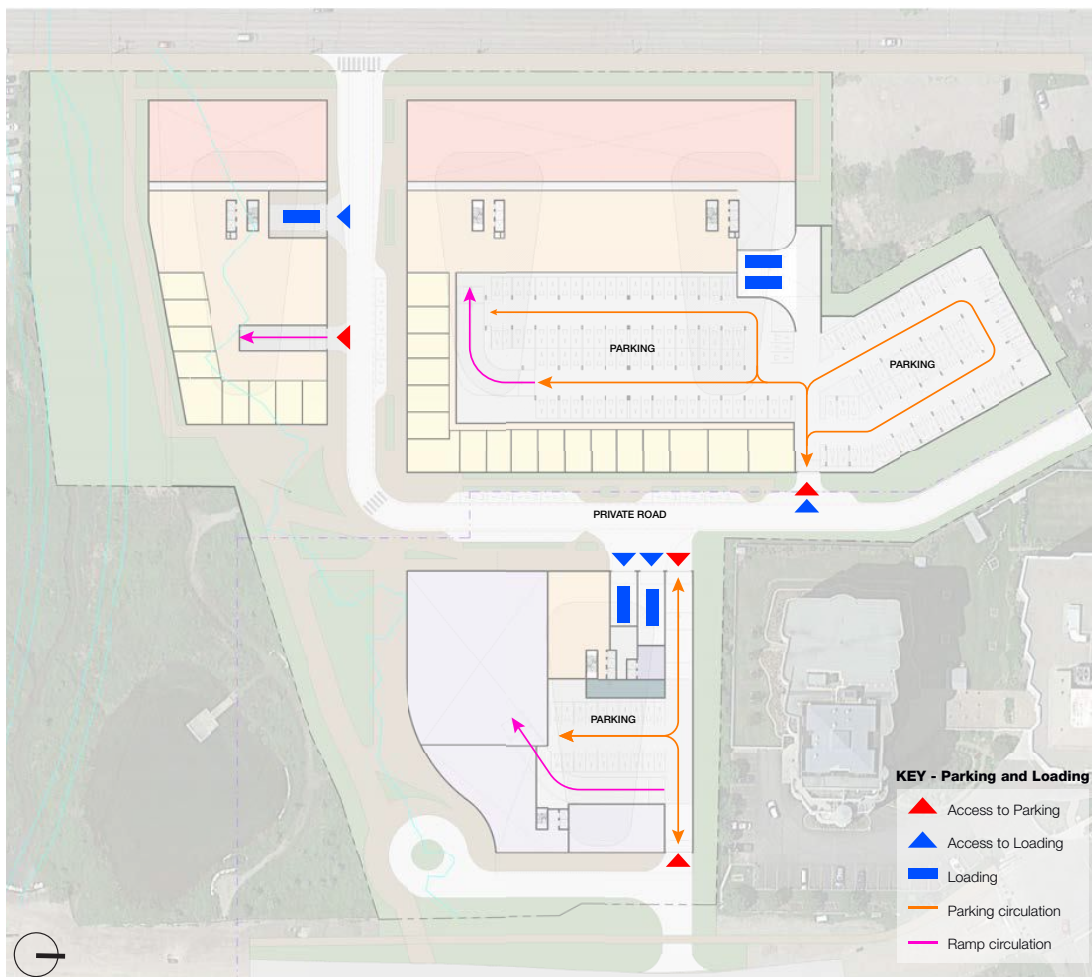


Figure 3.14 Parking plan
Source: Turner Fleischer Architects

3.10 BUNKERS CREEK

Through the development applications as well as ongoing City initiatives, the limits of Bunker's Creek shall be established. Further, it is intended that enhancements through landscape planting along this new limit will occur.

Based on discussions and meetings with LSRCA and the City of Barrie, both the LSRCA's regulatory Bunker's Creek and Kidd's Creek HEC-RAS models need to be updated to reflect the Lakeshore Drive reconstruction, as these LSRCA models were not used in the modelling that was completed to support the Lakeshore Drive reconstruction works (i.e. other HEC-RAS models were completed, but not adopted by LSRCA as the Regulatory models).

SCS Consulting is currently in the process of updating the coding of the geometry for Lakeshore Drive and the crossings of Kidd's and Bunker's Creeks, based on a recently completed topographic survey by Schaeffer Dzaldov Bennett Surveyors. Upon completion of the above modelling, the final Regulatory floodlines for Bunker's Creek and Kidd's Creek will be plotted to delineate the floodlines on the Subject Lands.

At this time only the south western building is potential affected by the floodline. For the area impacted the ground floor is to be used for parking areas which are not significantly impacted by the potential flood events.

3.11 SUSTAINABILITY AND RESILIENCE

The proposed development seeks to implement many sustainable initiatives including but not limited to green and white roofs, permeable paving, bicycle storage and other internal and external measures. An Energy Conservation Report has been prepared by EQ Building Performance in support of the application. The report provides energy predictions, which are preliminary in nature, and an energy model will be used to fully evaluate the impacts of the recommendations in this report through the Site Plan Stage.



Figure 3.15 Photo example of bird friendly window treatment

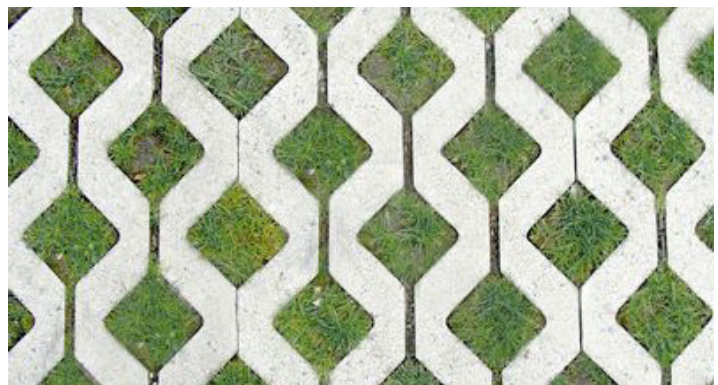


Figure 3.16 Photo example of permeable paver

3.12 PHASING STRATEGY

Development of the Master Plan will occur overtime, in phases, in response to market demand. The timing of the development will be related to the financing and construction of major infrastructure. The phasing strategy anticipates that development will occur on a block by block basis.

- 0-4 Years: Phase 1;
- 4-8 Years: Phase 2;
- 8-12 Years: Phase 3; and
- 12-16 Years: Phase 4

The phasing plan also prioritizes development on those blocks which offer the greatest potential to create a critical massing along the waterfront. Each phase will be carefully staged to ensure that necessary infrastructure is completed in time to support the occupancy of new development.

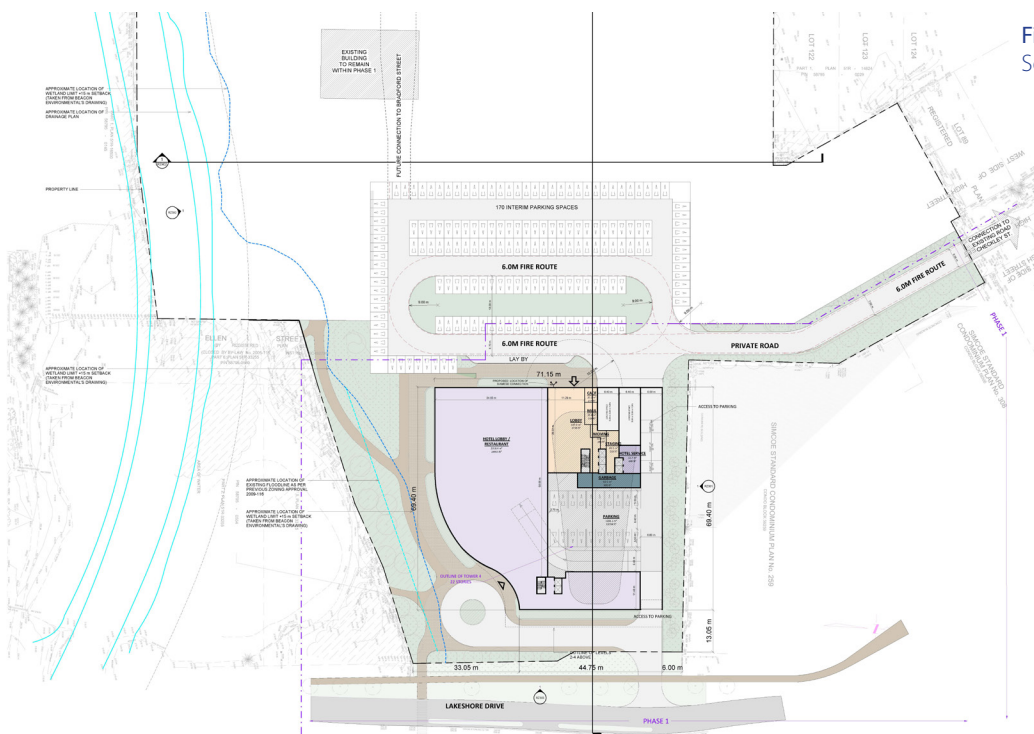


Figure 3.17 Proposed phase 1 plan
Source: Turner Fleischer Architects

Source: WestonWilliamson + Partners

4.0

PRE-CONSULTATION
MEETING

A pre-application consultation meeting was held on October 9, 2019, to discuss the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval to permit the redevelopment of the Subject Lands. A list of the required submission materials for a complete Official Plan Amendment, Zoning By-law Amendment and Site Plan applications were provided by the City of Barrie to support the application. The technical requirements to support the OPA and ZBA applications are listed below and have been submitted with the applications:

- Planning Justification Report including Affordable Housing Report;
- Urban Design Brief;
- Archaeological Study/Assessment
- Functional Servicing and Stormwater Management Report;
- Hydrogeological Report;
- Traffic Impact Study, including parking supply analysis;
- Energy Conservation and Efficiency Evaluation;
- Environmental Impact Study;
- Floodplain Analysis; and
- Screening Form for Source Water Protection.

5.0

NEIGHBOURHOOD CONSULTATION MEETING

In accordance with the City of Barrie's development review process, a Neighbourhood Meeting was held on December 11, 2019, prior to the submission of the Official Plan Amendment, Zoning By-law Amendment and Site Plan applications. The following summarizes the comments received at the meeting, and provides responses to comments that pertain to the proposed development:

5.1 Themes

5.1.1 Hotel & Commercial

Residents Feedback:

Hotel:

- *Concerns with overlook;*
- *Concerns with the separation distance between the podiums of the hotel building and southern building of 2 Toronto Street;*
- *Concerns with the proposed location of the hotel;*
- *Is there a demand for the proposed hotel?*

Response:

The proposed hotel is located within the podium of Tower 1, where guests will be able to enjoy views of the revitalized pond, high-quality public realm and Barrie's Waterfront. The proposed podium of which the hotel will be located is 6-storeys in height and has been appropriately located to adjacent uses to the north to ensure not overlook and adequate separation distance is provided.

Furthermore, the Barrie Official Plan has specific policy which permits a hotel on the Subject Lands. The proposed hotel will help the city of Barrie achieve tourism targets and revitalize the waterfront as a tourist attraction. Therefore the proposed hotel conforms to policies set out in the Barrie Official Plan.

Commercial Uses:

- *What restrictions are applicable to the commercial component?;*
- *Signage requirement to be architecturally controlled to keep the high-end look;*
- *Where will the commercial units be located?;*

- *No low-end brands (Pizza Pizza);*
- *No commercial frontage on Lakeshore;*
- *Will there be any commercial component along Bradford Street; and*
- *Concerns about neon signs and light pollution.*

Response:

The proposed development provides for the integration of retail and hotel uses at grade within residential buildings that support the growing economic of the City Centre. The proposed retail and hotel uses will allow future residents to access daily services and needs within proximity to where they live, as well as provide opportunity to grow tourism within the City Centre. The amount of non-residential uses proposed will help to achieve a sense of place and local identity, and a space that is comfortable and inviting throughout the year. Specific details like signage will be determined at Site Plan Stage, however, measures will be incorporated to ensure no spillover of light occurs.

5.1.2 Design and Massing

Residents Feedback:

Architectural Design:

- *Residents agreed with the step back design of the proposed buildings;*
- *Residents agreed with the shorter building positioned closer to the waterfront relative to the proposed buildings adjacent to Bradford Street;*
- *Concerns with the look of the building;*
- *The density – Does not fit with the neighbourhood.*
- *Bird friendly (safety) glass should be used on all Towers;*
- *What will the frontage on Bradford Street on the west side of the property be?;*
- *Desire for 50-storey building with net-zero emissions; and*
- *Podium height looks hideous compared to the height of adjacent buildings.*

Response:

The architectural design of the proposed podiums are articulated by the facade pallet of multi-coloured materials to contribute to the visual emphasis of the new buildings that establish a harmonious relationship within the neighbourhood. The proposed buildings respect both the immediate and larger context by creating human-scale podiums that incorporate signage, wayfinding, bird friendly features, articulation through the multi-coloured street walls and street furniture. Specific design details will be determine through the Site Plan Stage.

Height:

- *How tall will the proposed buildings be? Does the propose height conform to the existing zoning?*
- *How is the height appropriate?*
- *Why so high compared to neighbours?*
- *Concerns from residents of 2 Toronto Street about height blocking views of the southern building, and future shadows imposed on the southern building.*
- *Recommended a height of between 14-20 storeys, no higher.*
- *Future development should not be taller than adjacent buildings; and*
- *City of Barrie approved Bradford Street developments of up to 22 storeys. How does this proposal respond to that?*

Response:

The proposed four high-rise buildings with heights up to 42-storeys will deliver a development that will enhance Barrie's waterfront, improve the permeability to and from the water's edge, and create economic and social opportunities for the surrounding neighbourhood. Furthermore, the Subject Lands are located within an Urban Growth Centre where Provincial policy requires municipality to meet specific intensification goals within these areas. The proposed height and density proposed on the Subject Lands assist the City of Barrie to meet these target. The proposed building heights meet the intent of the Barrie Official Plan for intensification in the City Centre. The proposed height will enhance the Barrie

Waterfront skyline and supported by existing and future transit infrastructure.

Furthermore, a Shadow Study prepared by Turner Fleischer has been prepared in support of the proposed amendments. The shadow impacts in our opinion are reasonable and appropriate for a new high density, transit oriented development proposed. It is anticipated that measures to minimize impacts such as building setbacks, step backs, angular plane projections and tower separation will be followed and implemented through the Zoning By-law amendment to help minimize shadow impacts, meeting the City's Terms of Reference.

5.1.3 Traffic and Pedestrian Connectivity

Resident Feedback:

Traffic/Pedestrian Connectivity:

- *What vehicular access is being provided from Bradford and/or Lakeshore?;*
- *How will the impact of the development on traffic be established if the application is to be submitted soon?*
- *Already a lot of people on the waterfront, many festivals and events, how will you improve the waterfront to accommodate even more people?*
- *There is no safe pedestrian access;*
- *There is only one connection for pedestrians on the south side;*
- *Nothing showing coercion to the north side;*
- *Pedestrian access across Lakeshore should be shown and accounted for;*
- *Safety concerns for pedestrians crossing illegally;*
- *an elevated pathway was suggested;*
- *City of Barrie discourages directing emergency vehicles down Lakeshore;*
- *How will this impact the desire; and*
- *People use 2 Toronto Street to make U-turns onto Lakeshore.*

Response:

There are three primary vehicular access points proposed for the Subject Lands. First, Lakeshore Drive which provides access to a pick-up, drop-off area and the parking for Tower 1. Second, Bradford Street which provides access to loading and parking for Tower 3, and connect to the internal road that provides access to parking lay-bys along the road, Tower 1 and Tower 2. Third, Checkley Street which provides access to loading and parking for Tower 2, and connects to the internal road that provides access to parking lay-by along the road, Tower 1 and Tower 3. The proposed accesses have been evaluated by BA Group in support of the application and confirm all access points are safe for both pedestrian and vehicular traffic.

Waterfront links are proposed within the Subject Lands to connect Bradford Street to the waterfront. The proposed central links will create a vibrant green heart within the site providing both public services and amenities for residents and visitors. A well-designed central network will provide both pedestrian and vehicular life to the Subject Lands by connecting to the established road network. The proposed street network includes a private street and pedestrian trails to create access from all frontages of the Subject Lands.

5.1.4 Parking

Resident Feedback:

Parking:

- *How are you planning to accommodate parking? How many spots are going to be provided?*
- *Where will patrons of the commercial component of the development park?*
- *Concern about parking requirements due to the density and height. Resident does not want that much additional parking and transportation*
- *How will parking be met without shrinking the towers?*

Response:

The proposed Zoning By-law amendment seeks to reduce the parking rates on the Subject Lands to better reflect the transportation context of the site and to allow the non-

residential uses to share parking in order to utilize the parking supply more efficiently. BA Group has prepared a Traffic Study in support of the proposed development which fines the proposed parking appropriate for the proposed density on site.

