



# **Planning Justification Report**

## **County of Simcoe Social and Community Services and Housing Development in Orillia**

City of Orillia Official Plan Amendment and  
Zoning By-law Amendment

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# 1.0 INTRODUCTION

This report is submitted in support of the County of Simcoe’s applications to the City of Orillia for an Official Plan Amendment (proposed OPA), and Zoning By-law Amendment (proposed ZBA), for the subject property currently referenced as 2 Borland Street East in Orillia. The purpose of this report is to describe the subject lands and to provide an assessment of how the proposed OPA and ZBA meet applicable planning policies, is a compatible land use in the neighbourhood, and represents good planning. The report will review the proposed OPA and ZBA in the context of the applicable Provincial and City planning documents.

The proposed ZBA application seek to change the property zoning from ‘Institutional - Hold’ zone to ‘Residential Zone Five Exception – R5i-E’ to permit an apartment dwelling unit with complimentary non-residential uses in the planned intensification area ‘i’ and seeking the following site-specific exceptions:

- An increase maximum permitted height of the apartment building,
- To identify West Street North as the front yard,
- A reduction to the required parking standard per residential unit, and
- In addition, the proposed ZBA and OPA seek an increase of the permitted commercial gross floor area of the non-residential uses.

# 2.0 SITE DESCRIPTION AND SURROUNDING USES

As illustrated in Figure 1, the subject property has frontage on West Street North, Borland Street East, Peter Street North, and North Street East, and is approximately 3.8 hectares (9.4 acres) in size. The subject property is the former site of the Orillia District Collegiate and Vocational Institute (ODCVI) secondary school. The Site is currently vacant.

The Site is generally located in the north eastern portion of the City, on a north-south arterial road. The surrounding land uses are shown on Figure 2 and include the following:

- North: Residential ‘R2’ Uses
- South: Residential ‘R1’ Uses
- East: Residential ‘R1’ and ‘R5’, and Institutional Uses
- West: Residential ‘R2i’ and ‘R5i’, and Commercial Uses

There are a wide variety of residential housing types in the surrounding area, ranging from single residential dwelling to multi-unit residential dwellings.

Figure 1: Site Location



In addition to the variety of residential housing types in the surrounding area, there are also commercial uses within walking distance of the Site. The Site is adjacent to a bus stop for the North Route that travels in a northern direction along West Street to the Orillia Square Mall, circles back south and terminates at the Opera House terminal downtown Orillia.

The Site is also located approximately 87 metres from Hillcrest Park which is approximately 1.1 hectares and includes a splash pad, basketball court, outdoor rink, accessible playground and seating. Hillcrest Park is located to the East on the corner of Borland Street East and Matchedash Street North. Lake Couchiching and Couchiching Beach Park are approximately 1 kilometer to the east of the Site.

The subject property is surrounded by a mix of residential, commercial, and institutional uses, as illustrated in Figure 2, and is in proximity to public transit. Existing residential uses range from R1 on the east and south, R2 on the north, to R5 on the west and east of the subject property.

Figure 2: Surrounding Uses and Zoning



### 3.0 PROPOSAL

The proposed development is to provide affordable housing rental units in the City of Orillia in the form of an apartment dwelling. The development is proposed to include a mixed-use building, outdoor amenity areas, parking lot and green space, including the existing ODCVI memorial arboretum. The building is designed as one building and divided into three distinct sections comprised of six and four storey 'wings' that are visually separated by the tiered central hub.

The proposed development includes approximately 130 affordable mixed residential units designed for seniors, families, and individuals with specific needs such as accessibility or support resources. This includes approximately 29 studio units to serve vulnerable populations, which were incorporated into the design based on consultation with the community. The mix of units provides a range of housing; approximately 46 units are multi-bedroom units targeted to families and the balance of the units are one-bedroom and studio units. The modest unit sizes and building amenities are based on household needs and community expectations in terms of affordable housing, and include durable finishes for kitchens, bathrooms, and flooring material that have proven track records in existing Simcoe County Housing Corporation buildings, and demonstrate a longer service life that reduces on-going maintenance and operational costs.

The development also proposes to include a number of community services, primarily on the ground level. Ground floor resources and supports through County of Simcoe services include Ontario Works, Children and Community Services, and Social Housing, as well as potential Corporate County services. These services will be available as key components of the proposed campus-style development. The on-site service hub setting presents partnership opportunities

with community agencies to work directly with building residents, as well as community residents. Additional agencies and uses that provide multi-generational community service include EarlyON Child and Family Centre, licensed child care centre, Victorian Order of Nurses for Canada – Ontario Branch – Simcoe County Site (VON) seniors' support services, child and family supports through Simcoe Muskoka Family Connexions, as well a community kitchen, program rooms, and small café.

The leasable non-residential space on the second floor of the six storey wing is currently designed for business, professional or administrative office use. However, architectural considerations such as floor spans, exterior windows, supporting columns, electrical panels, plumbing and ventilation requirements will mirror the upper-story residential layout. This flexibility has been incorporated into the building design; should the commercial space be deemed surplus, approximately 17 additional residential units could be constructed within in this space, at a later date.

The north and eastern portion of the Site will be planted with grass and utilized as an open amenity area reserved for potential future development. At this time there is no specific plan or timeline associated with any future development.

Surrounding land uses to the Site have been considered through the design of the proposed development. A privacy fence is designed to run along the south eastern boundary of the proposed Site, adjacent to the existing residents located on Peter Street, as well as adjacent to the residential properties at the north end of the Site.

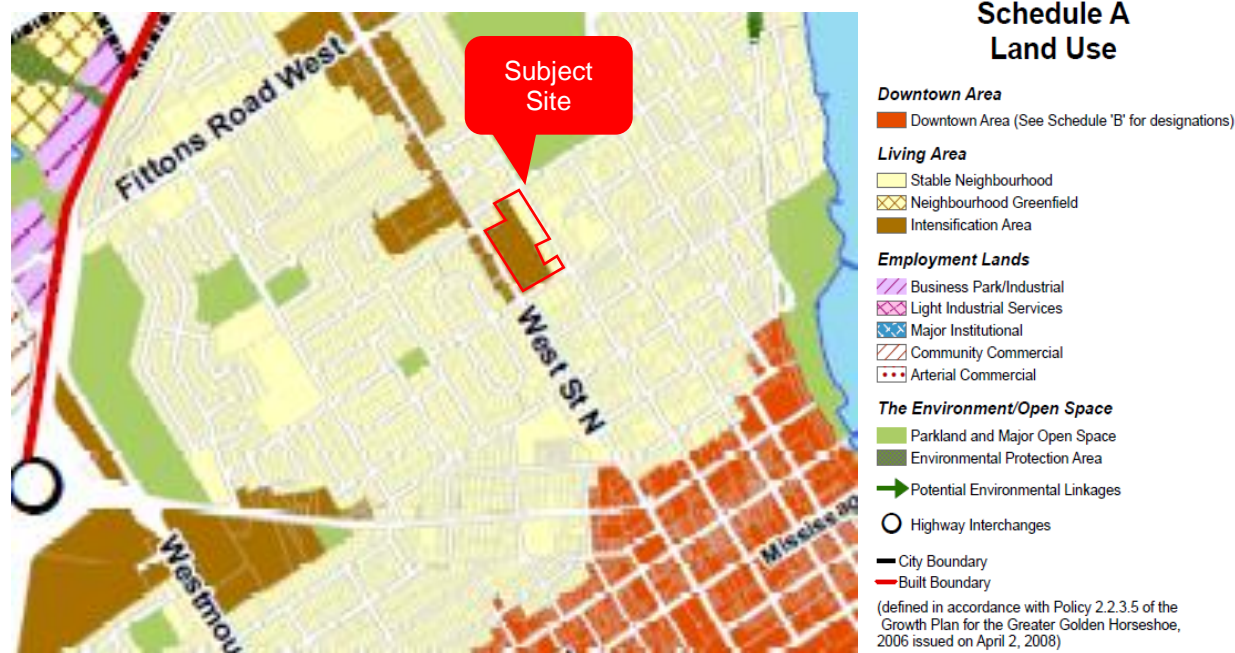
A sight line analysis was also completed for the proposed building and the residential dwellings along Peter Street, Borland Street, and West Street North. In an attempt to minimize views of the proposed building, the residential wing along Borland Street was reduced to 4 storeys and setback from the street as much as possible. There are also no residential unit windows proposed on the eastward facing wall closest to the residential dwellings to the east of the Site. A comprehensive land use compatibility analysis is provided in Section 5.0.

## REQUIRED APPROVALS

### 3.1 PROPOSED OFFICIAL PLAN AMENDMENT

The Site is primarily located within the 'Living Area – Intensification Area' designation on Schedule 'A', of the City of Orillia Official Plan (the "City OP") as shown on Figure 3. The proposed site-specific OPA is to permit additional non-residential space from a maximum of Gross Floor Area of 750 square metres to Gross Floor Area of 3,000 square metres.

Figure 3: City of Orillia Land Use designation



### 3.2 PROPOSED ZONING BY-LAW AMENDMENT

The property is currently zoned 'Institutional – I1(H2) (Figure 2) and is proposed to be rezoned to 'Residential Zone Five Exception – R5i-E'. The 'i' indicates zoning provisions within an Intensification Area. A mixed-use apartment building is a permitted use within the R5i zone. Four (4) exceptions are being requested for the property being:

- An increase the maximum building height provision for the R5i -E Zone from 12.5 metres to 20.5 metres;
- To identify West Street North as the front yard;
- A reduction to the required parking standard per unit. Reduce the required parking for an apartment style dwelling from 1.5 space per unit plus 0.25 spaces for visitor parking, to 1.03 space per unit. With the proposed exception to the parking standards, 262 parking spaces will be required; 262 parking spaces are provided on the plan. No reduction to commercial parking spaces is being requested; and
- An increase the permitted Gross Floor Area for office use limits each permitted non-residential use to 250 square metre per premises to a maximum of 750 square metre on a lot.

The other R5i Zone provisions would remain unchanged.

The Site is proposed to have primary entrance from West Street North and secondary entrance from Peter Street North. Both entrances meet the minimum driveway spacing and sight line requirements, and will be barrier-free and will provide access to the parking area on Site. A total of 262 parking spaces are proposed to be provided to serve the mixed-use building including nine accessible parking spaces. Parking islands will be installed at critical locations on the property to help direct the flow of vehicular traffic through the Site and provide an opportunity for landscaping (Figure 4).

The proposed building will be 'L' shaped and divided into three distinct sections comprised of six and four storey 'wings' that are visually separated by the tiered central hub. The 'wings' of the proposed building will be located along Borland Street East and a portion of the West Street North frontage. The shape and orientation of the building will provide an optimal layout when considering parking, a sun/shade mix to the units, and compatibility with adjacent uses.

