

City of Barrie

Community Planning Permit System

Project findings to date

Revision A – 2025-12-03

Our project number: P0086-00



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Contents

1	Purpose	1
2	Background.....	2
2.1	What is a community planning permit system?	2
2.2	Objectives and opportunities for Barrie	4
3	Findings and directions: land use planning.....	5
3.1	Barrie Official Plan vision for the CPPS study area	5
3.2	Comprehensive Zoning By-law 2009-141	10
3.3	Emerging land use directions for the community planning permit by-law	11
4	Findings and directions: community design.....	12
4.1	Key findings	12
4.2	Strategic directions	13
4.3	Conclusion	13
5	Findings and directions: heritage	14
5.1	Key findings	14
5.2	Conclusion	15
6	Findings and directions: housing market analysis	16
6.1	Key findings	16
6.2	Strategic implications for CPPS Implementation.....	17
6.3	Conclusion	18
7	Findings and directions: engagement and consultation.....	19
7.1	Community groups engagement and consultation.....	19
7.2	Developers group engagement and consultation.....	20
8	Next steps.....	23

Figures

Figure 1: Map showing the community planning permit system study area.....	3
Figure 2: Map of land use designations in the Downtown Urban Growth Centre and Allandale Major Transit Station Area areas (source: Perkins&Will)	7
Figure 3: Aerial photo of the Barrie Allandale Transit Terminal.....	9

Tables

Table 1: Project timeline and actions	23
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1 Purpose

As part of the ongoing documentation of the City of Barrie's Community Planning Permit System (CPPS) project, Hertel Planning has prepared this memorandum to report on our findings to-date and the possible directions for the work. This memorandum will:

- Provide background on the project, including the purpose of a CPPS and how it can be applied in Barrie, the details of which were outlined in our project initiation memorandum dated 25 August 2025;
- Summarize our findings to-date arising from an analysis of current conditions, including the planning policy framework, community design, built heritage, and the housing market, and highlights from early public engagement sessions;
- Establish what we consider to be appropriate work directions, including approaches for further analyses and consultation, for drafting the community planning permit by-law and the enabling official plan amendment; and
- Detailing remaining project milestones and related timelines, including further public consultation opportunities.

2 Background

Barrie is a dynamic, entrepreneurial, and fast-growing city. Much of Barrie's growth is occurring in the built-up areas, including in the Downtown Urban Growth Centre area. Opportunities to optimize development processes and timelines need to be continually explored, while continuing to engage with the public to achieve compatible and high-quality buildings. To this end, the City is creating a CPPS, which is a municipal-use tool enabled by the *Planning Act* to streamline development approvals and achieve specific community objectives. The CPPS will apply to lands within the Downtown Urban Growth Centre and Allandale Major Transit Station Area (MTSA) neighbourhoods (see Figure 1).

2.1 What is a community planning permit system?

A CPPS is a *Planning Act*-enabled land use planning tool available to municipalities that can streamline the development review and approval process. It combines zoning, site plan control, and minor variance processes into one process with a shorter approval timeline (45 days instead of 90). It improves transparency and certainty for community members, landowners, developers, and the City, and provides flexibility in defining land uses to support local priorities, such as getting housing to market quicker.

Unlike a zoning by-law, which is inherently restrictive, a CPPS is an opportunity to illustrate and scale what uses and forms are desirable. The challenge, however, is anticipating every desirable outcome and related standards at the front-end. There is relatively less room for interpretation and negotiation throughout the CPPS process, as compared to conventional zoning by-law amendment applications.



Figure 1: Map showing the community planning permit system study area

2.2 Objectives and opportunities for Barrie

The City's official plan establishes a clear vision and path for how Barrie will evolve and grow through transit-oriented intensification within the Downtown Urban Growth Centre and Allandale MTSA areas. This evolution and growth include:

- Adding more housing and resident-supporting uses such as shopping and services;
- Making efficient use of land and resources;
- Achieving well-designed buildings and public spaces;
- Respecting and enhancing community character including heritage assets; and
- Supporting a range of transportation options.

To achieve these and other Official Plan goals and other City priorities, the CPPS is intended to do three main things within the study area:

1. Optimize and customize the planning and development process;
2. Further align City community-building objectives, including Official Plan policies, with development review and approvals; and
3. Provide certainty for both developers and residents, regarding the process for and shape of new development and related changes.

The CPPS is about action and results, with an enhanced level of consistency and predictability throughout the planning and approval process. The Official Plan vision is not being revisited or changed through this project. Should the CPPS deliver the expected results within the study area, it is possible that a CPPS may be considered for other areas.