5.1.5 Rental/Ownership and Affordable Housing

Resident Feedback:

Tenure and Affordable Housing:

- *Rental rates can determine the quality of the neighbourhood and the people that will live*
- *Rental units – can be issues in there with the renters.*
- *Harmony did not proceed – is this a good sign?*
- *What are the sizes of the units?*

Response:

Details regarding tenure, unit sizes and rental rates will be determined through further approval processes.

5.1.6 Environmental Protection

Resident Feedback:

Environmental:

- *No development closer to EP/Creek than 30m setback*
- *All setbacks to be respected*
- *What will be done to increase/improve landscape and landscaped areas?*
- *What will happen to the pond?*
- *Area is a natural habitat*
- *There is a nature preserve area on the site*

Response:

Beacon Environmental has prepared a Scoped Environmental Impact Study in support of the proposed development detailing appropriate setbacks which will be implemented in the Official Plan Amendment and Zoning By-law Amendment.

5.1.7 Construction and Phasing

Resident Feedback:

Construction and Phasing:

- When will the application be proposed to council?
- Will the hotel come first? Or towers at the back?
- What is the proposed phasing?
- how deep is bedrock
- what is the depth of the foundation with respect to the bedrock

Response:

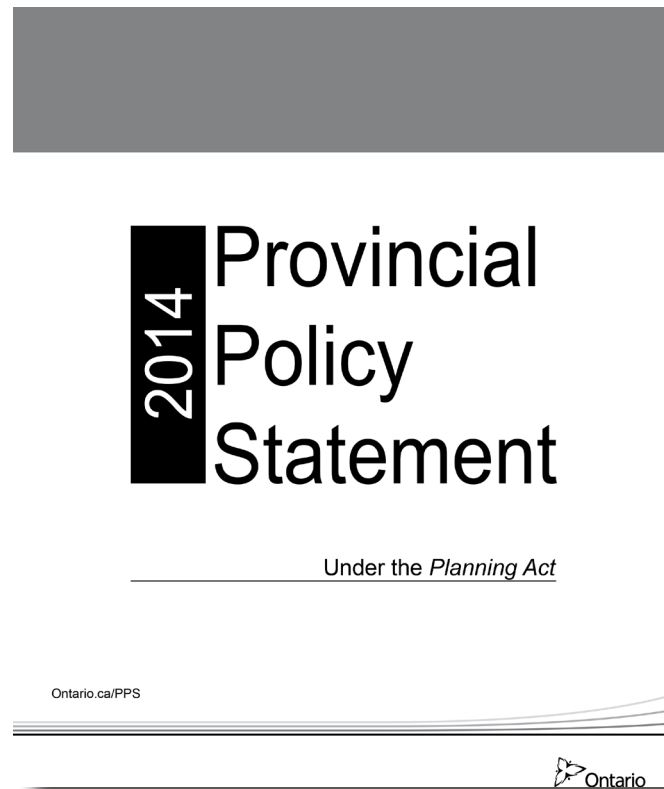
Construction details will be determined through further approval processes.

6.0

POLICY ANALYSIS

The relevant planning policies are analyzed below to demonstrate how the Official Plan Amendment and Zoning By-law Amendment supports the intention and goals of the policies. The proposed development is evaluated against policies within the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the City of Barrie.

The following sections summarize the relevant policies and how they are addressed through the proposed development. A detailed analysis of each policy documented and be found in Appendices C to E.



6.1 PROVINCIAL POLICY STATEMENT

The 2014 Provincial Policy Statement was approved by the Ministry of Municipal Affairs and Housing on April 30th, 2014 and is applicable to the City of Toronto. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario's long term prosperity, economic health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

Section 1.3.1 outlines Employment policies that promote economic development and competitiveness by providing for an appropriate mix and range of employment uses to meet long-term needs. These policies further encourage compact Mixed Use development that incorporates compatible employment uses to support livable and resilient communities.

Section 1.4 supports providing for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents.

Additionally, **Section 1.5** promotes healthy, active communities by providing a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities parkland, public spaces, open space areas, trails and linkages. Furthermore, by providing safe public streets, spaces and facilities that meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The policies in **Section 1.6** deal with the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

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

Section 1.8 provides policy direction to support energy conservation through appropriate land use and development patterns.

Section 2.1 provides policies for Natural Heritage features while **Section 3.1** provides policies for Natural Hazards which have been evaluated and supported by the Environmental Impact Statement prepared by Beacon Environmental in support of the proposed development.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendments can be found in **Appendix C**. In summary:

1. The proposed Official Plan Amendment and Zoning By-law Amendment will allow for the efficient development of underutilized lands within the existing urban area of the City of Barrie and specifically within the City Centre, an identified Urban Growth Centre.
2. The proposed Official Plan Amendment and Zoning By-law Amendment will allow the development of 1,986 residential units to be added to the City's housing stock and assist the City in providing a mixture of housing types, unit sizes and affordable tenures.
3. The proposed development will provide a range of housing types and tenures which will be affordable in the context of the City marketplace.
4. The proposed Official Plan Amendment and Zoning By-law Amendment will allow for compact built-forms that optimizes existing infrastructure and maximizes the efficient use of land.
5. The proposed development permitted by the Official Plan Amendment and Zoning By-law Amendment does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community. The proposed Official Plan Amendment and Zoning By-law Amendment further define the limits of Bunker's Creek, with restoration and enhancements to occur as will be detailed and secured through the Site Plan Approval process.
6. The proposed Official Plan Amendment and Zoning By-law Amendment will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent emerging residential, retail and commercial uses. The proposed Mixed Use buildings will offer additional housing options and services to local residents and hotel suites for growing tourism in the City Centre and City of Barrie as a whole.
7. The proposed development permitted by the Official Plan Amendment and Zoning By-law Amendment will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

In our opinion the proposed Official Plan Amendment and Zoning By-law Amendment is consistent with the PPS.



6.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The Growth Plan for the Greater Golden Horseshoe was approved by the Province of Ontario on June 16th, 2006 and amended July 1, 2017 and May 16, 2019 (“Growth Plan”). The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

The Subject Lands are within the built-up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Specially, **Policy 2.2.2** requires a minimum intensification targets for specific City’s. The Growth Plan has a target that 50% of all residential development occurring annually shall occur within the City of Barrie built-up area.

Section 2.2.3 identifies that Urban Growth Centres shall be planned as focal areas for investment in public services, accommodate for transit networks and be an area for intensification for significant population and employment growth. The Subject Lands are located within Barrie’s City Centre which has been identified as an Urban Growth Centre. The proposed development will provide an opportunity to investment in public services facilities, commercial, recreational, cultural and entertainment uses within the City Centre.

Section 2.2.5 provides specific policies for Employment uses. Employment uses are to economically develop and create competitiveness within the GGH.

Section 2.2.6 speaks to polices for housing and to assist in achieve minimum density targets within the GGH. These policies ensure a diverse range and mix of housing options are achieved through new development.

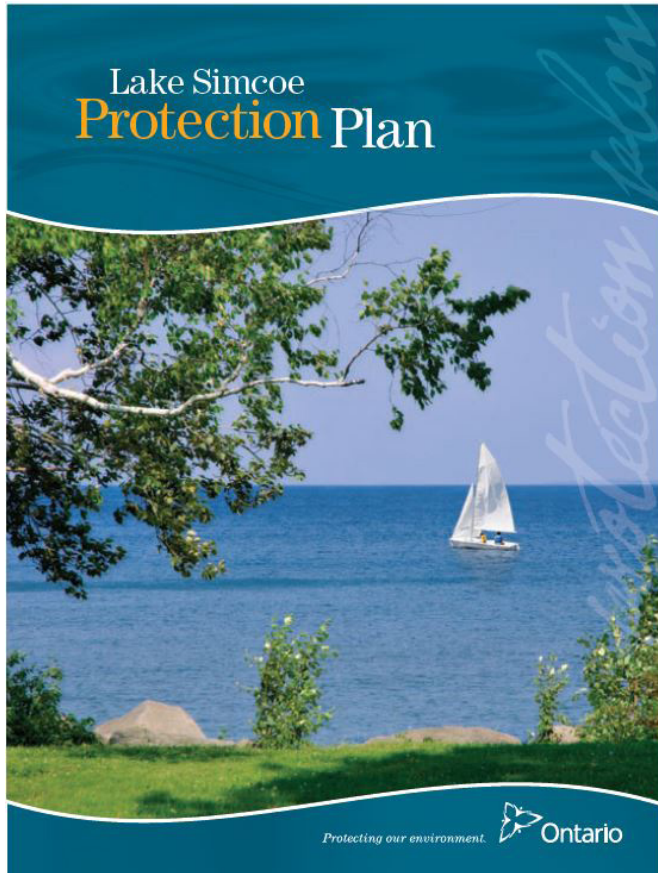
Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendments can be found in **Appendix D**, in summary:

1. The proposed Official Plan Amendment and Zoning By-law Amendment will provide for an appropriate built-form within a defined intensification area (Barrie's Urban Growth Centre) to contribute to creating a complete community. The proposed compact built form of the Mixed Use buildings is an efficient and appropriate utilization of land and an optimization of infrastructure.
2. The proposed Mixed Use development permitted by the Official Plan Amendment and Zoning By-law Amendment are compatible with surrounding land uses and implements the City's intensification vision for the City Centre.
3. The proposed Official Plan Amendment and Zoning By-law Amendment will allow for additional housing options including supporting growth in close proximity to existing services, helping to achieve a complete community.
4. The densities proposed by the Official Plan Amendment and Zoning By-law Amendment are transit supportive and meet the minimum objectives for densities within walking distance of transit stops. The proposed amendment also facilitates a range of built form that are contextually appropriate and tourism opportunities to the community and visitors.
5. Development of the Subject Lands as facilitated by the Official Plan Amendment and Zoning By-law Amendment will not cause any undue environmental or public health and safety concerns.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the Growth Plan.

6.3 LAKE SIMCOE PROTECTION PLAN



The Lake Simcoe Protection Plan (“LSPP”) is a comprehensive watershed-based legislated plan to protect and restore the ecological health of Lake Simcoe and its watershed. The LSPP was approved under the Lake Simcoe Protection Act, 2008, on June 2, 2009. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary (**Figure 1.6**), the LSPP is applicable to the subject lands.

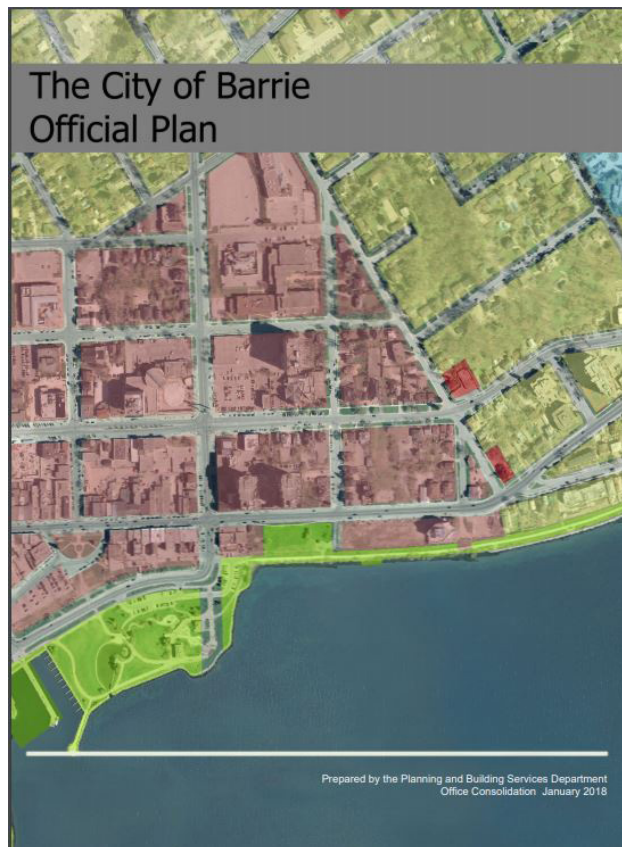
As the proposal consists of four buildings with a ground floor area of 4,500 square metres or more, the proposal is considered to be a major development under the LSPP. As such, the following policies are applicable:

Policy 4.8 states that an application for major development shall be accompanied by a stormwater management plan that demonstrates consistency with stormwater management master plans prepared, subwatershed evaluations and water budgets prepared by local municipalities in accordance with LSPP. In addition, the policy requires 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. The anticipated change in water balance and phosphorus loading should be evaluated between pre-development and post-development.

The proposed development will be supported by a Functional Servicing Report including Stormwater Management considerations, phosphorous loading, and water balance prepared by.

Based on the above, it is our opinion that the proposal and the proposed Official Plan Amendment and Zoning By-law Amendment will conform to the policies of the Lake Simcoe Protection Plan.

6.4 BARRIE OFFICIAL PLAN



The City of Barrie Official Plan ("OP") was approved by the Ministry of Municipal Affairs and Housing on April 23, 2010. The Office Consolidation prepared by the City's Planning Services Department dated January 2017 includes amendments approved to January 2017 and is the document referenced herein.

The Subject Lands are designated as "City Centre" on **Schedule A – Land Use** of this Plan and "Commercial" on Schedule B – Planning Areas (**Figure 1.8**). Bradford Street is considered an "Arterial Road", while Lakeshore Drive is considered a "Parkway" on Schedule D-Road Plan of this Plan. The Subject Lands are identified along a major street with planned right-of-way width of 31 metres on Schedule E – Road Widening Plan (**Figure 1.10**). The Plan further identifies that the Subject Lands are within jurisdiction of the Lake Simcoe Region Conservation Authority and the Lake Simcoe Watershed Boundary on Schedule F and Schedule J (**Figure 1.6**).

The City Centre designation is categorized under the Commercial Land Use that permits uses which provide a broad range of retail, service and residential uses to serve the general needs of the Downtown. Residential uses are permitted in a variety of housing types and are encouraged to achieve a medium and high density within the City Centre. The designation encourages the integration of retail stores with residential uses where possible. Redevelopment within the City Centre is intended to maintain the existing character of the area.

The OP states that residential development within the City Centre designation will be guided by the policies of the "Residential" designation. This designation outlines medium density residential developments will consist of multiple stacked dwellings such as apartments and street townhouses. Additionally, high density residential developments are permitted developments which exceed 54 units per net hectare.

Section 3.3 provides the general goals, policies and objectives of the City's housing policies. The goal of **Policies 3.3.1** is to encourage all forms of housing and commercial

services with high quality public open space that meet the needs and income levels of current and future residents in order to create safe and healthy communities. As the Subject Lands are located within the downtown area, '**Schedule I – Intensification Areas**' identifies the Site to be within the Urban Growth Centre for the City of Barrie. The City of Barrie Official Plan has set intensification targets of 150 persons and jobs per hectare for the Urban Growth Centre. This number is considered a "target" and not a minimum or maximum; nor is it applied on a site by site basis.

Additionally, **Section 3** of the OP further includes policies regarding affordable housing goals and objectives of the City. Further to this, an Affordable Housing letter provided by the Applicant has been enclosed with the submission material to outline the Applicants intent to work with the City to meet the goals of 10% affordable housing.

'**Schedule H – Natural Heritage Resources**' of the OP outlines some pockets of Natural Heritage Resources along the southern edge of the property. These pockets are buffer zones around the watercourse and pond located south of the property. This watercourse and pond is zoned Environmental Protection. **Section 3.5** of the OP provides specific policies regarding Natural Heritage features.

Section 4.8 of the OP provides specific provisions for appearance and design. The Subject Lands are located within a "Defined Policy Area 'T'" as outlined on **Schedule C – Defined Policy Areas**. The Defined Policy Area T provides additional site plan control goals to ensure massing, appearance, scale and exterior architectural design of development is aesthetically pleasing and generally compatible with adjacent uses and the natural environment. While we believe that the Official Plan permits the proposed development, given the language of the Official Plan defined area "T" policies relative to the proposal respecting "historical maximum heights" of the City, an Official Plan Amendment has been submitted. The OPA would ensure policy conformity occurs vis-à-vis the exceedance of "historical maximum heights" of the City.

Section 6.6 of the OP specifically addresses the Tall

Building and Height Control policies that are applicable to all developments greater than three (3) storeys in height, and is therefore applicable to the proposal.