The building will be setback:

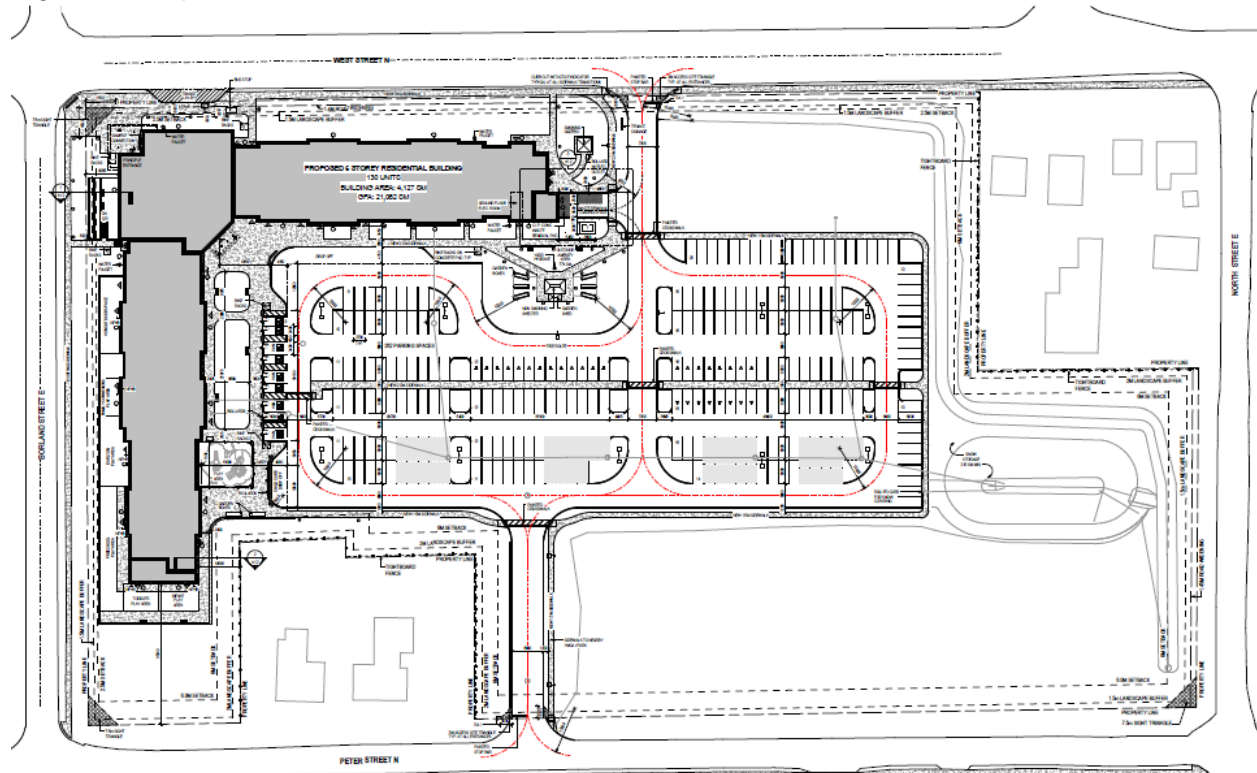
5.6 metres from the front lot line along West Street North;

5.0 metres from the southern exterior side lot line along Borland Street East;

8.3 metres from the northern exterior side lot line along North Street East; and

7.5 metres from the rear yard lot line adjacent to the residential use on Peter Street North.

Figure 4: Proposed Site Plan



The building height is proposed to be a maximum of 20.0 metres from the proposed grade to the top of the parapet. The design of the roof includes visual and noise screening for both mechanical penthouses, one on each wing, which are slightly higher than the roof line. The mechanical penthouses are located on the extent of the proposed wings.

A landscaping plan has been prepared and has been submitted as part of the associated Site Plan Control application. The landscape plan includes details regarding plantings to be located on the parking islands, adjacent to the building and patio areas, in the amenity areas, and 2 metre buffer adjacent to residential uses along the boundaries of the Site. There is also an open field area on the east portion of the Site to be planted with grass. Privacy fences will be installed along the south eastern boundary adjacent to existing residential use, as well as adjacent to the residential properties at the north end of the Site. The southeastern portion of the Site containing the existing memorial arboretum has been identified as tree preservation area.



In regards to stormwater management, the post-development storm drainage for the project will generally follow pre-development conditions. The development's building and parking lot area will drain via catch basin and storm sewer system to the proposed SWM dry pond which eventually outlets to the existing storm sewer at the intersection of Peter Street North and North Street East at a controlled flow rate. Low Impact Development (LID) features will be integrated with the design of the proposed storm drainage system in the form of vegetated drainage channel swales and dry pond, permeable pavers/perforated pipe system, and underground infiltration chambers. Details are included in the Stormwater Management Report and Servicing Brief in Section 6.1 of this Report.

The outdoor play and amenity areas are proposed in proximity to the building. Direct access is provided to the outdoor amenity patio area from the second floor residents' common room, and the play area is accessed via a sidewalk from the parking lot side entry of the building.

Two separate residents' lobby, one per building wing, are located on either side of the parking lot main entry to the building. The central hub entry of the building is proposed in the centre the building can be accessed from the West Street North and Borland Street East corner sidewalk, as well as the parking lot.

Main entry to County of Simcoe services including Children and Community Services, Ontario Works, and Social Housing, will be through the central hub. Direct access to each agency on the Borland Street wing including EarlyON Child and Family Centre, the licensed child care, Victorian Order of Nurses for Canada – Ontario Branch – Simcoe County Site (VON) seniors' support services, child and family supports through Simcoe Muskoka Family Connexions, will be from the Site's parking lot side of the building. VON and Simcoe Muskoka Family Connexions can also be accessed from the central hub via internal corridor. Sidewalk connection is provided from both street entrance points.

The building has been sited in a manner that appropriately addresses the Site, minimizes building flankage to the adjacent residential uses on Peter Street and provides a fenestration that visually reduces the mass of the building.

## 4.0 PLANNING ANALYSIS

Applicable planning policies of the Province of Ontario and the City of Orillia will be reviewed, and analysis provided with respect to how the proposed OPA and ZBA are consistent with the Provincial Policy Statement (2020), and generally conforms with the Growth Plan for the Greater Golden Horseshoe (2019) and the City of Orillia Official Plan (Consolidated 2019). Furthermore, the analysis section of the report will assess whether the proposed ZBA and OPA represents good planning in the public interest.

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (the "PPS") provides planning policies for the development of livable and healthy communities and is applicable to the subject property. The PPS has been reviewed and the following is a summary of the relevant policies as they relate to the proposed

development. The Provincial Policy Statement 2020 (PPS) came into effect on May 1, 2020 and applies to all planning decisions made on or after that date.

Policy 1.1.1 of the PPS seeks to achieve healthy, liveable and safe communities by promoting efficient and cost-effective development and land use patterns to minimize land consumption and servicing costs, accommodating an appropriate mix of land uses to meet long-term needs, protecting resources for economic or environmental benefit, and directing development away from areas of public health or safety risk. The proposed development provides for a mix of uses and a cost effective integration of community services by co-locating the on the site of a former institutional use on an established road network with available servicing in a community hub setting. In particular, policy 1.1.1 b) aims to accommodate appropriate affordable housing, as part of the range and mix of residential types to achieve a healthy, livable and safe community.

Section 1.1.3 is specific to Settlement Areas whereby the policies direct the majority of growth and development through increased densities and intensification, and promote a mix of land uses to meet current and projected needs. The subject property is located within the Settlement Area of Orillia. The proposal provides more efficient use of the land and provides for a mix of land uses.

Section 1.1.3.2 aims to incorporate land use patterns that are based on efficient use of land and resources, are appropriate for infrastructure and public service facilities which are planned or available, and avoid the need for settlement expansion, minimize negative air quality and impacts of a changing climate, and promote energy efficiency, support active transportation and are transit supportive, and provide a range of uses.

Section 1.1.3.3 aims to identify appropriate locations and promote opportunities for transit-supportive development and to accommodate a significant supply and range of housing options through intensification and redevelopment, as well as availability of suitable existing or planned public service facilities to accommodate projected needs.

The proposed development will assist the City in providing for a range of housing options and an efficient use of land and resources, as well as an effective use of infrastructure and proposed public service facility. Public service facilities are defined in the PPS as “land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure”. The proposed non-residential uses will provide multi-generational services that will offer social assistance, health and education programs, as well as social services for both community residents.

Section 1.3 addresses opportunities for employment by providing an appropriate mix and range of employment and institutional uses, encouraging compact, mixed use development that incorporates employment uses to support livable communities. The proposed mixed use would permit additional employment opportunities appropriate for the community in a mixed use development. In addition, the necessary infrastructure is available. In accordance with Section 1.6 of the PPS, the proposed additional uses will be on full municipal services.

Section 1.4 of the PPS addresses housing options. This Section outlines the minimum standards and policies for planning authorities on how to provide for an appropriate range and mix of housing options and densities throughout the municipality. These policies include permitting and

facilitating housing options required to meet social, health well-being, and economic requirements of current and future residents. In addition, all types of intensification and redevelopment are to locations where appropriate levels of infrastructure are available, as well as promote densities for new housing for the efficient use of land, resources and infrastructure and optimizes investments in transit infrastructure, and establish development standards for residential intensification to minimize the cost of housing and facilitate compact mixed-use form.

Specifically, policy 1.4.3 requires planning authorities to provide for an appropriate range and mix of housing options to meet projected affordable housing needs, in alignment with applicable housing plans. The proposed development will provide 130 affordable rental housing units. The proposed development adds to the City's supply of range of housing, as a rental option, provides for intensification on an underutilized lot, utilizes existing infrastructure on West Street North, where no upgrades are required, uses land efficiently through a compact urban form, and is transit supportive by adding to the population base on the existing transit route, and providing for boundary sidewalks and provision for safe and accessible bike parking.

Furthermore, the proposed development 130 affordable housing units is in alignment with the County of Simcoe 10-Year Affordable Housing and Homelessness Prevention Strategy. This project will achieve a significant portion of the affordable housing area targets identified in the 10-Year Affordable Housing and Homelessness Prevention Strategy, as well as the City of Orillia's Affordable Housing Action Plan identified need to increase rental housing stock.

Section 1.5 of the PPS encourages the promotion of healthy and active communities by planning for the needs of pedestrians, active transportation and community connectivity. The Site is also located on an arterial road with connectivity to internal sidewalks and walkways which are proposed to provide for pedestrian movements. The design of the Site also includes the necessary amenity space for residents for activities such as garden boxes and a playground. And external sidewalks provide connectivity with the Site to nearby Hillcrest Neighbourhood Park.

In addition, the proposed building will have a bicycle storage room on the ground floor for residents and outdoor bike racks for residents and visitors. Furthermore, the Site's close proximity to Couchiching Beach Park accommodates public access to Lake Couchiching shoreline and additional opportunity to promote healthy, active communities and public accessibility to parks and open space.

Section 1.6 addresses infrastructure and public service facilities. The PPS provides policy direction for the efficient use of existing and planned infrastructure, as well as planning for the integrated land use planning and growth management so that infrastructure and public service facilities are financially viable over their life cycle and available to meet current and projected needs.

The proposed development on the former ODCVI property demonstrates efficient use of existing infrastructure and proposes to provide a new public service facility, that is financially viable. The current and projected need for affordable housing, as well as both seniors and family support and services in a community hub setting with access to transit and active transportation, provides a for a range of multi-generational health and social services, as part of the County Orillia Campus Project. The co-location of affordable housing and community services provides opportunities for social interaction and operational efficiencies. The coordinated service delivery is estimated to generate a cumulative net benefit annually while also ensuring the asset is fully sustained in a

state of good repair through the asset management provision annual contributions. In addition, the project's operational sustainability includes the combination of quality building materials and practices, as well as accounting for the necessary capital reserve ensures the building will financially viable for the next 50 years.

Sewage, water and stormwater policies include the requirement for planning authorities to ensure efficient use of municipal sewage and water services and that stormwater management shall be optimized, feasible and financially viable over the long term, and minimizes erosion, contamination, impacts of climate change, and mitigate risk to human health, safety, property and the environment. The Site can be accommodated on full municipal water and sewage services as outlined in the Servicing and Stormwater Management Report, which is summarized in Section 6.1 of this Report. The Servicing and Stormwater Management Report also includes specifics about the implementation of green infrastructure on Site, promoted in the PPS, such as Low Impact Design (LID).

In accordance with the Transportation policies of Section 1.6. of the PPS, the proposed development is situated with lot frontage on West Street North, and is supported by a Traffic Impact Study as outlined in Section 6.4 of this Report. West Street North is identified as an arterial road and the proposed development contributes to the efficient use of the existing transportation system, including the surrounding road network, transit network and sidewalk network. There is an existing bus stop adjacent to the Site which will help minimize vehicle trips for residents. The density of the Site and its close proximity to commercial uses will aid in reducing the amount of vehicle trips in the area and support the use of both the transit and active transportation networks. The proposed development contributes to the efficient use of the existing transportation system. The subject property has frontage on an arterial road (West Street North), access to transit routes, and safe pedestrian access. The proposed development is appropriate and compatible with the existing transportation system.

