



P L A N N I N G
J U S T I F I C A T I O N
R E P O R T

47,49, 51, 53 COLLIER STREET AND
9, 23 OWEN STREET
CITY OF BARRIE

OCTOBER 2022
FILE #10887

TABLE OF CONTENTS

1. INTRODUCTION	4
1.1 Purpose of the Report5
2. SITE DESCRIPTION AND CONTEXT	6
2.1 Site Description7
2.2 Legal Description8
2.3 Applicable Policy Context9
2.4 Neighbourhood Context	10
2.5 Transit & Transportation	11
2.6 Nearby Development Applications	13
3. PROPOSED DEVELOPMENT	16
4. PUBLIC CONSULTATION.	22
5. SUPPORTING MATERIALS	25
5.1 Urban Design Brief	26
5.2 Wind Study	27
5.3 Energy Conservation Report	27
5.4 Hydrogeological + Geotechnical Reports	28
5.5 Traffic Impact Study + Parking Study	29
5.6 Tree Assessment	29
5.7 Functional Servicing and Stormwater Management Report	30
6. PLANNING POLICY FRAMEWORK	31
6.1 Planning Act, R.S.O 1990, c. P. 13.	32
6.2 Provincial Policy Statement, 2020	34
6.3 Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)	42
6.4 City of Barrie Official Plan (Office Consolidation January 2018)	51
6.5 Draft City of Barrie Official Plan 2051 (Council Approved February 2022).	69
6.6 Lake Simcoe Protection Plan	73
6.7 City of Barrie Zoning By-law 2009-141	74
7. DESCRIPTION OF PLANNING APPLICATION	77
7.1 Proposed Zoning By-law Amendment	78
7.2 Site Plan Approval	80
8. AFFORDABLE HOUSING.	81
9. PLANNING JUSTIFICATION + ANALYSIS.	85
9.1 Policy Context	86
9.2 Urban Design + Sustainability	88
9.3 Servicing & Infrastructure	89
10. CONCLUSION	90

LIST OF FIGURES

Figure 1: Air Photo of Subject Property	8
Figure 2: Barrie Transportation Map	12
Figure 3: Nearby Development Applications and Approvals Map	15
Figure 4: Site Plan	18
Figure 5: Proposed Elevations	20
Figure 6: Development Renderings.	21
Figure 7: Growth Plan 2020, Schedule 4 - Urban Growth Centre	46
Figure 8: Growth Plan, 2020: Simcoe Sub-Area	49
Figure 9: Schedule I – Intensification Areas – Urban Growth Centre	51
Figure 10: Schedule A – Land Use	60
Figure 11: Schedule B – Planning Areas.	62
Figure 12: Schedule D – Minor Collectors	65
Figure 13: Map 1 – Community Structure	70
Figure 14: Map 2 – Land Use Designations	71
Figure 15: Barrie Zoning By-law Map	75

LIST OF TABLES

Table 1. Nearby Development Applications and Approvals	13
Table 2. Unit Breakdown	17

WESTON
CONSULTING



1. INTRODUCTION

1.1 PURPOSE OF THE REPORT

Weston Consulting has been retained as the planning consultant for Collier Owen Development Corporation, the registered owner of the properties located at 47, 49, 51, 53 Collier Street, and 9 and 23 Owen Street in the City of Barrie (the “subject lands” or “site”). The owner is proposing to develop the subject lands to include a 32-storey mixed use development.

In support of the proposal and to facilitate the mixed-use development, applications for a Zoning By-law Amendment (ZBA) and Site Plan Approval (SPA) have been submitted to the City of Barrie. Materials to support the ZBA and SPA applications have been prepared based on the requirements identified during the Pre-Consultation Meeting held with City of Barrie staff on May 12, 2022 (File Number: D28-019-2022). This Planning Justification Report is provided in support of the rezoning application and has been prepared based on the requirements of the City of Barrie.

This report provides a planning rationale in support of the proposed 32-storey mixed use development, including a planning analysis and justification for the proposal in accordance with the relevant Provincial and municipal policy documents and the hierarchy of applicable land use planning policies and regulations.

The purpose of this report is to outline the proposed development and provide a justification in relation to the hierarchy of land use planning policies and regulations that apply to the development of the subject lands. This report evaluates the proposed development for its consistency and conformity with the Provincial Policy Statement (“PPS”), the Growth Plan for the Greater Golden Horseshoe (“GGH”), the City of Barrie Official Plan, the Lake Simcoe Protection Plan, the City of Barrie Zoning By-law 2009-141 and other applicable policies, studies and regulations that apply to the subject lands. Although not yet in force and effect, policies from the City of Barrie’s new draft Official Plan 2051 have also been discussed to demonstrate how the proposed development conforms to the general intent and objectives of Barrie’s new Official Plan and future land use planning vision.

This report provides planning analysis and justification for the proposal in accordance with good planning principles and provides a basis for the advancement of the rezoning application through the planning process. The evaluation of the proposed development is further supported by a comprehensive analysis of adjacent land uses, area context, development applications in the surrounding area, and a summary of the technical reports and studies that have been prepared in conjunction with this report. This report will provide the necessary and applicable land use planning analysis and justification in support of the proposed Zoning By-law Amendment, and will clearly articulate why in our opinion, it represents good planning, is in the public interest and should proceed through the planning process as outlined in the *Planning Act*.

WESTON
CONSULTING



2. SITE DESCRIPTION AND CONTEXT

2.1 SITE DESCRIPTION

The subject lands are located at the southeast corner of the intersection of Colliers Street and Owen Street in the City of Barrie. They are comprised of six (6) separate parcels, which collectively are approximately 2,536 square metres (27,300 square feet) in area. The parcels have a total frontage of 40.9 metres (134.3 feet) onto Collier Street and 68.4 metres (224.5 feet) onto Owen Street. The subject lands are situated within Barrie's Downtown Area and are surrounded by a wide range of commercial and residential uses. In addition, they are located approximately 1.2 kilometres south and 2.0 kilometres east of Provincial Highway 400, with vehicular access provided from the nearby Bayfield Street or Dunlop Street West interchanges.

The subject lands are currently vacant. Under existing conditions, the site is currently accessible by Collier Street to the north and Owen Street to the west. Two (2) existing driveways provide access to the site, with one entrance along Collier Street and the other along Owen Street. On-street public parking is provided abutting the property, with eleven (11) diagonal on-street parking spots available on Owen Street and four (4) on Collier Street. Subsequently, non-abutting on-street public parking within close proximity to the subject lands are provided along both streets. A municipally owned laneway abuts the subject lands along the south.

The site generally slopes downward from Collier Street towards the lake and has an elevation change of approximately 5.5 metres from north to south. The site has little existing vegetation with (5) Manitoba Maple's within a linear cluster central to the site. The trees are non-native and invasive species that are in poor-fair condition. A total of (6) public trees are located within the boulevards around the periphery of the site.

2.2 LEGAL DESCRIPTIONS

- LT 4 E/S OWEN ST PL 85 BARRIE; LT 5 E/S OWEN ST PL 85 BARRIE; PT LT 53 S/S COLLIERST PL 2 BARRIE; PT LT 52 S/S COLLIER ST PL 2 BARRIE; PT LT 10 N/S DUNLOP ST PL 2 BARRIE PT 1 51R8583 & PT 1 51R14310 CITY OF BARRIE
- PT LT 53 S/S COLLIER ST PL 2 BARRIE AS IN RO930027; BARRIE
- PT LT 53 S/S COLLIER ST PL 2 BARRIE AS IN RO1434699 (FIRSTLY); S/T RO1434699; BARRIE
- PT LT 53 S/S COLLIER ST PL 2 BARRIE AS IN RO930161; BARRIE
- PT LT 53 S/S COLLIER ST PL 2 BARRIE AS IN RO1434700; T/W RO1434700; BARRIE
- PT LT 52 S/S COLLIER ST PL 2 BARRIE AS IN RO658713; BARRIE
- PT LT 52 S/S COLLIER ST PL 2 BARRIE AS IN RO430155; BARRIE



Figure 1: Air Photo of Subject Property

2.3 APPLICABLE POLICY SUMMARY

This report will summarize the applicable land use planning policy framework that applies to the subject lands, and which have been considered in the formulation of our professional land use planning opinion regarding the development of the site.

The subject lands fits within the hierarchy of applicable land use planning policies and regulations. At the provincial policy level, the subject lands are located within an existing *Settlement Area* per the Provincial Policy Statement, and within an *Urban Growth Centre* per the Growth Plan for the Greater Golden Horseshoe. The PPS calls for intensification of existing *Settlement Areas*, while the Growth Plan regulates for the highest intensity of development and a range and mix of land uses to be focused toward *Urban Growth Centres* where there is the greatest concentration of existing infrastructure, services, amenities and transit to support growth. As such, the subject lands are expected to develop through intensification to achieve a greater density that is consistent with the Downtown Barrie area, and which will deliver a compact and efficient development in a high density built form.

At the municipal policy level, the current City of Barrie Official Plan (January 2018 Consolidation) designates the subject lands as *City Centre*, which is consistent with its designation as an Urban Growth Centre under the Growth Plan. Based on the official plan policies, the City Centre is to include the greatest concentration of heights and densities in Barrie and will be the primary focus area for new growth and intensification, further consistent with hierarchy of applicable land use planning policies. The City of Barrie has recently adopted a new official plan that is currently being considered for full approval by the Ministry of Municipal Affairs and Housing. At the time this report was prepared and the corresponding rezoning application submitted, the current official plan remains as the in-force land official plan document that is applicable to the proposed development. Despite this, the new official plan generally maintains the intent of the existing official plan and designates the site as *High Density* within the *Urban Growth Centre* boundary, further encouraging greater heights and densities in the downtown area.

The City of Barrie Comprehensive Zoning By-law 2009-141 zones the subject lands as *C1-2 Central Area Commercial 2*, which allows for a mix of commercial, institutional, and residential uses to a maximum density of 600% of the lot area and a maximum height of 45m. A rezoning application has been filed to facilitate the development as proposed within this report, which in our opinion is consistent with and confirms to the hierarchy of applicable land use planning policies and regulations

2.4 NEIGHBOURHOOD CONTEXT

The area is currently characterized by a variety of densities, land uses, and built-form typologies given its location within Barrie's downtown area. The surrounding context consists of surface parking lots, mixed-use and retail buildings, public services, and apartment buildings. The area contains a high concentration of both public and private services, facilities and amenities that would support growth. In the immediate context, Colliers Street, and Dunlop Street to the south function as primary commercial corridors with active street fronts, whereas the section of Owen Street directly abutting the site contains few stores/services or active uses along the streetscape in its present condition.

Directly surrounding land uses and built forms adjacent to the subject lands are summarized as follows:

- **North:** Directly north of the site are institutional uses, including a bank, and educational facility, as well as a mix of commercial, and employment uses. Additionally, adjacent to the subject properties are the Barrie City Hall, a place of worship, and a mix of commercial and employment uses.
- **East:** East of the subject lands are a mix of commercial and employment uses, including restaurants, a hair studio, dental office, and more. Further east is two (2) 16-storey high-rise mixed-use apartment building, atop of a 2-storey shared podium, as well as two (2) 10-storey mixed-use commercial/residential mid-rise buildings (atop a shared, 2-storey podium), and an additional 15-storey residential apartment building.
- **South:** Abutting the site to the south is a row of mixed-use 3-storey apartment and retail storefronts, as well as a historical landmark, 'The Meridian Place', along Dunlop Street East. Past that is a public park (Heritage Park), and Lake Simcoe with an associated marina and public attraction (Splash ON Water Parks).

- **West:** West of the site are a mix of institutional, commercial, and retail storefronts and establishments, as well as a place of worship.

Community Facilities

As the subject lands are located within Downtown Barrie, the proposed development would be in close proximity to a number of community services, amenities, and facilities that will service the existing and growing population. Downtown Barrie is a complete community that can support additional growth and greater utilization of existing services and retail establishments. These services would include restaurants, personal service care, financial institutions, public parks and amenities, retail shops, office use, and more. Communal services in close proximity to the site also include the Barrie Public Library, City Hall, Service Canada Centre, and various places of worship. In addition, the Downtown Barrie area serves as one of the Region's most significant and vibrant entertainment and recreation destinations, with the Lake Simcoe waterfront and Heritage Park located also within 200 metres from the proposed development. A number of parks and parkettes are located in proximity of the proposed development, with Memorial Square to the south and John Edwin Coupe Park to the north.

2.5 TRANSIT & TRANSPORTATION

The City of Barrie Transportation Master Plan, published in June 2019, outlines existing and planned transportation infrastructure, including active transportation, public transportation and motorized transportation options. A review of the City of Barrie Transportation Master Plan shows that the proposed development is well serviced by existing and planned transportation infrastructure that provides access to both local and regional destinations. This report summarizes the roads, public transit and active transportation routes that service the subject lands.

Roads

The subject lands are located along Collier Street, which is designated as a *Major Collector* in the City of Barrie Official Plan. *Major Collector* roads have an ultimate right-of-way width requirement of 27 metres. Collier Street contains many landscaped centre medians and enhanced landscape/pavement treatments within the streetscape and sidewalks. Given the enhanced nature and importance of Collier Street, it functions as the primary frontage of the site. The subject lands are approximately 300 metres east from Bayfield Street, which is designated as an *Arterial* Road and provides access as a major north-south throughfare through the City. The site is generally surrounded by a grid-like street pattern which lead in and out of the downtown area and to other parts of the City of Barrie. In addition, the site is located within 1.2 kilometres of Provincial Highway 400, which serves as a major transportation and goods movement corridor within Southern and Central Ontario.

Public Transit

The subject properties are well serviced by the City of Barrie's existing public transit system and services. The following six (6) bus routes are located in proximity to the subject properties, with all routes provide connections to key destinations across the City of Barrie. The subject lands are also located with 500 metres east of the Barrie Bus Terminal. Each route listed below contains bus stops that are located within a 25-metre distance to the subject properties:

- Barrie Transit Bus Route 8A / 8B
 - Provides north and east access across the entire City of Barrie.
 - Stop located at the intersection Collier Street and Owen Street.
- Barrie Transit Bus Route 100A / 100B
 - Provides express service with access to locations such as Georgian College, Georgian Mall, and the Downtown Barrie Transit Terminal.
 - Stop located at the intersection of Collier Street and Owen Street.
- Barrie Transit Bus Route 100C / 100D
 - Services the same Downtown Area as Route A/B, with the addition of a longer route along Blake Street.
 - Stop located at the intersection of Collier Street and Owen Street.

Active Transportation

Sidewalks are provided along both sides of Collier Street, north of the subject lands, as well as to the west on Owen Street. The site's location at the corner of Collier and Owen provides optimal opportunities for the promotion of active transportation given the access to surrounding services, amenities, and active transportation infrastructure. Additionally, 0.5 kilometres south of the subject properties are connections to the City of Barrie's Waterfront Multi-Use Trail and In-Boulevard Pathway, which are accessible by sidewalks along Owen Street. These provide active connectivity across the entire boardwalk of Lake Simcoe, connecting users to multiple public parks, facilities, and amenities.

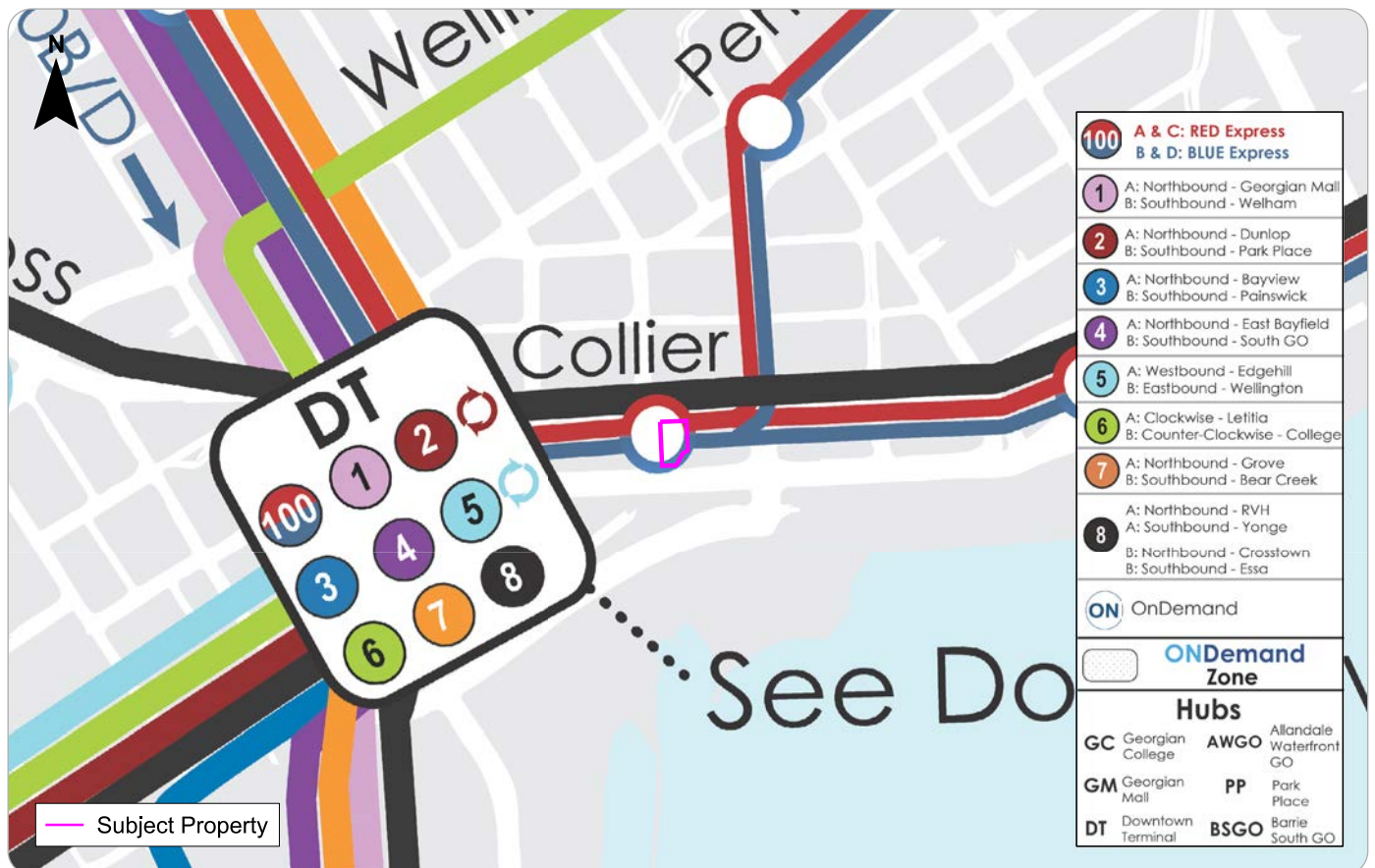


Figure 2: Barrie Transportation Map

2.6 NEARBY DEVELOPMENT APPLICATIONS

There are a number of completed and ongoing development applications within the general vicinity of the subject lands, which are listed and described in Table 1. These existing applications have been considered as they relate to the evolving context and changing development patterns of the downtown area.

