



PLANNING RATIONALE REPORT

901 Essa Road and Block 281
City of Barrie

Prepared For: Brown Bear Dev Ltd.

TBG File: 22851



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Introduction

The Biglieri Group Ltd. (“TBG”) has been retained by Brown Bear Dev Ltd. (“BBD”) to prepare Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications (collectively “the proposal”) to implement a proposed development on the lands municipally known as 901 Essa Road and Block 281, Plan 51M-1160 in the City of Barrie (“The Subject Site or the Site”). The proposed development is a mixed-use building with two, 15-storey towers including a connected 3-storey podium. A total of four-hundred twenty-five (425) residential units and 365 square metres of commercial uses are proposed.

An Official Plan Conformity Review Meeting was held with City of Barrie Staff on July 22, 2022. The Consolidated Conformity Review Comments are provided in **Appendix A**.

The Subject Site is legally described as Part of the South Half Lot 2, Concession 11, Geographic Township of Innisfil, City of Barrie and Block 281, Plan 51M-1160. This Planning Rationale Report has been prepared to analyse the proposal in light of the existing planning policy framework.

The Subject Site is located on the northwest corner of Salem Road and Essa Road in the Salem Neighbourhood. It is irregularly shaped and approximately 1.15 hectares (2.84 acres) in size with 90.66 metres of frontage onto Essa Road, 125.45 metres of frontage onto Salem Road and 63.98 metres of frontage on Brown Bear Street. 901 Essa Road contains a single-detached dwelling, accessory garage and swimming pool and is sparsely populated with landscape trees. Block 281 is vacant and has been cleared to facilitate construction of a new subdivision to the west and north.

From a policy perspective, the Subject Site is designated *Mixed Use Nodes and Corridor* in the Barrie Official Plan (January 2018 Office Consolidation) and is within the Salem Secondary Plan where it is designated *Essa/Salem Mixed Use Node*. In the 2022 Council-adopted City of Barrie Official Plan, the Subject Site is designated

Medium Density while Essa Road is identified as an *Intensification Corridor*.

The Subject Site is currently subject to two separate zoning by-laws. 901 Essa Road is zoned *RR – Residential Rural Zone* under Town of Innisfil Zoning By-law 054-04. Block 281 is currently zoned *NMU – Neighbourhood Mixed Use* under City of Barrie Zoning By-law 2009-141.

The OPA is being submitted to increase the density of the Subject Site. The OPA proposes to identify the Subject Site as a *Defined Policy Area* and add site-specific policy text to permit a maximum FSI of 3.2 and 480 units per hectare. The draft OPA is provided in **Appendix B** of this Report.

The ZBA is being submitted to add 901 Essa Road to City of Barrie Zoning By-law 2009-141 and rezone it to *NMU – Neighbourhood Mixed Use*. Further, the ZBA will add site-specific regulations to the entirety of the Subject Site including an increase in maximum building height to 15 storeys, decrease minimum required parking to 0.85 spaces per unit for residents, decrease minimum required outdoor amenity space to 8 square metres per unit, decrease minimum required barrier free parking spaces to 10 spaces, and decrease the minimum required façade setback to 3 metres above the third storey. The draft ZBA is provided in **Appendix C** of this Report.

This Planning Rationale Report has evaluated the merits of the “proposal”, inclusive of the Draft OPA and ZBA, in the context of all applicable Provincial and City policies. This Report concludes that the proposal is consistent with the policy framework articulated in the Provincial Policy Statement (2020); and further conforms to the Growth Plan for the Greater Golden Horseshoe (2020) and the City of Barrie Official Plan (Office Consolidation 2018). The proposal also has appropriate regard for the City of Barrie Urban Design and Sustainability Development Guidelines and the draft City-wide City of Barrie Urban Design Guidelines.

1.0 SITE LOCATION AND CONTEXT

1.1 The Subject Site

The Subject Site is legally described as Part of the South Half Lot 2, Concession 11, Geographic Township of Innisfil, City of Barrie and Block 281, Plan 51M-1160. It is irregularly shaped and approximately 1.15 hectares (2.84 acres) in size with 90.66 metres of frontage onto Essa Road, 125.45 metres of frontage onto Salem Road and 63.98 metres of frontage on Brown Bear Street (**Figures 1 and 2**). 901 Essa Road contains a single-detached dwelling, accessory garage and swimming pool and is sparsely populated with landscape trees. Block 281 is vacant and has been cleared to facilitate construction of a new subdivision to the west and north. Block 281 was identified as a “Future Commercial” block on the approved draft plan for Crisdawn Construction Inc.

1.2 Surrounding Area

The surrounding area largely consists of rural and urban residential and agricultural uses. A detailed summary of the uses surrounding the Subject Site is provided below:

South: Salem Road. Landscaping yard beyond (**Figure 3**);

North: Two (2) 4-storey apartment buildings (under construction) (**Figure 4**). Single-detached and townhouse dwellings beyond;

East: Essa Road. Emmanuel Baptiste Church and single-detached dwellings beyond (**Figure 5**);

West: Brown Bear Street. Street townhouses (under construction) and vacant lands (former landfill) beyond (**Figure 6**).

North and west of the Subject Site is a new subdivision by Crisdawn Construction Inc. that included Block 281. The draft approved subdivision included single-detached dwellings, street townhouses, back-to-back townhouses, laneway townhouses, and an apartment block. The total number of approved residential units was 500-535. In addition, new local and collector roads, blocks for stormwater management, natural heritage preservation, and commercial uses (Block 281) were included in the approved draft plan.

1.3 Transportation Network

The Subject Site is located on the northwest corner of Essa Road and Salem Road with Brown Bear Street forming the western property line (**Figure 1**).

1.3.1 Road Network

Essa Road

Essa Road is a two-lane arterial road with a rural cross-section and a posted maximum speed limit of 60 km/h. Essa Road has a current right-of-way width of xx metres and an ultimate right-of-way width of xx metres within the vicinity of the Subject Site. The road travels in a north/east-south/west direction from Highway 27 in the west to Downtown Barrie. Essa Road has dedicated left turn lanes at the intersection of Salem Road.

Essa Road is anticipated to contain a Protected High Occupancy Vehicle (HOV) lane beyond 2041 in the rightmost lane. A roundabout at the intersection of Salem Road is proposed post-

2031 in the City of Barrie's capital Plans as part of Salem Secondary Plan Transportation Improvements Environmental Study (**Figure 7**).

Salem Road

Salem Road is a two-lane collector road with a rural cross-section and posted speed limit of 80km/h. Salem Road has a current right-of-way width of xx metres and ultimate right-of-way of xx metres. Salem Road travels in an east-west direction running from County Road 27 in the west to west of Veterans Drive in the east, terminating prior to Highway 400. There are plans to provide a crossing over Highway 400 as per the Salem Secondary Plan

Brown Bear Street

Brown Bear Street is a two-lane local road with an urban cross-section and has a right-of-way width of 18.0 metres.

1.3.2 Public Transit

In terms of existing public transportation services, the closest Barrie Transit route to the Subject Site is Route 8 RVH/Young with stops approximately 800 metres north of the Subject Site at Athabaska Road (**Figure 8**). Route 8 operates throughout the City with connections to other transit routes at the Park Place and Allandale Waterfront GO Transit Hubs. Route 7 with stops approximately 1.7 kilometres north of the Subject Site at the intersection of Salem Road and Maplevue Drive operates between the Park Place and Georgian College Transit Hubs. Routes 7 and 8 operate every 30 minutes during weekdays and on Saturdays, with hourly service on Sundays.

GO Transit operates train service on the Barrie Line between the City of Barrie and Union Station in Toronto. The Allandale Waterfront GO Train Station is located approximately 7.8 kilometres north of the Subject Site while the Barrie South GO Train Station is located approximately 9.7 kilometres from the Subject Site. The Barrie 69 – Allandale Waterfront GO schedule runs Monday to Friday southbound at 4:16am and ends at 10pm and begins northbound at 7:25am and ends at 12:56am. On Saturday and Sunday,

southbound begins at 6:16am and ends 10:20pm and northbound begins 9:14am and ends at 1:55am.

In terms of planned future public transportation systems, the *Proposed 2041 Transit Route Network Concept Plan* in the City of Barrie Transportation Master Plan (**Figure 9**) indicates that Core Transit Route 6 will extend to the Subject Site and beyond along Essa Road. Further to this, the proposed new Salem Transit Hub will be located southeast of the Subject Site at the intersection of Veteran's Drive and McKay Road West. This is a significant expansion of public transit services planned in the City of Barrie.

1.3.3 Active Transportation

There is a recently implemented sidewalk network within the recently constructed subdivision to the north and west of the Subject Site. There are currently no sidewalks present on Essa Road and Salem Road adjacent to the Subject Site. Essa Road has an asphalt walkway path on the west side between Athabaska Road and Mabern Street. There are no existing dedicated cycling facilities in the study area.

However, both Essa Road and Salem Road are part of the proposed City of Barrie's Cycling Network as is Mabern Street located just north of the Subject Site. Numerous multi-use trails exist within walking distance from the Subject Site in the nearby natural heritage systems (**Figure 10**).

1.4 Public Service Facilities

Ward 7 is host to several community services and facilities, including fire services, daycare facilities, healthcare services, schools, places of worship, and parks and open spaces. All healthcare facilities, community services and facilities, daycare facilities, public schools, places of worship and parks are demonstrated in the Public Service Facilities Map (**Figure 11**).

Public facilities in proximity to the Subject Site are listed below:

- Emmanuel Baptist Church ~ 203 metres to the west;
- St. Nichols Catholic School ~ 917 metres to the north;
- YMCA Child Care Saint Gabriel The Archangel ~ 917 metres to the north;
- Loughheed Park ~ 791km to the north;
- Mapleview West Virtual Walk-in Clinic ~ 1.20 kilometres to the north;
- Open Arms Early Childhood Centre ~ 1.37 kilometres to the north;
- W.C. Little Public School ~ 1.60 kilometres to the north;
- St. Bernadette Elementary School ~ 1.93 kilometres to the north;
- Barrie Fire Station 5 ~ 2.38 kilometres to the northeast; and,
- Peggy Hill Team Community Centre ~ 2.74 kilometres to the north.

Figure 1 – Aerial Subject Site



Source: Google, 2022

Figure 2 – Aerial Site Context



Source: Google, 2022

Figure 3 – South of Subject Site and Salem Road

Source: Google, 2022



Figure 5 – East of Subject Site and Essa Road

Source: Google, 2022



Figure 4 – North of Subject Site

Source: Google, 2022

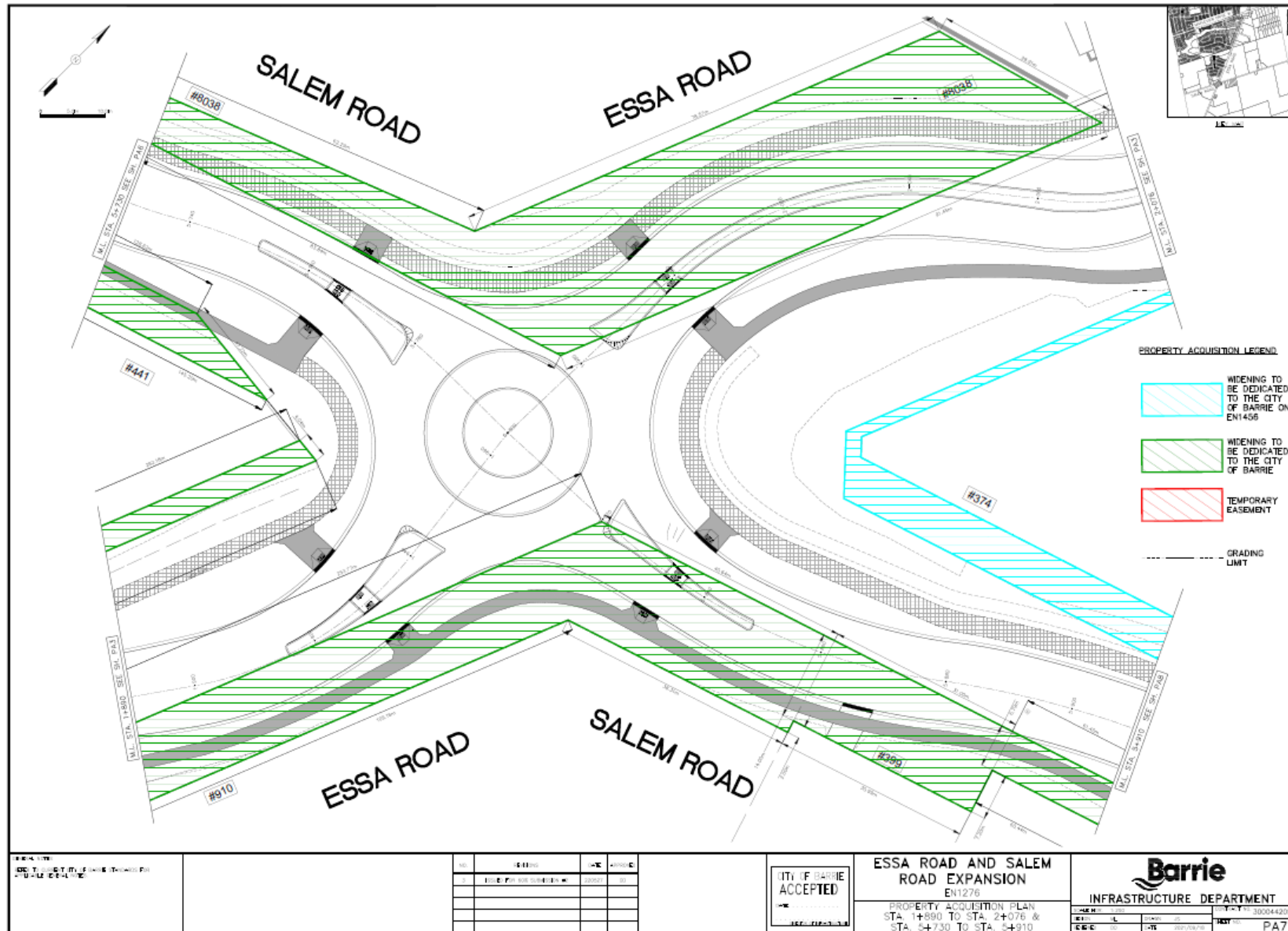


Figure 6 – West of Subject Site and Brown Bear Street

Source: Google, 2022

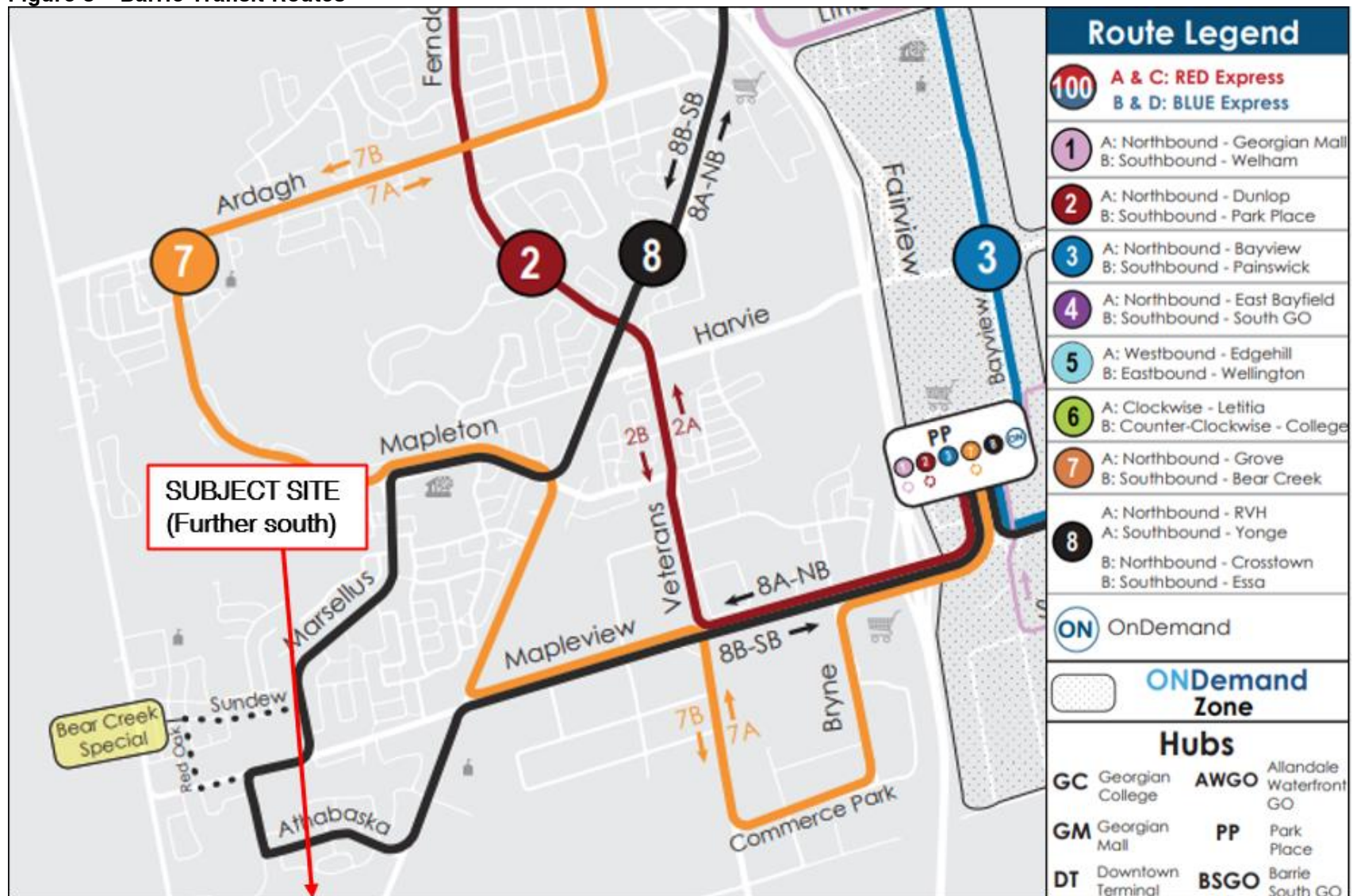


Figure 7 – Proposed Essa Road and Salem Road Roundabout



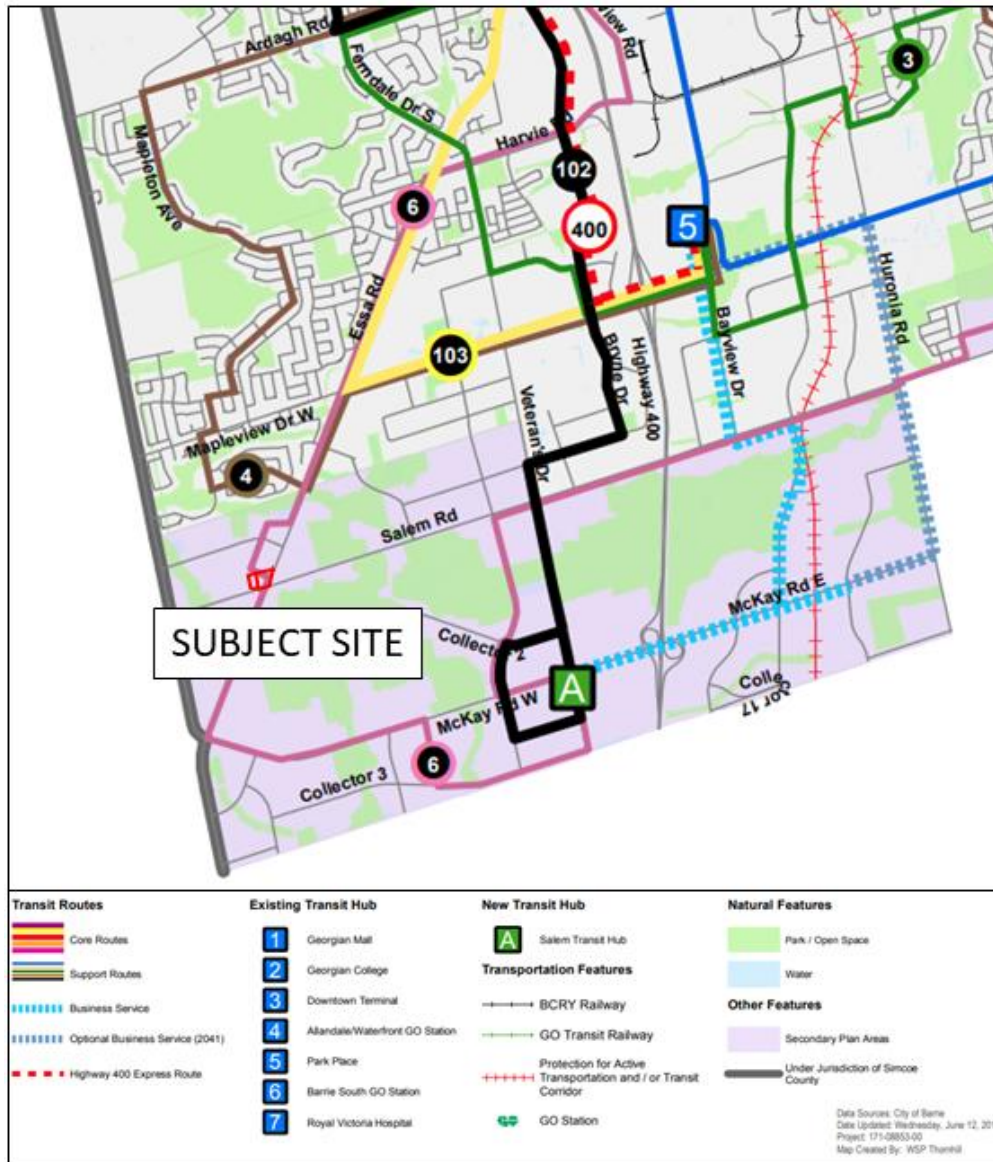
Source: City of Barrie, 2021

Figure 8 – Barrie Transit Routes



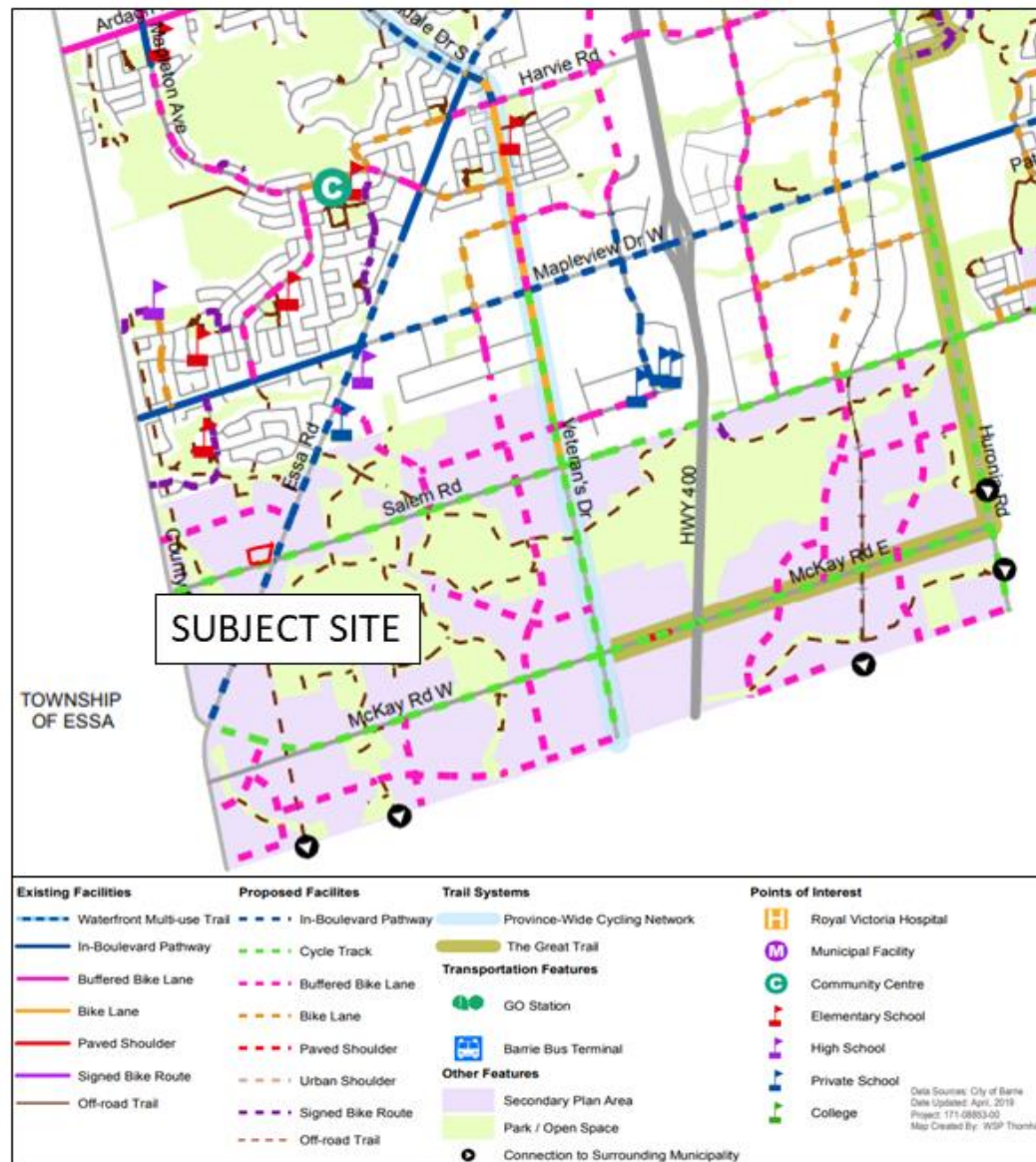
Source: Barrie Transit, 2022.

Figure 9 – Proposed 2041 Transit Route Network Concept



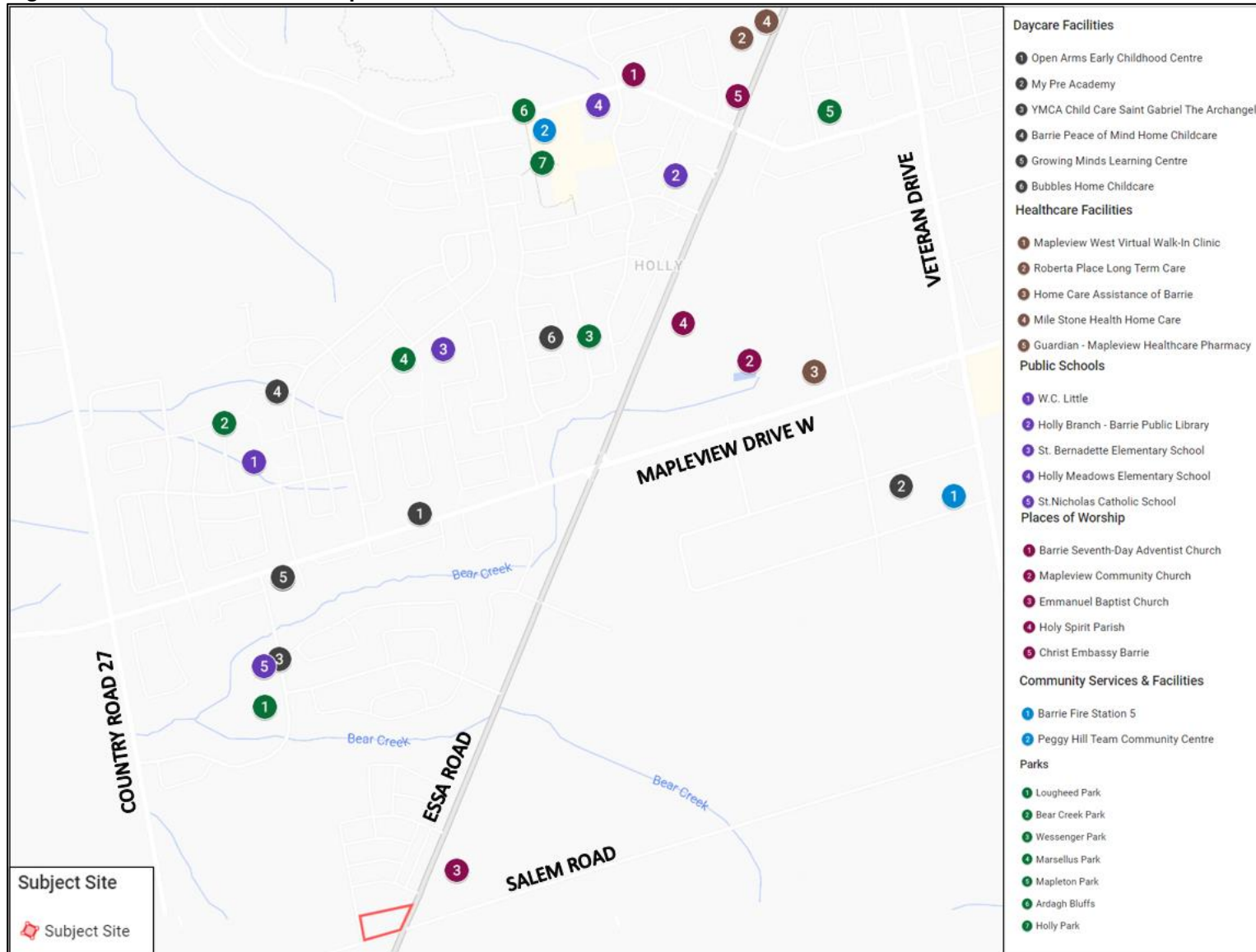
Source: City of Barrie Transportation Plan, 2019

Figure 10 – Draft Cycling and Multi-Use Trail Network



Source: City of Barrie Transportation Plan, 2021

Figure 11 – Public Facilities Map



Source: Google Maps, 2022

2.0 Proposal

2.1 Description of Proposed Development

The proposed development is a mixed-use building with two, 15-storey towers including a connected 3-storey podium. Four-hundred twenty-five (425) residential units, including four-hundred fifteen (415) apartment units and ten (10) grade-related live/work units, and approximately 365 square metres of commercial uses on the first floor are proposed. Of the apartment units, there are 308 one-bedroom units, 74 two-bedroom units, and 29 three-bedroom units. The proposed building has a total gross floor area (GFA) of 27,579 square metres.

The building will be situated along the Salem Road, Essa Road, and Brown Bear Street frontages. Building heights are 47.9 metres above established grade (excluding the mechanical penthouses which are an additional 6.5 metres).

Road widenings of 6.9 to 10.5 metres along Salem Road and 3.0 metres along Essa Road are provided to achieve the ultimate right-of-way widths of 34.0 metres for arterial roads as provided in the City of Barrie Consolidated Conformity Review Comments. An additional 20.0-metre road widening along Essa Road is provided to facilitate the future roundabout at Salem Road. The road widenings result in a net area of 0.89 hectares. The proposed development has an approximate density of 477.5 units per net hectare and Floor Space Index (FSI) of 3.11.

Vehicular access to parking, servicing and loading areas is provided from Brown Bear Street. The proposed parking rate is 0.85

spaces/unit for residents, 0.15 spaces/unit for visitors, and 1.0 spaces/30 square metres of commercial. This results in a total of 425 parking spaces are provided including 64 spaces for visitors and 10 spaces for the commercial use.

Resident parking is provided on 2 levels of below grade parking. Twenty-seven (27) surface parking spaces are provided at the rear of the building for visitors and commercial use. Bicycle parking for residents is provided at a rate of 0.2/spaces per unit for a total of 89 bicycle spaces located on Level P1.

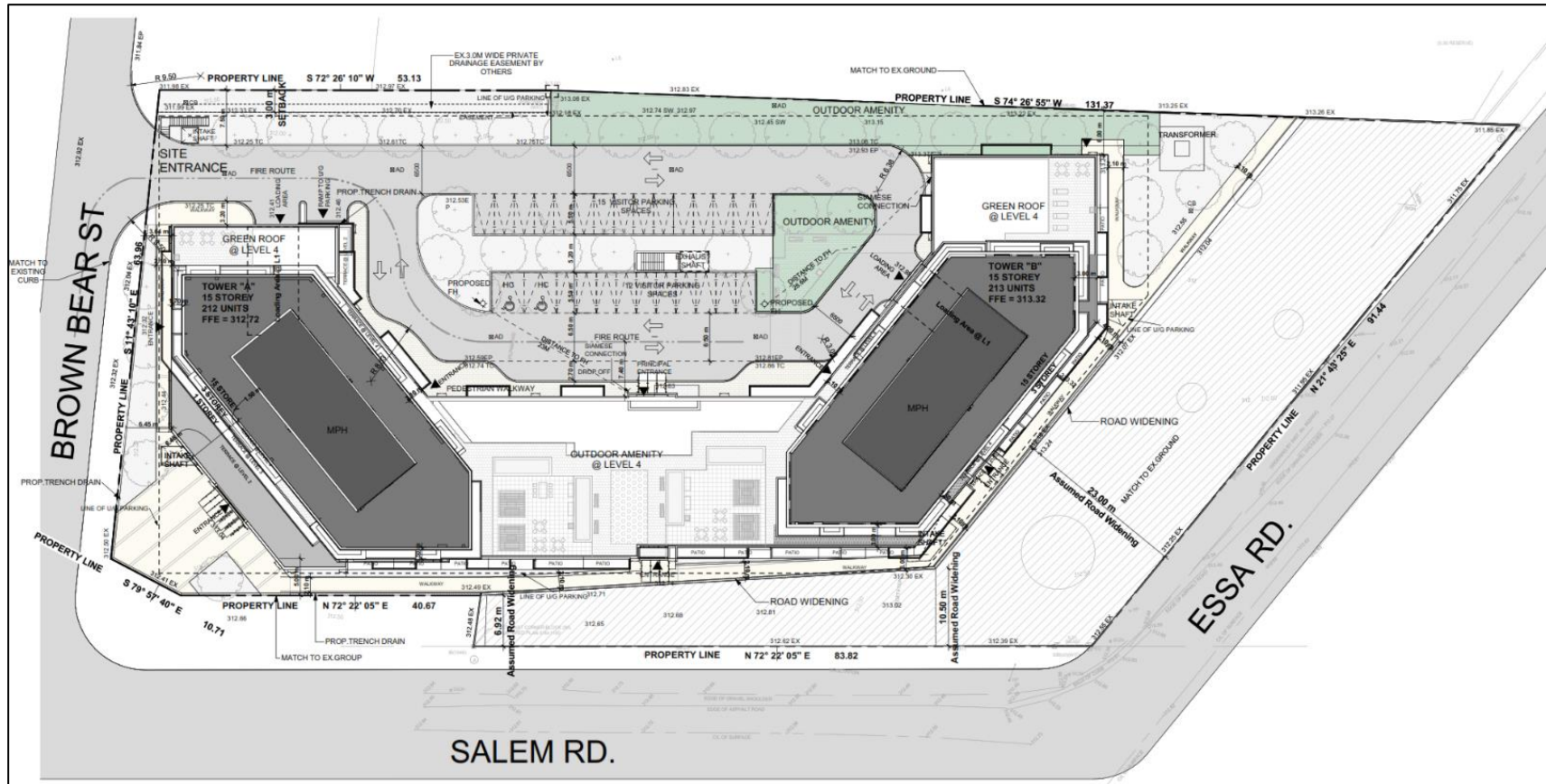
The proposal provides a total of 5,178 square metres of amenity space including 1,782 square metres of indoor amenity space on levels 1, 2 and 4 and 3,396 square metres of outdoor amenity space on the Level 4 roof top, Level 1 and via the patios, balconies and terraces found throughout levels 1 to 15.

See Figures 12 – 14 for excerpts from Kirkor Architectural Package that includes the Conceptual Site Plan, Site Statistics and Perspectives.

2.2 Required Approvals

Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications are required to facilitate the proposed development. The OPA proposes to identify the Subject Site as a *Defined Policy Area* and add site-specific policy text to permit a maximum FSI of 3.2 and 480 units per hectare. The ZBA is being submitted to add 901 Essa Road to City of Barrie Zoning By-law 2009-141 and rezone it to NMU – Neighbourhood Mixed Use. Further, the ZBA will add site-specific regulations to the entirety of the Subject Site relating to building height, parking requirements, outdoor amenity space, and façade setbacks. The draft OPA and ZBA are provided in **Appendices B and C**, respectively. Site Plan Approval and Draft Plan of Condominium applications are required and will be submitted at a later date.

Figure 12 – Conceptual Site Plan



Source: Kirkor Architects, 2022

Figure 13 – Site Plan Statistics

901 State Rd
Greenville, SC 29615
Phone: 864.671.1111
Fax: 864.671.1112
Website: www.901sc.com

1.0
Site Information
Address
2.10
Area
8,000 sq
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Greenville, SC 29615
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Fax: 864.671.1112
Website: www.901sc.com

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Source: Kirkor Architects, 2022

Figure 14 – Building Perspectives



Source: Kirkor Architects, 2022

3.0 Policy Context and Analysis

3.1 Overview

The proposed development is supported by policy directions set out in the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2020) and the City of Barrie Official Plan (2018).

3.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (“PPS”) provides overall direction on matters of provincial interest related to municipal planning decisions. The PPS was issued under Section 3 of the *Planning Act, 1990* and provides provincial direction in terms of land use planning and development in Ontario. The current PPS was issued by the Province of Ontario and came into effect on May 1, 2020. Decisions related to planning matters shall be consistent with the PPS.

The Subject Site is within the City of Barrie which is a *Primary Settlement Area* in the Growth Plan for the Greater Golden Horseshoe (Growth Plan, Policy 6.1).

3.2.1 Land Use Policies

The PPS encourages efficient land use and development patterns to support healthy, liveable and safe communities by “*promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term*” (Policy 1.1.1). The PPS states that “*the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities*” (Policy 1.1.3). Further, “*settlement areas shall be the focus of growth and development*” (Policy 1.1.3.1).

Within settlement areas, land uses shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, public service facilities, and are transit- and freight-supportive (Policy 1.1.3.2). Land use patterns within settlement areas shall provide a range of uses and opportunities for intensification and redevelopment (Policies 1.1.3.2 to 1.1.3.7).

The proposed mixed-use development provides residential intensification of the Subject Site by providing a total of 425 units with a range of unit sizes and commercial uses that will utilize existing infrastructure and support public service facilities and the use of existing and future public transit along Essa Road.