Section 1.7 encourages long-term economic prosperity by providing necessary housing supply and range of housing options for a diverse workforce, optimizing use of land resources, infrastructure and public service facilities, promoting well-designed built form and energy conservation and minimizing negative impacts from a changing climate.

The proposed development will provide affordable rental housing option for the community ranging from studio to 3 bedroom units for seniors, single adult and families. The reuse of the former ODCVI property plans to use existing infrastructure and integration of a public service facility providing a co-location of community services, more coordinated service delivery, opportunities for social interaction, and an overall sense of place. The built form is designed as one building and divided into three distinct sections comprised of six and four storey 'wings' that are visually separated by the tiered central hub. The building architecture of the tiered wings purposely breaks up the building massing for improved integration into the existing neighbourhood. The exterior also borrows themes from historic downtown Orillia, with the building comprised of a bottom, middle and top. The bottom portion of the building is anchored in a heavier stone base while the middle and top have precast cornices and windows and veneer colours for a residential appearance and façade that blends with the neighbourhood.

Energy conservation is demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves

energy efficiency by minimizing air leakage, increasing indoor air quality, providing protection from noise pollution, and reducing operation and utility costs. Consideration of PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed on the fourth floor tenant common room. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon foot print and greenhouse gas emissions will also be made. The Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations.

Section 1.8 contains specific requirements for planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns that promote compact form, promote the use of active transportation and transit; focus major uses on sites served by transit; improve the mix of employment and housing, promote design and orientation that maximizes efficiency and conservation, and renewable/alternative energy; and, maximizes vegetation within settlement areas.

The proposed development promotes compact form by integrating community services in a residential development; using existing infrastructure, supporting transit and active transportation and incorporating a high standard of energy efficient building design and materials. In addition, the proposed development will enhance the vegetation on the Site by preserving the memorial arboretum, provide grass cover for open areas, and plant additional trees and shrubs around the building and in the parking lot.

Section 2 of the PPS pertains to the wise use and management of resources. Accordingly, natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archaeology shall be protected. The Site of the proposed development does not have any identified natural heritage features.

With respect to the PPS policies regarding protecting and improving water quality and quantity, the proposed development is located within the City's Intake Protection Zone Two (IPZ2) and a Significant Groundwater Recharge Area (SGRA). In addition, the northern portion of the Site is located in Wellhead Protection Area C1 (10 years) with a Vulnerability Score of 4; and the southern portion of Site is located in Wellhead Protection Area B (2 years) with a Vulnerability Score of 6 as identified in the City's Official Plan Schedule F. The proposed development on the Site is for mixed-use and no negative impacts on the water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 6.2 of this Report. Surface water quality and quantity are discussed in the stormwater management section of the PPS review as well as the review of the Servicing and Stormwater Report that was undertaken for the Site.

The PPS also provides policies for the conservation of significant built and cultural heritage resources and landscapes. A Stage 1 and 2 Archaeological Assessment has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources. This Assessment is summarized in Section 6.3 of this Report.

Section 3 of the PPS is with regard to reducing the potential risk to the public from issues surrounding health and safety from a natural or man-made hazard. In accordance with Section 3.1 and 3.2 the proposed development is not on hazardous lands and hazardous sites and not affected by a dynamic beach hazard, flooding hazard or erosion hazard. Nor is the subject property proposing to be developed on, abutting or adjacent to lands affected by hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations or contamination.

Based on this review, the proposed development is consistent with the applicable policies of the PPS.

#### 4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is a framework planning document for managing growth in the Greater Golden Horseshoe area and is applicable to the subject property. The Growth Plan provides a long-term framework for implementing Ontario’s vision for building stronger, efficient, and healthy communities by promoting complete community planning. The Growth Plan was reviewed and the following applicable sections are summarized as they relate to the proposed official plan and zoning by-law amendments.

Section 1.2.1 outlines the guiding principles of the Growth Plan. Key among the Plan’s guiding principles are to:

- “Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households”, and
- “Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government”.

The proposed development supports a range of housing options in the community and offers affordable housing to seniors, families, and individuals with accessibility and/or support needs, and is a wise investment of infrastructure to allow integrated and coordinated municipal and community partnerships to better support the community.

Section 2 of the Growth Plan provides policies on ‘where and how to grow’ and addresses policies to manage growth, including intensification, planning for complete communities, access to services and transit, employment, and housing. In accordance with Section 2.2.1 of the Growth Plan which includes policies for how to manage growth, and directs a vast majority of growth to Settlement Areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of a complete community. The Site is located within a primary Settlement Area and is also located within the delineated built boundary of the City. The Site is to be serviced by existing municipal water and sewage system and the proposed development supports the development of a complete community by providing future residents with access to existing commercial areas and services, as well as public transportation. Residents are provided with the ability to conveniently access most of the necessities for daily living. Furthermore, within Settlement Areas, growth will be focused in delineated built-up areas, strategic growth areas, in a location within existing or planned transit, and within areas with existing or planned public service facilities. As discussed, the Site is located within a built-up area of the City. The location of the Site is adjacent to an existing bus stop that provides residents with public transportation to access other areas of the City that contain various public service facilities,

including recreational facilities. Furthermore, the proposed development will include a public service facility, as defined by the PPS. The Site is also located in an existing residential neighbourhood within walking distance to the neighbourhood park and the recreational features of Lake Couchiching.

Section 2.2.1 (4) further supports the achievement of complete communities through encouraging a diverse mix of land uses, access to services, range and mix of housing options, access to transportation options and use of active transportation, a vibrant public realm, integration of green infrastructure, and climate change mitigation.

Section 2.2.2.1 (a) requires the City of Orillia to achieve a minimum intensification target of 50 per cent of its residential development within its delineated built-up area. The proposed development will contribute to this target. The proposed development of 130 residential units within this identified built-up area, will assist the City in meeting this intensification target.

Section 2.2.6 Housing, the Growth Plan stipulates that municipalities will support housing choice through the achievement of implementing the minimum intensification and density targets of the Growth Plan, and other application policies of the Plan, by:

- identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;
- establishing targets for affordable ownership housing and rental housing;
- align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011.

The proposed development provides affordable housing units to the City in an apartment building which provides an affordable rental option for residents within a complete community. Furthermore, the County's 10 Year Affordable Housing and Homelessness Prevention Strategy plans to achieve affordable housing requirements and meets the intent of Section 2.2.6.1 of the Growth Plan, as the proposed development will significantly contribute to the affordable housing targets identified for the City and meet many of the City of Orillia Affordable Housing Action Plan's recommended actions.

The proposed development will contribute to intensification, a complete community, access to services and employment as they are proposed to be permitted as a mixed-use within the City's delineated built-up area. Furthermore, the proposed development uses would provide convenient access to a public service facility, as defined by the PPS, in a community hub setting. The proposed development will provide multi-generational services that will offer social assistance, health and education programs, as well as social services for both community residents.

Section 3 contains policies that address infrastructure needs to support growth such as planning for the movement of people and goods, water and wastewater systems, stormwater, and investment in public service facilities. The proposed additional uses at a location accessible by multiple modes of transportation, have existing water and wastewater systems and stormwater system. In addition, the development would contribute to a public service facility as addressed, in a community hub setting.

Specifically, section 3.2.8 provides for planning, investment, and coordination of public service facilities to meet the needs of the community and optimize the long-term viability of public investments. The subject property is owned by the County of Simcoe and the building manager

and operated by the Simcoe County Housing Corporation. The proposed mixed-use development will contribute to the coordination and cost-effectiveness of a community hub setting with access to transit and active transportation.

Section 4 of the Growth Plan contains the natural heritage and resource conservation policies. The Site is located within the City's Intake Protection Zone Two (IPZ2) and a Significant Groundwater Recharge Area (SGRA). In addition, the northern portion of the Site is located in Wellhead Protection Area C1 (10 years) with a Vulnerability Score of 4; and the southern portion of Site is located in Wellhead Protection Area B (2 years) with a Vulnerability Score of 6 as identified in the City's Official Plan Schedule F. The proposed development on the Site is for mixed-use and no negative impacts on the long-term protection and water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 6.2 of this Report.

Section 4.2.2 of the Growth Plan specifically speaks to the Natural Heritage System mapping that would apply to areas of a Municipality that require policies to maintain, restore or enhance the diversity of the system and the long-term ecological or hydrological functions of the features and areas. The Site is not located within the draft Natural Heritage System mapping.

The Site is not located within an agricultural area, a mineral aggregate resource area, nor have any cultural heritage resources been found on the Site thus these policies in the Growth Plan are not applicable to the Site.

Section 4.2.5 encourages municipalities to develop and establish an open space system which may include opportunities for rooftop gardens, communal courtyards and public parks. The proposed development will have accessible garden box on the second floor outdoor amenity patio, as well as the ground level communal outdoor amenity area. In addition, the Site in proximity to City owned park system.

Sections 4.2.9 and 4.2.10 provide policies with respect to a culture of conservation and climate change. These policies are generally intended for municipal implementation however, the Site is being developed in a compact form, will contribute to the achievement of a complete community and intensification and is adjacent to existing transit route and active transportation uses.

Energy conservation will also be demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. Consideration to PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed on the fourth floor tenant common room. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon foot print and greenhouse gas emissions will also be made. The Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations. In addition, the Servicing and Stormwater Management Report also includes specifics about the implementation of green infrastructure on Site, promoted in the PPS, such as Low Impact Design (LID).



The City of Orillia is also subject to the Simcoe Sub-Area policies of Section 6 of the Growth Plan. Section 6 direct growth to communities in the Simcoe sub-area where development can be most effectively serviced and where growth improves the range of opportunities for people to live, work, and play in their communities, particularly in primary settlement areas. In addition, primary settlement areas are required to plan for intensification, transit-supportive complete communities, as well as employment opportunities. The City of Orillia, as identified in Schedule 8 of the Growth Plan as a primary settlement area, general meets the policy framework of this Section and the proposed development will achieve the policy requirements of this Section.

Growth forecasts for the City of Orillia are outlined in Schedule 7 of the Growth Plan. The City of Orillia is forecasted to have a population of 41,000 and 21,000 jobs by the year 2031. The proposed development will help the City reach these targets by providing 130 residential units at a higher density of housing and a different housing option (affordable rental) as well as non-residential uses, in a public services facility that will increase access to community services for both building tenants as well as area residents.

Based on this review, the proposed development conforms with the applicable policies of the Growth Plan.

#### 4.3 City of Orillia (Consolidated 2019)

The City of Orillia Official Plan (City Official Plan) designates the Site 'Living Area – Intensification Area' on Schedule 'A', the Land Use Plan and is subject to the general objectives and policies of the 'Living Area' designation, as well as the intent and development policies of the 'Intensification Area' designation. In addition, the property is located on West Street North, an arterial road shown on Schedule 'D' of City's Official Plan, and bounded by Borland Street East and Peter Street North (local roads) and North Street East (collector road).

The City of Orillia Official Plan general 'Living Area' designation objectives provides a policy framework for residential development. The Living Area designation objectives aim to protect and enhance the existing character of neighbourhoods, while at the same time promote higher density, transit supportive and mixed-use development, encourage a range of housing forms and tenures that are compatible with the character of the adjacent buildings.

Section 2.2 of the City Official Plan guides growth management in a responsible and efficient manner, and states "a minimum of 40 percent of all new residential development shall be accommodated through intensification initiatives on lands within the Built Boundary identified on Schedule 'A'. The redevelopment of the former school property will contribute to this target. The proposed development of 130 residential units within this identified built-up area, will assist the City in meeting it's intensification target.