Table 1 - Nearby Development Applications and Approvals

Application No.	Application Type	Municipal Address	Description	Status
D11-023-2020	Site Plan Approval	79 Collier Street	A 15-storey mixed-use building containing 126 residential units and approximately 404 square metres of ground floor commercial space, together with structured and underground parking.	Under Review
Zoning: D14-1589 Site Plan: D11-022-2017	Zoning By-law Amendment And Site Plan Approval	14 Dunlop Street West, 43 & 45 Maple Avenue, 30-42 Bayfield Street "The 5 Points"	203 Residential Condominium Units with associated parking and Ground Floor Commercial Advance Tech Developments has proposed a 20-storey apartment building with 208 residential condominium units with associated parking and ground floor commercial uses.	<u>Zoning:</u> Approved <u>Site Plan:</u> Under Review

<p>Zoning: D14-1645</p> <p>Site Plan Control: D11-016-2021</p>	<p>Zoning By-law Amendment</p> <p>And</p> <p>Site Plan Control</p>	<p>55–57 McDonald St, 61–67 Owen St & 70–78 Worsley St</p>	<p>Develop a 6-storey mixed-use podium building with two residential towers above; an eight 8-storey tower at the corner of Owen Street and McDonald Street and a 20-storey tower at the corner of Owen Street and Worsley Street. A sixth-floor amenity level is proposed to connect the two towers.</p> <p>20-storey Mixed-use building containing 278 residential units and 950 square metres of ground floor commercial space, together with underground and structured parking.</p>	<p><u>Zoning:</u> Approved</p> <p><u>Site Plan:</u> Under Review</p>
<p>Zoning: D30-002-2021</p> <p>Site Plan Control: D11-001-2021</p>	<p>Zoning By-law Amendment And Site Plan Approval</p>	<p>217 Dunlop Street East</p>	<p>A 15-storey, 41-unit mixed-use condominium on the lands known municipally as 217 Dunlop Street East. The project will require approval of a site-specific zoning by-law amendment, site plan, and plan of condominium.</p>	<p><u>Zoning:</u> Approved</p> <p><u>Site Plan:</u> Under Review</p>
<p>D30-012-2022</p>	<p>Zoning By-law Amendment</p>	<p>17 Sophia Street East; 3, 5, 7 & 11 McDonald Street; 58 & 60 Clapperton Street</p>	<p>Rezone the subject lands from 'Residential Apartment Dwelling 2 – First Density' (RA2-1) and 'Transition Centre Commercial - 1 - Special Provision No. 175 & 179' (C2-1) (SP-175) (SP-179) to 'Transition Centre Commercial – 2 – Special' (C2-2) (SP-XXX) with site-specific provisions to permit the development of a 21-storey mixed-use building containing 253 residential units, ground floor commercial space and underground parking.</p>	<p>Under Review</p>

<p>Zoning: D14-1701</p> <p>Site Plan: D11-026-2020</p>	<p>Zoning By-law Amendment And Site Plan Application</p>	<p>113 & 117 Bayfield Street and 6, 8 & 12 Sophia Street East</p>	<p>To rezone the lands from Transitional Centre Commercial (C2-1) to Residential Apartment Dwelling Second Density (RA2-1) (SP-XXX) with site-specific provisions, to permit the development of an eight-storey apartment building that will contain 108 residential units.</p>	<p><u>Zoning:</u> Adopted March 1, 2021</p> <p><u>Site Plan:</u> Approved and Reg- istered</p>
<p>Zoning: D14-1702</p> <p>Site Plan: D11-013-2020</p>	<p>Zoning By-law Amendment And Site Plan Control</p>	<p>136 & 112 Bayfield Street, 14 Sophia Street West, and 113 & 115 Maple Avenue</p>	<p>A 12-storey mixed-use condominium building containing 282 residential apartment units, 10 live- work units and ground floor commercial uses, together with 8 townhouse units fronting onto Maple Avenue.</p>	<p><u>Zoning:</u> Approved</p> <p><u>Site Plan:</u> Under Review</p>



Figure 3: Nearby Development Applications and Approvals Map

3. PROPOSED DEVELOPMENT

The proposed development consists of a 32-storey (98 metres) mixed-use retail and residential tower situated at the southeast corner of Collier Street and Owen Street. The residential tower will sit atop an ascending mixed-use podium ranging from two (2) to six (6) stories in height. The proposed development will consist of a total gross floor area (GFA) of 23,708.6 square metres - 1271.6 square meters of which is retail space on the lower ground levels. This represents a net density of 9.47 FSI (947% of the lot) and includes a total of 253 residential units. Four (4) different unit types are provided throughout the residential development to ensure a range and mix of unit types are provided, including a higher than average of larger 3-bedroom units. The unit breakdown for the proposed development is as follows:

The proposed retail spaces have been provided along the lower and upper ground floor levels in order to improve access and exposure at grade, while improving the animating the streetscape. The proposed retail space is split between three units fronting on Owen Street, and two units along Collier Street, on both sides of the primary residential lobby entrance. Potential tenants for the commercial/retail spaces have not yet been confirmed; however, the units will be available to all permitted uses within the Central Area Commercial Zone.

Table 2 - Unit Breakdown

Residential Unit Type	Number of Units	Percentage of Total Units
1-bedroom	71	28%
1-bedroom plus den	63	25%
2-bedroom	81	32%
3-bedroom	38	15%
Total	253	100%

The proposed development incorporates 1,339 square metres of shared amenity space for the future residents of the building in addition to all units having private outdoor balconies/terraces. The amenity offerings have not yet been fully programmed at this stage but will include 701 square metres of indoor space on the upper ground floor, adjacent to the entrance lobby, 374 square metres on the 5th level that will open up to 263 square metres of outdoor terrace area.

The primary vehicular access to the proposed development will be provided via an existing public laneway with connections to Collier Street at the northeast corner of the site, and Owen Street at the southwest corner of the site. To facilitate internal site circulation, 36.7 square metres and a 1.5 metre strip of land and the southern portion of the site will be conveyed to the City of Barrie for a laneway widening. Connections to existing pedestrian walkways along Collier Street and Owen Street will be located at the northern and western edges of the site, directly to the new building.

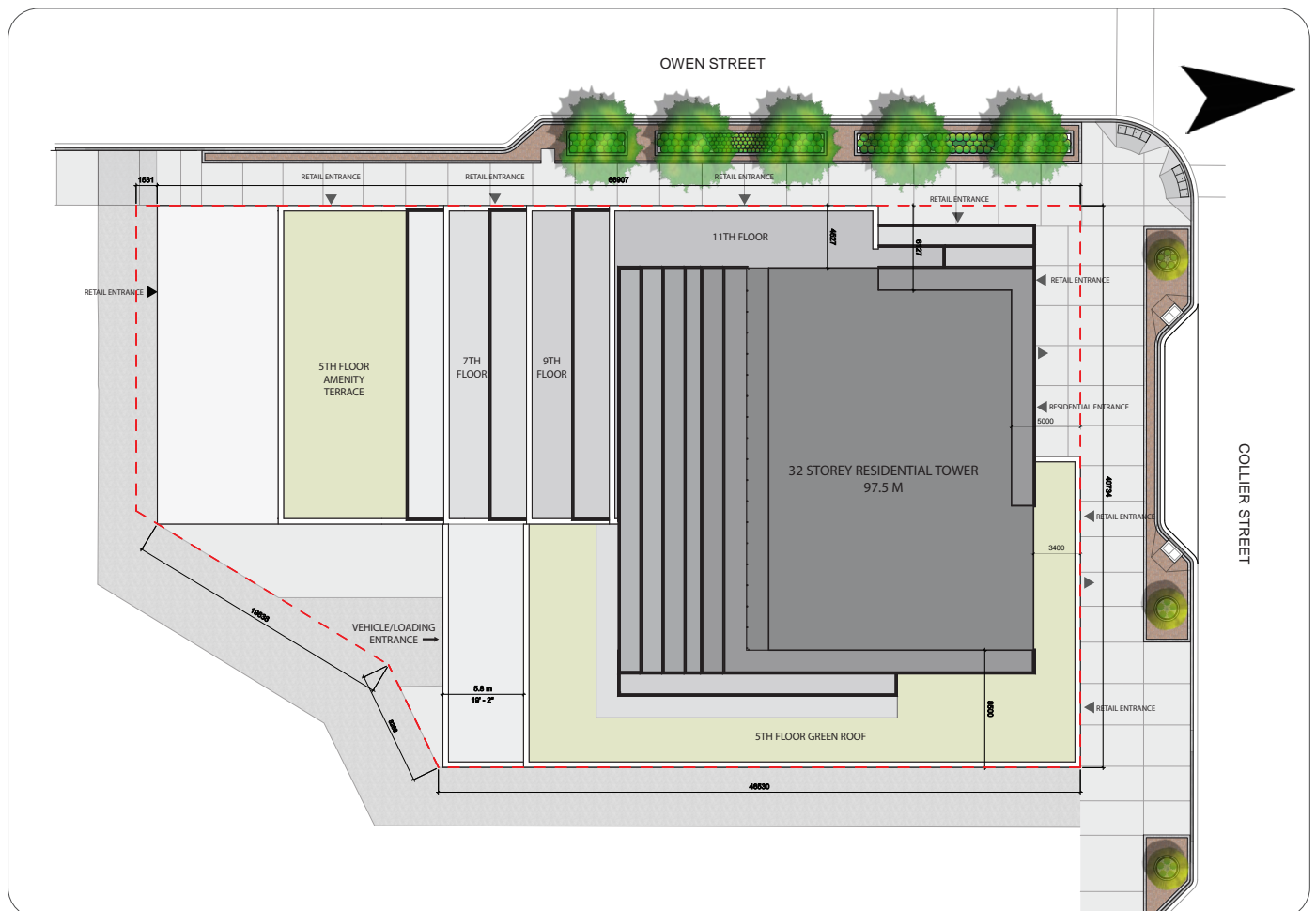


Figure 4: Site Plan

The proposed development includes a total of 234 parking spaces to service the future residents and visitors to the site. The parking is spread over (1) level of underground parking, three (3) full levels of above-grade parking, and (2) half levels that are shared with the upper and lower level ground floors. are proposed. The parking is provided to satisfy the residential and visitor parking requirements, while commercial parking is not required and is accessible via on street parking on both Collier Street and Owen Street. Of the parking proposed, a total 14 (6%) will be equipped for EV charging. A total of 110 bicycle parking spaces are also provided. The parking areas and loading space are accessible from the public laneway at the rear of the site.

The proposed building massing has been developed based on consultation with City of Barrie Urban Design staff and includes a composition of materials and various stepping in the overall massing to enhance the building aesthetic and appearance as a new landmark within the downtown area. The building terraces down from levels 32 to 27, and again from levels 10 to 5 as to compliment and mimic the existing grade to the site, area context and transition in height and density away from the lake. The lower levels have been designed to fit within the existing context and transition to adjoining sites. The above ground parking areas are screened within the building podium and complimented by a large public art feature that will enhance the community and streetscape. Boulevard improvements have also been provided in the enclosed landscape concepts to enhance the streetscape and fit the building within the downtown context. The variation in building materiality will distinguish the commercial and residential uses, while the residential lobby fronts onto Colliers Street to increase its prominence and exposure.

The description of the proposed development contained within this report should be read in conjunction with the architectural plans prepared by Scott Shields Architects Inc., which have been submitted along with the development application.

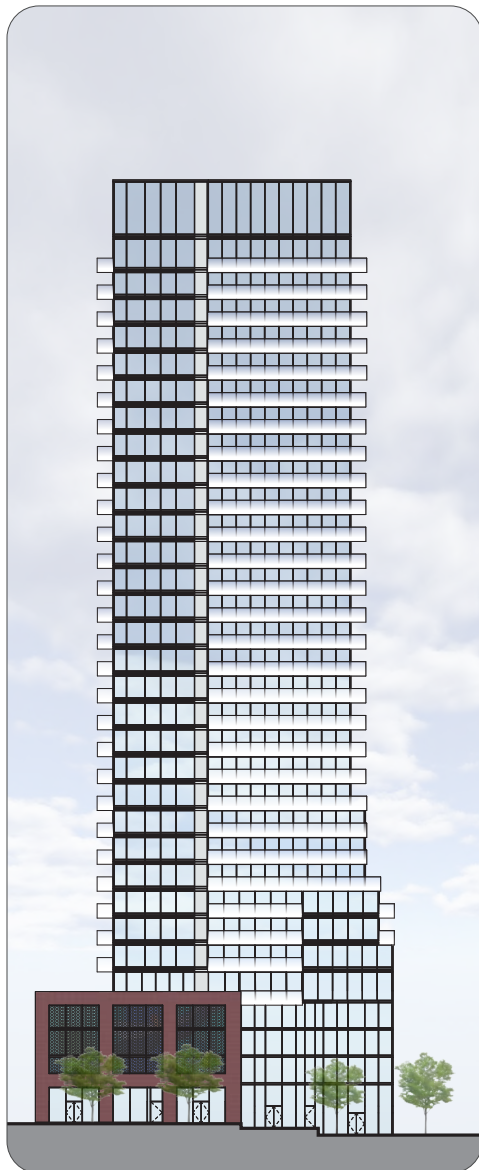


Figure 5: Proposed Elevations

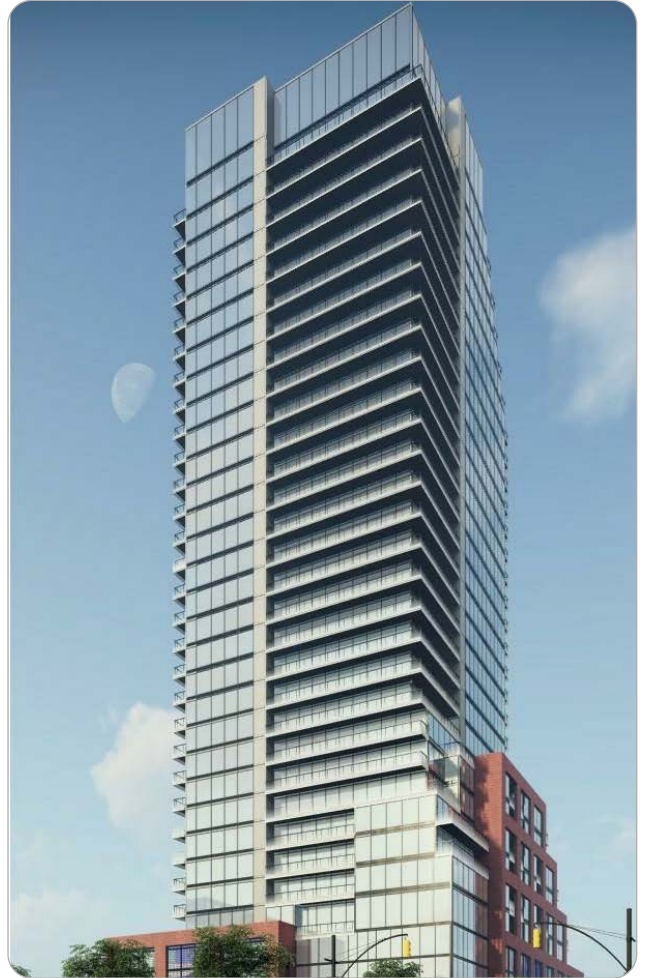


Figure 6: Development Renderings

4. PUBLIC CONSULTATION

A public consultation strategy that exceeds the Planning Act requirements is proposed to ensure that area residents and applicable stakeholders have sufficient opportunity to review and provide feedback on the development proposal. It is noted that in accordance with City of Barrie consultation requirements, a Public Open House was held on September 14, 2022 prior to the submission of the application in order to obtain initial feedback from the community and to guide the formulation of the development concept. In addition to the Public Open House, the following consultation process will be undertaken:

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the site by the municipality detailing the nature of the applications and the requested amendments to the Zoning By-law.
- An Application Notice Sign has been posted on the subject lands by the proponent and will be updated to identify the latest request for amendments to the Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the site and those that attended the Public Open House.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Additional community consultation may be undertaken (if required) based on the review of the application and any substantial modifications to the development proposal.

