



## **City of Barrie Official Plan Recommendations**

*Mayor Alex Nuttall*

## **Ministry of Municipal Affairs and Housing**

*Minister Calandra*

**December 6, 2023**



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THE CORPORATION OF THE CITY OF BARRIE  
Mayor's Office

The Honourable Paul Calandra  
Minister of Municipal Affairs and Housing  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto, Ontario  
M7A 2J3

December 6, 2023

**Re: Provincial Legislation to Reverse Previous Decisions on Municipal Official Plans/ Official Plan Amendments: City of Barrie Official Plan**

Dear Minister Calandra:

Thank you for the opportunity to provide insight and identify opportunities to improve the City of Barrie Official Plan, approved on April 11, 2023, with 73 modifications to the Council adopted version of the Plan. We see the Official Plan as the guiding document for the development of the city of Barrie which is seeing exponential growth. As indicated previously, as you embark on the goal of building 1.5 million new homes by 2031, I want to offer you our full support. Barrie as a strong single tier municipality is an excellent partner to both the development community, and the Province in helping to achieve the housing targets by getting more homes built faster, more efficiently and cutting red tape. We are well on our way to reach our target of 23,000 homes. Since January 1, 2023, we have had 1,850 housing starts, which exceeds our annual target of 1,687 by more than 10%. Faced with a housing crisis, City Council is committed to doing whatever possible to increasing the supply of housing. To demonstrate that commitment, Council recently made three properties surplus helping to support a significant number of new housing units.

Since the approval of the City's Official Plan, Council has been making decisions on development applications in accordance with this policy document. However, in light of the decision to revisit the Official Plan modifications I undertook a robust process of community engagement, including hosting an in person Town Hall on Wednesday November 22, 2023 and welcoming written comments in advance of Thursday November 23, 2023. The Town Hall was well attended with over 20 speakers and over 45 written submissions received. I have included all correspondence received for your review and are reflected in the sections below. In addition, I invited and received written comments from members of Barrie City Council with respect to their individual wards.

Throughout this engagement, five themes clearly emerged:

- Provincial modifications to maintain
- Provincial modifications to revert back to Council adopted version
- New land use requests

- City boundary expansion and the need for employment lands
- General input

### **Provincial modifications to maintain**

An attachment to this letter, as Appendix 1, is a chart including the Provincial modifications clearly outlining which modifications I recommend maintaining. These are the modifications that outlined the Provincial interests and provide some clarity to the Council adopted version of the Official Plan. Some of the modifications are site specific to permit additional density and residential opportunity, which I whole heartedly support. While some of the modifications may, on the surface, look like a reduction in density, I am satisfied that with the overall density targets in the entire plan will more than make up for these slight site specific modifications.

We received over 20 pieces of correspondence about this matter of maintaining the Minister's modifications and removing phasing altogether, and they are attached to this letter as Appendix 3.

### **Phasing in the Designated Greenfield Area**

One modification by the Province adjusted the development phasing in the City's Designated Greenfield Area (DGA). I am recommending that the phasing be removed from Appendix 2 in the Official Plan and sections c, d and j of policy 9.5.2 be deleted and the remaining policies be re-named accordingly. In today's environment to get *more homes, built faster*, the phasing policies limit development opportunities in the City. An updated version of Appendix 2 to the Official Plan is attached to this submission as Appendix 2.

A change is required in Policy 2.4.2.3 section e) would need to be revised to read "Development on Designated Greenfield Area lands, except within Employment Areas, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051. Lands within **DGA West** on Appendix 2, excluding Employment Areas, may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051.

### **Provincial modifications to revert back to Council adopted version**

In Appendix 1 is the chart also outlining which modifications I recommend reverting to the Council adopted version of the Official Plan. These are the modifications that are related to many of the comments that we have heard that some of the Provincial modifications removed strong and clear language around protecting the environment, Lake Simcoe and supporting the creation of new affordable housing in the City of Barrie. The protection of the environment and creation of new affordable housing are critical priorities for the City of Barrie. We heard from the Simcoe County Greenbelt Coalition represented by Margaret Prophet and she emphasized the need for protection of the environment, ensuring clean drinking water, creation of affordable housing and intensification to minimize the impact on rural areas.

These themes were heard loud and clear in the community engagement. These matters are important to our community and they are important to me. As such, I want these policies reverted to the stronger language in the Council adopted version.

We received approximately four pieces of correspondence about this matter, and they are attached to this letter as Appendix 4.

### **New requests**

The announcement of both the potential winding back and review of approved Official Plans as well as the Town Hall and the opportunity to provide written comments resulted in some new opportunities for the City. The feedback was received as part of the Official Plan Town Hall and I am including a recommendation to update the Official Plan to include the below request.

#### **The request I would like to draw your immediate attention to is as follows:**

- A request to amend the designation from Employment Area Non-Industrial to Employment Area at 25 Hart Drive to maximize the permitted uses on this property which is a multi-tenanted employment building.