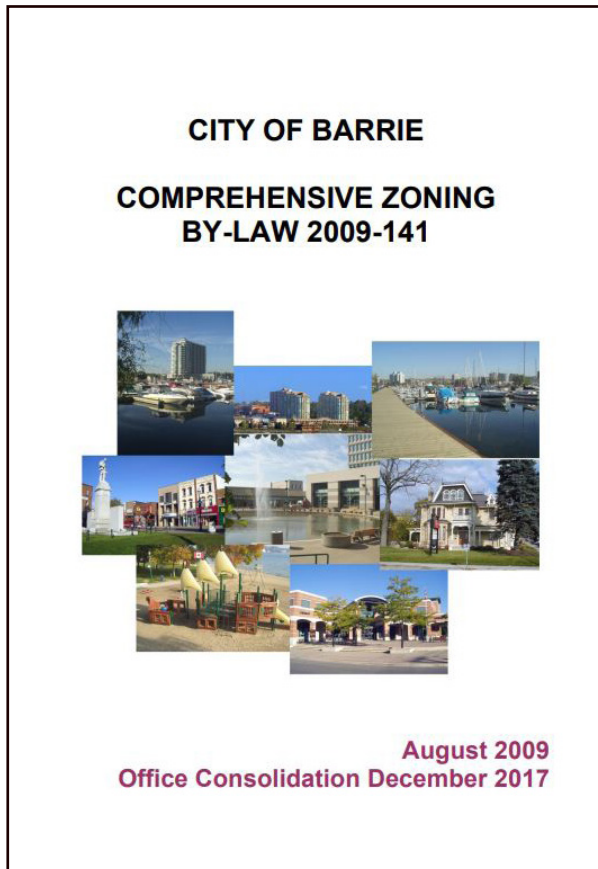
A full analysis of the relevant City of Barrie Official Plan policies in relation to the proposed development can be found in **Appendix E**. In summary:

1. The proposed mixed-use development is permitted in the City of Barrie Official Plan "City Centre" designation.
2. The proposed amendment will permit the development at an increased height to provide a variety of residential unit types within an intensified development proposal within the City Centre.
3. The proposal will enhance the City's skyline and will further promote the ability to live and work within the City Centre. The proposed point towers and building orientation will maximize the views of Kempenfelt Bay for future residents while not adversely impacting views from existing towers in proximity to the Subject Lands.
4. The amendments will allow for the redevelopment of vacant and underutilized lands within the Downtown in an appropriate manner.
5. The proposed amendment conforms to the policies set out in the OP as a City Centre as it seeks to provide a variety of residential unit types and employment opportunities on lands adjacent to existing public services and amenities to meet the current and future needs of the residents.
6. The proposed amendment will allow a development which utilizes existing and proposed infrastructure including municipal water, wastewater, stormwater, roads and transit.
7. The Applicant is supportive of Affordable Housing Initiatives and will work with the City on innovative approaches to address this need as to continue to meet the thrust of the affordable housing policy objectives of the City.

8. The proposed development will provide a mix and range of unit sizes to further assist the City in providing opportunities for residents of all incomes and household structures.
9. The proposed development will assist with growing the City's tourism by providing a hotel consisting of approximately 152 suites.
10. The proposal supports the City's objectives of creating complete communities by being located within Barrie's Downtown within proximity to existing services and amenities such as the City Library, open space, and employment opportunities.
11. The proposed development refines the limits of Bunker's Creek (in combination by studies and works being undertaken by the City). Through the Site Plan Approval process, restoration and enhancement of Bunker's Creek on the Subject Lands will be detailed and secured.
12. The proposed amendment will permit a development which is compatible with and provides appropriate transition to adjacent land uses.

The Official Plan Amendment is required to provide clarity to defined area "T" policies as well as to adjust Schedule H and Schedule F to recognize the refined limits of Bunker's Creek. In our opinion, the proposed Official Plan Amendment has had regard to the applicable policies and conforms thereto. In our opinion the Zoning By-law Amendment conforms to the Barrie Official Plan, as proposed to be amended.

6.5 ZONING BY-LAW 2009-141



The provisions of Zoning By-law 2009-141 are in-effect for the Subject Lands. The subject property is zoned Transition Centre Commercial with Site Specific provisions C2-2 (SP-436) (H-114)), C2-2 (SP-437) (H-114)) and C2-2 (SP-438) (H-114). In addition, portion of the property is Zoned Environmental Protection (EP).

The **C2 Transition Centre Commercial Zone** permits a broad range of uses including office, retail stores, restaurant, service uses, uses which are contemplated by the proposal. Through discussions with City staff at the pre-consultation stage, it was determined that a rezoning would be required in order to amend specific provisions of the C2 Zone to permit the proposal.

The **EP Environmental Protection Zone** permits a range of uses including ecological management, environmental conservation and naturalize restoration. No development is permitted within the EP zone.

A Zoning By-law Amendment (ZBA) is sought to permit the proposed development. The following site-specific provisions are required to permit the following aspects of the proposed development:

- Rezone the Subject Lands from Transition Centre Commercial with Site Specific provisions C2-2 (SP-436) (H-114)), C2-2 (SP-437) (H-114)), and Environmental Protection EPC2-2 (SP-438) (H-114) to Transition Centre Commercial C2-2 (SP-XXX) and Environmental Protection EP;
- Reduce required Parking Rates;
- Establish Bicycle Parking Rates;
- Maximum Gross Floor Area and Floor Space Index;
- Maximum Building Height;
- Reduced Setbacks;
- Remove Minimum Dwelling Unit Floor Area; and
- Minimum Amenity Area.

The requested Zoning By-law Amendment, provided in **Appendix B**.

6.5.1 Rationale

Parking Reduction

The general intent and purpose of the minimum parking requirement is to ensure the parking demand generated from a property can be accommodated on site. The proposed reductions in parking requirements are supported by transit infrastructure located in close proximity to the subject lands. The proposed development provides enhances connectivity for pedestrians and cyclist through the proposed open space and local private road. The proposed parking is supported by BA Group and have found to be acceptable.

Bicycle Parking Rates

The general provisions of the City of Barrie's Zoning By-law 2009-141 does not contain bicycle parking provisions. The intent of the proposed bicycle parking rates is to establish bicycling parking on the site. The proposed rates are based on surrounding developments of similar nature. The proposed bicycle parking rates are supported by BA Group and have found to be acceptable.

Density and Height

The general intent and purpose of a maximum floor space index (FSI) requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the area. The proposal requests an increase to the maximum allowable non-residential/residential FSI. The proposal contemplates to increase the FSI to 4.67 in order to permit a total gross floor area of 163,684 sq. m. The proposed density would be comparable to recently approved mixed use buildings within the City Centre.

The proposed building heights meet the intent of the Barrie Official Plan to provide intensified development in the City Centre. The proposed height will enhance the Barrie Waterfront skyline and supported by existing and future transit infrastructure.

Reduced Setbacks

The general intent and purpose of setbacks is to create orientation of a building in relation to the property line.

The proposed setback reductions will maintain adequate separation between buildings and the property line. The reduction allows the opportunity for an enhanced open space on the subject lands.

Unit Size

The proposed removal of a minimum unit size is to allow for the proposal to respond efficiently and effectively to market trends. The removal of this provision will allow this flexibility to occur.

Amenity Space

The proposed reduction in amenity areas is supported by the proposed open space areas throughout the proposed development. Each proposed building provides amenity spaces that have been integrated into each podium roof level complete with terraces and green roofs. The proposed amenity areas are adequate and appropriate use of space. Bicycle parking facilities are also located within the podiums for convenience. The central park and open space area will also provide residents with direct green space within the urban area.

6.6 GUIDELINES

6.6.1 Downtown Barrie: The Next Wave

Downtown Barrie: The Next Wave represents the City of Barrie's Downtown revitalization plan for the next 20 years. The report focuses on policy initiatives, financial programs and incentives intended to stimulate private sector participation in the downtown revitalization.

A full analysis is provided in the Urban Design Brief prepared by WestonWilliamson + Partners.

6.6.2 Intensification Area Urban Design Guidelines

The Intensification Area Urban Design Guidelines provide a vision, set of priority directions, and detailed design guidelines to direct new development within the intensification area, including the City Centre.

A full analysis is provided in the Urban Design Brief prepared by WestonWilliamson + Partners.

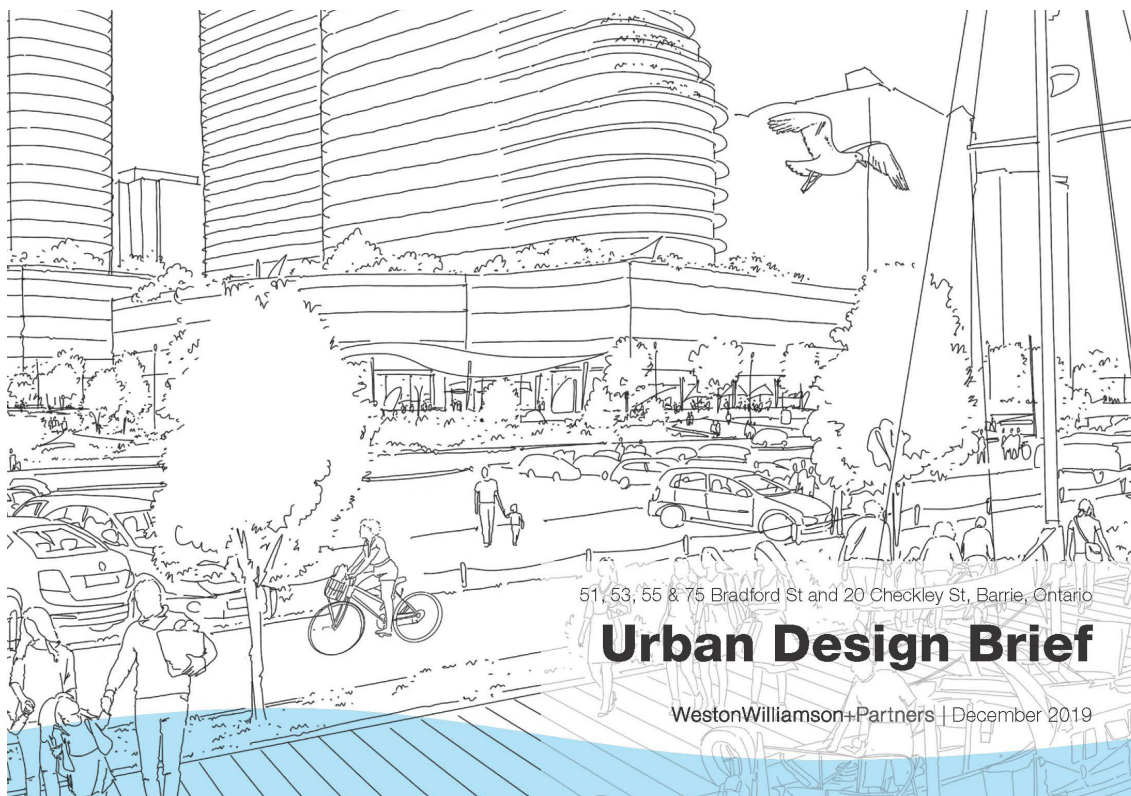


Figure 3.10 Urban Design Brief cover
Source: Weston-Williamson+Partners

7.0

SUMMARY & CONCLUSIONS

7.1 OPINION AND CONCLUSIONS

MHBC has prepared this planning and design rationale report in support of a request for an Official Plan Amendment, Zoning By-law Amendment and Site Plan Application by the Owners to set in place the policy framework for the proposed development.

The proposed development will result in a total of approximately 149,854 sq. m (1,613,028 sq. ft.) residential GFA, 3,371 sq. m (36,285 sq. ft.) of commercial GFA and 10,459 sq. m (112,580 sq. ft.) of hotel GFA, providing a total FSI of 4.85 across the entire site. A total of approximately 2,052 units are proposed, including a range of 1, 2 and 3 bedroom units. Parking is contemplated to be primarily above-grade within a podium parking structure.

The proposed redevelopment is located within a City Centre designation under the City of Barrie Official Plan which permits the residential and commercial uses being proposed. The Official Plan Amendment is required to permit specific design criteria as well as to recognizing the historic heights of other developments in the area, while the proposed Zoning By-law Amendment will permit site specific provisions related to the site plan.

The proposal for the Subject Lands seeks to support and effectively respond to the significant infrastructure improvements in the area, specifically being located within the City Centre to achieve the City's objective of a comprehensive and integrated redevelopment within this intensification area.

This Planning and Design Rationale concludes that the proposed OPA and ZBA, is in the public interest and represents good planning for the following reasons:

1. The proposed OPA, ZBA and the development it contemplates is consistent with the relevant policies of the Provincial Policy Statement.
2. The proposed OPA, ZBA and the development it contemplates conforms to the relevant policies of the Growth Plan for the Greater Golden Horseshoe.
3. The proposed OPA, ZBA and the development it contemplates conforms to the relevant policies of the Lake Simcoe Protection Plan.
4. The proposed OPA and ZBA conforms to the City's Official including policies on housing, flood plain, natural heritage, City Centre and tall buildings. The requested amendments are intended to fulfill the emerging vision of the City of Barrie City Centre and are therefore appropriate and reasonable.
5. The proposal supports the Growth Plan's intensification directive by proposing new growth within an existing built-up area, and specifically in Barrie's Urban Growth Centre, through the redevelopment of a vacant lot to permit residential, retail and hotel uses.

6. The proposal will contribute to an improved built environment by increasing density in the City Centre, supporting investments in public infrastructure, and generating an increase in property tax revenue.
7. The proposal will introduce approximately 2,052 new residential rental units in a multi-unit format. These new units will offer new housing opportunities in a range of sizes and type.
8. The proposal will introduce approximately 152 hotel suites and 3,371 sq. m of new retail space. The proposed hotel and retail uses at grade will contribute to and support a vibrant and viable downtown.
9. The proposal introduces an integrated network of pedestrian connectors, terraces and green roofs to ensure active and passive recreation opportunities are available to visitor and residents.
10. The proposed OPA and ZBA will permit development that will be designed at a high level of quality to achieve a sense of place and local identity, and a form that is capable of appropriately addressing the City's design policies and guidelines..
11. The proposed development represents appropriate and desirable intensification and redevelopment of underutilized land on a property that is in reasonable walking and cycling distance to existing and emerging public transit networks, commercial, recreational and educational facilities, thus supporting a healthy and active lifestyle for future residents.

For the above reasons, we respectfully submit that the proposed OPA and ZBA be approved.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

MHBC



David A. McKay, MSc, MIAI, MCIP, RPP
Vice President and Partner




Celeste Salvagna, B.U.R.PI
Senior Planner

Appendix A

**DRAFT OFFICIAL
PLAN AMENDMENT**

**AMENDMENT NO.
TO THE
CITY OF BARRIE OFFICIAL PLAN**

DRAFT

**OFFICIAL PLAN
FOR THE
CITY OF BARRIE
AMENDMENT NO.**

Amendment No. to the Official Plan for the Barrie Planning Area was prepared by the Barrie General Committee and was recommended to the Council of the City of Barrie under the provisions of the Planning Act, _____ on the day of 2020.

Mayor

City Clerk

This amendment was adopted by the Corporation of the City of Barrie by By-law Number 2020-XXX in accordance with the provisions of the Planning Act, on the day of _____ 2020.

Mayor

City Clerk

BY-LAW NUMBER 2020 – XX

A By-Law of The Corporation of the City of Barrie to adopt an amendment to the Official Plan (OPA # ____).

WHEREAS, Section 21 of the Planning Act, R.S.O., 1990 Chapter P.13 authorizes Council to initiate an amendment to or repeal of any Official Plan that applies to the Municipality;

AND WHEREAS by Resolution Council of the Corporation of the City of Barrie deems it expedient to pass such a by-law to adopt an amendment to the City of Barrie Official Plan;

NOW THEREFORE the Council of the Corporation of the City of Barrie enacts as follows:

1. Amendment No. to the Official Plan for the Barrie Planning Area attached to and forming part of this by-law, is hereby adopted.
2. This By-law shall come into force and take effect upon the approval of the Corporation of the City of Barrie.

READ a first and second time this ____ day of _____, 2020.

READ a third time and finally passed this ____ day of _____, 2020.

THE CORPORATION OF CITY OF BARRIE

Mayor

City Clerk

This Amendment No. to the Official Plan for the City of Barrie which has been recommended by the Barrie General Committee and adopted by the Council of the Corporation of the City of Barrie, is hereby approved in accordance with the Planning Act as Amendment No. _____ to the City of Barrie Official Plan.

Date

City Clerk

DRAFT

I. PURPOSE

The purpose of this amendment to the City of Barrie Official Plan is to amend Schedule H, Schedule F and Policy 4.8.11 (Defined Policy Area [T]) on lands as shown on Schedule “1”.

II. LOCATION

The portion of lands subject to this Amendment, hereinafter referred to as the “Subject Lands”, are located east side of Bradford Street, north of Lakeshore Drive and south of Simcoe Street, as shown on Schedule “1” attached hereto as “Area Subject to Amendment No. ____”.

