

Further to Bill 162 being given Royal Assent on **May 16, 2024** (<https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-162#BK5>), the decision reads as follows:

SCHEDULE 3 - OFFICIAL PLAN ADJUSTMENTS ACT, 2023

Currently, sections 1 and 2 of the *Official Plan Adjustments Act, 2023* provide that specified decisions under subsection 17 (34) of the *Planning Act* are deemed never to have been made and that the official plans and amendments to official plans that were the subject of those decisions were deemed to have been approved as of the dates of the respective decisions. A number of the official plans and amendments are modified as indicated in the Act and approved as modified.

Table 1

Official plan adopted by the City of Barrie pursuant to By-law 2022-016 April 11, 2023 Modifications numbered 1, 3, 4, 6 to 8, 11 to 17, 19 to 24, 26 to 37, 39 to 63, 65 to 69, 71 and 72

4. The official plan adopted by the City of Barrie pursuant to By-law 2022-016 is modified as follows:

- i. Appendix 2: Phasing Plan is deleted in its entirety
- ii. Policy 2.4.2.3.e) is modified by adding the following new sentence at the end “The portion of Designated Greenfield Area lands identified as Phase 1 West, Phase 2 West, and Phase 3 West on Appendix 2: Phasing Plan as adopted by By-law 2022-016, excluding the Employment Areas, may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051”
- iii. Policies 9.5.2.c), d) and j) are deleted and section 9.5.2. is renumbered accordingly.

BILL 192 MOD NO.	OP 2023 POLICY NO.	MINISTRY MODIFICATION	FINAL DECISION by Bill 162
			N/A per Table 1
			NEW per section 4.
1	1.2	The last sentence of policy 1.2 is modified so that it reads: Barrie's transformation is evidenced by investment in all areas of the city, including investments in greater diversity and inclusion, greater accessibility, greater social wellbeing (including age-friendly community design), greater environmental stewardship, a commitment to climate action and lowering emissions, and greater economic prosperity.	Approved as Modified
2	2.3.2	Policy 2.3.2 d) ii) remains as adopted – no modification.	As adopted by By-law 2022-016 (affordable housing target)
3	2.3.2	The first sentence of policy 2.3.2 e) is modified so that it reads: A high standard of design shall should be achieved in the Urban Growth Centre by:	Approved as Modified (shall > should)

4	2.3.3	<p>The second sentence of policy 2.3.3 f) is modified so that it reads:</p> <p>This will should be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and will should incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.</p>	<p>Approved as Modified (shall > should, will > should)</p>
5	2.3.4	<p>Policy 2.3.4 Major Transit Station Areas a) iii) remains as adopted – no modification.</p>	<p>As adopted by By-law 2022-016 (affordable housing target)</p>
6	2.3.6	<p>The second sentence of policy 2.3.6 c) is modified so that it reads:</p> <p>This infrastructure will should also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.</p>	<p>Approved as Modified (shall > should)</p>
7	2.4.1	<p>Policy 2.4.1 e) is modified so that it reads:</p> <p>Strengthen Barrie as an age-friendly complete community where residents of all ages and abilities can live, work, and connect within their neighbourhoods and across the community as a whole.</p>	<p>Approved as Modified</p>
8	2.4.2.1	<p>Policy 2.4.2.1 d) is modified so that it reads:</p> <p>Unless otherwise specified, all minimum density targets given in Sections 2.3 and 2.4 are measured using the metric of persons and jobs per gross hectare, as per the Growth Plan. Gross land area is the total land area excluding the following:</p> <ul style="list-style-type: none"> i) Lands subject to the Natural Heritage System and Greenspace designations as well as the natural heritage protection area overlay policies; <ul style="list-style-type: none"> a. Notwithstanding 2.4.2.1 d) i), for the Designated Greenfield Area only natural heritage features and areas, natural heritage systems and floodplains can be excluded provided development is prohibited in these areas: ii) Right-of-way for: electricity transmission lines; energy transmission pipelines; freeways, as defined by and mapped as part of the Ontario Road Network; and, railways; iii) Employment Areas; and, iv) Cemeteries. <p><u>For 2.4.2.1.d) sub-policies i), ii), iii) and iv) do not apply to the measurement of the minimum density target for the Urban Growth Centre given in Section 2.3.2</u></p>	<p>Approved as Modified</p>
9	2.4.2.3	<p>Policy 2.4.2.3 e) is modified by adding the following new sentence at the end of the section:</p> <p><u>The portion of Designated Greenfield Area lands identified as Phase 1 West, Phase 2 West, and Phase 3 West on Appendix 2: Phasing Plan as adopted by By-law 2022-016, excluding the Employment Areas, may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051.</u></p>	<p>Revised NEW modification.</p> <p>Note: Staff are investigating how to implement this modification as Appendix 2 – Phasing Plan has been deleted by Bill 162.</p>