3 Findings and directions: land use planning

3.1 Barrie Official Plan vision for the CPPS study area

The City of Barrie Official Plan 2051 establishes a clear vision and supporting policies for the CPPS study area, being comprised of two of the City's Strategic Growth Areas: the Downtown Barrie Urban Growth Centre (UGC) and the Allandale Major Transit Station Area (MTSA). As envisioned in section 2.3.3 of the Official Plan, these areas are planned as complete communities which "are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction."

The vision for the Downtown UGC is explained in the preamble of section 2.3.2 of the Official Plan:

This Plan recognizes the Urban Growth Centre as the premiere hub for businesses, residences, and visitors. The area is intended to provide a broad range of uses including office, commercial, institutional, cultural, residential, and other uses, and will be the major focus of economic growth, civic identity, and celebration.

More specific and measurable development objectives for the UGC include:

- Being the location of for the concentration of the highest densities and widest mix of uses in the city (policy 2.3.2(b));
- Achieving by 2031, and maintaining, a minimum density of 150 persons and jobs combined per hectare (policy 2.3.2(d)(i)); and
- Requiring that at least 20 per cent of housing be developed as affordable housing (policy 2.3.2(d)(ii)).

The Allandale MTSA, as envisioned in section 2.3.4 of the Official Plan, is an area approximately within a 10-minute walk of Allandale Waterfront GO Station that provides for a rich mix of convenient walking, cycling, and local and regional transit services, and a diverse range of land uses and a variety of housing options. More specific and measurable development objectives for the MTSA include:

- Requiring that at least 20 per cent of housing be developed as affordable housing (policy 2.3.4(a)(iii));
- Using site-specific development standards to assist in achieving transit-supportive densities (policy 2.3.4(b)); and
- Achieving by 2031 an average minimum density of 130 persons and jobs combined per hectare (policy 2.3.4(c)(i)).

3.1.1 Permitted land uses, heights, and densities

The Official Plan's Map 2: Land Use Designations establishes five land use designations that are most suitable for a CPPS and are located within the CPPS study area. The following summary of the permitted land uses, heights, and densities within each designation include most, but not all or in full detail, of the applicable land use designation and development policies of section 2.6 of the Official Plan. (Figure 2 shows a map of the land use designations.)

High Density

Policy 2.6.3.1 permits residential and a mix of complementary uses, including commercial, retail, and institutional, that are generally integrated into the bases or podiums of tall buildings. To create an active and vibrant street life, oriented to pedestrians, Policy 2.6.3.2(a) directs that "Ground floor building frontage of buildings facing any arterial street or collector street shall predominantly consist of retail uses or non-residential uses that animate the public realm."

Policy 2.6.3.3 establishes a high standard of architectural design and the importance of deploying commercial and retail uses in ways that meet the needs of the surrounding community. With respect to building heights and densities, the policy states that:

- Heights should be a minimum of 12 storeys, but can be less for developments with residential uses if the minimum residential density target can be met;
- Heights may be lower than 12 storeys for non-residential buildings, provided that the building(s) is multi-storey to integrate within the surrounding built form;
- Heights may be higher than 25 storeys if, among other things, it can be demonstrated that the additional height is needed and that there is sufficient market demand; and
- A minimum residential density of 300 units per hectare is required.

