

Appendix “B”
Questions, Comments and Responses
Since the Release of the Strategy and Draft By-Law

Ref #	CBC #	Comment or Question	City Response
1	CBC 1	You may want to reduce/remove/defer the 4% community benefits charge for purpose built rentals. I get the reason for the 4% charge for new developments as a potentially huge revenue source for the city; but it can also be prohibitive to development, especially the purpose built rentals which have a much longer payback period to the developer than condos. Deferring it to the first 5 years after occupancy (or something like that) still gets the city their revenue but reduces the up front burden for the developer.	Although this is a Council policy decision, Staff do not recommend this approach as it leads to delayed revenues for the City and can impact its long-term financial sustainability. Potential discretionary CBC discounts and exemptions presented as Alternative #2 to the staff recommendation in staff report FIN010-23.
47	CBC 2	The CBC By-law, as currently drafted, proposes to charge the maximum rate permitted under the Planning Act and O.Reg. 509/20 of four (4) percent of the value of land to all developments or redevelopments that add five (5) or more storeys and ten (10) or more residential units. No exemptions beyond the limited exclusions set out in the regulation are provided for in the CBC By-law. If approved in its current form, the CBC By-law will result in a significant additional levy on developments and redevelopments that have already received approval from City Council but that have not yet obtained a building permit. This would be the case notwithstanding whether those developments or redevelopments were previously excluded from the application of the height and density bonusing policies in the Barrie Official Plan that relate to the former section 37 density bonusing powers under the Planning Act, which the new statutory community benefit charge provisions were intended to replace.	Although this is a Council policy decision, Staff do not recommend this approach would lead to a reduction in CBCs which will ultimately need to be made up and paid for by others. The potential delay in implementation of the CBC by-law is presented as Alternative #1, the potential for discretionary CBC discounts and exemptions is presented as Alternative #2 and the potential for Council to not propose a CBC by-law at all is presented as Alternative #3 to the staff recommendation in staff report FIN010-23.
48	CBC 3	In particular, applying the proposed CBC By-law levy at this late stage in the process to purposebuilt rental and affordable housing projects, such as One Urban’s Development, has the real potential to jeopardize their viability. Firstly, this Development was not subject to the application of the height and density bonus policies in the Barrie Official Plan because of its location in the Essa Road Secondary Intensification Corridor and because it generally complies with the MU2 Zone standards (as recognized by City staff in their report dated May 4, 2020, recommending approval of the Development to City Council). As a result, a development of this scale and in this location, which otherwise would not trigger the density bonusing policies in the Barrie Official Plan, should also not be subject to the CBC By-law levy.	Although this is a Council policy decision, Staff do not recommend this approach would lead to a reduction in CBCs which will ultimately need to be made up and paid for by others. The potential delay in implementation of the CBC by-law is presented as Alternative #1, the potential for discretionary CBC discounts and exemptions is presented as Alternative #2 and the potential for Council to not propose a CBC by-law at all is presented as Alternative #3 to the staff recommendation in staff report FIN010-23.

49	CBC 4	<p>The Development is part of the City's CIP program, which promotes and incentivizes the development of purpose-built rental and affordable housing units in Barrie. The proposed application of a CBC By-law levy to this Development – and other similar projects in the City – will achieve the opposite effect as intended by the CIP by adding to the already significant development costs, thereby disincentivizing the creation of much needed purpose-built rental and affordable housing units throughout the City.</p>	<p>Although this is a Council policy decision, Staff do not recommend this approach would lead to a reduction in CBCs which will ultimately need to be made up and paid for by others.</p> <p>The potential delay in implementation of the CBC by-law is presented as Alternative #1, the potential for discretionary CBC discounts and exemptions is presented as Alternative #2 and the potential for Council to not propose a CBC by-law at all is presented as Alternative #3 to the staff recommendation in staff report FIN010-23.</p>
50	CBC 5	<p>In order to address the above concerns, the CBC By-law should include provisions exempting certain classes and scales of development that would otherwise not have been subject to the height and density bonus policies in the Barrie Official Plan. Similarly, developments that have been approved by the City for inclusion as part of the CIP program should similarly be exempt from the requirements of the CBC By-law. This approach is consistent with the City of Toronto's own CBC By-law 1139-2022, which provides for additional exemptions for developments that are part of Toronto's Housing Now initiative (which, like the CIP, promotes the development of affordable and transit-supportive housing) and developments that have existing rezoning or site plan applications and that would otherwise have been excluded from the application of former section 37 density bonusing under the policies of the Toronto Official Plan.</p>	<p>Although this is a Council policy decision, Staff do not recommend this approach would lead to a reduction in CBCs which will ultimately need to be made up and paid for by others.</p> <p>Potential discretionary CBC discounts and exemptions presented as Alternative #2 to the staff recommendation in staff report FIN010-23.</p>