10	2.5	Policy 2.5 General Land Use Policies I) remains as adopted – no modification.	As adopted by By-law 2022-016 (affordable housing target)
11	2.5.3	Policy 2.5.3 b) is modified so that it reads: All development shall should conform with the relevant urban design policies in Section 3 of this Plan, and should be consistent with the City-Wide Urban Design Guidelines to the greatest extent possible.	Approved as Modified (shall > should)
12	2.5.6	Policy 2.5.6 a) is modified so that it reads: Lands subject to existing Site-specific development approvals and land use permissions established granted prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing are deemed to conform with this Plan. This would include any subsequent implementing approvals. Subsequent implementing development applications shall be subject to the land use policy framework in place prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing, and shall not require an amendment to this Plan.	Approved as Modified
13	2.5.7	Policy 2.5.7 is modified so that it reads: Applications deemed complete prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing may continue towards final approval, under the policy framework (including urban design guidelines) in place at the time the Notice of Complete Application was issued. This would include any subsequent implementing approvals.	Approved as Modified
14	2.6.1.3	Policy 2.6.1.3 d) i) and iii) is modified so that it reads: Outside of historic neighbourhoods, new development of up to six storeys may be permitted on vacant lands designated Neighbourhood Area where: i) The lands are comprehensively planned through an Official Plan amendment, a draft plan of subdivision, a draft plan of condominium a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to six storeys; iii) Appropriate transitions from lands planned for and occupied by ground related built forms can be achieved, as per the Section 3 policies of this Plan; and,	Approved as Modified
15	2.6.1.3	Policy 2.6.1.3 e) i) and iii) is modified so that it reads: New development in the Designated Greenfield Areas, as shown by the phasing plan on Appendix 2, may be permitted up to 12 storeys where: i) The lands are comprehensively planned through an Official Plan amendment, a draft plan of subdivision, a draft plan of condominium a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to 12 storeys;	Approved as Modified Note: A minor revision to this text is needed to remove the reference to Appendix 2 – Phasing Plan as it has been deleted from the Official Plan by Bill 162.

		iii) Appropriate transitions from lands planned for and occupied by ground related built forms can be achieved, as per the Section 3 policies of this Plan; and,	
16	2.6.1.3	<p>Policy 2.6.1.3 f) is modified so that it reads:</p> <p>Along an Intensification Corridor in the Neighbourhood Area designation, development may be permitted up to eight storeys if:</p> <ul style="list-style-type: none"> i) It is no more than 60% higher than the tallest building within 450.0 metres; ii) It is no more than 60% denser than the densest building within 450.0 metres; i) <u>It is compatible with the height of surrounding buildings within 450 metres;</u> ii) iii) It fronts onto and is oriented towards the Intensification Corridor; iii) iv) The transition policies in Section 3 of this Plan can be satisfied; and, iv) v) Servicing availability can be confirmed by the City. 	Approved as Modified
17	2.6.1.3	<p>The first sentence of policy 2.6.1.3 g) is modified so that it reads:</p> <p>If the policies of 2.6.1.3(e)(i) and 2.6.1.3(e)(ii) <u>policy 2.6.1.3 f) i)</u> cannot be satisfied, then development along an Intensification Corridor may be permitted up to six storeys where:</p>	Approved as Modified
18	2.6.1.3	Policy 2.6.1.3 Development Polices m) remains as adopted – no modification.	<p>As adopted by By-law 2022-016 (transition across municipal boundary)</p>
19	2.6.3.3	<p>Policies 2.6.3.3 d) iii) and iv) are modified so that they read:</p> <ul style="list-style-type: none"> iii) How additional dwelling units created as a result of in the increase in height contribute to the provision of attainable, affordable or deeply affordable housing; and/or, iv) Exceptional design further guidance on this will be provided for <u>High-quality of design, in accordance with guidance provided for</u> in the City-Wide Urban Design Guidelines. 	Approved as Modified
20	2.6.10.1	<p>The first sentence of policy 2.6.10.1 is modified so that it reads:</p> <p>The following <u>A range of employment</u> uses shall be permitted in areas designated as Employment Area - Industrial, <u>such as:</u></p>	Approved as Modified
21	2.6.10.3	<p>Policy 2.6.10.3 d) is modified so that it reads:</p> <p>Where permitted, outside storage shall be located at the rear of buildings, and shall <u>should</u> be screened from the street in accordance with Section 3 of this Plan and the City-Wide Urban Design Guidelines.</p>	<p>Approved as Modified (shall > should)</p>