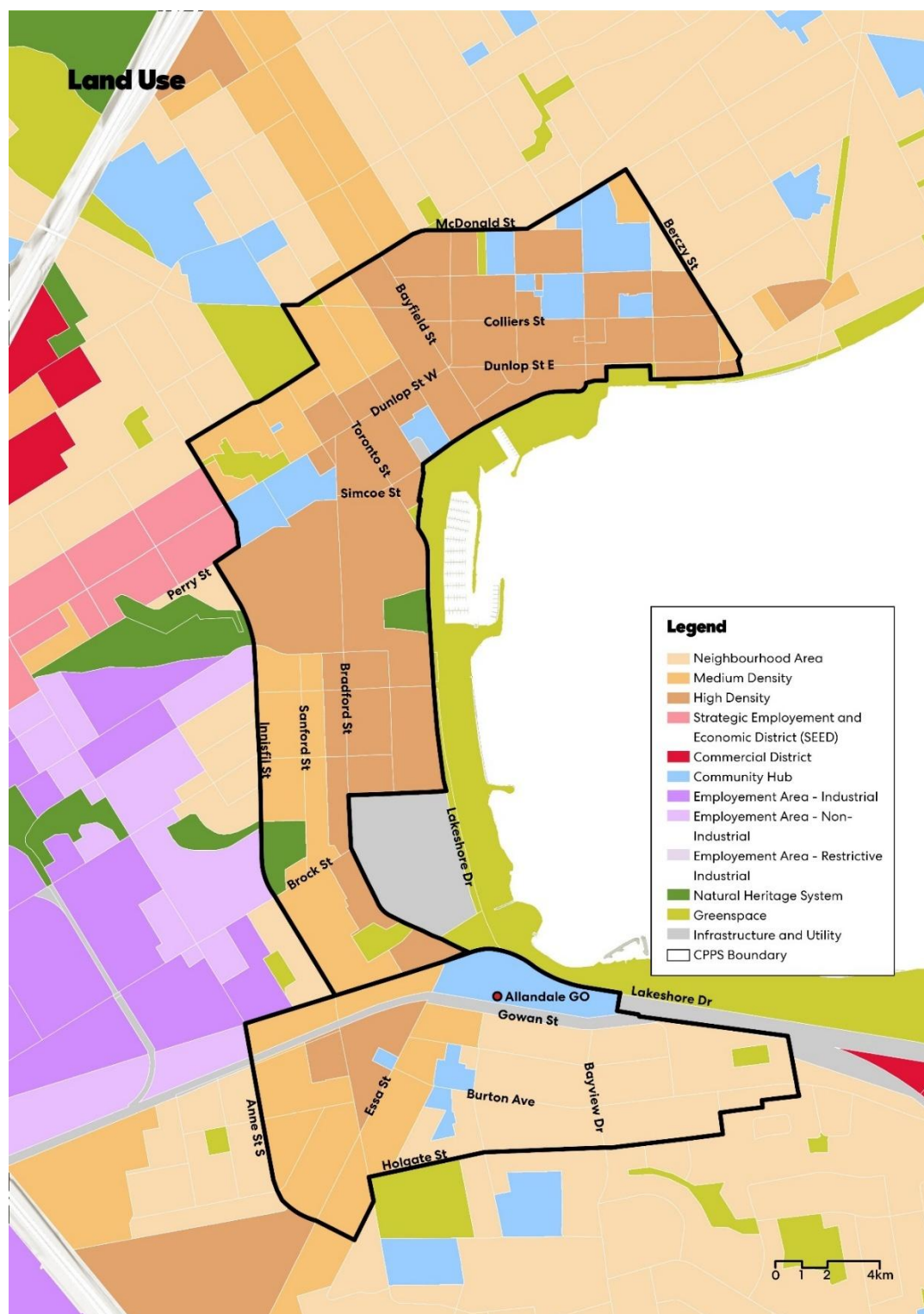


Figure 2: Map of land use designations in the Downtown Urban Growth Centre and Allandale Major Transit Station Area areas (source: Perkins&Will)

Medium Density

Policy 2.6.2.1 permits residential and a rich mix of complementary uses, almost to the extent permitted within the High Density designation. A key difference is that there are fewer requirements for mixed-use buildings, and for providing non-residential uses at street-level. Under policy 2.6.2.3:

- Building heights should be a minimum of six storeys and shall be limited to 12 storeys;
- Building heights may be lower than six storeys if the residential density target can be met;
- Residential densities shall be in the range of 125-300 units per hectare; and
- New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street.

Community Hub

Under policy 2.6.4, Community Hub is an area planned to meet the needs of the community by offering a wide range of amenities and services.

Permitted uses, under policy 2.6.4.1, include public service facilities; community facilities; major institutional; office (including major office); health services; mobility hubs (e.g., GO stations, transit hubs, carpool lots); assisted living, long-term care homes, and other co-housing opportunities; supportive housing; parks and other open space areas; commercial as part of a mixed-use development; retail as part of a mixed-use development; farmers market and pop-up retail market; and, residential (not related to an institutional-type use).

Under policy 2.6.4.2(a), development shall be anchored by a permitted public service facility or institutional-type use, and may be supported by a mix of complementary uses.

Development with a residential use shall, under policy 2.6.4.3:

- Achieve a density range of 125-300 units per hectare;
- Be limited to 12 storeys in height; and
- Where uses are limited to residential and institutional uses within 450 m, include non-residential uses at street-level.