We have also heard from many that the maximum building heights in the Medium Density and High Density designations could be higher. To that end, if you agree, a very slight amendment to an existing policy in the Official Plan could provide additional height in some areas as part of a fulsome review of a development application. Policy 2.5 a) could be amended as follows:

*Slight variations from land use designation development standards, with the exception of variations to minimum density ~~and maximum height~~, may be permitted without an amendment to the Plan if such variations are in response to unique conditions or site context, to the satisfaction of the City. Variations from these development standards may need to be supported by an urban design brief or planning justification report that has been prepared to the satisfaction of the City.*

These requests may be more appropriately dealt with through the regular development review application process, however we received approximately four pieces of correspondence like this, and they are attached to this letter as Appendix 5 should you find merit in making any further modifications as part of your review.

### **City boundary expansion and the need for employment lands**

As the city grows rapidly, there needs to be a sufficient amount of jobs to accompany the housing growth. Barrie is experiencing significant demand from existing employers who wish to expand and grow their footprint but are constrained by the availability of shovel-ready and available lands. A boundary expansion is needed for the advancement of serviced industrial lands required to meet the demand for employment lands in the region and to support major local employers. As you know, I appeared before the Standing Committee on Heritage, Infrastructure and Cultural Policy as part of their work on Bill 134 and the Regional Governance Review to make the case for a boundary expansion for Barrie. I have attached as Appendix 6 the City's submission to the Standing Committee which included hundreds of letters of support from local businesses. The City of Barrie has received letters of support from Georgian College and the Royal Victoria Regional Health Centre on the need for a boundary expansion.

Barrie has invested in an infrastructure plan that places servicing at the city's boundaries for connection to water, wastewater and transportation within a single tier governance structure. Barrie as the only urban centre in the area is uniquely positioned to provide the services and infrastructure necessary to meet the needs of growing businesses with the least impact to the environment.

The intensification of residential development we are seeing across the city, brings new residents and those residents need jobs. The intensification we are seeing with residential development is not being matched by jobs and employment opportunities. This cannot continue or the city will not be a complete community. Only now, do we have the opportunity to proactively plan for additional jobs for our residents.

I heard from several businesses that want more employment land within the boundary of the City of Barrie. We also heard from several property owners that want their land to be included in the municipality. These submissions were from residents and businesses that wanted to be part of the city of Barrie and the desired result would be an expansion of the municipal boundary.

When the previous secondary plan lands were first planned in the City of Barrie the east side – Hewitt’s proposed 26,000 people and 4,160 jobs. The west side – Salem proposed 14,850 people and 6,270 jobs. Now, we are being told that Hewitt’s alone would be upwards of 45,000 people and no more land for jobs across the city. This is a critical issue. Our citizens need jobs. This new official plan has to be forward thinking to ensure Barrie continues to be a complete community. I simply do not see how this can be accomplished without additional land. It’s recommended that the new Official Plan also include a boundary adjustment to facilitate employment lands.

We received over 400 pieces of correspondence about this matter, and they are attached to this letter as Appendix 7 should you find merit in making any further modifications as part of your review. This is our number one priority behind getting housing built.

### **General input**

As with any community engagement exercise, comments and feedback received can be provided on a wide range of topics. Some of these comments may not necessarily reflect amendments or modifications to the Official Plan, however we wanted to make sure you were aware of the matters being brought forward by our community. In addition, as a result of deputations made during the Official Plan Town Hall, I would like to highlight a unique opportunity that was received through our public engagement process.

### **The opportunity I would like to draw your attention to is as follows:**

- A land assembly proposal for a new Intensification Area in the Wellington Street West area that would see an additional 5,100 residential units, in addition to approximately 170 existing residential units.

We received approximately 22 pieces of correspondence of this nature, including recommendations from three members of Council, and they are attached to this letter as Appendix 8.

I trust these comments are helpful, and I look forward to advancing this important work with you. I believe this opportunity to review the City’s Official Plan is taking place at a poignant time in our Province’s history. We must act now to create the communities we want for today, tomorrow and beyond. The City of Barrie is a strong and willing partner with the Province to get *more homes, built faster* while ensuring the protection of our environment, encouraging affordable and attainable housing and creating jobs for the region.



My team and I are always willing and available to meet with you and Ministry staff to ensure this most recent review of the City's Official Plan is proactive and fulsome for the future of Barrie and the province as a whole.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alex Nuttall', with a long horizontal flourish extending to the right.