22	2.8.4	Policy 2.8.4 Mapleview Drive East Neighbourhood is deleted in its entirety and Section 2.8 re-numbered.	Approved as Modified (also reference on Map 2)
23	2.8.7	A new site-specific policy 2.8.7 is added to read: <u>2.8.7 Lockhart Road and Sideroad 20</u> <u>The lands within Lot 20 Concession 11 and denoted with "see policy 2.8.8" on Map 2 are permitted to develop single and semi-detached dwellings, and all forms of townhouse dwellings, in addition to the uses permitted in the Neighbourhood Area designation in section 2.6.1.1 and the Community Hub designation in section 2.6.4.1. The lands shall be planned to achieve an overall minimum density of 55 residents and jobs per hectare. Development approvals on these lands shall not require the preparation of a secondary plan.</u>	Approved as Modified (also reference on Map 2)
24	2.8.8	A new site-specific policy 2.8.8 is added to read: <u>2.8.8 664, 674 and 692 Essa Road, and 320 Mapleview Drive West</u> <u>Notwithstanding any other policies in this plan to the contrary, the minimum density target to be achieved is 156 units per hectare.</u>	Approved as Modified (also reference on Map 2)
25	3.1	The first sentence of Policy 3.1 Leadership in Design Excellence remains as adopted.	As adopted by By-law 2022-016 (policies > policies)
26	3.1.2	The first sentence of Policy 3.1.2 is modified as follows: To achieve design excellence in the city's built form and public realm, and to encourage the successful implementation of this Plan's policies, the City will <u>may</u> :	Approved as Modified (will > may)
27	3.1.3.1	Policy 3.1.3.1 is modified so that it reads: The urban design policies shall <u>should</u> be applied and interpreted as follows: to ensure that a development considers the urban design policies in this Plan, and in accordance with policy 3.1.3.2(b), the City may require an urban design brief as a requirement for a complete application. <u>a) Many of the urban design policies are phrased with the terms "will" or "shall," or phrased in the active voice (rather than the passive voice), which means that every new development approved by the City must be in full conformity with the relevant policies provided in sections 3.2, 3.3 and 3.4.</u> <u>b) To ensure that a development conforms with the urban design policies in this Plan, and in accordance with policy 3.1.3.2(b), the City may require an urban design brief as a requirement for a complete application.</u>	Approved as Modified (shall > should)