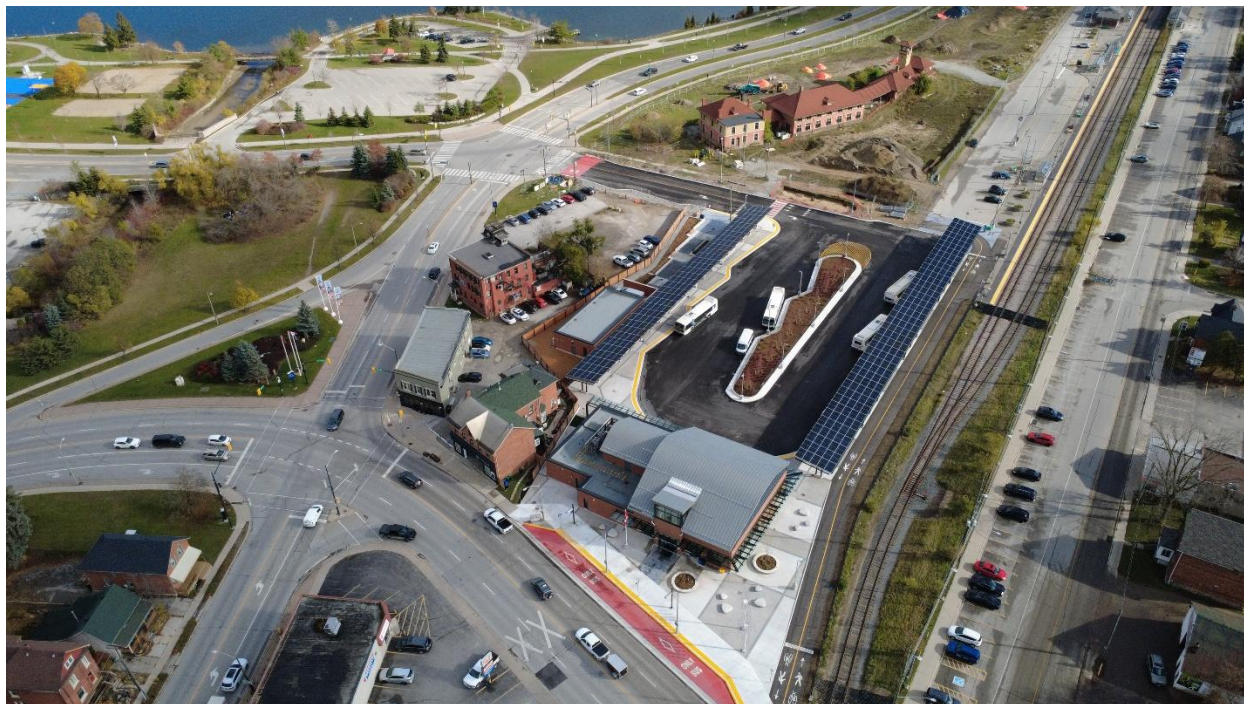


Figure 3: Aerial photo of the Barrie Allandale Transit Terminal

Neighbourhood Area

Under policy 2.6.1.1, permitted uses include: residential; home occupation; parks and other open space areas; assisted living, long-term care homes, and other co-housing opportunities; supportive housing; public service facilities; community facilities; commercial, including small scale office, provided the use is located on a collector or arterial street as indicated on Map 4b; and, retail provided the use is located on a collector or arterial street as indicated on Map 4b.

Under policy 2.6.1.2, lands designated Neighbourhood Area shall:

- Provide most of the city's low-rise housing stock, while offering neighbourhood-scale commercial uses to service the immediate area;
- Function as complete communities and planned to encourage walking, cycling, and transit use;
- Be considered established neighbourhoods that are not intended to experience significant change;
- Permit infill development that respects the scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate area; and

- Promote intensification through permitting additional residential units including detached ancillary dwelling units, second suites, shared accommodations, and other forms of intensification which can provide affordable housing options.

Under policy 2.6.1.3, permitted building heights for area designated as Neighbourhood Area are:

- Up to four storeys outside of historic neighbourhoods;
- Up to six storeys outside of historic neighbourhoods on vacant lands that are comprehensively planned, fronting onto arterial or collector roads, where appropriate transitions to lower-rise buildings can be achieved and servicing capacity can be confirmed; and
- Up to eight storeys along an intensification corridor if the building is compatible with the height of surrounding buildings within 450 m, fronts onto and is oriented to the intensification corridor, provides appropriate transitions to lower-rise buildings can be achieved, and if servicing capacity can be confirmed.

To support transit-supportive development, new development along collector or arterial streets, and intensification corridors should be planned to achieve a minimum residential density of 50 units per hectare.