III. BASIS

The decision to amend City of Barrie Official Plan is based on the following considerations:

1. The Amendment promotes a density within a Provincially recognized Urban Growth Centre (“UGC”). The Subject Lands are in an area that is serviced by infrastructure that is existing, under construction, and planned, which efficiently utilizes land and resources at a density within the UGC that would support the surrounding transit investments and housing initiatives.
2. The Provincial Policy Statement (“PPS”) 2014, provides the overall direction on matters of provincial interest related to land use planning and development, and includes policies that encourage new growth to urban areas. The PPS promotes efficient, cost-effective development and land use patterns. The development intensifies the existing underutilized site in a designated settlement area, at a higher density than the existing surrounding land uses, and contributes to the overall range of housing options that would meet Barrie’s housing needs. Furthermore, the proposed development will provide employment opportunities through retail and hotel

uses on site. It utilizes the Subject Lands efficiently, takes advantage of existing and planned infrastructure within the built-up area, and reduces land consumption and servicing costs. This provides opportunities to reduce the negative impact of climate change by promoting active transportation through reduced parking ratios and the proximity to public transportation, pedestrian and bicycle friendly environments that encourage walking and cycling. The development is consistent with the long-term economic prosperity and housing policies of the PPS and it represents a significant investment that supports the economic prosperity and contributes to the urban environment in Downtown Barrie. A range of residential unit types in an urban environment is offered that would accommodate additional population within Downtown Barrie that would support the planned and existing retail, office and cultural uses. The development is consistent with the policies of the PPS and promotes its goals and objectives.

3. The Provincial Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is intended to guide the development of land; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types. The development includes a mix of residential, at-grade commercial and hotel uses that are accessible to the residents of Downtown Barrie, which would assist in achieving the population targets set out in the Growth Plan within City’s urban boundary. The development benefits from the existing and planned infrastructure. The development focuses new growth through the intensification on an underutilized site that provides a mixed-use, pedestrian-friendly environment located adjacent to transit that will reduce the demand for vehicles. The development conforms with the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure, is located adjacent to existing and under construction/planned higher-order transit and provides housing options at a density that supports the transportation investments in Downtown Barrie.

4. This Amendment is facilitated by Section 37 of the Planning Act, the policies of the City of Barrie Official Plan, where Barrie Council may authorize an increase in building height and density in return for the provision of community benefits. Sections 6.8 of the Official Plan include policies that permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services or other matters provided that the development represents good planning. The development is considered good planning as it addresses the policies contained in the Official Plan, including urban design policies and objectives, the relationship of the development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure.
5. The statutory Public Hearing was held _____, 20____. The recommendation of the Committee of the Whole to receive the Public Hearing report _____, 20____, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Barrie Council on _____, 20____, when Barrie Council approved Official Plan Amendment File OP.____.

IV. DETAILS OF THE ACTUAL AMENDMENT AND POLICIES RELATIVE THERETO

The Barrie Official Plan is hereby amended by:

1. Revising Schedule H as shown on Schedule 2 attached hereto.
2. Revising Schedule F as shown on Schedule 3 attached hereto.
3. Deleting Policy 4.8.11 and replacing it with a new Policy 4.8.11:

“4.8.11 DEFINED POLICY AREA [T]

The following policies shall apply to the lands shown on Schedule 1 and municipally known as 51-53, 55 and 75 Bradford Street and additional lands to the east which front on both Checkley Street and Lakeshore Drive.

- a) In addition to the Site Plan Control Goals in Section 6.3.1 (a) of this Plan, the lands are subject to a revised first goal as follows:

- i) To ensure that the massing, appearance, scale and exterior architectural design of development is aesthetically pleasing and generally compatible with adjacent use and the natural environment.
- b) In addition to the Site Plan Control General Policies in Section 6.3.2.2 of this Plan, the lands are subject to the following policies:
 - i) The maximum height limit for the residential high rise development of the subject lands shall not exceed 42-storeys (excluding mechanical penthouse).
 - ii) Site plan approval includes the review of exterior design elements of buildings including, but not limited to character, scale, appearance, massing, design features, roof pitch, materials and screening of rooftop mechanical and electrical equipment, sustainable exterior design of buildings, sustainable design elements on any adjoining boulevards/municipal right-of-ways and the design of facilities designed to have regard for accessibility for persons with disabilities.

V. IMPLEMENTATION

It is intended that the policies of the City of Barrie Official Plan pertaining to the Subject Lands will be implemented by way of an amendment to the City of Barrie Zoning By-law 2009-141, and Site Plan approvals, pursuant to the Planning Act.

VI. INTERPRETATION

The provisions of the Barrie Official Plan, as amended from time to time, regarding the interpretation of that plan, shall apply with respect to this amendment.



Schedule 1 Location Map

**51-75 Bradford Street,
Barrie, Ontario**

LEGEND

- Subject Lands
- Area Subject to Amendment no. XXX

DATE: December 17, 2019

SCALE: NTS

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Justification Report\Figures



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Schedule 2

**51-75 Bradford Street,
Barrie, Ontario**

LEGEND

- Subject Lands
- Level 1
- Level 1 with Existing Development Designation Subject to 3.5.2.4 d
- Level 3

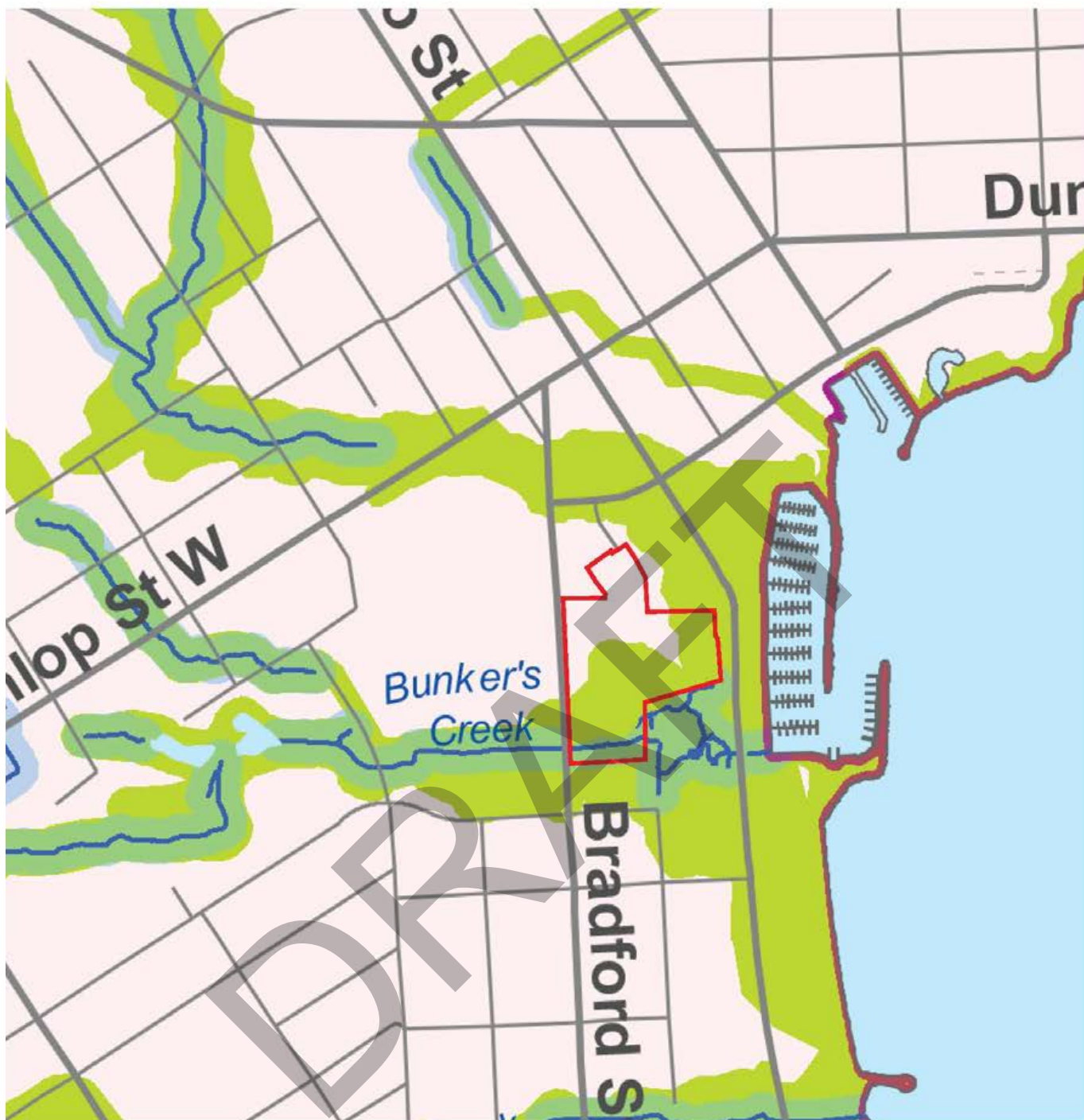
DATE: December 17, 2019

SCALE: NTS

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**Schedule 3
Conservation
Authority Regulation
Limits**

**51-75 Bradford Street,
Barrie, Ontario**

LEGEND

- Subject Lands
- Water Course
- Waterbody
- Lake Simcoe Region Conservation Authority Regulation Limits

DATE: December 17, 2019

SCALE: NTS



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Justification Report\Figures

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Appendix B

DRAFT ZONING BY- LAW AMENDMENT



Bill No. XXX

BY-LAW NUMBER 2020-XXX

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

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone the lands identified as 51 to 75 Bradford Street from Transition Centre Commercial with Site Specific provisions C2-2 (SP-436) (H-114)), C2-2 (SP-437) (H-114)), C2-2 (SP-438) (H-114) and Environmental Protection EP to Transition Centre Commercial C2-2 (SP-XXX) and Environmental Protection EP.

AND WHEREAS the Council of The Corporation of the City of Barrie adopted Motion 18-G-178.

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

1. **THAT** the zoning map is amended to change the zoning of the lands identified as 51 to 75 Bradford Street from Transition Centre Commercial with Site Specific provisions C2-2 (SP-436) (H-114)), C2-2 (SP-437) (H-114)), and Environmental Protection EPC2-2 (SP-438) (H-114) to Transition Centre Commercial C2-2 (SP-XXX) and Environmental Protection EP in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions set out in Section 4.6.2 in By-law 2009-141, the following parking requirements shall apply:
 - (A) The number of parking spaces provided and maintained shall not be less than the number calculated in accordance with the following minimum ratios (fractions rounded down to the closest whole number), and shall be located in an underground parking structure,

Residential use or a portion
of a building used for any
residential use:

Residential Parking	0.75 spaces per dwelling unit.
Visitor Parking	0.15 spaces per dwelling unit provided such spaces which may be shared with non-residential required parking.
Retail Parking	3.08 spaces per 100 square metres of gross floor area which may be shared with visitor required parking.

Hotel Parking

1.0 spaces per suite.

- (B) Despite the total number of resident parking spaces required pursuant to ratios detailed in Section (2.A) of this by-law, the number of parking spaces for residents provided on the lot may be reduced by four parking spaces for each car-share parking space provided. The maximum reduction is calculated using the following formula: $4 \times (\text{Total No. of dwelling units} / 60)$, rounded down to the nearest whole number;
- (C) Despite the total number of resident parking spaces required pursuant to the ratios mentioned in Section (2.A) of this by-law, the number of parking spaces for residents provided on lot may be provided at a reduced rate of 1 parking space for every five (5) bicycle parking spaces provided in excess of the minimum number of required bicycle parking spaces based on the standards contained in Section 3 of this By-law, provided the reduction is not greater than 20% of the total minimum parking spaces required by this By-law;

3. **THAT** the following site specific provisions shall apply for bicycle parking:

Residential Bicycle Parking	0.15 spaces per dwelling unit.
Visitor Bicycle Parking	0.03 spaces per dwelling unit.
Industrial/ Commercial Bicycle Parking	1 spaces for every 7% of required vehicular parking supply.

4. **THAT** notwithstanding the provisions set out in Table 6.3 of By-law 2009-141, the following site specific provisions shall apply:

- Maximum Residential Gross Floor Area: 150,000 sq. m
- Maximum Non-Residential Gross Floor Area: 14,000 sq. m
- Maximum Total Gross Floor Area: 164,000 sq. m
- Minimum Front Yard Setback: 9.5 m (Bradford Street)
- Minimum Side Yard Setback: 2 m
- Minimum Rear Yard Setback: 7.5 m (Lakeshore Drive)
- Maximum Building Height as shown on Schedule "B":
 - Tower 1: 22 storeys (excluding mechanical penthouse and architectural features)
 - Tower 2: 42 storeys (excluding mechanical penthouse and architectural features)
 - Tower 3: 40 storeys (excluding mechanical penthouse and architectural features)
 - Tower 4: 38 storeys (excluding mechanical penthouse and architectural features)
- Minimum Dwelling Unit Floor Area: N/A
- Minimum Indoor Amenity Area: 0.60 sq. m. per unit.
- Minimum Outdoor Amenity Area: TBD

5. **THAT** notwithstanding any severance, partition, or division of lands shown on Schedule "A", the provisions of this By-law shall apply to the whole of the lot as if no severance, partition or division had occurred.

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

READ a first and second time this day of **3** , 2020 .

Bill No. XX

READ a third time and finally passed this day of , 2020.

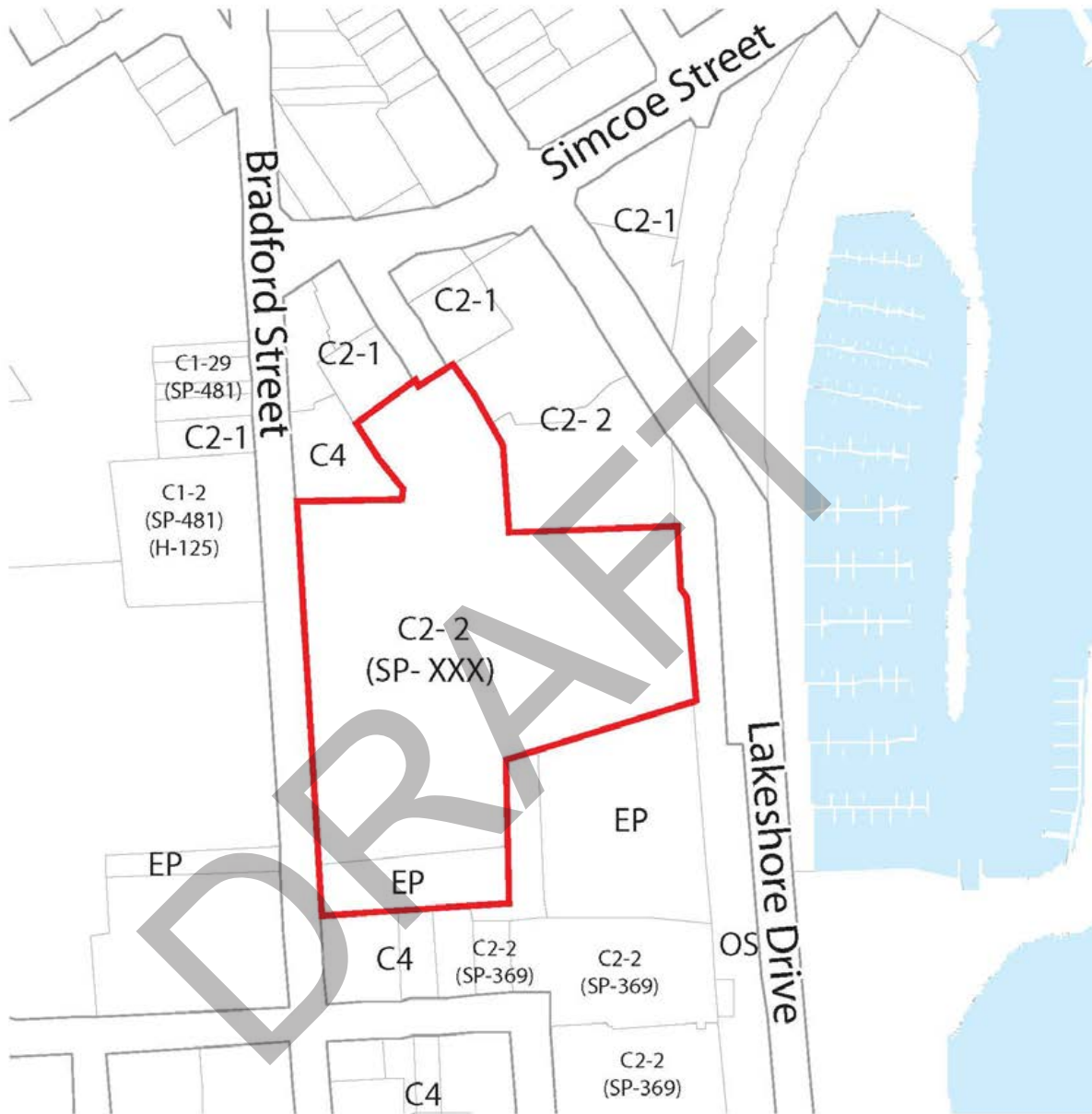
THE CORPORATION OF THE CITY OF BARRIE

MAYOR – J.R. LEHMAN

CITY CLERK – WENDY COOKE

DRAFT

Schedule "A"