28	3.1.3.2	<p>Policy 3.1.3.2, a) and b) is modified so that it reads:</p> <p>The separate City-Wide Urban Design Guidelines document is a key tool for achieving the design excellence envisioned by the City. They shall should be applied as follows:</p> <ul style="list-style-type: none"> a) The City-Wide Urban Design Guidelines shall should be followed to the greatest extent possible for each development. b) If any relevant guidelines cannot be achieved on a site, then an urban design brief must may be completed demonstrating how the spirit and intent of the relevant guideline(s) are to be maintained for that development. 	<p>Approved as Modified</p> <p>(shall > should, must > may)</p>
29	3.2.1	<p>The first sentence in policy 3.2.1 a) is modified so that it reads:</p> <p>To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, shall should demonstrate the following:</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
30	3.2.1	<p>Policy 3.2.1 a) v) is modified so that it reads:</p> <p>Appropriate transitions between the private and public realm. This shall should be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
31	3.2.1	<p>Policy 3.2.1 c) is modified by including additional text as follows:</p> <p>Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive, <u>recognizing that areas including Intensification Corridors, Strategic Growth Areas, Major Transit Station Areas and the Urban Growth Centre are the focus for increased heights and densities and will experience built form changes to achieve the City's stated goals of evolving into a medium-sized City.</u></p>	<p>Approved as Modified</p>
32	3.2.1	<p>Policy 3.2.1 d) is modified so that it reads:</p> <p>The City will not support over development. Over development does not necessarily result from one incompatible form, but often from a cumulation of unbalanced characteristics. The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. At the same time, over development may sometimes occur even when permissions have been followed. Therefore, the determination of over-development must should be weighed across a variety of characteristics that include, but are not limited to:</p> <ul style="list-style-type: none"> i) Development that is excessive in its demands on city infrastructure and services; ii) Development that negatively impacts on the public realm and local character; iii) Development that proposes excessive height or density; iv) Variations to the City's development standards resulting in inappropriate built form, especially where an alternative built form solution is more appropriate; iv) v) Undesirable building separation distances resulting in shadow impacts, inappropriate over-look conditions, or which 	<p>Approved as Modified</p>

		<p>significantly negatively impacts access to daylight; and,</p> <p>v) vi) Development that results in other impacts to a site's functionality or that limits the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.</p>	
33	3.2.2	<p>The first sentence of policy 3.2.2 a) is modified so that it reads:</p> <p>To ensure the development of complete neighbourhoods, development applications outside of Employment Areas, where appropriate, shall should generally be designed to contribute to:</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
34	3.2.3	<p>The first sentence of policy 3.2.3 a) is modified so that it reads:</p> <p>To support the City's sustainable design priorities, all development applications shall should demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
35	3.2.3.1	<p>The first paragraph of policy 3.2.3.1 a) is modified so that it reads:</p> <p>The City will establish green development standards in consultation with the building and construction industry, and until such time as green development standards are adopted by City Council, applications for an Official Plan amendment, Zoning By-law amendment and/or plan of subdivision or site plan approval are required to shall, where appropriate, submit a Sustainable Development Report, indicating how sustainable design best practices are being addressed. While justification can be made for why certain best practices are not being pursued, the report shall should demonstrate how the development proposal intends to:</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
36	3.2.4.1	<p>The first sentence of policy 3.2.4.1 a) is modified so that it reads:</p> <p>To design and develop a connected and vibrant public realm, the City will may:</p>	<p>Approved as Modified</p> <p>(will > may)</p>
37	3.2.4.2	<p>The first sentence of policy 3.2.4.2 c) is modified so that it reads:</p> <p>Gateways shall should achieve a higher standard of design excellence, appropriate to their level (major or minor), to complement their distinct geographical role as entry points into the city.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
38	3.2.4.3	<p>Policy 3.2.4.3 Waterfront Development remains as adopted – no modification.</p>	<p>As adopted by By-law 2022-016</p> <p>(shall > shall)</p>
39	3.2.4.5	<p>Policies 3.2.4.5 b) c) e) and f) are modified so that they read:</p> <p>b) Private streets required for site circulation shall should be designed to be comfortable for pedestrians, cyclists, and vehicles. They should provide high-quality landscape treatments that contribute to pedestrian comfort and safety, and to a sense of place and the character of the development.</p>	<p>Approved as Modified</p> <p>(shall > should, will > may)</p>