Alex Nuttall  
Mayor, City of Barrie

c.c.: Members of Barrie City Council  
MPP Doug Downey  
MPP Andrea Khanjin  
Michael Prowse, CAO  
Michelle Banfield, Director Development Services

## Appendix 1 – Chart)



Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
1	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 ( <b>including age-friendly community design</b> ), greater environmental stewardship, a commitment to climate action and lowering emissions, and greater economic prosperity.	1.2	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.	Keep modification
2	Policy 2.3.2.d.ii) is modified so that it reads:  <del>Require that at least 20% of housing units developed in the Urban Growth Centre satisfy the criteria for affordable housing according to the policies,</del> <b>in accordance with</b> Section 6.4.2 of this Plan. <b><u>This target is to be measured across the entire Urban Growth Centre.</u></b>	2.3.2.d.ii)	The affordable housing target for the Urban Growth Centre is 20%, in accordance with Section 6.4.2 of this Plan. This target is to be measured across the entire Urban Growth Centre.	Revert to original language
3	The first sentence of policy 2.3.2.e) is modified so that it reads:  A high standard of design <del>shall</del> <b>should</b> be achieved in the Urban Growth Centre by:	2.3.2.e)	A high standard of design should be achieved in the Urban Growth Centre by:	Keep modification
4	The second sentence of policy 2.3.3.f) is modified so that it reads:  This <del>will</del> <b>should</b> be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and <del>will</del> <b>should</b> incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.	2.3.3.f)	This should be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and should incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.	Keep modification
5	Policy 2.3.4.a) iii) is modified so that it reads:  <del>Shall be developed so that at least 20% of the housing units developed in a Major Transit Station Area satisfy the criteria for affordable housing according to the policies,</del> <b>in accordance with</b> Section 6.4.2 of this Plan. <b><u>This target is to be measured across the entire Major Transit Station Area.</u></b>	2.3.4.a) iii)	The affordable housing target for the Major Transit Station Area is 20%, in accordance with Section 6.4.2 of this Plan. This target is to be measured across the entire Major Transit Station Area.	Revert to original language
6	The second sentence of Policy 2.3.6.c) is modified so that it reads:  This infrastructure <del>will</del> <b>should</b> also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.	2.3.6.c)	This infrastructure should also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.	Keep modification
7	Policy 2.4.1.e) is modified so that it reads:  Strengthen Barrie as <b>an age-friendly</b> complete community where residents <b>of all ages and abilities</b> can live, work, and connect within their neighbourhoods and across the community as a whole.	2.4.1.e)	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.	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
8	<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> <p>i) Lands subject to the Natural Heritage System and Greenspace designations as well as the natural heritage protection area overlay policies;</p> <p><b><u>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:</u></b></p> <p>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;</p> <p>iii) Employment Areas; and,</p> <p>iv) Cemeteries.</p> <p><b><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></b></p>	2.4.2.1.d)	<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> <p>i) Lands subject to the Natural Heritage System and Greenspace designations as well as the natural heritage protection area overlay;</p> <p>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:</p> <p>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;</p> <p>iii) Employment Areas; and,</p> <p>iv) Cemeteries.</p> <p>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</p>	Keep modification
9	<p>Policy 2.4.2.3.e) is modified so that it reads:</p> <p>Development on Designated Greenfield Area lands, except within Employment Areas, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051. <b><u>Lands within Phase 1 West, Phase 2 West, and Phase 3 West on Appendix 2, excluding the Employment Areas. may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051.</u></b></p>	2.4.2.3.e)	<p>Development on Designated Greenfield Area lands, except within Employment Areas, shall be planned to achieve an overall minimum density of 79 persons and jobs per hectare to 2051. Lands within Phase 1 West, Phase 2 West, and Phase 3 West on Appendix 2, excluding the Employment Areas. may be planned to achieve a minimum density of 52 persons and jobs per hectare to 2051.</p>	Revert to original language, but revise to match updated Appendix 2 in the Official Plan
10	<p>Policy 2.5.1) is modified so that it reads:</p> <p><b><u>The annual affordable housing target is</u></b> <del>The City will require the provision of a minimum of 15% of all new housing units each year to be affordable housing,</del> as per the policies in Section 6.4.2 of this Plan. <b><u>The target is to be measured city-wide.</u></b> The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.</p>	2.5.1)	<p>The annual affordable housing target is 15%, as per the policies in Section 6.4.2 of this Plan. The target is to be measured city-wide. The City will be guided by provincial direction and the City's Affordable Housing Strategy to implement this affordable housing target.</p>	Revert to original language
11	<p>Policy 2.5.3.b) is modified so that it reads:</p> <p>All development <del>shall</del> <b>should</b> 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.</p>	2.5.3.b)	<p>All development 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.</p>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