As per The Functional Servicing and Stormwater Management Report prepared by Arcadis IBI Group (November 2022), there is sufficient water and sanitary sewer capacity to support the proposed development.

3.2.2 Housing Policies

Policy 1.4.3 requires an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents by: permitting and facilitating all forms of housing and residential intensification; directing the development of new

housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available; promoting densities which efficiently use land and resources and support active transportation in areas where it exists; and, establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.

In terms of housing mix and uses, the proposed development provides a higher density, compact built form in an area where the residential housing stock is predominantly comprised of single-detached dwellings. The proposal will increase housing supply and housing choices available in the area by providing for 425 dwelling units that includes 197 – one (1) bedroom; 111 – one (1) bedroom plus den; 41 – internal two (2) bedrooms; 33 – two (2) bedrooms; and 29 – three (3) bedrooms and 10 live-work units. Further, the proposed building will be accessible under the Accessibility for Ontarians with Disabilities Act (AODA). This will allow residents in the surrounding community an opportunity to downsize and safely “age in place”.

3.2.3 Economic Prosperity Policies

With respect to long-term economic prosperity, Policies 1.7.1. a), b), and c), of the PPS state that long-term economic prosperity will be supported by:

- *Promoting opportunities for economic development and community investment-readiness;*
- *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; and,*
- *Optimize the long-term availability and use of lands, resources, infrastructure and public service facilities;*

The proposed development is on an underutilized parcel of land located in a settlement area. In the new work from home era, the proposed live/work units provide a much-needed opportunity for professional offices to support the needs of future residents. Further, the proposal provides commercial uses in the podium.

3.2.4 Public Spaces, Recreation, Parks, Trails and Open Space

The PPS provides direction on public spaces, recreation, parks, trails and open space with the intention of promoting healthy and active communities. Per Policy 1.5.1a, public streets, spaces, and facilities should be planned to meet the needs of pedestrians, to facilitate active transportation, to be safe, and to foster social interaction.

The proposed development has been designed to with walkability as the most important priority. The proposal includes sidewalks along all public frontages to allow for safe pedestrian movement away from vehicular traffic. Additionally, the high-density residential form and reduced parking ratios will encourage active transportation and support local businesses in the long-term by providing the density necessary to support existing and future neighbourhood services within walking distance. Further, as discussed, the Subject Site is near existing and planned cycling and transit infrastructure, and the added density will help support the use of these services.

The proposed building setbacks of 5.0 metres from Essa Road and 4.2 metres from Salem Road allows for creation of a pedestrian-friendly environment along these frontages. Appropriate landscaping with a variety of species, bicycling infrastructure, street trees and seating are proposed for residents, visitors and passing public and. In summary, the proposal provides for active, accessible and pedestrian-oriented development along Essa Road and Salem Road.

3.2.5 Infrastructure, Transportation & Public Service Facilities

The PPS also addresses the effective use of public service facilities (recreation centres, police/fire, etc.) and infrastructure, (sewage/water services, roads, etc.). In terms of servicing infrastructure, Policy 1.6.6.1 stipulates that planning for sewage

and water services shall (among other items) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services. Further, the use of existing infrastructure and public service facilities should be optimized (Policy 1.6.3) and sewage, water and stormwater shall be designed to promote efficient use and optimization of existing services (Policy 1.6.6). Transit and land use shall be considered so as to promote minimization of the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7). Long-term economic prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, as well as encouraging a sense of place by promoting well-designed built form (Policy 1.7.1).

The proposal is consistent with the Infrastructure and Public Service Facility policies of the PPS as there is adequate servicing infrastructure to facilitate the development as outlined in the Functional Servicing Report and Stormwater Report ("FSSR") prepared by Arcadis IBI Group (November 30, 2022) in support of the proposal. Further, through intensification of land uses on the Subject Site, the proposed OPA for additional residential density will make more efficient use of existing public services and support the City of Barrie's proposed transportation infrastructure.

3.2.6 Energy Conservation, Air Quality and Climate Change

With respect to energy conservation, air quality and climate change, Policies 1.8.1. a) and f) of the PPS states that "*planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form and promote a design and orientation which maximizes energy efficiency and conservation and considers the mitigating effects of vegetation and green infrastructure*".

The proposed development includes higher residential densities in response to the climate crisis – in the creation of a walkable

community that encourages the use of the City of Barrie's planned active and public transportation infrastructure and cuts down on car ownership within the building through a reduction in parking spaces.

Based on the foregoing analysis, it is our professional opinion that the proposal is consistent with the PPS as it makes efficient use of land, utilizes existing infrastructure and services, and contributes towards a complete community through the provision of multiple types of units that are all accessible.

3.3 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2006) (the "Growth Plan") was approved under the authority of the *Places to Grow Act, 2005* by the Lieutenant Governor in Council of the Province of Ontario and came into full force and effect on June 16, 2006. The Growth Plan was further updated in May 2017, May 2019, and again on August 28, 2020. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including directions on where and how to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation (Section 1.2.1). The Growth Plan carries forward many of the principles and policies of the PPS relating to transit, land use and conservation. These policies serve to manage growth to the year 2051 and are to be read in conjunction with the policies of the PPS. The Subject Site is located within the *Designated Greenfield Area* identified by the Growth Plan (**Figure 15**), as well as being within the Simcoe Sub-Area, and within that, is the principal *Primary Settlement Area* (Policy 6.1) (**Figure 16**). Development will have "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" (Policy 6.3.1.d).

3.3.1 Managing Growth

The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including:

- support the achievement of complete communities;
- provide flexibility to capitalize on new economic and employment opportunities as they emerge; and,
- improve the integration of land use planning with planning and investment in infrastructure and public service facilities; (Section 1.2.1).

Section 2.1 of the Growth Plan provides policies related to where and how to grow. Per Policy 2.2.1.1, Schedule 3 of the Growth Plan forecasts population growth to hit 298,000 and employment growth to reach 150,000 within the City of Barrie by the year 2051. The Growth Plan directs that the majority of growth be directed to settlement areas that have existing water and wastewater systems and can support the achievement of complete communities (Policy 2.2.1.2a).

This growth is to be focused within *delineated built-up areas, strategic growth areas*, locations with existing or planned transit (with a priority on *higher order transit* where it exists or is planned), and areas with existing or planned public service facilities (Policy 2.2.1.2.c).

The Subject Site is within a *Settlement Area* with existing water and wastewater systems and public service facilities. As the Subject Site is designated *Mixed Use Nodes and Corridors* in the City of Barrie Official Plan (2018) and *Medium Density* in the Council-adopted Official Plan (2022), it has been identified as an area for growth. Further, Essa Road is an *Intensification Corridor* (ie. *Strategic Growth Area*) in the Council-adopted City of Barrie Official Plan (2022) and has planned transit with planned improvements per the City of Barrie's 2041 Transit Route Network Concept.

3.3.2 Complete Communities

Policy 2.2.1.4 states that complete communities will be achieved that:

- *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- *Provide a diverse range and mix of housing options;*
- *Expand convenient access to a range of transportation options, including active transportation; and,*
- *Provide for a more compact built form and a vibrant public realm, including public open spaces.*

The proposed development will contribute to a complete community by offering a range of housing options at densities that support the planned expansion of public transit services by the City of Barrie. Further, commercial uses are proposed to support existing and future residents in the Salem Neighbourhood.

3.3.3 Housing

The Growth Plan encourages a diverse range of housing choices. This is achieved through establishing minimum intensification and density targets and providing a range and mix of housing options and densities (Policy 2.2.6.1).

Policy 2.2.6.2 directs municipalities to “*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;*
- c) *considering the range and mix of housing options and densities of existing housing stock across the municipality; and,*
- d) *planning to diversify their overall housing stock across the municipality.*

Policy 2.2.7.1 directs that “*new development taking place in designated greenfield areas will be planned, designated, zoned and*

designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services”.

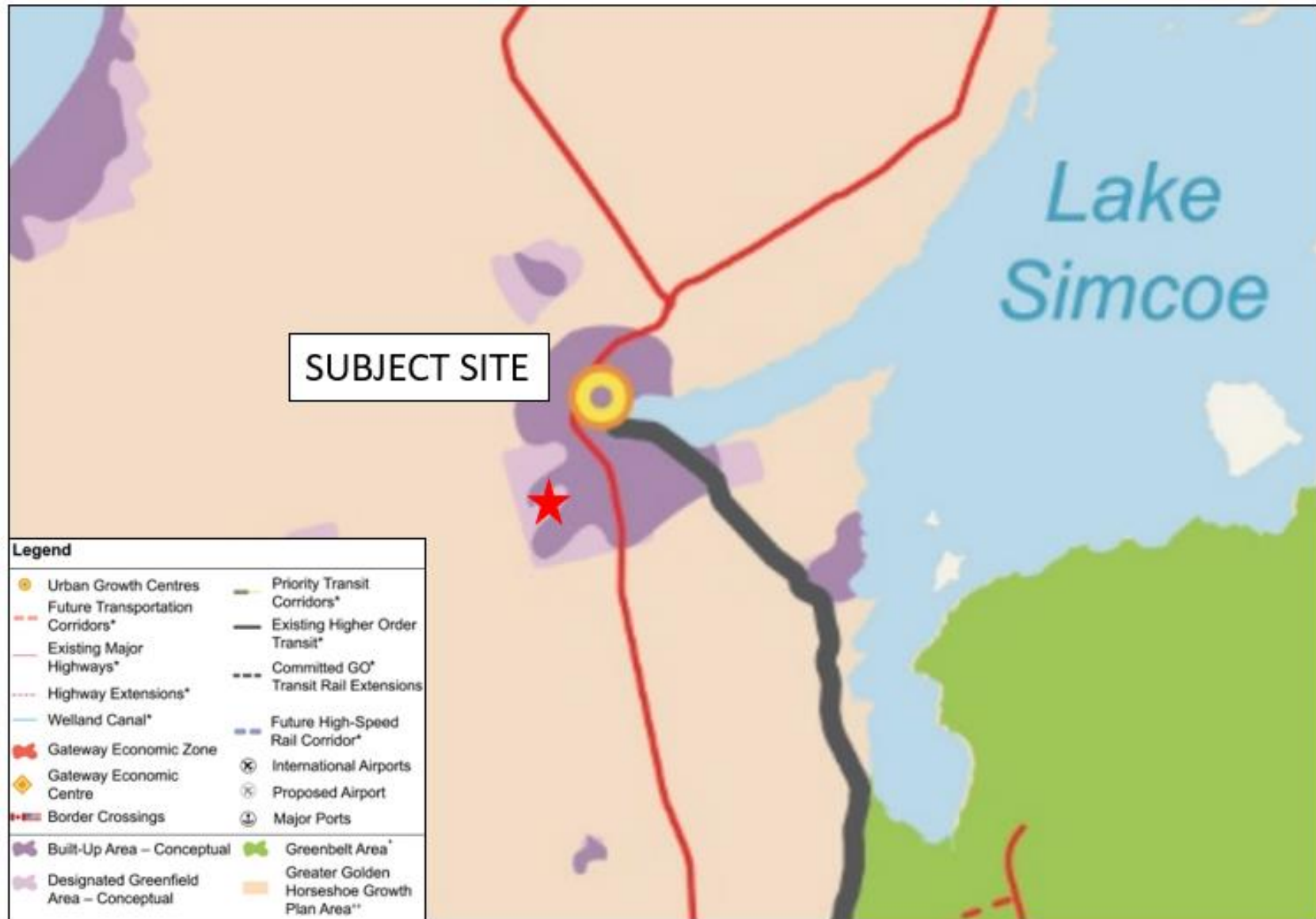
Policy 2.2.7.2 of the Growth Plan outlines a minimum density target of 50 residents and jobs combined per hectare for *Designated Greenfield Areas* in the City of Barrie.

3.3.4 Summary

The proposal enables the Subject Site to be developed at greater residential densities as directed in the Growth Plan in an area designated as a *Primary Settlement Area* in the Growth Plan. It will support the creation of a compact, mixed-use community that makes efficient use of planned and existing services and transportation infrastructure. Further, the development increases the mix of housing by providing for apartment units in an area that is primarily comprised of low-rise residential buildings. Housing options are further increased through the provision of live/work units and providing over 10% 3-bedroom units and over 35% 2-bedroom units.

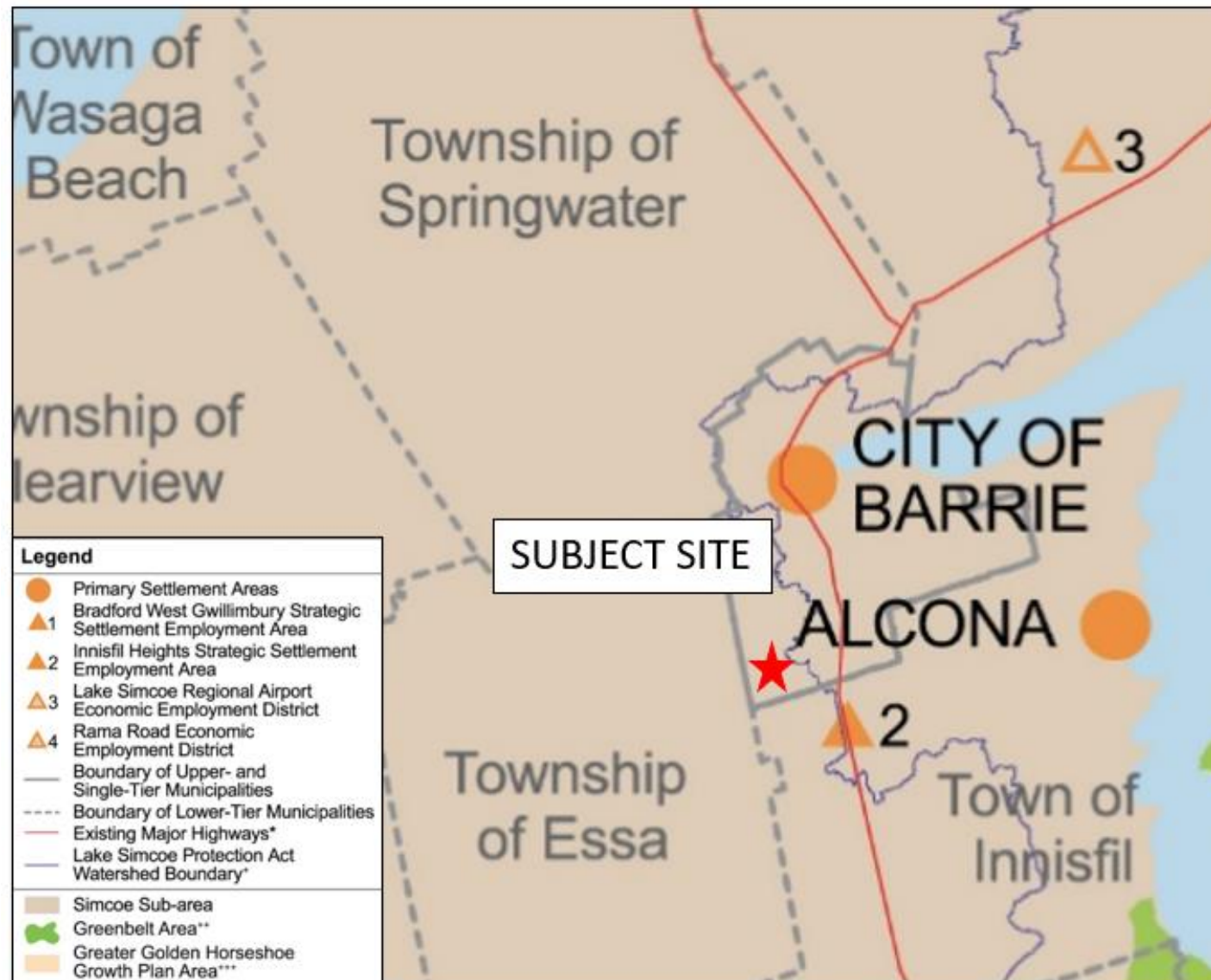
The proposed OPA for increased density will facilitate 425 housing units and contribute to the density targets as established in the Growth Plan for *Designated Greenfield Area*. Based on the review of the above policies of the Growth Plan, the proposed development represents good planning and conforms to the Growth Plan for the Greater Golden Horseshoe.

Figure 15 – Growth Plan, Schedule 2



Source: Ministry of Municipal Affairs and Housing, 2022

Figure 16 – Growth Plan, Schedule 8



Source: Ministry of Municipal Affairs and Housing, 2022

3.4 City of Barrie Official Plan (Office Consolidation 2018)

The City of Barrie Official Plan ("OP") was approved by the Ministry of Municipal Affairs and Housing ("MMAH") on April 23, 2010. The most current Office Consolidation is January 2018. The OP sets the planning and land use framework for local decision-making. The policies of the OP guide the physical, economic, and social development of the City. The policies in the OP are meant to help coordinate detailed planning.

The Subject Site is designated *Mixed Use Nodes and Corridors* on Schedule "A" – Land Use. The Subject Site is also within the Salem Secondary Plan Area and designated *Essa/Salem Mixed Use Node* on Schedule "8C" – Land Use Plan.

3.4.1 Goals and Key Assumptions

The OP provides a number of assumptions in Section 2.3 about future trends and factors influencing the City of Barrie and used as the basis for the OP goals and policies. Key assumptions include:

- (a) *The City will continue to function as a strong centre for growth within the provincial settlement pattern serving as the area's leading municipality in terms of population, employment and the delivery of services and a primary settlement area in accordance with the Growth Plan;*
- (b) *The population, household, and employment growth forecasts for Barrie will continue to be substantially above that of the provincial average. This rate of growth reflects high density growth within the City's built-up areas and new Greenfield development in the limited remaining designated areas and in the Salem and Hewitt's Secondary Plan Areas. The City's Growth Management Strategy forms the basis for planning for the 2031 population forecast of 210,000 and the related employment forecast of 101,000 allocated to Barrie in the Growth Plan;*
- (d) *There will be a growing need to provide residential densities which are higher, more cost effective, energy efficient, and*

more environmentally sustainable than previous development in the City. It is expected that throughout the planning period, Barrie's new housing stock will continue to include a large percentage of single detached units and a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space; and,

- (g) *Intensification, mixed land uses and increased density represent an opportunity to develop complete communities, as intended by the Growth Plan, and in order to ensure success, urban design will be a key consideration in all developments.*

The proposed development through the OPA application will provide an increase in the housing options to support the City of Barrie's growing population. The proposal represents an increase in residential density and commercial space that contributes to a complete community. Through these, the proposal helps the City achieve it's as stated in the OP.

3.4.2 Land Use Policies

The Subject Site is designated *Mixed Use Nodes and Corridors* in the OP (**Figure 16**). Goals for lands designated *Mixed Use* include:

- *New medium and high density development that supports an appropriate mix of residential, commercial and institutional uses;*
- *create complete communities that support a mix of uses and activities, multiple modes of transportation, and a variety of housing forms to satisfy a range of incomes and tenures;*
- *foster a vibrant, compact, pedestrian-oriented environment that supports walkability, active transportation, and public transit;*

- *establish Intensification Nodes and Corridors as the focal points of activity and a destination for surrounding neighbourhoods (Policy 4.9.1).*

Permitted uses in *Mixed Use* areas in a variety of residential, commercial and institutional uses. It is strongly encouraged to have multiple uses in one building, with residential uses above active uses – such as retail shops, business or personal services, and restaurants – on the ground floor (Policy 4.9.2.1 (a)). Private uses, including residential, amenity rooms, or vehicular parking should not be located on the ground floor adjacent to principal streets (Policy 4.9.2.1). Further, a range of types, sizes, affordability, and tenure should be provided in medium and high density residential developments (Policy 4.9.2.1 (d)).

Policy 4.9.2.3 (c) states “*buildings will be sited to frame abutting streets and sidewalks in order to achieve a generally consistent setback and continuous built form. Façade step backs will reduce the visual and physical impacts of building height and will ensure human scaled environment*”.

The proposal consists of residential and commercial uses is permitted within the *Mixed Use Nodes and Corridors* designation. Along with the commercial uses, the proposed high-density residential building with apartment and live/work units provides a variety of dwelling types within the Salem neighbourhood contributing to a complete community.

The building is sited close to the public frontages with active uses on the ground floor creating a pedestrian-oriented environment. Indoor amenity areas on the ground floor are located adjacent to Brown Bear Street rather than principal streets like Salem Road and Essa Road. The commercial uses and live/work units will help to animate the streetscape.

A three (3) storey podium along each public street frontage provides a strong and consistent built form. Towers above the podium step back to reduce visual and physical impacts from the street level.

3.4.3 Salem Secondary Plan

The Subject Site is located within the Salem Secondary Plan Area and is identified as *Mixed Use Nodes and Corridors* on Schedule 8A – Community Structure (**Figure 17**). The Subject Site is further designated *Essa/Salem Mixed Use Node* on Schedule 8C – Land Use Plan (**Figure 18**).

According to the Secondary Plan, the densest development and highest order of activities including medium and high density residential, retail and service commercial, business, live-work, institutional and cultural uses will be located within *Mixed Use Nodes and Corridors*. The OP encourages mixed use developments but also allows for single-purpose buildings to occur as well. Further, the primary focus of this form of development is to occur along Essa Road, which will be developed predominantly as medium and density residential in character, with other uses such as retail and service commercial use, live-work and institutional uses. Retail and service commercial uses are encouraged on the ground floor of residential, office and institutional buildings (Policy 8.2.4.4).

With respect to density within the Salem and Hewitt's Secondary Plan Areas, the average density for population and employment for is 50 persons and jobs per hectare across both the developable Plan Areas combined (Policy 8.2.8).

With respect to housing mix targets, 83% will be low and medium density ground related and 17% will be medium and high-density non-ground related. This is a combined target across the Salem and Hewitt's Secondary Plan Areas (Policy 8.2.9.1).

Affordable Housing in the Salem Secondary Plan area will be in conformity with the provisions in Section 3.3 of the OP (Policy 8.2.9.2) and are discussed in Section 3.4.2.1 of this Report.

3.4.3.1 Land Use Policies

Mixed Use Nodes and Corridors

The goals of *Mixed Use Nodes and Corridors* are:

- (a) *To create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity; and,*
- (b) *To create a meeting place for residents; which is designed to be pedestrian friendly and maximize the use of public transit (Policy 8.5.7.1).*

Permitted uses in *Mixed Use Nodes and Corridors* include:

- *High and medium density residential uses such as stacked townhouses, back-to-back townhouses, street townhouses, and apartments;*
- *Senior citizen housing and assisted and special needs housing for seniors and people requiring supportive housing;*
- *Live-work developments;*
- *Office uses;*
- *Institutional uses;*
- *Retail and service commercial uses which will be primarily located on the ground floor of mixed-use buildings, but which may also be located in stand-alone buildings; and,*
- *Automotive related uses subject to a detailed design review based on the directions in the City's Urban Design Guidelines and an amendment to the zoning by-law (Policy 8.5.7.2).*

Within the *Mixed Use Nodes and Corridors* designation a variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection of Essa Road and Salem Road. The minimum building height for commercial buildings is 5 metres and three storeys for other development (Policies 8.5.7.3 (b) and (c)).

The permitted density in *Mixed Use Nodes and Corridors* is between 0.5 and 2.5 FSI (Floor Space Index) (Policy 8.5.7.3 (d)). At the Essa Road and Salem Road intersection the permitted residential density

is between 45 and 120 units per net hectare (Policies 8.5.7.3 (e) and 8.5.8 (c)).

With respect to retail and commercial uses, a maximum combined total of 4,000 square metres are permitted within the *Essa-Salem Mixed Use Node* designation (Policy 8.5.8 (a)).

The Subject Site is located at the northwest corner of Essa Road and Salem Road. The proposed development consists of a mixed-used building with two, 15-storey towers including a connected 3-storey podium with frontage along Essa Road, Salem Road and Brown Bear Street. Two towers are appropriately set apart and situated at either end of the building base to enhance the privacy of the residential units and increased skyview and sunlight access. Commercial uses are proposed with 365 square metres of commercial space on the ground floor facing Brown Bear Street.

The proposal will provide 425 residential units, including 10 grade-related live/work units, with a total gross floor area (GFA) of 27,579 square metres. The proposed development has a density of 478 units per net hectare and Floor Space Index (FSI) of 3.11.

The proposed residential and commercial uses are permitted within the *Mixed Use Nodes and Corridors* designation. Further, the commercial uses do not exceed the maximum 4,000 square metres permitted combined retail and commercial uses within the *Essa-Salem Mixed Use Node* designation.

However, as the proposed density is greater than 2.5 FSI and 120 units per net hectare, an Official Plan Amendment is required to facilitate the proposed development. The increase in density is supported through policies of the PPS, Growth Plan and City of Barrie Official Plan that promote intensification of underutilized sites that have existing services and will support existing and expansion of public transit. Further, as the Subject Site is located on an Intensification Corridor in the Council-adopted Official Plan (2022), it is an ideal location for higher density mixed-use buildings.

3.4.3.2 Design and Sustainable Development Policies

Within the Salem Secondary Plan, Section 8.4.4 speaks to design and sustainable policies regarding community design, streetscape and pedestrian and cyclist comfort.

Community Design

Development within *Mixed Use Nodes and Corridors* is encouraged to be designed to be compact and have a pedestrian and transit-oriented built form at transit-supportive densities (Policy 8.4.4.2).

Streetscape Design

Streetscapes consist of streets and public frontages where streets provide for traffic and parking capacity (including cycling facilities) and where public frontages provide for pedestrian circulation and contributes to the character of the streetscape (Policy 8.4.4.4.)

Pedestrian circulation will primarily occur on public sidewalks that abut the Subject Site along Essa Road, Salem Road and Brown Bear Street. The principal entrance is situated at the rear of the building adjacent to the drop-off and visitor parking with additional entrances provided along the frontages of Essa Road and Salem Road. An additional pedestrian route is accessing the rear of the building along where the vehicular entrance is. Grade related units are provided with street level patio and access.

Pedestrian/Cyclist Comfort

Development within *Mixed Use Nodes and Corridors* are to provide an enhanced streetscape and sidewalk environment (Policy 8.4.4 (b) i)). The length of blocks for residential or mixed-use development contributes to creating a pedestrian and transit friendly environment. Blocks should be short and regular, generally a maximum of 250 metres in length. Further, providing for cyclists to travel either on the street or on pathways separated from the street system is recognized in the design of all arterial and collector streets.

The proposed development incorporates sidewalks around the proposed building to allow for safe pedestrian movement away from vehicular traffic. Additionally, the high-density residential form and reduced parking ratios encourage active transportation and support local businesses in the long-term by providing the density necessary for existing and future neighbourhood services within walking distance.

Street Frontage

Street frontage takes into account the relationship between the street and abutting land uses. Policies include designing buildings, structures and landscaping to provide visual interest to pedestrians as well as a “sense of enclosure” to the street. Building heights should be related to street widths to create a more comfortable pedestrian environment (Policy 8.4.4.4 (c) iii)). Further, siting and massing of buildings should be towards the intersection on corner lots on arterials and collectors (Policy 8.4.4.4 (c) iv)).

Walkways are provided along the building on Salem Road and Essa Road as well as in the rear of the building for pedestrian safety in parking lot area. The proposed three (3)-storey building base (podium) will create an appropriate street wall along Essa Road, Salem Road and Brown Bear Street. Along the southwest corner of the building a one (1)-storey portion of the podium is present housing part of the commercial component of the first floor as well as indoor amenity space.

Parking

In *Mixed Use Nodes and Corridors*, on-street parking, municipal parking lots and parking garages will be encouraged to replace at-grade parking areas (Policy 8.4.4.5). Where at grade off-street parking areas are provided within development, it is encouraged to reduce their visual impact on the adjacent streetscape and people using the facility by:

- ensuring appropriate screening is implemented such as low fences, walls and/or landscaping (Policy 8.4.4.5 (a));
- locating parking lot to the side or rear of the main building and prohibiting parking (Policy 8.4.4.5 (b)); and,

- providing pedestrian walkways within parking areas adjacent to building, between building clusters and to provide access from the building to transit stops, public sidewalks and other developments (Policy 8.4.4.5 (d)).

The proposal provides surface visitor parking located at the rear of the building with appropriate pedestrian walkways for safe travel within the development. Further, residential parking is provided below grade.

Summary

The proposed development conforms to the Design and Sustainable Development Policies of the Salem Secondary Plan. See the **Urban Design Brief** prepared by Biglieri Group Ltd. as part of this submission.

3.4.4 Growth Management Policies

The OP sets out the growth management policies and goals for the City to ensure growth and intensification are managed appropriately. Goals include:

- *To achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities;*
- *To encourage and accommodate the continued expansion and diversification of the City's economic base";*
- *To monitor the rate of growth to match the supply of land, municipal services and facilities with the needs of residents and employers; and,*
- *To direct growth to take advantage of existing services and infrastructure...and to minimize the cost of infrastructure extension. (Policies 3.1.1 a, b, d, e).*

Development application approvals are considered under the following principles:

- *giving priority to lands adjacent to existing development;*
- *sequential development of neighbourhood facilities;*

- *provision of community facilities and urban services with emphasis on using existing sewage and water services;*
- *provision of schools and parks; and,*
- *provisions of sidewalks and access to public transit; (Policies 3.1.2.2(d) ii, iii, iv, v, vi).*

The proposal provides a high-density mixed-use development along Essa Road and Salem Road. The proposed 425 units provides the City of Barrie an increase in housing units. Further, the proposal includes a range of unit sizes including 298 one (1) bedroom units, 74 two (2) bedroom units, 29 three (3) bedroom units, and 10 live-work units.

Adjacent lands to the north and west of the Subject Site are currently being developed for low, medium and high density residential and will utilize existing infrastructure. The proposal represents sequential development utilizing infrastructure that has been extended to the Subject Site. Local schools and parks are available for future residents. Sidewalks are anticipated be extended along the public frontages with the construction of the proposed buildings that will connect with existing transit stops for Barrie Transit Route 8 north of the Subject Site. Further, there are future plans for active transportation facilities and an enhanced transit network in the areas surrounding the Subject Site (**Figures 9 and 10**).

3.4.5 Housing Policies

Section 3.3.1 of the OP provides housing goals for the City of Barrie. These goals are to ensure that housing is provided “*with an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales*” to meet the needs of various future residents (Policy 3.3.1 a).

Additional housing goals include:

- *To ensure that the quality and variety of housing stock is maintained and improved;*
- *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;

- *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; and,*
- *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 (Policies 3.3.1 b, c, d, f).*

The proposed mixed-use development provides residential intensification of the Subject Site and commercial uses that will utilize existing infrastructure and public service facilities and supports the use of public transit. The provision of apartment units of various sizes increases the range of housing types in the Salem area. Further, provision of a tall building on the Site also makes more efficient use of the land by providing increased residential intensification.

3.4.5.1 Affordable Housing Policies

With regards to affordable housing, the OP observes the provision of affordable housing in the City in accordance with Provincial Policies. Policy 3.3.2.2(a) states a goal of the OP is to achieve a minimum target of 10 percent of all new housing units per year to be affordable housing as it relates to ownership and rental housing.

The criterion for affordable housing is determined through the following calculation for ownership and rental where the least expensive is observed. In the case of ownership:

- (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 (Policy 3.3.2.2(a)(i)).*

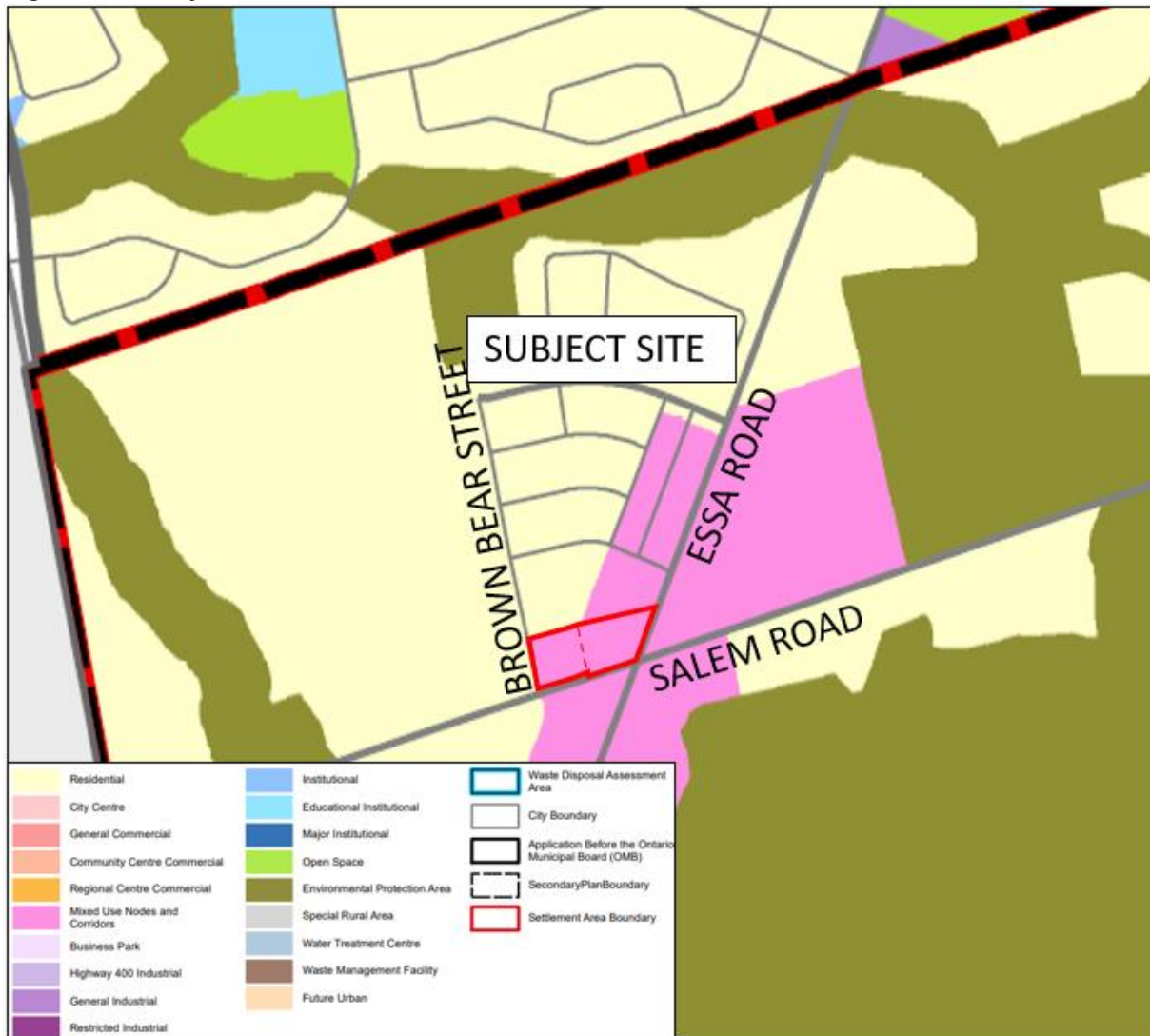
Further, for rental housing:

- (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 ((Policy 3.3.2.2(a)(ii)).*

Affordable housing is to be encouraged in low, medium and density housing; to locate in close proximity to shopping, community facilities and existing or potential public transit routes such as arterial or collector roads; and considerations will be made to existing zoning and servicing standards for new affordable housing in residential developments (Policies 3.3.2.2.b,c,d).

The goal of 10% of all new housing to be affordable is a target and not a requirement. Further, this target is to be applied to the City as a whole and not for individual development applications. Notwithstanding, the proposal provides a range of unit sizes, creating diverse levels of affordability. Smaller one-bedroom units provide the opportunity for home ownership at a lower cost. Further, the two- and three-bedroom units allows for families to attain home ownership at a cost lower than traditional ground-related dwelling types. The Subject Site's location is also in proximity to community facilities and existing and future public transit routes along Essa Road. Taken as a whole, the proposal provides more affordable housing than single-detached, semi-detached or townhouse dwellings.

Figure 16 – City of Barrie Official Plan Schedule A, Land Use



Source: City of Barrie Official Plan, 2018

3.4.6 Transportation Policies

Transportation goals of the OP include:

- *provide a sustainable transportation system for the safe, efficient, and convenient, movement of people and goods including linkages to the overall Provincial and County transportation system;*
- *provide a transportation system that supports the maximum economic development of the City with minimum social, health and environmental impacts; and,*
- *promote healthy communities, active living and energy efficiency, public transit, carpooling, all forms of active transportation, safe integration and connectivity between these various modes of transportation will be encouraged. Public transit would be a first priority for transportation infrastructure planning and major transportation investments where financially feasible (Policy 5.4.1).*

Section 5.4.2 of the OP provides transportation policies. Policies 5.4.2.1 (a) and (b) outline the City's Road Plan and Road Widening on Schedules D and E, respectively, and the acquisition of road widenings as part of the approval of development applications.

The OP discourages multiple access points along existing and future arterial roads (Policy 5.4.2.1.(c)). Where development is adjacent to an Arterial Road, impacts to the arterial road are to be minimized with access points either shared or from a collector or local road (Policy 5.4.2.2.(c)).

The Subject Site fronts Salem Road and Essa Road, both Arterial Roads. The proposal provides the appropriate road widenings to accommodate the planned right-of-widths for Salem and Essa Road. Access to the proposed development is from Brown Bear Street, a local road, thereby ensuring efficient movements along Salem and Essa Roads are maintained.

3.4.6.1 Public Transit

With respect to public transit, Policy 5.4.2.3 (b) states "*high density residential development...shall be encouraged to locate adjacent to public transit routes*". Further, Policy 5.4.2.3 (c) states that "*new development shall offer convenient and direct access to public transit routes by integrating walkways, trails and intersections of major roads with transit stops*".

As mentioned previously, the nearest Barrie Transit route is the 8 RVH/Young route with stops approximately 800 metres from the Subject Site at Essa Road and Athabaska Road. The Proposed 2041 Transit Route Network Concept Plan in the City of Barrie Transportation Master Plan indicates that Core Transit Route 6 will operate on Essa Road past the Subject Site and beyond. Further to this, the proposed new Salem Transit Hub will be located southeast of the Subject Site at the intersection of Veteran's Drive and McKay Road West.

3.4.6.2 Active Transportation

The OP promotes the use of bicycles, pedestrian movement and other modes of active transportation through a linked open space network (Policy 5.4.2.4 (a)). Further, pedestrian, including barrier-free, and bicycle route linkages in new developments are encouraged (Policy 5.4.2.4 (b)).