		<p>c) Where appropriate, internal private streets will may be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement and that frame appropriately sized development parcels. Internal private streets will may be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network wherever possible.</p> <p>e) Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall should not be located immediately adjacent to an intersection, and will be directed away from a public street, park, river, public open space or residential area. If this is not possible, they will be adequately screened.</p> <p>f) Where outdoor storage is permitted, it shall should not be located between a building and a street edge or a building and the intersection of streets.</p>	
40	3.2.4.6	<p>Policy 3.2.4.6 c) is modified so that it reads:</p> <p>Where required, buffer strips shall should consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
41	3.2.4.7	<p>Policies 3.2.4.7 b) d) f) g) and h) are modified so that they read:</p> <p>b) All building and site lighting shall should be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets. Outdoor lighting shall should follow industry standards and should incorporate energy efficiencies, such as sensors and timers, and direct light away from the night sky. Lighting of prominent buildings, monuments and other built features to accentuate civic and architectural design may be permitted.</p> <p>d) Signs on cultural heritage resources, including within heritage areas or within cultural heritage landscapes, shall should be compatible with the heritage character of the property, district or landscape and may be regulated in accordance with the provisions of the Ontario Heritage Act, as applicable.</p> <p>f) Commercial signage should be displayed at a consistent height on building facades such as at the top of the ground floor. Signage shall should generally not be permitted on the top of buildings or poles.</p> <p>g) Where outdoor display areas are associated with a large building, the use of landscape elements such as plantings, decorative fencing, and architectural elements such as facade extensions and canopies shall should be incorporated for effective integration with the overall development.</p> <p>h) Outdoor display areas adjacent to street edges shall should generally be avoided, subject to the regulations of the Zoning By-law. However, well-designed, pedestrian-scaled outdoor display areas that contribute to a comfortable and safe public realm may be permitted in areas of high pedestrian traffic, provided that safety and accessibility are not compromised.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
42	3.2.4.9	<p>Policy 3.2.4.9 b) is modified so that it reads:</p> <p>Indigenous culture and heritage preservation shall should be integrated into public art initiatives led by the City, through consultation with Indigenous Nations and communities, and informed by the City's commitment to reconciliation and building relationships.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>

43	3.3	<p>The first paragraph of policy 3.3 is modified so that it reads:</p> <p>The following section identifies urban design policies for the main built form types expected to be developed across the city. The built form types listed shall may also be subject to further design guidance in the City-Wide Urban Design Guidelines and the Zoning By-law, with locations where each type is permitted identified in the Zoning Bylaw. Building types covered in this section include:</p>	<p>Approved as Modified</p> <p>(shall > may)</p>
44	3.3.1	<p>Policies 3.3.1 a) – g) are modified so that they read:</p> <p>The following urban design policies apply to all new development in Barrie:</p> <ul style="list-style-type: none"> a) Buildings shall should be oriented to create a strong street presence, with main entrances located to face the street. b) Corner buildings shall should address both streets by providing two articulated facades facing the street. c) Blank facades facing a street, open space, or park shall be are strongly discouraged. d) Buildings adjacent to the street edge and at sites with high public visibility shall should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows. e) Intersections of major streets shall should be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection. f) Buildings will should be designed to completely screen roof-top mechanical equipment from public view. g) Long building facades that are visible along a public street will may incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the facade to create articulation and visual interest in the mass of such facades. 	<p>Approved as Modified</p> <p>(shall > should, will > should/may)</p>
45	3.3.2	<p>Policy 3.3.2, a) – f) and j) are modified so that they read:</p> <p>Low-rise development includes low-rise residential and mixed-use development, such as detached houses, semi-detached houses, townhouses and walk-up apartment buildings. This building type is limited to five storeys in height. While further low-rise development design guidelines are provided for in the City-Wide Urban Design Guidelines, the following urban design policies apply:</p> <ul style="list-style-type: none"> a) The scale, massing, setback, and orientation of low-rise development will may be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs. b) The primary defining features of low-rise residential or mixed-use development are the main building entrance, arrangement of windows, articulation of the building facade, and articulation of the roofline, and these shall should be distinctive in their urban design but not out of proportion within a neighbourhood. c) Low-rise development shall should respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and shall should be consistent with the other policies in this Plan. d) Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) should generally provide a front-yard and front-door pedestrian entrance facing the public street Where such elements cannot be included, enhanced architectural elements may be required to address the street-facing nature of the flanking elevation. e) Stacked townhouses shall should be a maximum of four storeys in height and shall should be designed to generally resemble a traditional street townhouse. f) To provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse shall should incorporate setbacks and buffers that maintain a high quality of urban design, as per the policies of Section 3.2 of this Plan, the Zoning By-law and the City-Wide Urban Design 	<p>Approved as Modified</p> <p>(will > may, shall > should)</p>