12	<p>Policy 2.5.6.a) is modified so that it reads:</p> <p><del>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.</del> <b>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.</b></p>	2.5.6.a)	Site-specific development approvals and land use permissions granted prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing are deemed to conform with this Plan. 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.	Keep modification
13	<p>Policy 2.5. 7 a) is modified so that it reads:</p> <p>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 <b>(including urban design guidelines)</b> in place at the time the Notice of Complete Application was issued. This would include any subsequent implementing approvals.</p>	2.5. 7 a)	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.	Keep modification
14	<p>Policy 2.6.1.3.d) is modified so that it reads:</p> <p>Outside of historic neighbourhoods, new development of up to six storeys may be permitted on vacant lands designated Neighbourhood Area where:</p> <p><del>i) The lands are comprehensively planned through an Official Plan amendment, a draft plan of subdivision, a draft plan of condominium</del> <b>a zoning by-law amendment</b> or a secondary plan <b>(municipally or privately initiated)</b> to accommodate buildings of up to six storeys;</p> <p>ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;</p> <p><del>iii) Appropriate transitions from lands planned for and occupied by ground-related built forms</del> can be achieved, as per the Section 3 policies of this Plan; and,</p> <p>iv) Servicing availability can be confirmed by the City.</p>	2.6.1.3.d)	<p>Outside of historic neighbourhoods, new development of up to six storeys may be permitted on vacant lands designated Neighbourhood Area where:</p> <p>i) The lands are comprehensively planned through a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to six storeys;</p> <p>ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;</p> <p>iii) Appropriate transitions can be achieved, as per the Section 3 policies of this Plan; and,</p> <p>iv) Servicing availability can be confirmed by the City.</p>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
15	<p>Policy 2.6.1.3.e) is modified so that it reads:</p> <p>New development in the Designated Greenfield Areas, as shown by the phasing plan on Appendix 2, may be permitted up to 12 storeys where:</p> <p>i) The lands are comprehensively planned through <del>an Official Plan amendment, a draft plan of subdivision, a draft plan of condominium</del> <b>a zoning by-law amendment</b> or a secondary plan <b>(municipally or privately initiated)</b> to accommodate buildings of up to 12 storeys;</p> <p>ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;</p> <p>iii) Appropriate transitions <del>from lands planned for and occupied by ground related built forms</del> can be achieved, as per the Section 3 policies of this Plan; and,</p> <p>iv) Servicing availability can be confirmed by the City.</p>	2.6.1.3.e)	<p>New development in the Designated Greenfield Areas, as shown by the phasing plan on Appendix 2, may be permitted up to 12 storeys where:</p> <p>i) The lands are comprehensively planned through a zoning by-law amendment or a secondary plan (municipally or privately initiated) to accommodate buildings of up to 12 storeys;</p> <p>ii) The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;</p> <p>iii) Appropriate transitions can be achieved, as per the Section 3 policies of this Plan;</p> <p>and,</p> <p>iv) Servicing availability can be confirmed by the City.</p>	Keep modification
16	<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> <p><del>i) It is no more than 60% higher than the tallest building within 450.0 metres;</del></p> <p><del>ii) It is no more than 60% denser than the densest building within 450.0 metres;</del></p> <p><b>i) It is compatible with the height of surrounding buildings within 450 metres;</b></p> <p><del>iii) ii) It fronts onto and is oriented towards the Intensification Corridor;</del></p> <p><del>iv) iii) The transition policies in Section 3 of this Plan can be satisfied; and,</del></p> <p><del>v) iv) Servicing availability can be confirmed by the City.</del></p>	2.6.1.3.f)	<p>Along an Intensification Corridor in the Neighbourhood Area designation, development may be permitted up to eight storeys if:</p> <p>i) It is compatible with the height of surrounding buildings within 450 metres;</p> <p>ii) It fronts onto and is oriented towards the Intensification Corridor;</p> <p>iii) The transition policies in Section 3 of this Plan can be satisfied; and,</p> <p>iv) Servicing availability can be confirmed by the City.</p>	Keep modification
17	<p>The first sentence of policy 2.6.1.3.g) is modified so that it reads:</p> <p><del>If the policies of 2.6.1.3(e)(i) and 2.6.1.3(e)(ii)</del> <b>policy 2.6.1.3(f)(i)</b> cannot be satisfied, then development along an Intensification Corridor may be permitted up to six storeys where:</p>	2.6.1.3.g)	<p>If policy 2.6.1.3(f)(i) cannot be satisfied, then development along an Intensification Corridor may be permitted up to six storeys where:</p>	Keep modification
18	<p>Policy 2.6.1.3.m) is modified so that it reads:</p> <p><del>To accommodate servicing capacity,</del> Neighbourhood Area lands that are adjacent to municipal boundaries may develop <b>for low and medium-density residential uses at a minimum density of 50 residents and jobs per hectare</b> <del>at lower density and height requirements than what is provided for in this Plan</del> to allow for more appropriate transitions to <b>agricultural and rural areas</b>.</p>	2.6.1.3.m)	<p>Neighbourhood Area lands that are adjacent to municipal boundaries may develop for low and medium-density residential uses at a minimum density of 50 residents and jobs per hectare to allow for more appropriate transition to agricultural and rural areas.</p>	Revert back to original language