Both Essa Road and Salem Road are part of the City of Barrie's Cycling Network (**Figure 10**). Numerous multi-use trails exist within walking distance from the Subject Site in the nearby natural heritage systems.

The proposed site plan has been designed to enhance walkability within the Subject Site and provide connections to the community. The proposal includes sidewalks at a minimum width of 2.1-metres adjacent to Essa Road, Salem Road and Brown Bear Street to allow for safe and enjoyable pedestrian movement away from vehicular traffic. The proposed building setbacks of 5.00 metres from Essa Road and 4.2 metres from Salem Road allow further enhances a

pedestrian-oriented and animated streetscape along these frontages.

3.4.7 Urban Design and Sustainable Development Guidelines

The OP includes a number of goals, policies and guidelines with respect to urban design. A goal of the OP is to provide a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment (Policy 6.5.1.a).

The OP provides a number of general design guidelines relating to site design and are discussed below.

3.4.7.1 Building and Siting

Design guidelines for building and siting are the following:

- *Building should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design;*
- *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape;*
- *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged;*
- *Building entrance should be well-defined and accessible to pedestrians and the handicapped persons with disabilities;*
- *Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties; and,*
- *Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features (Policy 6.5.5.2 (a)).*

The proposed building is located at the northwest corner of Essa Road and Salem Road. The proposal consists of a three (3)-storey building podium with frontage along Essa Road, Salem Road and Brown Bear Street. Two fifteen (15) storey towers are appropriately set apart and situated at either end of the building base to enhance the privacy of the residential units and increased sky view and sunlight access. The towers provide a transition in building height from the four (4) storey apartment buildings adjacent to the Subject Site to the north.

Rooftop mechanical equipment is screened using cladding materials that transition up from the building's façade. Blank walls are minimized through the use of vision glass on the podium and tower levels.

Primary residential entrances are provided along the street frontages at Essa Road and Salem Road and Salem Road and Brown Bear Street that will serve each tower. The entrance at Salem Road and Brown Bear Street has been enhanced with a large plaza and upgraded surface treatment for pedestrians and users with disabilities. This entrance is setback further for additional space for pedestrians and landscaping opportunities. Additional entrances are provided in the middle along the Salem Road frontage and at the rear adjacent to the drop-off and visitor parking areas.

At ground level, the indoor amenity space is provided at five locations with frontage along Salem Road, Essa Road and inward towards the courtyard of the building.

At-grade commercial space is situated along Brown Bear Street adjacent to the primary pedestrian entrance. At grade Live/Work units line Salem Road and Essa Road for additional building entrances and animation. The location of these uses along the street frontage will support and improve the existing public realm while also providing eyes-on-the-street.

3.4.7.2 Parking Areas

Design guidelines for parking areas include:

- *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified;*
- *Adequate disability parking spaces will be provided where required;*
- *Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting; and,*
- *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings (Policy 6.5.5.2 (b)).*

Vehicular access to parking, loading and servicing is from Brown Bear Street in the northwest corner of the site. It is located at the rear of the lot to minimize its visual appearance from Essa Road and Salem Road and to improve the public realm and pedestrian experience around the site.

The majority of the parking is provided within two underground levels. Surface parking at the rear is minimized and reserved for visitors. A landscaped strip with trees and other plantings divides the rows of surface parking to minimize the visual impact.

3.4.7.3 Landscaping

Design guidelines for landscaping include:

- *Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality; and*
- *Landscaping should seek to utilize native vegetation, and water (Policy 6.5.5.2 (c)).*

Landscaping is proposed along the building edges to enhance the aesthetics, provide appropriate separation with the public sidewalk and to provide privacy for at-grade units. A walkway is provided along the building on Salem Road and Essa Road as part of the proposed landscaping for improved pedestrian movements. A green buffer and triangular green space are provided along the north property line to provide additional separation between the development to the north and the Subject Site.

A variety of tree and shrub species are proposed to provide enhanced green space. Native species are intended in accordance with City requirements. Details will be included on the landscaping plans to be submitted as a part of a future Site Plan Approval application.

3.4.7.4 Energy Efficient Urban Design

Design guidelines for energy efficiency include:

- *Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, “green” roofs, and other methods; and,*
- *Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes (Policy 6.5.5.2 (g)).*

In terms of energy efficient urban design, the proposal provides green roofs along with landscaping in the parking lot to minimize heat island effect. Further energy efficient building design measures will be detailed as a part of a future Site Plan Approval application.

The proposed development promotes intensification for improved community energy efficiency. The proposal is a compact built form make use of existing services on an underutilized parcel of land.

The increased density and streetscape design promotes walking and other forms of active transportation and public transit usage.

3.4.8 Tall Buildings and Height Control

Tall buildings and height control policies are applicable to buildings three (3) storeys in height or greater (Policy 6.6.1).

3.4.8.1 General Policies

- *Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures;*
- *Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected;*
- *Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers;*
- *Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where aboveground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses; and,*
- *Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality*

urban design, architectural treatments, and building materials in order to promote a visually interesting skyline (Policy 6.6.3).

The proposed tower heights of 15-storeys are consistent with the emerging trend of taller/denser buildings being planned within the area as well being situated adjacent to two converging Arterial Roads.

The proposal includes tower setbacks above the building podium the break of the massing and reinforce the podium as the defining element within the public realm along each street frontage. This further reduces the visual impact of the towers at grade. The separation distance between the two towers is 43.35 metres ensuring access to natural light, views to the sky and privacy between adjacent units. This will also preserve views to the sky from the street level, reduce shadowing and create an elegant profile in the skyline.

Resident parking is proposed in two (2) underground levels. Limited surface parking is provided at the rear of the building. Access to parking and loading areas are provided off of Brown Bear Street at the rear allowing for the building to screen these areas from the public streetscape.

3.4.8.2 Building Shadow

Policies for shadowing include:

- *Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day; and,*
- *Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers (Policy 6.6.4(a)).*

The proposed buildings have been sited at the southeast corner of the Subject Site to reduce the shadow impacts on adjacent properties. As per the Shadow Study prepared by Kirkor (November 2022), the proposed towers do not generate negative shadow impacts on surrounding public parks and open spaces.

3.4.8.3 Street Level Activity

Policies relating to street level activity include:

- *New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments;*
- *The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple streetfacing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses; and,*
- *Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged (Policy 6.6.4 (d)).*

The proposed three (3)-storey building base (podium) will create an appropriate street wall along Essa Road, Salem Road and Brown Bear Street creating a pedestrian-friendly environment. Along the southwest corner of the building, a one (1)-storey portion of the podium is present housing the commercial component on the first floor as well as indoor amenity areas. The building podium is appropriately setback from the property line and proposed road

widening. Building facades on the podium levels will incorporate vision glass in the windows and doors for an enhanced streetscape.

At each of the southern corners of the building the podium is chamfered at the daylight triangles to provide additional public space. Entrances are provided at each corner that will connect to future public sidewalks along each street frontage. The entrance at Brown Bear Street and Salem Road is further setback to create a grand entrance from this corner.

The proposed tower elements stepback 1.5 metres from the podium along the Essa Road street frontage and 2.1 metres from all other sides – reducing the perceived height of the overall built form. At the top of each tower is a screened mechanical unit which is appropriately setback from the edge of the towers. These rooms constitute the building tops and will cap the top of the towers.

3.4.8.4 Local Area Compatibility

Policy 6.6.4 (e) i) states “where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors”.

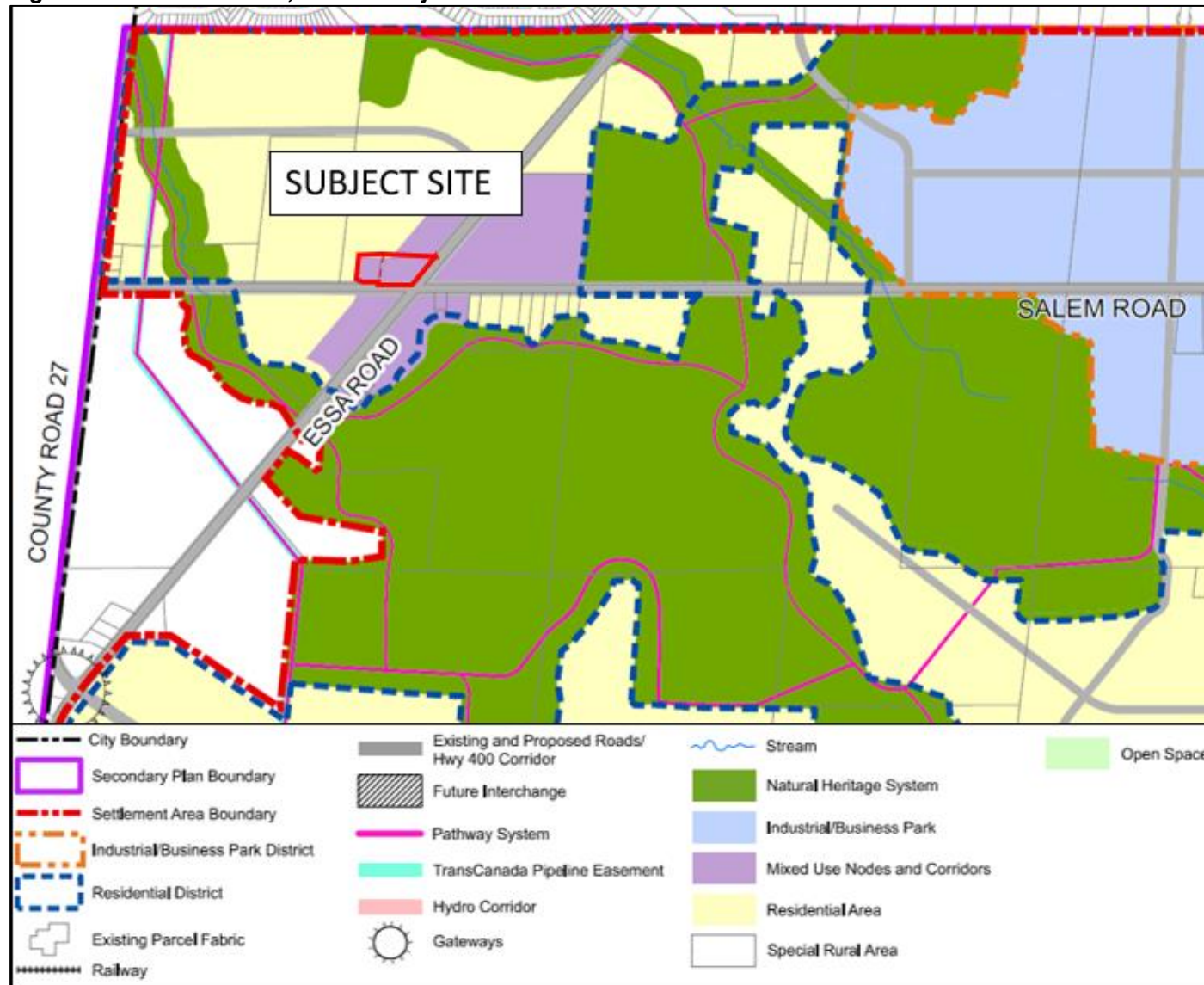
The proposed towers are located towards the southern portion of the Subject Site to increase separation with the adjacent development to the north. As per the Urban Design Brief, the Block and Context Plan section indicates approximate 18.29 metres setback from the three (3)-storey podium to the adjacent building. The proposed development does not negatively impact adjacent low scale buildings in terms of massing also does not generate shadow impacts. Brown Bear Street separates the proposed towers from the development to the west.

Essa Road is identified as an Intensification Corridor in the Council-adopted City of Barrie Official Plan. The proposed building heights are appropriately sited along this corridor for increased density in proximity to services and future public transit.

3.4.8.5 Summary

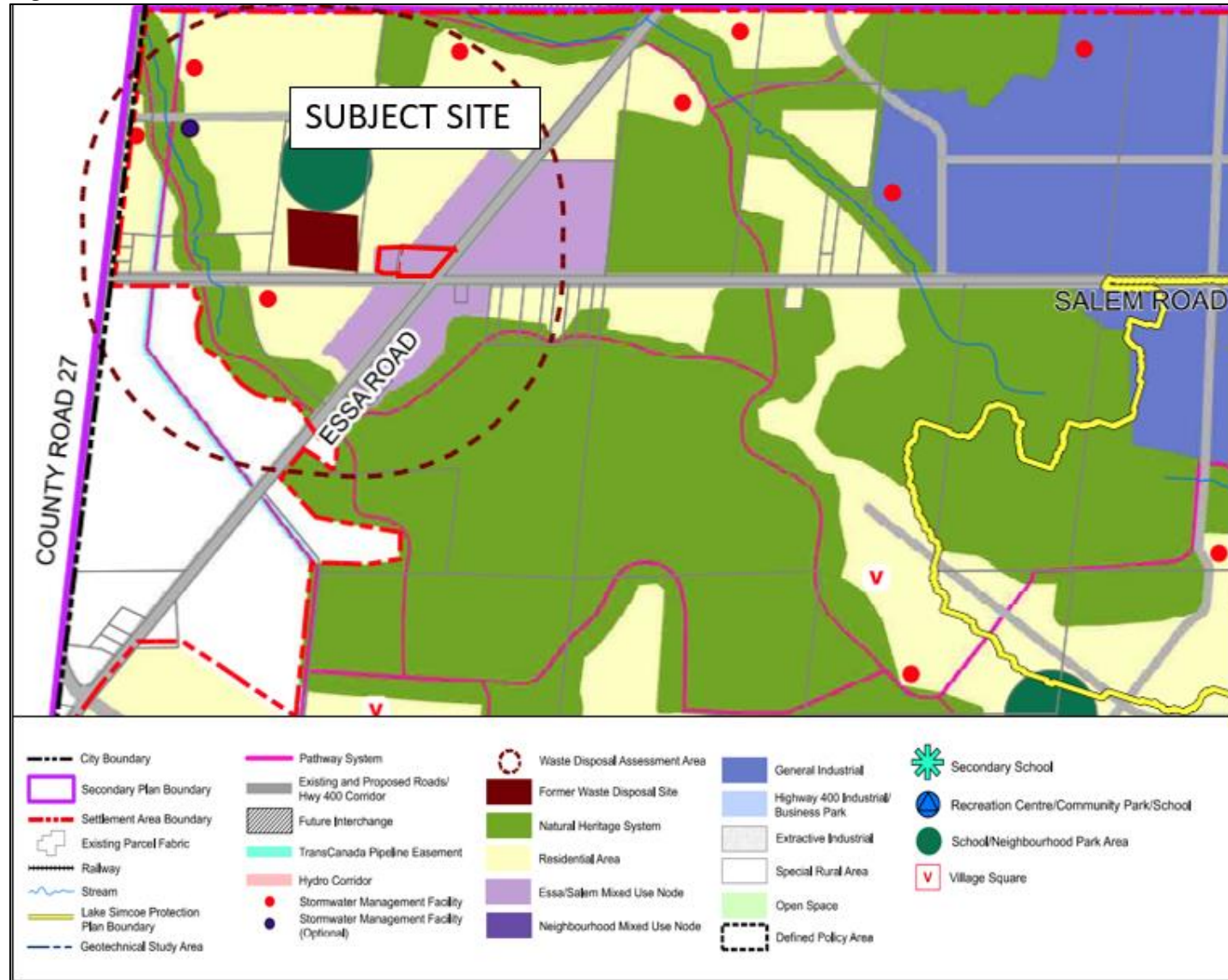
The proposed development has taken into consideration the urban design policies and guidelines contained in the City of Barrie Official Plan. Further details are provided in the Urban Design Brief prepared by The Biglieri Group (December 2022).

Figure 17 – Schedule 8A, Community Structure



Source: City of Barrie Official Plan, 2018

Figure 18 – Schedule 8C, Land Use Plan



Source: City of Barrie Official Plan, 2018

3.4.9 Council-Adopted City of Barrie Official Plan (2022)

The new Official Plan (“new OP”) was adopted by City Council at the February 14, 2022, meeting and is currently awaiting approval by the Ministry of Municipal Affairs and Housing.

The Subject Site has the following designations in the new OP:

- Map 1 – Community Structure: *Designated Greenfield Area (DGA)* and *Intensification Corridor* (Figure 19)
- Map 2 – Land Use Designations: *Medium Density* and *Waste Disposal Assessment Area* overlay (Figure 20)
- Map 4a – Mobility Network: *Cycling Network along Essa Road and Salem Road and Local Road along Brown Bear Street* (Figure 21)
- Map 4b – Mobility Network: *Arterial Road along Essa Road (Protected HOV Beyond 2041) and Salem Road* (Figure 22)

3.4.9.1 Land Use Policies

The *Medium Density* designation permits a range of uses including residential, commercial, retail, institutional, office (including major office), assisted and supported housing and hospitality and tourism (Policy 2.6.2.1). Further, mixed use buildings are encouraged with buildings between a minimum of 6 storeys up to a maximum of 12 storeys with a residential density in the range of 125 to 300 units/hectare.

The proposed mixed-use development is 15 storeys including a three (3) storey podium. The proposal seeks to provide 425 units of residential and commercial uses at grade. The proposal has a building height and residential density that exceed the permissions for *Medium Density*, however, as the Subject Site is located within the Essa Road *Intensification Corridor*, higher intensification development is encouraged.

3.4.10 Essa Road Intensification Corridor

As per Section 2.3.6 *Intensification Corridors* are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie’s growth centres.

For lands adjacent to *Intensification Corridors*, Policy 2.3.6 states:

- a) *the function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation;*
- b) *It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies;*
- c) *Intensification Corridors will be planned so that all new development and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure will also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines; and,*
- d) *For those street segments identified as Intensification Corridors:*
 - i) *The properties fronting those streets are the properties envisioned for development or redevelopment; and,*
 - ii) *Development or redevelopment, where possible, must be oriented towards those street segments.*

The proposed development has been designed to with walkability as the most important priority. The proposal includes sidewalks along all public frontages to allow for safe pedestrian movement away from vehicular traffic. Additionally, the high-density residential form and reduced parking ratios will encourage active transportation and support local businesses in the long-term by providing the density necessary to support existing and future

neighbourhood services within walking distance. Further, as discussed, the Subject Site is near existing and planned cycling and transit infrastructure, and the added density will help support the use of these services.

The proposed development seeks to increase density and height along Essa Road to provide residential intensification along an intensification corridor.

The proposal has regard for City-Wide Urban Design Guidelines. See Urban Design Report prepared by the Biglieri Group Ltd., as part of this submission.

3.4.11 Waste Disposal Assessment Area

Section 2.7.2 outlines policies for lands within waste disposal assessment areas as shown on Map 2 of the new OP. Policy 2.7.2 e) states: *“uses may be permitted in accordance with the land use designation, subject to the following:*

- i. *An amended Certificate of Approval from the Ministry of the Environment, Conservation and Parks may be requested, demonstrating that the development satisfies the provisions of the Environmental Protection Act;*
- ii. *Studies have been carried out to the satisfaction of the City and in consultation with the Ministry of the Environment, Conservation and Parks, where appropriate, that show that development is compatible and can safely take place;*
- iii. *The City shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies; and,*
- iv. *Studies of landfill gas, leachate, and hydrogeology shall be carried out by a qualified professional.”*

A Landfill D4 Assessment has been completed by Terraprobe to ensure that the project site is safe and compatible with the proposed use. The Assessment has been summarized under **Section 4.2** of this Report.

3.4.12 Affordable Housing Policies

With regards to Affordable Housing policies, the new OP states that the City will ensure that housing options meet the needs to all residents (Policy 6.4.2 a). Further, Policy 6.4.2 e) iv) states *“all new residential development and redevelopment in Medium Density and High-Density land use designations shall provide 15% of their housing units as affordable, in accordance with policy 2.5(l), unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three-bedroom units or larger.”*

Although the affordable housing policies requires Medium and High-Density developments to provide 15% of their housing as affordable, these policies are not currently in-effect at the time of this OPA application.

As noted in Section 3.4.5.1 of this Report, the proposal provides a range of unit sizes, creating diverse levels of affordability. Smaller one-bedroom units provide the opportunity for home ownership at a lower cost. Further, the two- and three-bedroom units allows for families to attain home ownership at a cost lower than traditional ground-related dwelling types. The Subject Site's location is also in proximity to community facilities and existing and future public transit routes along Essa Road. Taken as a whole, the proposal provides more affordable housing than single-detached, semi-detached or townhouse dwellings.

3.4.13 Transportation and Mobility Policies

Section 4.1 of the new OP's objective focus on transportation and mobility to design on how people move around and through Barrie. Significant investments in active transportation and public transit are envisioned as the backbone for Barrie's future transportation network.

With regards to road hierarchy, arterial streets are identified on Map 4b (**Figure 22**) and are designed to carry the highest vehicle volumes. Some arterial streets may also function as freight-

supportive corridors to ensure efficiency of goods movement. Additionally, Arterial streets are significant anchors for the location of nearly all the *Strategic Growth Areas* and some segments are also identified as *Intensification Corridors* as shown on Map 1.

The Subject Site fronts Salem Road and Essa Road, both Arterial Roads. The proposal provides the appropriate road widenings to accommodate the planned right-of-widths for Salem and Essa Road. Access to the proposed development is from Brown Bear Street, a local road, thereby ensuring efficient movements along Salem and Essa Roads are maintained.

Section 4.4 of the new OP includes policies for public transit. Policy 4.4.1 b) states *“public transit is a significant focus for expanding the transportation network capacity to 2051. This will be the first priority for transportation infrastructure planning and major transportation investments”*. Further, Policy 4.4.1 d) states planned developments will help reduce the current average walking distance to transit stops. This is achieved by:

- i) *Walking distances between existing or planned transit stops for supporting transit routes should not exceed 400.0 metres along a pedestrian path; and,*
- ii) *Walking distances between existing or planned transit stops for core transit routes should not exceed 600.0 metres along a pedestrian path.*

As mentioned previously, the nearest Barrie Transit route is the 8 RVH/Young route with stops approximately 800 metres from the Subject Site at Essa Road and Athabaska Road. The Proposed 2041 Transit Route Network Concept Plan in the City of Barrie Transportation Master Plan indicates that Core Transit Route 6 will operate on Essa Road past the Subject Site and beyond. Further to this, the proposed new Salem Transit Hub will be located southeast of the Subject Site at the intersection of Veteran's Drive and McKay Road West.

Active transportation networks will support the development of complete communities and provide a connected, diversified and equitable transportation network (Policy 4.3.1.7). Policy 4.3.1.7.1 a)

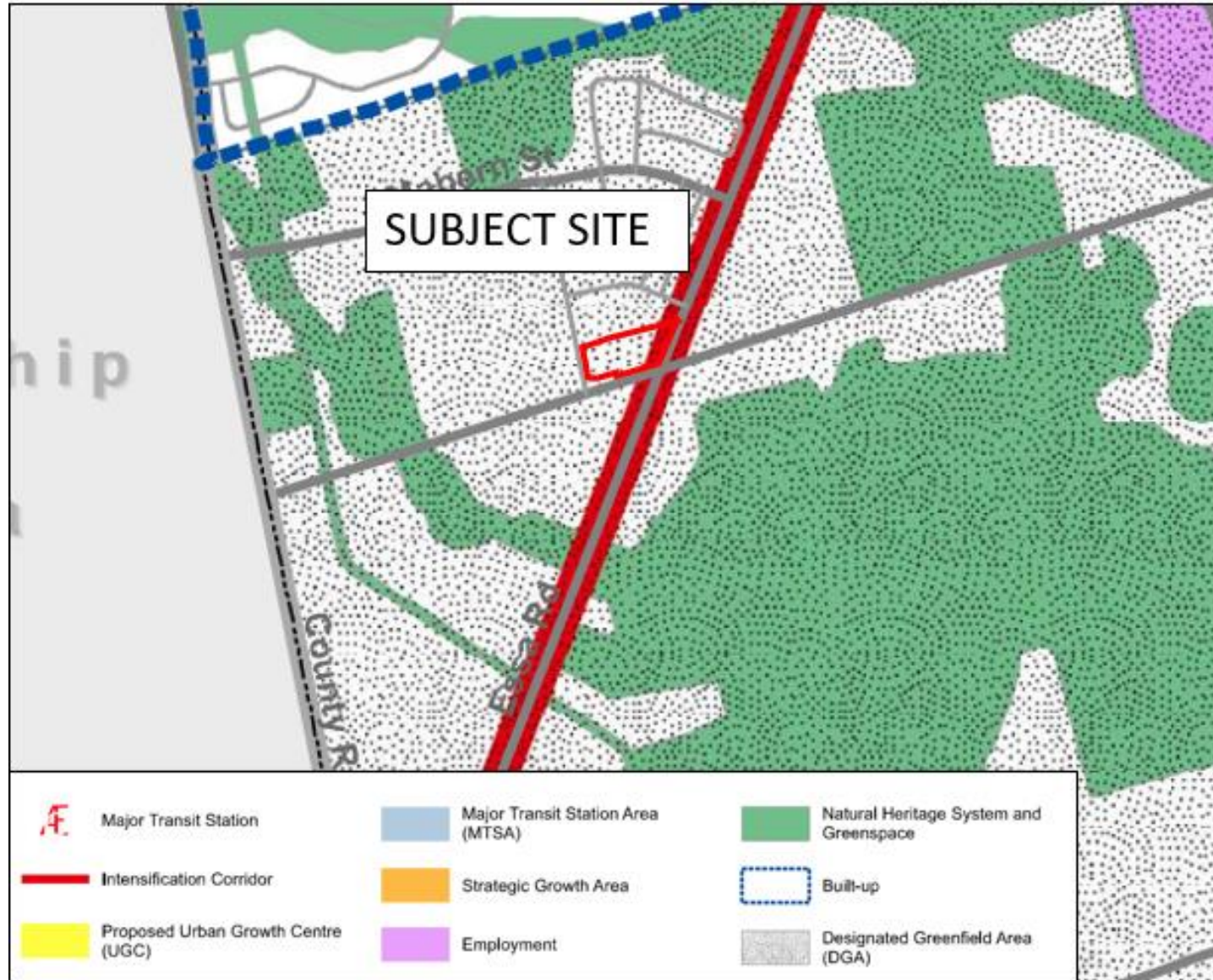
states *“the cycling network is part of the active transportation network and is planned as part of the larger mobility network. With few exceptions, all arterial and collector streets shall be designed to incorporate dedicated cycling facilities and/or paved shoulders wherever possible”*. With respect to walking, sidewalks and multi-use trails will form part of the active transportation network and also part of the larger mobility network (Policy 4.3.1.7.2 a)).

There is a recently implemented sidewalk network within the recently constructed subdivision to the north and west of the Subject Site. There are currently no sidewalks present on Essa Road and Salem Road adjacent to the Subject Site, however, future sidewalks will be built as part of the construction for the proposed development. This will connect to the asphalt walkway path on the west side of Essa Road between Athabaska Road and Mabern Street.

Both Essa Road and Salem Road are part of the proposed City of Barrie's Cycling Network as is Mabern Street located just north of the Subject Site. Numerous multi-use trails exist within walking distance from the Subject Site in the nearby natural heritage systems (**Figure 10**).

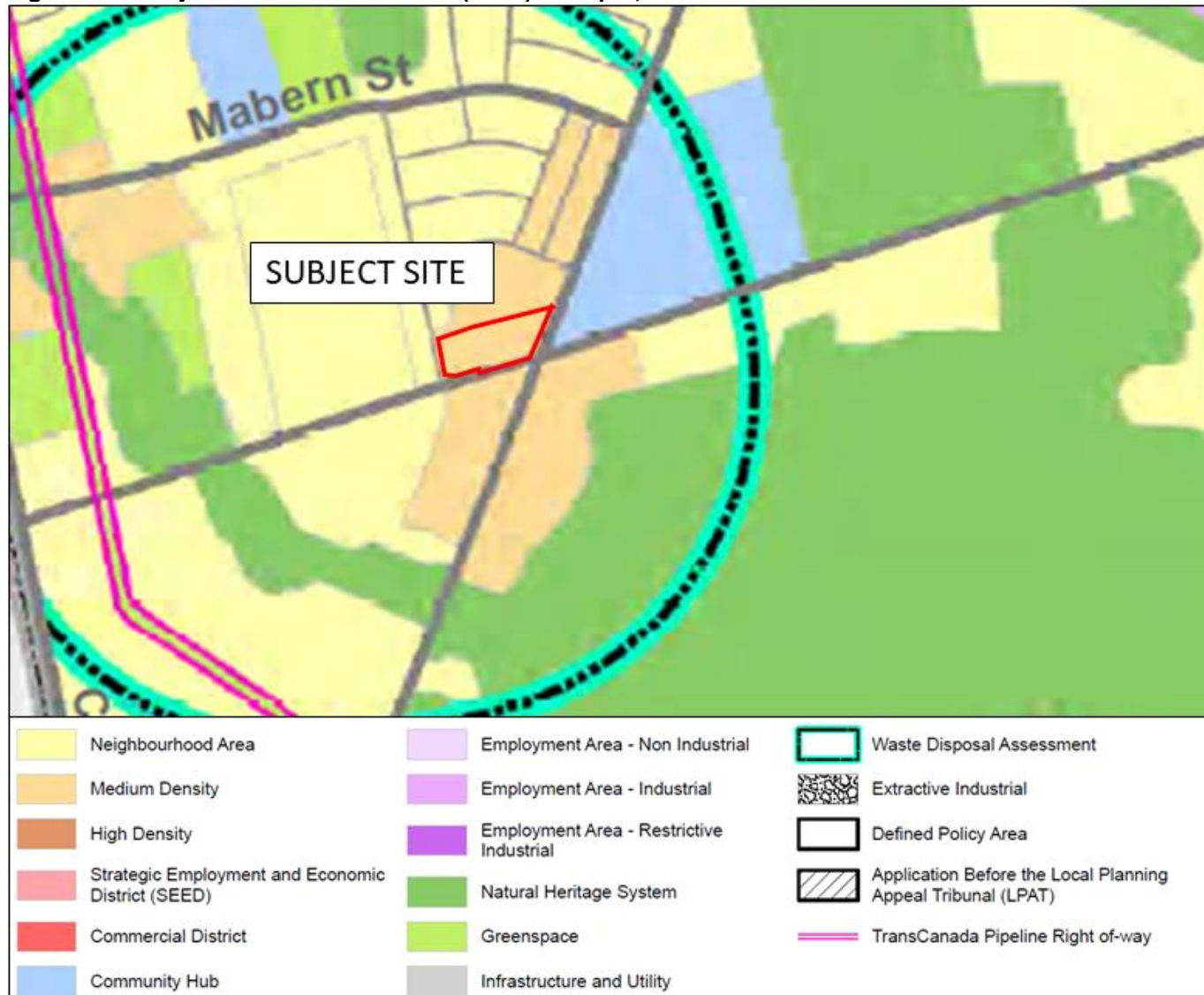
The proposed development has been designed to support the active transportation with multiple entrances and walkways within the site that will connect to future sidewalks along Essa Road, Salem Road and Brown Bear Street. The siting of the building close to the public frontages also places the building entrances closer to existing and future public transit stops. The proposed bicycle parking also encourages cycling use.

Figure 19 – City of Barrie Official Plan (2022) – Map 1, Community Structure



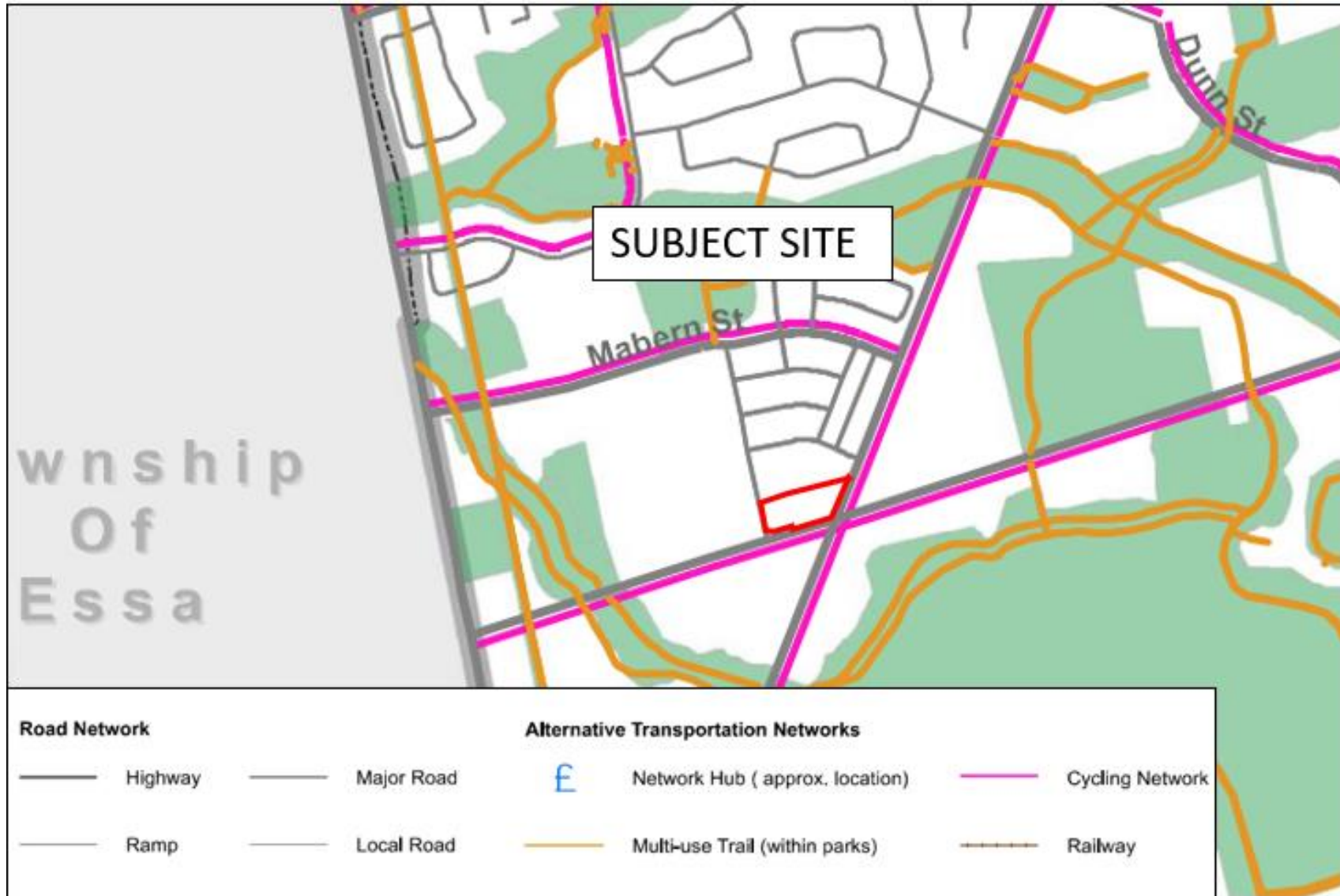
Source: City of Barrie, 2022

Figure 20 – City of Barrie Official Plan (2022) – Map 2, Land Use Plan



Source: City of Barrie, 2022

Figure 21 – City of Barrie Official Plan (2022) – Map 4a, Mobility Network



Source: City of Barrie, 2022

Figure 22 – City of Barrie Official Plan (2022) – Map 4b, Mobility Network



Source: City of Barrie, 2022

3.5 Zoning

The Subject Site is currently subject to two separate zoning by-laws. 901 Essa Road is zoned *RR – Residential Rural Zone* under Town of Innisfil Zoning By-law 054-04 (**Figure 23**). Block 281 is currently zoned *NMU – Neighbourhood Mixed Use* under City of Barrie Zoning By-law 2009-141 (**Figure 24**).

3.5.1 Town of Innisfil Zoning By-law 054-04

The *RR – Residential Rural Zone* category in Town of Innisfil Zoning By-law 054-04 permits a single-detached dwelling. A Zoning By-law Amendment will be required to bring 901 Essa Road into City of Barrie Zoning By-law 054-04 and to permit apartment dwelling units and commercial uses.

3.5.2 City of Barrie Zoning By-law 2009-141 (Office Consolidation 2022)

Block 281 is currently zoned *NMU – Neighbourhood Mixed Use* under City of Barrie Zoning By-law 2009-141. A wide variety of residential, commercial and institutional uses are permitted. Residential uses include:

- Walk-up Apartment;
- Apartment Dwelling;
- Dwelling Unit(s) in conjunction with permitted commercial uses; and,
- Block/Cluster/Stacked, Back-to-Back and Street Townhouses.

The permitted building height for residential buildings is between 3 and 12 storeys. The permitted building density is between 0.3 and 2.5 FSI. The minimum residential density is 45 units per hectare.