Summary and Response to Open House Comments

1. Reduction in Parking Supply

- Concerns were raised with respect to the reduction in the parking supply from the City's standards, in particular an access to visitor parking spaces.
- The applicant will explore with City staff as part of the site plan review process to ensure that an appropriate ratio of visitor parking spaces is provided in the building, while it is also noted that the City does not have a specific visitor parking requirement and the area has plentiful access to existing on-street parking.
- The parking reduction is further supported by the Parking Study completed by Tatham Engineering.

2. Availability of Sewer Capacity and Existing Services

- The proposed development will provide additional uses for existing municipal services, businesses and amenities within the Downtown Barrie area, while also providing new commercial opportunities for the community.
- Sewer and civil servicing capacity has been confirmed through the Functional Servicing Report prepared by Tatham Engineering.

3. Viability of Commercial Units and Proposed Uses

- Residents raised concerns that there is a lack of medical and grocery services in the Downtown Barrie area and requested further detail on the proposed commercial units.
- At this stage in the process, potential tenants have not been identified for the commercial spaces; however, their design is such that they can be configured based on the needs of an end user.

- The development proposal seeks to allow permissions for the full range of retail/commercial uses permitted in the existing zoning category. The developer will endeavor to lease to the widest range of potential tenants that could benefit the community.

4. Proposed Building Height

- Concerns were raised with respect to the proposed building height.
- It is our opinion that the increased height allows for a more optimal site design and a more slender tower, which provides better transition to existing low-rise structures abutting the site.
- Concerns were raised regarding the integration of the development with the existing heritage properties along Dunlop Street East. As such, and based on design discussions with staff, the building design has been amended to provide for a greater transition to the building located south of the property.

5. Applicant/Developer Info

- Concerns were raised by some residents as to the experience and commitment of the developer to complete and deliver a high-quality product as has been proposed.
- The owner of the property is affiliated with the Mirabella Development Corporation, which has an exemplary record of high-quality and completed buildings/developments throughout the GTA.
- The developer is committed to seeing the project to completion and is happy to arrange further public open houses/community consultations as may be necessary. Further, the owner is endeavoring to achieve a high standard of LEED certification for the site.

WESTON
CONSULTING



5. SUPPORTING MATERIALS

5.1 URBAN DESIGN BRIEF

In support of the Zoning By-law Amendment application, the following materials have been submitted for review and comment. This report, along with the following reports, plans and studies have been prepared based on the comments received at the Pre-Consultation Meeting held on May 12, 2022 and the supplemental comments received on June 6, 2022. This report and the supplemental materials prepared by others is submitted to facilitate the issuance of a Complete Application pursuant to Section 34 (10.1) of the *Planning Act*.

An Urban Design Brief was also prepared by Weston Consulting in support of the rezoning application. The Brief provides a detailed discussion of key urban design principles as they relate to the development proposal, including an overview of applicable policies within the City of Barrie Official Plan, the New Official Plan, the City of Barrie Urban Design and the Intensification Area Urban Design Guidelines. The Brief provides a supportive analysis of the proposed architectural drawing set, applicable design policies, proposed building materiality and elevations, as well as the Sun Shadow Study completed by Scott Shields Architects Inc.

5.2 WIND STUDY

A Wind Study was prepared by GradientWind Engineers and Scientists. The report summarizes the methodology, results, and recommendations related to a pedestrian level wind study for the proposed development. The study concluded that, based on the wind tunnel test results, meteorological data analysis, and experience with similar developments in the City of Barrie, that the future wind conditions over all grade-level pedestrian wind-sensitive areas within and surrounding the study site, will be acceptable for the intended uses on a seasonal basis. Given the context of typical weather patterns, there were no areas over the study site which were found to be deemed unsafe. Please refer to the Wind Study that was submitted along with this report. Please refer to the Urban Design Brief that was submitted along with this report for more details.

5.3 ENERGY CONSERVATION REPORT

An Energy Conservation Report was completed by Ecovert, with the purpose to show how energy and carbon reduction goals set forth by both the Federal emissions targets as well as the Barrie Community Energy and Greenhouse Gas Reduction Plan Strategy can be achieved through this proposed development. The report concludes that by using conventional, commonly adopted mechanical and envelope systems with a basic upgrades and modifications, the development is able to achieve a high-performance design from an energy conservation perspective. Additionally, advanced measures such as, CHP, solar PV, solar air heating, and solar thermal could be undertaken and may be suitable for this development, but a further analysis would be required. Please refer to the Energy Conservation Report that was submitted along with this report for more details.

5.4 HYDROGEOLOGICAL + GEOTECHNICAL REPORTS

A Hydrogeological Report was prepared by McClymont&Rak Engineers Inc. The purpose of the report was assessing the hydrogeological conditions, estimate potential temporary dewatering flow rates during construction and assess potential surrounding impacts, and estimate long-term flow rates for the Private Water Draining System. It was concluded that:

- Positive watering such as well points will be required for the proposed excavation and onsite soils might be subject to localization piping during dewatering.
- For the underground level parking, groundwater is required to be drawn down 2 metres below the underside of the combined footings/raft.
- It is in the consultant's opinion that positive construction dewatering might be required for localized areas of the exposed subgrade/elevator shaft.
- A long-term permanent discharge agreement will be required from the Municipality to discharge the stormwater and wet weather excess from the private property into the municipal sewer system.

Presently, the groundwater onsite can be discharged to the Municipal sanitary or combined sewer system with filtration or treatment for suspended solids. A filtration or treatment system for suspended solids will be required prior to discharging to the storm sewer system. Please refer to the Hydrogeological Study that was submitted along with this report.

A Geotechnical Report was also completed by McClymont&Rak Engineers Inc. with the purpose to determine design data required for foundations, dewatering, shoring/excavation, backfill, slab on grade and pavement. The report sought to give contextual findings and provide comments on a variety of Geotechnical factors for the site which included the conditions of soil and groundwater, earthquake consideration, basement walls, and more. Please refer to the Geotechnical Report that was submitted along with this report for more details.

5.5 TRAFFIC IMPACT STUDY + PARKING STUDY

A Traffic Impact Study and Parking Study were completed by Tatham Engineering. The purpose of the Traffic Impact Study is to review the requirements of the City of Barrie with respect to the potential transportation impacts of the development to the local network. In their findings, the intersections of Dunlop Street with Owen Street were reviewed under both existing and future conditions, and they found that the intersection will provide acceptable operations through to 2037 – thus no improvements are required to accommodate the proposed development. Additionally, the available sight lines along Owen Street at the proposed site access were reviewed and considered acceptable. Finally, a construction staging plan was completed to illustrate how the construction from the proposed development would temporarily impact the area road network.

The purpose of the Parking Study is to establish the parking needs for the proposed development with regards to current parking, parking survey results, parking standards adopted by other municipalities, findings from similar parking studies and methodologies employment in establishing parking demand. Through an analysis of the proposed development with consideration to the parking supply, the Study found that the proposed supply of 234 spaces (0.92 spaces/unit) is considered reasonable given the survey data collected from proxy sites and the parking standards that are applicable from other municipalities. Please refer to the Traffic Impact and Parking Studies that were submitted along with this report for more details.

5.6 TREE ASSESSMENT

A Tree Assessment Report was completed by EnvisionTatham, with the purpose of providing an update on the health and condition of the trees that are currently within or nearing the subject lands, as well as provide recommendations for the proposed development with relation to them.

As noted in the report, the 6 exterior trees that are on the Boulevard (on Colliers and Owen) are in poor to fair-poor condition and will be required to be removed. It is anticipated that even if the excavation (which will be required to go beyond the property line) does not require the removal of these trees, the amount of root loss will be too severe to warrant their retention. The replacement of these trees will be designed and secured as part of the Site Plan Approval process.

The interior trees are considered to be invasive and undesirable and have been recommended to be removed from the subject lands. Please refer to the Tree Assessment that was submitted along with this report for more details.

5.7 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

A Functional Servicing Report (FSR) and Stormwater Management Report (SWMR) were prepared by Tatham Engineering. The FSR demonstrates the servicing feasibility of the proposed development with respect to civil servicing, which includes site grading, storm water management, sewage collection and treatment, water supply and distribution, site grading, transportation and utility distribution. With regards to the following services, the study concluded:

Water Supply and Distribution - The existing municipal system has sufficient pressures, capacity and storage volumes to provide service to the proposed development

Sewage Collection and Treatment - The Barrie WWTP has sufficient capacity to service the proposed development.

Stormwater Management Plan - Appropriate water quantity and quality controls are provided.

Laneways and Transportation - A separate Traffic Impact Study was completed to confirm the significant external improvements are not required for the site and the internal networks are sufficient for the proposed use

Grading and Landscaping - The concept grading design was prepared in accordance with the City's Engineering Standards and will match into the existing grades along the property lines.

Erosion and Sediment Control – To be completed prior to construction in accordance with the City, LSRCA and OPSD standards

Utilities - Utilities are expected to be available to service the proposed development

The SWM report concluded that the proposed development will not result in any negative impacts with respect to stormwater management. Water quantity controls will be provided by a cistern and pumped discharged to the Owen Street storm sewer. Please refer to the Functional Servicing and Stormwater Management Report that was submitted along with this report for more details.

6 PLANNING POLICY FRAMEWORK

6.1 PLANNING ACT, R.S.O 1990, C. P. 13

The following sections of this report provide an analysis of the relevant statutory policy documents applicable to the proposed development. The policy analysis demonstrates that the development is supported by the hierarchy of applicable land use planning policies and regulations, while also providing a justification as to why the development conforms to, and is consistent with these policies, represents good planning and is within the public interest. The applicable documents reviewed and discussed include:

- The Planning Act, R.S.O 1990, c.P.13 (“Planning Act”)
- The Provincial Policy Statement, 2020 (“PPS”)
- The Growth Plan for the Greater Golden Horseshoe, 2020 Consolidation (“Growth Plan”)
- City of Barrie Official Plan, 2010 (“BOP”)
- Draft City of Barrie Official Plan, 2022 (“DBOP”)
- Lake Simcoe Protection Plan (“LSPP”)
- City of Barrie Zoning By-law 2009-141

In consideration of the proposed land use planning applications, Section 2 of the Planning Act must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (b) *the protection of the agricultural resources of the Province;*
- (c) *the conservation and management of natural resources and the mineral resource base;*
- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) *the minimization of waste;*
- (h) *the orderly development of safe and healthy communities;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) *the co-ordination of planning activities of public bodies;*
- (n) *the resolution of planning conflicts involving public and private interests;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

The regulations and directions of Section 2 of the Planning Act inform the Provincial Policy Statement and matters of provincial interest, ensuring that consistency with the Provincial Policy Statement is met. The Provincial Policy Statement is given consideration in the following section of this report. It is our opinion that the proposed development has regard for matters of provincial interest as outlined by the Planning Act. The Provincial Policy Statement is given consideration in Section 6.2 of this report.

6.2 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (“PPS”) came into effect on May 1, 2020. It was approved under the authority of Section 3 of the Planning Act, which requires that decisions affecting land use planning matters “shall be consistent with” the PPS, including policy direction on all matters of Provincial Interest. The policies of the PPS are complemented by various Provincial plans and municipal Official Plan policies. The PPS provides the overarching policy direction towards land use planning throughout the province, and all land use planning shall have regard for, and shall be consistent with its policies.

The PPS encourages policies which build and maintain strong, healthy and sustainable communities. This includes policies on types of land uses that are essential to achieving efficient and resilient development and land use patterns. As it relates to the proposed development, this would include Provincial policies on the efficient use of land in settlement areas, housing, environmental considerations, and infrastructure and public service facilities. In addition, the PPS provides directions on measure to protect public health and safety through the mitigation of risk and development in areas that are adjacent to natural hazards, such as shorelines.

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

Section 1.1 of the PPS covers the management of policies surrounding land use, with the goal of achieving resilient development through healthy, liveable and safe communities. It defines the principles of strong, healthy and sustainable communities. The City of Barrie is a defined Settlement Area under Provincial policy, and Section 1.1 of the PPS directs the majority of growth and development to these areas. As the subject lands are located within a Settlement Area, the following policies from the PPS apply:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

PPS Section 1.1.3: Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on 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.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development represents a good example of compact, efficient built form. It provides an intensification of mixed uses within the designated built-up area of Downtown Barrie. The proposal also provides a diversification of housing types in the area, enhancing the range and mix of unit types available by introducing a range of unit sizes, mix of residential unit types, promoting greater housing affordability through additional housing supply. A high density mixed-use residential development will enhance the number of suitable housing options available for local residents. The intensification of the subject lands is consistent with PPS goals and objectives for environmental protection and the efficient use of land as the concentration of growth will reduce the impacts of climate change and better utilize existing resources. As the subject lands are located within an existing Settlement Area, the need for development and land use patterns which would disrupt biodiversity is reduced. The proposed development also promotes the integration of land use planning with other elements such as growth management and transit supportive development. The proposed development is optimally located within an existing settlement that has access to existing servicing infrastructure, including public transit, active transportation routes, and existing community services and facilities, making greater use of existing private and public infrastructure.

PPS Section 1.4: Housing

Section 1.4 of the PPS outlines Provincial policies aimed at promoting housing options and densities that are context-appropriate and utilize existing public infrastructure where possible. The proposal includes a 32-storey mixed-use tower consisting of a total of 253 housing units that offers a range and mix of unit types and sizes, providing greater housing choice and accessibility to new residents. As such, the following policies from the PPS apply:

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3*

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development promotes an intensification of underutilized lands, which efficiently uses existing resources, infrastructure and public service facilities. The proposed development is compact and efficient in its built form, conforming with the intent of Section 1.4 of the PPS. Specifically, residential growth is achieved through an intensification of land which is serviced by existing infrastructure. The development of new housing in the Downtown Barrie Settlement Area is encouraged by the PPS as the area contains existing access to public transit and active transportation options. Existing and planned active transportation routes, including pedestrian walkways and multi-purpose trails are in close proximity to the proposed development. This is consistent with findings presented in the City of Barrie Master Transportation Plan.

The proposed mixed-use development will contribute to the social and economic needs of existing and future residents of Barrie and will endeavour to enhance community well-being through the provision of suitable housing options which are safe and well-designed. New residential units will contribute an enhanced customer base and increase the vitality of existing retail and commercial enterprises within the downtown area. The proposed development also increased housing affordability by contributing additional housing units to the market area and improving affordability through increased supply. The range and mix of house units proposed provides greater housing choice and housing opportunities for residents with various needs and desires. The range of unit sizes and bedroom compositions provides housing opportunity for a wider range of residents than the traditional low-rise housing forms that have dominated development in the City over the past few decades. The greater percentage of 2 and 3 bedroom units will provide more opportunity for small families, first time home buyers and retirees looking to downsize, while the remaining units provide options for singles, childless couples, those with special housing needs, and various population cohorts. In our opinion, the proposed development is consistent with the applicable housing policies given its compact and efficient form, while providing a range and mix of unit types through greater housing choice.

PPS Section 1.6.6: Sewage, Water and Stormwater

Section 1.6 of the PPS highlights goals and policies for the planning of infrastructure and public service facilities. This includes, but is not limited to, planning for sewage, water and stormwater, transportation systems, and transportation and infrastructure corridors. The subject lands are located within an area that is well serviced by existing municipal infrastructure. Therefore, the following policies from the PPS apply:

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

1.6.6.7 *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development is anticipated to make efficient use of existing municipal services and infrastructure. The site will be serviced by the existing water, sanitary and storm services available along Collier and Owen Streets. Based on findings from the Functional Servicing and Stormwater Management Reports, prepared by Tatham Engineering, existing municipal water, sanitary and storm services can adequately accommodate the proposed development.

PPS Section 1.6.7: Transportation Systems

The following policies relating to the transportation system that supports the proposed development are as follows:

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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

The proposed development introduces residential intensification in an area well served by local public transportation that has connections to regional GO Transit stops. The proposal is located in an *Urban Growth Centre*, which supports the development of higher densities and an enhanced mix of uses. As such, the proposed development will support the additional residential opportunities that are located within walking distance of local services, amenities and employment opportunities, contributing to the development of complete communities and less reliance on personal vehicles. Various TDM measures, bicycle parking, and a reduced vehicle parking supply have also been incorporated into the proposed development to limit reliance on private automobiles.

PPS Section 1.7: Long-Term Economic Prosperity

Section 1.7 of the PPS outlines policies aimed at long-term economic prosperity within the Province. The proposed development contributes to the long-term economic prosperity of the City of Barrie by conforming to the following policy objectives:

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed development conforms with Section 1.7 of the PPS as it promotes economic development by promoting new community investment. This goal is achieved by increasing housing supply and retail space, which contribute to, and encourage a sense of place and the economic viability of the Downtown Barrie area. The provision of housing will respond to market need and will provide housing for Barrie's growing workforce, while also optimizing the use of underutilized land. The proposed additional density will provide economic benefit to local businesses through an increased customer base and a greater utilization of existing municipal services, while adding additional tax revenue to share in the payment and expansion of existing services, benefiting the City.