Section 3.3.3 of the City Official Plan provides the General Living Area designation policies. Policy 3.3.3.2 encourages the development of affordable housing for low and moderate income households and promotes higher density housing forms to facilitate affordability. In addition, affordable housing is encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.

The proposed development of affordable rental housing meets the definition of affordable housing, as defined by the PPS, is a higher density housing form with mixed-use of community

and social services, and is adjacent to an existing transit route and bounded by sidewalks for active transportation.

In addition, the City of Orillia's Affordable Housing Action Plan identified the need to increase rental housing stock. The proposed development will significantly contribute to the affordable housing for the City and meet many of the City of Orillia Affordable Housing Action Plan's recommended actions

Section 3.3.3.3 encourages an array of housing and building types throughout the 'Living Area' designations. Built form combined with density should be considered in development proposals. The proposed development contributes to the housing array in the area. In addition the proposed density, "a product of the relationship between built form, height and lot coverage" proportionately accommodates the use.

Section 3.3.3.4 permits infill housing development in the 'Living Area' designations that is compatible with the surrounding context. The proposed redevelopment of the former school property is infill development and designed in a manner that is compatible with the area.

Section 3.3.3.7 permits apartment buildings in the 'Intensification Area' in proximity to a public transit route, community facilities and commercial facilities and shall be compatible with the character of the surrounding community.

Compatible, as defined in the City's Official Plan, means development may not necessarily be the same or similar to existing buildings, but enhances an established community and co-exists with existing development without causing any undue adverse impact on surrounding properties.

The proposed development is compatible with the character of the surrounding community. The redevelopment of the former school into a mixed-use residential building is in keeping with the general character of the neighbourhood. The existing surrounding land uses represent a range of residential densities from 'R1' to 'R5' uses and commercial uses. The building wing adjacent to existing 'R1' use along Borland Street and Peter Street is 4 storeys and setback from the street as much as possible. There are also no residential unit windows proposed on the eastward facing wall closest to the residential dwellings to the east of the Site. The building wing along West Street North, adjacent to existing 'R5' and commercial uses is proposed to be six storeys. The development will be subject to Site Plan Control and will comply with the Official Plan's Urban Design Guidelines. A comprehensive land use compatibility analysis is provided in Section 5.0.

Section 3.3.3.15 permits child care facility within the 'Living Area' designation, subject to Site Plan Control, must be well buffered from adjacent residential uses, be compatible with the character of the surrounding neighbourhood and provide adequate parking and drop-off/pick up facilities.

The mixed-use development proposed to include a licensed child care centre with outdoor play areas. Adequate parking and drop-off/pick-up layby parking location have been accommodated. The outdoor play areas are buffered from adjacent residential uses. In addition, the noise study concluded that childcare facilities are not considered a stationary noise source under the applicable noise guideline, therefore no mitigation measures are required This Assessment is summarized in Section 6.6 of this Report. Furthermore, the proposed use is compatible with and supportive of the character of the surrounding residential use.

Section 3.3.3.16 permits local convenience and service retail uses. For purposes of clarity, the City Official Plan notes, that local convenience and service retail uses may include, but shall not be limited to, offices, retail, restaurants, and service commercial uses but shall not include automotive-oriented uses of any kind (sales, service, gas stations, and car washes). These non-residential permitted uses are limited to a combined maximum Gross Floor Area of 750 square metres, require a zoning by-law amendment, are subject to Site Plan Control, must be buffered from adjacent residential uses, shall be compatible with the character of the surrounding community, shall not provide parking in the front yard, provide appropriate signage. The mixed-use development proposed to include administrative office space, community kitchen, program rooms and small café for the deliver of community and social services. The building is appropriately buffered from adjacent residential uses. The existing memorial arboretum will be supplemented with additional green space as illustrated in the landscaping plan In addition, the noise study concluded the noise impacts from the building's mechanical equipment are appropriately mitigated and additional noise barriers are not required. Furthermore, the proposed use is compatible with and supportive of the character of the surrounding residential use.

In addition to a zoning by-law amendment, the County of Simcoe is requesting an Official Plan amendment to increase the permitted Gross Floor Area for non-residential uses. The site-specific OPA is also requested, to permit additional non-residential space from a maximum of Gross Floor Area of 750 square metres to Gross Floor Area of 3,000 square metres.

In addition to 130 residential affordable housing units, resources and supports through County of Simcoe services including Children and Community Services, Ontario Works, and Social Housing, additional proposed non-residential uses include a non-profit Family Centre, seniors' support services, child and family supports, and employment supports. The leasable space on the second floor of the six storey wing is also currently designed for commercial use. However, architectural considerations such as floor spans, exterior windows, supporting columns, electrical panels, plumbing and ventilation requirements will mirror the upper-story residential layout. This flexibility has been incorporated into the building design; should the commercial space be deemed surplus, approximately 17 additional residential units could be constructed within in this space, at a later date.

Section 3.3.6.1 provides policies specific to the 'Living Area - Intensification Area' designation, shown on Schedule 'A', the Land Use Plan. Lands within the 'Intensification Area' designation are intended to provide higher density, transit supportive and accommodate mixed-use development that take advantage of their location for access to public transit routes. All new development must also conform to the Design Policies for the Living Areas.

Sections 3.3.6.2 and 3.3.6.4 lists permitted uses and development policies on lands identified as 'Intensification Area' on Schedule 'A' and includes mixed-use buildings with retail/service commercial and/or office uses in combination with residential dwelling units; child care facilities; public uses subject to Site Plan Control, compatibility with its surrounding context, angular plane provisions, attractive landscape treatments, and centralized access with rear yard parking. The proposed development is permitted in the 'Living Area - Intensification Area', will be subject to Site Plan Control, and will be compatible with the character of the surrounding community. The redevelopment of the former school into a mixed-use residential building is in keeping with the general character of the neighbourhood. The proposed development exceeds the angular plane provision, will provide an appropriate interface with abutting residential buildings and will comply

with the Official Plan's Urban Design Guidelines. Details of the angular plane provision and a comprehensive land use compatibility analysis is provided in Section 5.0.

Section 3.3.7 of the City Official Plan contains extensive design policies with the objective of enhancing the livability and physical appeal of the community through the quality, layout and attractiveness of its public and private spaces and buildings to enhance the well-being, health and prosperity of the citizens. As well as provide visual diversity, well-defined public realm, transit supportive and pedestrian connectivity with the waterfront, in proximity to neighbourhood services.

The proposed development will achieve the City's design objectives through the redevelopment of the currently vacant Site. The proposed development includes a building that encompasses historic architectural features, quality building materials, and will be equipped with efficient mechanic and heating systems, will include public open space for walking and amenity areas, is transit supportive and within walking distance to Lake Couchiching and parks.

Section 3.3.7.4 provides policy direction on building design. The City Official Plan encourages an appropriate range of housing types and tenures, built form that incorporates principles of sustainable development, energy and resource efficiency, compatibility with adjacent and neighbouring development, as well as clearly visible building barrier-free entrance and outdoor amenity areas at ground level.

The proposed development will offer rental affordable housing units, ranging from studio apartments, 1 bedroom, 2 bedroom and 3 bedroom units for seniors, single adults and families. On-site stormwater impact will be mitigated by the proposed landscaped design that will provide permeable surfaces and ample planting areas. In addition, the proposed landscaping will assist in reducing urban heat island effects. Sustainable elements such as walkways and bicycle parking are integrated through the Site. The proposed outdoor amenity area will further enhance stormwater mitigation on site and enhance the tenant experience.

With respect to the building itself, all interior and exterior lights will be LED lighting to reduce energy consumption. The building reduces the consumption of water through the use of low flow fixtures where possible. A light coloured roof will be used to further reduce heat island effects and materials with low volatile organic compounds (VOC) will be used to reduce harmful emissions. A green roof will be installed on the fourth floor tenant common room. Green roofs provide energy efficiency as well as reduction of water runoff. Energy conservation is demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance.

In addition, the proposed building design is compatible with the adjacent and neighbouring development whereby the higher storey wing fronts the arterial road with existing higher densities, and the lower storey wing is adjacent to the existing residential neighbourhood. There are also no residential unit windows proposed on the eastward facing wall closest to the residential dwellings to the east of the Site. The building is proposed to have primary entrance located at the intersection of West Street North and Borland Street East, steps from the transit stop. A second building entrance is accessed from the parking lot and outdoor amenity area. Both entrances will be barrier-free and will service the main hub foyer and will be at ground level. Separate secured entrances are proposed for tenant access to each wing of residential units. A comprehensive land use compatibility analysis is provided in Section 5.0.

The following Section 3.3.7.4.4 of the Official Plan is specific to apartment building design, encouraging buildings to be oriented to front the road, with a minimum setback and requiring permanent parking, loading and service areas be located in side or rear yards and set back from the front facade of the building. It is also encouraged that rooftop mechanical equipment be screened with complementary building materials.

The proposed building is comprised of six and four storey 'wings' that are visually separated by the tiered central hub. The 'wings' of the proposed building will be located along Borland Street East and a port of West Street North frontage. The shape and orientation of the building will provide an optimal layout when considering parking and setbacks. Parking will be located at the rear of the building and the loading dock area will accessed from the primary entrance off of West Street North and located on the north side of building. The rooftop mechanical penthouses will be enclosed and faced with the same building material as upper portion of building.

Section 3.3.7.4.5 outlines design policies for Local Convenience/Service Retail uses including incorporating utility, waste/recycling, and storage requirements in the building. Indoor garbage room with recycling and organic bins will be located in the basement of the building. It is proposed all waste bins will transported to the ground floor for collection via a utility elevator. In addition, ample storage room is available in the basement for lease by the on-site non-residential agencies. Also located in the basement will be the sprinkler room and communications room. The electrical room is proposed to be on the ground floor of the West Street wing.

A high standard of landscaping is also required including plantings that visually enhance the Site, screen parking, create a consistent landscape treatment and buffer planting shall consist of a mix of coniferous and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons. In addition, where a proposed use abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features shall be utilized to ensure that there is adequate screening between the uses.

The proposed development includes a comprehensive landscape plan. The landscape plan includes details regarding plantings to be located on the parking islands, adjacent to the building and patio areas, in the amenity areas, and 2 metre buffer adjacent to residential uses along the boundaries of the Site. There is also an open field area on the east portion of the Site to be planted with grass. Privacy fences will in installed along the south eastern boundary adjacent to existing residential use, as well as adjacent to the residential properties at the north end of the Site. The southeastern portion of the Site has been identified as tree preservation area of the existing memorial arboretum.

Section 3.3.7.7 addresses specific policies for the requirement of safe LED, pedestrian-scale, dark-skies friendly, and full-cut off lighting with zero light leakage. Outdoor lighting on the Site is proposed to be LED. Additional information is identified in the Lighting Plan submitted as part of the associated Site Plan Control application.

Section 8.2 addresses amendments to the Plan can be considered with respect to site specific proposals that must be addressed. An site specific official plan amendment is being requested to address a issue raised with respect to Official Plan policy Section 3.3.3.16 to permit additional

non-residential space from a maximum of Gross Floor Area of 750 square metres to Gross Floor Area of 3,000 square metres.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the City Official Plan.

#### 4.4 City of Orillia Zoning By-law (2014)

The City of Orillia Zoning By-law 2014-44 (the City ZBL) zones the Site 'Institutional One (School Zone) Holding Two' (I1(H2)) within the Wellhead Protection Zone Overlay as shown in Figure 2. The Institutional One Zone is representative of the secondary school use formerly on Site. Current permitted uses are limited to schools, child care centre, existing uses, place of worship and public uses.

In order to facilitate the proposed development, the Site is required to be rezoned to the 'Residential Type Five - Intensification (R5i) Zone' to permit an apartment dwelling, public use, Business, Professional or Administrative Office, Restaurant, and Child Care Centre. This Site is also within the Wellhead Protection Zone Overlay and is therefore subject to the Hold-2 (H2).