3.5.3 Zoning By-law Amendment

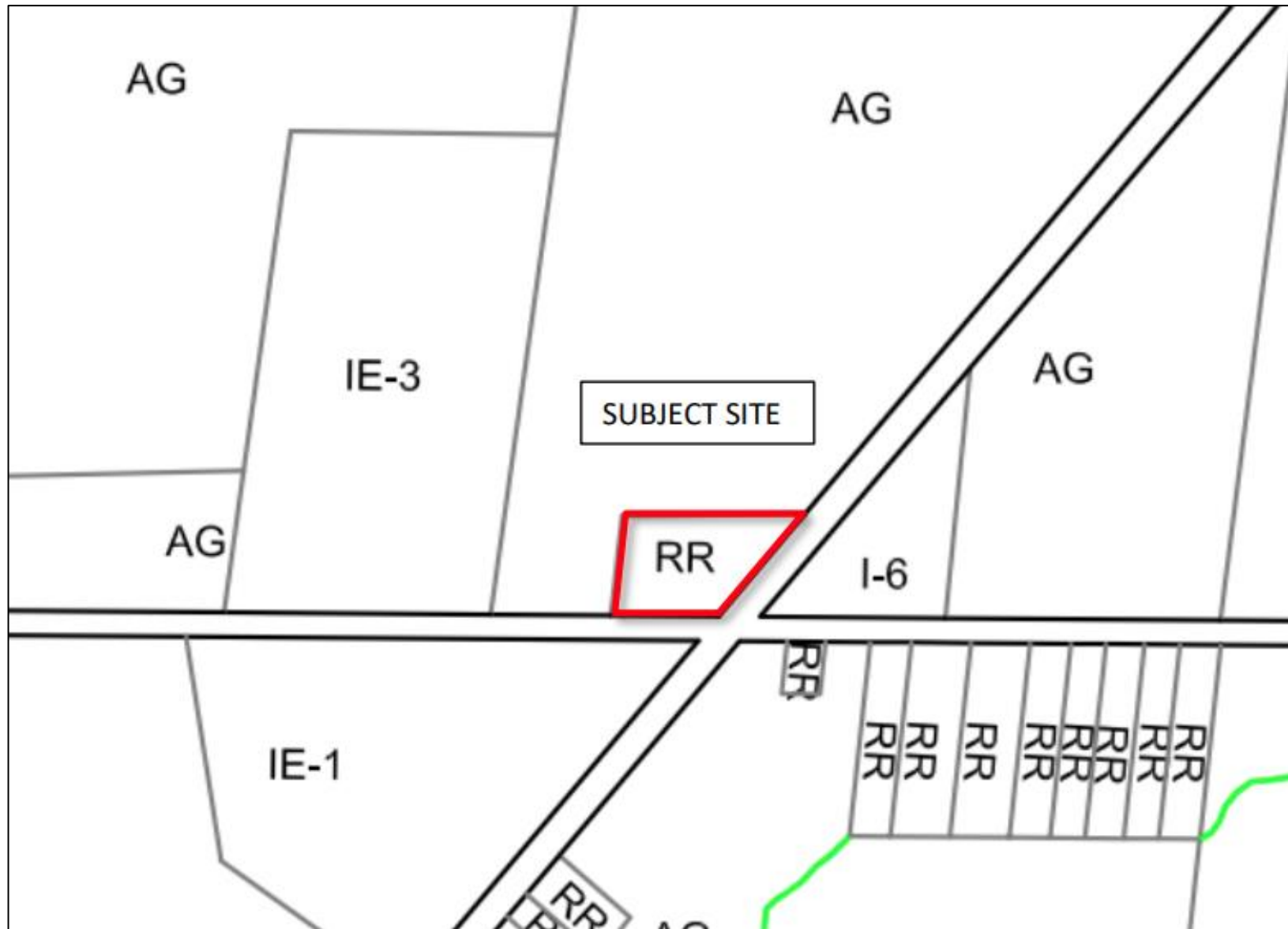
As noted, a Zoning By-law Amendment is required to bring 901 Essa Road into City of Barrie Zoning By-law 2009-141 and rezone it to the *NMU – Neighbourhood Mixed Use* zone.

While the proposal includes residential and commercial uses that are currently permitted in the *NMU – Neighbourhood Mixed Use* zone, the proposed building heights and density do not, as well as a number of other regulations. The proposed amendments will allow increased density within an *Intensification Corridor* (Essa Road) and Salem Road; reduced parking requirements to promote public transit and active transportation; and an increase in height will not have negative impacts on surrounding land uses. As such, site-specific regulations are proposed for the Subject Site. The required and proposed site-specific regulations for the *NMU – Neighbourhood Mixed Use* zone are provided in **Table 1**.

In summary, the proposed Zoning By-law Amendment will achieve the following:

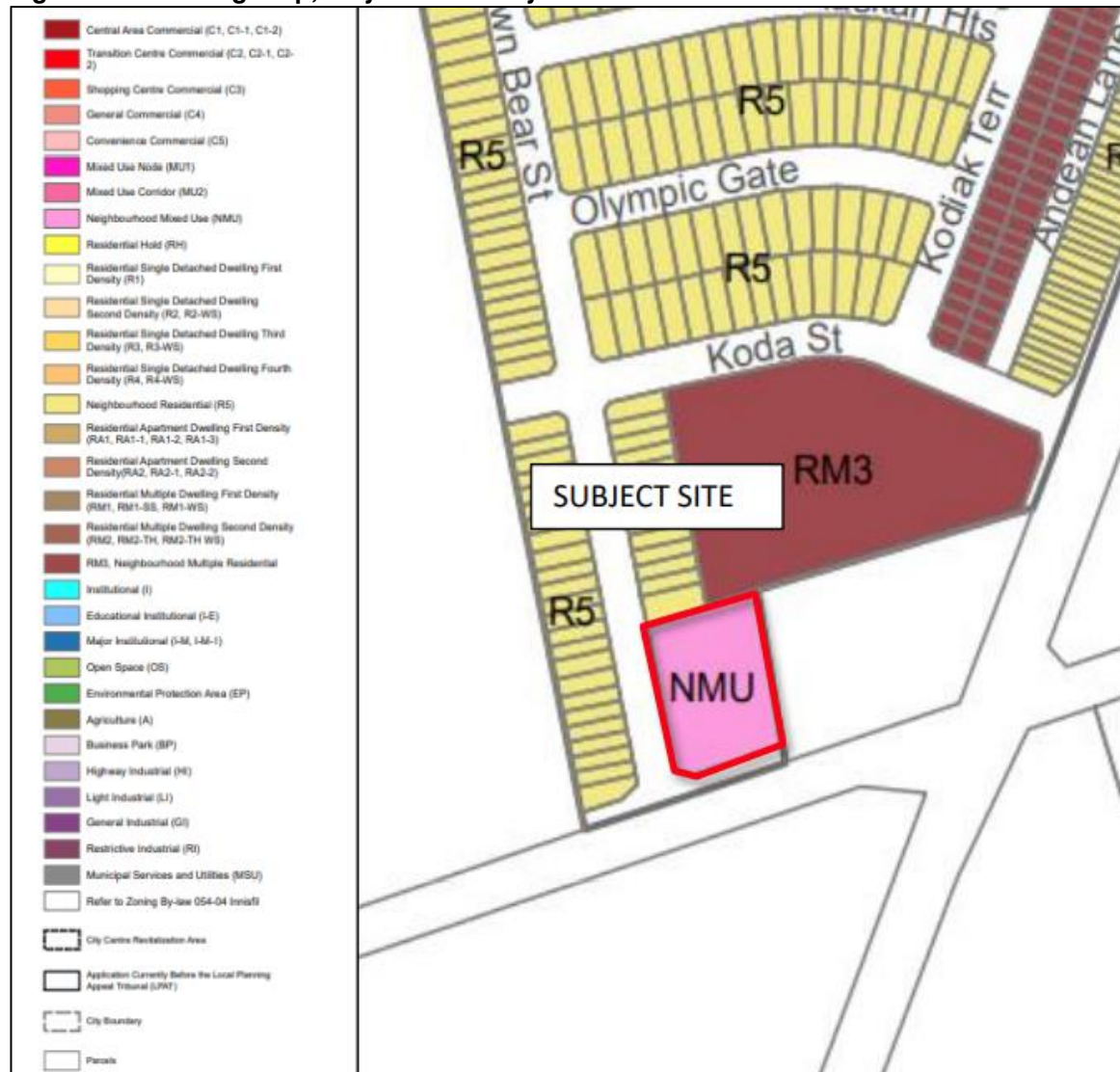
- Rezone 901 Essa Road to *NMU - Neighbourhood Mixed Use* zone;
- Permit a minimum 0.85 parking spaces per unit for residential parking;
- Permit a minimum 0.15 parking spaces per unit for visitor parking;
- Permit 10 Barrier Free parking spaces;
- Permit a maximum floor space index of 3.2;
- A façade setback of 1.5 metres above the third storey shall apply;
- Permit a minimum 8 square metres per unit of outdoor amenity space; and,
- Permit a maximum building height of 15 storeys.

Figure 23 – Zoning Map, Town of Innisfil Zoning By-law 054-04



Source: City of Barrie.

Figure 24 – Zoning Map, City of Barrie By-law 2009-141



Source: City of Barrie, 2022

Table 1 – Proposed “NMU” Zoning Amendments

	Existing Neighbourhood Mixed Use Zones NMU Regulations [Table 14.6.2]	Proposed Neighbourhood Mixed Use Zones NMU Regulations
Front Yard Setback (min.)	A minimum of 50% of the frontage shall have buildings within 5m of the front lot line except on corner lots this shall be measured along the cumulative lot frontage and exterior lot line	A minimum of 50% of the frontage shall have buildings within 5m of the front lot line except on corner lots this shall be measured along the cumulative lot frontage and exterior lot line
Side Yard Setback (min.) Abutting a Street or Laneway	1.5 m	1.5 m
Side or Rear Yard Setback (min.) for residential buildings more than four storeys abutting a Residential, Open Space or Environmental Protection Zone	5.0.m	5.0.m
Façade Step-back (min.) Front, Side (Interior and Exterior) and Rear	For buildings 7 storeys or higher, a 45 degree angular plane at height above 80% equivalent of right of way using 3m minimum step backs.	Façade stepback of 1.5 metres above third storey
Street level floor height for commercial uses (min.)	4.5 m	4.5 m
Building Height (min.)	3 storeys	3 storeys
Building Height (max.)	12 storeys	15 storeys
Floor Space Index (Essa Road)	Min. - 0.5 Max. - 2.5	Min. - 0.5 Max. - 3.2
Residential Density (min.)	50 units per net hectare	50 units per net hectare
Vehicle Parking	Non-Residential – 1 space / 18 sq m (max.) [Section 14.4.1] Residential building containing more than 3 dwelling units – 1.5 spaces / unit (min.) [Table 4.6]	Non-Residential – 1 space / 18 sq m (max.) Residential building containing more than 3 dwelling units: - residents – 0.85 spaces / unit (min.) - visitors – 0.15 spaces / unit (min.)
Barrier Free Parking	1 space plus 3% of required parking spaces (min.) [Section 4.6.4]	10 spaces
Bicycle Parking (min.)	0.2 spaces / unit [Section 14.4.2]	0.2 spaces / unit
Outdoor Amenity Area (min.)	12 sq m / unit [Section 5.4.2.2 b]	8 sq m / unit

4.0 Supporting Documents

4.1 Functional Servicing and Stormwater Management Report

A Functional Servicing Report and Stormwater Report (“FSSR”) prepared by Arcadis IBI Group (November 30, 2022) in support of the proposal. The FSSR demonstrates that the proposed 901 Essa Road Residential Development is feasible from a civil engineering and stormwater management (SWM) perspective in accordance with the City of Barrie, County of Simcoe, and Nottawasaga Valley Region Conservation Authority (NVCA) Engineering Design Standards. The following summarizes key aspects of the design:

- The proposed site grading will achieve compliant site gradients and match into the existing and ultimate road widening grades at its limits;
- The proposed development will outlet sanitary sewage into municipal infrastructure by connecting into the existing sanitary manhole at daylight of Brown Bear Street and Salem Road;
- Stormwater management and storm design for the proposed development will provide quantity control using a SWM storage tank in the underground parking levels to control the 5-year peak flow to required levels for the receiving storm sewer. A downstream stormwater management pond will attenuate the proposed conditions peak flows for events up to 100-year storm to the required levels; and,

- The proposed development will connect to the existing 300 mm diameter watermain located on Brown Bear Street to satisfy domestic water demand and fire flow requirements. A field hydrant testing is recommended to be preformed along the existing watermain in the vicinity of the subject site. The test results will be used to fine-tune the findings and recommendations on the water system in the FSSR.

4.2 D-4 Landfill Assessment

The Subject Site is located within 500 metres from a former Ministry of Transportation landfill site (known as Holly site). As such, the Subject Site is considered within a D-4 Assessment Area. Terraprobe has prepared a D-4 Landfill Assessment (November 21, 2022) to assess any potential impacts on the proposed development.

The Landfill site was a Class A4 landfill that received roadside garbage until 1992. All deposited waste was removed in 1997 with some remnants removed in 2000. The site met Table A criteria for residential and parkland use as noted in a letter from Ministry of the Environment dated April 30, 2001. The Assessment concludes that the risk of landfill leachate and landfill-generated gases to impact the Subject Site is low. This is based on the physical setting and hydrogeological conditions of the property, nature (roadside garbage), the age of waste buried at the landfill site being closed for at least 30 years, as well as the remediation cleanup and post-remediation geophysical results.

4.3 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was prepared by AECOM (December 2022). Based on the background research and property survey, it is determined that the study area has been sufficiently assessed and no further work is recommended.

The Stage 1-2 Archaeological Assessment has been submitted to the Ontario Minister of Tourism, Culture and Sport to be entered into the Ontario Public Register of Archaeological Reports.

4.4 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment ("ESA") has been completed as by Terraprobe (March 21, 2022). The ESA states that there are no potentially contaminating activities noted on the Phase One Property or within the Phase One Study Area that cause an Areas of Potential Environmental Concern on the Property. As such, there is no requirement for a Phase Two ESA and no further investigation is required.

4.5 Transportation Impact Study

A Transportation Impact Study ("TIS") has been prepared by AECOM (December 7, 2022) in support of the proposed development. The TIS modelled a number of different scenarios based on projected increases in traffic volume from Scenario 1 (Existing Conditions) to Scenario 4 (Full Build-out + 10 years), 2037.

The findings of the TIS conclude the following:

- The full build-out is expected to generate 145 vehicle trips in the AM weekday peak hour and 160 vehicle trips in the PM weekday peak hour;
- Brown Bear Street intersection (access) operates acceptably under all future scenarios with current stop-control and lane geometry;
- The analysis indicates that, under 2022 Existing Conditions (Scenario 1), the eastbound and westbound approaches at the intersection of Salem Road/Essa Road in the PM peak hour operate at an unacceptable level of service. All other intersections operate within capacity under existing conditions.

The 2027 (Scenario 2: Full Build-Out) traffic analysis key findings are listed below:

- At Essa Road / Mabern Street, the intersection demonstrates unacceptable traffic operations during the PM peak hour and therefore signalization is recommended to remediate longer than desired delay and queues;
- At Essa Road / Salem Road, the intersection demonstrates unacceptable traffic operations during the PM peak hour. Analysis of lane configuration modifications indicate no notable affect to the overall performance as the intersection is stop-controlled. Most of the delay is due to the free-flowing traffic on the major approaches which inhibits the traffic merging from the minor approaches. Due to deficiencies identified at this intersection, signalization is recommended.

The 2032 (Scenario 3: 5 Years After Full Build-Out) traffic analysis key findings are listed below:

- The City has plans in its post-2031 capital budget to potentially construct a roundabout at the intersection of Essa Road / Salem Road;
 - A sensitivity test was performed for the roundabout configuration at the intersection of Salem Road/Essa Road using 2032 future scenario traffic volumes with ARCADY software. The analysis showed the intersection is predicted to perform well without significant delays and queueing with a LOS of A and maximum v/c ratio of 0.72;
- The signal warrant analysis identifies signalization for Essa Road/Mabern Street for the 2032 horizon year. However, it may be beneficial that Essa Road/Mabern Street be signalized for the preceding 2027 scenario. Signalization to mitigate traffic operations deficiencies are identified for three intersections overall:
 - Essa Road and Salem Road intersection;
 - Essa Road and Mabern Street intersection including the following geometric improvements:
 - Change eastbound lane configuration to dedicated eastbound left and right turns.

- Change the southbound lane configuration to a dedicated left turn lane and a through movement lane;
- Essa Road and Athabaska Road intersection signalization.

The 2037 (Scenario 4: 10 Years After Full Build-Out) traffic analysis key findings are listed below:

- A sensitivity test was performed for the potential roundabout at the intersection at Salem Road/Essa Road under the 2037 future scenario traffic volumes using ARCADY. The analysis showed that the intersection is predicted to be close to failing with a LOS E and v/c ratio of 0.95 for the south roundabout approach;
- The signal warrant analysis identifies the need for signalization at Essa Road/Mabern Street;
- The 2037 horizon year requires modifications to the existing lane configuration in conjunction with signalization to accommodate 2037 traffic volumes. These modifications are summarized below:
 - Essa Road and Salem Road intersection signalization including the following geometric improvements:
 - Add left turn lanes on east and west approach;
 - Add a through lane on the north and south approach;
 - Change all left turn movements to protected / permissive.
 - Essa Road and Mabern Street intersection signalization including the following geometric improvements:
 - Change eastbound lane configuration to dedicated eastbound left and right turns. - Change the southbound lane configuration to a dedicated left turn lane and a through movement lane;
 - Essa Road and Athabaska Road intersection signalization.

Overall, with implementation of the above mitigation measures, traffic operations with the fully built-out development can be improved to operate acceptably.

The above scenarios are based on the implementation of the roundabout in 2031 in accordance with the City's Capital plan. AECOM has identified three potential mitigation options for the Essa Road / Salem Road intersection with varying timeframes for implementation over the analysed horizon years:

- Option 1: Implement interim traffic signals (with no change to road geometry) to coincide with development opening day, to be replaced with a roundabout before 2037. This option requires the demolition of the interim traffic signal and associated construction traffic impacts.
- Option 2: Implement a roundabout to coincide with development opening day. It is acknowledged that the planned roundabout is currently only part of the 2031 capital plan and therefore it would have to be expedited to an earlier timeline. It was also shown that the roundabout begins to show signs of deficiencies in the +10 year after opening day scenario (2031) and may require subsequent mitigation measures.
- Option 3: Implement a permanent traffic signal with geometric improvements to coincide with development opening day. This option future proofs for the future traffic growth by incorporating geometric improvements to the intersection including adding turn lanes for additional capacity.

The TIS states that *"it is important to note that analysing background traffic operations (no development site generated demand) compared to do nothing total traffic operations (inclusive of development site generated demand), the incremental change to traffic operations caused by the development was shown be limited, with the future growth to background traffic already causing deficiencies which are exacerbated by the increase from development site traffic"*.

4.6 Geotechnical Study

Terraprobe prepared a Preliminary Geotechnical Study (March 21, 2022) for the Subject Site. The conclusions and recommendations state the following:

- Consideration should be given to an impermeable shoring system to support the excavation and around the entire perimeter for groundwater control purposes due to the presences of wet cohesionless gravelly sand/sand materials encountered within the excavation depth. Conventional soldier piles and lagging shoring may be used provided adequate positive dewatering is carried out to lower the groundwater table to 1.2m below the lowest excavation level as determined by the shoring designer;
- It is recommended that a shallow test pit investigation be carried out to determine precise topsoil thickness present at the site for quantity estimation and costing purpose;
- It is encouraged that the site designation for seismic analysis be 'Site Class C', as per the Ontario Building Code. Consideration may be given to conducting a site-specific Multichannel Analysis of Surface Waves (MASW) at this site to confirm the average shear wave velocity in the top 30 metres of the site stratigraphy;
- Prior to the construction of the slab, it is recommended that the subgrade be proof-rolled and inspected under the supervision of Terraprobe for obvious loose or disturbed areas as exposed, or for areas containing excessively deleterious materials or moisture;
- It is recommended that the subfloor drainage system consists of minimum 100mm diameter perforated pipes wrapped in filter fabric spaced at a maximum spacing of 5 metres on centre; and,
- It is recommended that free draining granular material, such as OPSS.MUNI 1010 Granular 'B' be used in order to allow for adequate compaction using vibratory equipment.

4.7 Hydrogeological Study

Terraprobe prepared a Preliminary Hydrogeological Investigation (April 7, 2022) in support of the proposed development. Based on the results of this investigation, the following conclusions and recommendations were presented:

- It is encouraged in areas deemed to be a Significant Groundwater Recharge Area (SGRA) that recharge rates are maintained where development or site alteration is proposed;
- The management of groundwater recharge at the Site following development is recommended where it is feasible and should be design using a Best Management Practice approach. Runoff from the proposed development will conform to the stormwater management report for the Site;
- It is recommended that the excavation of the building foundation and any underground services or utilities across the site must be backfilled using material of similar permeabilities;
- A log should be maintained of site activities and any significant events which may affect the volume or quality of discharge. This should include the following: description of the general depth and extent of excavation, noting of the duration and intensity of rainfall events, records of discharge of duration and volumes, and noting of any unusual activities which may affect the quality of volume of ground water discharge;
- A settlement monitoring plan should be submitted by contractor detailing the frequency of pre-construction/post-construction baseline data collection and daily readings during construction, monitoring locations, alert and review levels and reporting process for the issue of survey data including the establishment of stop work process and implementation of remedial measures;
- If the daily water taking volumes are found to exceed those authorized in the EASR, it is recommended that the local MECP staff be notified. The water taking volumes should be

restricted to maintain compliance with the limits specified in the EASR until measures can be taken to decrease the volumes of water taking. The report recommend that contractor should be required to incorporate a contingency plan as part of the dewatering and groundwater management plan;

- If groundwater fails to meet the Sewer Discharge Limits, on-Site treatment of groundwater to the Sewer Discharge Limits would be required before discharge. Alternatively, the groundwater may be discharged directly into containment vessels that can be taken off-site to an appropriate waste receiver or treatment; and,
- If groundwater dewatering related ground settlements occur, groundwater dewatering operations should be ceased or reduced. It is recommended that contractor be required to incorporate a contingency plan in the settlement plan that details remedial actions to address the geotechnical issues.

4.8 Arborist Report

An Arborist Report for the Subject Site was prepared by Azimuth Environmental Consulting Inc. (May 6, 2022). The Report includes the results of the tree inventory completed for all trees (10cm dbh or greater) located on the Subject Site. A total of 15 trees were documented and assessed during the tree inventory. All trees documented are recommended for removal due to the proposed development encompassing the entire property and tree preservation is not feasible. No trees were observed on neighbouring properties within approximately 6 metres of all property boundaries.

5.0 Conclusion

The proposed residential development in the City of Barrie is supported by the applicable policy framework articulated in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020) and generally with the City of Barrie Official Plans (2018 and 2022). All the aforementioned documents promote mixed-use development of underutilized lands within settlement area boundaries, and along planned higher-order transit corridors.

From a land use perspective, the proposed development will result in a mixed use commercial and residential development that utilizes existing services in the Salem Secondary Plan area. The proposed commercial uses provide opportunities for local residents to walk to nearby services. The proposed development will be well-integrated into the existing urban fabric due to its proximity to existing infrastructure and services. The Subject Site is also in close proximity to numerous services and employment opportunities. The Subject Site is well connected to existing and future transportation options for pedestrians, cyclists, transit users and private automobile users.

The proposed development is consistent with policies in the Growth Plan and City of Barrie Official Plans that promote the intensification of underutilized sites within a Settlement Area. Being adjacent to recently constructed developments, including apartment buildings immediately to the north, the proposed development will continue the established built form and development pattern in a sequential manner. This is an economical and efficient use of land and will connect to existing infrastructure and services. The proposed development will aid in providing a variety of housing forms and

architectural design in the Salem neighbourhood for potential future residents.

The proposed mixed-use development provides apartment and live/work dwelling units and commercial uses that conforms to Provincial and Municipal policies and guidelines. The proposed development has been designed in a manner that is consistent with the Salem Neighbourhood Secondary Plan designation of *Mixed Use Nodes and Corridors* and *Essa/Salem Mixed Use Node* as outlined in the 2018 Barrie OP.

The Subject Site has been identified as a location for high-density development in the Salem Secondary Plan. As identified in the Council-adopted City of Barrie Official Plan (2022), permitted density has increased for the Subject Site while extending the *Intensification Corridor* designation of Essa Road further south. The proposed Official Plan Amendment and Zoning By-law Amendment recognizes the City's direction for additional density on the Subject Site with slightly taller buildings proposed.

The proposed development is in conformity with the objectives for residential and mixed use development as outlined in the City of Barrie Official Plans (2018 and 2022) and achieves the following:

- Provides increased residential options by providing apartment and live/work dwelling units;
- Provides commercial spaces to support local residents;
- Provides increased density at the intersection of two arterial roads with Salem Road identified as an *Intensification Corridor* in the Council-adopted City of Barrie Official Plan (2022);
- Provides residential development in a location that has been assessed and has been deemed suitable and appropriate for residential development; and,
- Provides for residential development that is well-connected to the existing transportation network and provides commuting options due to its connections to existing public transit and connections to Regional and Provincial

transportation corridors and active transportation infrastructure.

The proposed Official Plan Amendment and Zoning By-law Amendment applications have been reviewed and considered in the context of all applicable provincial and municipal planning policy documents and the context within which the Subject Site is located. The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, City of Barrie Official Plans (2018 and 2022) for a high-density, mixed use development.

For all the foregoing reasons, it is our professional opinion that the proposal is an appropriate and desirable development, represents good planning and warrants the support of Staff and of Council.

If you should have any questions or concerns, please contact the undersigned at your earliest convenience.

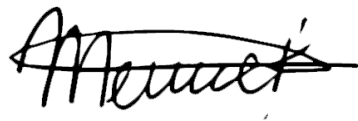
Respectfully submitted,
THE BIGLIERI GROUP LTD.



Anthony Biglieri, MCIP. RPP
Principal



Mark Jacobs, MCIP. RPP
Senior Planner



Merve Kolcak, MES (PI).
Planner

APPENDIX A

CONSOLIDATED CONFORMITY REVIEW

City Hall
70 COLLIER STREET
TEL (705) 726-4242
FAX (705) 739-4270



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

THE CORPORATION OF THE CITY OF BARRIE
DEVELOPMENT SERVICES DEPARTMENT

CONFORMITY REVIEW PLANNING COMMENTS

File: D28-033-2022

To: Brown Bear Dev Ltd. c/o Mark Jacobs and Merve Kolcak (The Biglieri Group Ltd.)

From: Logan Juffermans, Planner

Date: July 22, 2022

Subject: Official Plan Amendment and Amendment to the Zoning By-law Conformity Review – 901 Essa Road – 407 Unit Mixed Use Development

Technical Meeting Date: Thursday, July 21, 2022 – 9:00 am (via Microsoft Teams)

The Development Services Department has completed a preliminary review of the policy implications of the proposed Official Plan Amendment and Amendment to the Zoning By-law application(s) to implement the concept plan submitted. The following comments are for consideration only and do not represent a full technical review of a formal application under the *Planning Act*.

Comments

***Please note that these comments are valid for one year from the date of issuance and Planning staff reserve the opportunity to provide further comments on any revised submissions and may require a new pre-consultation application when the concept plan or subject site significantly changes.**

1.	Official Plan Designation	<u>Existing:</u> Essa/Salem Mixed Use Node and Residential <u>Proposed:</u> Essa/Salem Mixed Use Node with special policies to permit an increased Floor Space Index (FSI) and increased density. <i>*New Draft Official Plan permits densities of 300 uph and does not have FSI standards, and through review once approved by MMAH would not likely require an OPA.</i>
2.	Zoning	<u>Existing:</u> Neighbourhood Mixed Use (NMU) in By-law 2009-141 and Residential Rural (RR) in Town of Innisfil Zoning By-law 054-04. <u>Proposed:</u> Neighbourhood Mixed Use (NMU) with Site Specific Provisions to permit reduced façade step-backs and increased maximum floor space index values.
3.	Applications required:	
	Official Plan Amendment	☒ As identified in the application, through the Mixed Use Node and Residential designation an Official Plan Amendment is required for the proposed concept. Should the application be submitted after the new OP is approved by MMAH, the application would be subject to the new OP standards. With a minor reduction in density and FSI, an OPA may be avoided at that time.

July 2022

	Zoning By-law Amendment	☒ As identified in the application, through the NMU Standards in Table 14.6.2 of the City of Barrie Zoning By-law 2009-141, and in updating existing Town of Innisfil 054-04 Zoning, a Zoning By-law Amendment is required by the proposed concept.
	Plan of Condominium	☒ Applicant to confirm proposed tenure of development.
	Deeming By-law	☒ Applicant to confirm process for merger of the existing two lots under consideration by the subject application.
	Site Plan Approval	☒ Site Plan Approval will be required prior to the submission of a building permit in accordance with By-Law 99-312. Pre-consultation is required prior to the submission of a formal site plan application.
4.	Official Plan Conformity	The applicant will be required to submit a Planning Justification Report, prepared by a Registered Professional Planner, which demonstrates how the development proposal and requested site specific provisions conform to the policies of the Official Plan and the Salem Secondary Plan, including but not limited to: 3.1 – Growth Management 3.3 – Housing (including Affordable Housing Policies) 3.5 – Natural Heritage, Natural Hazards and Resources 3.7 – Energy Conservation and Renewable Energy Systems 5.0 – Servicing and Transportation Salem Secondary Plan 8.2 – Community Vision and Structure 8.3 – Natural Heritage System 8.4 – Community and Sustainable Design Strategy 8.5 – Land Use Strategy 8.5.3 – Natural Heritage System 8.5.7 – Mixed Use Nodes and Corridors 8.5.8 – Essa/Salem Mixed Use Node 8.5.10 – Residential Area 8.6 – Community Service Strategy 8.7 – Development Review and Growth Management

5.	Community Form – Section 8.4.2 Salem Secondary Plan	The Salem Secondary Plan provides a detailed planning framework for the future urban development of the Secondary Plan Area. The Salem Master Plan in Appendix 8B illustrates graphically the design of the Salem's Secondary Plan Area, and how the policies and Schedules of the Secondary Plan are to be implemented. The subject lands are identified on Schedule 8A Community Structure as part of a Residential District and are designated as Essa/Salem Mixed Use Node and Residential Area on Schedule 8C Land Use Plan. Staff have reviewed the "Brown Bear Apartments Site Plan" dated January 2022, and the OP Conformity Letter/Memorandum dated May 5, 2022, based on the Salem Secondary Plan. Community form and network and service connection design is to be made in conformity with Salem Secondary Plan conceptual design to ensure the creation of complete community and efficient use of land and infrastructure. Integration of the subject site with adjacent existing residential and planned future development to the west, south and east shall form considerations of this application and future submissions.
6.	Urban Design and Sustainable Development Guidelines – Section 8.4.3 Salem Secondary Plan	All development applications shall be evaluated to ensure consistency with the urban design guidelines as well as the policies of the Secondary Plan.

7.	Design and Sustainable Development Policies – Section 8.4.4 Salem Secondary Plan	<u>Community Design</u> All development, particularly in the Mixed Use Nodes and Corridors identified on Schedule 8A, is intended to provide primarily for mixed use development and shall be designed to be compact and have pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive and higher density, mixed-use buildings are encouraged in the mixed use nodes. The proposed development conforms to the general development goals for Mixed Use Nodes, with ground floor commercial and a diversity of unit types. The proposed densities far exceed the current official plan and modestly exceed the draft official plan development standards for the location, and as acknowledged through the application an OPA is required. <u>Streetscape Design</u> Streetscape design policies in Section 8.4.4.4 establish that Salem Road and Essa Road are identified as arterials, high capacity streets which serve as major gateways to the City. A balance must be achieved between their transportation function, including the accommodation of transit and cycling, and their ability to provide access to flanking land uses and to provide a socially vibrant public space. It will also be important to minimize their barrier effect. To assist in achieving this balance, these streets will have the highest standard of design including features such as wide sidewalks, centre medians, special tree and feature planting, street furniture, paving, lighting and signage particularly in Mixed Use Nodes and Corridors. Consideration may be given to permitting on-street parking in Mixed Use Nodes and Corridors, particularly at off-peak periods and parking bays may also be provided. <u>Pedestrian/Cyclist Comfort and Safety</u> Pedestrian/Cyclist comfort and safety are a priority in streetscape design. Sidewalks shall generally be provided, with strong and direction connections to the municipal sidewalk. Please refer to Transportation Planning comments dated July 15, 2022, for sidewalk requirements.
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8.	Mixed Use Nodes and Corridors Section 8.5.7 Salem Secondary Plan	Development in the Mixed Use Nodes and Corridors identified on Schedule 8A is intended to provide primarily for mixed use development. The goals for the Mixed Use Nodes include (S. 8.5.7.1): • To create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity; and • To create a meeting place for residents, which is designed to be pedestrian friendly and maximize the use of public transit. The main uses permitted in the mixed-use nodes shall include high and medium density residential uses, institutional and office uses and community facilities as well as retail and service commercial uses in mixed use buildings and standalone (Section 8.5.7.2). A maximum density of 120 units per net hectare and an FSI of 2.5 are permitted. The proposed development general conforms with the goals for the Mixed Use Nodes designation, while seeking a density in exceedance of the land use policies in Section 8.5.7.3. The application proposes an OPA to permit the additional densities proposed, while a future site plan application shall also ensure development in mixed use nodes have regard for built form, height, connectivity, parking and access to public transit considerations.
9.	Essa/Salem Mixed Use Node Section 8.5.8 Salem Secondary Plan	The majority of the subject lands within the Essa/Salem Mixed Use Node shall be developed in accordance with policies in Section 8.5.8 which are specific to this location and identify a maximum retail and commercial use combined GFA of 4000 square metres and a minimum residential density of 45 units/ha. Automotive related uses are not permitted at the intersection of Essa Road and Salem Road.
10.	Residential Area – Section 8.5.10 Salem Secondary Plan	A minor portion of the site is identified as Residential Area on Schedule 8C Land Use Plan. These policies permit a mix of housing options primarily oriented toward low and medium densities. Section 8.5.10 provides Residential Land Use Policies which permit a maximum density of 100 units per net hectare, with a height of 6 storeys for medium density development permitted. A density of 360 unit/hectare and height of 12 storeys is proposed on the subject site in exceedance of the secondary plan's maximum density and height requirements. Given the majority of the site occurs within the Mixed Use Node designation, those policies will lead the application standards.

11.	Transportation – Section 8.6.3 Salem Secondary Plan	Section 8.6.3 of the Official Plan provides guidelines for the design of the adjacent Salem and Essa Arterial roads. All proposed streets must meet the requirements in Section 8.6.3. It is noted that the new adopted City Official Plan and previously completed environmental assessment identify an ultimate road right-of-way of 34m for Essa and Salem frontages. Please refer to Transportation Planning comments dated July 15, 2022 for additional details regarding the required dedication and right-of-way expectations/timelines.
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12.	New City of Barrie Draft Official Plan	On March 7, 2022, the City of Barrie's new Official Plan was adopted by Council, with final approval required by the Ministry of Municipal Affairs and Housing (MMAH), expected in late 2022. Staff encourage the applicant to monitor the City's Building Barrie webpage for any updates to the new Official Plan which may include amendments to the below referenced section(s). Applications deemed complete prior to MMAH approval of the new Official Plan may continue under the existing policy framework. The new City of Barrie Official Plan designates the subject lands as Medium Density (Residential) while being located on the Essa Road Intensification Corridor. It is also identified that the subject site is located within a Waste Disposal Assessment Area from adjacent lands. It is suggested that the Applicant consider the new adopted City of Barrie Official Plan policies in the final design of the proposed development. <u>Medium Density</u> A range of uses are permitted on lands designated as Medium Density including residential, commercial, retail, institutional, Office (including major office), assisted and supported housing and hospitality and tourism (Section 2.6.2.1). Policies in Section 2.6.2.3 encourage development to be mixed use and buildings must be a minimum of 6 storeys up to a maximum of 12 storeys with a residential density in the range of 125 to 300 units/hectare. <u>Essa Road Intensification Corridor</u> As per Section 2.3.6 Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres. Intensification Corridors are illustrated on Map 1. In addition to other policies of this Plan, the following policies shall apply to the Intensification Corridors: a) The function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation. b) It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies. c) Intensification Corridors will be planned so that all new development and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure will also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines. d) For those street segments identified as Intensification Corridors: i) The properties fronting those streets are the properties envisioned for development or redevelopment; and, ii) Development or redevelopment, where possible, must be oriented towards those street segments.
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		e) New drive-thrus will be discouraged on Intensification Corridors. <u>Waste Disposal Assessment Area</u> As per Section 2.7.2, for waste disposal assessment areas shown on Map 2 of the Plan, uses may be permitted in accordance with the land use designation, subject to the following: i. An amended Certificate of Approval from the Ministry of the Environment, Conservation and Parks may be requested, demonstrating that the development satisfies the provisions of the Environmental Protection Act; ii. Studies have been carried out to the satisfaction of the City and in consultation with the Ministry of the Environment, Conservation and Parks, where appropriate, that show that development is compatible and can safely take place; iii. The City shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies; and, iv. Studies of landfill gas, leachate, and hydrogeology shall be carried out by a qualified professional.
13.	Affordable Housing	The City's Official Plan policy 3.3.2.2(a) targets a minimum of 10% of all new housing units to be affordable. The Planning Justification Report shall include information on how the proposed development addresses the provision of affordable housing. For example, if a portion of the proposed units provided are to be affordable, how will these units be maintained as affordable in the long term. The Affordable Housing report TOR detailing the requirements is available online here: https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/Development-Process-Studies-Reports/Affordable%20Housing%20Report.pdf
14.	Road Widenings	In accordance with provided Transportation Planning comments dated July 15, 2022, a road dedication/property conveyance of 3.0 metres is required for the Essa Road and 7.0 metres for the Salem Road frontage. Confirmation of this configuration and required daylight triangle requirements will be provided through Transportation Planning staff. Please refer to those comments and the provided AutoCAD file for the identified right-of-way dedication. Should Council approve the proposed official plan and rezoning, the required road widening would be required to be conveyed to the City at the time of plan of condominium and or site plan approval.

15.	Neighbourhood Meeting	A Neighbourhood Meeting may be required in advance of a formal application being submitted. Please confirm with City staff in this regard prior to an application submission. Typically, a neighbourhood meeting is scheduled within one year of the issuance of final planning comments, being July 21, 2022. All comments received at the Neighbourhood Meeting will be required to be addressed in the PJR. At this time, neighbourhood meetings will be conducted virtually via Zoom (video conference) and will be scheduled by Planning staff upon receipt of an acceptable presentation being provided by the applicant. Scheduling of the neighbourhood meeting will be coordinated with the Ward Councillor and other City staff.
16.	Comments/Response Matrix	Subsequent submissions, if required, shall be accompanied by a comment/response matrix which clearly identifies how each City/Agency comment has been addressed. This shall be submitted digitally through the City's APLI system.