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
19	<p>Policies 2.6.3.3.d) iii) and iv) are modified so that they read:</p> <p>iii) How additional dwelling units created as a result <del>of</del> <del>in</del> the increase in height contribute to the provision of attainable, affordable or deeply affordable housing; and/or,</p> <p>iv) <del>Exceptional design further guidance on this will be provided for</del> <b>High-quality of design, in accordance with guidance provided for</b> in the City-Wide Urban Design Guidelines.</p>	2.6.3.3.d) iii) and iv)	<p>iii) How additional dwelling units created as a result of the increase in height contribute to the provision of attainable, affordable or deeply affordable housing; and/or,</p> <p>iv) High-quality of design, in accordance with guidance provided for in the City Wide Urban Design Guidelines.</p>	Keep modification
20	<p>The first sentence of policy 2.6.10.1 is modified so that it reads:</p> <p><del>The following</del> <b>A range of employment</b> uses shall be permitted in areas designated as Employment Area - Industrial, <b>such as</b>:</p>	2.6.10.1	A range of employment uses shall be permitted in areas designated as Employment Area - Industrial, such as:	Keep modification
21	<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 <del>shall</del> <b>should</b> be screened from the street in accordance with Section 3 of this Plan and the City-Wide Urban Design Guidelines.</p>	2.6.10.3.d)	Where permitted, outside storage shall be located at the rear of buildings, and should be screened from the street in accordance with Section 3 of this Plan and the City-Wide Urban Design Guidelines.	Keep modification
22	<p>Policy 2.8.4 is deleted in its entirety. Section 2.8 is re-numbered and the labels on Map 2 for the Defined Policy Areas are re-organized accordingly.</p> <p>2.8.4 Mapleview Drive East Neighbourhood</p> <p>Notwithstanding the policies of this Plan, the lands denoted with "See Policy 2.8.4" on Map 2 are permitted to have a minimum 0.27 <i>Floor Space Index</i> for commercial development."</p>		Policy 2.8.4 is deleted in its entirety. Section 2.8 is re-numbered and the labels on Map 2 for the Defined Policy Areas are re-organized accordingly.	Keep modification
23	<p>A new site-specific policy 2.8.8 is added to read:</p> <p><b><u>2.8.8 Lockhart Road and Sideroad 20</u></b>  <b><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></b></p>	2.8.8	<p>2.8.8 Lockhart Road and Sideroad 20</p> <p>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.</p>	Keep modification
24	<p>A new site-specific policy 2.8.9 is added to read:</p> <p><b><u>2.8.9 664, 674 and 692 Essa Road, and 320 Mapleview Drive West</u></b>  <b><u>Notwithstanding any other policies in this plan to the contrary, the minimum density target to be achieved is 156 units per hectare.</u></b></p>	2.8.9	<p>2.8.9 664, 674 and 692 Essa Road, and 320 Mapleview Drive West</p> <p>Notwithstanding any other policies in this plan to the contrary, the minimum density target to be achieved is 156 units per hectare.</p>	Keep modification
25	<p>The first sentence of Policy 3.1 is modified so that it reads:</p> <p>The urban design policies provided in this section are <del>policies</del> <b>guidelines</b> for development to achieve the City's objectives to become an attractive city, ensure proper transitions between different types of development, and achieve design excellence.</p>	3.1	The urban design policies provided in this section are guidelines for development to achieve the City's objectives to become an attractive city, ensure proper transitions between different types of development, and achieve design excellence.	Revert to Original Language
26	<p>The first sentence of Policy 3.1.2 is modified so that it reads:</p> <p>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 <del>will</del> <b>may</b>:</p>	3.1.2	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 may:	Keep modification



Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
27	<p>Policy 3.1.3.1 is modified so that it reads:</p> <p>The urban design policies <del>shall</del> <b>should</b> be applied and interpreted as follows: <b>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.</b></p> <p><del>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.</del></p> <p><del>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.</del></p>	3.1.3.1	The urban design policies should be applied and interpreted 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.	Keep modification
28	<p>Policy 3.1.3.2 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 <del>shall</del> <b>should</b> be applied as follows:</p> <p>a) The City-Wide Urban Design Guidelines <del>shall</del> <b>should</b> be followed to the greatest extent possible for each development.</p> <p>b) If any relevant guidelines cannot be achieved on a site, then an urban design brief <del>must</del> <b>may</b> be completed demonstrating how the spirit and intent of the relevant guideline(s) are to be maintained for that development.</p>	3.1.3.2	<p>The separate City-Wide Urban Design Guidelines document is a key tool for achieving the design excellence envisioned by the City. They should be applied as follows:</p> <p>a) The City-Wide Urban Design Guidelines should be followed to the greatest extent possible for each development.</p> <p>b) If any relevant guidelines cannot be achieved on a site, then an urban design brief may be completed demonstrating how the spirit and intent of the relevant guideline(s) are to be maintained for that development.</p>	Keep modification
29	<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, <del>shall</del> <b>should</b> demonstrate the following:</p>	3.2.1.a)	To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:	Keep modification
30	<p>Policy 3.2.1.a) v) is modified so that it reads:</p> <p>Appropriate transitions between the private and public realm. This <del>shall</del> <b>should</b> 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>	3.2.1.a) v)	Appropriate transitions between the private and public realm. This 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.	Keep modification
31	<p>Policy 3.2.1.c) is modified so that it reads:</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, <b>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.</b></p>	3.2.1.c)	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, 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.	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
32	<p>Policy 3.2.1.d) is modified so that it reads:</p> <p><del>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.</del> 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. <del>At the same time, over development may sometimes occur even when permissions have been followed. Therefore,</del> the determination of over-development <del>must</del> <b>should</b> be weighed across a variety of characteristics that include, <del>but are not limited to:</del></p> <p>i) <del>Development that is excessive in its demands on city infrastructure and services;</del>  ii) <del>Development that negatively impacts on</del> the public realm and local character;  iii) <del>Development that proposes excessive height or density;</del>  iv) <del>Variances to the City's development standards resulting in inappropriate built form, especially where an alternative built form solution is more appropriate;</del>  v) <del>iv) Undesirable building separation distances resulting in shadow impacts, inappropriate over-look conditions, or which significantly negatively impacts access to daylight; and,</del>  vi) <del>v) 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.</del></p>	3.2.1.d)	<p>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. The determination of over-development should be weighed across a variety of characteristics that include demands on city infrastructure and services;</p> <p>ii) impacts on the public realm and local character;  iii) height or density;  iv) over-look conditions, or access to daylight; and,  v) impacts to a site's functionality or the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.</p>	Keep modification
33	<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, <del>shall</del> <b>should</b> generally be designed to contribute to:</p>	3.2.2.a)	To ensure the development of complete neighbourhoods, development applications outside of Employment Areas, where appropriate, should generally be designed to contribute to:	Keep modification
34	<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 <del>shall</del> <b>should</b> demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:</p>	3.2.3.a)	To support the City's sustainable design priorities, all development applications should demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:	Keep modification
35	<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 <del>are required to</del> <b>shall, where appropriate</b>, 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 <del>shall</del> <b>should</b> demonstrate how the development proposal intends to:</p>	3.2.3.1.a)	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 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 should demonstrate how the development proposal intends to:	Keep modification
36	<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 <del>will</del> <b>may</b>:</p>	3.2.4.1.a)	To design and develop a connected and vibrant public realm, the City may:	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
37	The first sentence of policy 3.2.4.2.c) is modified so that it reads:  Gateways <del>shall</del> <b>should</b> 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. This includes:	3.2.4.2.c)	Gateways 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. This includes:	Keep modification
38	Policy 3.2.4.3 is modified so that it reads:  a) Development on lands adjacent to Little Lake and Lake Simcoe should face and feature the water in context with the natural characteristics of the property and surrounding built form. b) Development proposals <del>shall</del> <b>should</b> provide views of the waterfront and orient ground level building facades towards the waterfront. c) Public views and vistas to Little Lake and Lake Simcoe and landmarks around the waterfront <del>shall</del> <b>should</b> be retained and enhanced. d) Buildings and landscapes <del>shall</del> <b>should</b> be designed in a manner that ensures physical access to the water. Special building placement and design considerations <del>shall</del> <b>should</b> be required to protect as well as to optimize public views and vistas and access to water.	3.2.4.3	a) Development on lands adjacent to Little Lake and Lake Simcoe should face and feature the water in context with the natural characteristics of the property and surrounding built form. b) Development proposals should provide views of the waterfront and orient ground level building facades towards the waterfront. c) Public views and vistas to Little Lake and Lake Simcoe and landmarks around the waterfront should be retained and enhanced. d) Buildings and landscapes should be designed in a manner that ensures physical access to the water. Special building placement and design considerations should be required to protect as well as to optimize public views and vistas and access to water.	Revert to original language
39	Policies 3.2.4.5.b), c), e) and f) are modified so that they read:  b) Private streets required for site circulation <del>shall</del> <b>should</b> 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. c) Where appropriate, internal private streets <del>will</del> <b>may</b> 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 <del>will</del> <b>may</b> be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network wherever possible. e) Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they <del>shall</del> <b>should</b> 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. f) Where outdoor storage is permitted, it <del>shall</del> <b>should</b> not be located between a building and a street edge or a building and the intersection of streets.	3.2.4.5.b), c), e) and f)	b) Private streets required for site circulation 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. c) Where appropriate, internal private streets 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 may be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network wherever possible. e) Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they 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. f) Where outdoor storage is permitted, it should not be located between a building and a street edge or a building and the intersection of streets.	Keep modification
40	Policy 3.2.4.6.c) is modified so that it reads:  Where required, buffer strips <del>shall</del> <b>should</b> consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.	Policy 3.2.4.6.c)	Where required, buffer strips should consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.	Keep modification
41	Policies 3.2.4.7 b), d), f), g) and h) are modified so that they read:  b) All building and site lighting <del>shall</del> <b>should</b> be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets. Outdoor lighting <del>shall</del> <b>should</b> 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.  d) Signs on cultural heritage resources, including within heritage areas or within	3.2.4.7 b), d), f), g) and h)	b) All building and site lighting should be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets. Outdoor lighting 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.  d) Signs on cultural heritage resources, including within heritage areas or	Keep modification