Schedule A

LEGEND

Subject Lands

DATE: December 17, 2019

SCALE: NTS



**51-75 Bradford Street,
Barrie, Ontario**

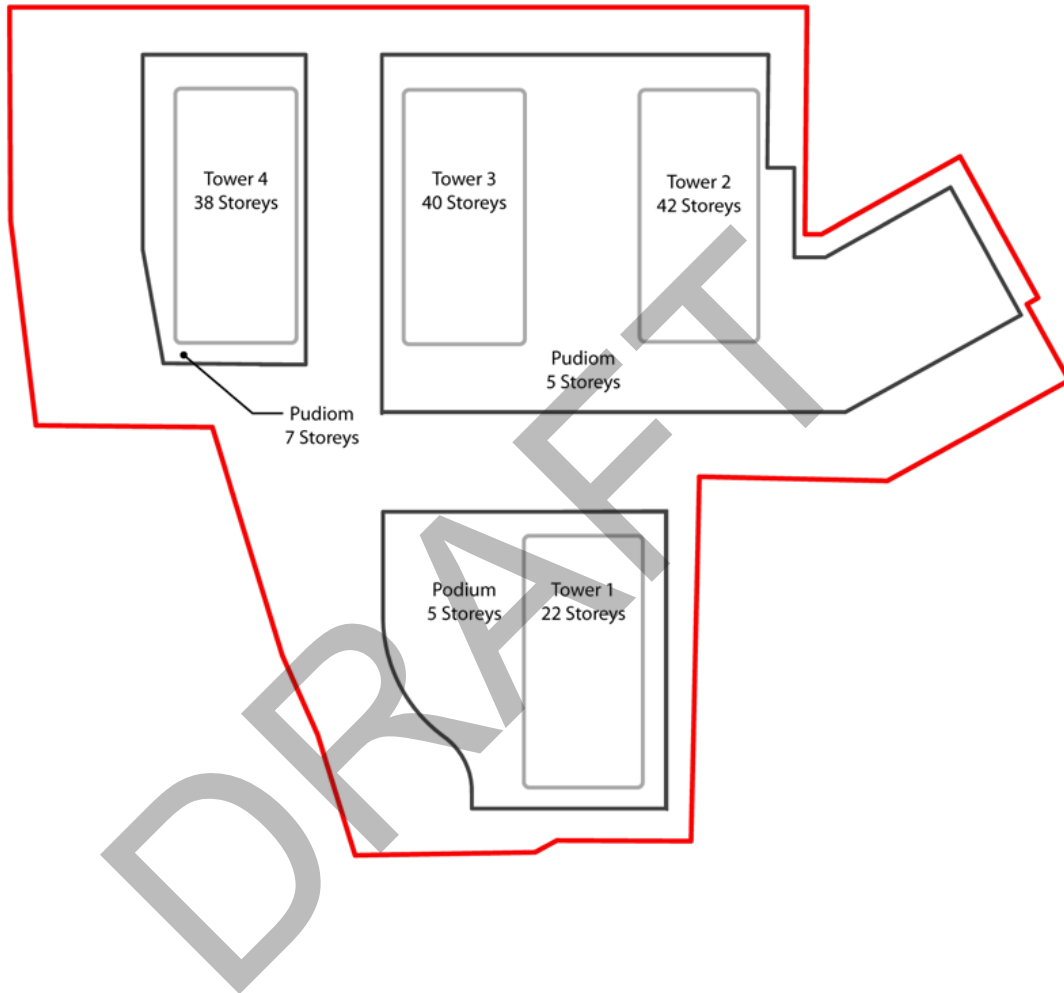
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Justification Report\Figures



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Schedule "B"



Schedule B Maximum Height

LEGEND

- Subject Lands
- Podium
- Tower

DATE: December 19, 2019

SCALE: NTS



51-75 Bradford Street,
Barrie, Ontario

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Justification Report\Figures

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MAYOR – J.R. LEHMAN

CITY CLERK – WENDY COOKE

DRAFT

Appendix C

PROVINCIAL POLICY ANALYSIS

Appendix C: Provincial Policy Analysis

The Provincial Policy Statement, 2014 (“PPS”) was approved by the Ministry of Municipal Affairs and Housing on April 30, 2014 and functions as the policy foundation for regulating the development and use of land in Ontario.

The PPS aims to provide the construction of healthy, livable, safe communities by encouraging efficient use of the lands, resources of provincial interest, and infrastructure that in turn contribute to citizens’ wellbeing, economic vitality, and environmental protection. The following is a summary of policies within the PPS applicable to the proposed developments and how the developments are being consistent with the PPS policies.

The following is an analysis of the proposed Official Plan Amendment and Zoning By-law Amendment in relation to the 2014 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communities

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

Within **Section 1.0** Building Strong and Healthy Communities, **Policy 1.1**, **Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment addresses them.

POLICY

EVALUTION

- | | |
|--|--|
| a) <i>Promoting efficient development and land use patterns which sustain the financial well-being of the Prince and municipalities over the long term;</i> | The proposed development will develop an underutilized land within the City of Barrie City Centre to allow for a mixed use development. The proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) will permit and support the financial well-being of the neighbourhood, City and Province. |
| b) <i>Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i> | The OPA and ZBA will permit a mix of residential, commercial and hotel uses, which will contribute to the neighbourhood and meet the long-term needs of the City. |
| c) <i>Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i> | The Subject Lands do not have nor would the proposed development cause any environmental or public health and safety concerns. |

- | | |
|--|--|
| d) <i>Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i> | The Subject Lands are located within a settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed development. |
| e) <i>Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;</i> | The proposed amendments will permit the development within the City Centres that is serviced by existing infrastructure, thereby minimizing servicing costs to the City. |
| f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i> | The proposed development will be meet and constructed in accordance with the Ontario Building Code, Accessibility for Ontarians with Disabilities Act and all other required accessible standards. |
| g) <i>Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and</i> | The proposed development will utilize the existing municipal infrastructure that available to the Subject Lands, reducing servicing costs. |
| h) <i>Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate</i> | The proposed development represents a development that will conserve biodiversity by developing an underutilized site, and will support climate change initiatives through a compact urban form that promotes sustainable movement patterns. |

Policy 1.1.2 states that *sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.*

Evaluation: The proposed amendments will permit a mixed use development within a settlement area, specifically City Centre that will assist the City in meeting its growth projections.

Policy 1.1.3 - Settlement Areas

This Provincial Policy Statement is applicable to the proposed development as it states that:

"The vitality of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."

Within **Policy 1.1.3**, the following is relevant:

Policy 1.1.3.1 states that *the settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

Evaluation: The proposed development is situated within the existing urban area, specifically within the City Centre of the City of Barrie. The proposal represents infill and intensification development of an existing underutilized property within the City Centre. The proposal is compatible with the existing residential, commercial and institutional uses within proximity to the Subject Lands.

Policy 1.1.3.2 a) states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

1. *Efficiently use and resources;*
2. *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
3. *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *Support active transportation; and*
5. *Are transit-supportive, where transit is planned, exists or may be developed.*

Evaluation: The proposed development supports Policy 1.1.3.2 a) as the proposal will allow for development of underutilised land for a higher density built form and will connect to existing municipal infrastructure. The proposed development will provide for an efficient use of land and resources by maximizing the developable area of the property, balanced with the built form providing an appropriate transition to Lake Simcoe to the east. The proposed residential, commercial and hotel uses are in proximity to existing businesses, which will assist in reducing the travel distance and carbon emission for users within the community. The proposal will be serviced by public transportation by existing bus routes to the future residential, commercial and hotel uses, and will allow for the development of underutilized land for a higher density built form that will connect to existing municipal infrastructure. The proposed development will be serviced by public transportation by existing bus routes along Bradford Street. The proposed density for the site is 4.67 times the lot area, which in our opinion is transit supportive.

Policy 1.1.3.2b) states that *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.* In addition, **Policy 1.1.3.3** states that *planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

Evaluation: The proposed amendments satisfied this policy as the development provides a range of residential, commercial and hotel uses on the Subject Lands, promoting intensification within the City Centre.

Policy 1.1.3.4 states that *appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Evaluation: The proposed development allows for an appropriate level of intensification, while acknowledging the importance of public health and safety, and avoiding or mitigating risks. The proposal will not result in public health and safety issues.

Policy 1.1.3.5 of the PPS requires *planning authorities to establish minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

Evaluation: The proposed development contributes to meeting the City of Barrie's targets at an appropriate transit supportive density of 4.67 FSI.

Policy 1.3 Employment

Policy 1.3.1 states that *planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
- d) *ensuring the necessary infrastructure is provided to support current and projected needs.*

Evaluation: The proposed development supports Policy 1.3.1 as the proposal contributes to the mix and range of employment uses in the area. The addition of a hotel and retail space will provide further opportunities for a diversified economic base in the area and will support the needs of residents, businesses and tourism. The proposal will require a minimal amount of infrastructure and will utilize existing infrastructure available to the subject lands.

Section 1.4 - Housing

Policy 1.4.1 states that *to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Evaluation: The proposal contributes to the City of Barrie's ability to accommodate residential growth for a minimum of 10 years through the proposed residential intensification at a higher than existing density. The proposal will connect to the existing services and utilities available to the existing building on the Subject Lands, and will have the capacity to service the proposed residential component of the building, with no need for future infrastructure improvements.

Policy 1.4.3 states that *planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.*

- b) *Permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements and all forms of residential intensification, including second units*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Evaluation: The proposal is representative of a residential intensification that will provide approximately 1,900 units in the form of bachelor, 1-bedroom, 2-bedroom and 3-bedroom units. The proposal will provide a range of housing options in the area similar to proposed and existing developments in the area. The proposed 4.67 FSI will optimize the usage of the existing public services, facilities and infrastructure and support the active transportation options.

Section 1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 states that *before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The proposed development of the Subject Lands will take full advantage of the existing public service facilities as well as support the use and optimization of existing infrastructure. The Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group in support of the application has identified that in combination with the existing infrastructure and proposed internal storm sewer system is suitable to support the proposed development of the subject lands.

Policy 1.6.6.1 of the PPS addresses *sewage and water infrastructure and states that planning for sewage and water services shall direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services. Municipal sewage and water services are the preferred form of servicing for new developments.* Furthermore, **Policy 1.6.6.2** states that *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*

Evaluation: The proposed development represents intensification on an underutilized land within settlement areas and will take advantage of the existing municipal sewage services and municipal water services.

Policy 1.6.7.1 states that *transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

Evaluation: The Subject Lands are located adjacent to the existing Bus Route along Bradford Street, route 1A, 1B 4A, 4B, 7A, 7B and 8B and in a walking distance to routes 3A, 3B and 8A. The proposed development will also provide a private driveway and road and pedestrian walkways to allow

vehicles and pedestrians to move to and from Bradford Street, Checkleys Street, and Lakeshore Drive with ease.

Policy 1.6.7.2 states that *efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Evaluation: The Subject Lands are well serviced by Bus routes along Bradford Street. The proposed mixed use development will intensify the Subject Lands and support the existing and planned transportation infrastructure. The Traffic Impact Study prepared by BA Consulting Group in support of this application that confirms the parking strategy prepared for the proposal will balance the need to provide parking in the near term to accommodate current traffic demands with the desire to capitalize on the site's downtown location and transit accessibility.

Policy 1.6.7.4 states that *a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Evaluation: The proposed development will provide a transit supportive density of 4.67 FSI times the lot area which is comprised of approximately 1,900 residential units, 152 hotel suites and 3,371 sq. m of retail space.

Section 1.7 Long-Term Economic Prosperity

Policy 1.7.1 states that *long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic development and community investment-readiness;*
- b) *optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- c) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

Evaluation: The Subject Lands are located within the City Centre, along the Barrie Waterfront. The proposed development offers a range of residential units, hotel suites and commercial space at-grade, thereby offering housing and employment opportunities in an urban downtown environment. The added population accommodated by the proposal will support the proposed retail uses and will optimize land use, infrastructure and community services. The proposed buildings and open space will create a sense of place for residents and visitors through a well-designed built form and landscape design. Further the additional hotel use will help to support the vitality and viability of the City Centre as well as Barrie's tourism sector as a whole. The proposal represents intensification of underutilised lands that will contribute to the urban environment of the City of Barrie's City Centre.

Section 1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1b) of the PPS states *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.*

Evaluation: The proposed development provides residential, retail and hotel uses adjacent to existing and future residential, commercial and institutional use. With a transit supportive density of 4.67 FSI, the proposed development will be well-served by public transportation and active transportation systems in the City Centre. Bicycle, outdoor open space amenities, and reduced parking are provided to encourage reduced automobile dependency and congestion. Together, the proposed development will assist with efficient use of resources and land as it is contributing to a mixed-use compact community.

Section 2.0 Wise Use and Management of Resources

2.1 Natural Heritage

Within **Section 2** Wise Use and Management of Resources, **Policy 2.1**, describes how natural features and areas should be protected for long term. The following is a review of the relevant policies and how the proposed amendment addresses them.

Policy 2.1.1 states that *natural features and areas shall be protected for the long term*. **Policy 2.1.2** states that *the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features*.

Policy 2.1.6 states that *development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements*. Furthermore, **Policy 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* and **Policy 2.1.8** states that *development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions*.

Evaluation: The data presented in the scoped Environmental Impact Study prepared by Beacon Environmental was collected through a review of background documents and field investigations undertaken in late 2019. The data collected for the subject property was used to characterize the natural heritage features, and was assessed in relation to the policies presented in the City of Barrie Official Plan, and the guidelines and policies provided by regulatory agencies including the LSRCA and the Ministry of Natural Resources and Forestry (MNRF). The Scoped EIS provides an outline of the proposed development plan, identifies potential negative impacts to natural features, and recommends appropriate mitigation measures, see attached report for further.

Section 2.2 Water

Policy 2.2.2 states 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*.

Evaluation: The subject lands does not contain, nor is it adjacent to any significant wildlife habitat. No development is proposed within fish habitat and measures are recommended in Section 6.2.7 of the Scoped EIS prepared by Beacon Environmental, to ensure there will be no negative impacts to the watercourse.

2.6 Cultural Heritage and Archaeology

Within **Section 2.6** Cultural Heritage and Archaeology, describe how the significant built heritage and cultural heritage landscapes need to be recognised and conserved. **Policy 2.6.2** of the PPS states that *development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Evaluation: The Subject Lands were reviewed under the previous approval from an archaeological perspective. No further archaeological work is required, as confirmed by the original report as accepted by the Ministry of Culture (per letter dated December 2, 2009).

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

Evaluation: Environmental Study is currently being undertake for the Subject Lands, to ensure the appropriate remediation of the site occurs and meets all Provincial Standards.

Based on the above, it is concluded that the proposal is consistent with the policies of the Provincial Policy Statement.

Appendix D

GROWTH PLAN ANALYSIS

Appendix D: Growth Plan (2019) Analysis

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was approved by the Province of Ontario on June 16th, 2006 and amended May 16th, 2019. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth. The Growth Plan is applicable to the Subject Lands.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed Official Plan Amendment and Zoning By-law Amendment applications are meeting the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

Section 2.2.1 Managing Growth

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Greater Golden Horseshoe (“GGH”) to the horizon of this Plan. 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 relevant policies of **Section 2.2** are described and addressed as follows:

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Greater Golden Horseshoe (“GGH”) to the horizon of this Plan.

Evaluation: The proposed amendments will permit the development of residential, commercial and hotel uses which will assist the City in achieving the planned growth of the City Centre.

Policy 2.2.1.2 states that *forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands;*

Evaluation: The proposal supports the Growth Plan’s intensification and mixed-use directives by:

- adding new residential units in an intensification area within the City of Barrie City Centre that will utilize existing and planned public infrastructure.
- Focusing new growth through intensification on an underutilized site, that is within an Urban Grown Centre;

- Providing a mixed use development at a transit supportive density along with pedestrian-friendly environment in proximity to public transit.
- Concentrating residential uses in a way that will contribute to meeting the forecast of residential demand for the City of Barrie.
- Providing opportunity for employment opportunities through retail and hotel. As well as opportunities for tourism within the City Centre.
- Contribute to a diverse mix and range of land uses within the City Centre that will reduce the need for residents to drive.
- Providing uses within the settlement area that supports the complete communities' intentions of the policies.
- Proposing higher intensity built form in an area designated for intensification.

Policy 2.2.1.4 states that *applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- g) *integrate green infrastructure and appropriate low impact development.*

Evaluation: The proposed development will contribute to achieve complete community by:

- providing for a range of residential housing options within the City Centre, as well as providing retail and hotel uses that will be convenient and accessible to future visitors and residents;
- the proposed development will promote a high-quality of life for future residents;
- the development site will expand access to services through:
 - proximity to a future YMCA;
 - being located within proximity to retail, institutional and hotel uses.
- Proposing a high-quality public and private realm in addition to the surrounding developments within the City Centre.
- the proposal will help reduce the demand for vehicles within the City Centre through proximity to transit options and the provision of transportation demand measures thereby reducing greenhouse gas emissions; and
- Incorporating green technology and Low-Impact Development (LID) measures, such as drought-tolerant landscaping will be provided where appropriate. LID practices will be provided in support of the Site Plan Application.

Section 2.2.2 Delineated Built-up Areas

Policy 2.2.2.1 states that *the applicable minimum intensification target is minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area.*

Evaluation: The proposed development will assist City of Barrie to reach the minimum intensification target of all residential development annually, by providing approximately 1,900 new residential units.