Attachments

Comments received from departments:

Department	Date Received
Zoning Matrix and Comments	July 18, 2022 (M. Snow)
Urban Design	July 19, 2022 (T. Dobson)
Approvals	July 13, 2022 (N. Rush)
Transportation Planning	July 15, 2022 (D. Chan)
Parks Planning	July 21, 2022 (A. Mills)
Building	July 8, 2022 (M. Hamilton)
Fire (BFES)	July 13, 2022 (D. Lalonde)
Transit	July 19, 2022 (R. Mennie)
Finance – Development Charges	July 12, 2022 (N. Myers)
RMO	June 29, 2022 (L. Roberts)
Environmental Sustainability (Waste)	June 15, 2022 (R. Stephens)
Environmental Compliance	July 6, 2022 (M. Green)
SCDSB	July 13, 2022 (K. Bondarchuk)
SMCDSB	July 19, 2022 (C. Hyde)
NVCA	June 27, 2022 (E. Perry)



Pre-Consultation Application
Zoning Comments
July 18th, 2022

Site: Conformity Review – 901 Essa Road

File: D28-033-2022

Zoning:

Present: Residential Zoning Subject to Zoning By-law 054-04

Proposed: Neighbourhood Mixed Use (NMU)

Standards

	Required by By-law 2009-141	Proposed
Lot Area (min.)	-	-
Lot Frontage (min.)	-	-
Front Yard Setback (min.) West	0m A minimum of 50% of the frontage shall have buildings within 5m of the front lot line except on corner lots this shall be measured along the cumulative lot frontage and exterior lot line	Appears to comply
Side Yard Setback (min.) Abutting a Street or Laneway South	1.5m	2m
Side Yard Setback (min.) Building more than 4 storeys North	5m	12.4m
Rear Yard Setback (min.) Abutting a Street or Laneway East	1.5m	
Rear Yard Setback (min.) Building more than 4 storeys	5m	N/A
Façade Step-Backs (front, side and rear)	A 45 degree angular plane at height above 80% equivalent of right of way using 3m minimum step backs	Does not appear to comply
Minimum Building Height	3 storeys	
Minimum Street Level Floor Height - Commercial	4.5m	To be confirmed, appears to be met
Floor Space Index	Min 0.5 – max 2.5	3.42
Minimum Residential Density	50 uph	360 uph
Parking	1 space per dwelling unit 407 spaces required including 13 barrier-free	657 spaces provided including 21 barrier-free

Bicycle Parking	0.2 spaces per unit 81 spaces required	85 spaces provided
Drive Aisle (min.)	6.4m	6.4m
Amenity Area	12m ² per unit – outdoor 4884m ² required	4764m² provided

Comments and Notes

Total number of units to be provided (407 noted on site plan, 405 noted in zoning matrix)

Barrier free parking required in accordance with the AODA.

Parking need to be paved and painted (Section 4.2.6.2)



MEMORANDUM

TO: Logan Juffermans
Planner

File: D28-033-2022

FROM: Nadine Rush
Senior Development Services Technologist

DATE: July 13, 2022

RE: 901 Essa Road
Conformity Review

Please be advised that the Development Services Department has completed a preliminary review of the concept plan and offers the following comments. Detailed review comments will be provided upon a formal Plan of Subdivision submission.

Approvals Branch

1. Servicing to the proposed development (stormwater, water, sanitary) is contingent on the development of the infrastructure in the surrounding area.
2. Coordination with the Salem Road New Transmission Watermain and Road Expansion project will be required. (Rachel Graham, Engineering Project Manager, x4401).
3. Verify that clearance from the Ministry of Culture with regards to archeological assessment has been obtained for the lands to be developed.

Prepared by:

A handwritten signature in black ink that reads "Nadine Rush".

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

NR/mg

TO: LOGAN JUFFERMANS, PLANNER

FROM: TIMOTHY DOBSON, URBAN DESIGN PLANNER

NOTED: JORDAN LAMBIE, SENIOR URBAN DESIGN PLANNER

RE: D28-033-2022 901 ESSA RD

DATE: JULY 18, 2022

The following Urban Design comments are provided for the proposal for 901 ESSA RD in the City of Barrie by the Biglieri Group.

1. The proposed concept plan anticipates heights and densities on an intensification corridor - Essa Road at Salem subject to pending right-of-way infrastructure improvements. New developments such as this application must conceptually indicate pedestrian, transit and vehicular connections. Intensification components, amenities, streetscape, and street tree provisions will be expected at site plan stage.
2. The under-ground parking Ventilation shafts and exit staircases should not conflict with any landscape space and be accounted for in plans and illustrated at the site plan stage.
3. A labelled 3 metre Easement on the north property line should not also act as a 3 metre Landscape Buffer. The landscape buffer should not have any potential for removal in the event of a future easement access. The proposed circular pavement appears to infringe the 3 metre easement and the 3 metre landscape buffer space. A variance would have to be earned and approved. The circular pavement form is apparently required for Fire Truck access and exit. The pinch point at the fence line may earn a variance by providing a portion of a boundary line green fence wall within a very thin space. This is a detail design possibility to be explored and subject to Parks Dept. approval.
4. A 3 metre grassed easement may possibly be permitted for snow storage. So long as that is not dually acting as a landscape buffer.
5. The proposed circular Fire Truck Route and adjoining circular parking pattern is an interesting site planning circulation and urban design form. This circular form could be expanded with more spaces to establish a bold design element, replacing a portion of the grid pattern parking spaces. The number of surface parking spaces should be limited to visitor and retail use and not reflect dwelling unit requirements, which should be underground. Verify with Fire and Transportation Dept. refinements on this circulation and parking plan, with a reduction in surface parking.
6. Provide exterior pedestrian circulation throughout the site. Add more detail in the plans.
7. With Essa Road being the principal street frontage, and Intensification Corridor, the built form should be extended to further frame it and create a human scaled street wall. The Underground Garage Entry should be designed to be integrated into the rear facade of the building.

8. The walls and rooftop of the garage entry could be clad with high quality façade materials and/or extensive greenery. A combination of durable materials and green wall coverage, whether by vine or by grid support would contribute to creating this required structure into more of a landscape element juxtaposed to the planned rooftop amenity space, extending the perception of the amenity.
9. Please refer to the City of Barrie *Urban Design and Sustainable Development Guidelines* and newer Draft Urban Design Guidelines for guidance. This site is located in an Intensification Corridor and Secondary Plan area where these guidelines apply. A PDF doc is attached for your reference. Transparent glazing and prominent pedestrian street access is to be provided for ground floor commercial, activating the street experience. Detailed façade design will be further explored at Site Plan stage.



2017-04-26 UDSDGs_reduced.pdf

10. Developments in Intensification corridors often include prominent above ground parking structures. Avoid blank walls. Where blank walls are a challenge to avoid, extra attention to design excellence and material façade treatment is expected to mitigate the impact.
11. Excellence in design incorporating parking within a structure of residential and commercial uses that presents a façade that avoids blank walls and maintains active streetscape activity is critical to creating intensification in a corridor
12. Conceptual schematic architectural design with floor layout, façade materials & treatments is required. A detailed façade materials & design review will occur at Site Plan
13. Main entrances should be directly accessible from public walks along Essa Rd. and Salem. This is not indicated in the plan. To meet this requirement, the applicant may need to create a shared lobby space accessible from the street and rear parking. Currently the plan shows 2 non-connected entrances, with the street access being 'OPTIONAL'
14. The entry lane and circular route provides for Fire Route circulation and an opportunity to create a 'Signature' landscape feature within a pronounced circular island. A feature could be a water element, large specimen tree, sculptural artwork, etc. but not snow storage. Snow storage is expected to be in dedicated areas that are out of the way and not already utilized for the required landscape tree and shrub buffers, such as front or side lots, etc. Integrating pavement imbedded, hydronic snow melt technology is one such partial alternative solution to snow volumes in limited space. To justify the proposed site coverage, please provide clarification on how the snow will be handled on site.
15. The ground floor commercial incorporates a foundation concrete walkway for the commercial units for access. There is no more implied pedestrian connection, nor foundation and frontage planting indicated. A detailed conceptual landscape design is expected with streetscape components prior to site plan stage.
16. No material façade specification details were provided. Large amounts of transparent glazing would be expected at ground level to encourage an active and permeable street presence. Provide more info on the proposed building materials.
17. Landscape buffer setbacks must be included in the plan. See Parks Planning comments.

18. The building's proposed massing of 12 and 10 storey components is large and imposing. Additional building articulation is required to break up the mass scale, create visual interest and emphasise street corner height. Such articulation could also improve neighbourhood fit and micro-climatic conditions with better terracing of heights from the 10 and 12 storeys.
19. Pedestrian street entry facing Essa Rd is listed as 'optional'. There should be a pronounced pedestrian entry on Essa Rd.. Plans and sections of the future road right -of-way should be provided to assess streetscape and urban design aspects facing Essa Rd.
20. Reduce the number of the proposed 51 rear surface parking spaces (minus Barrier Free spaces). The north boundary line 10 space parking is within the required landscape buffer space. If additional underground parking spaces can be provided, that placement would be more beneficial to spare the surface area. Enlargement of the circular parking space theme could be explored to gain additional spaces and making the parking circle more of a bold design feature. With such changes, a total of about 20 parking spaces (minus HC spaces) is anticipated for the ground surface. The strength of this parking design layout may possibly earn a variance consideration on the boundary line planting encroachment.
21. The maximum 12 storey allowance must be balanced with overall design and density. The GFAI of 3.42 exceeds the 2.5 permitted. To get closer to the 2.5 ratio, the massing and built form can be improved with additional step-backs and terracing. The 12 storey and 10 storey buildings should generally be broken up from the proposed long lengths illustrated. The 12 storey serving as a corner anchor with about half the rear portion terracing down. Similarly, the 10 storey building is a long mass that should be terraced down to match the height of the building and create a transition to contextual and adjacent built form.
22. A step-back at the 4th storey is recommended to articulate a less imposing height and respond to the local context of the adjacent 4 storey building. This will create a better massing transition.
23. The future Essa Rd widening and Salem transition creates a challenge of unknowns to connect the proposal to the streetscape and the street corner. Some assumptions should be made to at least illustrate a probable scenario of streetscape design and pedestrian circulation.

General Comments/Required Reports

- a. Further design guidance for the built form and public realm in these areas is provided in the City of Barrie's Design and Sustainable Development Guidelines for Salem and Hewitt's Secondary Plan Areas. Refer to this document as the architecture is designed.
- b. An Urban Design Brief including Block Plan and Context Plan should be provided.
- c. The site is subject The Tall Buildings policy requirements, including shadow and wind study.

Built Form, Fit and Design

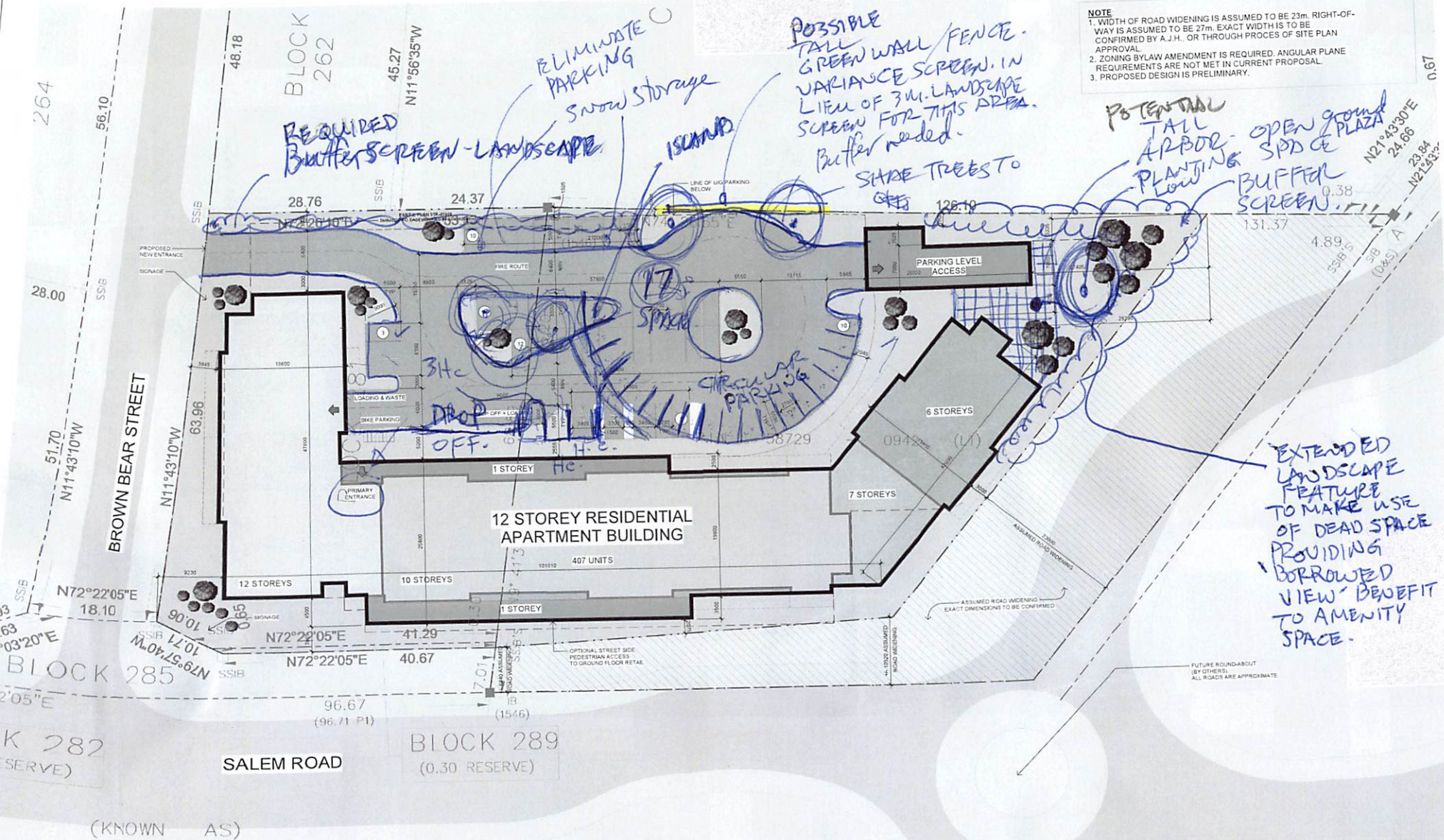
- a. The proposed intensification, though within the maximum permitted, seems partly excessive for the context abutting residential area.
- b. New developments must foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. The street wall will include active at-grade uses, with building facades incorporating transparent windows, door, glazing and other such architectural treatments. The extensive 10 storey and 12 storey 'wall' presents as too much of a wall. Therefore, mitigate the current massing with more terracing down as indicated in the comments.
- c. Large exposed blank walls should be avoided. Orienting buildings such that their side elevation fronts on to principal streets is strongly discouraged and to be avoided. All visible sides of the building should be finished and treated like the front. Should a blank wall be unavoidable, plan and design for embellishment such as non-invasive vine coverage, and/or color and texture façade relief features or art expression that minimize the blank wall impact.
- d. Section 6.5.2.2. of the Official Plan requires the architectural design of the building's roof to contribute to an attractive streetscape and integrate with the surrounding context. Flat roofs proposed may be improved with refined design.
- e. All rooftop mechanical equipment must be screened.

Materials

- a. All exterior building finishes should demonstrate a high quality of workmanship, durability, and ease of maintenance. No materials have been suggested in the drawings received.
- b. The balcony barriers could be transparent tempered glass to improve the façade appearance and mitigate the height impact.
- c. Finished materials should extend to all sides of the building, including building projections and mechanical penthouses.
- d. Colour schemes and material selections should be carefully coordinated for visual harmony and for consistency with the existing nearby buildings and surrounding neighbourhood.



Timothy Dobson, oala, csia, bla, isa, grp
Urban Design Planner



Building Services Site Plan Comments

File Number D28-033-2022

Plans Examiner: Mark Hamilton

Address: 901 Essa Rd Date: July 8, 2022

Fire Route

Fire Department access shall be designed in accordance with the Ontario Building Code. [3.2.5.]	Insufficient Information
Comments	

Site Servicing

Size and Spacing of cleanouts and manholes (other than private sewers – private sewers per MOE PIBS 6879 – 2008) [7.4.7.2.]	Insufficient Information
None provided at this stage	

Hydrant

A hydrant is required to be located within 45m of the Siamese connection or within 90m of the entrance of a building not provided with a Siamese connection. [3.2.5.7.]	Insufficient Information
Identify location of hydrant.	

Barrier Free

Number of barrier-free entrances – Principal entrance shall be one of the required entrances [3.8.1.1.(1) & 3.8.1.2.(2)]	Insufficient Information
Identify barrier free entries	
Every exterior barrier-free path of travel shall provide a min. unobstructed width of 1.1m for the passage of wheelchairs. [3.8.1.3.]	Insufficient Information
Comments	
Level area of at least 1 670 mm by 1 670 mm at entrance doorway [3.8.3.1.(1)(g) & 3.8.3.4.(1)(c)]	Insufficient Information
Coordinate level area with grading consultant and identify on plans.	
Every barrier-free path of travel less than 1.6 m in width shall be provided with an unobstructed space not less than 1.8 m in width & 1.8 m in length located not more than 30 m apart. [3.8.1.3.]	Insufficient Information
Comments	
Exterior walking surfaces that are within a barrier-free path of travel shall, (a) Have no openings that will permit the passage of a sphere more than 13mm in diameter, (b) Have any elongated openings oriented approximately perpendicular to the direction of travel, (c) Be stable, firm and slip resistant, (d) Be bevelled at a maximum slope of 1 in 2 at changes in level not more than 13mm, and	Insufficient Information

(e) Be provided with sloped floors or ramps at changes in level more than 13mm	
Comments	
A barrier-free path of travel shall be provided from the entrance to an exterior parking area & at least one parking level, where a passenger elevator serves an indoor parking level. [3.8.2.2.]	Insufficient Information
Comments	
If an exterior passenger loading zone is provided, it shall have, (a) An access aisle not less than 2.4m wide and 7.4m long adjacent and parallel to the vehicle pull-up space, (b) A curb ramp, where there are curbs between the access aisle and the vehicle pull-up space, and (c) A clearance height of not less than 3.6m at the vehicle pull-up space and along the vehicle access and egress routes [3.8.2.2.]	Insufficient Information
No loading zone provided	
Accessibility Signs showing location of entrance, ramps, & passenger loading zone if one is provided. [3.8.3.1.]	Insufficient Information
Exterior Walks [3.8.3.2.]	
(a) be provided by means of a continuous plane not interrupted by steps or abrupt changes in level, (b) have a permanent, firm and slip-resistant surface, (c) except as required in Sentence 3.8.1.3.(4), have an uninterrupted width of not less than 1 100 mm and a gradient not exceeding 1 in 20, (d) be designed as a ramp where the gradient is greater than 1 in 20, (e) have not less than 1 100 mm wide surface of a different texture to that surrounding it, where the line of travel is level and even with adjacent walking surfaces, (f) be free from obstructions for the full width of the walk to a minimum height of 1 980 mm, except that handrails are permitted to project not more than 100 mm from either side into the clear area, (g) have a level area adjacent to the entrance doorway conforming to Clause 3.8.3.4.(1), and, (h) have a tactile attention indicator conforming to 3.8.2.18 that is located to identify an entry into a vehicular route or area where no curbs or any other element separate the vehicular route or area from a pedestrian route.	Insufficient Information
The curb ramps provided within the barrier-free path of travel where needed, min width of 1.5 m [3.8.3.2.]	Insufficient Information
Tactile attention indicators required.	
Ramps provided within the barrier-free path of travel where needed. [3.8.3.4.]	Insufficient Information
Grading plan to confirm.	

Above Ground Electrical

Building not to be located beneath or within the maximum conductor swing for 750 V, 3m clearance for up to 46 kV, and 3.7m clearance for up to 69 kV. [3.1.19.1.]	Insufficient Information
Comments	

Building Code Matrix

Spatial Separation Calculations	Insufficient Information
To be reviewed at permit stage	
Occupant Load	Insufficient Information
To be reviewed at permit stage	

Average Grade Calculation

Average Grade calculation complies with building department policy? <i>“Average grade means, with reference to a building, structure or part thereof, the average elevation of the finished grade of the ground measured 5 meters out from the foundation wall, or to a wall the projects beyond the foundation wall, or to the property line if closer than 5 meters.”</i>	Insufficient Information
Comments	

Building Height

Is the basement considered the 1 st storey in calculating building height? <i>1st Storey means, the storey that has its floor closet to grade and its ceiling more than 1.8 above grade.</i>	Insufficient Information
Parking indicated below grade	
This building will be considered to have the following number of storeys based on the average grade.	Number of Storeys

Additional Information Required for Building Permits

LSRCA Permit	Doesn't appear to be a regulated area
NVCA Permit	Doesn't appear to be a regulated area
MTO Permit	Doesn't appear to be a regulated area
MOE Permit	Doesn't appear to be a regulated area
Other	Click here to enter text.

Additional Comments

- Provide a building code matrix for the new buildings.
- Please ensure minimum number of exits and travel distances are compliant with OBC
- Geotechnical evaluation and report required at permit application.

-The buildings and the site features must comply with the regulations of the Ontario Building Code. These will be reviewed in detail when an application and construction drawings has been submitted for a building permit.

Separate building permits required for the following.

- Buildings 10m² or greater
- interior alteration (if required)
- Retaining walls – designated structure over 1m
- Building and pylon signage
- Site servicing
- Accessory structures
- Demolition

Notes: reference to the building code are for the purpose of convenience only. For the authoritative text please refer to the official volumes of the OBC.



Transportation Planning Pre-Consultation Site Plan Application

To: L. Juffermans, Planner

From: D. Chan, P.Eng., Transportation Engineer

Date: July 15, 2022

Re: D28-033-2022 – 901 Essa Road

Development Stage: Pre-Consultation

Introductory Statement:

Staff reviewed the proposed site plan (D28-033-2022) for 901 Essa Road submitted to the City as part the pre-consultation process. The purpose of this review is to outline provide high-level comments for the proposal based on the supplied information and identify requirements to support a subsequent site plan application.

The comments are not intended to address granular details as that will be completed as part of the site plan review process. Professionals completing the site design and traffic impact study must adhere to the following City guidelines.

- Urban Design Guideline ([Link](#))
- Transportation Development Manual ([link](#))
- Transportation Association of Canada Geometric Design Guide
- Relevant Ontario Traffic Manuals
- ITE

Compatibility With Transportation Master Plan Population and Employment Forecasts

The applicant shall review population and employment forecasts contained within Appendix E of the Transportation Master Plan for their appropriate traffic zone to determine if their proposed development, in consideration of other proposed and approved developments within the traffic zone is in alignment with forecasts for the 2031 and 2041 planning horizon years (i.e. is the aggregate population and employment inclusive of the proposed development less than the forecasted values). If it is not; additional macro modelling is required to be completed by the City's Transportation Master Plan consultant at the applicant's cost to determine if there are broader network impacts/improvements required.

Refer to Appendix A for the TAZ map. The City's Transportation Master Plan can be found here: <https://www.barrie.ca/City%20Hall/Planning-and-Development/Engineering-Resources/Pages/Infrastructure-Master-Plans.aspx>

Traffic Impact Study:

1. The applicant shall be required to prepare a Transportation Impact Study (TIS) in accordance with the City of Barrie TIS guidelines which can be found [here](#). Staff recommend the retained traffic consultant provide Transportation Planning with a proposed TIS scope for review prior to commencing the report.
2. The TIS shall conduct a review for the requirements for turning lanes in accordance with Transportation Association of Canada Geometric Design Guide based on a design speed of 80km/h to accommodate the anticipated site generated traffic.

3. The TIS shall also include any nearby proposed site plans, including residential developments regarding the impacts the existing roadway network. Please consult with the Planning Department to confirm any nearby proposed site plans.
4. The TIS is to also include a construction staging plan as it relates to parking of trades people, delivery of construction material, impacts to existing on-street parking, maintenance of adjacent property access, pedestrian movements, City infrastructure, etc.
5. The applicant is responsible for the removal and salvage of City infrastructure including but not limited to roadway and parking lot illumination, pay & display machine, parking meters, parking lot signage, etc. The applicant shall coordinate the removal with the appropriate City Staff.
6. The applicant is responsible for maintaining the existing roadway lighting levels adjacent to the proposed site. If the existing roadway illumination is to be removed or altered in any way due to construction the applicant is responsible to provide temporary illumination to meet preexisting conditions.

Construction Management and Parking Plan

7. The applicant shall prepare a construction management and parking plan as it relates to parking of trades people, delivery of construction material, impacts to existing on-street parking, maintenance of adjacent property access, pedestrian movements, City infrastructure, etc.
8. This applicant shall identify current parking regulations along adjacent roadways to review where overflow parking for trades people may be accommodated without negatively impact the surrounding neighbourhood.

Property Conveyance / Corridor Protection:

9. In accordance with the Official Plan, and previously completed Environmental Assessment the ultimate mid-block right-of-way width for Essa Road and Salem Road is 34.0 metres. The Owner shall be required to provide a dedication along the entire frontage of Essa Road and Salem Road. Please refer to the provided AutoCAD file for the identified right-of-way dedication. This dedication is required to accommodate the future urbanized cross section, intersection auxiliary lanes and active transportation infrastructure.

Transportation Demand Management:

10. The applicant shall consider providing pre-purchased monthly transit passes to tenants to promote utilizing transit and reduce the dependence on single motor vehicles.
11. For mixed used development, the applicant is encouraged to utilize varying peak parking demands between the commercial and residential demands to minimize parking demand.
12. Bicycling
 - a. Multi-Residential – secure internal storage accessible to all residents is required.
 - b. Mixed-Use – bicycle locking posts required at convenient locations.
 - c. Employment – bicycle locking racks required; outdoor storage lockers or internal secured storage required.
13. Electric Vehicle Provisions
 - a. City Council has requested that the staff recommend to all new development to install or provide rough ins for Level II charging stations (motion 16-G-306). With anticipated planned prohibitions looming on the sale of ICE powered automobiles and the desire to be prepared to embrace the near term adoption (or legislated requirement) of electric vehicles and plug-in hybrid electric vehicles as well as to encourage transportation options that reduce/eliminate greenhouse gas emissions, it is strongly encouraged that 20% of parking spaces include Level II EV chargers and that an additional 30% of parking spaces are Level II EV charging ready (necessary ducting, electrical wiring and

network servicing are pre-installed) to facilitate installation of Level II EV chargers in a non-cost prohibitive manner. This request is subject to change as part of future site plan submissions pending provincial or federal legislation or establishment of municipal requirements in the upcoming Official Plan update.

Active Transportation – Internal & External:

Although the below comments are not a requirement of OPA / ZBA staff are providing them at this time to highlight design concerns which may impact site design including building massing and internal roadway/pedestrian network.

14. The Owner shall proposed Connectivity to municipal sidewalks, trails, and transit to promote various forms of active transportation.
15. The Owner shall propose sidewalk connections to provide access to transit, if applicable.
16. The Owner shall consider widening the sidewalks to provide access to bicycle storage.

Improvements within the Municipal ROW:

17. Should the Traffic Impact Study conclude turning lanes are required the applicant shall be required to design and construct the intersection improvements. The intersection improvements shall be in accordance with Transportation Association of Canada Geometric Design Guide based on a design speed of 80km/h.

Parking:

18. A parking justification report is required to provide support for any deviation from the zoning by-law requirement. The parking justification report shall include a review of a minimum of three (3) proxy sites; review of weekday (daytime and evening) and weekend peak demand; transportation demand management (such as unbundling parking stalls, access to transit, pre-purchased transit passes, car share, active transportation).
19. The applicant may be required to pay Cash-in-lieu (CIL) of \$16,164.54 per parking stall deficient from the minimum requirements within the zoning by-law should sufficient justification not be provided. Alternatively, should the applicant identify a parking utilization rate and is unable to provide the identified parking rate the applicant would be required to pay CIL for the difference. An example of this calculation is a parking utilization rate of 0.95 stalls per unit is identified and only 0.89 stalls per unit can be provided. A payment for the difference would be required. $0.95 - 0.89 = 0.06 \text{ stalls} \times \text{unit count} \times \$16,164.54 = \text{payment}$.

Internal Site Circulation:

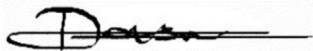
20. The Owner shall consider proposing pedestrian connectivity to municipal sidewalk.
21. Turning template shall be provided to demonstrate sufficient circulation to access loading zone/waste collection.
22. Ensure curb depressions at all proposed pedestrian crossings.

Exterior Lighting and Photometric Plan

23. The owner/applicant is to use full “cut-off” light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and streets.
24. The owner/applicant is encouraged to use feature lighting to high-light building relief, landscape features, and monuments.
25. The owner/applicant is to provide full details on the make, model and manufacturer and photometric plan of all proposed light fixtures for the site.
26. A photometric plan is required to ensure there is no light pollution on the adjacent properties.

General Development Plan Comments:

27. That the Owner/Applicant clearly identify on the site plan that adequate stopping sight distance has been provided using the applicable design speed for all proposed access connections and verify that all sight lines are free of potential obstructions such as buildings, parking, signs or vegetation.
28. The Owner/Applicant is to provide a Pavement Marking and Signage Plan (PMSP) for the proposed plan of subdivision. The PMSP provides details and specifications for all traffic signs including right of way control and pavement markings. The PMSP is to also clearly identify sign mounting heights, sign orientation and dimensions.
29. Pavement markings for parking stalls shall be painted white and conform to OPSS 1712.
30. The proposed fire route shall be signed in accordance with Fire Route By-law 89-89:
 - a. Signs shall be of a size not less than 30 cm in width and 45 cm in length.
 - b. Shall not exceed 30 metres in spacing.
 - c. Signs shall be installed no less than 2 metres and no more than 3 metres above the level of the roadway.
31. All laneways shall be 6.4m in width.
32. A painted island or full curbed island shall be implemented at the termination of all parking rows.
33. Parking stall dimensions shall adhere to the UDG:
 - a. Perpendicular parking stalls shall be 2.7m by 5.5m
 - b. Parallel parking stalls shall be 2.7m by 6.7m
 - c. Type A barrier free stall shall be 3.1m x 5.5m and shall include a 1.5m hatch aisle
 - d. Type B barrier free stall shall be 3.4m x 5.5m and shall include a 1.5m hatch aisle
 - e. Adjacent barrier free stalls may share a 1.5m hatch aisle
34. In addition to the parking stall dimensions, a minimum clearance of 0.2m for each side of the parking space that is obstructed must be provided according to the side of a parking space that is obstructed if any part of a fixed object such as a wall, column, bollard, fence or pipe is situated:
 - a. Within 0.2m of the side of the parking space, measured at right angles, and
 - b. More than 1.0m from the front or rear of the parking space.
35. Ramps that lead directly to the underground parking level shall have a maximum slope of 15% and transition areas at the top and bottom with maximum slopes of 7.5% for a minimum distance of 6.0 metres.



Donson Chan, P.Eng.
Transportation Engineer

Appendix A – TAZ Map



5/28/2022 2:59 PM MKC LEE 044205_PA03.DWG

GENERAL NOTES
REFER TO CURRENT CITY OF BARRIE STANDARDS FOR APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
3	ISSUED FOR 60% SUBMISSION #2	220527	DD

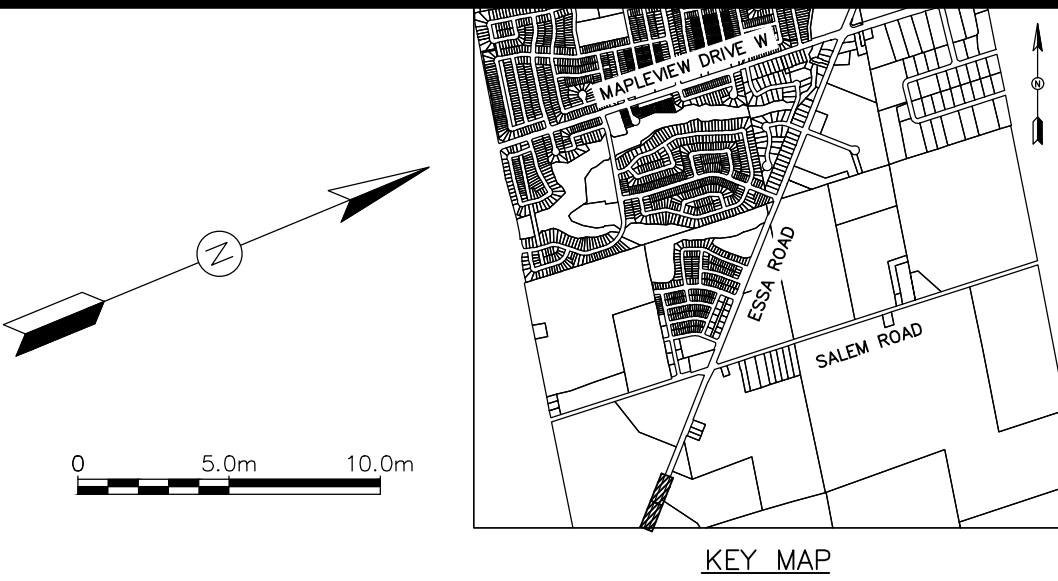
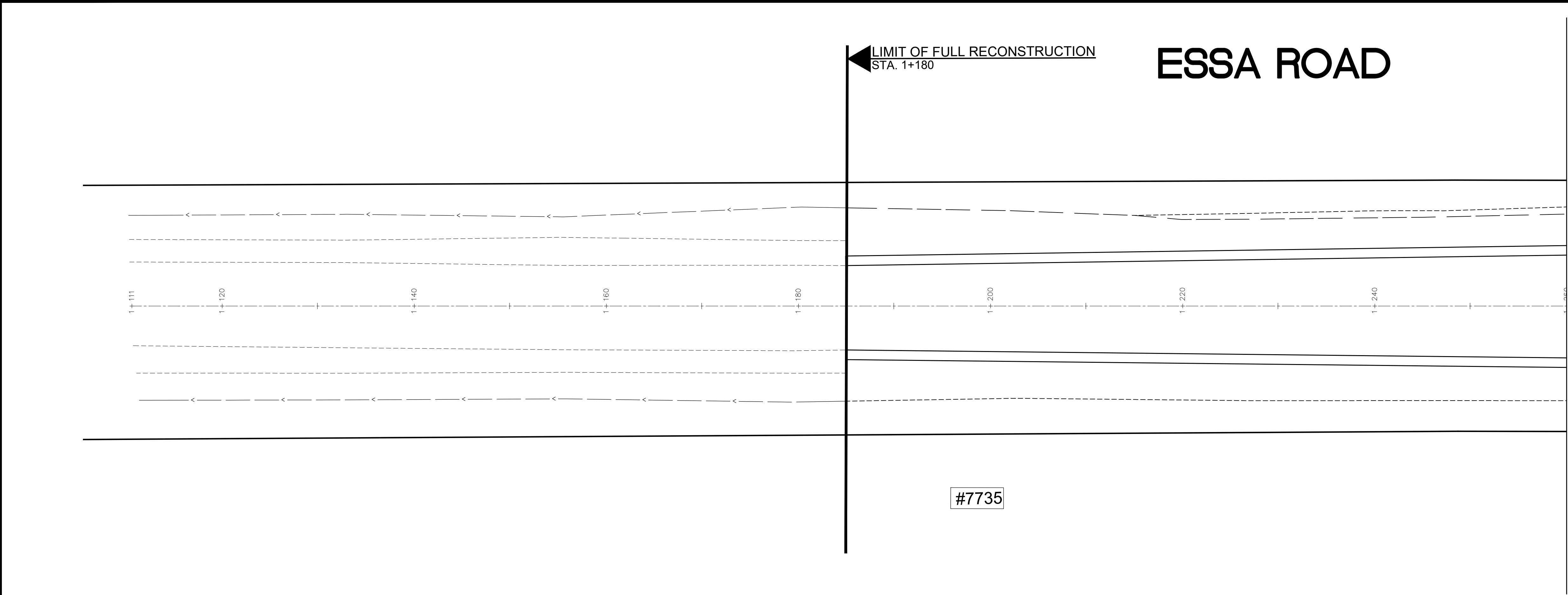
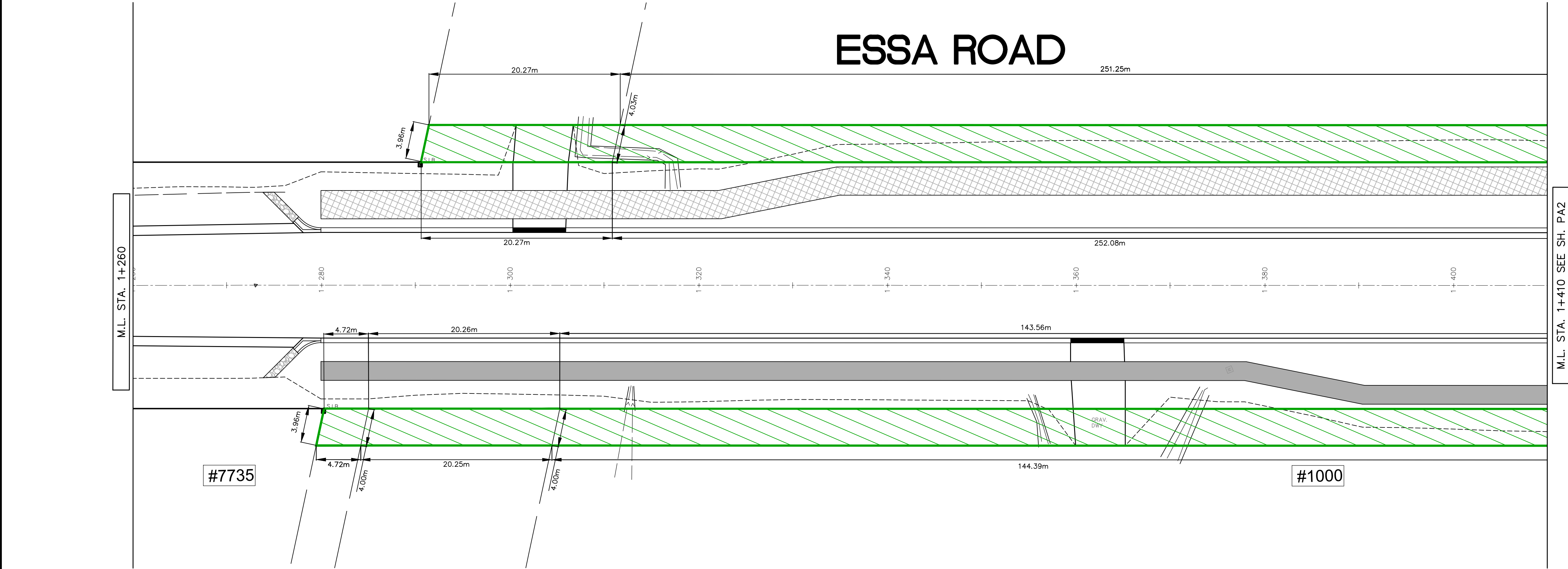
CITY OF BARRIE
ACCEPTED
DATE:
DIRECTOR OF INFRASTRUCTURE

ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276
PROPERTY ACQUISITION PLAN
STA. 1+180 TO STA. 1+410

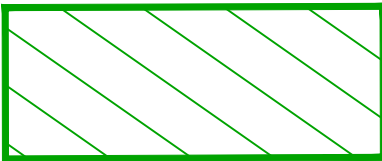


Barrie
INFRASTRUCTURE DEPARTMENT

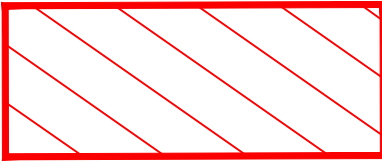
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DESIGN	ML	DRAWN	JS
REVIEWED	DD	DATE	2021/09/18
SHEET NO.			PA1



PROPERTY ACQUISITION LEGEND



WDENING TO BE DEDICATED TO THE CITY OF BARRIE



TEMPORARY EASEMENT



GRADING LIMIT

ESSA ROAD

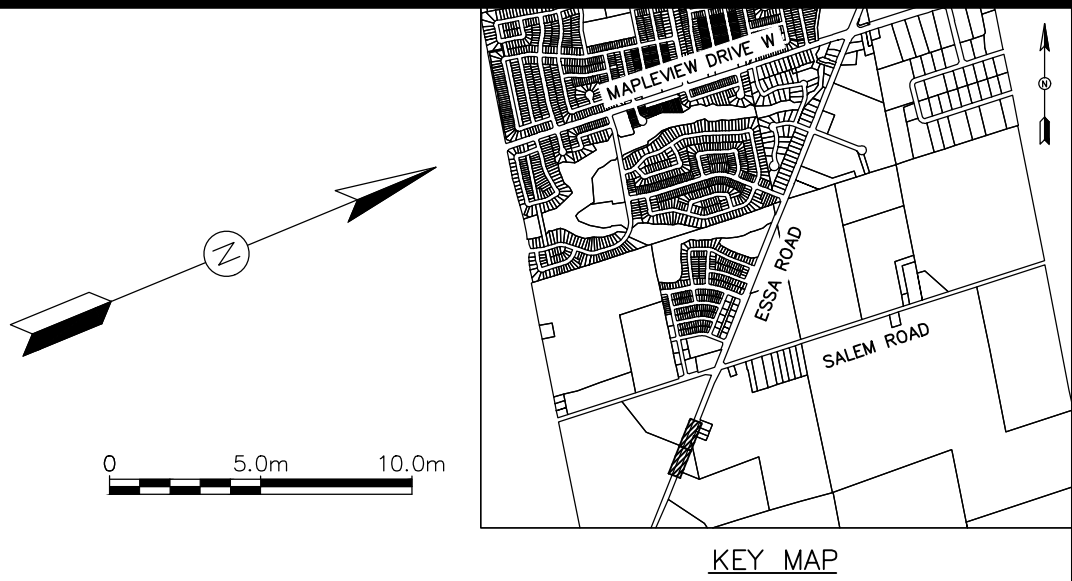
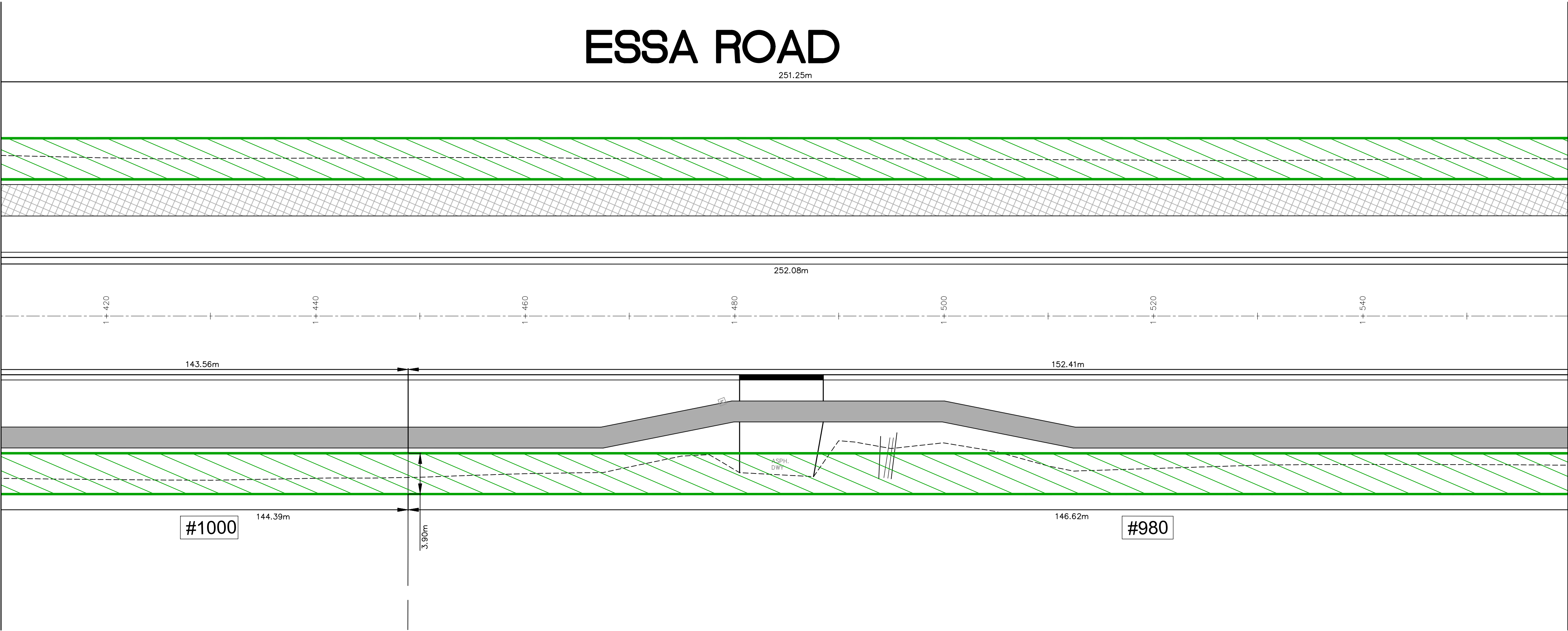
ESSA ROAD

ESSA ROAD

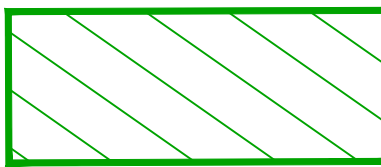
251.25m

M.L. STA. 1+410 SEE SH. PA1

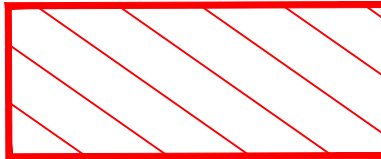
M.L. STA. 1+560



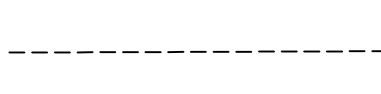
PROPERTY ACQUISITION LEGEND



WIDENING TO BE DEDICATED TO THE CITY OF BARRIE



TEMPORARY EASEMENT

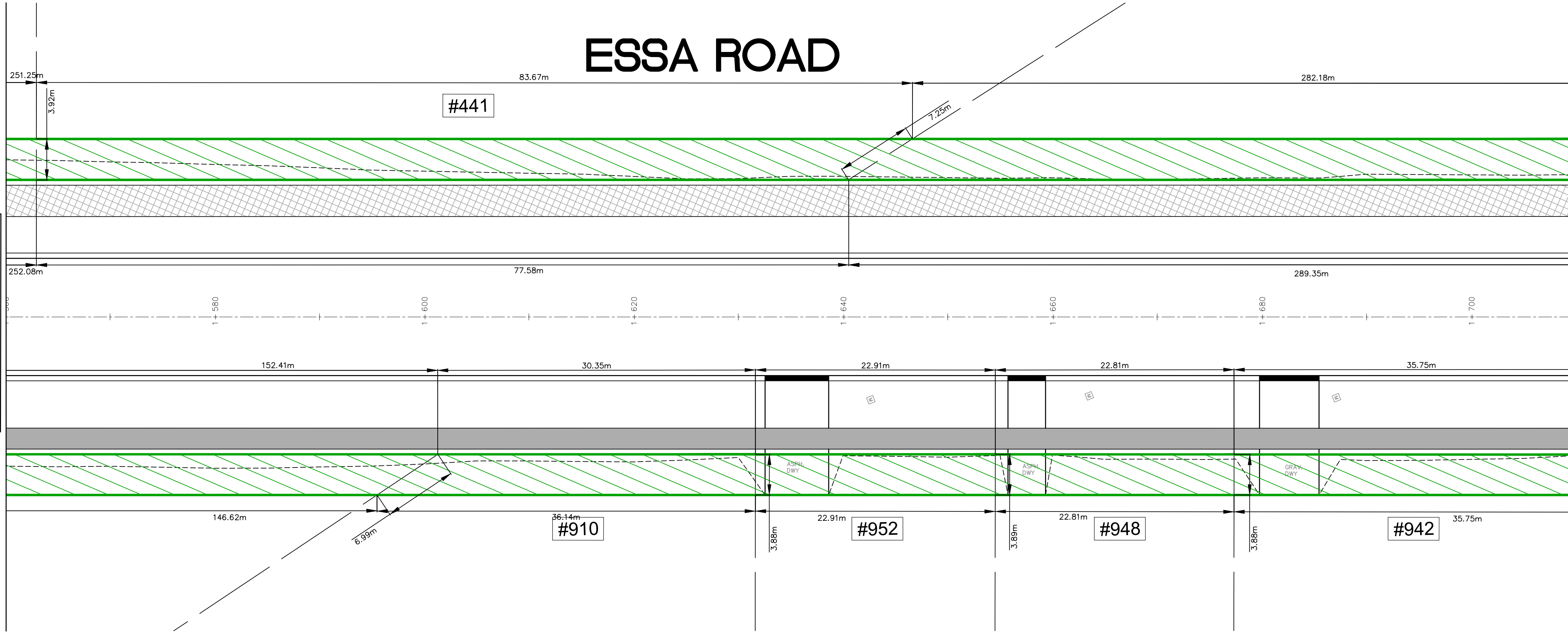


GRADING LIMIT

ESSA ROAD

M.L. STA. 1+560

M.L. STA. 1+710 SEE SH. PA3



GENERAL NOTES
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CITY OF BARRIE
ACCEPTED
DATE:
DIRECTOR OF INFRASTRUCTURE

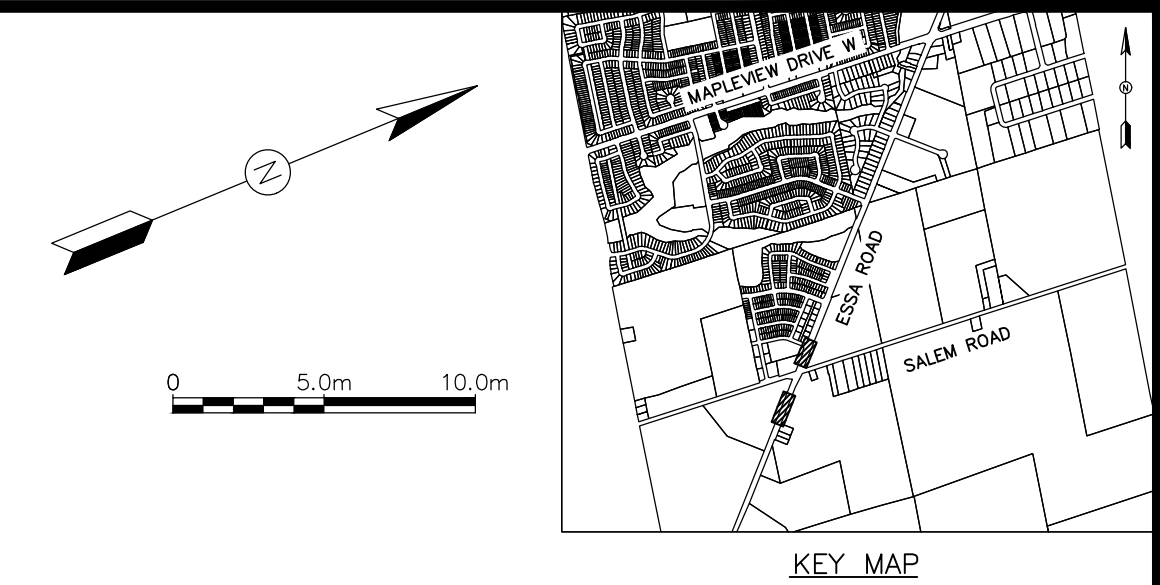
ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276

PROPERTY ACQUISITION PLAN
STA. 1+410 TO STA. 1+710



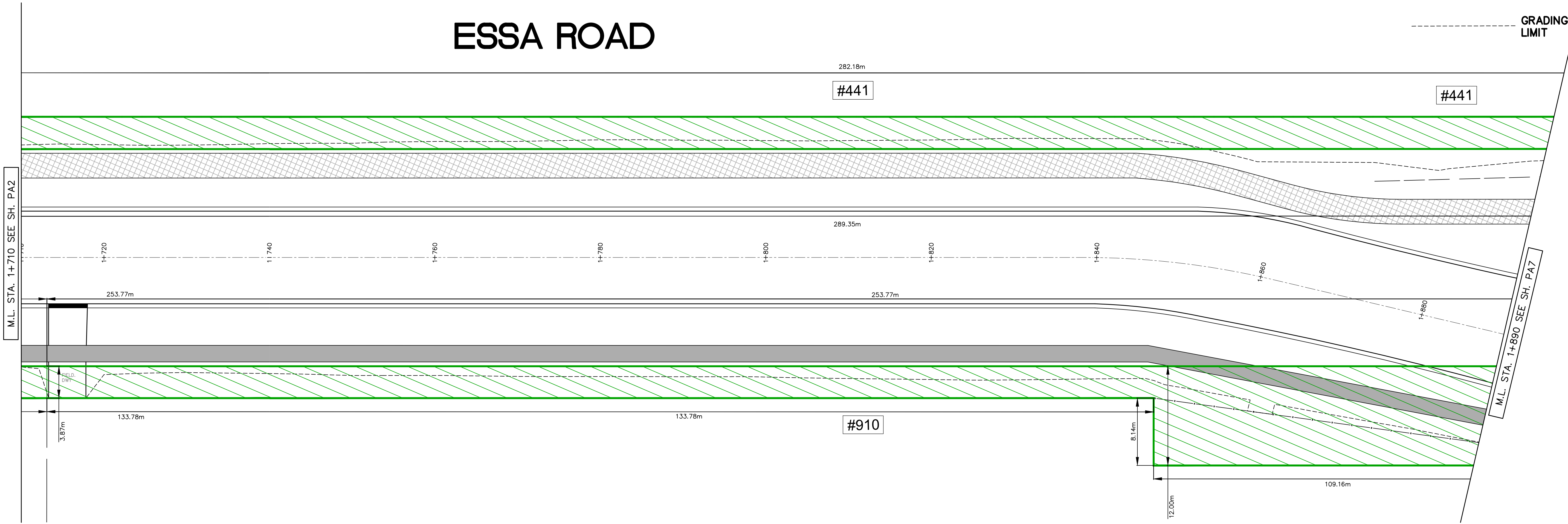
INFRASTRUCTURE DEPARTMENT

SCALE HOR.	1:250	CONTRACT NO.	300044205
DESIGN	ML	DRAWN	JS
REVIEWED	DD	DATE	2021/09/18
		SHEET NO.	PA2



PROPERTY ACQUISITION LEGEND

- WIDENING TO BE DEDICATED TO THE CITY OF BARRIE
- TEMPORARY EASEMENT



GENERAL NOTES
REFER TO CURRENT CITY OF BARRIE STANDARDS FOR APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
3	ISSUED FOR 60% SUBMISSION #2	220527	DD

CITY OF BARRIE
ACCEPTED
DATE:
DIRECTOR OF INFRASTRUCTURE

ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276
PROPERTY ACQUISITION PLAN
STA. 1+710 TO STA. 1+890

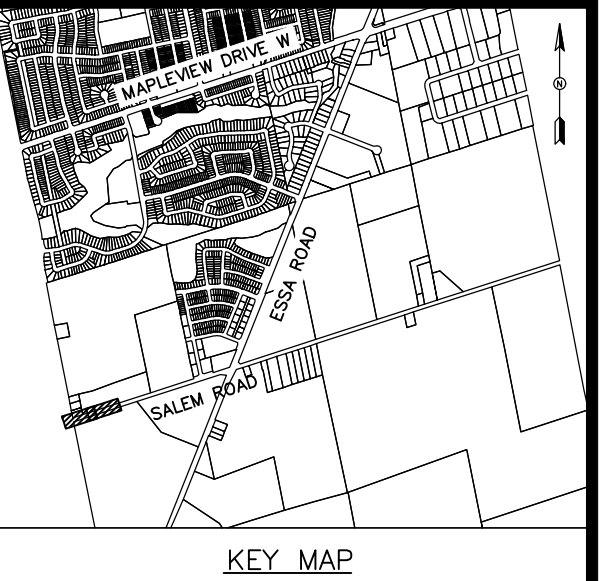
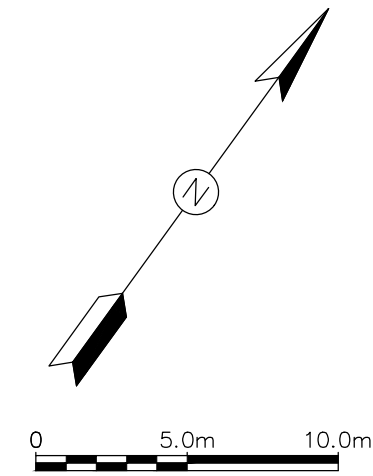
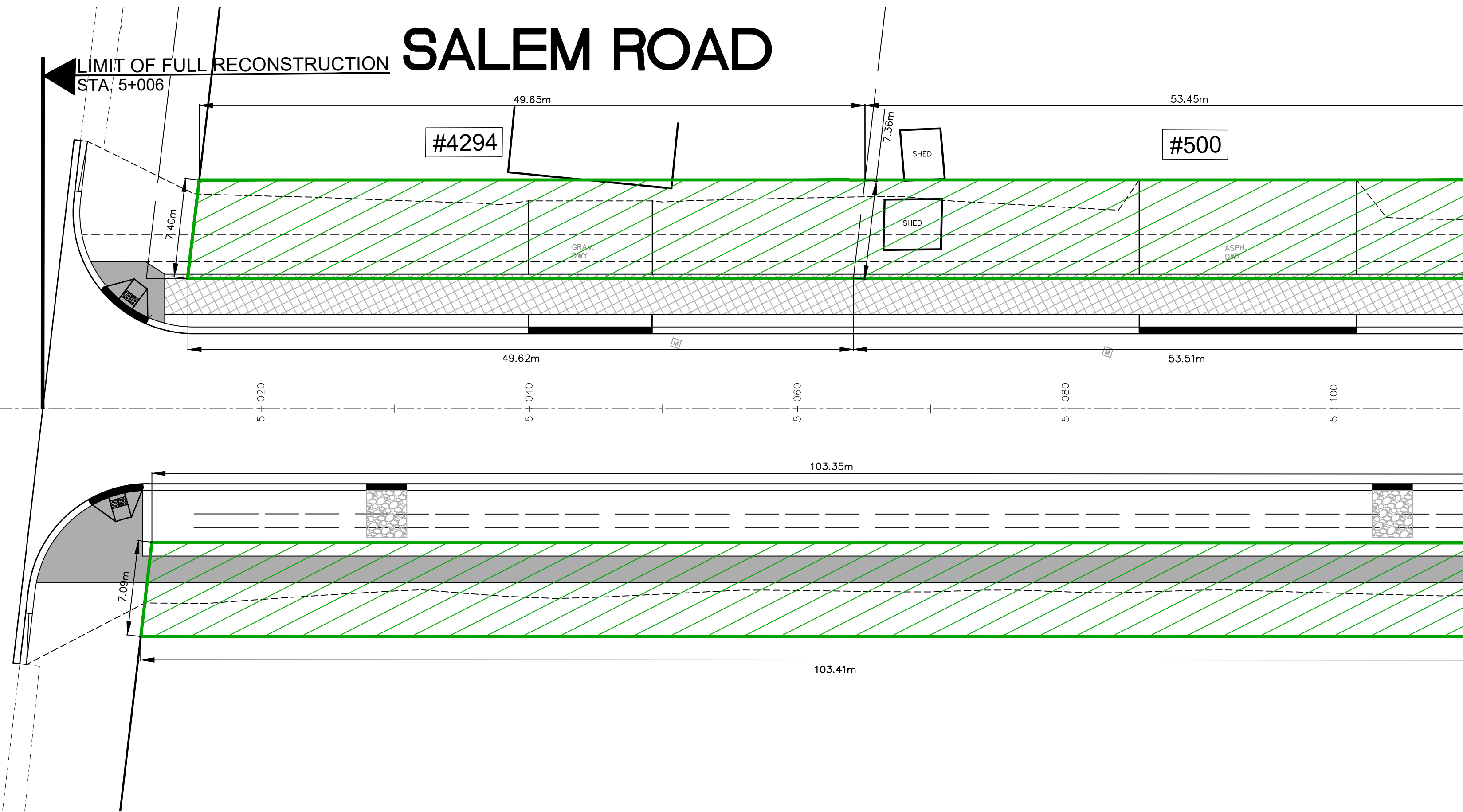
Barrie
INFRASTRUCTURE DEPARTMENT

SCALE HOR. 1:250	DESIGN ML	DRAWN JS	CONTRACT NO. 300044205
REVIEWED DD	DATE 2021/09/18	SHEET NO. PA3	

COUNTY ROAD 27

LIMIT OF FULL RECONSTRUCTION
STA. 5+006

SALEM ROAD



PROPERTY ACQUISITION LEGEND

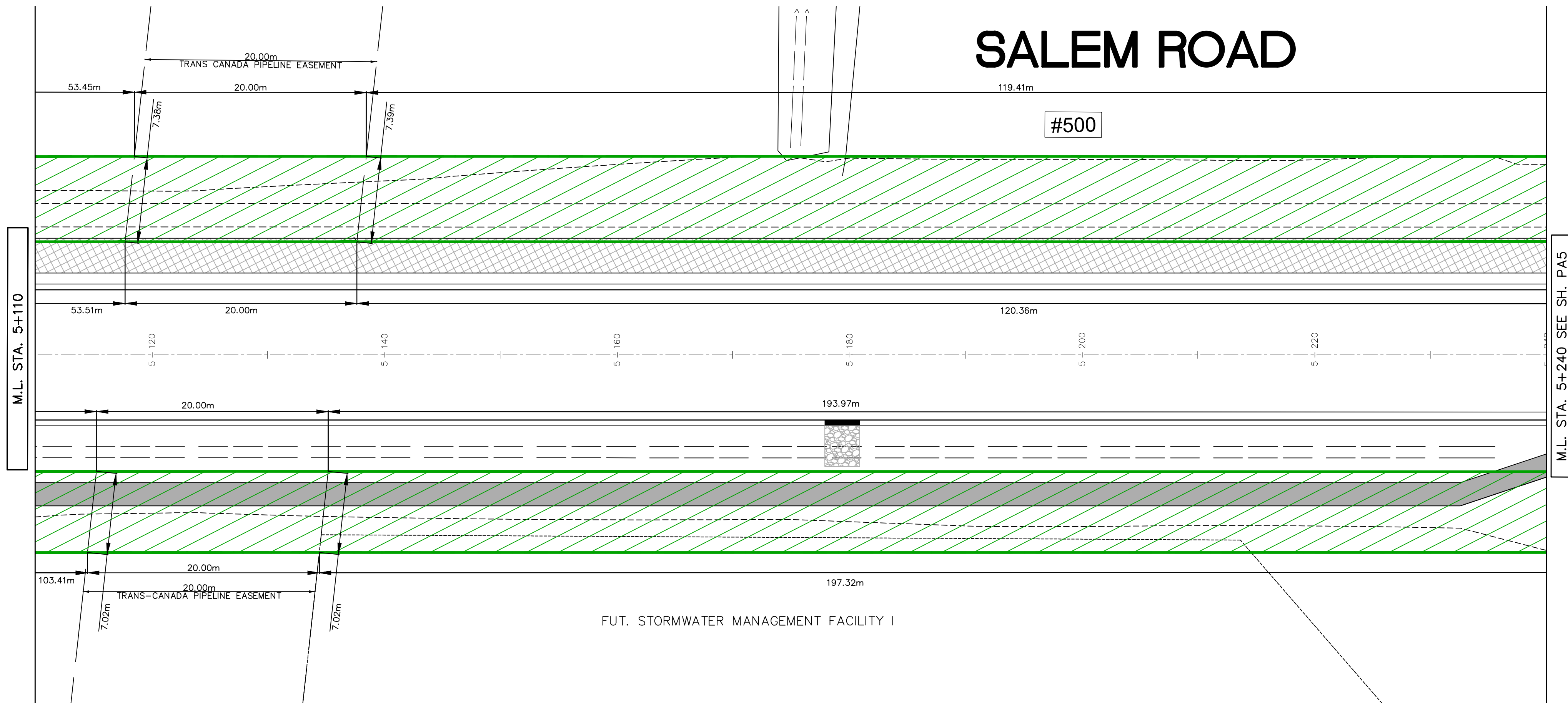
WIDENING TO
BE DEDICATED
TO THE CITY
OF BARRIE

TEMPORARY
EASEMENT

GRADING
LIMIT

SALEM ROAD

#500



GENERAL NOTES
REFER TO CURRENT CITY OF BARRIE STANDARDS FOR
APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
3	ISSUED FOR 60% SUBMISSION #2	220527	DD

CITY OF BARRIE
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DATE:
DIRECTOR OF INFRASTRUCTURE

ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276

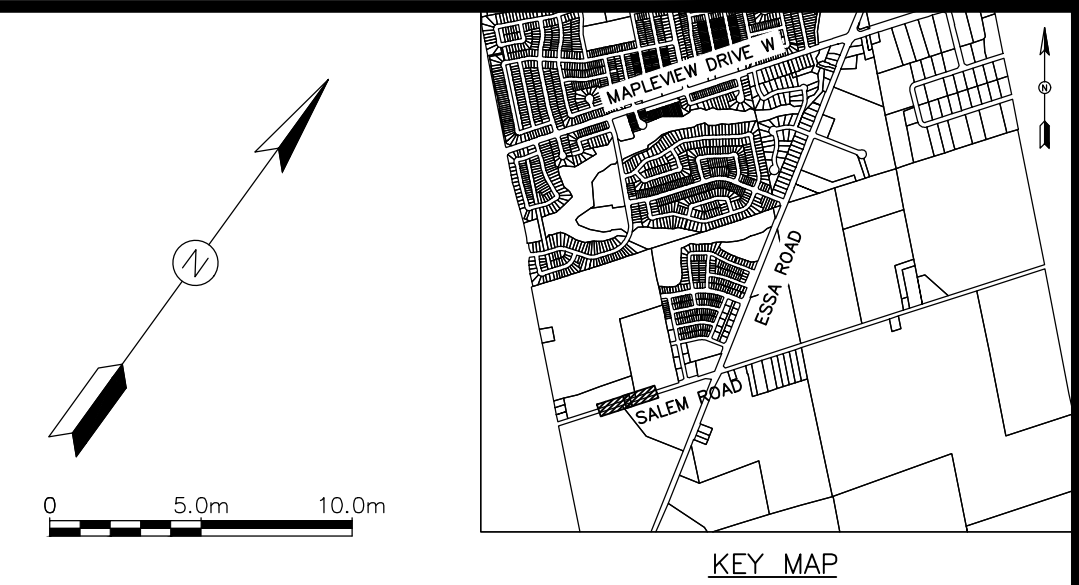
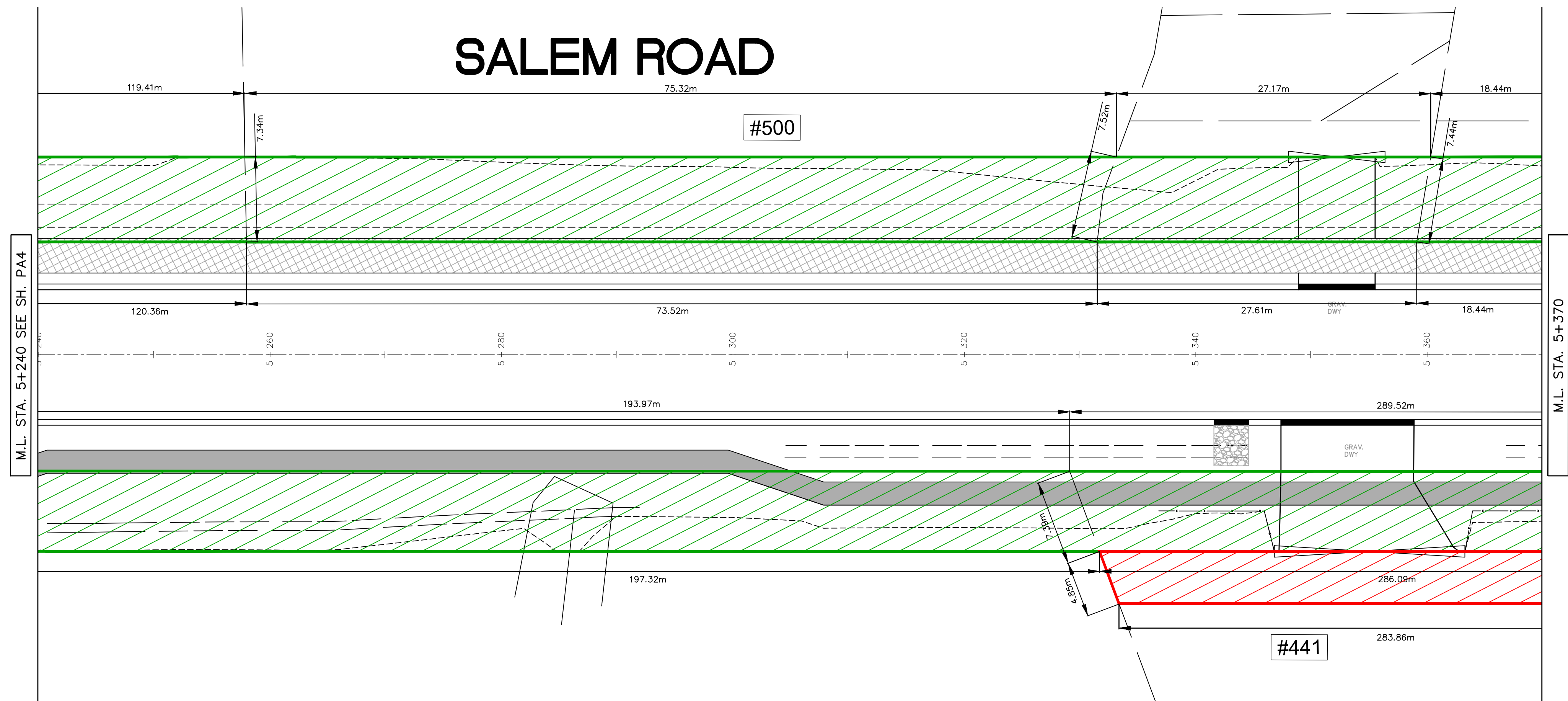
PROPERTY ACQUISITION PLAN
STA. 5+006 TO STA. 5+240

Barrie

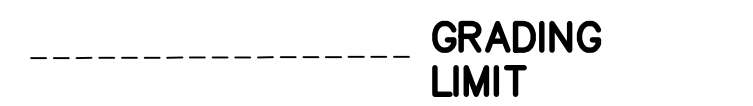
INFRASTRUCTURE DEPARTMENT

SCALE HOR.	1:250	CONTRACT NO.	300044205
DESIGN	ML	DRAWN	JS
REVIEWED	DD	DATE	2021/09/18
		SHEET NO.	PA4

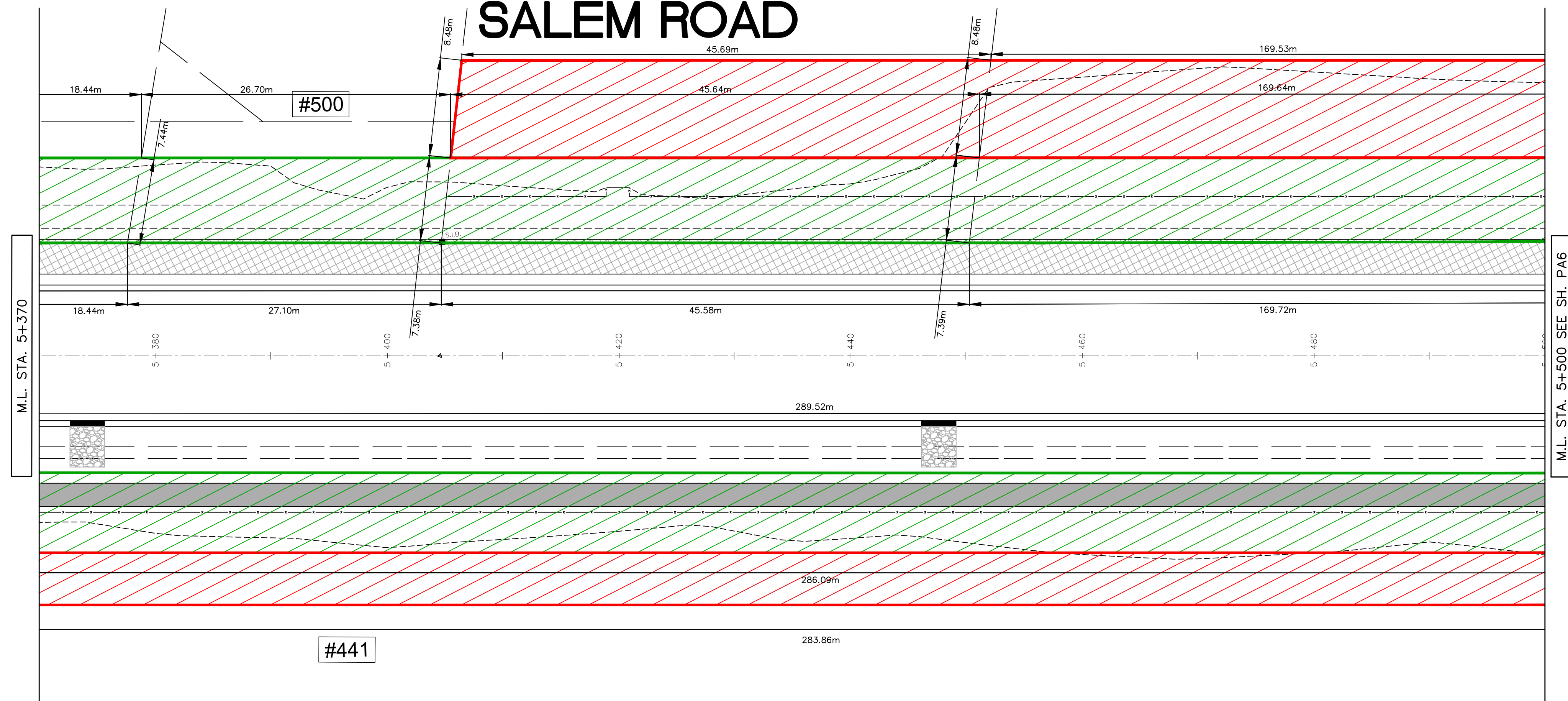
SALEM ROAD



PROPERTY ACQUISITION LEGEND



SALEM ROAD



GENERAL NOTES

REFER TO CURRENT CITY OF BARRIE STANDARDS FOR APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
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CITY OF BARRIE
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DATE:
DIRECTOR OF INFRASTRUCTURE

ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276

PROPERTY ACQUISITION PLAN
STA. 5+240 TO STA. 5+500

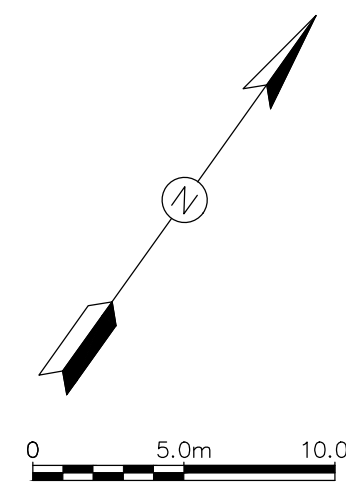
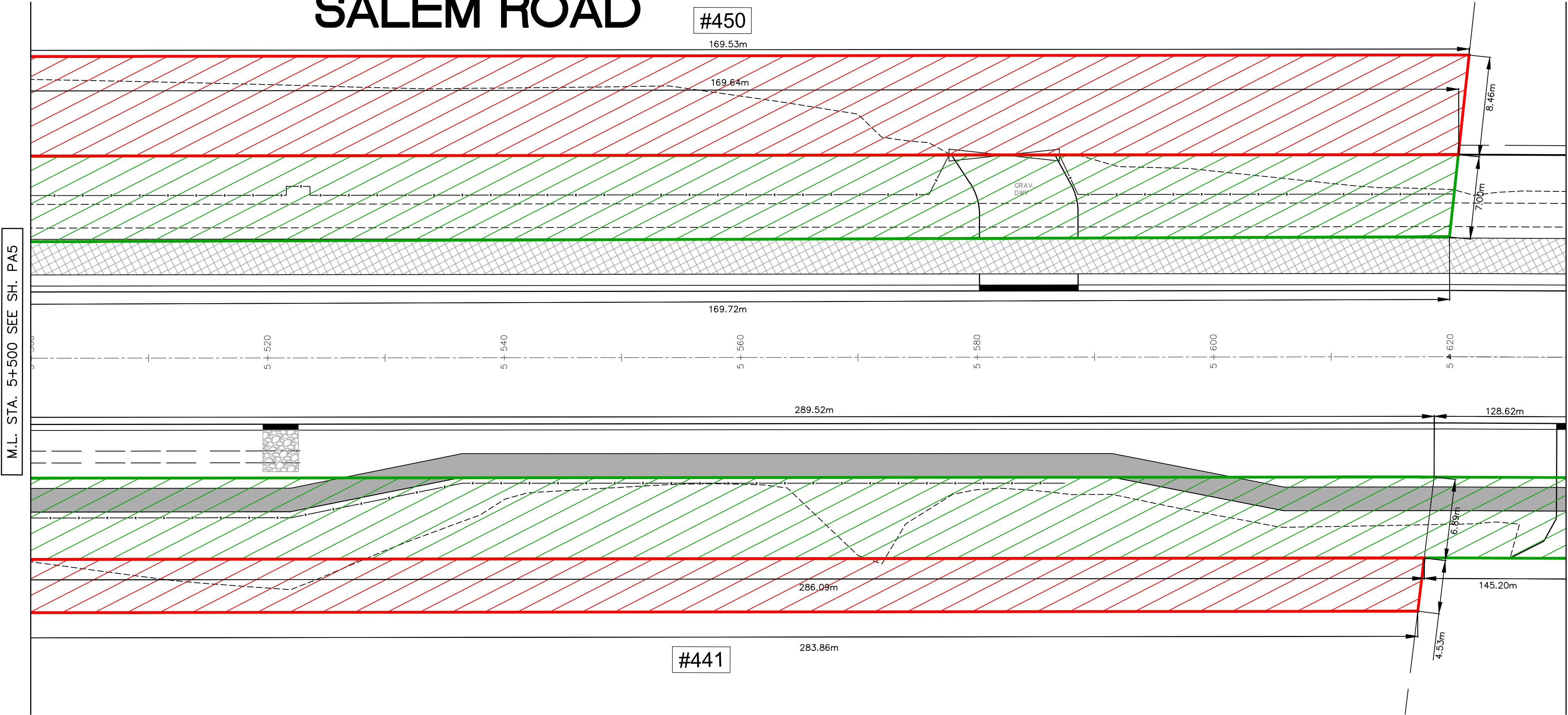
Barrie