PPS Section 1.8: Energy Conservation, Air Quality and Climate Change

Section 1.8 of the PPS discusses policies on energy conservation, air quality and climate change as it relates to land use and development. Specifically, Policy 1.8.1 applies to the proposed development, which states the following:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) *maximize vegetation within settlement areas, where feasible.*

The proposed development aligns with Provincial policies aimed at energy conservation, air quality and climate change. It represents a compact built form in a designated Settlement Area, which has existing and planned access to public transit and active transportation options. The close proximity to alternative transportation modes will reduce car-dependency, which will improve air quality and limit the impacts of climate change. The proposal incorporates environmentally sensitive design features and best management practices, including native plantings, upgraded streetscape design and enhanced energy conservation features as indicated in the Energy Conservation Report prepared by Ecovert. These sustainability features and climate change reducing measures will be further explored and confirmed as part of the Site Plan Application process as the owner/developer seeks to achieve a LEED Certification for the proposed building. As such, the development proposal conforms with Section 1.8 of the PPS.

PPS Section 3.0: Natural Hazards

Section 3.0 of the PPS outlines goals for protecting Ontario's long-term prosperity, environmental health and social well-being. This includes considerations for protecting public health and safety through the mitigation of risk from natural hazards and the impacts of a changing climate. Specifically, Section 3.1 of the PPS covers policies on development within areas within hazardous lands adjacent to shorelines, rivers, streams or small inland land systems. As confirmed by LSRCA as part of the pre-consultation process, the subject lands are not regulated under O. Reg 179/06 and do not require a development permit. The applicable Lake Simcoe Protection Plan (LSPP) polices that apply to the lands are given consideration in Section 6.6 of this report. In our opinion, the proposed development conforms with the policies and intent of Section 3.0 of the Provincial Policy Statement.

Summary

The proposed mixed-use development and corresponding Zoning By-law Amendment application will provide for intensification of an underutilized site in an area specifically designated for and able to growth within the existing Settlement Area of the City of Barrie. The proposed development contemplates compact intensification and the efficient use of land and resources, while also respecting the local context within Downtown Barrie. The proposed development contemplates a compact and efficient built form that will optimize the use of existing servicing infrastructure and transit services. The site's optimal location within Downtown Barrie will enable it to utilize and contribute to existing social services, retail and commercial establishments, and both public and private facilities and amenities. The proposed development will enhance the economic prosperity of the City and contribute to the vitality of the downtown area. Future residents of the proposed development will have access to local amenities and services via active transportation and local transit, in turn supporting strong, healthy and resilient communities. The proposed development will enhance the supply of residential dwelling options, supporting overall housing affordability through increased supply. The range and mix of residential units proposed will contribute to greater housing choice and provide greater housing opportunity for residents of various needs and means. In conclusion, it is our opinion that the proposed development and related development applications are consistent with the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides policy direction to support the development of strong, prosperous communities and manages future growth within the Greater Golden Horseshoe (GGH). The Growth Plan was prepared under the Places to Grow Act, 2005 and provides a framework for implementing the provincial government’s vision for building stronger and more prosperous communities by better managing growth. The new Growth Plan (2020) came into effect on August 28, 2020, implementing Amendment 1 (2020) and applies to the development of the subject lands.

The Growth Plan aims to address potential barriers to increasing the supply of housing, creating jobs and attracting investment. The Growth Plan contains objectives to achieve complete communities with healthier, safer, and equitable environments and the efficient use of land, resources and infrastructure. The plan prioritizes infill opportunities through a hierarchy of growth areas that can accommodate additional redevelopment of underutilized sites that are transit supportive and accessible.

Growth Plan Section 2.2.1: Managing Growth

Chapter 2 of the Growth Plan establishes intensification targets for the Greater Golden Horseshoe (GGH) and the accompanying growth management policies needed to implement said growth in accordance with the objectives of establishing a complete community, as well as to ensure that development is efficient in maximizing the use of existing infrastructure and services.

The forecasted intensification and growth targets identified by the Growth Plan provide direction on the distribution of population and employment for the Greater Golden Horseshoe. Based on the forecasted projections, the City of Barrie is expected to target a population of 298,000, and total employment of 150,000 jobs by 2051. To accommodate the targeted growth of population and employment, the Growth Plan encourages this growth to occur in defined settlement areas. As the proposed development is located within a defined settlement area, the following policies from the Growth Plan apply:

2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

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

The proposed development provides intensification that conforms with the forecasted growth policies and achieves the intent of the Growth Plan's growth and intensification strategy. The site's location within a designated Settlement Area and Delineated Built-Up Area gives it access to existing municipal infrastructure and various transportation options that will support growth and the intensification of the site. These factors contribute to the suitability of the proposed development in meeting forecasted population growth targets which conform to policies related to managing sustainable growth as outlined in the Growth Plan.

One of the primary goals of the Growth Plan is to regulate growth that will support and achieve the concept of "complete communities", which are communities that can consist of a range and mix of uses, are transit accessible, and contain most required services and uses that support the daily lives of residents. The proposed development contributes to the Downtown Barrie area continuing its development as a complete community by providing compact and efficient intensification in a mixed-use form that will utilize existing vacant lands, and provide a range and mix of uses and housing options for the growing community. The site is transit supportive and will encourage active transportation, while increasing access to existing retail and commercial services and utilizing existing public amenities and infrastructure. The following policies are relevant to the proposed development as it relates to the achievement of complete communities:

2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

Growth Plan Section 2.2.2: Delineated Built-Up Areas

The proposed development is located within the *Delineated Built-Up Area*, in accordance with Schedule 2 of the Growth Plan. Section 2.2.2 states that municipalities are directed to achieve minimum intensification targets in these areas. The City of Barrie recently completed its Municipal Comprehensive Review process to update the Official Plan in order to plan for growth and intensification through to the year 2051. The policy framework is moving towards more intensification and the implementation of more aggressive density and intensification requirements, particularly to areas within the *Designated Built-Up Area* that are designated for higher intensity infill and growth. The size and location of the subject lands provides an opportunity to contribute to the new intensification targets. As such, the following policies are applicable to the proposed development:

2.2.2.1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a) *A 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;*

2.2.2.3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*

- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

Policy 2.2.2.1 specifies that a minimum of 50 percent of all residential development in the City of Barrie will be within the Delineated Built-Up Area. As such, the proposed development conforms with Section 2.2.2 of the Growth Plan as it directs residential growth and intensification towards areas that have served as the focus for development. In addition, the subject lands are generally zoned and designated to support the growth of high-density mixed-use development on the site. The proposed site-specific zoning will ensure that the lands are zoned in such a way as to support the policy direction of the Growth Plan and the creation of complete communities through an increased height and density that can be supported by the site context, and minor zoning relief items that will allow the site to achieve its optimal use.

As previously stated in Section 2.2.1 of the Growth Plan, one of the priority focus areas for growth and intensification to strategic growth areas, such as the various *Urban Growth Centres* located throughout the GGH. The Downtown Barrie area is identified as an *Urban Growth Centre* in the Growth Plan and as such is the primary focus area that should accommodate the highest intensity of growth and intensification in Barrie.

Growth Plan Section 2.2.3: Urban Growth Centres

Schedule 4 of the Growth Plan designates the subject lands as part of the Urban Growth Centre in Downtown Barrie. Urban Growth Centres expand on policies for intensification and growth within Delineated Built-Up Areas by serving as the major focal point for population and employment growth. The following policies from Section 2.2.3 of the Growth plan apply to the proposed development:

2.2.3.1. 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.*

2.2.3.2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:

- c) 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres.*

The proposed mixed-use development directs intensification to the Downtown Barrie Urban Growth Centre, as required by the Growth Plan. The provision of intensification will support the related goals of supporting investment in commercial, recreational, cultural, and employment uses located throughout the downtown area, and can be used to achieve the planned density target of 150 residents and jobs combined per hectare in Downtown Barrie. Delivering additional housing and retail options to the Downtown Barrie Urban Growth Centre will also support the existing and planned public transit routes and connections to Regional transit, including the nearby GO Transit service. The proposed development conforms with Section 2.2.3 of the Growth Plan due to its location within an *Urban Growth Area*, which is considered a focal point for strategic growth and intensification within the City of Barrie.

Growth Plan Section 2.2.6: Housing

Section 2.2.6 of the Growth Plan provides policy direction for municipalities to meet and maintain growth targets, through the development of an appropriate housing strategy. The proposed development contemplates the provision of 253 residential units varying in size and unit mix to support a diverse population of new residents and the establishment of a complete community. As such, the Housing policies of the Growth Plan apply to the proposed development:

2.2.6.1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
 - ii. establishing targets for affordable ownership housing and rental housing;



Figure 7: Growth Plan 2020, Schedule 4 - Urban Growth Centre

2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

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

The proposal conforms to Policies 2.2.6.1 to 2.2.6.3 by providing a range and mix of housing options in an Urban Growth Centre. The residential unit types in the development proposal range from 1-bedroom to 3-bedroom units, including a higher than average ratio of larger 3-bedroom units. This range of units contributes to the diversification of the community's housing stock and contributes to the creation of healthy, safe and resilient communities by offering multi-unit housing options that are in proximity to existing community services, amenities and existing and planned transportation infrastructure. The range and mix of units provide greater housing choice and improved housing opportunities for various resident groups and population cohorts. The additional housing will fill the market needs of individuals looking to enter the market, single parent households, childless couples, small families, those looking to downsize and more. The compact and efficient development form provides market housing that is generally more affordable than the low-rise housing forms that have dominated development in Barrie over the past few decades. Housing affordability is improved through increased housing supply. This will further contribute to the sense of a complete community in Downtown Barrie, and will improve the accessibility of housing in the area.

Growth Plan Section 3.2.6: Water and Wastewater Systems

Section 3.2.6 of the Growth Plan provides policies with respect to infrastructure that supports growth. The proposed development is located within an existing settlement area and will be connected to full municipal servicing. The proposed development conforms to the water, wastewater and stormwater system policies of the Growth Plan. This Zoning By-law Amendment application is supported by the Functional Servicing Report and servicing strategy prepared by Tatham Engineering.

Growth Plan Section 4.2.10: Climate Change

Section 4.2.10 of the Growth Plan encourages policies and density targets which reduce the impact of development on climate change. In particular, the following Provincial policies which outline the specific actions taken to combat climate change are discussed as it relates to the proposed development:

4.2.10.1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

- a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;
- b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;

As stated, the proposed development contributes to the achievement of a complete community by providing a range and mix of uses, being transit accessible and by utilizing existing services, amenities, infrastructure and resources on an underutilized and vacant site. Through the site plan and construction process, the proposed development will strive to achieve LEED Certification and implement best management practices to improve and strive to achieve a net-zero development that is focused on a high level of sustainability.

Growth Plan Section 6: Simcoe Sub-Area

Section 6 of the Growth Plan includes special consideration for the Simcoe Sub-Area, which includes the City of Barrie. The policies in Section 6 of the Growth Plan specify that a significant portion of growth within the Simcoe Sub-area is to be directed to communities where development can be most effectively serviced, and where growth improves the range of opportunities to create complete communities. Particular emphasis on growth is placed on Primary Settlement Areas within the Simcoe Sub-Area, including Downtown Barrie which is the only Urban Growth Centre in the sub-area. Therefore, according to Section 6 of the Growth Plan, Downtown Barrie is the optimal location for intensification and growth. As such, the following policies apply to the proposed development:

6.3.1. Primary settlement areas for the Simcoe Sub-area are identified in Schedule 8.

6.3.2. Municipalities with primary settlement areas will, in their official plans and other supporting documents:

- a) identify primary settlement areas;*
- b) identify and plan for strategic growth areas within primary settlement areas;*
- c) plan to support the achievement of complete communities within primary settlement areas; and*
- d) ensure the development of high-quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit supportive.*

The proposed development consists of a compact built form that provides a high-density mixed-use building within the Downtown Barrie Urban Growth Centre. As the subject lands are located in close proximity to public services and facilities, in addition to existing and planned transportation infrastructure, it will contribute to a sense of complete communities by providing accessible housing options and retail space within the downtown area. The proposed development is an example of a compact and efficient high-quality built form that will achieve a high degree of urban design by utilizing various Provincial and City standards, including the provision of connections to nearby multi-purpose trails and transit-supportive development.

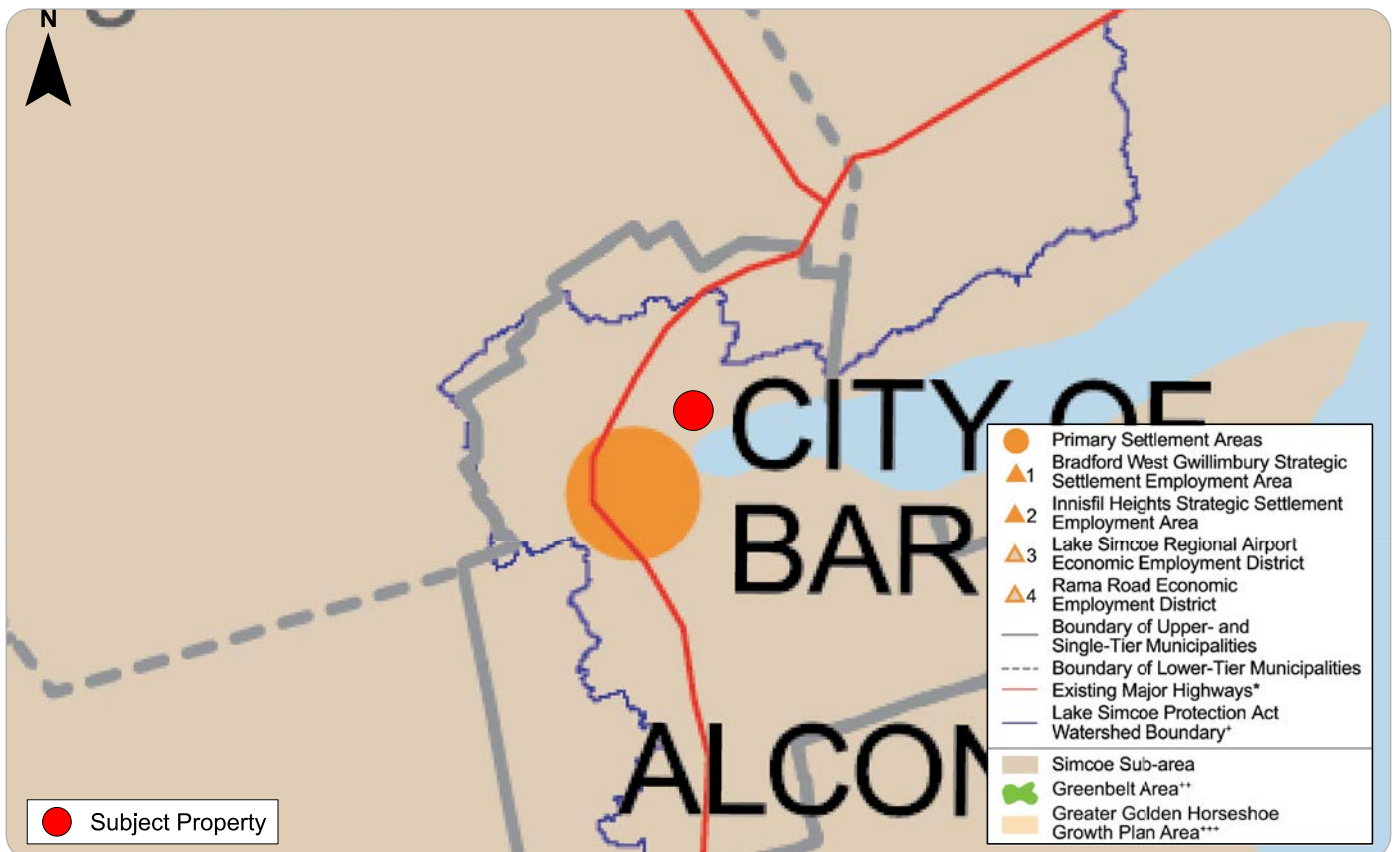


Figure 8: Growth Plan, 2020: Simcoe Sub-Area

Summary

The proposed development conforms to the Growth Plan as it represents the appropriate intensification of a Delineated Built-Up Area and Urban Growth Centre within Downtown Barrie. The proposed high-density mixed-use building will provide an appropriate range and mix of housing options for local residents, increasing the supply of housing, while also diversifying the area housing stock. The location of the proposed building within the Urban Growth Centre gives it access to existing servicing infrastructure, as well as existing community facilities and amenities such as retail uses, restaurants, schools, medical facilities and green space. The proposed development is suitable for the site as it makes more efficient use of underutilized lands that are appropriately located to accommodate intensification and growth to support population and employment growth targets for the City of Barrie. This includes meeting the planned density target of 150 residents and jobs combined per hectare in Downtown Barrie. The proposal incorporates high-quality and accessible design features which include considerations for environmental features, housing affordability, a range and mix of housing units, and building design. In conclusion, it is our opinion that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

6.4 CITY OF BARRIE OFFICIAL PLAN (OFFICE CONSOLIDATION JANUARY 2018)

The Ministry of Municipal Affairs and Housing (MMAH) approved the City of Barrie Official Plan (BOP) (2010) on April 23, 2010. The January 2018 Office Consolidation, which is the most current version of the Official Plan, includes all amendments made up until January 2018. The City of Barrie Official Plan delivers land use and development goals, objectives and policies for the guidance of public and private development decisions within the City of Barrie. The Official Plan also provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises

The City of Barrie has also recently undertaken a Municipal Comprehensive Review and Official Plan Review process to update its official plan documents. The new Official Plan has been endorsed by Council and is discussed in Section 6.5 of this report. The current BOP is the in-force planning document applicable to the proposed development at the time the application was filed.