3.2 Comprehensive Zoning By-law 2009-141

Zoning is the primary *Planning Act* tool for implementing official plans. Zoning permits and prohibits land uses, regulates the types and forms of buildings and structures, and prescribes performance standards such as parking requirements. Accordingly, Comprehensive Zoning By-law 2009-141 implements the Official Plan vision and policies, including lands within the CPPS study area. This comprehensive or citywide by-law, however, pre-dates the current Official Plan so a zoning review is currently underway to ensure it conforms with the in-force policies, as required under the *Act*.

It is normal for zoning by-laws to be partially out-of-sync with an official plan, requiring many proposed development applications to amend the current zoning despite conforming to the vision and policies of the plan. This is the case for much of the lands within the CPPS study area, where the in-force Official Plan land use designations and development policies are not reflected by the in-force Comprehensive Zoning By-law 2009-141.

For example, most all lands designated in the Official Plan as High Density and Medium Density are currently zoned predominantly for commercial uses, under the C1 – Central Area Commercial, C2- Transition Centre Commercial, and C4 – General Commercial zoning categories. These zones, with some exceptions, only allow for residential uses as ancillary use to a commercial use or as a group home.

The community planning permit by-law will replace Comprehensive Zoning By-law 2009-141 to permit land uses and implement regulations which conform to the in-force Official Plan. Where appropriate, the CPPS could also include some uses and regulations, including height and density provisions, which are being considered through the City's in-progress zoning by-law review.

3.3 Emerging land use directions for the community planning permit by-law

Based on the analysis to-date of the current, and emerging, applicable land use policies and zoning within the study area, the following approaches are recommended to inform the drafting of the community planning permit (CPP) by-law:

- Focus on lands designated High Density and Medium Density, with attention given to Bradford Street, the south side of Dunlop Street West, and the lands at and around Allandale GO Station;
- Consider how to encourage, and improve the character of, lower-rise and context-sensitive residential infill along the south side of Gowan Street within the Allandale MTSA, immediately opposite Allandale Waterfront GO Station;
- Consider creating classes or tiers of CPP applications, to create development requirements (including studies) that appropriately reflect the scale and complexity of proposals, and the related context;
- Consider what types and/or scale of proposed development, if any, that may warrant a higher degree of oversight, including community consultation, up to or including a decision of Council; and
- Consider the circumstances under which conditional permit approvals may be granted, and the requirements to satisfy a condition or conditions (site remediation and/or infrastructure capacity improvements, for example).

4 Findings and directions: community design

Perkins&Will analyzed the community design conditions within the community planning permit system (CPPS) study area, focusing on the Downtown Urban Growth Centre (UGC) and the Allandale Major Transit Station Area (MTSA). These areas are targeted for higher-density development and affordable housing, and the work aims to inform future planning and design strategies by synthesizing existing policies, identifying key issues, and highlighting opportunities for improvement.

4.1 Key findings

Existing policy framework

- The City of Barrie Official Plan sets ambitious goals for the UGC and MTSA, including minimum density targets (150 residents and jobs combined per ha for the UGC and 130 residents and jobs combined per ha for the MTSA) and affordable housing requirements (at least 20% of new units).
- Community design policies emphasize high standards in architecture, public spaces, connectivity, and winter city design.
- The zoning by-law is under review to better align with Official Plan objectives, focusing on building form, design quality, and public realm improvements.

Urban context and challenges

- Barrie is transitioning from fragmented, car-oriented suburban form to a more compact, transit-supportive urban form.
- The study area exhibits inconsistent streetscape quality, limited public realm cohesion, and underutilized lands near transit hubs.
- Key challenges include fragmented pedestrian infrastructure, large parking lots, and weak connections between neighborhoods, downtown, and the waterfront.

Character areas

The work identifies several distinct character areas, each with unique issues and opportunities:

- **Allandale GO Station and Allandale District character areas:** high pedestrian volumes, safety concerns, and potential for transit-oriented development; heritage preservation is a challenge.

- **Bradford Intensification Corridor character area:** narrow sidewalks, lack of open space, and evolving high-density development.
- **Dunlop Main Street character area:** vibrant retail, heritage facades, and new high-rise development; need for sensitive transitions and improved connectivity.
- **Waterfront Edge character area:** poor pedestrian access, inactive streetscape, and disconnected waterfront; opportunities for cohesive redevelopment.
- **Neighbourhood Edge and Northern Gateway character areas:** limited walkability, inconsistent land use, and emerging opportunities for mixed-use and employment-focused development.