Section 2.2.3 Urban Growth Centres

Policy 2.2.3.1 states that *urban growth centres will be planned:*

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

Evaluation: The Subject Lands are located within a designated Urban Growth Centre within the City of Barrie. The proposed development supports the Urban Growth Centre objectives by providing residential, retail, hotel uses on an underutilized site within the City Centre. The proposed housing options will accommodate the expected population growth in Schedule 3 of this plan. Future residents will have access to bus routes adjacent to the Subject Lands. A full range of uses, including office, retail, and community facilities will be within the walking distance from the development, allowing future residents to meet their daily needs without depending on personal vehicles.

Policy 2.2.3.2 c) states that *urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres.*

Evaluation: The proposed development will contribute to achieving the minimum density target for an Urban Growth Centre by adding 1,900 residential units at a transit supportive density of 4.67, creating approximately 1,353 people and jobs per hectare¹.

Section 2.2.5 Employment

Policy 2.2.5.1 b) states the *GGH will be promoted by ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan and* **Policy 2.2.5.1 d)** *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

¹ Watson & Associates Economists Ltd. Development Charges Background Study, April 17, 2019.

Evaluation: The proposed development will promote opportunity for employment for lands within the City Centre by providing an approximate 10,59 sq. m hotel consisting of approximately 152 suites as well as approximately 3,371 sq. m of retail floor space. The proposed development will support the function of attracting investment and employment opportunities to support the surrounding area.

Policy 2.2.5.3 states *that retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*

Evaluation: The proposed development contemplates 3,371 sq. m of retail floor space which will be supported by the existing transit along Bradford Street, thereby promoting the use of public transit. The development provides a long-term bicycle lockers to encourage active transportation.

Policy 2.2.5.4 states that *in planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

Evaluation: The development proposed structured parking to minimize the surface parking on the site. The development provides sidewalks for future residents to access the existing public transit adjacent to the Subject Lands, thereby to encourage and support active transportation.

2.2.6 Housing

Policy 2.2.6.3 requires *municipalities to consider the use of available tools in support of the achievement of complete communities and to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

Evaluation: The proposed redevelopment provides for a mix of 1, 2, and 3 bedroom units to accommodate a diverse range of household sizes and incomes. The proposed redevelopment includes approximately 1,900 residential units which will assist the City by providing additional residential units to the housing supply.

4.2.2 Natural Heritage System

Policy 4.2.2.6 states that *beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*

- a) *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
- b) *may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

Evaluation: The proposal will continue to protect Bunker's Creek. The limit of Bunker's Creek will be defined through the approvals process (as well as studies / work undertaken by the City). It is anticipated that through this exercise Bunker's Creek will be restored and enhanced, with details to be secured through the Site Plan Approval process.

Based on our analysis above it is concluded that the proposal as facilitated through the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the Growth Plan.

Appendix E

CITY OF BARRIE OFFICIAL PLAN ANALYSIS

Appendix E: The City of Barrie Official Plan Analysis

The City of Barrie Official Plan (OP) was approved by the Ministry of Municipal Affairs and Housing (MMAH) on April 23, 2010. The Office Consolidation was updated on January 2018 is the document referenced herein.

The Subject Lands are designated as “City Centre” on **Schedule A – Land Use of this Plan** and “Commercial” on **Schedule B – Planning Areas**. The Subject Lands are identified along a major street with planned right-of-way width of 31 metres on **Schedule E – Road Widening Plan**. Furthermore, the Subject Lands are located within a “Defined Policy Area ‘T’” as outlined on **Schedule C – Defined Policy Areas**. The site specific OP policy for the site states the appearance and design of substantial mixed use development on the site must be aesthetically pleasing, of high quality, and generally compatible with adjacent uses and the surrounding natural environment. Bradford Street is considered an “Arterial Road”, while Lakeshore Drive is considered a “Parkway” on **Schedule D-Road** Plan of this Plan. The Subject Lands are identified along a major street with planned right-of-way width of 31 metres on **Schedule E – Road Widening Plan**.

The Plan further identifies that the Subject Lands are within jurisdiction of the Lake Simcoe Region Conservation Authority and the Lake Simcoe Watershed Boundary on **Schedule F** and **Schedule J**. In addition, the entire property is located within a Wellhead Protection Area – B (2 Year Capture Zone) as outlined in **Schedule G – Drinking Water System Vulnerable Areas**.

Schedule H – Natural Heritage Resources of the OP outlines some pockets of Natural Heritage Resources along the southern edge of the property. These pockets are buffer zones around the watercourse and pond located south of the property. This watercourse and pond is zoned Environmental Protection.

As the Subject Lands are located within the downtown area, **Schedule I – Intensification Areas** identifies the Site to be within the Urban Growth Centre for the City of Barrie.

The following is an analysis of the proposal and the proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) in relation to the City of Barrie’s Official Plan.

3.1.2 General Objectives and Policies

Section 3 provides the general goals, policies and objectives of the City’s growth management strategies.

Policy 3.1.1 a) states that *to accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities.*

Evaluation: The proposed development will contribute to the vision of creating a vibrant and thriving downtown in Barrie. The proposal offers a range of residential, retail and hotel uses that will help create a complete community in Barrie’s City Centre and enhances the economic vitality and urban atmosphere of the Barrie Waterfront. The proposed buildings intensify a site adjacent to key community and transportation infrastructure to further optimize land use, infrastructure, and community services in Barrie. The proposed residential and non-residential uses will support and complement the adjacent existing and planned institutional, residential and commercial uses. The proposed built form of the buildings will provide tall towers to contribute to an interesting skyline in the City Centre.

Policy 3.1.1 b) states that *to encourage and accommodate the continued expansion and diversification of the City's economic base with regard to the industrial, commercial, tourism, and institutional sectors in order to strengthen the City's role as the area's principal employment centre and to achieve an appropriate balance between employment and residential land uses.*

Evaluation: The proposed development incorporates an appropriate balance between retail, tourism and residential land uses by providing approximately 3,371 sq. m of retail space, 152 hotel suites and 1,900 residential units. The proposed amendments will assist the City of Barrie achieve an appropriate mix of employment and residential land uses within the City Centre.

Policy 3.1.1 e) states that *to direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.*

Evaluation: The proposed development will take advantage of the existing services and infrastructure. The proposed development can be services with a combination of existing municipal services and proposed internal storm sewer system services. The Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group confirms the existing municipal water system is able to provide sufficient flow.

Section 3.1.2 General Objectives and Policies

Policy 3.1.2.1 a) states that *it is an objective of this Plan to identify employment areas and residential lands for development in order to achieve and maintain a ratio of approximately 1 job in the City for every 2 residents of the City. (Mod D(b))*

Evaluation: The proposed development provides both residential and commercial opportunities on the Subject Lands. The development will continue to assist the City in achieving and maintain a ratio of approximately 1 job in the City for every 2 residents of the City.

Section 3.1.2.2 Staging and Phasing of Development

Policy 3.1.2.2 d) states that *the approval of specific development applications shall be governed by the following principles:*

- i. encouraging a mix and form of housing that supports affordable housing and specialty needs housing; (Mod D (g))*
- iv. provision of community facilities and urban services with emphasis on using existing sewage and water services where possible; (Mod D (h))*
- v. provision of schools and parks;*
- vi. provision of sidewalks and access to public transit.*
- vii. sequential construction of collector roads and access to arterial and boundary roads;*
- viii. sequential construction of sanitary sewer and watermain extensions and electrical distribution systems;*
- ix. adequacy of storm drainage; and,*
- x. protection of the environment and significant natural resources.*

Evaluation: The proposed development meets the principles of Section 3.1.2.2 d) as follows:

- The proposed development provides approximately 1,900 residential units within the urban built form boundary. Therefore, the proposal will contribute to the mix and form of housing within the City Centre to support the City's growth and affordability.
- The proposed 4.67 FSI development is transit supportive and will support and optimize the usage of the existing community facilities, urban services, and sewage and water services.
- Pedestrian connectivity will be provided throughout the Subject Lands to connect Bradford Street and Lakeshore Drive as well as provide access to public transit along Bradford Street.
- Two private roads will provide access to Bradford Street as it is designated as an arterial road.
- Protection of the environment and significant natural resources will be achieved through the further delineation, restoration and enhancement of Bunker's Creek.

Policy 3.1.2.3 c) states that *by 2031, the Downtown Barrie UGC will be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I – Intensification Areas. (Mod D (I))*

Evaluation: The proposed development will assist in the City's growth targets by proposing intensification within the Urban Growth Centre area of the City, which is in keeping with the Growth Plan. To this effect proposal will generate approximately 1,353 persons and jobs per hectare¹.

3.2 Tourism

Policy 3.2.1 c) states that *municipalities encourages the development of infrastructure that supports the tourism sector including hotel, convention, and arts and entertainment facilities.*

Evaluation: The proposed development meets this policy by proposing a hotel that contains approximately 152 units. The proposed hotel will provide opportunities to grow tourism within the City Centre.

3.3 Housing

Section 3.3 provides the general goals, policies and objectives of the City's housing policies. The goal of policies 3.3.1 is to encourage all forms of housing and commercial services with high quality public open space that meet the needs and income levels of current and future residents in order to create safe and healthy communities.

Policy 3.3.2.1 c) states that *the City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. (Mod D (q))*

Evaluation: The proposed development is located within the City Centre. The proposal represents residential revitalization and intensification in the Urban Growth Centre.

¹ Watson & Associates Economists Ltd. Development Charges Background Study, April 17, 2019.

Policy 3.3.2.1 d) states that *the City shall promote the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule A of this Plan.*

Evaluation: The proposed development is located within the City Centre and will provide for a mix of residential, commercial and hotel uses as contemplated by this policy.

Policy 3.3.2.1 g) states that *the City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation. (Mod D (s))*

Evaluation: Given that the development on the Subject Lands is in an urban area, the proposal will result in a density of 4.67 FSI. The proposed development will offer a range of residential, commercial and hotel uses that will help create a complete community in the City Centre. The proposed development intensifies a site adjacent to key community and transportation infrastructure to further optimize land use, infrastructure and community services planned in Barrie. The proposed residential uses will support and complement existing and planning office, residential, commercial, culture and institution uses.

Section 3.3.2.2. Affordable Housing Policies

Policy 3.3.2.2 a) states that *It is a goal of this Plan to achieve a minimum target of 10% of all new housing units per annum to be affordable housing in accordance with the following criteria: (Mod D (u))*

- i. *In the case of home ownership, the least expensive of:*
 - 1) *housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or*
 - 2) *housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.*
- ii. *In the case of rental housing, the least expensive of*
 - 1) *a unit for which the rent does not exceed 30% of gross annual household income for low and moderate income households; or*
 - 2) *a unit for which the rent is at or below the average market rent of a unit in the regional market area.*

Evaluation: Policy 3.3.2.2 a), in our opinion is an aspiration objective sought across the City, not for a specific site. In this case, the proposed development will provide a range of housing types and tenures which will be affordable in the context of the City marketplace within a high rise built form, a breakdown of tenancy will be further detailed during the Site Plan Stage of development.

Policy 3.3.2.2 b) states that *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 and Policy 3.3.2.2 c)* states that *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.*

Evaluation: The proposed development will provide a range of housing types and tenures which will be affordable in the context of the City marketplace within a high rise built form along transit existing transit infrastructure along Bradford Street, to meet the policy objectives of this Plan.

3.5.2.3.1 Flood Plain Management, Erosion, Hazardous Sites and Fill Control

Policy 3.5.2.3.1 a) states that *flood plain management and control will occur in partnership with the applicable Conservation Authorities.*

Evaluation: A preliminary floodplain analysis has been prepared by SCS Consulting Group Inc. and a Scoped Environmental Impact Study by Beacon Environmental in support of the proposed development. Throughout the development process, flood plain management and control will occur in partnership with the LSRCA and City of Barrie.

Policy 3.5.2.3.1 c) states that *flood plain management within the Lake Simcoe Region Conservation Authority and the Nottawasaga Valley Conservation Authority jurisdictions includes the one zone, two zone or the special policy area concept. The one-zone floodplain management concept shall be used within the City. Any application of the two-zone concept will require an amendment to this Official Plan and written approval of the Conservation Authority. The establishment of a new special policy area, or any changes within an existing special policy area, will only be permitted with the prior written approval of the appropriate agencies. (Mod D (ee)(i))*

Evaluation: The proposed amendment will establish a new site specific policy area for the Subject Lands. We understand the proposed applications will be circulated to the respective agencies for approval.

Policy 3.5.2.3.1 e) states that *new development on existing lots, redevelopment, additions and uses that by their nature must be located in the floodplain shall be protected by acceptable flood proofing action or measures subject to the approval of the City and the applicable Conservation Authority. In addition, the City may, in accordance with Provincial Policy, consider implementation strategies, such as Special Policy Areas, to allow development and redevelopment to continue in existing built up areas that are restricted from expansion or redevelopment due to flooding or hazard conditions. (Mod D (ee)(iii))*

Evaluation: A preliminary floodplain analysis has been prepared by SCS Consulting Group Inc. in support of the proposed development. Further updates to the preliminary Bunker's Creek Regulatory floodplain modelling are underway to further refine the model which will include flood proofing measures.

Policy 3.5.2.3.1 f) states *Mitigation measures or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features such that these features and their related hydrologic functions will be protected, improved or restored.*

Evaluation: Through enhancement and mitigation measures and consultations with the LSRCA, the Scoped Environmental Impact Study by Beacon Environmental demonstrates adherence to the City's policies for Surface Water Protection. See Scoped Environmental Impact Study by Beacon Environmental for further details.

Section 3.5.2.3.2 Surface Water Protection

Policy 3.5.2.3.2 c) states that *the natural quality and hydrologic characteristics of watercourses and lakes, including aquatic habitat, base flow, water quality, temperature, storage levels or capacity are to be maintained, and no development shall be permitted that has the potential to create a negative impact on any of the watercourses and lakes. Furthermore, Policy 3.5.2.3.2 d)* states that *development and site alteration shall be restricted in or near lakes and watercourses such that these features and their related hydrologic functions will be*

protected, improved or restored. In general, development and site alteration shall be setback a minimum 30 metres from lakes and watercourses. **(Mod D (gg))**

Evaluation: Through enhancement and mitigation measures and consultations with the LSRC, the Scoped Environmental Impact Study by Beacon Environmental demonstrates adherence to the City's policies for Surface Water Protection. See Scoped Environmental Impact Study by Beacon Environmental for further details.

Section 3.5.2.3.4 Groundwater Recharge Areas

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

Evaluation: A preliminary Geotechnical Report has been prepared by McClymon and Rak Engineering Inc. in support of the proposed development. See report for further details.

Section 3.5.2.4 Natural Heritage Resources

Policy 3.5.2.4 a) states that the Natural Heritage Resources in the City of Barrie are depicted on Schedule H. Schedule H is intended to be used as an overlay to Schedule A: Land Use. Through the implementation of the following policies, Schedule H can be used as a guide to promote the protection, enhancement, and restoration of the City's natural heritage features and functions.

- i. Level 1 resources represent critical components of the Natural Heritage Resource network. No development shall be permitted within these areas.
 - Environmental Protection Area policy 4.7.2.2 would apply to all properties identified as Level 1.
 - The City will strive to designate all properties identified as having a Level 1 Natural Heritage Resource as Environmental Protection.
 - An Environmental Impact Study (EIS) will be required for any development or site alteration within 120 metres of an area identified as Level 1 on Schedule H.

Evaluation: A Scoped Environmental Impact Study by Beacon Environmental has been prepared in support of the proposed development.

Policy 3.5.2.4 c) states that to ensure the effective management and retention of the features and functions identified on Schedule H, a Natural Heritage Resource will not be reclassified to a lesser level of protection if the feature is intentionally damaged or destroyed. The restoration and rehabilitation of the Natural Heritage Resource to the satisfaction of the City and applicable conservation authority may be required. **Policy 3.5.2.4 d)** states notwithstanding the land use limitations applicable to properties identified as Level 1 in Section 3.5.2.4 (a) i), where an existing designation permits other forms of development, such development may proceed subject to the policies of Level 2 in Section 3.5.2.4 (a) ii) and the appropriate planning application processes.

Evaluation: The results of the field investigations carried out for the Scoped Environmental Impact Study by Beacon Environmental confirm the few natural features that were identified within the existing regulations and policies. Natural heritage features or functions within and adjacent to the subject property are associated with the watercourse to the south, and will be buffered and protected and where required, appropriate mitigation is recommended.

3.7 Energy Conservation and Renewable Energy Systems

Section 3.7.2.1 General Policies – Energy Conservation

Policy 3.7.2.1 a) states that *compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted;*

Evaluation: The proposed development will utilize existing municipal infrastructure and public services facilities that is currently underutilized to meet future needs. The development will proceed in a phased process in coordination with the City to ensure adequate services and capacities are available.