The permitted uses in the 'R5i Zone' include the requested following uses:

- Apartment Dwelling,
- Public Use,
- Business, Professional or Administrative Office,
- Restaurant, and
- Child Care Centre.

Following review of the Zoning By-law, the proposed development also requires the following Site specific amendments:

- An increase the maximum building height provision for the R5i -E Zone from 12.5 metres to 20.5 metres;
- To identify West Street North as the front yard;
- A reduction to the required parking standard per unit. Reduce the required parking for an apartment style dwelling from 1.5 space per unit plus 0.25 spaces for visitor parking, to 1.03 space per unit. With the proposed exception to the parking standards, 322 parking spaces will be required; 262 parking spaces are provided on the plan. No reduction to non-residential parking, or barrier-free parking spaces is being requested; and
- An increase the permitted Gross Floor Area for office use limits each permitted non-residential use to 250 square metre per premises to a maximum of 750 square metre on a lot.

In accordance with the zone provisions for residential zones in Section 7.4 of the Zoning By-law, a summary of the proposed lot standards are provided in Table 1.

Table 1: 'R5i Zone' Standards

ZONING PROVISION	REQUIRED STANDARD	PROPOSED STANDARD
Zoning	R5i Residential (H2)	R5i Residential Exception
Minimum Lot area	1,000 square metres	4,166 square metres
Lot frontage – West Street North	30.0 metres	227 metres
Setbacks West Street North	Front – 2.5 meters (min.)	5.7 metres
Borland Street East	Exterior Yards - 2.5 metres (min.)	8.3 metres
North Street East	Interior Side Yard - 6.0 metres (min)	106.9 metres
Peter Street North	Rear – 6.0 metres (min.)	35.7 metres
Maximum Lot coverage	60%	46%
<b>Building height</b>	<b>12.5 meters</b>	<b>20.5 meters</b>
Minimum Landscaped Opens Space	40%	54%

Increase the maximum building height

It is submitted that the proposed zoning amendment respecting building height is appropriate for the following reasons:

The maximum permitted height of a building within the R5 Zone is 12.5 metres. The proposed height of the apartment building is 20.0 metres. A site specific amendment is sought to include a maximum height of 20.5 metres for the Site. By proposing a maximum height of 20.5 metres in the site specific zoning, flexibility is provided subject to final grades on the Site.

It is suggested that the Zoning By-law provision of 12.5 metre maximum building height is to provide for a four storey building and considered compatible with adjacent and neighbouring residential uses. A four storey wing of the building is proposed adjacent to neighbouring residential uses and a 6 storey wing of the building is proposed adjacent to the arterial road and higher density uses. In addition, modern building approaches to have a higher ground floor for commercial use and first floor have partially necessitated a slightly higher building height. Furthermore, additional height is calculated in the building design to allow for communication, and efficient mechanical, infrastructure between each storey.

The architectural design of the proposed building includes a series flat roofs and parapets which were utilized in the building design to be compatible with similar designs as surrounding higher density and commercial developments. It should be noted that the applicable height, when in

reference to a building, is defined in the Zoning By-law and shall mean the vertical distance measured between the finished grade of the wall of such building facing the front lot line and the highest point of the roof surface or parapet, whichever is greater, of a flat roof. As per Section 5.9 of the City Zoning By-law, the mechanical penthouse is not included in the height of the proposed apartment building.

Although the proposed height of the building exceeds what is permitted in the City Zoning By-law, the overall height of the building is minimized because the built form is designed as three distinct sections comprised of six (6) and four (4) storey 'wings' that are visually separated by the tiered central hub. The building architecture of the tiered wings purposely breaks up the building massing for improved integration into the existing neighbourhood as well as presence on the arterial road.

The Site is located within the Intensification Area of the City Official Plan which encourages transit supportive densities and apartment buildings up to eight (8) storeys.

#### Identify West Street North as the front yard

It is submitted that the proposed zoning amendment respecting West Street North be identified as the front yard is appropriate for the following reasons:

Front yard, as defined by the City Zoning By-law, means a yard extending across the full width of a lot between the front lot line of such lot and the nearest part of any main wall of the building on such lot. At the nearest part, the main entrance of the building is proposed to be setback approximately 5.6 metres from the lot line.

#### Reduction to the required parking standard

It is submitted that the proposed zoning amendment respecting a reduction in parking provision is appropriate for the following reasons:

Section 6.2 of the City Zoning By-law outlines the Parking and loading standards and requirements. The general requirements for residential use that contains more than 3 dwelling units is 1.5 space per unit, for proposed on-site non-residential uses, parking standard for child care centre is 1 parking space per classroom (minimum of 3 spaces), and 1 parking space per 30 metres of gross floor area of business, professional or administrative office. Furthermore, the ZBL requires 10 bicycle parking spaces for every parking space and 1 space per 300 square metres of commercial area.

As itemized in Table 2 below, the proposed development meets the parking requirements for non-residential uses. However, a reduction in residential parking requirement is being sought.



Table 2: Proposed Parking Supply

CATEGORY	PARKING STANDARD	SIZE	REQUIRED	PROVIDED	NET PARKING SUPPLY
Residential Building containing more than 3 dwelling units	1.5 spaces per unit	130 units	195 spaces	134 spaces	- 61
Child Care Centre	1 space per class (min. of 3 parking spaces)	4 classes	4 spaces	4 spaces	
Business, Professional or Administrative Office	1 parking space per 30.0m <sup>2</sup> G.F.A.	3,427 m <sup>2</sup>	114 spaces	114 spaces	-
All other uses		293 m <sup>2</sup>	10 spaces	10 spaces	-
<b>Total Parking Spaces</b>			<b>322 spaces</b>	<b>262 spaces</b>	<b>- 61 spaces</b>
Barrier-Free Parking	2 spaces + 2% of Required spaces		9 spaces	9 spaces	0 spaces
Bicycle Parking	1 space per 10 residential spaces 1 space per 300 m <sup>2</sup> commercial area		32 spaces + 13 spaces = 45 spaces	28 indoor + 42 outdoor = 70 spaces	+ 25 spaces

A reduction from 1.5 to 1.03 spaces per residential unit is proposed. This includes 105 resident parking spaces and 29 residential visitor parking spaces. No reductions to commercial parking space requirements are requested.

Parking surveys of other County owned housing facilities demonstrates an average parking per unit ratio of approximately 0.5 spaces per unit. It is acknowledged that many affordable housing tenants rely on public transit and/or mobility aids for the majority of their transportation needs.

The proposed development is adjacent to existing transit route and within walking distance to commercial and recreational amenities, and there is reduced reliance on single automobile trips.

Additional information is outlined in the Parking Analysis of the Traffic Impact Study, which is summarized in Section 6.4 of this Report.

Increase the permitted Gross Floor Area for office use

It is submitted that the proposed increase the permitted Gross Floor Area for office use limits each permitted non-residential use subject to the provision of 250 square metre gross floor area (G.F.A.) per premises and the maximum of 750 square metre G.F.A on a lot is appropriate at this location for the following reasons:

In accordance with the permitted uses for residential zones in Table 7.1 of the Zoning By-law, a summary of the proposed non-residential use subject to maximum G.F.A. provision are provided in Table 3 below.

Table 3: non-residential uses and maximum G.F.A. provision

ZONING PROVISION	REQUIRED STANDARD	PROPOSED STANDARD
Business, Professional or Administrative Office –		
<b>County of Simcoe</b> Social and Community Services	Public use	990 square metres
<b>County of Simcoe</b> Community Kitchen	Public use	47 square metres
<b>EarlyON</b>	250 square metres	<b>293 square metres</b>
<b>VON</b>	250 square metres	<b>426 square metres</b>
<b>Simcoe Muskoka Family</b> <b>Connexions</b>	250 square metres	<b>295 square metres</b>
Community Agency Space	250 square metres	<b>228 square metres</b>
Future Corporate Offices (2 <sup>nd</sup> floor non-residential)	250 square metres	<b>1,435 square metres</b>
Basement Corporate Space	250 square metres	<b>350 Square metres</b>
Restaurant –		
Café	250 square metres	<b>47 square metres</b>
Maximum per premises	250.0 square metres	<b>2,804 square metres</b>
Maximum total commercial GFA	750.0 square metres	

It should be noted the maximum GFA does not apply to the licensed child care centre use, therefore has not been included in the GFA calculations in Table 3. In addition, the County Community and Social Services office space and community kitchen uses included in Table 3 are not subject to the maximum G.F.A. provision because the proposed use meets the ZBL definition of ‘Public Use’ and the Corporation of the County of Simcoe meets the definition of ‘Public Authority’ as follows:

Public Use means any use of land, Buildings or Structures by or on behalf of a Public Authority. Public Authority means any ministry, department, commission, corporation, authority, board, utility or other agency established from time to time by the Government of Canada, Government of Ontario, the City of Orillia or any other municipal corporation.

It is understood the intent of limiting the size of some of the non-residential uses in the R5i zone is to ensure these uses remained accessory and complimentary to the residential character of the zone. The non-residential uses included in the proposed development include a number of agencies which serve residents of all ages. Ground floor resources and supports through County of Simcoe services including Children and Community Services, Ontario Works, and Social

Housing, as well as potential corporate County services, will be available as key components of the campus. EarlyON Child and Family Centre, licensed child care, Victorian Order of Nurses for Canada – Ontario Branch – Simcoe County Site (VON) seniors' support services, child and family supports through Simcoe Muskoka Family Connexions, and employment supports will also be of great benefit not only to residents from the building but also from the broader neighbourhood.

Furthermore, the on-site service hub setting presents partnership opportunities with community agencies to work directly with residents with specialized needs. Specifically, the studio units, approximately 29, are integrated on all levels of the four storey residential wing of the building.

The leasable space on the second floor of the six storey wing is currently designed as commercial space intended for future corporate offices. However, should this space not be required for use by the County, the option to lease the space for other commercial uses would provide flexibility in the operational sustainability of the building. In addition, should this space not be required for a permitted non-residential use, architectural considerations such as floor spans, exterior windows, supporting columns, electrical panels, plumbing and ventilation requirements mirror the upper-story residential layout. This allows for additional flexibility to construct approximately 17 additional residential units, at a later date.

Therefore, the non-residential uses in the proposed development are intended to service building residents as well as serve as a community hub for the delivery of community and social services for the neighbourhood and surrounding area. The proposed increase in the provision of 250 square metre G.F.A. per premises and the maximum of 750 square metre G.F.A, as identified in Table 3 is appropriate for the Site.

#### Holding Zone Two ('H2')

It is submitted is appropriate to the lift the ,Holding Two' (I1(H2)) Zone Overlay. The proposed development on the Site is for mixed-use and no negative impacts on the long-term protection and water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 6.2 of this Report.

Based on this review, the proposed zoning by-law amendments conforms with the applicable policies of the City of Orillia Official Plan.

## 5.0 LAND USE COMPATABILITY ANALYSIS

A widely recognized goal of planning activities is the achievement of a high degree of land use compatibility and the assurance of appropriate uses. Appropriateness of existing and proposed land uses with regard to the existing and planned community should take into consideration how development can enhance an established community and co-exists with existing development without causing any undue adverse impact on surrounding properties.

### Building Design

The proposed development is to provide affordable housing apartment units in the City of Orillia in the form of a multi-dwelling apartment building. The development is proposed to include a mixed-use building, outdoor amenity areas, parking lot, and green space including the existing ODCVI memorial arboretum. The proposed building will be 'L' shaped and with presence along the West

Street North and Borland Street East frontages. The shape and orientation of the building will provide an optimal layout when considering parking and on-street access and compatibility with its surrounding properties.

The building is designed as one building and divided into three distinct sections comprised of six and four storey 'wings' that are visually separated by the tiered central hub. The six storey wing is also referred to as the West Street North facing wing 'West wing', and the four storey wing as the wing along Borland Street East as the 'South wing'.