INFRASTRUCTURE DEPARTMENT

SCALE HOR.	1:250	CONTRACT NO.	300044205
DESIGN	ML	DRAWN	JS
REVIEWED	DD	DATE	2021/09/18
		SHEET NO.	PA5

SALEM ROAD

#450

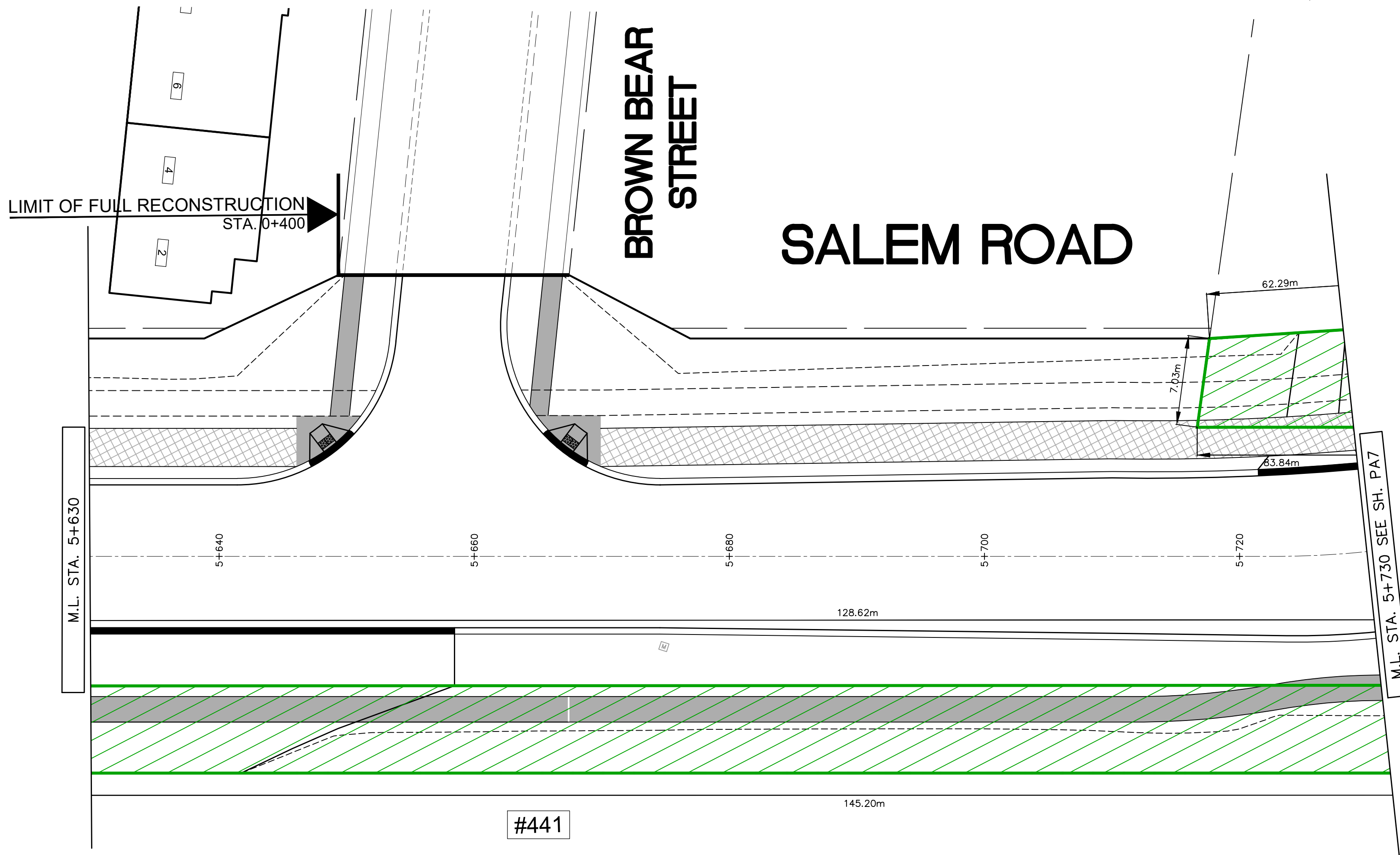


PROPERTY ACQUISITION LEGEND

WIDENING TO BE DEDICATED TO THE CITY OF BARRIE

TEMPORARY EASEMENT

GRADING LIMIT



GENERAL NOTES
REFER TO CURRENT CITY OF BARRIE STANDARDS FOR APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
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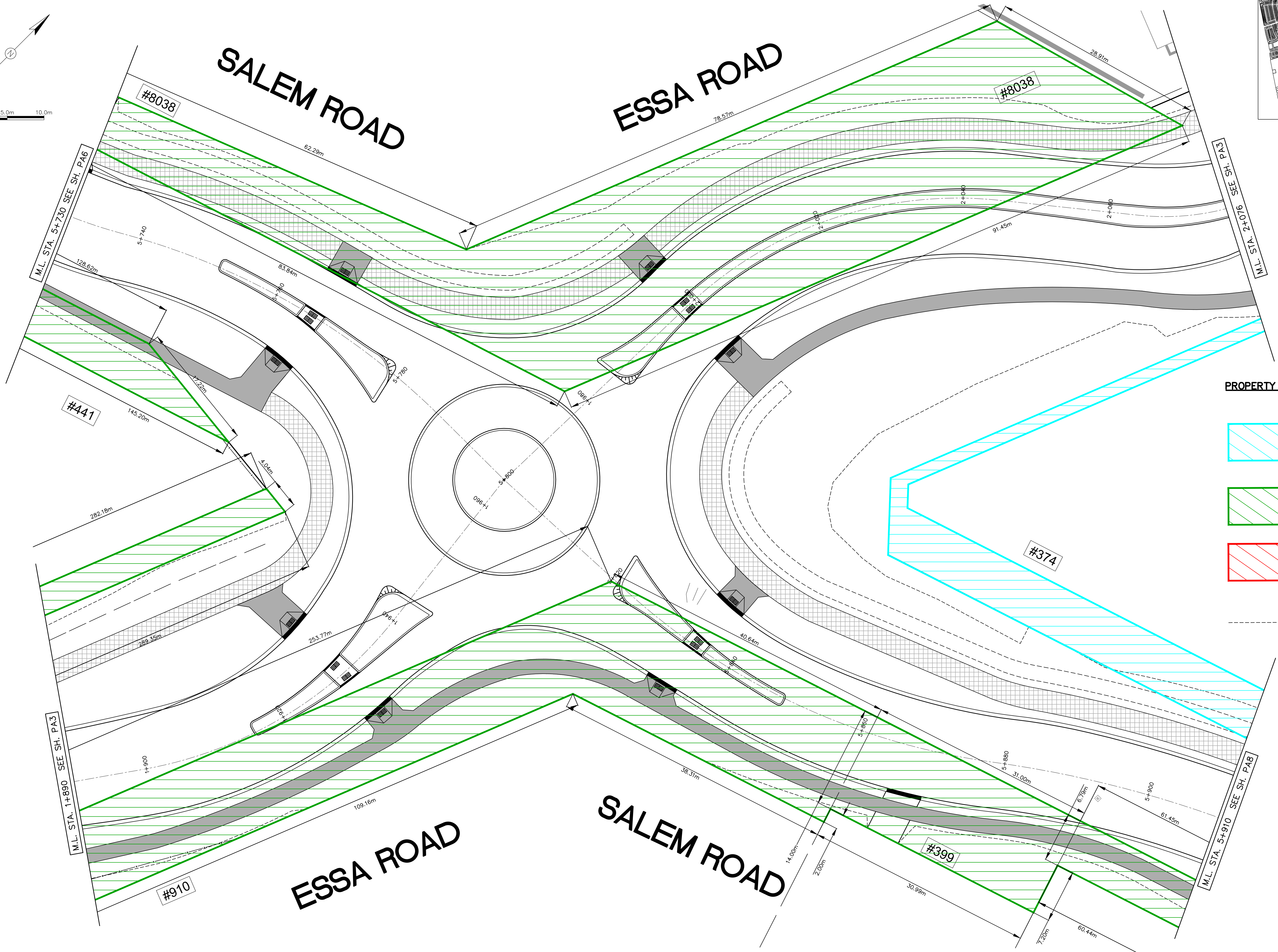
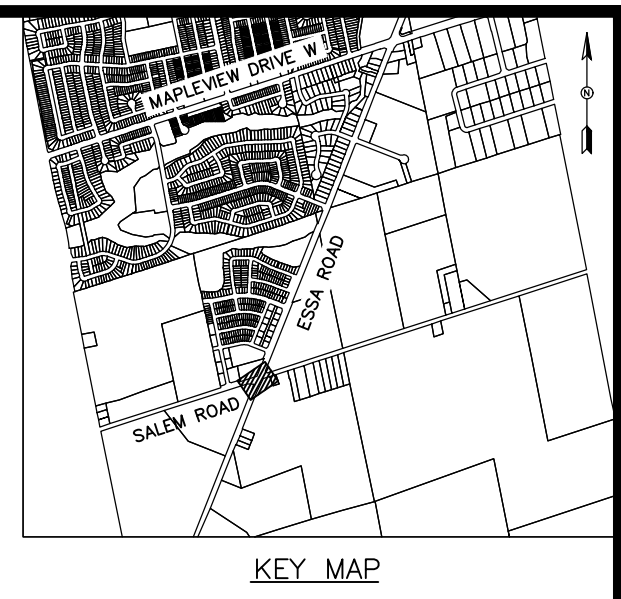
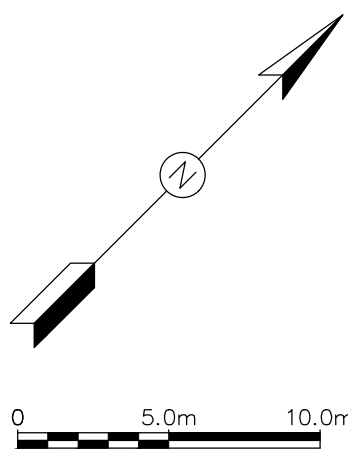
CITY OF BARRIE
ACCEPTED
DATE:
DIRECTOR OF INFRASTRUCTURE

ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276

PROPERTY ACQUISITION PLAN
STA. 5+500 TO STA. 5+730



SCALE HOR.	1:250	CONTRACT NO.	300044205
DESIGN	ML	DRAWN	JS
REVIEWED	DD	DATE	2021/09/18
		SHEET NO.	PA6



PROPERTY ACQUISITION LEGEND

- WIDENING TO BE DEDICATED TO THE CITY OF BARRIE ON EN1456
- WIDENING TO BE DEDICATED TO THE CITY OF BARRIE
- TEMPORARY EASEMENT
- GRADING LIMIT

GENERAL NOTES
REFER TO CURRENT CITY OF BARRIE STANDARDS FOR APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
3	ISSUED FOR 60% SUBMISSION #2	220527	DD

CITY OF BARRIE
ACCEPTED
DATE:
DIRECTOR OF INFRASTRUCTURE

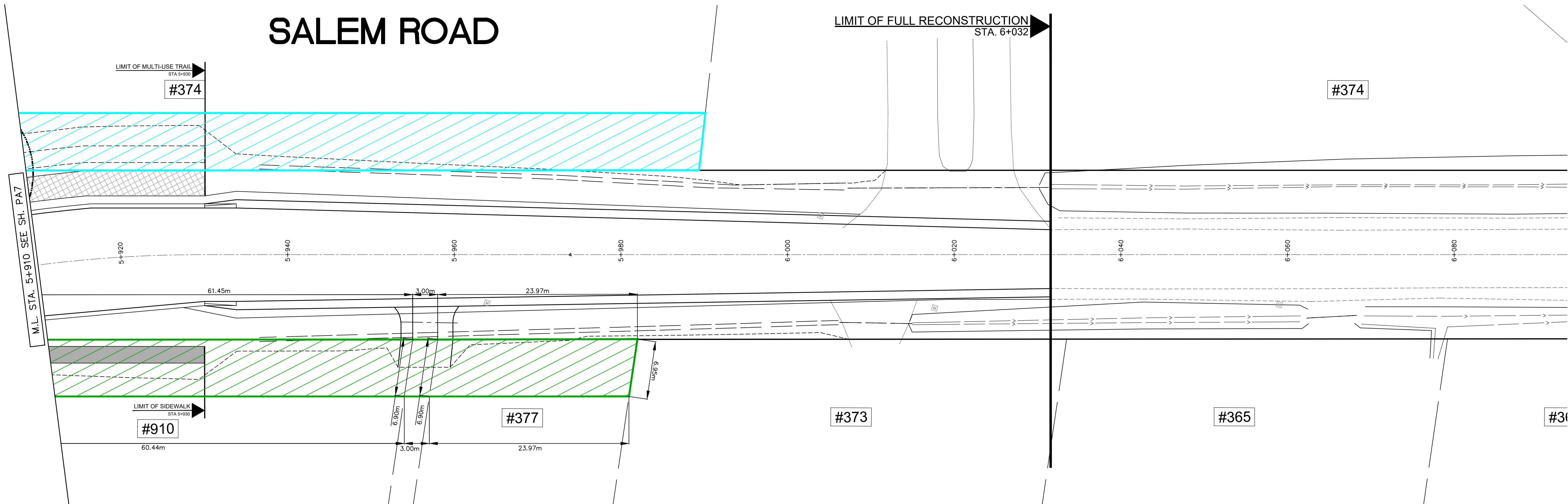
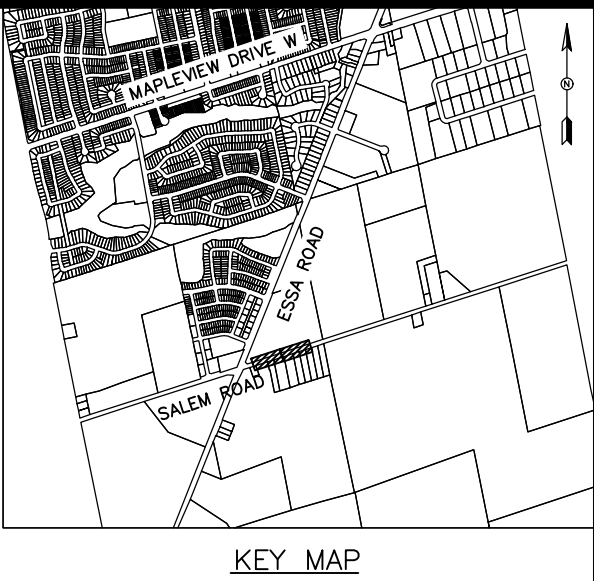
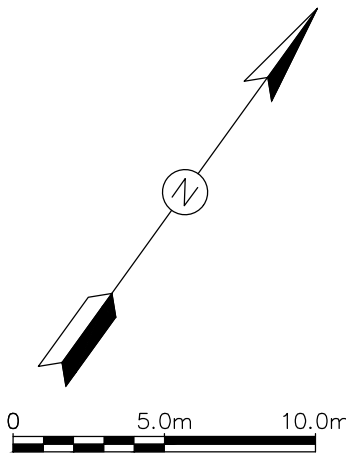
ESSA ROAD AND SALEM ROAD EXPANSION
EN1276
PROPERTY ACQUISITION PLAN
STA. 1+890 TO STA. 2+076 &
STA. 5+730 TO STA. 5+910



INFRASTRUCTURE DEPARTMENT				CONTRACT NO.	300044205
SCALE HOR.	1:250	DRAWN	JS	SHEET NO.	PA7
DESIGN	ML	DATE	2021/09/18		
REVIEWED	DD				

PROPERTY ACQUISITION LEGEND

- WIDENING TO BE DEDICATED TO THE CITY OF BARRIE ON EN1456
- WIDENING TO BE DEDICATED TO THE CITY OF BARRIE
- TEMPORARY EASEMENT
- GRADING LIMIT



GENERAL NOTES

REFER TO CURRENT CITY OF BARRIE STANDARDS FOR APPLICABLE GENERAL NOTES.

NO.	REVISIONS	DATE	APPROVED
3	ISSUED FOR 60% SUBMISSION #2	220527	DD

CITY OF BARRIE
ACCEPTED

DATE:

DIRECTOR OF INFRASTRUCTURE

ESSA ROAD AND SALEM
ROAD EXPANSION
EN1276

PROPERTY ACQUISITION PLAN
STA. 5+910 TO STA. 6+032



INFRASTRUCTURE DEPARTMENT

SCALE HOR. 1:250		CONTRACT NO. 300044205
DESIGN ML	DRAWN JS	SHEET NO. PA8
REVIEWED DD	DATE 2021/09/18	

M E M O R A N D U M

TO: Logan Juffermans
Planner, Development Services

FILE: D28-033-2022

FROM: Aaron Mills
Landscape Architectural Planner

DATE: July 20, 2022

SUBJECT: **D28-033-2022 – 901 Essa Rd**
Pre-Consultation/Conformity – Parks Planning Comments

Parks Planning has completed a preliminary review of the provided documents for the above-mentioned application and offers the following comments:

1) Parkland Dedication/Cash-in-lieu of Parkland

Land contribution shall not be required to satisfy parkland dedication requirements for the subject development. Finance – Development Charges is to advise regarding any requirements for cash-in-lieu of parkland, as per By-law 2017-073 section 6(1).

2) Pedestrian Circulation

The Owner is asked to consider pedestrian/site circulation to and from the proposed dwelling. All paved walkways are recommended in accordance with the guidelines set out in Section 3.1 of the City of Barrie's Urban Design Manual and Provincial Accessibility/AODA Standards (please refer to A Guide to the Integrated Accessibility Standards Regulation – Design of Public Spaces Standard, Section 80).

3) Landscape Strips & Planting Density Requirements

The Owner is to provide landscape strips and planting densities in accordance with Section 9.1 of the City of Barrie's Urban Design Manual (exclusive of City land dedications). Please see summary below:

Abutting Use	Minimum Landscape Strip Width Requirement	Landscape Treatment Guidelines
North Boundary – Residential	3m	- Mixed deciduous and evergreen trees - Mixed shrub bed or hedging
East Boundary – Arterial/Parkway/Major Collector	6m	- Entry feature/ornamental fencing - Mixed deciduous and evergreen trees - Berming and shrub beds - Foundation planting
South Boundary – Collector/Local	3m	- Entry feature/ornamental fencing - Mixed deciduous and evergreen trees - Shrub beds - Foundation planting

West Boundary – Collector/Local	3m	• Entry feature/ornamental fencing • Mixed deciduous and evergreen trees • Shrub beds • Foundation planting
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Planting Density Formula Guidelines – Residential Developments

Total Site Area (m²) / 200 = # of Deciduous Trees (60mm CAL)

Total Site Area (m²) / 400 = # of Evergreen Trees (2m HT)

Total Site Area (m²) / 100 = # of Deciduous Shrubs (0.6-1.2m HT)

Total Site Area (m²) / 200 = # of Evergreen Shrubs (0.45m SPR/1.2m HT)

A planting density chart is to be included in the landscape plans, identifying the required and proposed planting density on site.

4) Landscape Plans

The Owner shall be required to provide landscape plans, as per Section 4.1.6 of the City of Barrie Site Plan Application Manual, signed and stamped by a qualified Landscape Architect. The landscape plans are to be developed in accordance with the landscape design guidelines outlined in Section 9.0 of the City of Barrie's Urban Design Manual. Landscape plans shall include, but not limited to:

- Existing site conditions
- Proposed landscape areas and treatment (hardscape/softscape)
- Proposed planting
- Fencing plan
- Site furniture and lighting
- Amenity space details (note that amenity spaces are exclusive of tree preservation areas and landscape strips)
- Garbage loading areas and associated screening/enclosures
- Snow loading areas
- Pedestrian circulation

All landscape submissions are to adhere to the Parks Planning's Electronic Document Standards for Landscape Submissions (see attached).

5) Landscape Cost Estimate

The Landscape Consultant shall prepare and provide an itemized cost estimate for the supply and installation of all landscape works (in both PDF and Excel file formats). The cost estimate is to separate internal works LC values and external works LC values, including a standard 10% contingency to be included in the final total summary.

Should you have any questions, please feel free to contact me via e-mail at Aaron.Mills@barrie.ca or via phone at 705-739-4220 x4342.

Sincerely,



Aaron Mills, OALA, CSLA
Landscape Architectural Planner
Development Services – Parks Planning

CC: Kevin Bradley, Manager of Parks Planning, Development Services
William McGregor, Parks Planning, Development Services



Electronic Documents Standards for Landscape Submissions

Development Services Department
Parks Planning

The following Electronic Documents Standards for Landscape Submissions have been developed by Parks Planning to provide guidance to applicants submitting landscape related drawings and reports. This resource promotes quality and consistency of landscape submissions for review by Parks Planning staff. The following is a list of expectations and requirements for landscape related submissions drawings and reports:

FILE FORMAT

All electronically submitted drawings shall be vector or text PDF file types. Supporting documents and reports may be submitted as Microsoft Word Document (DOC/DOCX), Microsoft Excel Document (XLS/XLSX), PDF, or related file types.

PDFs must meet the following requirements:

- All file securities are to be removed (unlocked)
- File layers are to be flattened/removed
- Use of the following standard paper sizes:
 - Letter Size (8.5 by 11 inches) – Required for reports
 - Tabloid Size (11 by 17 inches) – Acceptable for report attachments
 - ARCH D (24 by 36 inches) – Required for drawings
- Plotted to scale

The following will not be accepted:

- ZIP Files
- Raster Files (Such as jpg/jpeg/png/gif, etc.)
- Raster PDFs (PDFs printed to image-only)
- Hardcopy plotted drawing sets
- Drawing sets that have been scanned and formatted as a PDF

LANDSCAPE DRAWING FORMAT & COMPONENTS

All Landscape and Preservation drawing submissions must meet the following requirements:

- ☐ ARCH D (24 by 36 inches) paper size
- ☐ Plotted in black and white or greyscale* – *Required for technical drawings.*
**Note: Reports and drawing elements such as conceptual plans/diagrams, photographs and visualizations may utilize colour.*
- ☐ Contain all necessary information required to perform a comprehensive review
(as per Section 4.1.6. of the Site Plan Application Manual)
- ☐ Include a title block with, but not limited to, the following information:
 - Location/Key map
 - General Notes
 - Legend
 - Revision Block
 - Block area for a professional stamp
 - Block area for City Acceptance (50mm x 50mm)
 - Consultant name and contact information
 - Client name
 - All measurements to be in millimeters
 - Project name
 - Project legal description
 - Project municipal address
 - Project city reference number
(for site plan and/or subdivision)
 - Visual scale bar
 - Numeric scale
 - Date
 - Drawing Number
- ☐ Use the following drawing number conventions:
 - EX-# - Existing Conditions
 - L-# - Landscape Plan
 - LP-# - SWMF Pond Landscape Plan
 - LF-# - Fencing Plan
 - LD-# - Detail Sheet
 - TP-# - Tree Preservation

QUALIFICATIONS / PROFESSIONAL STAMPS

- Tree Preservation Plans and supporting documents must be signed and stamped by a qualified Landscape Architect or Registered Professional Forester as per By-law 2014-115, Schedule 'A'. Documents submitted by other professionals, such as arborists, will not be accepted as standalone documents.
- All drawing submissions must contain the required specified professional stamp. Only the final submission plans require the stamp to be signed.

CITY STANDARDS ASSOCIATED WITH LANDSCAPE REQUIREMENTS

Prior to submittal, it is recommended that the following reference documents be reviewed to verify the subject proposal's conformance to City standards associated with landscape requirements:

- City of Barrie Standard Details (Engineering Standards, Policies & Guidelines)
- City of Barrie Site Plan Application Manual
- City of Barrie Urban Design Manual
- City of Barrie Intensification Area Urban Design Guidelines
- City of Barrie Storm Drainage and Stormwater Management Policies and Design Guidelines
- City of Barrie Tree Protection Manual

The above-mentioned reference documents can be found on the City of Barrie's official website www.barrie.ca.

DOCUMENTS SUBMISSION

- Notification to Parks Planning staff should be provided via email when drawings are uploaded to APLI.
- Initial Documents and Drawings are to be submitted through the City's online APLI portal. (<https://eservices.barrie.ca/apli/Default.aspx>). Subsequent revisions may be submitted through our Zendto file sharing service directly to the appropriate staff member.
- Please note that City staff may not upload or download from file sharing websites, such as DropBox, WeTransfer, or similar platforms. Should files require direct transfer to a staff member, please reach out to the staff member directly, as they will provide a link to upload files through the City's secure file transfer server, "ZendTo"
- A Landowner Authorization or Letter of Understanding for the intent to remove or cause harm is required to accompany all Tree Preservation and Landscape Plans where the scope of works impact boundary trees and/or trees on adjacent properties. The Landowner Authorization must contain but not be limited to the following:
 - Full Name and Address of both parties including phone numbers and email
 - The document is to be signed and dated by both parties
 - Description of terms and/or conditions such scope of removals, pruning site works, impacts, outcomes, mitigation measures or other site-specific terms of the agreement as they relate to the trees in question.

M E M O R A N D U M

TO: Logan Juffermans, Planner **FILE:** D28-ESS
"901 Essa Road"

FROM: Melissa Green, Senior Environmental Officer

C.C.: Bridget Mitchell, Supervisor of Environmental Compliance
Cory Mainprize, Fire Chief

DATE: July 6, 2022

SUBJECT: D28-033-2022 – Site Plan Application – 901 Essa Road

Environmental Compliance has reviewed the documentation provided for 901 Essa Road (Site). In review of this documentation, Environmental Compliance offers the following comments and recommendations:

- Information regarding internal stormwater management and site drainage, erosion and sediment controls and sanitary connections must be provided for Environmental Compliance to provide full comments.

Property Line Maintenance Hole and/or Sampling Port:

- A property line maintenance hole and/or sampling port is required on the property for the purpose of collecting isolated discreet sanitary sewer samples from any industrial, commercial, or institutional premises in compliance with **Sewer Use By-law 2021-002**. The sample location should exclude any residential wastewater discharge.

Landfill D4 Assessment Statement:

- The subject lands known as 901 Essa Road is within the 500-meter radius of a Landfill Site, municipal address 450 Salem Road and therefore the property is required to complete the **Ministry of Environment Guideline D-4 (Land Use On or Near Landfills) Study**.
- As per MEOCC Guidance Document "**D-4 Land Use On or Near Landfills and Dumps**" the D-4 Assessment is required to be Peer Reviewed by a third party reviewer for completeness and accuracy at the expense of the Proponent. The cost to peer review the D4 Assessment can range from approximately \$1,500.00 to \$5,000.00 depending on the complexity of the study.

Erosion and Sediment Control:

- Use of **Erosion Controls** (ex. erosion control blankets/ mats, slope texturing/tracking, staging of construction, etc.), in addition to sediment control, is expected to discourage movement of soil and sediment along the Site and prevent any off-site impacts. A lack of appropriate Erosion Controls may result in a violation of **City of Barrie Site Alteration By-law 2014-100** and the **Environmental Protection Act** in the event of a spill from the Site.

- 2 -

- Appropriate Erosion and Sediment Control devices are to be implemented and inspected on a regular basis, as well as, after every rain event and must be repaired as necessary to prevent any off-site environmental impacts (***City of Barrie Site Alteration By-law 2014-100***).

Dewatering:

- A Discharge Agreement must be obtained from the City prior to any temporary construction dewatering discharge (as per ***Sewer Use By-law 2021-002***). Please submit a completed Discharge Agreement Application to Environmental Compliance at least six weeks prior to discharge.
- Temporary dewatering discharge should be directed to the storm sewer system. Pre-treatment may be required for the discharge to comply with the Storm Sewer limits specified in the City's ***Sewer - Use By-law***. Contingency measures must be in place that do not rely on the City sanitary sewer system as a discharge location.
- Temporary discharge of water to any municipal infrastructure may be denied if it is determined that the City's infrastructure cannot handle the additional volume, or the quality of the discharge expected during the development of the Site may cause an adverse effect.
- Please note, **permanent dewatering to the storm and sanitary sewer shall not be permitted** in accordance with the City's Drinking Water Protection Policy.

Excess Soils:

- Fill received at and/or removed from the Site must be managed in accordance with a ***Fill Management Plan*** developed by a Qualified Person under ***City of Barrie Site Alteration By-law 2014-100***, notwithstanding all other applicable regulations. A copy of the ***Fill Management Plan*** must be submitted to the City.
- In the event excess fill is to be imported and/or removed from the Site, a ***Fill Management Plan*** is required confirming that the fill quantity and quality is acceptable for the designated receiving site. Confirmatory sample results are required demonstrating that the fill quality meets the standards set out in the ***Soil, Groundwater and Sediment Standards*** referenced in ***Ontario Regulation 153/04*** with respect to all contaminants in the fill and ***Ontario Regulation 406/19 On-site and Excess Soil Management***, as amended.

Spills:

- A spill contingency plan must be in place and all spills shall be reported to the **Ministry of Environment, Conservation and Parks Spills Action Centre at 1-800-268-6060**.



Melissa Green, B.Sc., CAN-CISEC
Senior Environmental Officer

To: Logan Juffermans

From: Richard Stephens,
Waste Reduction Coordinator

Date: June 15th, 2022

Re: D28-033-2022 – 901 Essa Road Pre-consultation Application

Municipally Provided Waste Collection Comments

The Environmental Sustainability Branch of Business Performance and Environmental Sustainability has reviewed the Pre-consultation Application for D28-033-2022 – 901 Essa Road.

Environmental Sustainability offers the following comments and recommendations:

Municipally Provided Multi-Residential Collection Services

Multi-Residential Property means any building/complex that contains six (6) or more residential dwelling units, and does not include buildings that provide central dining facilities.

Requirements are subject to change.

Requirement #1:

Under the Municipally Provided Front End Bin program, multi-residential development must make provisions for an internal or external waste enclosure designed to store waste according to each collection type/waste stream (Council Motion 15-G-223):

- i. **a front end garbage bin with a capacity of one cubic yard per ten (10) residential units (1 compacted yard is equal to three (3) loose yards):**
 - The City provides regular front end bins for use at eligible multi-residential developments
 - The City **does not** provide compactor bins or any specialised equipment required to move or store the material e.g. cart caddies, tractors, tri-sorters, compactors.
- ii. **rollout recycling carts, one 95 gallon cart for every seven residential (7) units:**
 - The City operates a dual stream recycling collection service collected via containers carts (blue) and paper carts (grey)
 - The City provides the required number of carts for use at eligible multi-residential developments
 - 50% of the required carts should be for containers and 50% should be for paper
- iii. **rollout organics carts, one 120 litre cart for every twenty (20) residential units:**
 - The City provides the required number of carts for use at eligible multi-residential developments

Approximate Dimensions of Waste Collection Containers

The dimensions are provided to assist with space requirements. Collection frequency, number, and size of waste containers to be determined by the City.

Front End Bins:

- 2-3yd³ Height: 1.22m Width: 2.03m Depth: 1.12m (available with castors)
- 4yd³ Height: 1.22m Width: 2.03m Depth: 1.37m (available with castors)
- 6yd³ Height: 1.52m Width: 2.03m Depth: 1.68m (not available with castors)
- 8yd³ Height: 2.03m Width: 2.03m Depth: 1.63m (not available with castors)

95 Gallon Recycling Carts:

- Height: 1.15m Width: .73m Depth: .86m

35 Gallon Organics Carts

- Height: .96m Width: .47m Depth: .62m

Comments:

Requirement #2:

Internal and external waste enclosures require that the recycling and organics carts as well as any front end bin(s) used for garbage are rolled out and placed in loading area suitable for collection that has been approved by the City of Barrie and the Collection Contractor on a designated collection day;

- Collection/loading area must be relatively flat (+/- 2% grade) and if applicable, must be certified that it is designed and constructed to support a minimum of 35 tonnes (the weight of a fully loaded Waste truck).
- Collection/loading area shall include the length of the truck (approximately 12 metres), plus the length of the loading area as determined by the number of Waste receptacles required
- A minimum of 18 metres straight head-on approach to the Collection/loading area is required.
- If the 18 metres head-on approach is not achievable, the Collection/loading area must be designed in such a way as to allow a collection vehicle to enter the site, collect the Waste and exit without the need to backup more than 18 metres (from front tire to front tire) and shall not back onto a Municipal Road. A turnaround area allowing for a three-point turn of not more than one truck length or a drive through access route are acceptable options for accommodating this requirement, to the satisfaction of the City.
- The collection/loading area and access route must be kept clear of snow and ice so as not to pose a danger to the collection vehicle or property during collection.
- The collection/loading area for rollout recycling and organics cart collection must be at grade and have sufficient space to accommodate all recycling receptacles and organic receptacles set out for collection.
- The Waste collection vehicle drivers are not required to leave the collection vehicle for Front End collection and the collection/loading area should not require the jockeying of Front End containers by the driver

Comments:

Requirement #3

The proposed location for internal or external waste enclosures must be located in a centralized location accessible to all residents/occupants and cannot hinder residents/occupants from participating in Recycling and Organics diversion programs;

Comments:**Requirement #4:**

The complex must be designed to accommodate large waste collection vehicles and have the required widths, turning radius, overhead clearance, means of access and means of egress required for the waste collection vehicles, the site plan must demonstrate that there will be safe unobstructed access to the waste collection/loading areas;

Waste collection vehicles require 5m of vertical clearance throughout the vehicle access route, 7m of vertical and 6m wide clearance in and around the waste collection/loading areas.

Internal private roadways must be designed to permit continuous collection without reversing to access waste collection/loading areas. Where the requirement for continuous collection cannot be met, the private roadway must be designed for the waste collection vehicle to turn around with a minimum turning radius of 13 meters;

Waste Collection Vehicle Approximate Dimensions

The dimensions are provided to assist with access requirements, size and type of collection vehicle are subject to change.

Side Loading Recycling Collection Truck (collects 95-gallon carts):

- Length – 11.5m
- Width – 2.6m (does not include side loading mechanism)
- Height – 4m (additional vertical clearance required to service 95-gallon carts)
- Wheelbase – 6.12m

Front End Lift Garbage Collection Truck (collected 2-8yd bins):

- Length – 11m (does not include forks)
- Width – 2.6m
- Height – 4.1m (additional vertical clearance required to service front end bin)
- Wheelbase – 5.33m

Read Loading Organics Collection Truck (collects 35-gallon carts):

- Dimensions for this vehicle are like the front-end lift truck without the overhead clearance requirement.

Dimensions for “T” Turnaround

Please Note:

Developments that do not meet the above requirements will not be eligible for any municipal waste collection services including recycling and organics programs and will require the Property Owner/Property Management Company to pay for waste collection services at their own expense.

Once the building has been completed and occupancy has reached 70% the City shall conduct a final site visit to determine eligibility for the property to receive municipal waste collection services.

Change of Law Notice (Applicable to Options 1, 2 & 3)

On October 19, 2020, the Ontario Ministry of Environment, Conservation and Parks introduced a [draft regulation](#) under the Resource Recovery and Circular Economy Act, 2016 that will make producers responsible for blue box programs' operation, including collection, as part of the Province's full producer responsibility framework.

Subject to the filing of the new regulation and amendments, the City of Barrie cannot confirm that it will be the recycling service provider for this development upon the completion of the City of Barrie's Blue Box program transition, anticipated to occur in 2024.



To: Logan Juffermans,
Planner

From: Nicole Myers,
Development Charges Administrator

Date: July 12, 2022

Re: D28-033-2022 – 901 Essa Road – Salem Secondary Plan Area

In response to your invitation to provide comments, please be advised of the following from the Development Charges Division of the Finance Department.

It is our understanding that the owner is proposing to construct permit a 12-storey apartment building with 407 residential units.

Please be advised of the following development fees (amounts are subject to change):

- 1) Current development charge rates are as follows:
 - a. The current rate for the applicable development charges depends on the number of bedrooms in each apartment or stacked townhouse unit.
 - i. Apartments 2+ bedrooms are charged \$44,418 per unit
 - ii. Apartments Bachelor and 1 Bedroom are charged \$31,189 per unit
- 2) The following applies to complete Site Plan applications and Zoning By-law Amendment applications accepted by the City on/after January 1, 2020. The amount of development charges is determined on:
 - a) the day an application for an approval of development in a site plan control area;
 - b) if clause a) does not apply, the day an application for an amendment to the zoning by-law was made.
 - c) If neither clause a) nor clause b) applies, the day before the first building permit is issued.

If a) or b) applies, development charge amounts will remain crystallized for a maximum of two years. The crystallized development charge amount will be indexed and become payable at the time development charges are due. The indexing amount will accrue from the date of complete application.

The indexing rate is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 4.93%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application.

Development charges that are not crystallized are subject to an annual inflationary adjustment on January 1st of each year.