4.2 Strategic directions

Community design opportunities

- **Public realm and connectivity:** prioritize active transportation, frequent crossings, traffic calming, and a continuous mobility network.
- **Built form and urban fabric:** encourage thoughtful infill, respect heritage assets, and manage higher-density development near key nodes.
- **Open space:** enhance park and green corridor connectivity, introduce new open spaces, and promote publicly accessible plazas.

4.3 Conclusion

The CPPS study area presents an opportunity for Barrie to evolve into a more connected, compact, and livable city. Success will depend on integrating connectivity, public realm, built form, and open space strategies to create a cohesive urban framework. Key recommendations include:

- Strengthen multimodal connections and pedestrian infrastructure.
- Promote context-sensitive infill and heritage preservation.
- Enhance green and open space networks.
- Align transit-oriented growth with high-quality community design.

By embedding these principles within the CPPS framework, Barrie can support inclusive, resilient growth that reflects its unique identity and ensures future development contributes to a vibrant, human-scaled, and connected urban environment.

5 Findings and directions: heritage

Agent Urban reviewed the heritage policies relevant for the development of the CPPS, focusing on the Downtown Urban Growth Centre (UGC) and Allandale Major Transit Station Area (MTSA) areas. The work synthesizes municipal and neighbourhood-specific guidelines to inform the integration of heritage conservation into the CPPS.

5.1 Key findings

- **Rich heritage assets:** Barrie's historic neighbourhoods, including Allandale, Brock Park, Downtown, and The Grove, feature significant cultural heritage resources, mature streetscapes, and a diverse inventory of heritage properties central to community identity.
- **Policy framework:** heritage conservation is guided by the Provincial Planning Statement, 2024, the *Ontario Heritage Act*, the City of Barrie Official Plan, and neighbourhood-specific guidelines. These policies mandate the identification, protection, and long-term conservation of cultural heritage resources, with specific criteria for designation and processes for community engagement.
- **Designation recommendations:** the Heritage Summary Report recommends formal designation of several properties under Part IV of the *Ontario Heritage Act*, especially in Allandale, The Grove, and Queen's Park, to enhance protection and recognition.

Opportunities

- **Strengthening heritage protection:** designating additional properties, developing a Heritage Conservation Strategy, and providing incentives for adaptive reuse can reinforce Barrie's heritage assets and community identity.
- **Clear standards and demonstration materials:** using photos, drawings, and clear statements of significance to support applications will help ensure new development is compatible with heritage values and could shorten review periods.
- **Sensitive infill and redevelopment:** encourage well-designed infill and intensification that complements existing neighbourhood character, with tailored regulations for heritage-sensitive areas.
- **Process improvements:** staff-delegated approvals, clear guidelines for when additional studies or Council involvement are needed, and integration of heritage policies into the CPPS process could achieve both streamlined development and heritage protection.

- **Archaeological resources:** the CPP by-law should identify requirements for archaeological assessments, especially in areas like Allandale with potential Indigenous remains.

Challenges

- **Heritage integrity:** some properties have lost original features or been significantly altered, complicating eligibility for designation and requiring nuanced evaluation of historic evolution versus loss of integrity.
- **Development pressure:** intensification and redevelopment, especially near the waterfront and major corridors, threaten the historic character of neighbourhoods. Balancing growth with heritage preservation is a central concern for residents and planners.
- **Policy implementation:** provincial policy guidance, and public awareness and support, for protecting and enhancing heritage can vary over time, making it necessary for planning approaches to be clearly understood and applied.
- **Brownfield redevelopment:** former industrial lands present contamination and remediation challenges, particularly in Brock Park.

5.2 Conclusion

Agent Urban identifies the following approaches to inform the drafting of the community planning permit (CPP) by-law:

- Integrate heritage policies to ensure new development respects and enhances historic neighbourhood character.
- Develop resilient policies that balance technical requirements with community-driven definitions of heritage.
- Leverage existing policy frameworks and community engagement to address challenges and seize opportunities for heritage conservation.
- Ensure that growth and change reinforce the unique character and livability of Barrie's historic areas, preserving heritage while accommodating urban development.

6 Findings and directions: housing market analysis

N. Barry Lyon Consultants Limited (NBLC) analyzed market conditions, development trends, and policy implications to inform the implementation of the CPPS.

6.1 Key findings

Market and demographic trends

- **Population growth:** Barrie's population growth has slowed but remains above-average among mid-sized Ontario cities, driven primarily by in-migration from the Greater Toronto Area and international arrivals. Government of Canada policy changes are expected to slow future growth, especially among younger, working age households.
- **Housing demand:** Barrie is forecast to add approximately 54 000 households by 2051, requiring the construction of approximately 2 100 new units annually, which is far above 10-year average of 701 units per year. Most new demand will be for medium- and high-density housing.
- **Development activity:** the Downtown UGC and Allandale MTSA represent only a small share of Barrie's new housing starts. Allandale is experiencing very little new housing development.