The City of Barrie Official Plan designates the subject lands as City Centre, which permits uses such as commercial activities ranging from local service and retail use to business and administration uses; residential development; institutional uses; leisure and recreational uses; major office uses, and more.

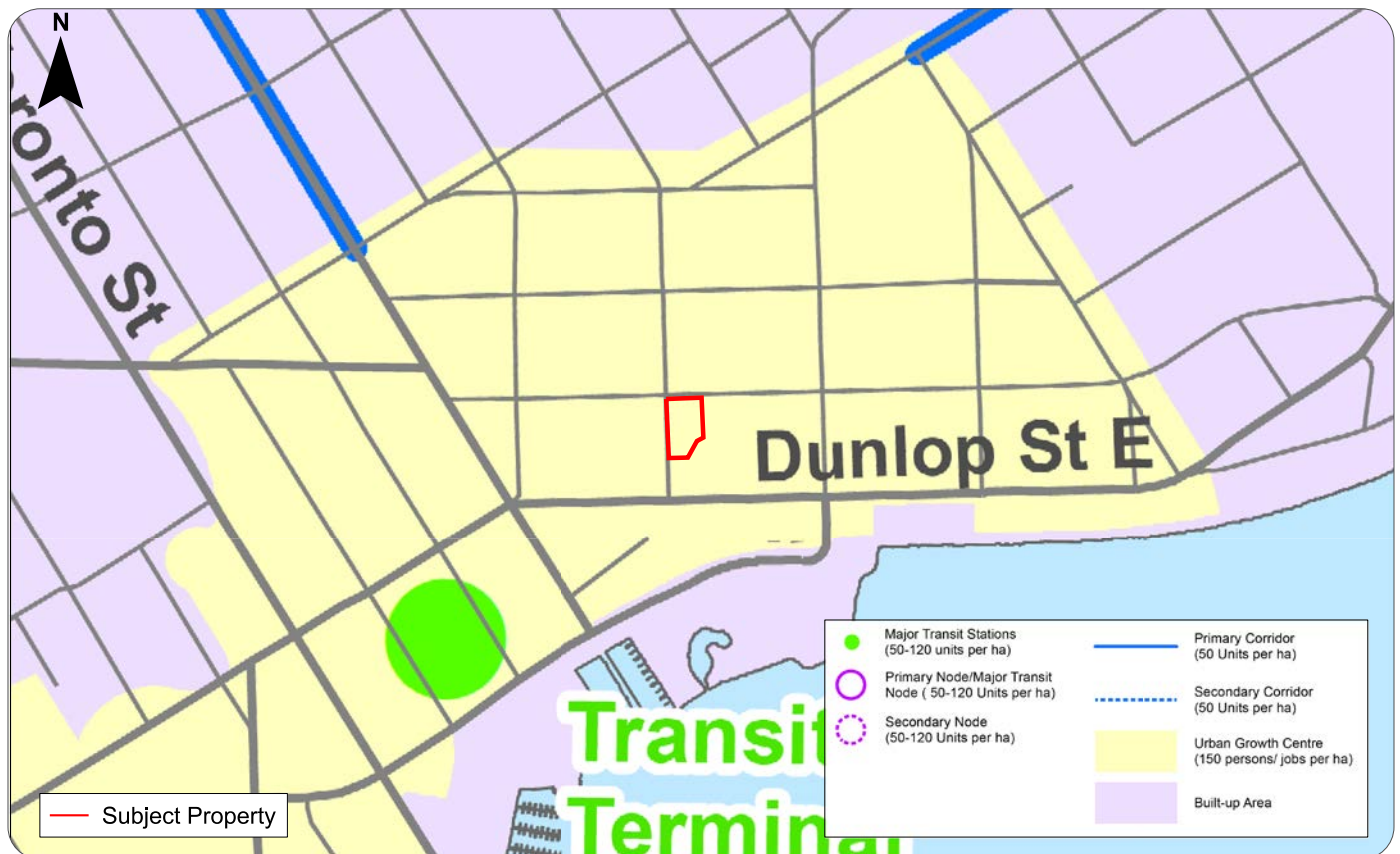


Figure 9: Schedule I – Intensification Areas – Urban Growth Centre

BOP Section 3.1: Growth Management

Schedule I: Intensification Areas of the Barrie Official Plan designates the subject lands as *Urban Growth Centre*. The target density within the *Urban Growth Centre* is 150 people and jobs combined per hectare, which is consistent with the Growth Plan mandates. As directed in the Growth Plan, *Urban Growth Centres* serve as the focal point of growth and development throughout the Province of Ontario, and particularly within the Simcoe sub-area. In accordance with these policies, the proposed development directs population and employment growth to the Downtown Barrie Urban Growth Centre through the provision of a high-density mixed-use development. Therefore, the following policies from Section 3.1 of the BOP apply:

3.1 Goals:

- (a) *To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities.*
- (d) *To guide, direct, and monitor the rate of growth to match the supply of land, municipal services and facilities with the needs of residents and employers, in accordance with the City's population, employment, intensification and density targets. (Mod D (a) (ii))*
- (e) *To direct growth to take advantage of existing services and infrastructure where possible, and to minimize the cost of infrastructure extension.*

3.1.2.2: Staging and Phasing of Development:

- (d) *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))*
 - ii) *giving priority to lands adjacent to existing development;*
 - iii) *sequential development of neighbourhood facilities;*
 - 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.*

3.1.2.3: Density of Development and Intensification:

- (b) *By 2015, and for each year thereafter, at least 40 percent of residential dwelling unit development shall be directed to the area within the built-up area as identified on Schedule I - Intensification Areas of the Plan. (Mod D (k))*
- (c) *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 (l))*

(d) *The City's Growth Management Strategy identifies that the built-up area, as identified on Schedule I, can accommodate an additional 13,500 housing units, of which 39% are in the Urban Growth Centre and 61% are outside the Urban Growth Centre. An additional 5,700 units will be developed in the City's designated Greenfield areas within the former City of Barrie, while approximately 15,700 units will be accommodated in the Salem and Hewitt's Secondary Plan Areas. These units will accommodate the population forecast in the Growth Plan and will be subject to monitoring and review throughout the life of this Plan. (OPA 40 OMB PL 140770 PL 140771, PL140772 July 22, 2016)*

The policies and objectives of development within the Downtown Barrie Urban Growth Centre align with the regulatory directives from the Growth Plan. The proposed development meets the prescribed density targets by concentrating high-rise development within the Urban Growth Centre, which serves as a focal point of population and employment growth in the region. The proposed high-rise, mixed-use building will diversify and increase the available housing stock within the City of Barrie, meeting projected needs of future and existing residents. It provides a more affordable housing typology than the typical low-rise development patterns that have dominated the City in the past few decades, while increasing affordability through increased supply. The range and mix of uses provides greater housing choice and opportunity for a wider range of residents requiring varying and specific housing needs. In addition, the location of the site means that the proposed development will be contextually appropriate, and transit-oriented. As previously outlined, it is located in close proximity to public services and amenities, which further contributes to Downtown Barrie as a complete community. Optimal use will also be made of the existing municipal services and infrastructure, minimizing the cost of servicing and contributing to the long-term maintenance and use of existing services and facilities. Therefore, the proposed development conforms with Section 3.1 of the City of Barrie Official Plan.

BOP Section 3.3: Housing

As noted, the proposed development provides for 253 new residential dwelling units in a range of unit sizes in a high-rise, mixed-use building form that is compact and efficient. As such, the following policies are applicable:

3.3.1 Goals:

- (a) *To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents. (Mod D (o)(i))*

- (b) *To ensure that the quality and variety of the housing stock is maintained and improved.*
- (c) *To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.*
- (d) *To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.*
- (e) *To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements. (Mod D (o)(ii))*
- (f) *To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population. (Mod D (o)(iii))*

3.3.2.1: General Policies:

- (a) *The City will encourage the maintenance of reasonable housing costs by encouraging a varied selection with regard to size, density and tenure. The Zoning By-law will be amended to allow for innovative housing where it is recognized to be in accordance with good land use planning principles. (Mod D (p))*

- (c) *The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. 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. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features. (Mod D (q))*
- (d) *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.*
- (g) *The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed-use communities that include the integration and use of transit and active transportation. (Mod D (s))*

The proposed development conforms to the above housing policies as it provides a range of dwelling unit sizes in a compact built-form, diversifying the available housing supply in the City of Barrie. The proposed development also enhances the quality of the available housing, as the building has been designed to have a sufficient supply of high-quality amenity space and appropriate floor plans that responds to housing market demands, and fits within the evolving downtown context. The proposed density of the development ensures efficient use of land and available servicing and transportation infrastructure. Parks, stores, and local services within Downtown Barrie in proximity of the proposed development. The location of the subject lands within the Urban Growth Centre will support the existing and future population, as the centre evolves towards providing more suitable housing options in a more urbanized form.

3.3.2.2 Affordable Housing Policies:

In accordance with Provincial Policy, the following policies shall apply for the provision of affordable housing throughout the City:

(a) It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria: (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 percent of gross annual household income for low- and moderate-income households; or

(2) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

ii) In the case of rental housing, the least expensive of

(1) a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or

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

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

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

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

The proposed development increases housing affordability by introducing additional housing supply to the market area, using market based economic principles to influence housing prices. The proposed development provides a more diversified housing form that is currently lacking in Barrie given its historical development patterns. This diversification and the provision of a range and mix of unit types will provide greater housing choice and availability to a wider range of potential residents. The proposed development includes a greater than average ratio of larger 3-bedroom units, which will provide more housing opportunities for families within the downtown area. Further, the range of unit suites will provide housing for a wider cohort range, including but not limited to first-time home buyers, childless couples, singles, small families, single parent households, the elderly, those looking to downsize and other potential residents all with varying housing needs. Based on the City of Barrie Affordable Housing Strategy (2015), the City has already achieved and exceeded its 2025 affordable housing target.

BOP Section 3.7: Energy Conservation and Renewable Energy Systems

Through the site plan process, the proposed development will implement various best management practices and sustainable design solutions to achieve a high-quality and sustainable development. The owner has indicated that through detailed design, they will strive to achieve LEED Certification for the proposed development, ensuring a high commitment to greater sustainability above and beyond minimum standards. The following policies are considered as it related to energy conservation and renewable energy systems:

3.7.1: Goals:

- (a) *To ensure land use and development patterns support energy efficiency and improved air quality. (Mod D (rr)(i))*

- (b) *To encourage conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources. (Mod D (rr)(ii))*

3.7.2: Policies:

- (a) *A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted;*
- (b) *Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping;*
- (c) *In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials; and*
- (d) *The retention of forests and tree planting will be encouraged to enhance and improve the “urban forest” and tree cover as a means of improving air quality and reducing energy use through shading, sheltering, and screening.*

BOP Section 3.9: Lake Simcoe Protection Plan

The subject lands are located in proximity to the Lake Simcoe waterfront, and are subject to the policies of the Lake Simcoe Protection Plan (LSPP). The goal of the LSPP is to protect and restore the ecological health and function of the Lake Simcoe watershed, and to promote sustainable land uses in the region. The following policies from Section 3.9 of the City of Barrie Official Plan apply to the proposed development and have been considered. The subject lands are not regulated by the LSRCA.

3.9.1: Goals:

- (a) *To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions.*
- (b) *To promote environmentally sustainable land and water uses, activities and development practices.*

3.9.4: Development and Site Alteration:

3.9.4.1 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.

3.9.4.2 An application for development or site alteration shall, where applicable:

- (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;*

BOP Section 4.2: Residential

Although the subject lands are not located within the Residential land use designation in the City of Barrie Official Plan, they are subject to the policies of Section 4.2. Policy 4.3.2.2c) states that high-density residential uses within the City Centre are encouraged and must have regard for residential housing policies that apply within the City of Barrie. The proposed development will provide for the intensified use of underutilized lands and deliver a substantial improvement through residential intensification, as such, the following policies apply:

4.2.1: Goals:

- (a) *To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- (b) *To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.*
- (c) *To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets. (Mod E (g)(i))*
- (d) *To develop high quality, well-linked public open spaces in residential areas.*
- (e) *To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*

- (f) *To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*
- (g) *To plan for new development in the medium and high-density categories which encourage mixed use and high-quality urban design for medium and high-density development within the Intensification Areas as identified on Schedule I – Intensification Areas while continuing to support the integrity of stable neighbourhoods. (Mod E (g)(ii))*
- 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.*

The proposed development achieves the goals outlined in Section 4.2.1 as it delivers a mixed use development form that will further contribute to the Downtown Barrie area as becoming a complete community. The proposed density of 9.47 FSI will optimize the use of vacant lands and deliver intensification that is both transit supportive and beneficial to existing retail/commercial uses, amenities, services and community facilities within the downtown area.

The proposed development is achieving a density of 1,010 units per hectare, which exceeds the minimum density threshold for the Urban Growth Centre. This density is both encouraged and supportable based on the hierarchy of application land use planning policies and technical requirements where it can appropriately utilize existing services, infrastructure and facilities. The proposed development appropriately allocates additional density to the City Centre.

4.2.2.2: Residential Densities:

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

4.2.2.3: Locational Criteria:

- (b) *Medium and high-density residential development shall be encouraged to locate in the Intensification Nodes and Corridors identified on Schedule I, and generally directed towards areas that are:*
 - i) *adjacent to arterial and collector roads;*

4.2.2.4: Design Policies:

- (a) *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.*

The proposed development provides ample parking as justified in the Parking Study prepared by Tatham Engineering. The minor parking reduction is in line with recent approvals within the downtown area and will contribute to the development being more transit and active transportation focused. Amenity space has been provided throughout the terrace levels to improve shared amenity opportunities for future residents, while an enhanced streetscape and public art feature will beautify and contribute to the public realm. Based on consultation with City staff and through the pre-consultation process, amendments to building design and massing have been achieved to step down the density along the southern portion of the property so that more appropriate integration with abutting properties to the south could be achieved.

The BOP's intensification policies outlined in Section 4.2.2.6 are achieved as the proposed development is incorporating a substantial component of residential intensification on a vacant infill site within the heart of the Urban Growth Centre. The proposed development provides a range and mix of uses in a compact and efficient built form that will enhance the community and optimize the use of existing services and resources.

4.2.2.6: Intensification Policies:

- (a) *Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.*
- (b) *Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of this Plan. Development proposals for higher densities in other locations will be considered subject to the policies of Sections 3.3 and 4.2 of this Plan. (Mod E (s))*
- (c) *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))*
- (g) *To achieve the goals of this section of the Plan, the following target densities shall be applied to the Urban Growth Centre, Intensification Nodes and Corridors and Major Transit Node identified on Schedule I of this Plan;*
 - i) *Urban Growth Centre – 150 persons and jobs combined per hectare (it is anticipated that this additional density will occur in the high-density categories averaging between 150 – 200 units per net hectare) (Mod E (v))*

- ii) Intensification Node – 50 – 120 units per hectare (Mod E (w))
- iii) Intensification Corridor – 50 units per hectare
- iv) Major Transit Node – 50 - 120 units per hectare (Mod E (x))

4.3.2.1: General Policies

(a) 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.