- 3) Hard services (referred to internally as DC 1) would be paid at the time of execution of the subdivision/site plan agreement.
- 4) To calculate the Development Charges payable at execution of the site plan agreement, the Finance Department requires the breakdown of number of bedrooms in each apartment dwelling unit.
- 5) As per the Memorandum of Understanding (MOU) with the Secondary Plan Area Owners, soft services (referred to internally as DC 2 and DC 3) are to be paid at the time of execution of the subdivision/site plan agreement for the first 2000 residential units registered within the secondary plan areas.

If registered after the first 2000 residential units have been registered, DC 2 and DC 3 will be payable at building permit issuance.

- 6) Non-residential development charges are payable at building permit issuance.
- 7) As per the MOU, Voluntary Capital Contributions will be payable at the time of building permit. Current rates are \$7,831 per single/semi detached dwelling, \$4,178 per apartment unit and \$5,855 per townhouse.

Capital Contributions are subject to an annual inflationary adjustment on January 1st of each year

- 8) Before DC credits are applied to any development, the applicable trustee shall provide written notice as to the distribution of such DC credits amongst the Owners within their applicable Secondary Plan Area.
- 9) Potential for deferral of development charge payments for any of the following types of development:

Deferral of Development Charge Payments

For Rental Housing that is Not Non-Profit Housing (minimum 4 units - all of which are intended for Rental use): DCs will be due in 6 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

For Non-Profit Housing Development: DCs will be due in 21 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. Interest is waived during the first 5 years of the deferral. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

Please note that Interest is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 4.93%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application.

The total deferred Development Charges will be finalized and calculated at the rate in effect on the day that the 1st building permit is issued. If Development Charges were crystallized the crystallized

rates will be indexed from the date of Site Plan Application or Zoning By-Law Amendment Application at the WACC rate in effect on date of application.

Installment dates and the interest rate applicable to the total deferred Development Charges (outlined above) will be established at the time of occupancy.

The deferral of Development Charge payments does not apply to Education Levies, Cash in Lieu of Parkland, non-residential development charges, or the Finance Administration Fees.

- 10) Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee is \$3,983 per unit.
- 11) In accordance with the Salem Master Parkland Agreement, this parcel of land will owe \$1,446.00 for the Cash in Lieu of Parkland Shortfall in 2023.
- 12) A Finance Administration Fee of \$82.50 per dwelling unit will be calculated and collected at the time of issuance of the building permit.
- 13) A credit will be provided against development charges owing for properties where there is a redevelopment of the property. The eligibility of the credit is restricted to redevelopments that receive replacement building permits within 60 months of the demolition permit being issued of a qualifying residential or non-residential building.

While every effort is made to provide accurate information, please be advised that the foregoing is an estimate only based on our understanding of the development, current By-laws, agreements, and rates in effect as of the date of these comments. Development Charges are subject to an annual inflationary adjustment on January 1st of each year.



MEMORANDUM

TO: Logan Juffermans

FROM: David Lalonde

DATE: July 13, 2022

FILE: D28-033-2022

SUBJECT: Pre-consultation/Conformity, 901 Essa Rd:

Our comments for the proposed twelve storey residential apartment building are as follows:

- The primary fire fighter entrance, fire alarm annunciator and CACF shall be located on the south elevation.
- At site plan application: identify the location of the fire dept connection on the site plan drawings.
- Watermain upgrades are required in the area, the functional servicing report shall address the fire fighting water supply.

David Lalonde - Fire Prevention Officer
Barrie Fire & Emergency Service
705 728-3199 ext 3236

FILE: D28-033-2022
"901 Essa Rd"

MEMORANDUM

TO: Logan Juffermans, Planner

FROM: Lee Roberts, Risk Management Inspector

Cc: Katie Thompson, Risk Management Official

DATE: June 29, 2022

SUBJECT: D28-033-2022
Pre-Consultation/Conformity
901 Essa Road, Barrie, Ontario

This memorandum responds to the submission of D28-033-2022, 901 Essa Rd. The following documents have been reviewed regarding Environmental Risk Management Requirements:

- Architectural Site Plan Package
- Letter of Authorization
- Natural Heritage Constraints Summary
- OP Conformity Covering Letter
- OP Conformity Application
- Owner's Consent
- Salem Trustee Letter - Brown Bear Dev Ltd. Conformity Review Good Standing - June 16 2022
- Site Plan
- Stormwater Management Conformance Letter
- Trustee Letter

Upon reviewing the above documents, it has been determined that the subject property is located within a Significant Groundwater Recharge Area, a Highly Vulnerable Aquifer, and is in the 250m buffer of a waste disposal site.

The following conditions have been provided to address Environmental Risk Management requirements necessary for Site Plan submission:

1. A Comment Response Matrix is required addressing all comments while noting specific drawings and reports.
2. Building supports are not permitted to be constructed within the municipal supply aquifer. Site plan drawings will need to clearly note proposed elevations of

foundation supports. This information could impact the height of the building based on design concept.

3. Deep drilling and/or construction activities are not permitted to occur without formal consultation with the City. This includes deep drilling required to file a Record of Site Condition, and deep construction activities (piles, caissons, excavations, underground parking etc.). The works are required to be completed in accordance with the Deep Drilling Terms of Reference to ensure a plan is in place to address risk to the municipal drinking water supply aquifer and off-site contaminant migration.
4. **Site design shall consider that permanent dewatering is not permitted.** This includes the application of sump pumps to dewater basements.
5. The applicant is required to provide the following information to screen for Environmental Risk Management study requirements at or before Site Plan Application.
 - a. The below noted depths shall be marked on a profile/cross sectional view drawing at Site Plan:
 - i. Maximum Depth of Excavation (masl or m below current grade)
 - ii. Maximum Depth of Foundation (masl or m below current grade) ie. piles, caissons, etc.
 - iii. Percentage of site to be developed
 - b. Foundation depth may impact Site Plan submission and approval requirements, it is recommended that the above-mentioned depths are provided prior to Site Plan. The depth may trigger a foundation design plan be submitted.
6. A hydrogeological study, contaminant management plan, and foundation plan may be required for the site in accordance with the Terms of Reference and may be subject to third party review at the applicant's expense. The requirement will be determined based out the outcome of the risk management screening.
 - a. The hydrogeological study may require detailed risk management plans within the Mitigation Measures section of the report including a contaminant management, monitoring and mitigation plan and a temporary dewatering management plan demonstrating there will be not impact to the Municipal Supply Aquifer.
 - b. A foundation plan may be required to be submitted for review, including expected ultimate foundation depths (footings, piles, caissons etc.) and proposed techniques. This foundation plan may be reviewed by a third party at the applicant's expense in conjunction with contamination plan mentioned above and subject to additional site plan approval conditions.

7. Please see Appendix A for information taken from the City of Barrie's Groundwater Management Strategy. Information provided in a Geotechnical / Hydrogeological report will be used to validate site specific conditions.
8. Based on suspected contamination of the site, infiltration of clean runoff may not be permitted. Further investigation of potential soil contamination is required before comments on the infiltration of clean runoff can be provided. Infiltration of runoff from impervious surfaces is not permitted.
 - a. A spill management plan and spill response material is recommended for any infiltration LID proposed on the property. The spill management plan should detail how to access, clean and maintain each unit in the event of a spill into the device.
9. Site grading shall reduce ponding and lots shall be graded away from building entrances in such a way that major drainage pathways do not cross heavily used areas of the parking lot.
10. Sidewalk and walkway design shall consider plow routes as to not impair snow removal.
11. **Proposed snow storage location(s) shall be marked on the Site Plan Drawings.** The selection of snow storage pile locations shall be optimized to reduce melt water refreezing and creating hazardous conditions. Priority shall be given to locating snow storage piles along downgradient edges of the parking lot as to direct runoff to a pervious surface. Alternatively:
 - a. If meltwater runoff is directed towards an impervious surface, it shall be directed away from high traffic areas and into catch basins. Catch basins or other stormwater collection design features shall be laid out directly downgradient from snow storage areas such that the distance meltwater travels before being removed from the lot's surface is minimized. Meltwater collected by catch basins or other stormwater collection design features downstream from snow storage piles shall be routed through a MTD designed in accordance with Technical Bulletin PS-2019-03 Stormwater Pre-Treatment. A copy of the bulletin can be obtained by using the link below. [PS-2019-03 Tech Bulletin - MTD Filtration.pdf \(barrie.ca\)](#). **MTD locations are to be marked on Site Plan Drawings.**
12. **Downspout and/or Roof Drain and Leader locations shall be marked on the Site Plan Drawings.** The location of downspouts shall prioritize directing downspouts and/or roof drains and leaders to pervious surfaces. Alternatively:
 - a. If downspouts are directed towards impervious surfaces, they shall be directed away from pedestrian pathways, vehicle thoroughfares and parking areas to reduce melt water refreezing and creating hazardous conditions.
13. After reviewing your application and the MECP wells record, it has been determined that there are two (2) potential wells located on the site. The applicant is required to maintain or decommission these wells in accordance with

O.Reg. 903 and Ministry of the Environment, Conservation and Parks (MECP) standards to ensure the structural integrity of the wells and to prevent them from becoming a transport pathway for possible contamination.

14. A spills management plan, secondary containment and spill response materials are required to be in place prior to construction, should any bulk fuel storage be proposed on-site whether temporarily or permanently (i.e. back-up generators).

15. The applicant is to disclose the following:

- a. the type of business or industry intended to be established at the Site for further Site Plan submission screening.
- b. if this development proposes the use of geothermal energy.

LR/kt

Appendix A- Anticipated Hydrogeological Conditions

Address of Development

901 ESSA RD

The results below are being provided for informational purposes only and represent an estimate of the anticipated hydrogeological conditions on site based on best available data to date. Site specific conditions should be confirmed by the applicant.

Depth to Water Table	34	m
Depth to Perched Water	16	m
Depth to Aquifer A1	11	m
Depth to Aquitard C1	80	m
Depth to Aquifer A2	101	m
Depth to Aquitard C2	112	m
Depth to Confined Municipal Aquifer	139	m
Depth to Uppermost Significant Aquifer	34	m
Cumulative Transmissivity to Base of A1	High	500 m ² /day
Cumulative Transmissivity to Base of A2	High	501 m ² /day
Cumulative Transmissivity to Base of A3	High	607 m ² /day

The City of Barrie, its employees or agents, will not be held liable for any loss, damage, or expenses incurred resulting from the use, interpretation or reliance of the information as presented.



TRANSIT COMMENTS

FILE: D28-033-2022
FROM: Robin Mennie, Transit Planner
CONTACT: Robin.Mennie@barrie.ca
DATE: Tuesday, July 19, 2022
SUBJECT: Barrie Transit Comments
901 Essa Road
Pre-Consultation Application

- Please provide a 9-metre concrete pad for future Transit on Demand service on Essa adjacent to the development.
- Please ensure a pedestrian connection to Salem Road is provided.

Logan Juffermans

From: Emma Perry <eperry@nvca.on.ca>
Sent: Monday, June 27, 2022 2:56 PM
To: Logan Juffermans
Cc: Planning Dept
Subject: FW: Conformity Review Circulation Email NVCA File 51395

Hi Logan,

NVCA staff have reviewed the application as described below and have no concerns related to natural heritage on the subject site. The site is outside the regulatory jurisdiction of the NVCA and as such, comments are provided on an advisory basis.

Recommended mitigation measures cited in the EIS should be incorporated into the conditions of the site plan agreement. For reference, the recommended mitigation measures were:

1. A search of the inside of the storage shed should be completed to confirm the presence/absence of Barn Swallow nests prior to removal of the shed. Should Barn Swallow nests be observed, appropriate steps as per Ontario's ESA including the potential for registration and/or compensation may be required in order to remain in compliance with the ESA; and,
2. Removal of the home/shed should occur outside of the bat roosting period (April-September) to avoid incidental impact to potential individual SAR bats. Should removal be required within this window, exit surveys completed by a qualified ecologist in June are recommended to confirm presence/absence of bat SAR.
 - a. Note: NVCA staff would recommend the applicant provide documentation of clearance with the MECP for bat-related SAR matters if bats are found on the site via exit survey or visual observation.
3. Vegetation clearing should be timed to avoid the bat active season and bird nesting season to avoid incidental contravention of Ontario's ESA and the Migratory Birds Convention Act, 1994 (federal) and Fish and Wildlife Conservation Act, 1997 (provincial). Tree clearing should be restricted from occurring during the active season for birds/bats generally considered to extend from April 1 through September 30.

The application appears to be in conformity with the policies of the Barrie OP. Should you have any questions, please contact the undersigned.

Sincerely,

Emma Perry, B. Sc., GCER (she/her/hers)
Planning Ecologist

Nottawasaga Valley Conservation Authority

8195 8th Line, Utopia, ON L0M 1T0

T 705-424-1479 ext. 244

eperry@nvca.on.ca | nvca.on.ca

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From: Janice Sadgrove <Janice.Sadgrove@barrie.ca>

Sent: Tuesday, June 21, 2022 2:57 PM

To: Inn Power - Tony Mendicino <tonym@innpower.ca>; Arshdeep Singh <Arshdeep.Singh@barrie.ca>; Anna Sajecki <Anna.Sajecki@barrie.ca>; Brent Harlow <Brent.Harlow@barrie.ca>; Legal City Info <Legal.CityInfo@barrie.ca>; Laura Crane <Laura.Crane@barrie.ca>; Craig Morton <Craig.Morton@barrie.ca>; Craig Millar <Craig.Millar@barrie.ca>; Frank

Palka <Frank.Palka@barrie.ca>; Bala Araniyasundaran <Bala.Araniyasundaran@barrie.ca>; Michael Janotta <Michael.Janotta@barrie.ca>; Michelle Banfield <Michelle.Banfield@barrie.ca>; Carlissa McLaren <Carlissa.McLaren@barrie.ca>; Michael Prowse <Michael.Prowse@barrie.ca>; Marc Villeneuve <Marc.Villeneuve@barrie.ca>; jporter@scdsb.on.ca; sblake@scdsb.on.ca; SCDSB - Sandy Clee <sclee@scdsb.on.ca>; chyde@smcdsb.on.ca; Nicole Myers <Nicole.Myers@barrie.ca>; Jacob Reid <Jacob.Reid@barrie.ca>; Justin MacDonald <Justin.MacDonald@barrie.ca>; Barb Perreault <Barb.Perreault@barrie.ca>; Michael Munshaw <Michael.Munshaw@barrie.ca>; Tiffany Thompson <Tiffany.Thompson@barrie.ca>; Timothy Dobson <Timothy.Dobson@barrie.ca>; Justin Johnstone <Justin.Johnstone@barrie.ca>; Ryan White <Ryan.White@barrie.ca>; Colleen Smith <Colleen.Smith@barrie.ca>; Keuken, Andrew <akeuken@scdsb.on.ca>; Chris Hibberd <c.hibberd@nvca.on.ca>; Planning Dept <Planning@nvca.on.ca>; Logan Juffermans <Logan.Juffermans@barrie.ca>; Mark Jacobs <mjacobs@thebiglierigroup.com>; adil.siddiqui@acedev.ca; Imran Khan <torontonewcondos@gmail.com>
Subject: Conformity Review Circulation Email

Good afternoon,

A conformity review application has been received that would permit a 12-storey apartment building with 407 residential units in the Salem Secondary Plan Area at 901 Essa Road. The submission can be viewed at eservices.barrie.ca/apli (external) or apli.barrie.ca (internal) by searching for file number D28-033-2022.

A conformity review meeting has been scheduled with the applicant to be held on July 21, 2022 at 9:00 a.m. A meeting invitation will be sent out to technical staff and the applicant/consultant indicating the meeting style and location (remote).

Official comments are due to the file manager on Friday, July 15, 2022. Please note that the meeting will be cancelled if there are no technical matters to discuss and conformity is issued by the City.

If you have any questions or concerns, please contact the file manager, Logan Juffermans at Logan.Juffermans@barrie.ca.

Regards,
Janice

Janice Sadgrove
Secretary-Treasurer
Committee of Adjustment
Development Services



City of Barrie: City Hall, 70 Collier Street, P.O. Box 400, Barrie ON, L4M 4T5
Office: 705-739-4220 x4577 | Fax: 705-739-4270
www.barrie.ca

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July 13, 2022

Logan Juffermans, Planner
City of Barrie
70 Collier Street
P.O. Box 400
Barrie, ON
L4M 4T5

VIA EMAIL

FILE NO.: D28-033-2022

CONFORMITY REVIEW APPLICATION
901 ESSA ROAD ("LETTER T" – SALEM SECONDARY PLAN)
CITY OF BARRIE

Dear Logan Juffermans:

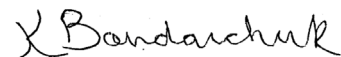
Thank you for circulating notification with respect to a Conformity Review application that would permit a 12-storey apartment building with four hundred and seven (407) residential units in the Salem Secondary Plan Area pertaining to lands municipally addressed as 901 Essa Road.

Planning staff have no objection to this proposed development. However, it has come to our attention that this proposed development has increased the number of residential units when compared to the estimates that SCDSB staff have on record for the overall Salem Secondary Plan, dated April 30, 2019. The proposed development is identified as "Letter T", which did not allocate units at that time. This significant increase, along with other "Letters" in the Salem Secondary Plan, which did not identify total unit count/estimates in April 2019, presents considerable challenges for the SCDSB when assessing the number of elementary school sites required to accommodate growth in the Salem Secondary Plan.

Given the proposed cumulative increase of at least 407 residential units, and other outstanding "Letters" within the Salem Secondary Plan still to identify total unit counts, SCDSB planning staff request further discussion regarding designating another elementary school site or expanding the developable area of existing designated elementary school sites in the Salem Secondary Plan area, in order to accommodate the increased number of expected residential units.

Should you require additional information, please do not hesitate to contact this office.

Sincerely,



Kandas Bondarchuk, MCIP, RPP, CAHP
Planner, Planning & Enrolment

cc: Michelle Banfield, Director of Development Services, City of Barrie
Tiffany Thompson, Manager of Growth and Development, City of Barrie
Andrew Keuken, Manager of Planning, Enrolment & Community Use, SCDSB
Sandy Clee, Assistant Manager of Accommodation & Planning, SCDSB



Simcoe Muskoka Catholic District School Board
46 Alliance Boulevard
Barrie, Ontario, Canada, L4M 5K3
Tel 705.722.3555
Fax 705.722.6534
www.smcdsb.on.ca

July 19, 2022

City of Barrie
70 Collier Street
Barrie, ON L4M 4T5

VIA EMAIL ONLY: Logan.Juffermans@barrie.ca.

Attention: Logan Juffermans, Planner

**Re: COMMENT LETTER
Official Plan Amendment
Location: 901 Essa Road
File No.: D28-033-2022**

Dear Logan Juffermans,

The Simcoe Muskoka Catholic District School Board has received correspondence regarding the proposed Official Plan Amendment as described above. The proposal consists of the development of 407 apartment units.

The Board does not object to the approval of the proposed application. That being said, please include the following wording in the Official Plan Amendment:

"That the owner include in all offers of purchase and sale a clause advising prospective purchasers that pupils from this development attending educational facilities operated by the Simcoe Muskoka Catholic District School Board may be transported to/accommodated in temporary facilities out of the neighbourhood school's area."

Please advise the Board of the ongoing status of this proposal, and of any changes which may affect the number of proposed units. If there are any questions or comments with regard to the Board's response, please do not hesitate to contact the undersigned via email.

Respectfully,

Christine Hyde
Manager of Planning & Properties
Simcoe Muskoka Catholic District School Board
chyde@smcdsb.on.ca

LF for CH

Our Mission: Faithfully, inclusively and equitably, we inspire every student to realize their God-given potential.

APPENDIX B
DRAFT OFFICIAL PLAN AMENDMENT

AMENDMENT NO. XX

TO THE CITY OF BARRIE

OFFICIAL PLAN

DRAFT

INTRODUCTION

PART A – THE PREAMBLE does not constitute part of this amendment.

PART B – THE AMENDMENT, consisting of the following text and map constitutes Amendment No. XX to the City of Barrie Official Plan.

DRAFT

PART A – THE PREAMBLE

PURPOSE

The purpose of this amendment is to identify site-specific policies for the Mixed Use lands located at 901 Essa Road and Block 281 Plan 51M-1160. The Mixed Use Nodes and Corridors policies of the City of Barrie Official Plan establish a framework for the design and development of medium and high density residential in Mixed Use buildings within the Mixed Use Nodes and Corridors designation.

LOCATION

The lands that are subject to this amendment (the “subject lands”) are generally located at the northwest quadrant of Essa Road and Salem Road, municipally addressed as 901 Essa Road and Block 281 Plan 51M-1160 in the City of Barrie at the time of this amendment.

BASIS

The basis for this amendment is to implement the proposed vision for the development of the subject lands as a mixed use building, in accordance with the Mixed Use Nodes and Corridors policies of the City of Barrie Official Plan, including site-specific policies to establish the principle of development for the subject lands.

The subject lands are designated “Mixed Use Nodes and Corridors” on Schedule A of the City of Barrie Official Plan.

PART B – THE AMENDMENT

DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie is amended by revising the Schedules and text of the Official Plan as follows:

1. Amend Schedule “C” – Defined Policy Areas of the Official Plan by identifying the lands known municipally 901 Essa Road and Block 281 Plan 51M-1160, as illustrated by Schedule A to Amendment No. XX, as a “Defined Policy Area”.
2. Amend Schedule “8C” – Land Use of the Official Plan by identifying the lands known municipally 901 Essa Road and Block 281 Plan 51M-1160, as illustrated by Schedule B to Amendment No. XX, as a “Defined Policy Area”.
3. Add text to Section 8.5.8 – Essa/Salem Mixed Use Node of the Official Plan to include a new sub-section, as follows:

“Section 8.5.8.XX – Defined Policy Area (XX)

The following policies shall apply to the lands shown on Schedule 8C and known municipally 901 Essa Road and Block 281 Plan 51M-1160 at the time of this amendment.

- (a) That notwithstanding policy 8.5.7.3 (d), the maximum FSI shall be 3.2.
- (b) That notwithstanding policy 8.5.7.3 (e), the maximum Residential Density shall be 480 units per net hectare.”

IMPLEMENTATION

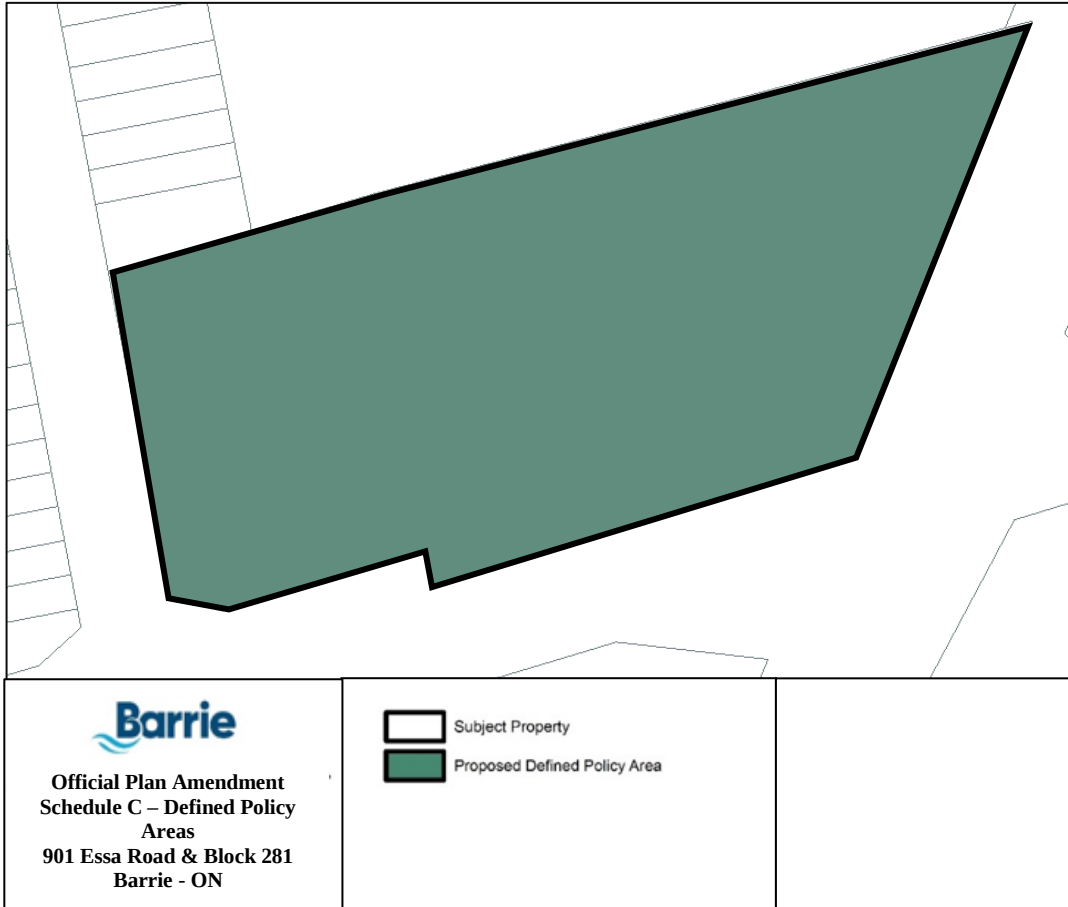
An implementing Zoning By-law to amend zoning category ‘Neighbourhood Mixed Use’ (NMU) to ‘Neighbourhood Mixed Use with Special Provisions’ (NMU)(SP-XXX) will be presented concurrently with Official Plan Amendment No. XX.

INTERPRETATION

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

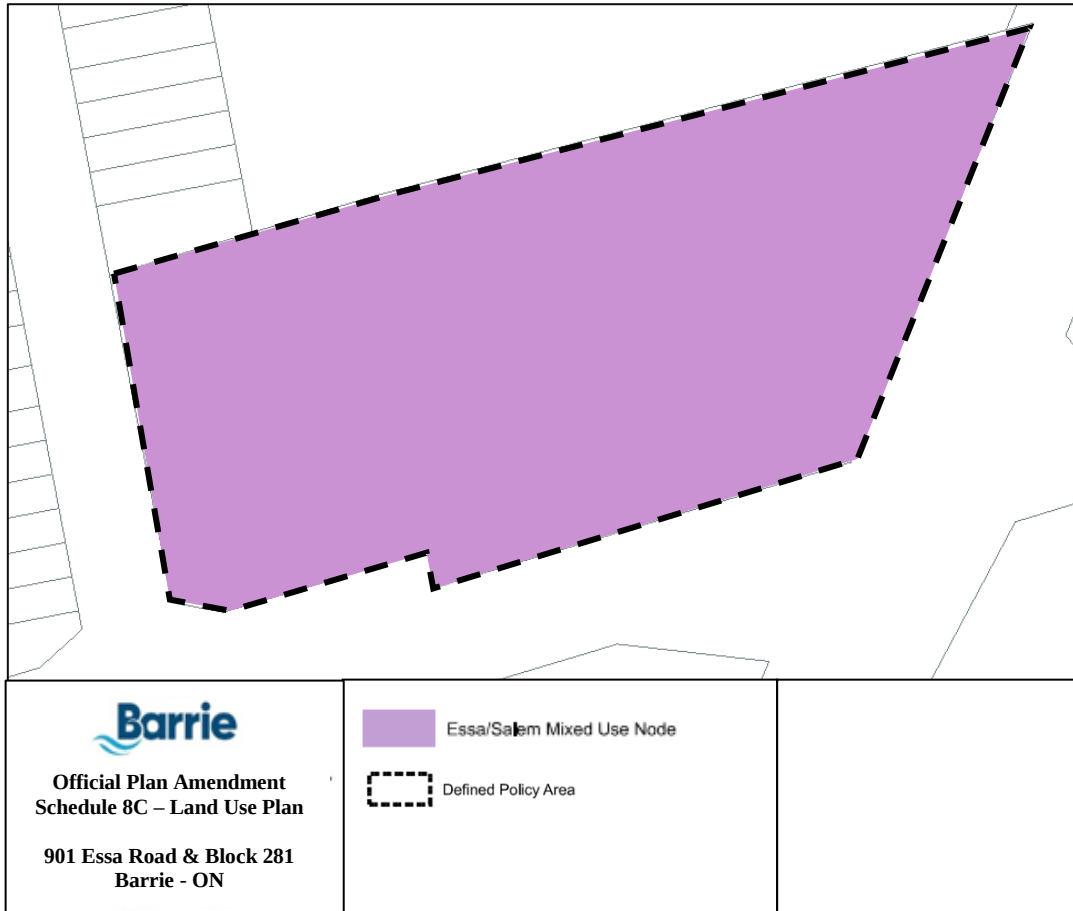
Schedule "A" to attached By-law 2023-xx

Defined Policy Areas



Schedule "B" to attached By-law 2023-xx

Land Use



APPENDIX C
DRAFT ZONING BY-LAW AMENDMENT

AMENDMENT NO. XX

TO THE CITY OF BARRIE

ZONING BY-LAW 2009-141

DRAFT

INTRODUCTION

PART A – THE PREAMBLE does not constitute part of this amendment.

PART B – THE AMENDMENT, consisting of the following text and map constitutes Amendment No. XX to the City of Barrie Zoning By-law 2009-141.

DRAFT

PART A – THE PREAMBLE

PURPOSE

The purpose of this amendment is to rezone the lands located at 901 Essa Road to “Neighbourhood Mixed Use” (NMU) and to implement site-specific regulations for the subject lands as described in the next section of this preamble.

LOCATION

The lands that are subject to this amendment (the “subject lands”) are located at the northwest quadrant of Essa Road and Salem Road, municipally addressed as 901 Essa Road and Block 281 Plan 51M-1160 in the City of Barrie at the time of this amendment.

BASIS

The basis for this amendment is to implement the proposed vision for the development of the subject lands as a mixed use building, in accordance with the Mixed Use Nodes and Corridors policies of the City of Barrie Official Plan, including site-specific regulations to establish the principle of development for the subject lands.

901 Essa Road is zoned “Residential Rural” (RR) in Town of Innisfil Zoning By-law 054-04 and Block 281 Plan 51M-1160 is zoned “Neighbourhood Mixed Use” (NMU) in City of Barrie Zoning By-law 2009-141.

Details of the Amendment

That Zoning By-law Number 2009-141 be amended, as follows:

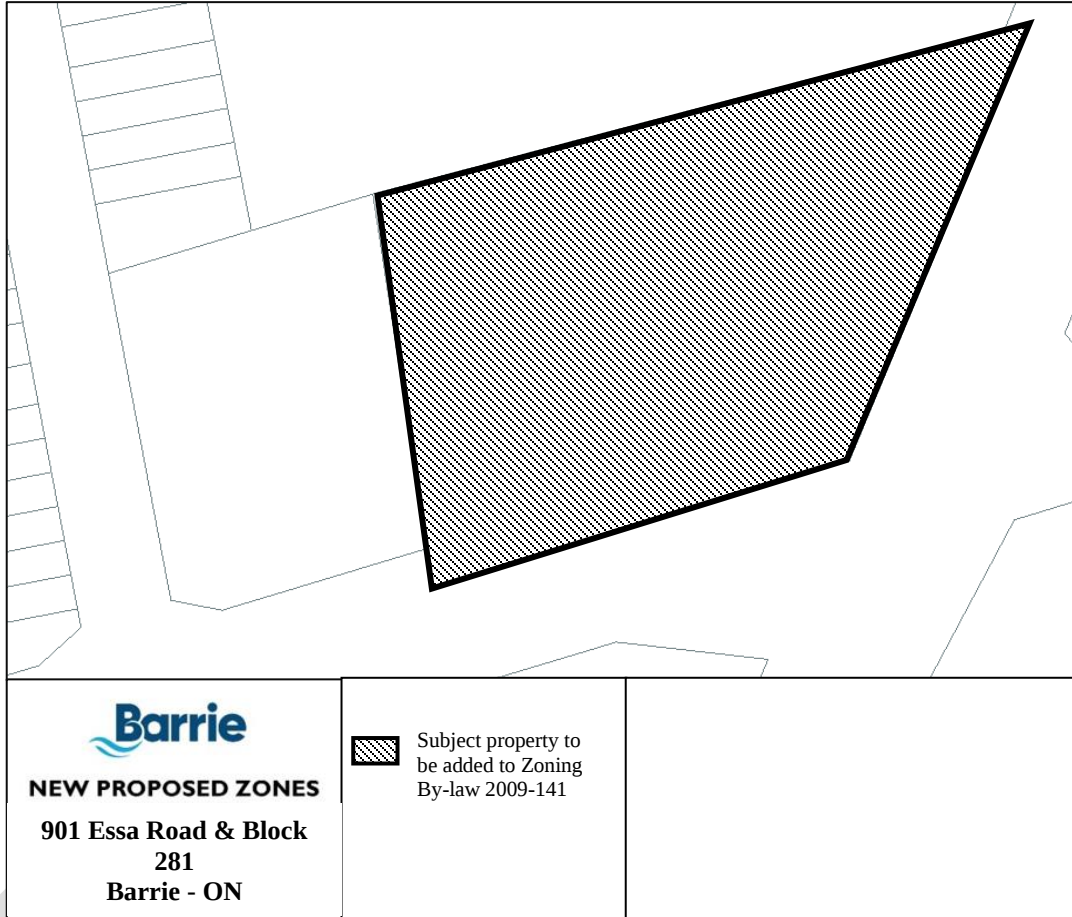
1. By amending the “South Section” Schedule of City of Barrie Zoning By-law 2009-141 by adding the lands on Schedule 1 of this amendment.
2. By amending the “South Section” Schedule of City of Barrie Zoning By-law 2009-141 by rezoning the lands on Schedule 2 of this amendment from “Residential Rural” (RR) and “Neighbourhood Mixed Use” (NMU) to “Neighbourhood Mixed Use with Special Provisions” (NMU)(SP-XXX).
3. By amending Section 13.0, Special Provisions, of Zoning By-law 2009-141, to add a new section 13.9, SPECIAL PROVISIONS FOR NEIGHBOURHOOD MIXED USE ZONES, as follows:

“13.9 SPECIAL PROVISIONS FOR NEIGHBOURHOOD MIXED USE ZONES

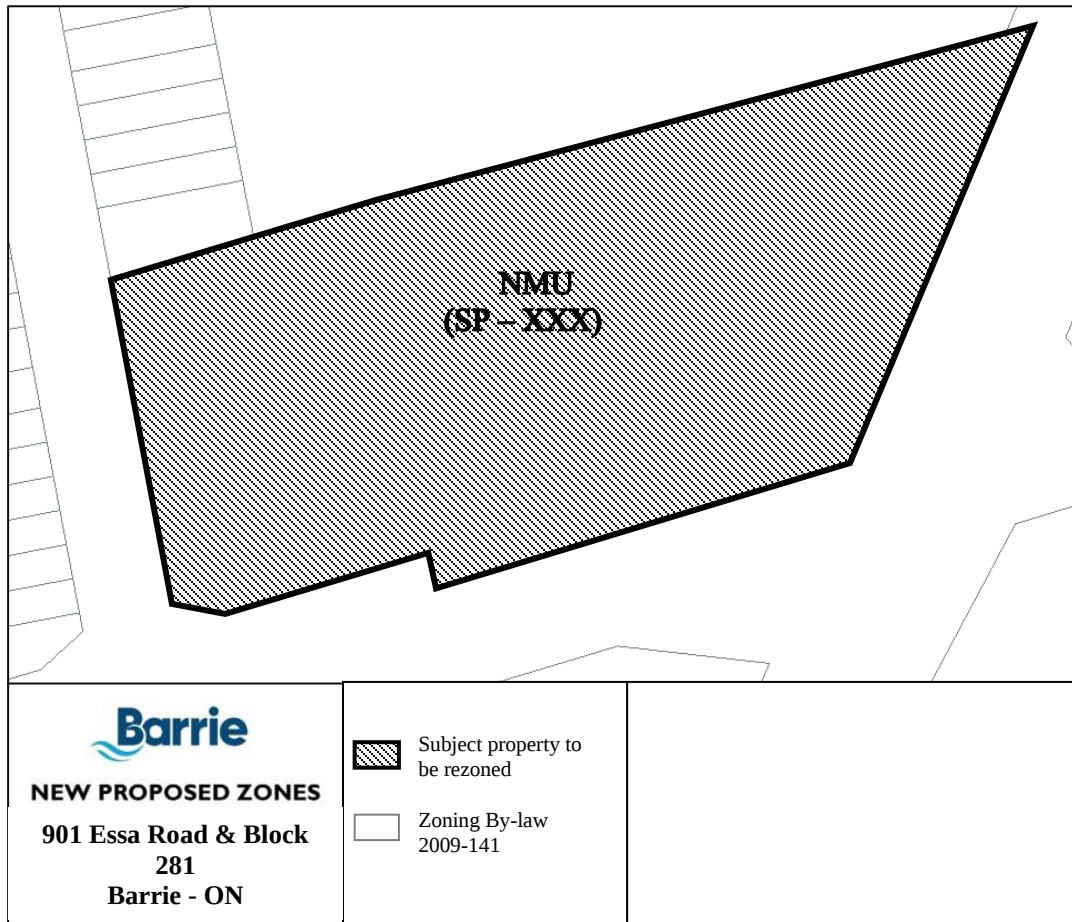
13.9.1 (NMU)(SP-XXX)

- a) Notwithstanding the provisions set out in Table 4.6, the minimum required parking shall be 0.85 parking space per unit for a residential building containing more than 3 dwelling units;
- b) Notwithstanding the provisions set out in Table 4.6, the minimum required parking shall be 0.15 parking space per unit for residents for a residential building containing more than 3 dwelling units;
- c) Notwithstanding the provisions set out in Section 4.6.4 (a), a minimum 10 barrier free parking spaces shall be provided;
- d) Notwithstanding the provisions set out in Table 14.5.6, the maximum floor space index shall be 3.2;
- e) Notwithstanding the provisions set out in Table 14.5.6, the minimum façade step back shall be 1.5m above the third storey;
- f) Notwithstanding the provisions set out in Table 14.5.6, the maximum building height shall be 15 storeys;
- g) Notwithstanding the provisions set out in Section 5.4.2.2 b), a minimum 8 square metres per unit of outdoor amenity area shall be provided;

SCHEDULE 1



SCHEDULE 2



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