The integration of community and social service uses in the building contributes toward a complete community. The proposed mix-use supports the liveability of the area by integrating services that residents both of the proposed building and surrounding community can access. The proposed development includes approximately 130 affordable mixed residential units and are designed for seniors, families, and individuals. Approximately 84 of the 130 units are targeted for seniors and persons with supportive needs. In addition, the building is proposed to include a number of social and community service uses on the ground level. Additional non-residential space is also proposed on the second floor of the West wing, for administrative and office use. Two separate residents' lobby, one per building wing, are located on either side of the parking lot main entry to the building. The central hub entry of the building is proposed in the centre the building can be accessed from the West Street North and Borland Street East corner sidewalk, as well as the parking lot.

The main entry to County of Simcoe services including Children and Community Services, Ontario Works, and Social Housing, will be through the central hub. While maintain street access for the central hub area, direct access to each agency in the South wing including EarlyON Child and Family Centre, the licensed child care, Victorian Order of Nurses for Canada – Ontario Branch – Simcoe County Site (VON) seniors' support services, child and family supports through Simcoe Muskoka Family Connexions, will be from the Site's parking lot side of the building. VON and Simcoe Muskoka Family Connexions can also be accessed from the central hub via internal corridor. Sidewalk connection is provided from both street entrance points.

In addition, the scale, design and choice of proposed materials and colours have been given careful consideration to ensure compatibility and to achieve architectural diversity in the community. Although the Site is not located in the City's heritage conservation district, the City of Orillia Heritage Conservation District Plan was referenced with regard to the Plan's conservation and development guidelines for new construction. The guidelines recommend new buildings follow the façade proportions of window openings to wall area, materials, and design such as dividing storeys and massing patterns common in the area. The proposed design of the building borrows themes from historic downtown Orillia, with the building comprised of a bottom, middle and top proportions. The bottom portion of the building is anchored in a heavier stone base while the middle and top have precast cornices, brick masonry, appropriate window pattern, and veneer colours for a residential appearance and façade that is compatible with the character of the surrounding community.

The incorporation of quality architectural treatments enhances and reinforces the community character for façades visible from surrounding properties. Architectural treatments proposed for this development will incorporate a mixture of quality, durable and sustainable materials on all levels of the building. Details of the architectural finishes will be refined through the Site Plan.

As illustrated in Figure 5, proposed building is appropriately set back from the existing residential properties and the balance of the development is buffered.

Figure 5: Aerial view of Site with imposed rendering of proposed building location



Figure 6 illustrates the proposed building is location further from existing residential dwellings than the previous school that was on site.

Figure 6: Overlay of proposed development



The proposal will ensure compatibility with the adjacent lower density neighbourhood to the south and east by providing appropriate setbacks and also exceeding the 45 degree angular plane. The transition to lower density areas is further defined through the siting of the building, locating the majority of the building away from adjacent lower density residential neighbourhood. Overlook is minimal as the proposed development does not contemplate balconies or decks as illustrated in the sight line analysis (Figure 10).

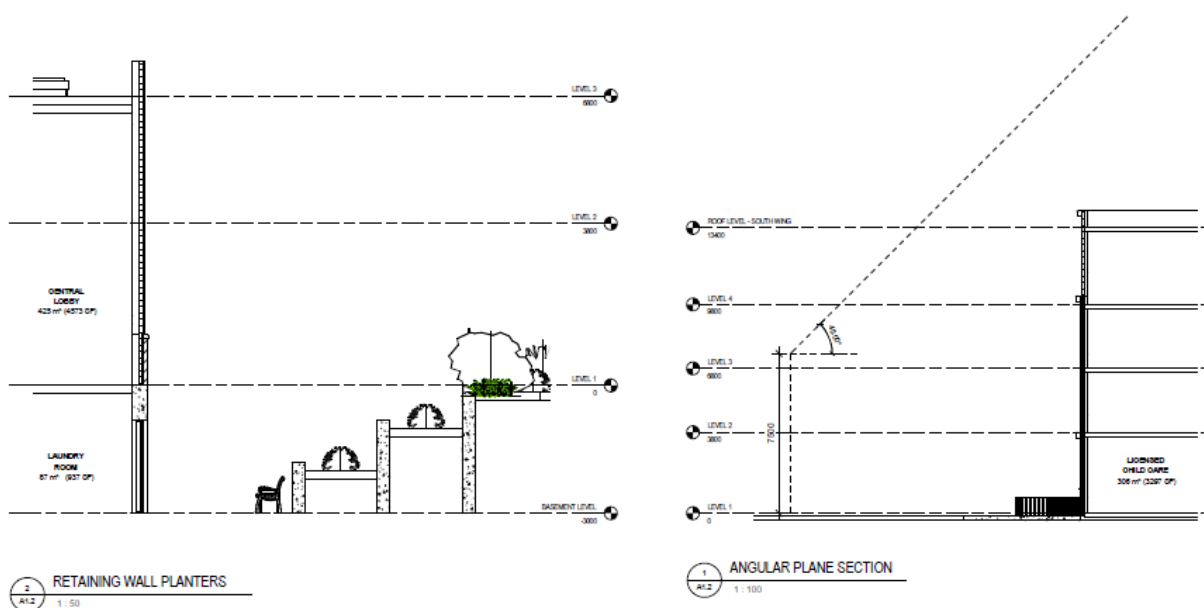
The proposed siting of the building positions the closest wall face is approximately 38 metres to the nearest neighbour's property line. Although the setback is similar to former school location, the building is further from the residential dwelling. In addition, the former school ranged in

building height and estimated to have been 9.7 metres high along Borland Street East. The request maximum height of 20.5 metres is in consideration of the six (6) storey wing along West Street North. The four (4) storey wing proposed along Borland Street East is proposed to be 14 metres in height.

## Angular Plane

The City Official Plan angular plane provision is required where a new development is abutting a property line within the Stable Neighbourhood designation. An angular plane shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Figure 7 below demonstrates the proposed development exceeds the angular plane provision and will provide an appropriate interface with abutting residential buildings.

Figure 7: Angular Plane



The proposed development will be oriented to frame the nearest streets with a 5.6 metre setback from the property line to West Street North and a 8.3 metre setback from the property line to Borland Street East. The proposed building will establish a streetwall that will enhance the public realm through historic façade articulation, and windows facing the parking lot area and public streets. In addition, the exterior design of the building massing is divided into smaller vertical and horizontal sections and a tiered central hub height reduction to enhance visual interest from the street and to achieve greater compatibility by reducing the appearance of height and massing.

The proposed six (6) storey and four (4) building is appropriately scaled to the existing widths of West Street North and Borland Street East, respectively, as well as the proposed 1.4 metre West Street North road widening dedication, providing appropriate street enclosure to the surrounding area.

The proposal acknowledges the general character of surrounding community, which includes the existing adjacent 2-storey houses to the south and east, and mix of single storey and 3 storey residential buildings, and 2 storey commercial buildings to the west. The orientation and massing

of the building ensures the proportions and transitions are balanced with adjacent uses. The building provides a height that does not exceed the 1:1 ratio relative to the existing widths of West Street North and Borland Street East. The roof height of the west wing along West Street North is proposed to be 20.0 meters. The approximate existing right-of-way width of West Street North is 23 metres. The roof height of the south wing along Borland Street East is proposed to be 14.0 meters. The approximate existing right-of-way width of Borland Street East is 20 metres. Access to light and sky view is protected from both the street and the adjacent residential properties.

Figure 8: West and South elevations



## Sight Line Analysis

A sight line analysis was completed for the proposed building and the residential dwellings along Borland Street (Section A), Peter Street (Section B) and West Street North (Section C). This analysis is illustrated in Figure 10 below. To minimize views the residential wing along Borland Street was reduced to 4 storeys and setback from the street as much as possible. Due to existing mature vegetation on the residential dwelling properties and the orientation of the existing residents on Borland Street (Section A), the potential from apartment residents overlook is minimal. In addition, as the proposed trees planted on the Site along Borland Street mature, views will be further reduced.

There is no direct alignment of the residential properties on Peter Street (Section B) with the proposed building, therefore there are no sight lines and the majority of the existing trees along

the perimeter of the Site are proposed to be preserved. In addition, there are no residential unit windows proposed on the eastward facing wall closest to the residential dwellings to the east of the Site.

The sight line analysis facing West Street North (Section C), shows potential views. West Street North is identified as an arterial road and many of the existing buildings at this location are commercial.

Figure 10: Sight Line Analysis



## Shadow Study

A Shadow Study was undertaken by McKnight Charron Limited Architects (MCL). The Study demonstrates that there is an acceptable level of shadow impact from the proposed development relative to the adjacent residential lots to the south and east, West Street North to the west and the proposed Outdoor Amenity Area to the north of the building.

The proposed building will have minimal and acceptable shadow impact. The Shadow Impact Study demonstrates minimal impact on the surrounding properties as well as the Site's access to sunlight with respect to amenity area. Full solar access is provided to surrounding properties during the Summer solstice (Figure 11). Full solar access is provided to surrounding properties during the Fall and Spring equinox (Figure 14), with the exception of early morning shadow is cast on the parking areas located on the west side of West Street North during the Fall equinox period (Figure 12).

During the Winter solstice (Figure 13), early morning shadow is cast on the commercial uses on the west side of West Street North, and in the late afternoon shadow is cast on the south yard of neighbouring residential property to the east. During the shortest days of the year, the sun sets prior to the 5:00 p.m. analysis, therefore in reality there will be no shadow or adverse impact.



Figure 11: Shadow study analysis Summer solstice



Figure 12: Shadow study analysis Fall equinox



Figure 13: Shadow study analysis Winter solstice



Figure 14: Shadow study analysis Spring equinox



## Landscaping

In addition to the 5.6 metre front yard setback, the proposed development includes side yard landscape buffer of 1.5 metres surrounding the Site and a 2 metre buffer to enhance transition from the adjacent low-density residential buildings to the east and north. The side yard setbacks to the east and north will also include a 6 metre setback and a 2 meter (6.5 foot) high privacy fence to screen the proposed building, child care centre outdoor play areas, and surface parking.

The proposed lighting for the building will incorporate attractive light standards and fixtures that will be located around the entrances and pathways to provide for safe pedestrian access points to and from the parking lot and the proposed public sidewalk. Lighting will be LED and dark sky friendly to avoid light pollution. Appropriate lighting design will be finalized during the Site plan process.

The proposed landscaping treatment (Figure 15) will enhance the currently vacant site, soften the built environment and provide for green space within the established community. Landscaping will be installed along the frontage, enhancing the proposed development appearance from West Street North. In addition, the landscape treatment will be provided throughout the Site to create an pleasant atmosphere for residences and visitors. The memorial arboretum is proposed to be maintained, as well as ample green space along the north east portion of the Site will be planted with trees and shrubs, and grass will be utilized in the open amenity areas.

Figure 15: Master Landscape Plan



The proposed outdoor amenity areas includes a gazebo, raised garden planters, public play area, as well as decorative landscaped features such as shrubs, planting beds. These features will provide adequate separation from the surface parking area and sufficient lighting to improve visibility and mitigate safety concerns. A 2.0 m pedestrian walkway has been provided to ensure for safe connections in and around the landscape features from the building's entrances. The proposed walkway in proximity to the building will be constructed with permeable pavers and interlocking brick and the walkway around the perimeter of the Site will be leveled to the appropriate grading on site and constructed with packed limestone screenings. The walkway will allow for connection to the proposed outdoor seating around the playgrounds and be built in accordance with Accessibility for Ontarians with Disabilities Act (AODA) standards.

Plantings along with a proposed privacy fences will further minimize concerns of privacy and overlook on adjacent property.