BOP Section 4.3: Commercial:

Schedule A: Land Use of the City of Barrie Official Plan designates the subject lands as City Centre. The City Centre designation represents one of the five categories of commercial land uses that are permitted within the BOP. This designation also permits residential uses within the Downtown Barrie area, and as such, the following policies apply to the proposed development:

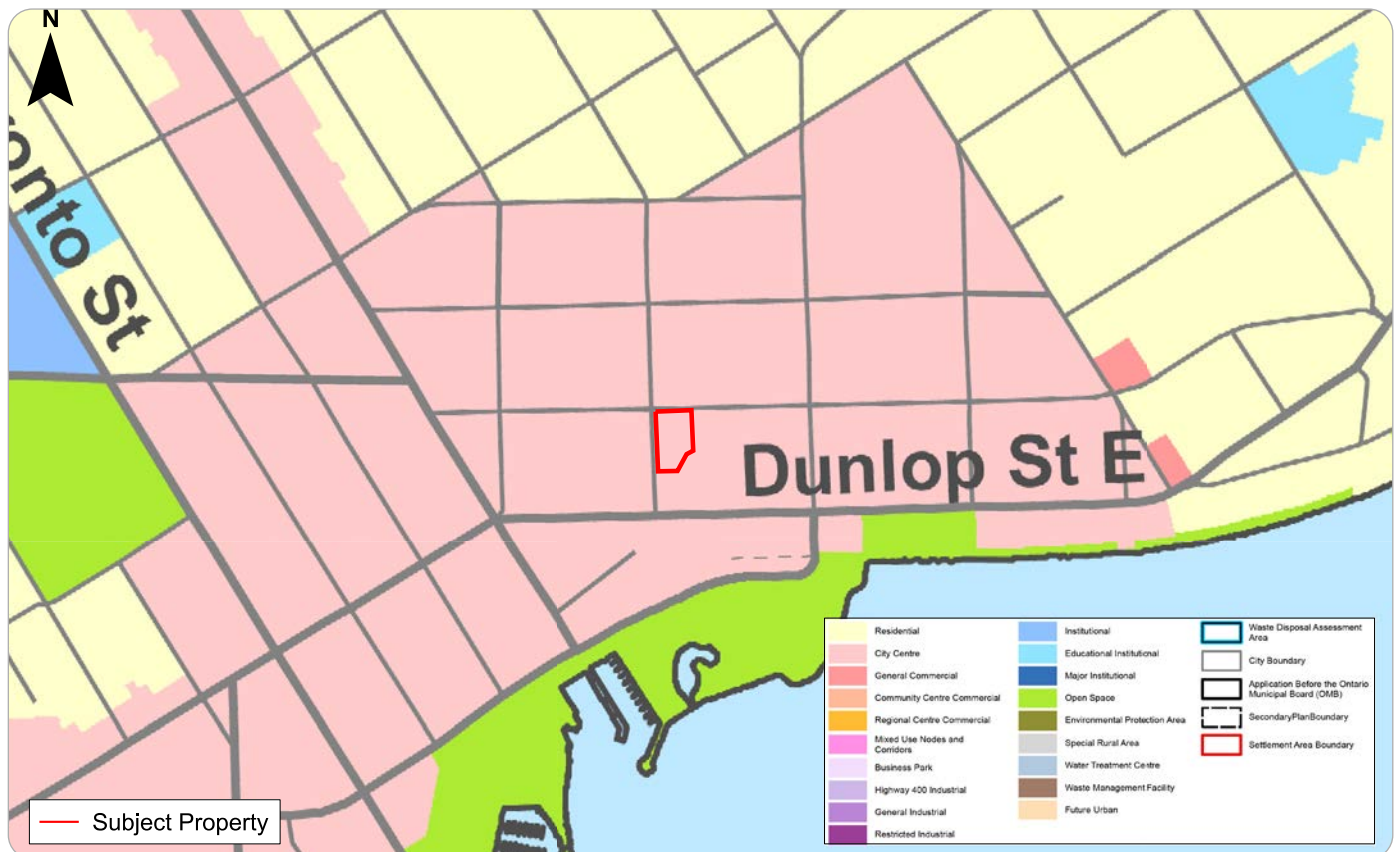


Figure 10: Schedule A – Land Use

- (b) *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.*
- (c) *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))*
- (d) *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.*
- (e) *The City may require the proponents of any application for commercial development not provided for in this Plan and the Zoning By-law to submit detailed impact studies. Impact studies may, among other matters, include an analysis of the impact of new development on existing shopping areas, the downtown core, traffic and public transportation. In reviewing an application, Council shall place greater emphasis on the merits of the application based on sound land use planning principles including location criteria, compatibility with surrounding uses and compatibility with the goals and policies of this Plan.*
- (i) *Approval of development within commercial areas will be subject to the availability of required urban services including municipal sewer and water, sidewalks, access to public transit, adequate vehicular access, accessible and off-street parking and loading facilities.*

The area of the City Centre designation is consistent with the Urban Growth Centre designation established by the Growth Plan, while its policies strive to achieve consistent principles of urban development striving for a range and mix of uses, a diversified housing market, transit supportive densities and a compact and efficient built form that will utilize and optimize existing resources, services and infrastructure. Schedule B: Planning Areas of the City of Barrie Official Plan also designates the subject lands as part of the City Centre. In general, lands within the City Centre are permitted to provide a broad range of uses, including retail, service and residential uses to meet the needs of Downtown Barrie residents. High density development within the City Centre is encouraged through the BOP, while the proposed mixed-use development conforms to the following policies from Section 4.3.2.2:

4.3.2.2: The City Centre

(a) *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))*

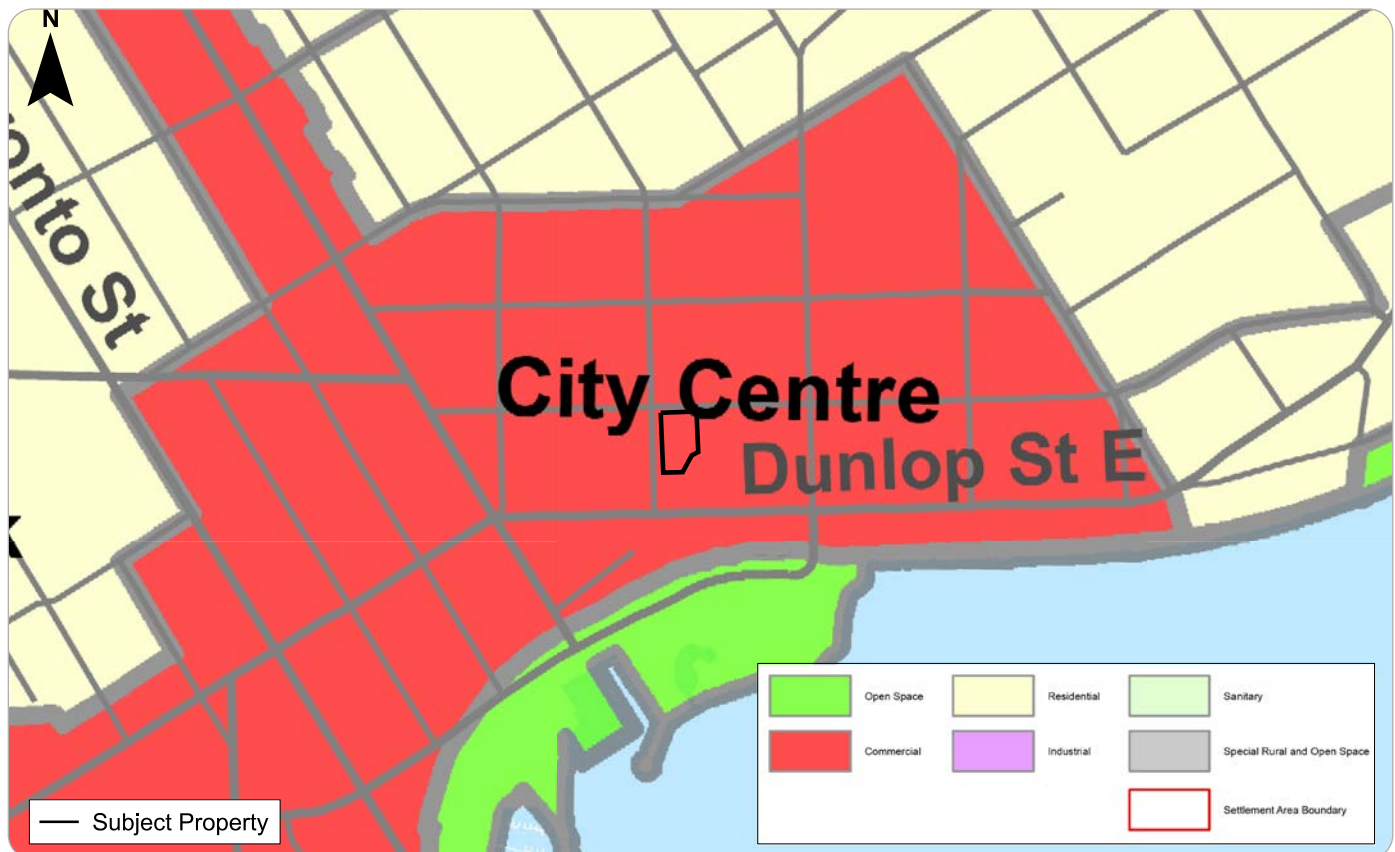


Figure 11: Schedule B – Planning Areas

(b) *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)*

(c) *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.*

(d) *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.*

(f) *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))*

(i) *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.*

BOP Section 5.3: Stormwater Management

The proposed development meets the definition of a major development as specified by the City of Barrie Official Plan. As such, the following policies apply to any major development of the subject lands from a stormwater and servicing perspective:

5.3.2.2.: General Policies:

(a) *An application for major development shall be accompanied by a stormwater management plan that demonstrates:*

i) *an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*

ii) *through an evaluation of anticipated changes in the water balance between pre-development and post-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.*

(b) *Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:*

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

The Functional Servicing and Stormwater Management Report, prepared by Tatham Engineering, shows that the proposed development incorporates sustainable best management practices for stormwater management. This includes considerations for water quantity and water quality through the attenuation of storm water flows and improvement of water quality measures, which conforms with standards set by the City of Barrie and Lake Simcoe Region Conservation Authority. Therefore, the proposed development conforms with Section 5.3 of the BOP. As previously noted, the proposed development will also strive to achieve LEED Certification through the site plan approvals process.

BOP Section 5.4: Transportation

As previously mentioned, the proposed development provides efficient and compact intensification that is transit supportive and accessible. The proposed upgrades to the sidewalk and streetscape, along with 110 proposed bicycle parking spaces will contribute additional active transportation opportunities to the future residents of the proposed development. As noted, the site's location within the downtown area provides it with optimal access to existing services, retail/commercial uses, entertainment, amenities and community facilities that can be easily accessed without private vehicle usage, contributing to a multi-modal transportation system.

5.4.1: Goals:

- (d) *To develop the Intensification Areas identified on Schedule I – Intensification Areas of this Plan at densities that are transit supportive and provide linkages to major transportation hubs and routes such as the major transit stations. (Mod F (q)(ii))*

5.4.2.1: General Policies:

- (a) *The road network existing and proposed is shown on Schedule D - , Roads Plan and Schedule E – Road Widening Plan. (Mod F (r)) These maps, together with the following policies, will be the basis for the provision of roads and right-of-way widths within the City. Development proposals may be subject to conditions related to transportation improvement as outlined in the City's Transportation Study, updates thereto and the Development Charges By-law.*

(b) It is intended that the street system servicing the City will be developed in accordance with the pattern shown on Schedule D. As a condition of approval of applications for development under the Planning

5.4.2.2: Road Classification

(e) Collector Roads carry traffic between the Arterial Roads and the Local Roads. Collector Roads, however, may also be used to service property. Collector Roads are designated as Major Collector and Minor Collector on Schedule D.

5.4.2.3: Public Transit

(b) High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.

(c) New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.

(g) Public transit services shall be expanded to support new development in the Downtown Barrie UGC and in designated Intensification Areas and in doing so, assist in the creation of pedestrian friendly urban spaces. (Mod F (w))



Figure 12: Schedule D – Minor Collectors

5.4.2.4: Active Transportation

- (b) Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.*

In addition to the above, the proposed development is providing 1.5 metres towards the public laneway access at the south end of the property, thus providing additional community benefits and transportation infrastructure. In our opinion, the proposed development conforms to the BOP's transportation policies and can be appropriately accommodated based on the recommendation outlined in the Transportation Impact Study prepared by Tatham Engineering.

BOP Section 6.8: Height and Density Bonusing

Section 6.8 of the BOP provides the following height and density bonusing policies that are likely to apply to the proposed development given the proposed increase in height and density being sought above the current zoning and minor variance permissions.

- (a) Upon the City determining that an application that would have the effect of permitting an increase in the height and/or density that exceed the maximum height and/or density permitted in the Zoning By-law is appropriate, City staff shall also recommend for the provision of community benefits pursuant to Section 37 of the Planning Act provided that:*

- i) The development constitutes good planning and is consistent with the goals, objectives and policies of this Plan;*

- ii) The community benefit provided bears a reasonable planning relationship to the increase in the height and/or density of the proposed development including having an appropriate geographic relationship to the development; and*

- iii) Adequate infrastructure exists or will be provided by the developer to support the proposed development.*

- (b) Without limiting the authority of the foregoing, the City will seek to secure any of the following community benefits above and beyond those that would otherwise be provided under the provisions of the Planning Act (including parkland dedication and cash-in-lieu of parking) or the Development Charges Act or any other statute. The community benefits that may be secured include, but are not limited to, the following:*

- Provision of affordable housing units;*
- Community facilities/services;*
- Arts and cultural facilities;*
- Public art;*
- Parks facilities and equipment;*
- Protection of cultural heritage resources;*
- Public access to facilities;*
- Streetscape improvements on the public boulevard not abutting the site;*
- Local improvements to transit facilities including pedestrian connections to transit facilities;*

- *Amenities for active transportation such as pedestrian or cycling facilities;*
- *Land for other municipal purposes;*
- *Preservation and enhancement of the Natural Heritage System;*
- *Enhanced on-site tree planting or landscaping;*
- *Public parking facilities (at-grade and/or structures);*
- *Local improvements identified through Community Improvement Plans;*
- *Sustainable energy works and facilities; and*
- *Any public work, initiative or matter in compliance with this Plan.*

Should the application be subject to the above policies, or an alternate Community Benefits Charge (CBC) policy that may be applicable at the time of the approval, the applicant will work with the City to confirm what charges may be applicable, and what benefits may be provided to satisfy its obligations. At present, the proposed development includes a public art installation and will be seeking LEED certification that in our opinion, should be considered in the density bonusing scenario.

(c) Development proposals in the R1, R2, R3, R4 and RM1 zones are not subject to this section of the Plan. Non-Profit housing proposals are also not subject to this requirement.

(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.

Summary

The proposed development conforms to the City of Barrie Official Plan as it contemplates a high-density mixed-use development on lands within the Urban Growth Centre and City Centre designations. A proposal for a high-rise mixed-use development on the subject lands is contextually appropriate because intensified development within the Downtown Barrie area is encouraged through the Official Plan policies, which are consistent with and confirm to the hierarchy of provincial planning documents, including the Growth Plan. The proposed development also incorporates the objectives of the Official Plan in regards to compatibility, urban design, housing, transportation, and intensification. The proposed high-rise mixed-use building will provide for a mix of commercial and residential uses, and a variety of unit sizes that will diversify the area housing stock within the City of Barrie. This additional housing will assist in meeting the needs of future and existing residents and will support the overall housing affordability issue by increasing supply within the market area, and including unit types that are generally more affordable and accessible for low to moderate income residents of the City. The proposed development will further contribute to Downtown Barrie as a complete community as new multi-unit housing will be located in proximity of existing services, amenities, retail, and entertainment, enabling residents to meet their daily needs within the local area. The proposed development will also utilize existing servicing infrastructure and contribute to the usage of existing community services and facilities. In summary, it is our opinion that the proposed development conforms to the policies and land use planning vision of the City of Barrie Official Plan.

6.5 DRAFT CITY OF BARRIE OFFICIAL PLAN 2051 (COUNCIL APPROVED FEBRUARY 2022)

The new City of Barrie Official Plan was adopted by City Council on February 14, 2022. The Official Plan is not yet in force and effect, as approval by the Ministry of Municipal Affairs and Housing has yet to be provided. As such, the existing official plan policies discussed in Section 6.4 of this report are the applicable official plan policy documents at the time this report was prepared, and the rezoning application was submitted. The new Official Plan establishes founding principles that were developed through community consultation. These include Managing and Directing Growth to Create Healthy, Complete and Safe Communities; Design Excellence; Connectivity and Mobility; Green and Resilient; Economic Prosperity and Growth; and Vibrant and Diverse Culture. Although the Plan is not yet in-effect, consideration has been given to the plan in view of its adoption by City Council as it represents the evolving and future land use planning vision for the City of Barrie.

DBOP Section 2.3.2: Urban Growth Centre (UGC)

Map 1: Community Structure of the Draft City of Barrie Official Plan 2051 continues to designate the subject lands as Urban Growth Centre. This is consistent with the currently in-effect City of Barrie Official Plan and Growth Plan designations. Urban Growth Centres serve as a focal point for the intensification of development and creation of residential and commercial space. As such, the following policies from Section 2.3.2 of the DBOP will apply:

- a) *The Urban Growth Centre is a place of regional importance centred on the waterfront and downtown, and the quality of development in the Urban Growth Centre shall be commensurate to its regional importance.*

- b) *The Urban Growth Centre will be planned to be a complete community, and as a strategic location for the concentration of the highest densities and widest mix of uses in the city. This will transform the Urban Growth Centre into a dynamic place to live, work, shop, and connect.*
- c) *The Urban Growth Centre will be supported by and connected to the waterfront through a diverse and dynamic public realm network, including natural heritage features, parks and a multi-modal road network.*
- d) *The Urban Growth Centre will be planned to:*
 - i) *Achieve and maintain by 2031, by accommodating a significant amount of the City's forecasted population and employment growth, a minimum density of 150 persons and jobs per hectare (refer to Section 2.4.2.1 for calculation instructions); and,*
 - ii) *Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.*

The development of a high-density, mixed-use building will support the creation of complete communities, while providing access to local amenities and public services that underscore the regional importance of Downtown Barrie and the waterfront. The proposed development will also contribute towards the density targets and increase the range of available housing in the Downtown Barrie Urban Growth Centre. Therefore, the proposed development will conform with the policies and intent of Section 2.3.2 of the Draft City of Barrie Official Plan.