		<p>Guidelines.</p> <p>j) Garages shall should not project forward in such a way that the resultant streetscape created at ground level is dominated by the garages rather than the overall building facades.</p>	
46	3.3.3	<p>Policy 3.3.3, a) - d) and g) are modified so that they read:</p> <p>The following urban design policies apply to mid-rise buildings, which generally should be a minimum of six storeys in height and shall should be limited to 12 storeys:</p> <p>a) The building, including its principal entrance, shall should frame the street it is fronting, while allowing access to sunlight for adjacent properties.</p> <p>b) Mid-rise buildings shall should be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further:</p> <p>i) The base shall should generally be between three and six storeys in height; and,</p> <p>ii) Building elements above the base shall should incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.</p> <p>c) Mid-rise buildings shall should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.</p> <p>d) In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building shall should be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.</p> <p>g) The first storey shall should generally be taller in height to accommodate a range of non-residential uses.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
47	3.3.4	<p>Policy 3.3.4 a) and a) i) a. are modified so that they read:</p> <p>High-rise buildings shall should be designed with the following elements:</p> <p>i) Podium...</p> <p>a. For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium shall should incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
48	3.3.4	<p>Policies 3.3.4 a) ii) c. d. f. g. and h. are modified so that they read:</p> <p>c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower will be should consider a setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City;</p> <p>d. As further directed by the Zoning By-law and Urban Design Guidelines, all parts of a tower, including its balconies, shall should be setback from the podium and all public street frontages to ensure an appropriate human scaled</p>	<p>Approved as Modified</p> <p>(will > should, shall > should)</p>

		<p>pedestrian environment and mitigate wind impacts at street level;</p> <p>f. Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above shall be at least should consider a 30.0 metres separation;</p> <p>g. In order to provide appropriate transition, towers will generally be setback 70.0 metres from lower scale neighbourhoods and buildings or, as further described in the City Wide Urban Design Guidelines, contained within an angular plane; Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings;</p> <p>h. The first storey shall should generally be taller in height to accommodate a range of non-residential uses; and,</p>	
49	3.3.4	<p>Policies 3.3.4 a) iii) a. and b. are modified so that they read:</p> <p>a. The tower top shall should be designed to be of architectural interest and contribute to an interesting skyline and cityscape, amenity space, and/or environmental sustainability features, screening any building mechanical or telecommunications equipment from view; and,</p> <p>b. Amenity space and signage, if provided at the rooftop, shall should be integrated into the design and massing of the tower top.</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
50	3.3.4	<p>The first sentence of policy 3.3.4 c) is modified so that it reads:</p> <p>Tall buildings will may be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street.</p>	<p>Approved as Modified</p> <p>(shall > should)</p> <p>Note: Staff to clarify implementation in coordination with 3.4.4.3 approved as adopted using shall for Waterfront Development.</p>
51	3.3.5	<p>Policies 3.3.5 a) b) and e) are modified so that they read:</p> <p>a) To provide convenient access for pedestrians, cyclists and transit users, low-rise employment buildings shall should generally be oriented to front onto a public street.</p> <p>b) Direct and safe pedestrian access shall should be provided to any main building entrance; this includes pedestrian access that is separated from or safely integrated with parking lots.</p> <p>e) The site design for low-rise employment buildings shall should:</p>	<p>Approved as Modified</p> <p>(shall > should)</p>
52	3.3.6	<p>Policies 3.3.6 b) and b) ii) are modified and f) deleted so that they read:</p> <p>b) Shopping malls and major retail stores shall should have a distinctive architectural design, so that:</p> <p>i) For a shopping mall....</p> <p>ii) For a major retail development that groups together multiple stores, each individual store shall should vary its built form to create visual interest and avoid monotony. For instance, individual stores should vary in height and roofline, and different</p>	<p>Approved as Modified</p> <p>(shall > should)</p>