Economic and market challenges

- **Construction and financing costs:** construction costs have risen 87% since 2020, and higher interest rates have increased financing and carrying costs, eroding project viability. Achievable market pricing has declined, further challenging development feasibility.
- **Land values and transactions:** land values have compressed, and transaction volumes have declined, reflecting greater market caution and risk aversion among developers and landowners.
- **Condominium and rental markets:** the residential condominium market has softened, with few new launches and declining sales. Rental housing is structurally undersupplied, and new projects are increasingly reliant on Canada Mortgage and Housing Corporation (CMHC) financing to be viable.

Development pipeline and delivery risks

- **Pipeline size versus execution:** while the development pipeline is large, project cancellations are common, especially in downtown areas. Only 31% of approved units have received building permits, raising concerns about actual delivery.
- **Unit mix and parking:** future projects align with market preferences for one- and two-bedroom units and maintain high parking ratios, reflecting local demand.
- **Height and density:** proposed projects are trending larger and taller, but market conditions may not support their viability, especially in the near term.

6.2 Strategic implications for CPPS Implementation

Policy timing and flexibility

- The CPPS offers an opportunity to improve planning efficiency and investment confidence, but its success depends on aligning implementation with market readiness and infrastructure capacity.
- Planning policy and regulation should be flexible to adapt to changing market conditions, allowing for a range of densities and responsive approval processes.

Community benefits and extraction policies

- While a CPP by-law enables the extraction of community benefits, current market dynamics do not support significant overlays. Excessive requirements risk discouraging development in key growth areas.
- Many municipalities are delaying community benefits and inclusionary zoning policies until market conditions improve. If community benefits are required, then financial incentives may be necessary to offset impacts.

Strategic opportunities

- CPP by-laws can provide greater certainty and predictability for developers, support more confident investment decisions, and help the City balance growth objectives with community character.
- Success will depend on maintaining policy flexibility, strong interdepartmental coordination, and proactive engagement with stakeholders.

6.3 Conclusion

Barrie's residential market faces significant challenges: declining housing starts, rising costs, and market uncertainty. The CPPS presents a strategic opportunity to modernize the development framework, but its implementation must be carefully timed and calibrated to market realities. Policy flexibility and stakeholder engagement will be critical to achieving long-term growth, housing delivery, and community objectives.

7 Findings and directions: engagement and consultation

In October 2025, LURA Consulting led two rounds of engagement and consultation meetings with community interest groups and with landowners and developers to seek feedback on the CPPS work to-date and to hear about the priorities and aspirations of each group.

7.1 Community groups engagement and consultation

Informal conversations were held in October 2025 with community groups to share how a CPPS might work, answer questions, gather insights into experiences with the current planning process, and explore ways to improve the process and outcomes through a CPP by-law.

7.1.1 Key findings and themes

- **Housing diversity and affordability:** participants expressed concern about the dominance of one-bedroom apartment units and advocated for more two-bedroom, co-housing, and accessible options. Affordability and smart technology integration, especially for seniors, were highlighted. Rigid zoning and parking requirements were seen as barriers to affordable housing.
- **Application review process:** the current planning process is viewed as being slow and inflexible, especially regarding minor variances. There is a desire for a CPPS that allows more flexibility and streamlines approvals for minor changes.
- **Transportation and parking:** accessible, affordable housing with transit options is needed, particularly for seniors. Reducing parking requirements in walkable communities was identified to lower costs and support sustainable development.
- **Opportunities in Barrie with a CPPS:**
 - **Certainty and transparency:** can provide predictable timelines (such as 45-day approvals), benefiting both developers and community members.
 - **Tiered approach:** participants support a system that differentiates approval processes based on project impact, ensuring robust review for larger developments.
 - **Complete communities:** participants emphasized integrating housing with local services, amenities, and supports to facilitate aging-in-place.

- **“Missing middle” housing:** there is support for medium-density options (such as plexes and small rental apartment buildings) that fit the community character.
- **Urban agriculture and sustainability:** participants expressed an interest in mechanisms to encourage community gardens and rooftop farming.
- **Walkability and the “village concept”:** there is a desire for age-friendly, walkable neighbourhoods with intergenerational interaction and accessible services.
- **Heritage and neighbourhood character:** participants noted the importance of balancing new development with the preservation of local history and built forms.
- **Community participation:** participants expressed a strong appreciation for opportunities to be involved in shaping the CPPS.
- **Lessons from other municipalities:** communities such as Waterloo, Burlington, Aurora, and Guelph were cited as examples where a CPPS has been implemented and may offer useful insights.