The proposed development provides an appropriate dedicated snow storage area on the north side of the Site that will not interfere with the function of the parking lot and pedestrian movement. Snow storage at this location will also ensure spring melt is calculated in the stormwater management plan and is captured on Site. The proposed storage location is sensitive to adjacent neighbours and will not cause undue adverse impact. The internal road layout of the parking area is designed to permit continuous movement of emergency vehicles without requiring the vehicles to reverse. Traffic calming measures are also included such as indirect alignment of Site accesses and parking lot islands to minimize driving speeds and to discourage use of the parking area as a shortcut.

Based on land use compatibility analysis, although the proposed development is a higher density than existing buildings in the vicinity, the proposed mixed-use apartment building is an appropriate transition between the commercial activities along West Street North and the neighbourhood residential uses to the east. It is compatible with its surrounding context, enhances the established community, and will coexist with the existing development without causing undue adverse impact on surrounding properties.

## 6.1 SUPPORTING DOCUMENTS

As part to the complete Official Plan Amendment and Zoning By-law Amendment applications, the following reports and studies have been completed to review the merits of implementing the proposed development on the subject Site.

### 6.1 Servicing and Stormwater Management Plan

A Servicing and Stormwater Management Plan, November 2020, was prepared by Pearson Engineering.

This report reviewed the existing City services and concluded that the property can be appropriately serviced and more specifically recommends the following servicing requirements:

#### Water Servicing

Connection of sanitary and watermain services to the existing municipal services on West Street North. There is an existing municipal 200 mm diameter watermain on the east side of West Street

North. The site will be serviced by connecting into the existing 200 mm diameter watermain on West Street North with a 200 mm diameter water service. The 200 mm water service will connect to the proposed building at the mechanical room location, to meet both domestic and fire flow requirements.

The site is already surrounded by existing fire hydrant along Borland Street and West Street that meet firefighting requirements for the site. Therefore, no additional fire hydrants are proposed to provide adequate firefighting coverage.

## Sanitary Servicing

The Project's sanitary sewer system will convey flow via a 200 mm gravity sanitary sewer from the site through the proposed east driveway to connect to the existing 200 mm diameter on the west side of Peter Street North. The sanitary sewer system will extend internally on the site and branch off so that the proposed and future buildings will be provided with a separate 200 mm diameter sanitary sewer connection. The proposed sewers will consist of a minimum diameter of 200 mm and will be designed to meet minimum design grades and the required minimum and maximum velocities under flow conditions.

## Stormwater Management

The post-development storm drainage for the project will generally follow pre-development conditions. The Development's building and parking lot area will drain via catch basin and storm sewer system to the proposed SWM dry pond which eventually outlets to the existing storm sewer at the intersection of Peter Street North and North Street East at a controlled flow rate.

The parking lot areas will drain to permeable paver areas prior to entering the storm sewer system. Runoff from the majority of the roof will be directed into underground storage units for infiltration with the remainder flowing directly into the storm sewer system. The underground infiltration chambers are designed as an offline system with an overflow pipe that connects into the storm sewer system providing an outlet if the tanks surcharge.

Flows from the landscaped areas surrounding the building to the west, south, and east will flow via sheet flow uncontrolled to the existing storm sewers on the streets. The flows from the northeast grassed area will flow uncontrolled to storm sewer on Peter Street North.

In the event of a storm greater than the 2-year storm, the proposed storm sewer will surcharge, forcing stormwater to the surface. The site will be graded so that the major storm event runoff route flows through the site and into the pond. Peak flows are controlled by a hickenbottom outlet structure and a major storm control weir. The SWM Pond and channel will outlet to a double inlet catch basin in the northeast corner of the site and outlet to the Peter Street North storm sewer.

Flows from the external area to the northwest will overtop the curb on West Street North and be conveyed through the project site through a proposed drainage channel. The channel will flow along the northern property line to the northeast corner of the project site where the flows will be captured within a catch basin and be conveyed to the Peter Street North storm sewer system.

In conclusion, it is feasible for the development to connect to existing services. Quantity control

in the form of a dry pond located north of the parking lot will be implemented to reduce post development peak flows to pre-development values. Flows will be controlled utilizing a 300 mm diameter orifice tube within a hickenbottom outlet structure. The Pond outlets through the outlet and is conveyed through an OGS treatment unit to the existing storm sewer system on Peter Street North. The pond provides 535 m<sup>3</sup> of quantity storage to reduce the 100-year flow to pre-development flow values.

Stormwater from the parking lots areas will drain across the permeable pavers and get filtered through the stone layer before draining into the storm sewer system through a perforated pipe located within the stone layer. Major storm event stormwater flows from the will be conveyed via overland flow into the dry pond. After outletting the SWM dry pond, stormwater will flow through an oil/grit separator (OGS) unit before outletting to the storm sewer on Peter Street North.

During construction the following recommendations shall be implemented and maintained during construction to achieve acceptable stormwater runoff quality:

Installation of filter strips, silt fences and rock check dams or other similar facilities throughout the site, and specifically during all construction activities, in order to reduce stormwater drainage velocities and trap sediment on-site.

Restoration of exposed surfaces with vegetative and non-vegetative material as soon as construction schedules permit; the duration in which surfaces are disturbed/exposed shall not exceed 30 days.

Provision of a mud-mat where applicable at the construction entrances in order to control the tracking of sediment and debris onto municipal streets.

Reduce stormwater drainage velocities where possible.

Minimize the amount of existing vegetation removed.

In conclusion, the proposed hickenbottom outlet structure will allow post-development peak flows to be released at predevelopment values. A treatment train approach will be implemented consisting of permeable pavers, the SWM dry pond, and an OGS to obtain quality control for the site and reduce phosphorus levels leaving the site.

## Water Balance

StormTech underground infiltration chambers are proposed to be utilized to meet the volume requirement by providing a storage volume of 2.0 m<sup>3</sup>. The StormTech chambers are designed with a flat bottom in order to ensure equal infiltration throughout the chambers. The MECP recommends a minimum separation of 1.0 m from the bottom of the infiltration feature to the water table. The water table is 0.6 m to 5.0 m (average of 2.6 m) below ground as per the Geotechnical Investigation and therefore this criteria has been met. When the chambers back up due to them being at capacity, it will discharge through the overflow manhole and/or overflow pipe and be conveyed to the storm sewer system.

## 6.2 Geotechnical /Hydrogeological Investigation

The Hydrogeological Study was prepared by Peto MacCallum Ltd., February 2021. The subsurface investigation was carried out to determine the soil and groundwater condition as they relate to design and construction of the proposed development. The report outlines the existing

hydrogeological setting and demonstrates that the proposed development will not negatively impact the ground water or the well head protection area and provides recommendations on mitigation measures. The key conclusions from this Investigation are as follows:

The site is within the WHPA for Orillia's municipal wells "Well 1" and "Well 2" located near the lakeshore near Jarvis Street (approximately 660 m southeast of the site).

Well 1 and Well 2 are installed to depths of 15.2 and 20.4 m, respectively, in a confined sand and gravel aquifer referred to as the A4 aquifer. As such, the municipal water supply wells are considered to be sufficiently separated/protected from any activities at surface on-site such as construction dewatering for local perched water and/or LID infiltration.

With respect to the Intake Protection Zone, the site is located approximately 1.0 km west of the Lake Couchiching surface water intake with several roads and developed properties separating the two sites. As the site and the surface water intake are separated by a considerable distance, and the roads and developed properties act as pathway interceptors for any potential contaminant movement originating for the site, it is considered unlikely that any potentially contaminating activities on-site would reach the Lake or impact the surface water intake.

The site is considered to contribute to Lake Couchiching with respect to available water, the proposed LID features to be incorporated onsite will channel the surface water run-off back into the ground, such that potential infiltration and/or recharge quantity on-site is minimally impacted by the proposed site development, and any water that reaches the Lake will proceed through the 'natural filters' already in place to preserve water quality.

Based on the findings of this assessment, the proposed construction dewatering activities are expected to result in only relatively minor impacts.

No operating water wells are expected to be impacted by the construction dewatering, no contaminant plume is known to exist in the vicinity of the site, no settlement is expected, and the discharged ground water shall be treated to meet the City of Orillia Sanitary and Storm Sewer Criteria and PWQO.

The following measures should be considered to reduce the post-development infiltration:

- Reduce the area of the impermeable surfaces.
- Create swales/depressed areas that will retard the rate of storm water runoff and promote infiltration.
- Promote surface water flow from impermeable surfaces into infiltration facilities, as opposed to directing surface water to catchbasins connected to the municipal storm sewers.
- Ensure that roof drains are not connected to the municipal storm water control system.
- Reduce the slope of the ground surface to promote increased infiltration.

It is also recommended that during construction dewatering, as a minimum, the pumped water be first discharged to a sedimentation tank to treat the water, then discharged through a silt bag before being discharged to surface (the preferred discharge method).

Therefore, it has been determined that the Site will require excavation, dewatering, and engineered fill before it is suitable to support the building foundations, proposed paved areas, and underground servicing requirements.

### **6.3 Phase 1 & 2 Archaeological Assessment**

A Stage 1 and 2 Archaeological Assessment completed by ASI Archaeological and Cultural Heritage Services has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources.

The Stage 1 and 2 Archaeological Assessment was entered in the Ontario Public Register of Archaeological Reports as of June 20, 2018, as required as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.O.S. 1990, c O. 18.

### **6.4 Traffic Impact Study**

In support of the applications, a Traffic Impact Study and Parking Analysis were completed by JD Engineering. The Traffic Impact Study was prepared to assess the impact the development would have on the adjacent roadway and provide recommendations regarding the provision of safe and efficient traffic infrastructure and services.

The proposed development including both 130-unit residential component and non-residential space have been included in the Traffic Impact Study. The development will include one full-movement access driveway onto West Street North, as well as a secondary access onto Peter Street. The following eight intersections were analyzed:

West Street N / North Street;  
West Street N / Borland Street;  
Peter Street / North Street;  
Peter Street / Borland Street;  
West Street N / Fitton Road;  
West Street N / Brant Street;  
West Street N / West Access; and  
Peter Street / East Access.

The Traffic Impact Study concluded that the proposed 130-unit residential apartment building and on-site non-residential uses the assumed future development are expected to generate a total of 59 morning and 77 evening in/out peak hour trips. Based on this information and an intersection operation analysis the following has been determined:

The minimum stopping distance requirements are met;  
The minimum sight distance requirements are met; and  
The Level of Service (LOS) at all intersections is considered good or better for all turning movements.

#### **Site Access**

A review of the available sight distances for the proposed West Access and East Access was completed as part of this analysis.

The sight distance north and south on West Street North at the West Access (approximately 155 metres and 200+ metres, respectively) is greater than the minimum sight distance requirements as per the TAC Guidelines for a design speed of 60 km/h (85 metres).

The sight distance north and south on Peter Street North at the East Access (200+ metres and approximately 93 metres, respectively) is greater than the minimum sight distance requirements as per the TAC Guidelines for a design speed of 60 km/h (85 metres).

It was determined:

- There are no issues with the sight distance available for the proposed Site Access.
- The proposed site accesses will operate efficiently with one-way stop control for egress movements. A single lane for ingress and egress movements will provide the necessary capacity to convey the traffic volume generated by the proposed development.
- The sight distance available for the proposed site accesses is suitable for the intended use.
- The location of the proposed site access connections are considered appropriate with respect to minimum corner clearance and spacing requirements as identified in the Transportation Association of Canada Design Guide for Canadian Roads (2017).

In conclusion, the proposed development will not cause any operational issues, will not add significant delay or congestion to the local road network, and will not require external infrastructure improvements. The traffic generated by the proposed development will have a negligible impact on the intersections and corridors within the study area. No improvement to infrastructure will be required.

## Parking Analysis

The parking analysis was conducted for the proposed 130-unit residential apartment building with non-residential/commercial space, primarily on the ground floor.

A reduction from 1.5 to 1.03 spaces per residential unit is proposed. This includes 105 resident parking spaces and 29 residential visitor parking spaces. No reductions to commercial parking space requirements are requested.