Policy 3.7.2.1 b) and 3.7.2.1 c) states that energy conservation is encouraged and consideration will be given for the usage of energy-efficient materials, landscaping and building materials.

Evaluation: The owner of the property supports the use of energy-efficient and will consider implementing energy efficient materials through the Site Plan stage.

3.8 Brownfields

Policy 3.8.2.3 a) states *where a change to a sensitive land use (as described in the Environmental Protection Act and amended from time to time) is proposed, and either the previous or current use has the potential to have caused environmental contamination, the City shall require the following conditions be met prior to final approval of the development application:*

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

Evaluation: Environmental Studies is currently being undertake for the Subject Lands, to ensure the appropriate remediation of the site occurs and meets all Provincial Standards as noted in this policy.

3.9 Lake Simcoe Protection Plan

3.9.4 Development and Site Alteration

Policy 3.9.4.1 states that *where, in accordance with the policies of LSPP, development and site alteration is permitted within 120 metres of the Lake Simcoe shoreline, other lakes in the Lake Simcoe watershed, or any permanent or intermittent stream or a wetland, the development or site alteration should be integrated with and should not constrain ongoing or planned stewardship and remediation efforts.* Furthermore, **Policy 3.9.4.2** states that *an application for development or site alteration shall, where applicable:*

- a) *increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas;*
- b) *include landscaping and habitat restoration that increase the ability of native plants and animals to use valley lands or riparian areas as wildlife habitat and movement corridors;*
- c) *seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands; and*

Lastly, **Policy 3.9.4.3** states that where, *through an application for development or site alteration, a buffer is required to be established by the implementation of an environmental impact study or natural heritage evaluation, the buffer shall be composed of and maintained as natural self-sustaining vegetation.*

Evaluation: The proposed development and the mitigation measures proposed will protect fish habitat and provide a naturalized, self-sustaining buffer composed of native species that will enhance and restore wildlife habitat in the watercourse and adjacent riparian wetland. Through a stormwater management plan, the proposed development will avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into the adjacent watercourse and wetland. See Scoped Environmental Impact Study by Beacon Environmental for further details.

4.2 Residential

Policy 4.2.2.1 state permitted uses for lands designated Residential on Schedule A. Though the Subject Lands are designated City Centre, policy 4.2.2.1 are subject to the subject lands as policies for City Centre require conformity to Residential policies (Section 4.2). The following uses are permitted within lands designated Residential:

- a) *Where lands are designated Residential on Schedule A – Land Use, the predominant use shall be for all forms and tenure of housing which may include senior citizen housing, nursing homes, bed and breakfast establishments and group homes. (Mod E (h))*
- b) *Uses compatible with the basic residential use such as open space, day care facilities, places of worship and home occupations may be permitted within the Residential designation provided such uses are in keeping with the general scale, appearance and character of the surrounding neighbourhood.*
- c) *Places of worship and associated facilities located in residential areas on sites greater than 0.6 hectares (1.5 acres) in size shall be designated Institutional.*
- d) *other non-residential land uses may be permitted to locate within residential planning areas, provided they are considered compatible with residential uses. These uses may be permitted only where their locations are shown on Schedule A or by amendment to this Plan and may include such uses as commercial, institutional and environmental protection.*
- e) *Notwithstanding (d) above, local convenience commercial facilities providing for the sale of convenience goods and services to meet the daily living needs of residents in a residential area may be permitted on sites less than 0.6 hectares (1.5 acres) in size in a Residential Designation subject to a site specific zoning by-law.*
- f) *Notwithstanding (d) above, within high density apartment buildings, accessory service oriented commercial uses such as convenience store, personal service store, and dry-cleaning distribution outlet, shall be permitted, on the ground floor area of the building. (OPA 2, By-law 2015-136, OMB Decision PL111099 dated October, 9, 2015)*

Evaluation: The proposed development meets the intent of Policy 4.2.2.1, as the proposed amendments will permit three high rise residential towers which will provide approximately 1,900 new residential units to the City Centre. Furthermore, the proposed development will provide retail opportunities at grade and approximately 152 hotel suites to expand the growing tourist opportunities in Barrie.

Policy 4.2.2.2 e) states *high density residential development shall consist of developments which are in excess of 54 units per net hectare. (Mod E (m))*

Evaluation: The proposed development will provide approximately 645 residential units per net hectare therefore exceeding the required 54 units per net hectare.

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

- i. adjacent to arterial and collector roads;*
 - ii. in close proximity to public transit, and facilities such as schools, parks, accessible commercial development; and*
 - iii. where planned services and facilities such as roads, sewers and watermains, or other municipal services are adequate. (Mod E (n))*
- c) High density development in excess of 150 units per hectare shall be restricted to locations within the City Centre unless an amendment considering the criteria noted in (b) above and other relevant policies of this Plan has been approved.*

Evaluation: The Subject Lands are located within an Urban Growth Centre where 150 persons/jobs per hectare is projected in the area. The proposed development will add to the housing and employment stock of the City within the Urban Growth Centre by providing a density of 4.67 and 1,353 persons and jobs per hectare², and thus contributing to the achievement of the City Centre objectives.

4.2.2.4 provides the following design policies:

- a) states residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.*
- b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low density nature, buffering protection will be provided to minimize the impact to the lower density uses.*
- c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).*
- d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.*
- e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.*

Evaluation: The proposed development meets the design policies of 4.2.2.4 by:

- The development will provide on-site parking, consisting of approximately 2,055 parking spaces in podium parking structures, which will be screened from the public realm;
- The proposed development contemplates private open space and amenity spaces through the proposed development include a private park in the northern portion of the property and rooftop amenities.

² Watson & Associates Economists Ltd. Development Charges Background Study, April 17, 2019.

- Enhanced landscaping will increase visual interest and wayfinding signage will be used to direct people to the mixed use area.
- A noise study report has been prepared by Gradient Wind Engineers and Scientists. The findings of the noise study will be incorporated into the building design as secured through the Site Plan Approval process.
- Proposing an attractive architectural design and range of material to reflect a high level of quality and contribution to the existing and future mixed use architectural character of the City Centre.

Policy 4.2.2.5 a) *states development that generates large amounts of traffic, noise, odours, dust and other nuisances which could have a negative impact on adjoining residential land uses shall be discouraged in order to maintain healthy, safe and liveable communities and a high degree of residential area amenity. Spot rezoning of residential lands should not be approved when they would have a negative impact on an existing neighbourhood. (Mod E (p))*

Evaluation: In our opinion, the proposal is compatible with adjacent uses and maintains a healthy, safe and liveable community. Further, a high degree of residential area amenity is being provided both through on-site amenity areas for residents and visitors, as well as restoration and enhancement of Bunker's Creek which will be utilized by the general public.

Policy 4.2.2.6 of this Plan provides intensification policies which states:

- Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.*
- Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan. (Mod E (s))*
- Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency. (Mod E (t))*
- Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:*
 - that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;*
 - that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;*
 - that public transit is available and accessible;*
 - that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;*

- v. *that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and*
- vi. *that consideration is given to the preservation of heritage resources.*

Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan. Applications that propose higher densities than existing conditions will not be treated favourably simply because they satisfy the definition of 'intensification' and contribute towards the City achieving its intensification and density targets. (Mod E (u))

Evaluation: The proposed development will provide residential and non-residential uses at a density in accordance to density policies of the of this Plan supporting intensification within the City Centre. The proposal will develop on an underutilized parcel of land adjacent to the City waterfront and within the City Centre to optimize use of land in an area with transit facilities and amenities. The added residential units will accommodate the anticipated population growth and contribute to the City's housing intensification targets. The proposed at-grade commercial uses and hotel will meet the needs of residents, employees and visitors to the City. The future residents of the proposed development will be within a walking distance to retail, cultural, recreation, and office uses in a complete community.

4.3 Commercial

4.3.2.1 General Policies

Policy 4.3.2.1 (a) states that *there are five categories of commercial land uses established by this Plan as shown on Schedule A – Land Use: (Mod E (aa))*

1. *City Centre;*
2. *Regional Centre;*
3. *Community Centre;*
4. *General Commercial; and*
5. *Convenience Commercial.*

Evaluation: The Subject Lands are designated as City Centre on Schedule A of this Plan.

Policy 4.3.2.1 (b) states that *the design, appearance and scale of new commercial development shall be in harmony with adjacent land uses and adequate screening, buffering and noise protection for adjoining residential uses shall be provided. Pedestrian accessibility, including barrier-free access, shall be considered in the design of new commercial development.*

Evaluation: The design, appearance and scale of the proposed development will be in harmony with adjacent developments and land uses. Sidewalks will be provided to access the site from and to Bradford Street and Lakeshore Drive.

Policy 4.3.2.1 (c) states that *where new commercial development or redevelopment occurs, adequate off-street parking and off street loading facilities shall be provided except within the City Centre designation where the provision of these facilities shall be encouraged wherever feasible. In addition, commercial uses shall provide*

adequate parking which is accessible for persons with disabilities within close proximity to the access door. (Mod E (bb))

Evaluation: Parking and loading facilities will be provided within site and the proposed development will be constructed as per the Ontario Accessing Accessibility Building Code.

Policy 4.3.2.1 (d) states that *the impact of commercial development on the safe and efficient movement of traffic, both vehicular and pedestrian, shall be minimized by encouraging shared access points including the use of cross access easements, for and between commercial developments as well as the provision of barrier-free pedestrian linkages between residential and commercial areas.*

Evaluation: The proposed private road will serve both pedestrian and local two-way traffic. The design of the interior roads and pedestrian connections will be designed to ensure safe and comfortable movements for pedestrians and vehicles to at-grade retail as well as access to parking, residential lobbies and hotel lobby. The private road will create a safe environment through generous landscaped strips, tree planting and lighting along all walkways. The street alignment will allow for pedestrian crossings to ensure an enjoyable pedestrian realm. Further details are provided in the Urban Design brief.

4.3.2.2 The City Centre

Policy 4.3.2.2 (a) states that *lands designated City Centre are intended to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area. Retail stores, offices, hotels, institutional, and entertainment uses shall be integrated, where possible, with residential uses, community facilities, and open space. The City Centre includes the Downtown Barrie UGC which is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare as identified on Schedule I – Intensification Area. (Mod E (cc))* Furthermore, **Policy 4.3.2.2 (b)** states that *the following uses may be permitted within the City Centre designation: commercial activities ranging from local service and retail use to business and administration uses; residential development, including the residential use of upper storeys of commercial buildings; cultural and institutional uses; leisure and recreational uses; major office uses, and all levels of government and special purpose public agencies. (Mod E (dd))* Commercial uses shall be located so as to avoid an undue concentration of uses that reduce the quality of the pedestrian environment or have the potential to negatively impact the City's downtown revitalization efforts. (OPA 007, By-law 2011-084)) Lastly, **Policy 4.3.2.2 (c)** states that *residential uses including a variety of housing types at medium and high densities are encouraged in the City Centre in order to increase the resident population, provide live/work opportunities, ensure the Downtown is used after business hours and create a local market for convenience and service goods. The goals and policies of Section 4.2 shall guide residential development and redevelopment within this area.*

Evaluation: The proposed development will add approximately 1,900 new residential uses that will add vibrancy to the Downtown area. The proposed development will also contemplate non-residential uses which include retail and approximately 152 hotel suites which will serve the needs of Downtown residents. As evaluated previously, the proposed development meets the policies of Section 4.2 of this Plan.

Policy 4.3.2.2 (d) states that *all types of new residential development, including modifying existing single detached homes to accommodate multiple units while retaining the existing character of the area, shall be encouraged.*

Evaluation: The proposed development introduces a range and mix of housing on an underutilized land through attractive architectural design and range of materials to reflect a high level of quality and contribute to the existing character of the City Centre.

Policy 4.3.2.2 (f) states that *street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and flower treatments, and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the City Centre and the Lakeshore in a consistent manner. (Mod E (ee))*

Evaluation: The proposed amendment conforms to this policy as it will enhance the pedestrian experience by providing adequate landscaped pedestrian pathways which will include benches, street lamps throughout the site connecting to the public sidewalk. Further details are outlined in the Urban Design Brief.

Policy 4.3.2.2 h) states the provision of *public open space, in the form of active and passive parks, is recognized as an essential component within the City Centre for the enjoyment of workers, residents and visitors to the City. Visual and pedestrian linkages between commercial and related uses in the City Centre and the public open space system along the waterfront shall be encouraged.*

Evaluation: The proposed development incorporates a mixture of pedestrian pathways throughout the Subject Lands, creating porosity and connectivity for workers, residents and visitors. These include along the private street, driveways and along Bunker's Creek. Appropriate amenity areas are being provided for within the buildings.

Policy 4.3.2.2 I) states that *all new development in the City Centre shall respect the physical scale and characteristics of the existing structures. Any redevelopment of properties shall be in keeping with the existing character of the area and, where possible, the existing heritage structures shall be retained.*

Evaluation: The proposed amendments will permit a development that will respect the physical scale and characteristics of the existing structures as well acknowledge the planned structure for the City Centre for more dense and intensive development.

Section 4.8.11 Defined Policy Area [T]

Policy 4.8.11 (a) states that *in addition to the Site Plan Control Goals in Section 6.3.1 (a) of this Plan, the lands are subject to a revised first goal as follows:*

i) To ensure that the massing, appearance, scale and exterior architectural design of development is aesthetically pleasing and generally compatible with adjacent uses and the natural environment.

Evaluation: The proposed development will be compatible with adjacent uses and the natural environment. The proposed podium façades and the architecture of the residential towers are designed at a high-quality to shape the City skyline through the iconic built-forms proposed.

Policy 4.8.11(b) states that *in addition to the Site Plan Control General Policies in Section 6.3.2.2 of this Plan, the lands are subject to the following policies:*

i) The City's support of an historic maximum height limit for the residential high rise development of the subject lands is based on the utilization of the site for a substantial mixed use (residential/commercial) development with high quality urban, architectural and sustainable design as represented by the

developer/builder in their application for site plan control under the Planning Act. These matters will be further established in the implementing zoning bylaw in terms of both requirements and provisions.

ii) Site plan approval includes the review of exterior design elements of buildings including, but not limited to character, scale, appearance, massing, design features, roof pitch, materials and screening of rooftop mechanical and electrical equipment, sustainable exterior design of buildings, sustainable design elements on any adjoining boulevards/municipal right-of-ways and the design of facilities designed to have regard for accessibility for persons with disabilities. (Mod E(www))

Evaluation: The proposed amendments will permit the proposed heights of 22-storeys, 38-storeys, 40-storeys and 42-storeys which is compatible with the existing and planned height of the City Centre. As noted previously, the proposed development will respect the physical character and scale of existing structures as well as provide high quality architecture design to enhance and grow the City Centre, as will be detailed through the Site Plan Approval process.

5.0 Servicing and Transportation

Policy 5.1.2.1 j) states that *development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's Water Pollution Control Centre. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations. (Mod F (e)).* In addition, **Policy 5.1.2.1 m)** states that *all sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.* Lastly **Policy 5.1.2.1 n)** states *no stormwater from any source including roof or foundation drains of buildings or parking lots shall be connected to the sanitary sewer system. Capture and reuse of stormwater will be encouraged. Separation of any stormwater systems attached to municipal sanitary sewer systems shall be a requirement of redevelopment* and **Policy 5.1.2.1 o)** states that *the design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.*

Evaluation: The proposed development will be connecting the municipal sanitary sewage and comply with provincial regulations. A Functional Servicing and Stormwater Management Report is prepared by SCS Consulting Group which confirms the proposed development can be serviced with a combination of the existing municipal services and proposed internal storm sewer system services within the proposed private road system.

5.3 Stormwater Management

Policy 5.3.2.2 a) states that *an application for major development shall be accompanied by a stormwater management plan that demonstrates:*

- i. *an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*
- ii. *through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
- iii. *through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized.*

Evaluation: A Functional Servicing and Stormwater Management Report is prepared by SCS Consulting Group which confirms conveyance of stormwater flows from the proposed development are not accounted for in any of the existing storm sewers surrounding the proposed

development. Storm drainage for the proposed development will be captured and continue to be conveyed to the existing pond within the Bunker's Creek Eco-Park via a private storm sewer network. Further details are provided in the Functional Servicing and Stormwater Management Report prepared by SCS.

Policy 5.3.2.2 b) states that Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:

- i. *encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;*
- ii. *encouraging the implementation of innovative stormwater management measures;*
- iii. *allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;*
- iv. *supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and*
- v. *support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.*
- vi. **(Mod F (l))**

Evaluation: A Functional Servicing and Stormwater Management Report was prepared by SCS Consulting Group, and it confirms the following runoff criteria will be achieved:

- Quantity Control: Quantity control is not required as the proposed development outlets directly adjacent to Bunker's Creek and immediately upstream of Lake Simcoe.
- Quality Control: MECP Enhanced Level Protection (80% TSS Removal).
- Erosion Control: Erosion Control is not required as the proposed development outlets immediately upstream of Lake Simcoe.
- Water Budget: Maintain existing groundwater recharge rates and appropriate distribution, ensuring the protection of related hydrology ecologic functions. At a minimum retain the equivalent of 5 mm of rainfall over the development block.
- Phosphorus Budget: Per the Lake Simcoe Protection Plan, proposed phosphorus loading cannot exceed existing phosphorus loading, to the extent feasible. Per the LSRCA SWM Criteria, 80% of the proposed phosphorus loading is to be retained on-site. As all phosphorus exported is required to be offset per the LSRCA Phosphorus Offsetting program the target is "zero" loading.