		stores should have exterior materials indicative of the store/merchant/tenant. f) Private streets should be designed to a similar standard as public streets and should include sidewalks.	
53	3.4	Policies 3.4 a) – c) g) and h) are modified so that they read: a) Parking areas supporting new development in the Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors shall should be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking. b) Above-grade parking structures shall should be screened from view by development or otherwise designed to provide facades of high architectural quality facing streets. Street-related uses on the ground level of the parking structure should be provided where appropriate to contribute to an active pedestrian realm and screen the parking structure. c) Surface parking lots should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking lots shall should be designed in a manner that contributes to an attractive public realm by providing screening and landscaping. g) Bicycle parking shall should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form. h) Surface parking lots shall should incorporate the use of pervious surfaces where feasible.	Approved as Modified (shall > should)
54	4.3.1.1	The first sentence of Policy 4.3.1.1 a) is modified so that it reads: Any development in any land use designation located within 400.0 metres of the Ministry of Transportation Highway 400 permit control area within the Ministry of Transportation's permit control area as prescribed in the Public Transportation and Highway Improvement Act will be subject to Ministry approval.	Approved as Modified
55	4.5	Policy 4.5 k) is modified so that it reads: The City will work with the County of Simcoe and the Province, as necessary, to develop and implement a truck route network which shall consider the need to facilitate safe but efficient goods distribution and deliveries by truck throughout the city and crossing boundaries and support efficient truck movement to/from <u>within</u> Employment Areas and minimize while minimizing adverse impacts on non-employment sensitive land uses.	Approved as Modified
56	5.3.1	The first sentence of policy 5.3.1 j) is modified so that it reads: A standard terms of reference for an environmental impact study will be established by the City (in consultation with the appropriate Lake Simcoe Region Conservation Authority for lands in the lake Simcoe Watershed), and may be scoped through the development process to reflect a specific feature or function at the discretion of the City (in consultation with the appropriate Lake Simcoe Region Conservation Authority for lands in the Lake Simcoe Watershed).	Approved as Modified

57	5.3.1	The second sentence of policy 5.3.1 k) is modified so that it reads: The restoration and rehabilitation of the Natural Heritage System feature, to the satisfaction of the City and applicable the Lake Simcoe Region Conservation Authority <u>for lands in the Lake Simcoe Watershed</u> , may be required.	Approved as Modified
58	5.3.1	Policy 5.3.1 l) is modified so it reads: Development <u>and site alteration</u> shall not be permitted in fish habitat except in accordance with provincial and federal requirements.	Approved as Modified
59	5.3.1	Policy 5.3.1 m) is modified so it reads: Development <u>and site alteration</u> shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	Approved as Modified
60	5.3.1	Policy 5.3.1 n) is modified so it reads: Development <u>and site alteration</u> shall not be permitted in significant wildlife habitat and/or significant areas of natural and scientific interest unless it has been demonstrated that there will be no negative impacts on natural features or their ecological functions.	Approved as Modified
61	5.4.1	Policy 5.4.1 c) is modified so that it reads: Any minor modifications shall not negatively impact the Natural Heritage System as determined by the City, (in consultation with the applicable Lake Simcoe Region Conservation Authority <u>for lands in the Lake Simcoe Watershed</u>), nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage System.	Approved as Modified
62	5.4.1	Policy 5.4.1 d) is modified so that it reads: Any minor modification which might result in a change to the boundary of a provincially significant wetland shall require approval of the Ministry of Natural Resources and Forestry based on the submission of studies required by that Ministry. Any proposed changes to a provincially significant wetland boundary shall be delineated by an expert certified in the Ontario Wetland Evaluation System <u>and submitted to the appropriate agency</u> .	Approved as Modified
63	5.5.2.6	Policy 5.5.2.6 e) ii) is modified so that it reads: The sub-watershed plan conformity report shall show how the recommendations of the sub-watershed plan have been met, to the satisfaction of the City and applicable Conservation Authority <u>in consultation with the applicable conservation authority</u> .	Approved as Modified
64	6.4.2	Policies 6.4.2 Affordable Housing e) i) ii) iii) iv) and v) remain as adopted.	As adopted by By-law 2022-016