A review of the site has been undertaken to consider the various characteristics of the site and local area that may influence the parking generation of the site. In total, there are 262 parking spaces provided for the proposed development. The recommended total parking supply include 9 barrier-free parking spaces.

As previously noted, the Orillia Transit north route provides service on West Street and Fittons Road west of West Street within the study area. Currently, a bus stop is located immediately adjacent the subject site on West Street North. In consideration of the existing access to transit and proximity to local amenities in the immediate area, there is an opportunity for reduced reliance on the private automobile trips for residents of the proposed apartment units. Consequently, a reduced parking supply is justified.

In addition, parking surveys of other County owned housing facilities demonstrates an average parking per unit ratio of approximately 0.5 spaces per unit. It is acknowledged that many affordable housing tenants rely on public transit and/or mobility aids for the majority of their



transportation needs. The proposed development is adjacent to existing transit route and within walking distance to commercial and recreational amenities, and there is reduced reliance on single automobile trips.

Based on the City's zoning provision, 45 bicycle parking spaces are required. 28 spaces will be provided in an indoor bicycle room, as well as 42 bicycle parking spaces outdoor, adjacent to the building's entrances.

In conclusion, The proposed parking supply for the residential units within the subject site is 1.03 parking spaces / unit, which is less than the City's By-Law requirement of 1.5 parking spaces / unit.

Based on our parking analysis, the proposed parking supply considered sufficient for the intended use. The proposed 9 barrier-free parking spaces meets the City's By-Law requirement and the proposed 70 bicycle parking spaces exceeds the City's By-Law requirement.

### Pedestrian Crossing Operations

Pedestrian signals are currently available on West Street North, adjacent the subject site, approximately 137 metres north of Borland Street. This infrastructure was originally installed to service the Orillia District Collegiate Vocational Institute. It is noted that the Ontario Traffic Manual Book 12 Signal Justification – Justification 6 utilizes a pedestrian crossing demand threshold of 100 “equivalent adult pedestrians” in determining the need for pedestrian traffic signals. In context with the existing and anticipated pedestrian volumes in the local area, pedestrian signals would not exceed the above-noted warrant threshold. Nevertheless, the provision of the pedestrian signals will provide enhanced pedestrian crossing infrastructure for existing and proposed pedestrian movements.

No adverse effects to traffic operations on West Street North are anticipated as a result of the pedestrian signals remaining in use. Consequently, it is recommended that the pedestrian traffic signals remain.

### **6.5 Shadow Study**

A Shadow Study was undertaken by McKnight Charron Limited Architects (MCL) (Figures 11 – 14). The Study demonstrates that there is an acceptable level of shadow impact from the proposed development relative to the adjacent residential lots to the south and east, West Street North to the west and the proposed Outdoor Amenity Area to the north of the building. These impacts are minimal to the Site and area residential lots, and are considered acceptable.

With respect to the shadows cast on the Peter Street North residential units, it is acceptable and limited in nature. In addition, these shadows are limited to shorter winter days. As such, the proposed development orientation maximizes compatibility with the residential area in terms of mitigating shadow impacts.

## 6.6 Noise and Vibration Impact Assessment

A Noise and Vibration Impact Assessment was prepared by Valcoustics Canada, February 2021. The purpose of the Noise and Vibration Impact Assessment is to determine if there is potential noise impact from the existing environment onto the proposed development, as well as the noise impact from the proposed development on the surrounding environment.

The Noise and Vibration Impact Assessment considered the following noises sources:

- Road traffic on West Street North,
- Road traffic on Borland Street East,
- Mechanical equipment on existing buildings in the vicinity,
- Mechanical equipment on the proposed building,
- Child care centre.

It was determined that with the appropriate design of the development, a suitable acoustical environment can be provided for the occupants and the applicable MECP noise guideline requirements can be met.

### Supplementary Studies

In addition to the required studies and plans submitted as part of the County's complete OPA and ZBA applications, the following supplementary study had also been completed in support the development:

## 6.7 Phase 2 Environmental Site Assessment

Previously, a Phase One ESA report was completed for the Site by Terraprobe Inc. in 2018 (Terraprobe Report Reference No.: 3-18-0005, dated March 12, 2018).

A Phase Two Environmental Site Assessment (ESA), prepared by Peto MacCallum Ltd, January 2020.

Although not requested, as part of the pre-consultation process, a Phase Two ESA was conducted for the Site as part of the due diligence process to verify the potential sources of contamination identified during a review of a previous Phase One ESA completed by others. It is understood that a Record of Site Condition (RSC) is not required for the Site. In this regard, the Phase Two ESA was completed in general accordance with the O.Reg 153/04, as amended and Schedule E of the Regulation for due diligence purpose.

Based on the above site background information, Phase Two ESA field and laboratory data and the limitations inherent in the scope of sampling and testing program undertaken to date, the following recommendations are made for the Site:

- The soil underlying the Site in the vicinity of BH/MW8, 10 and 13 did not comply with the applicable Ontario Regulation 153/04 (amended) Table 1 Site Condition Standards with the exception for ORPs, PHCs, and/or PAHs.
- It is understood that as part of the proposed earth works on-site the fill and upper native soil in the vicinity of BH/MW8, BH/MW10 and BH/MW13 is to be removed. As such,

following the removal of the geotechnically unsuitable fill and upper native soil it is recommended that confirmatory sampling be completed in the vicinity of the impacted boreholes in accordance with O.Reg. 153/04 minimum confirmation sampling requirements for excavation. It is noted that the off-site reuse and/or disposal of the excess soils on-site will need to be completed in accordance with Ontario Regulation 406/19 requirements.

- The ground water underlying the Site complied with the applicable Ontario Regulation 153/04 (amended) Table 1 Site Condition Standards with the exception of pyrene in the vicinity of BH/MW20.
- Following the recommended removals and confirmatory sampling, it is further recommended that an additional ground water sample be obtained from BH/MW20 to confirm the pyrene exceedance.

## 7.0 CONCLUSION

The proposed development will provide for an apartment dwelling unit for affordable housing units that will contribute to the current and future demand for affordable housing in the City of Orillia, as well as non-residential uses for community and social services. It is submitted that the proposed OPA and ZBA are appropriate for the Site.

Based on a detailed review of all applicable Provincial and local planning documents, as well as consideration of the property location, condition, context and surrounding uses, it is the opinion the undersigned that the proposed OPA, proposed ZBA are:

- ✓ Is consistent with the policies of the Provincial Policy Statement;
- ✓ Conforms with the policies of the Growth Plan for the Greater Golden Horseshoe;
- ✓ Conforms with the City's Official Plan; and,
- ✓ Represents good planning in the public interest.

Respectfully submitted,

**The Corporation of the County of Simcoe**

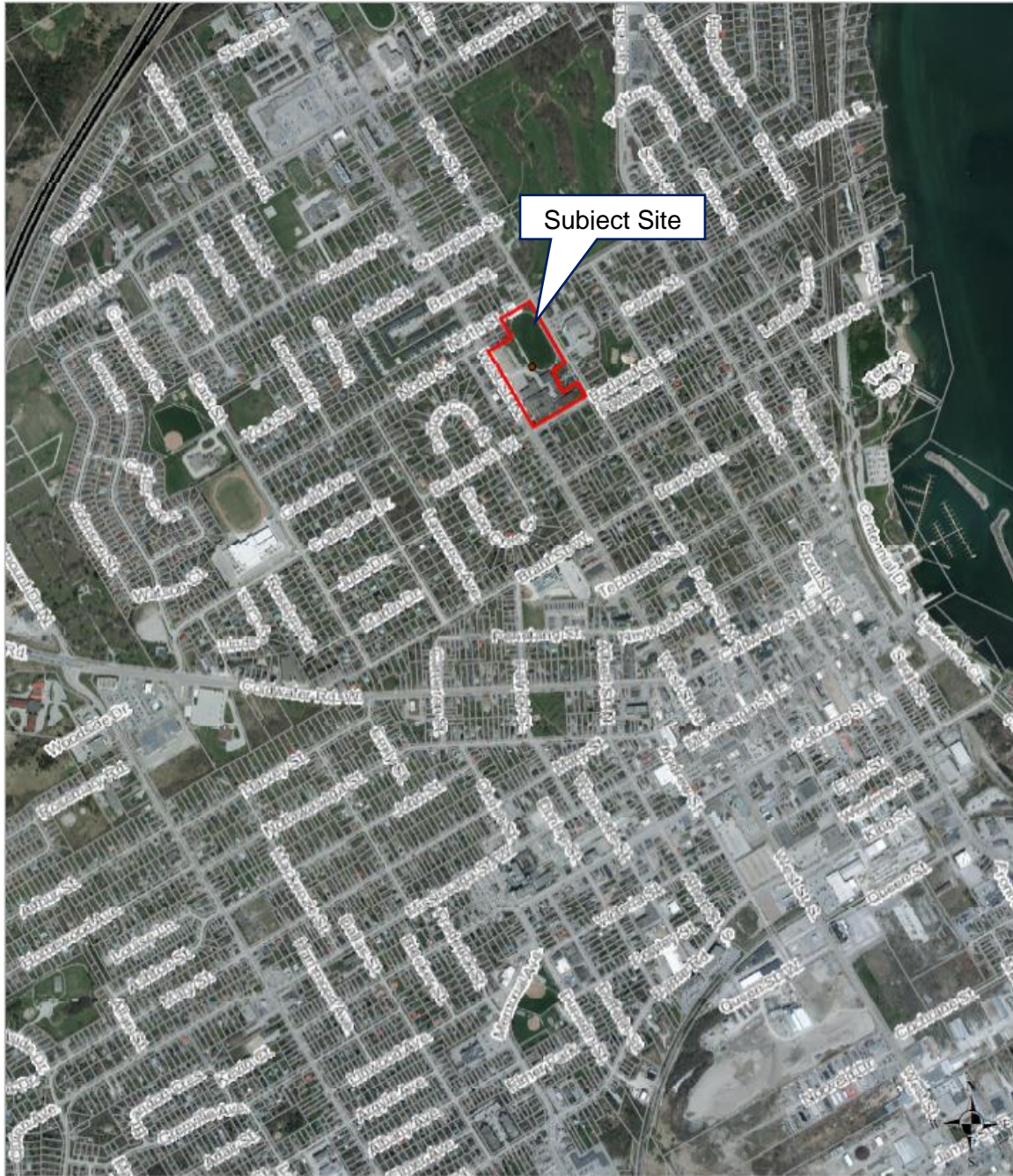


Rachelle Hamelin, MCIP, RPP  
Program Supervisor

# Appendices

## Appendix 1: City of Orillia

### County of Simcoe - Web Map



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November 2, 2020

Appendix 2: City of Orillia Official Plan Schedule 'A' Land Use



City of Orillia Official Plan

**Schedule A  
Land Use**

**Downtown Area**

Orange Downtown Area (See Schedule 'B' for designations)

**Living Area**

- Yellow Stable Neighbourhood
- Light green Neighbourhood Greenfield
- Brown Intensification Area

**Employment Lands**

- Pink Business Park/Industrial
- Purple Light Industrial Services
- Blue Major Institutional
- Red Community Commercial
- Red with dots Arterial Commercial

**The Environment/Open Space**

- Light green Parkland and Major Open Space
- Dark green Environmental Protection Area
- Green arrow Potential Environmental Linkages
- White circle Highway Interchanges

- Black dashed line City Boundary
- Red solid line Built Boundary

(defined in accordance with Policy 2.2.3.5 of the Growth Plan for the Greater Golden Horseshoe, 2006 issued on April 2, 2008)

Date Approved by Council: March 9, 2010  
 Date Approved/Modified: March 17, 2011  
 Date Approved by OMB: August 23, 2015

Consolidation Date: March 4, 2019  
 Updated: September 25, 2020



Appendix 3: City of Orillia Zoning By-law