DBOP Section 2.6.3: High Density

Map 2: Land Use Designations from the Draft City of Barrie Official Plan designates the subject lands as High Density. This designation permits a range of uses including residential, parks and open space, and mixed-use commercial space. The following policies from Section 2.6.3 will apply to the subject lands:

2.6.3.1: Permitted Uses

The following uses shall be permitted in areas designated as High Density:

- a) Residential;
- d) Parks and other open space areas;
- e) Commercial as part of a mixed-use development;
- f) Retail as part of a mixed-use development;



Figure 13: Map 1 – Community Structure

2.6.3.2: Land Use Policies

- a) Ground floor building frontage of buildings facing any arterial street or collector street shall predominantly consist of retail uses or non-residential uses that animate the public realm.

2.6.3.3: Development Policies:

- a) Development is to be designed to a high architectural standard, be well-integrated with adjacent areas, as per Section 3 policies of this Plan, and shall ensure a safe and secure public realm.

- d) Until further direction can be provided through a Downtown Master Plan, secondary plan, height review study or equivalent, heights in excess of 25 storeys may only be permitted in the Urban Growth Centre and Major Transit Station Area if justified and supported by evidence (e.g., through a market study), which demonstrates to the satisfaction of the City:
 - i) The need for additional height;
 - ii) Demand within the regional market area for housing units that could be provided through building heights above 25 storeys;

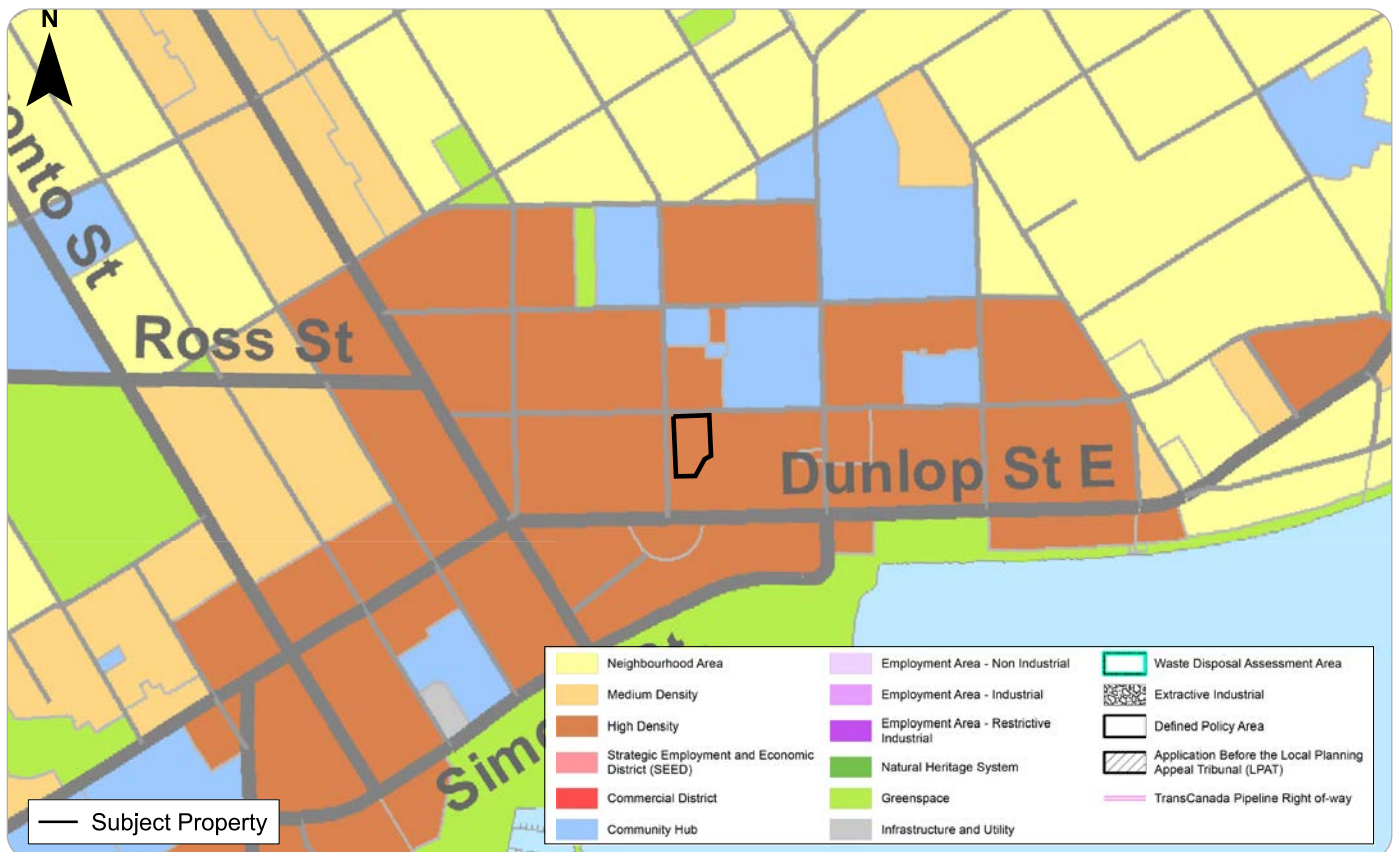


Figure 14: Map 2 – Land Use Designations

iii) *How additional dwelling units created as a result in the increase in height contribute to the provision of attainable, affordable or deeply affordable housing; and/or,*

iv) *Exceptional design – further guidance on this will be provided for in the City-Wide Urban Design Guidelines.*

e) *Development within the Urban Growth Centre or Major Transit Station Areas shall have a minimum residential density of 300.0 units per hectare. Development on lands designated High Density outside the Urban Growth Centre or Major Transit Station Areas shall have a minimum residential density of 225.0 units per hectare.*

f) *Buildings should be a minimum of 12 storeys.*

The proposed building will represent a high-density development which exceeds the standards outlined in the Draft City of Barrie Official Plan. In accordance with the policies, the proposed development provides at-grade non-residential uses that animate the public realm and achieves a high architectural standard. Development within the Urban Growth Centre shall have a minimum residential density of 300 units per hectare, which the proposed development achieves. The draft OP policies provide for heights in excess of 25 storeys only to be provided within the Urban Growth Centre, subject to further justification. As demonstrated in this report and the corresponding submission materials, the additional height and density of the proposed development can be justified as there is capacity in the existing infrastructure to support it, and it will not have any negative impacts on the immediate context. As such, the proposed 32-storey development conforms to the draft policies of the plan.

Summary

The Draft City of Barrie Official Plan 2051 received Council approval in February 2022. However, the City of Barrie is still waiting on Provincial approval from the Ministry of Municipal Affairs and Housing (MMAH) before the Official Plan and its policies will become in force and effect. As a result, the policies from the DBOP do not currently apply to the proposed development or the subject lands at the time this report was prepared and the rezoning application was submitted. However, the policies and intents of the DBOP have been reviewed and considered to determine conformance with future goals and the land use planning vision for the City of Barrie. In general, the policies of the new draft OP are generally consistent with those in the currently in-force Official Plan. The subject lands are still designated as within the Urban Growth Centre, where a majority of the growth and development within the City of Barrie is permitted and encouraged. The proposed development will also incorporate high density design features to meet the density targets outlined in the new Official Plan and Growth Plan. In conclusion, it is our opinion that the proposed development conforms with the policies of the Draft City of Barrie Official Plan 2051.

6.6 LAKE SIMCOE PROTECTION PLAN

The Lake Simcoe Protection Plan (LSPP) was approved under the Lake Simcoe Protection Act, 2008, and took effect on June 2, 2009. The plan is a watershed-based plan, which is intended to protect the health of Lake Simcoe and, by extension, the lands within its watershed. The Lake Simcoe watershed contains significant natural, urban, and agricultural systems, including provincially significant wetlands, woodlands, and prime agricultural areas. The guiding principles of the LSPP include a belief that the lake is life, and the health of the lake determines the quality of life in the area. This includes considerations for the ecological health of Lake Simcoe and its watershed, including reducing the stresses from human activities, phosphorus from agricultural uses, invasive species, and climate change. In controlling these features, the ecological health of the Lake Simcoe watershed can be protected and restored.

The subject lands are located within the Downtown Barrie Urban Growth Centre, as outlined by the Growth Plan, and further located within a Settlement Area as defined by the LSPP. Therefore, intensification of development is encouraged as long as the growth incorporates sustainable design elements and appropriate. This consideration for sustainable design requirements is particularly outlined in Chapter 4 of the LSPP, which provides standards for stormwater management, water quality and the protection of vegetation for major developments proposed within the Lake Simcoe watershed. The following policies are relevant to the proposed development and must be considered:

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

- a. consistency with stormwater management master plans prepared under policy 4.5 when completed;*
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;*

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

The Functional Servicing and Stormwater Management report, prepared by Tatham Engineering demonstrates conformity with the Lake Simcoe Protection Plan design criteria and provides a detailed assessment as to how LSRCA and City of Barrie standards are met. Additionally, the report includes a phosphorus budget and water quality, as required by Policy 4.4.2 of the Lake Simcoe Region Phosphorus Offsetting Policy. Therefore, the proposed development conforms to, and is consistent with the objectives of the LSPP.

6.7 CITY OF BARRIE ZONING BY-LAW 2009-141

The City of Barrie Zoning By-law 2009-141 zones the subject lands as Central Area Commercial (C1-2). The uses permitted within this zone category includes: bank, office, retail store, service store and residential dwelling units in conjunction with those commercial uses typically permitted within the Central Area Commercial (C1-2) zoning. Additionally, the existing zoning regulates a maximum gross floor area of 600% of the lot and has a maximum height requirement of 45m.

Previous Minor Variance Application

On June 11, 2020, a Minor Variance Application (Application No. A14/20) was submitted to the City of Barrie's Committee of Adjustment. The purpose of the application was to seek additional development rights to facilitate the construction of a 16-storey retirement residence. Specifically, the applicant sought a Minor Variance to City of Barrie Zoning By-law 2009-141 for the following standards:

- i) *To permit a podium height of 16 metres within 5 metres of the front lot line and the lot flankage on Owen Street, whereas the Comprehensive Zoning By-law, under Section 6.3.2, permits a maximum of 10m within 5m of the front lot line and the lot flankage;*
- ii) *To permit a building height of 55 metres beyond 5 metres of the front lot line and the lot flankage, whereas the Comprehensive Zoning By-law, under Section 6.3.2 permits a maximum of 45 metres beyond 5 metres of the front lot line and the lot flankage;*
- iii) *To permit a maximum gross floor area of 885% of lot area, whereas the Comprehensive Zoning By-law, under Section 6.3.1, permits a maximum gross floor area of 600% of lot area;*

- iv) *To permit a minimum lot coverage of 7% for commercial uses, whereas the Comprehensive Zoning By-Law, under Section 6.3.2, requires a minimum lot coverage of 50% for commercial uses; and*
- v) *To permit a minimum of 1 parking space per 4.85 suites/units (65 parking spaces), whereas the Comprehensive Zoning By-law, under Table 4.6.1, requires a minimum of 1 parking space per 2 suites/units (157 parking spaces);*

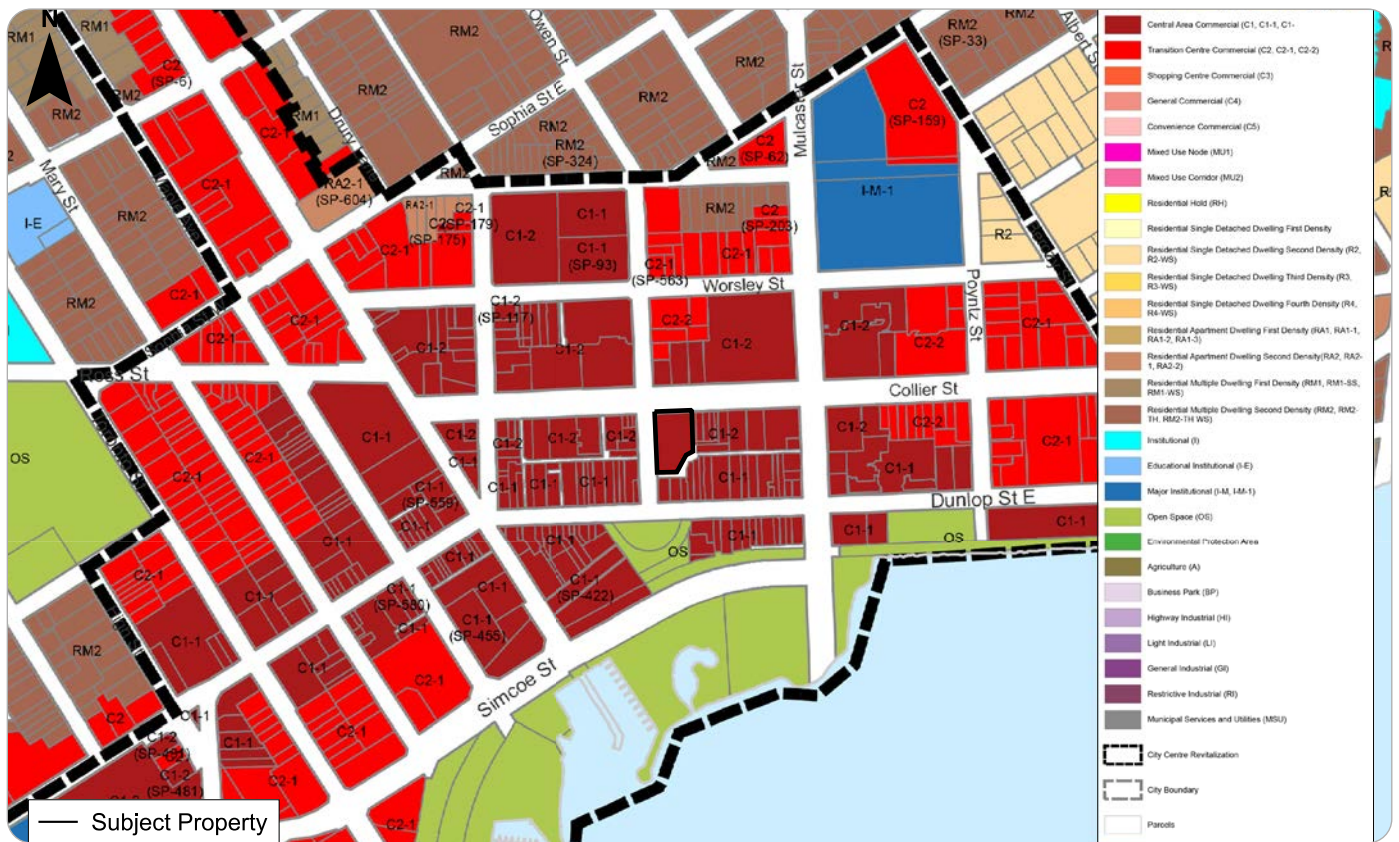


Figure 15: Barrie Zoning By-law Map

The Minor Variance was granted during the Committee of Adjustment public hearing held on June 24, 2020. No appeals were received for the decision and the variance is now in full force and effect. Ultimately, the landowner did not pursue the proposed retirement residence use and has subsequently sold the lands to the current owner; however, the additional development rights granted through the existing Minor Variance to Zoning By-law 2009-141, pursuant to Section 45 of the Planning Act, R.S.O. 1990 c. P.13, as amended, still apply to the subject lands today. It is noted that although the current development proposal differs from the previous minor variance approval and seeks additional zoning relief through a separate Zoning By-law Amendment application, it is our opinion that the current development permissions and previous approvals provide some relevance to the current application and have been considered in the formulation of our planning opinion regarding this revised development proposal.

The existing zoning does not permit the proposed development as presently contemplated. As such, a Zoning By-law Amendment application has been submitted to maintain the existing zoning designation and add site specific exceptions that will allow the development to proceed as proposed and discussed in this report.

WESTON
CONSULTING



7. DESCRIPTION OF PLANNING APPLICATION

7.1 PROPOSED ZONING BY-LAW AMENDMENT

The City of Barrie Zoning By-law 2009-141 current zones the subject lands as Central Area Commercial (C1-2). Although the proposed uses are currently permitted on the subject lands and within the existing zoning category, site specific development standards are required to permit the development of the site as proposed in this report and in the architectural drawing package prepared by Scott Shields Architects Inc. The Zoning By-law Amendment application seeks to maintain the existing Central Area Commercial (C1-2) zone and add site specific exceptions. The following provides a listing of anticipated site-specific exceptions that are required to implement the proposed development, which will be further confirmed by the City through its detailed review of the application.

1. To permit a maximum gross floor area of 947% of lot area, whereas Section 6.3.1 (Table 6.3) permits a maximum gross floor area of 600% of lot area.

- The proposed increase in density is consistent with the applicable policy framework by focusing greater density to a presently vacant and underutilized parcel that has access to existing services and infrastructure.
- The additional density will optimize the use of the site within an Urban Growth Centre.
- The proposed density increase is only 62% of the lot area (0.62 FSI) given the previous minor variance approval that increased the density to 885% of the lot area.
- The additional technical reports included in this application, including the Functional Servicing Report prepared by Tatham Engineering have confirmed that the additional density can be appropriately serviced.

2. To permit a maximum building height of 98 metres (Upper Ground Level to top of roof – excluding the Mechanical Penthouse) whereas Section 6.3.2 permits a maximum height of 45 metres.