65	6.5.1.2	<p>Policy 6.5.1.2 a) iii) is modified so that it reads:</p> <p>By the appropriate Conservation Authority, in partnership with the Ministry of Environment, Conservation and Parks and Ministry of Natural Resources and Forestry, the Province, as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies.</p>	Approved as Modified
66	6.5.1.3	<p>A new policy 6.5.1.3 j) is added to read:</p> <p><u>Where their activity would cause a significant drinking water threat, uses outlined in Policy LUP-1 of the South Georgian Bay Lake Simcoe Source Protection Plan shall not be permitted in vulnerable areas.</u></p>	Approved as Modified
67	8.4.4	<p>Policy 8.4.4 d) is modified so that it reads:</p> <p>Prior to approval of applications under the Planning Act, where the subject lands contain archaeological resources or areas of archaeological potential, applicants shall provide to the City a copy of the completed archaeological assessment report(s) for heritage resource register purposes and a letter issued by the Ministry of Heritage, Sport, Tourism and Culture indicating that the report recommending no further concern has been entered into the Ontario Public Register of Archaeological Reports.</p>	Approved as Modified
68	8.4.5	<p>Policy 8.4.5 d) is modified as follows:</p> <p>The City shall conduct an annual review of cultural heritage resources <u>properties</u> designated under the Ontario Heritage Act to ensure they are regularly maintained and not abandoned or left to fall into a state of disrepair. The City shall review demolition permit applications to ensure designated properties which have been abandoned or left in a state of disrepair are not destroyed.</p>	Approved as Modified
69	9.5.1	<p>A new policy 9.5.1 g) is added to read:</p> <p><u>Where new development in the Designated Greenfield Areas is proposed in proximity to agricultural uses outside of the settlement area, impacts to agricultural operations will be mitigated to the extent feasible.</u></p>	Approved as Modified
Schedule 3 4. iii)	9.5.2	<p>Policy 9.5.2 Phasing c), d), j) are deleted. Renumber section accordingly.</p>	Delete
70	9.5.4.1	<p>Policy 9.5.4.1 Condominium Conversion a), a) i) and the fifth paragraph of policy 9.5.4.1 remain as adopted.</p>	As adopted by By-law 2022-016

BILL 192 MOD NO.	OP 2023 MAP NO.	MINISTRY MODIFICATION	FINAL DECISION by Bill 162
			N/A per Table 3
			NEW per Section 4
71	Map 1 - Community Structure	"Map 1 - Community Structure" is deleted and replaced with the modified map as shown in Appendix 1, which includes the following modifications: <ol style="list-style-type: none"> 1. removing 75 Mapleview Drive West from "Employment" and adding to "Strategic Growth Area" 2. removing lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from "Employment" 	Approved as Modified
72	Map 2 - Land Use Designation	"Map 2 - Land Use Designation" is deleted and replaced with the modified map as shown in Appendix 2, which includes the following modifications: <ol style="list-style-type: none"> 1. redesignating 75 Mapleview Drive West from "Employment Area - Non Industrial" to "Commercial District" 2. redesignating lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from "Employment Area - Non Industrial" to "Neighbourhood Area" 3. redesignating 95 Cook Street from "Community Hub" to "Neighborhood Area" 4. redesignating 30 Sophia Street West from "Neighbourhood Area" to "Medium Density" 5. removing label "see policy 2.8.4" 6. adding label "see policy 2.8.7" for lands located north west of Lockhart Road and Sideroad 20 7. adding label "see policy 2.8.8" for 664, 674 and 692 Essa Road, and 320 Mapleview Drive West. 	Approved as Modified
Schedule 3 4. i)	Appendix 2	"Appendix 2 - Phasing Plan" is deleted.	Delete