Policy 5.3.2.2 f) states that *where lands are under private ownership, reasonable access shall be provided to watercourses for maintenance purposes. The City shall seek to acquire lands through which a watercourse flows as a condition of development approval. (Mod F (m))*

Evaluation: The owner will work with the City to provide reasonable access to watercourses for maintenance purposes.

Policy 5.3.2.2 g) states that *the City shall endeavour to control flooding in all hazard lands and areas where erosion or bank instability is evident and shall seek to acquire such lands by dedication.*

Evaluation: The proposed amendments will protect Bunker's Creek by maintaining the environmental designation and zoning for areas of the site identified within the floodplain, which is to be refined. A preliminary floodplain analysis of the Bunker's Creek is currently being completed in support of the proposed development by SCS Consulting Group.

Policy 5.3.2.3 a) states that *new development shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the Regional storm or the 1:100 year storm.*

Evaluation: A preliminary floodplain analysis of the Bunker's Creek is currently being completed in support of the proposed development by SCS Consulting Group. The Preliminary Bunker's Creek Regulatory Floodline Analysis will be provided under separate cover. Further updates to the preliminary Bunker's Creek Regulatory floodplain modelling are underway to further refine the model. See Functional Servicing and Stormwater Management Report prepared by SCS for further details.

Policy 5.3.2.3 b) states that *Stormwater management works that are established to serve new major development shall not be permitted unless the works are designed to protect properties from stormwater and floodwater by incorporating best management practices in accordance with the City's stormwater management policies, the Enhanced Protection Level specified in Chapter 3 of the Ministry of the Environment Planning and Design Manual and the policies of the Conservation Authorities.*

- i. *This does not apply if the works are intended to serve infill development or redevelopment in a settlement area, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment. (Mod F (p))*

Evaluation: The Functional Servicing and Stormwater Management Report was prepared by SCS Consulting Group. It confirms that the quality control for the proposed high density block will be provided on-site. To achieve the required MECP Enhanced Level Protection (80% TSS Removal) a manufactured treatment device, a Jellyfish (or equivalent) is proposed. Details will be provided at the Site Plan application stage.

5.4.2.3 Public Transit

Policy 5.4.2.3 b) and 5.4.2.3 c) encourage new development requires to offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads.

Evaluation: The Subject Lands are located adjacent to the existing Bus Route along Bradford Street, route 1A, 1B 4A, 4B, 7A, 7B and 8B and in a walking distance to routes 3A, 3B and 8A. The proposed development will also provide a private driveway to allow vehicles to move to and from the public road with ease.

5.4.2.4 Active Transportation

Policy 5.4.2.4 b) states that pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.

Evaluation: The proposed development will provide barrier-free sidewalks throughout the site which will connect to the public right of way. The proposed development contemplates 364 bicycle spaces.

6.1.6 Crime Prevention Through Environmental Design (CPTED)

Policy 6.1.6 a) states that *Natural Surveillance is a design strategy that is directed at keeping intruders under observation through the placement of physical features, activities, and people in a way that maximizes visibility and fosters positive social interactions amongst legitimate users of private and public spaces. Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. The proper placement and design of windows, lighting, and landscaping increase the visibility of a property and building. They include creating clear sightlines, through the combination of proper placement of low-lying shrubs and lighting designs.*

Evaluation: The glass façade of the retail uses at the ground floor of the podiums along Bradford Street provides maximum visibility and foster positive social interactions amongst legitimate users of private and public spaces. Urban Design Brief prepared by Weston Williamson & Partners provide more details in regards to the design of windows, lighting and landscaping for the development.

Policy 6.1.6 b) states that *Natural Access Control is a design strategy that is directed at decreasing crime opportunities by denying access to a crime target and creating a perception of risk of apprehension in offenders. Through the design strategies, clear boundaries are defined between public, semi-public, and private areas. These boundaries can also be established via signs, walls, fences, landscaping, and pavement treatments. Careful consideration should be given to the strategic placement of physical attributes so not to hinder the mobility of potential victims.*

Evaluation: The proposed development will be designed to meet the Crime Prevention through Environmental Design Guidelines.

6.4 Parkland Dedication Requirements

Policy 6.4 a) states that *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.*

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

6.5 Urban Design Guidelines

6.5.2.2 General Design Guidelines

Policy 6.5.2.2 a) states:

- i. *Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*
- ii. *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*
- iii. *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.*

- iv. *Cultural heritage resources and cultural facilities shall be conserved pursuant to the City's Heritage Strategy. (Mod G (o))*
- v. *v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*
- vi. *Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.*
- vii. *Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.*

Evaluation: The proposed development meets the intent of Policy 6.5.2.2 a) by:

- The proposed massing respects both the immediate context of adjacent lands as well as the wider context of the Barrie Downtown by proposing podiums that are scaled to be perceived at a pedestrian scale while carefully considering the existing high-rise condos in the immediate surroundings.
- The proposed building's orientation and tower setbacks provide an architectural language which is defined by its articulation and façade undulations. This contributes to the urban character whilst allowing sunlight penetration that creates both internal and external high-quality spaces.
- Roof top mechanical equipment will be appropriately screened and/or integrated within the building architecture.
- Pedestrian access is incorporated into the design in order to provide a safe and convenient place. This is achieved through enhancing the pedestrian and cycle routes through the Site supported with a mix of uses, such as housing, retail, entertainment and commercial.

Further details are provided in the Urban Design Brief prepared by Weston Williams & Partners.

Policy 6.5.2.2 b) states:

- i. *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*
- ii. *Adequate disability parking spaces will be provided where required.*
- iii. *Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*
- iv. *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

Evaluation: The proposed development will provide accessible parking spaces in accordance with City Standards. Furthermore, all parking will be provided above grade however, the proposed podiums screen the visual prominence of the parking from the public realm and provide for a continuous streetscape, allowing the creation of active frontage along Bradford Street and Lakeshore Drive.

Policy 6.5.2.2 c) states:

- i. *Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.*
- ii. *Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.*
- iii. *No Environmental Protection Area should be included in the minimum landscaping standard.*
- iv. *Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

Evaluation: The proposed amendment conforms to this policy as it will enhance the pedestrian experience by providing adequate landscaped pedestrian pathways throughout the site connecting to the public sidewalk. The proposed buildings will help to frame the street and will incorporate landscape buffers to ensure landscaped treatments along the streets will enhance the pedestrian realm along existing and proposed roads.

Policy 6.5.2.2 d) states:

- i. *Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.*
- ii. *All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.*
- iii. *The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system. (Mod G (r)(i))*
- iv. *Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.*
- v. *Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long-term protection, subject to the results of an Environmental Impact Study that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development. (Mod G (r)(ii))*
- vi. *The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the Environmental Protection Area designation of this Plan.*
- vii. *Where existing trees have been substantially removed and land stripping and/or the removal of topsoil has occurred prior to an application for development or during the process of obtaining approval for any development of a site, Council may impose conditions of such approval in accordance with the intent of the City's tree cutting by-law.*

Evaluation: The entire subject property is a product of past disturbance having been industrial or commercial properties for over one hundred years within the City of Barrie. There are scattered patches and individual immature trees, mostly along the edges of the property. The small patches of immature trees within the subject property that represent low quality wildlife habitat. See Scoped

Environmental Impact Study prepared by Beacon Environmental in support of the application for further details.

Policy 6.5.2.2 e) states signs *shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.*

Evaluation: The proposed development will provide signs that complement the architectural design and materials of the building and comply with the Sign By-law.

Policy 6.5.2.2 f) states:

- i. *Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.*

Evaluation: The owners will ensure appropriate easements are provided for any utilities provided within the private road. Details of the location of utilities will be determine through Site Plan.

Policy 6.5.2.2 g) states:

- i. *Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.*
- ii. *In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.*
- iv. *Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.*

Evaluation: The Proposed Development is subject to the energy requirements of the Ontario Building Code Supplementary Standard SB-10. EQ Building Performance Inc. has predicted the energy use, thermal demand, and expected carbon impact of the project in compliance with these requirements. See attached Energy Conservation Report prepared by EQ Building Performance Inc. for further details.

6.5.2.3 City Centre Guidelines:

Policy 6.5.2.3 (a) states that *in addition to the General Design Guidelines of Section 6.5.2.2, development and redevelopment within the City Centre will be guided by recommendations of the Next Wave Revitalization Plan, the Downtown Commercial Master Plan, the applicable sections of the Waterfront Open Space Master Plan and Urban Design Studies to be prepared for the Downtown.*

Evaluation: An Urban Design Brief has been prepared by Weston Williams & Partners in support of the amendments.

Policy 6.5.2.3 (b) and 6.5.2.3 c) speak to the *policies of the City Centre Guidelines that new development requires to provide a safe, comfort, accessible public realm.*

Evaluation: The proposed development provides sidewalks throughout the development areas and create barrier-free access to the outdoor amenity space, retail uses and waterfront.

Policy 6.5.2.3 (d) states that *development proposals shall take into consideration protection of view sheds to the lake from prominent landmarks, gateways and public spaces within the City Centre and similarly shall consider protecting views of the City skyline and views to important landmarks and public spaces in the City Centre, so as to enhance visual connectivity to the City Centre when viewed from the bay and waterfront open space area.*

Evaluation: The towers respond to its context by capitalizing on its views of the water and of Downtown Barrie. This is achieved by stepping back the towers to provide balconies to overlook the new high-quality public realm, the water, and the city.

Policy 6.5.2.3 (e) states that *new development shall connect the Downtown to the waterfront and create an attractive urban presence along the waterfront.*

Evaluation: The proposed development provides opportunities for all-season public spaces to reinforce and enliven Bradford Street and also provide a link to Lake Simcoe and Kempenfelt Bay. Active uses and links to the existing waterfront will promote and animate its public use and attract a diverse audience to engage and interact with the water. The natural surroundings are embraced within the development by creating a close connection between human and natural needs. A new link along the pond and new paths between Bradford Street and Lakeshore Drive will balance the natural environment with human use. Additional details are provided in the Urban Design Brief prepared by Weston Williamson & Partners.

Policy 6.5.2.3 (f) states that *the construction of new buildings compatible with heritage structures shall be encouraged to blend new development with existing streetscapes and add to the area's character.*

Evaluation: The proposal respects the existing and natural features on the Subject Lands which includes Bunker's Creek, the pond and existing trails. However, the proposal seeks to enhance the existing natural features by implementing landscape improvements to complement the ground floor uses. Direct access from both the waterfront and Bradford Street will also be improved in order to minimize the environmental impact of the development and contribute to the sustainable development of the City.

Policy 6.5.2.3 (g) states that *street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the Downtown and the waterfront in a consistent manner.*

Evaluation: All street furniture elements and features are addressed in the Urban Design Brief prepared by Weston Williamson & Partners.

Policy 6.5.2.3 (j) states that *site-specific urban design studies may be required as part of a development proposal to investigate and recommend a design for compatibility with surrounding uses, micro-climate effects, pedestrian safety, and issues of human scale and views.*

Evaluation: An Urban Design Brief has been prepared by Weston Williamson & Partners and submitted in support of the OPA and ZBA applications.

Section 6.6 Tall Buildings and Height Control speaks to the policies of tall buildings and height control for any building proposed to be greater than three storeys in height.

6.6.3 General Policies

Policies 6.6.3 a) states that *innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*

Evaluation: The proposed development will be developed in a manner that the architectural design with its articulated massing and its façade palette of multi-coloured materials will contribute to a visual emphasis of the new buildings that establishes a harmonious relationship with the neighbourhood.

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

Evaluation: The proposed towers respond to its context by capitalizing on its views of the water and of Downtown Barrie. This is achieved by stepping back the towers to provide balconies to overlook the new high-quality public realm, the water, and the city. Further details are provided in the Urban Design Brief prepared by Weston Williamson & Partners.

Policy 6.6.3 c) states that *where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.*

Evaluation: The new development will be well integrated within its setting. Careful consideration will be made with the design to ensure that the resulting forms enhance the waterfront and create an attractive civic presence.

Policy 6.6.3 d) states that *where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60% of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.*

Evaluation: The proposed development will have above grade parking. However, the podiums screen the visual prominence of the parking from the public realm and provide for a continuous streetscape, allowing the creation of active frontage along Bradford Street and Lakeshore Drive.

Policy 6.6.3 e) states that *tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.*

Evaluation: The proposed development delivers a new skyline along Kempenfelt Bay. The proposed uses will activate the water's edge and animate the pedestrian experience along this

portion of the waterfront while incorporating high quality architectural elements to enhance the public realm.

Policy 6.6.4 a) states that:

- i. *tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.*
- ii. *buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.*

Evaluation: A Shadow Study prepared by Turner Fleischer Architects indicates that adequate sunlight and skyviews are being provided at full build out.

Policy 6.6.4 c) states that:

- i. *tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.*
- ii. *where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.*

Evaluation: The proposed tall buildings minimize adverse microclimate impact by providing appropriate transition to adjacent buildings. Through positioning and stepbacks the proposed buildings will reduce energy loads and negative impacts associated with shadows, views and privacy. Specific details of the proposal architectural design of the buildings will be determined through Site Plan.

Policy 6.6.4 d) states that:

- i. *The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.*
- ii. *New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.*
- iii. *The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be*

considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses.

- iv. *Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.*

Evaluation: The proposed public realm will create a vibrant, new community which builds on the emerging character of the City - bringing nature and people together. It will contribute to the development of the UGC creating a modern identity and unique signature for Barrie along the waterfront. The proposed podiums screen the visual prominence of the parking from the public realm and provide for a continuous streetscape, allowing the creation of active frontage along Bradford Street and Lakeshore Drive. The proposed building's orientation and tower setbacks provide an architectural language which is defined by its articulation and façade undulations. This contributes to the urban character whilst allowing sunlight penetration that creates both internal and external high-quality spaces.

Policy 6.6.4 e) states that:

- i. *Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.*

Evaluation: The Subject Lands are located adjacent to mid-rise to high-rise buildings. Appropriate setbacks have been provided which allow for adequate sunlight and skyviews to occur. The proposal does not create any adverse impacts on any low density areas.

Policy 6.6.5 states that *those areas which are designated as areas subject to height control on Schedule C of this Plan will be governed by the height provisions of the Zoning By-law.*

Evaluation: The proposed Zoning By-law Amendment will establish appropriate height controls for the proposed development.

Policy 6.6.6 Tall Building Application Submission Requirements

Policy 6.6.6 a) states that *the City may require the following to accompany any Zoning By-law Amendment or Site Plan applications for tall buildings: (Mod G (w))*

- i. *A BLOCK PLAN defined as the block on which the proposed development is to be built. The Block Plan shall have regard for: servicing, grading and drainage; land use; building form and massing (including shadow, and noise analysis and may have regard for wind analysis); traffic circulation; parking/loading; ingress/egress; through-block pedestrian connections at grade and above grade; public spaces with facilities; visual enhancement of existing views, and street and internal landscaping (including lighting, planting, furniture and surface treatments).*

- ii. *A CONTEXT PLAN defined as including all adjacent blocks to the site such that the plan can have sufficient regard to traffic circulation, pedestrian connections, open space linkages, view corridors, shadow/wind/noise impacts, and land use compatibility.*
- iii. *A SHADOW IMPACT STUDY demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21.*
- iv. *A MICROCLIMATIC IMPACT REPORT may be required wherever there is potential for adverse microclimatic impacts on the local pedestrian environment. The report will determine the severity of these microclimatic impacts, and will identify measures to be taken to mitigate them.*

Evaluation: The above reports have been submitted with the OPA and ZBA applications.

Policy 6.8 Bonusing Policies states that:

- a) *The City may pass a zoning by-law authorizing increases in the height and density of a development beyond what is otherwise permitted by the by-law, in return for the provision of such facilities, services or matters as set out in the Zoning By-law.*
- b) *The City will consider negotiating for the provision of facilities, services or matters set out in a site specific by-law in exchange for increased height or density, only in situations where the need for such facilities, services or matters has been identified by the City.*
- d) *Where community benefits are to be provided in return for increased height and/or density pursuant to Section 37 of the Act, these benefits will be set out in the zoning by-law amendments along with the increased height and/or density.*
- e) *Where community benefits are to be provided, they may be secured by letter of credit and/or in one or more agreements, which may be registered on title to the lands.*

Evaluation: Given recent changes to the *Planning Act* further discussion with the City on the use of Section 37 will be required.

In our opinion, the proposed amendments and the development it will permit conform to the applicable policies of the Official Plan.