7.1.2 Conclusion

Community feedback identified several areas of interest relating to new development and community infrastructure, including the provision of a range of housing types (including “missing middle” housing densities and forms), housing affordability, transportation and parking, the creation of complete communities (the age-friendly “village concept”) and cost.

Participants also noted that CPPS could provide opportunities to enable a certain and transparent process, implement a tiered approach to application management and review.

The community groups consulted expressed hope that the CPPS would build on previous community efforts, recognizing neighbourhood history and heritage, transition areas, facilitating intergenerational interaction and community activation and opportunities for community participation. The informal conversations form part of the overall community engagement process and will support the development of key directions for the CPPS.

7.2 Developers group engagement and consultation

Informal conversations were held on 22 October 2025 with representatives from Barrie’s planning and development industry regarding the proposed CPPS. The discussions aimed to share how a CPPS might function, gather feedback on current planning challenges, explore

opportunities for improvement, and ensure the CPPS reflects community values and supports effective development.

7.2.1 Key challenges identified

- **Brownfield redevelopment:** developers face high costs associated with the provision of parking due to Barrie's high water table, which complicates the design and cost of building below-grade parking structures.
- **High cost of development:** redeveloping historic and complex properties is expensive, with rising material and labor costs. Areas like Bradford Street and Essa Road are particularly challenging.
- **Zoning constraints:** current zoning by-law requirements require non-residential ground floor uses, leading to vacant retail spaces and limiting community asset development.
- **Delegated authority:** limited City staff resources highlight the need for more delegated authority to streamline permit reviews.
- **Community resistance:** concerns that heritage, density, and traffic impede development, especially in revitalization areas like Bradford Street.
- **Bradford Street revitalization:** slow progress due to resident concerns about building height, density, and congestion.

7.2.2 Opportunities with CPPS

- **Clear vision:** CPPS can implement the vision for future development, as outlined in the Official Plan.
- **Balance city character:** revitalization of parks and public spaces can maintain Barrie's character while supporting growth.
- **Streamlined approvals:** CPPS offers a framework to reduce approval timelines, minimize zoning amendments, and adapt to market changes.
- **Transition provisions:** addressing transition zones can remove barriers to brownfield redevelopment and ensure compatibility between different building scales.
- **Flexibility and marketability:** more flexible zoning can accommodate site-specific needs and market demands, reducing the need for frequent by-law amendments.
- **Public engagement:** improved communication about planning processes and decisions can help residents understand project delays and City goals.

7.2.3 Lessons from other municipalities

- Examples from Innisfil, Huntsville, Oakville, and Toronto illustrate both the benefits and challenges of implementing CPPS frameworks, including the need for amendments and the value of flexibility in design and land use.

7.2.4 Conclusion

- The proposed CPPS can help Barrie address key development challenges by streamlining approvals and increasing flexibility.
- Developers face obstacles like high costs, zoning restrictions, and community resistance, especially for brownfield sites.
- Delegated authority and clearer communication are needed to improve the process and public understanding.
- Lessons from other municipalities show CPPS can work but require ongoing adjustments.
- Continued community engagement is essential to ensure the CPPS meets local needs.

8 Next steps

A draft CPP by-law and enabling official plan amendment (OPA) will be drafted based on the findings and emerging directions described in this memorandum. Public engagement, including with industry and community groups, has informed our finding to-date and will continue over the next three months, as outlined in Table 1 below. Meetings with City staff, to discuss the details of how a CPP by-law can be successfully created and used to support desirable development, have also been valuable in shaping our study to-date and will continue.

Table 1: Project timeline and actions

Date	Action or deliverable
November 2025	Background analysis and develop directions for the community planning permit system (CPPS)
December 2025- January 2026	Continue opinion-holder interviews and broader public engagement, including a public survey, and begin drafting the community planning permit (CPP) by-law and enabling official plan amendment (OPA)
January- February 2026	Present draft CPP by-law and enabling OPA for public review and comments, through a Planning Act public open house and public meeting
March 2026	Revise and finalize the CPP by-law and OPA, incorporating the public feedback received
April 2026	Bring forward final CPP by-law and OPA to Council for adoption
May 2026	CPPS education and training sessions with City staff

As available and needed throughout all project phases, the project team will provide materials and other project updates to City staff for publication on the Building Barrie website.