- Similar to the proposed density increase for the site, the additional height requested is consistent with the hierarchy of applicable land use planning policies and will allow for the optimization of the site and achievement of appropriate density for the area context.
- The proposed height increase is modest and consistent with other application in the Urban Growth Centre/City Centre area.
- The proposed height is supported by the elevated building and site design, streetscape improvements and the Sun Shadow Study discussed in the Urban Design Brief.

3. To permit a podium height of 14 metres (Upper Ground Level to Level 5) within 5 metres of the front lot line and the lot flankage on Owen Street, whereas Section 6.3.2 permits a maximum podium height of 10m within 5m of the front lot line and the lot flankage.

- The proposed increase in the podium height allows for a more optimal building and site design, allowing for necessary parking to be contained within the above grade parking deck, limiting impacts and construction costs from Barrie's high water table.
- The podium increase is minor and has been designed to appropriately transition to lower scale buildings to the south of the site along Dunlop Street East.

- The podium height is a reduction of 2m from what was approved through the previous minor variance application.
- 4. To permit a minimum of 0.92 parking space per dwelling unit (234 parking spaces), whereas Section 4.6.1 (Table 4.6) requires a minimum of 1 parking space per dwelling unit.**
- The proposed parking reduction is consistent with previous approval in the City Centre area and is supported by transit availability and optimal access to existing services and amenities that are plentiful in the Downtown Barrie area.
 - The parking reduction is also supported by the Parking Study prepared by Tatham Engineering that concluded the reduced parking rate was reasonable given proxy sites and applicable rates in similar contexts across the GTA.
- 5. Permit a minimum of (1) Loading Space whereas Section 4.7.1 requires 5 loading spaces.**
- Based on experience with other similar developments across the GTA and previous approvals in Barrie, it is concluded that (1) loading space is sufficient to accommodate both residential and commercial servicing of the property.
 - The site access, size and configuration limit the ability to provide additional loading spaces without compromising the streetscape and the provision of commercial spaces at grade and optimal layouts for the decked parking.
- 6. Require no landscape buffer along the side and rear lot lines, whereas Section 6.3.7.1 requires a minimum landscape buffer of 3m.**
- The provision of a landscape buffer is not necessary in this urbanized context and would limit the ability of the building/site to achieve an optimal podium layout and size, further limiting the ability to provide mixed-use commercial uses at grade and an enhanced streetscape design.
 - It is our opinion that the landscape buffer is typically required to provide separation between commercial sites and low-rise residential areas; however, the site is located within the centralized portion of the Urban Growth Centre to which there is less impact of transition. The removal of the landscape buffer allows for more seamless transition in built forms and a consistent street wall. There are no side yard and rear yard setback requirements for the C1 Zone.
 - The rear and side yard to the site are service areas and laneways that will not allow for optimal plantings or inviting spaces.

7.2 SITE PLAN APPROVAL

In addition to the Zoning By-law Amendment application that has been filed with the City of Barrie, a corresponding Application for Site Plan Approval has also been submitted to facilitate the proposed development of the subject lands. Given the extensive review and works undertaken as part of the previous site plan application, the owner wishes to advance the review of both the rezoning and site plan applications concurrently. It is acknowledged that the approval of the site plan application is dependent on Council's approval of the corresponding Zoning By-law Amendment application.

WESTON
CONSULTING



8. AFFORDABLE HOUSING

The City of Barrie's 'Affordable Housing Strategy' (February 2015), is a 10-year housing plan which seeks to provide a plan to encourage, stimulate and increase the supply and range of affordable housing options to meet the needs of residents, at all income levels and stages of life. The objective of this Strategy is to identify actions that will increase the supply of affordable housing in the City of Barrie. This report and the proposed development have considered the City's in-effect and proposed affordable housing policies, as well as its proposed housing strategy.

The proposed development includes 253 residential units of various sizes, which provides new housing opportunities on existing vacant lands by significantly increasing the available housing stock to the community and the overall supply of new units that will assist in addressing housing affordability through a market based approach. The proposed development is located within the Downtown Barrie Urban Growth Centre and is surrounded by various community amenities, services and public transit, all of which will benefit from the proposed development, either by way of an increased customer base or by additional users of existing municipal facilities.

The proposed development has been evaluated against the policies of the Provincial Policy Statement in Section 5.2 of this report. Section 1.4.3 of the PPS promotes affordability through providing a variety of housing options and residential intensification through redevelopment in areas with existing infrastructure and public service facilities. The PPS also speaks to providing appropriate housing opportunities based on market needs. The proposed development will diversify the available housing stock, addressing an identified shortage in the proposed built form.

While the proposed development is not providing specifically designated "affordable units", the development does provide for an appropriate market-based range and mix of residential types which can be attractive housing options for many demographics. The proposed development contains the following mix of unit types:

- 71 one-bedroom units (28%)
- 63 one-bedroom plus den units (25%)
- 81 two-bedroom units (32%)
- 38 three-bedroom units (15%)

The proposed development is providing a greater than average proportionate mix of unit size and a higher ratio of larger two and three bedroom units than is typically found in developments of its size and type throughout the GTA. The inclusion of larger units provides more housing opportunity to a greater range of people. The range in unit sizes provides opportunities for various other stages of life and for persons requiring varying housing needs, including housing for single parent households, singles, childless couples, young adults and persons with varying specialized needs. Additionally, the proposed development is suitable for seniors looking to downsize, as apartment living reduces the need for property upkeep and can reduce accessibility barriers. Furthermore, apartment units are typically more affordable than the low-density housing forms that have dominated the historical development patterns of the City, while still being suitable for a variety of family sizes. The proposed build form also provides an opportunity for entry-level housing for those that cannot afford typically more expensive low-density building forms, while responding to market demands. It has generally been concluded among housing and policy experts that the more productive way to increase housing affordability is through increased housing supply and a greater range of housing choice.

Similarly, the guiding principles, Section 2.2.14 and Section 2.2.6.1 of the Growth Plan echo the policy direction of the PPS by directing development to provide for a diverse range and mix of housing options to service market needs in the regional area. The proposed development is providing a range of unit sizes and is diversifying the regional housing stock. The proposed development has addressed the Provincial policy direction regarding housing affordability by including a range and mix of unit sizes and by further diversifying the area housing stock.

Barrie Affordable Housing Strategy

The City of Barrie's Affordable Housing Strategy established a goal to provide 840 new affordable units by 2025, and had reached this goal as of December 2020. The report concludes with several action items, including Recommended Action 3 which directs that developers be encouraged to plan for mixed density neighbourhoods including affordable housing ownership and rental tenure. This was implemented through the City's Official Plan Affordable Housing policies that target a minimum of 10% of all new housing units to be affordable.

In-effect Official Plan

The in-effect Barrie Official Plan contains policies regarding affordable housing in Section 3.3.2.2, which further calls for a minimum target of 10% of all new housing units to be affordable housing in accordance with specific benchmarks for "affordable" depending on tenure. The 10% ratio is a target for new affordable units and is to be measured against all new housing being provided within a designated area and not on a site by site basis. As stated above, the proposed development provides a form of more affordable housing by increasing the housing supply and providing greater housing choice in typically more affordable unit types, while also providing a greater range of larger unit sizes than are typically provided in developments of a similar size and form. Additionally, the City has already reached its goals of providing 840 new affordable housing units.

Barrie's New Official Plan (not in-effect)

The new City of Barrie Official Plan provides draft policy direction on Affordable Housing through Section 6.4.2. The City will encourage the provision of an appropriate range and mix of housing options and densities that will meet the social, health, economic and well-being of current and future residents. This includes intensification projects that provide a range of unit sizes as currently proposed in the development. It acknowledges that the draft policies direct that redevelopment within High Density land use designations shall provide 20% of their housing units as affordable, in accordance with Policy 2.5 (l). Specific policy applicable to the Urban Growth Centre includes the following:

In addition to other policies of this Plan, the following policies shall apply to the Urban Growth Centre:

- d) *The Urban Growth Centre will be planned to:*
 - ii) *Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies in Section 6.4.2 of this Plan.*

The new Official Plan is not yet in force and effect at the time this report was prepared and the application was submitted, while the City is also still developing a policy framework regarding incentives and the implementation of affordable housing. As such, no “affordable units” are proposed as part of this development application at this time. Despite this, the proposed development provides a range and mix of housing opportunities that will ultimately improve affordability and allow for greater housing choice, which satisfies the provincial policy direction. Additionally, the 20% affordable housing target applies to the entire Urban Growth Centre, while it is noted that many purpose built affordable housing and rental developments are being considered throughout the downtown area that will assist the City in delivering additional affordable units and further exceeding its already achieved targets. At this time, the new official plan and implementation policies for the provision and requirement of affordable housing has yet to be determined and advanced.

Summary

Opportunities for increased affordability may be explored through the development review process. It is noted that as the proposed development is seeking additional height and density permissions, further discussion as to the potential provisions of affordable housing units may be explored based on the development’s obligations under the future Community Benefits Charge By-law (CBC) that is expected to be enacted in the first quarter of 2023. It is also noted that the Bank of Canada’s recent and further anticipated increases to interest rates have already had an impact on housing prices and affordability across the country, which should be further monitored as the development application proceeds through the approvals process.

In summary, the proposed development will introduce 253 new apartment units, which will increase the overall housing supply in the City, helping to enhance affordability within the market area. The proposed built form also constitutes a more affordable housing type than traditional low-density housing forms that have dominated historical development patterns.

9. PLANNING JUSTIFICATION + ANALYSIS

9.1 POLICY CONTEXT

In our opinion, the proposed development represents good land use planning, attractive urban design and is in the public interest. As demonstrated in this report, the proposal is consistent with and conforms to the hierarchy of applicable land use planning policies and regulations, and will assist in implementing the land use planning vision for the area by providing compact and efficient form of intensification with access to transit and the plentiful services and amenities available within the growing Downtown Barrie area.

Provincial Policy Framework

The subject property is located within an established Settlement Area per the Provincial Policy Statement and within a Strategic Growth Area and a defined Urban Growth Centre per the Growth Plan for the Greater Golden Horseshoe, which collectively direct development through intensification and efficient land use patterns that utilize existing services, amenities and transit. The overarching provincial policy direction is that the subject lands be developed for higher intensity uses that compliment the Urban Growth Centre designation. In our opinion, the proposed development is consistent with the PPS, and conforms to the Growth Plan as it will implement the provincial policy direction for compact and efficient intensification that will better utilize existing services, public facilities and amenities.

The proposed development will provide 1,271.6 square metres of new retail/commercial space at the base of the proposed building, which will contribute to the further establishment of the City Centre area as a complete community. Given the extensive services and amenities located within the vicinity of the site, the proposed development will appropriately compliment existing commercial uses and provide an expanded customer base for the community. Additionally, the proposed development provides a range and mix of unit sizes that will more greatly diversify the area housing stock and deliver a compact and efficient building form to intensify the area. The proposed unit breakdown will increase affordability through new housing supply and provide new housing opportunities for a wide range of future residents requiring various housing needs. In particular, the proposed development will deliver a higher than average ratio of larger units (15% 3-Bed, and 32% 2-Bed) providing greater housing availability and a more marketable product.

The proposed development will deliver a range and mix of uses, unit types and new intensification in an efficient and compact building form that will utilize existing services, resources, and better utilize existing transit infrastructure, collectively contributing to a complete community in the Downtown Barrie area. In our opinion, the proposed development is consistent with and conforms to the provincial policy direction applicable to the subject lands.

Municipal Policy Framework

The proposed development conforms to the municipal policy framework and will implement the land use planning vision for the Downtown Barrie area. The presently in force City of Barrie Official Plan designates the site as City Centre, which is consistent with its designation as an Urban Growth Centre per the Growth Plan, further implementing the provincial policy direction for the site at the local policy context. The proposed development implements this vision and policy framework of the City Centre designation by providing 1,271.6 square metres of new commercial space and 253 residential units within a new mixed-use building that includes a compact and efficient high-density building form. The proposed development conforms to the Barrie Official Plan and can be accommodated without the need for an Official Plan Amendment application.

The City of Barrie's new official plan was adopted by Council in February 2022 and has yet to be approved by the Ministry of Municipal Affairs and Housing. As such, the new official plan is not yet in force and effect at the time this report was prepared and the corresponding Zoning By-law Amendment application was submitted. The new official plan will redesignate the site to High Density, which is consistent with the City Centre designation, while providing greater granularity and specificity for proposed land uses within the downtown area. Despite the change in land use name, it is our opinion that the new official plan policies are generally consistent with the current in-force policy framework. Although, the new official plan policies do not apply, it is our opinion that the proposed development conforms to the intent and future land use planning vision outlined within the new official plans policies.

The proposed Zoning By-law Amendment will implement the proposed development within the context of the growing City Centre, and provide for building and development standards that allow the site to achieve optimal density and implement the development as discussed within this report. The site specific exceptions and the relief items sought are minor in nature and fulfill the general intent and purpose of the Zoning By-law. In our opinion, the proposed development is permitted by the hierarchy of applicable land use planning policies and regulations, and conforms to the City of Barrie Official Plan.

Overall, the proposed high density and mixed-use building provides intensification and growth in an area designated and mandated for development given its centralized location, the availability of existing services, policy permissions and location within proximity of existing transit infrastructure. The proposed Zoning By-law Amendment seeks minor site-specific exceptions to implement the development as proposed within the site context and achieve optimal densities for the City Centre. As such, the proposed development is consistent with and conforms to the hierarchy of applicable land use planning policies and regulations. In our opinion, the proposed development provides for good land use planning and achieves sound urban design principles.

9.2 URBAN DESIGN + SUSTAINABILITY

As outlined in the Urban Design Brief prepared by Weston Consulting, the proposed development will mix a variety of high-quality building materials to enhance the building aesthetic and break up the building massing, while seamlessly integrating into the fabric. The large focus of the design on the lower levels of the building and streetscape integration will limit the impact of the building height and enhance the streetscape, pedestrian experience, and the public realm. This is achieved through various combinations of landscape, building materials, active frontages, screening of building components to the rear/laneway, and the inclusion of public art.

The Sun Shadow Study, prepared by Scott Shields Architects Inc. demonstrates that adjacent uses will experience minimal shadowing impact to nearby commercial and residential buildings in the Downtown Barrie area, while recognizing the urban context of the area. The slender building design will limit shadowing, while the step backs and massing of the upper storeys will add to the building design and create a landmark for the downtown skyline. Through optimal design, the above ground parking facilities have been screened from public view, while active store fronts will animate the streetscape. The stepping down of the tower towards the south mimics the existing grade of Owen Street as the building transitions down towards Lake Simcoe. Further, the stepping down and large amenity decks will provide an optimal amenity feature for future residents and seamlessly integrate into the existing fabric of the area. Careful consideration of the building design has been undertaken between the architect and City staff to ensure that the historical buildings and low rise context along Dunlop Street is maintained.

Sustainability

Through the building's enhanced design, reduction in overall parking supply, and optimal site location, the proposed development achieves a high standard of environmental and building sustainability. Through the detailed design process, the developer is committed to and will strive to achieve the highest levels of sustainability as the development endeavors to receive LEED certification through the incorporation of best management practices for building design. Further, the reduction in parking will support transit usage, while the site's optimal location will support active transportation sources given its connectivity and access to existing services, amenities, public facilities and entertainment. Collectively, these sustainable measures will enhance the building design, provide for greater building and long-term sustainability, and will reduce and prepare the development for the climate change.

Overall, the building provides optimal design and enhances the streetscape, providing an interesting and sustainable development to a presently vacant and underutilized parcel. In our opinion, the proposed development provides optimal building design, achieves the City's urban design guidelines and principles.

9.3 SERVICING & INFRASTRUCTURE

The proposed development makes efficient use of existing municipal infrastructure as it will be connected to existing water, sanitary, and storm water connections. As demonstrated in the Functional Servicing and Stormwater Management Reports, prepared by Tatham Engineering, the existing municipal water and sewage systems have sufficient pressures, capacity and storage volumes to provide service to the proposed development. Further, it was concluded that the proposed development will not result in any negative impacts with respect to stormwater management, and that appropriate water quantity and quality controls have been provided. The proposed development will achieve and implement the applicable servicing and stormwater management standards and guidelines of the City of Barrie and Lake Simcoe Conservation Authority. In our opinion, and based on the conclusions of Tatham Engineering, there is adequate capacity within the existing municipal infrastructure to support the additional height and density proposed for the subject lands.

10. CONCLUSION

Based on our review of the applicable land use planning policy framework, area context and the supporting application materials, it is our opinion that the proposed development and enclosed Zoning By-law Amendment application are based on good planning and urban design principles. The proposal is consistent with and conforms to the hierarchy of applicable land use planning policies and documents by providing a high density, mixed-use development within an established Urban Growth Centre and City Centre area that will provide for a range and mix of dwelling options and additional commercial uses to the growing Downtown Barrie. The proposed Zoning By-law Amendment seeks to implement site specific development standards that will allow the proposed development to achieve optimal density within its site and area context.

The proposed development is compatible with the surrounding area, delivers the form of intensification that is planned and envisioned for the area, provides an efficient and compact built form on a vacant and underutilized lot, supporting the achievement of a complete community given its mixed-use components and proximity to a range of existing services and amenities, and promotes active transportation and sustainable development. It is our opinion that the proposed development and associated planning applications represent good planning and urban design, and should proceed through the applicable development review process as prescribed by the Planning Act, and should be ultimately approved.

WESTON
CONSULTING