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	<p>cultural heritage landscapes, <del>shall</del> <b>should</b> 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 <del>shall</del> <b>should</b> 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 <del>shall</del> <b>should</b> be incorporated for effective integration with the overall development.</p> <p>h) Outdoor display areas adjacent to street edges <del>shall</del> <b>should</b> 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>within cultural heritage landscapes, 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 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 should be incorporated for effective integration with the overall development.</p> <p>h) Outdoor display areas adjacent to street edges 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>	
42	<p>Policy 3.2.4.9.b) is modified so that it reads:</p> <p>Indigenous culture and heritage preservation <del>shall</del> <b>should</b> 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>	3.2.4.9.b)	<p>Indigenous culture and heritage preservation 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>	Keep modification
43	<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 <del>shall</del> <b>may</b> 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>	3.3	<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 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>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
44	<p>Policy 3.3.1 is modified so that it reads:</p> <p>The following urban design policies apply to all new development in Barrie:</p> <p>a) Buildings <del>shall</del> <b>should</b> be oriented to create a strong street presence, with main entrances located to face the street.</p> <p>b) Corner buildings <del>shall</del> <b>should</b> address both streets by providing two articulated facades facing the street.</p> <p>c) Blank facades facing a street, open space, or park <del>shall be</del> <b>are</b> strongly discouraged.</p> <p>d) Buildings adjacent to the street edge and at sites with high public visibility <del>shall</del> <b>should</b> be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.</p> <p>e) Intersections of major streets <del>shall</del> <b>should</b> be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.</p> <p>f) Buildings <del>will</del> <b>should</b> be designed to completely screen roof-top mechanical equipment from public view.</p> <p>g) Long building facades that are visible along a public street <del>will</del> <b>may</b> 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>	3.3.1	<p>The following urban design policies apply to all new development in Barrie:</p> <p>a) Buildings should be oriented to create a strong street presence, with main entrances located to face the street.</p> <p>b) Corner buildings should address both streets by providing two articulated facades facing the street.</p> <p>c) Blank facades facing a street, open space, or park are strongly discouraged.</p> <p>d) Buildings adjacent to the street edge and at sites with high public visibility should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.</p> <p>e) Intersections of major streets should be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.</p> <p>f) Buildings should be designed to completely screen roof-top mechanical equipment from public view.</p> <p>g) Long building facades that are visible along a public street 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>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
45	<p>Policy 3.3.2 and its sub-policies a), b), c), d), e), 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. <del>This building type is limited to five storeys in height.</del> While further low-rise development design guidelines are provided for in the City-Wide Urban Design Guidelines, the following urban design policies apply:</p> <p>a) The scale, massing, setback, and orientation of low-rise development <del>will</del> <b>may</b> be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs.</p> <p>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 <del>shall</del> <b>should</b> be distinctive in their urban design but not out of proportion within a neighbourhood.</p> <p>c) Low-rise development <del>shall</del> <b>should</b> respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and <del>shall</del> <b>should</b> be consistent with the other policies in this Plan.</p> <p>d) Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) should <b>generally</b> provide a front-yard and front-door pedestrian entrance facing the public street <b><u>Where such elements cannot be included, enhanced architectural elements may be required to address the street-facing nature of the flanking elevation.</u></b></p> <p>e) Stacked townhouses <del>shall</del> <b>should</b> be a maximum of four storeys in height and <del>shall</del> <b>should</b> be designed to generally resemble a traditional street townhouse.</p> <p>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 <del>shall</del> <b>should</b> 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 Guidelines.</p> <p>j) Garages <del>shall</del> <b>should</b> 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>	3.3.2 and its sub-policies a), b), c), d), e), f) and j)	<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. While further low-rise development design guidelines are provided for in the City-Wide Urban Design Guidelines, the following urban design policies apply:</p> <p>a) The scale, massing, setback, and orientation of low-rise development 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.</p> <p>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 should be distinctive in their urban design but not out of proportion within a neighbourhood.</p> <p>c) Low-rise development should respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and should be consistent with the other policies in this Plan.</p> <p>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.</p> <p>e) Stacked townhouses should be a maximum of four storeys in height and should be designed to generally resemble a traditional street townhouse.</p> <p>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 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 Guidelines.</p> <p>j) Garages 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>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
46	<p>Policy 3.3.3 and its sub-policies a), b), c), 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 <del>shall</del> <b>should</b> be limited to 12 storeys:</p> <p>a) The building, including its principal entrance, <del>shall</del> <b>should</b> frame the street it is fronting, while allowing access to sunlight for adjacent properties.</p> <p>b) Mid-rise buildings <del>shall</del> <b>should</b> 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 <del>shall</del> <b>should</b> generally be between three and six storeys in height; and,</p> <p>ii) Building elements above the base <del>shall</del> <b>should</b> 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 <del>shall</del> <b>should</b> 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 <del>shall</del> <b>should</b> be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.</p> <p>g) The first storey <del>shall</del> <b>should</b> generally be taller in height to accommodate a range of non-residential uses.</p>	Policy 3.3.3 and its sub-policies a), b), c), d) and g)	<p>The following urban design policies apply to mid-rise buildings, which generally should be a minimum of six storeys in height and should be limited to 12 storeys:</p> <p>a) The building, including its principal entrance, 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 should generally be between three and six storeys in height; and,</p> <p>ii) Building elements above the base 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 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 <del>shall</del> should be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.</p> <p>g) The first storey should generally be taller in height to accommodate a range of non-residential uses.</p>	Keep modification
47	<p>Policy 3.3.4.a) and its sub policy i)a) are modified so that they read:</p> <p>High-rise buildings <del>shall</del> <b>should</b> be designed with the following elements:</p> <p>i) 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 <del>shall</del> <b>should</b> 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>	Policy 3.3.4.a) and its sub policy i) a)	<p>High-rise buildings should be designed with the following elements:</p> <p>i) 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 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>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
48	<p>Policies 3.3.4.a) ii) c, d, f, g, 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 <del>will be</del> <b>should consider</b> 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, <del>shall</del> <b>should</b> be setback from the podium and all public street frontages to ensure an appropriate human scaled 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 <del>shall be at least</del> <b>should consider a 30.0 metres separation</b>;</p> <p>g. <del>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;</del> <b>Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings</b>;</p> <p>h. The first storey <del>shall</del> <b>should</b> generally be tailer in height to accommodate a range of non-residential uses; and,</p>	3.3.4.a) ii) c, d, f, g, h	<p>c. Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower 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, should be setback from the podium and all public street frontages to ensure an appropriate human scaled 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 should consider a 30.0 metres separation;</p> <p>g. Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings;</p> <p>h. The first storey should generally be tailer in height to accommodate a range of non-residential uses; and,</p>	Keep modification
49	<p>Policies 3.3.4.a) iii) a and b are modified so that they read:</p> <p>a. The tower top <del>shall</del> <b>should</b> 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, <del>shall</del> <b>should</b> be integrated into the design and massing of the tower top.</p>	3.3.4.a) iii) a and b	<p>a. The tower top 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, should be integrated into the design and massing of the tower top.</p>	Keep modification
50	<p>The first sentence of policy 3.3.4.c) is modified so that it reads:</p> <p>Tall buildings <del>will</del> <b>may</b> 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>	3.3.4.c)	Tall buildings 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.	Keep modification



Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
51	<p>Policies 3.3.5.a) and b) and the first sentence of e) are modified so that they read:</p> <p>a) To provide convenient access for pedestrians, cyclists and transit users, low-rise employment buildings <del>shall</del> <b>should</b> generally be oriented to front onto a public street.</p> <p>b) Direct and safe pedestrian access <del>shall</del> <b>should</b> 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 <del>shall</del> <b>should</b>:</p>	3.3.5.a) and b) and the first sentence of e)	<p>a) To provide convenient access for pedestrians, cyclists and transit users, low-rise employment buildings should generally be oriented to front onto a public street.</p> <p>b) Direct and safe pedestrian access 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 should:</p>	Keep modification
52	<p>Policies 3.3.6.b) and f) are modified so that they read:</p> <p>b) Shopping malls and major retail stores <del>shall</del> <b>should</b> have a distinctive architectural design, so that:</p> <p>i. For a shopping mall, the overall development has a distinctive architectural expression that is harmonious with and complemented by the specific architectural expressions used to draw attention to entrances and major anchor stores; and,</p> <p>ii. For a major retail development that groups together multiple stores, each individual store <del>shall</del> <b>should</b> vary its built form to create visual interest and avoid monotony. For instance, individual stores should vary in height and roofline, and different stores should have exterior materials indicative of the store/merchant/tenant.</p> <p><del>f) Private streets should be designed to a similar standard as public streets and should include sidewalks.</del></p>	3.3.6.b) and f)	<p>b) Shopping malls and major retail stores should have a distinctive architectural design, so that:</p> <p>i. For a shopping mall, the overall development has a distinctive architectural expression that is harmonious with and complemented by the specific architectural expressions used to draw attention to entrances and major anchor stores; and,</p> <p>ii. For a major retail development that groups together multiple stores, each individual store should vary its built form to create visual interest and avoid monotony. For instance, individual stores should vary in height and roofline, and different stores should have exterior materials indicative of the store/merchant/tenant.</p>	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
53	<p>Policies 3.4.a), b), c), g), and h) are modified so that they read:</p> <p>a) Parking areas supporting new development in the Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors <del>shall</del> <b>should</b> be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking.</p> <p>b) Above-grade parking structures <del>shall</del> <b>should</b> 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.</p> <p>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 <del>shall</del> <b>should</b> be designed in a manner that contributes to an attractive public realm by providing screening and landscaping.</p> <p>g) Bicycle parking <del>shall</del> <b>should</b> be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.</p> <p>h) Surface parking lots <del>shall</del> <b>should</b> incorporate the use of pervious surfaces where feasible.</p>	3.4.a), b), c), g), and h)	<p>a) Parking areas supporting new development in the Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors should be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking.</p> <p>b) Above-grade parking structures 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.</p> <p>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 should be designed in a manner that contributes to an attractive public realm by providing screening and landscaping.</p> <p>g) Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.</p> <p>h) Surface parking lots should incorporate the use of pervious surfaces where feasible.</p>	Keep modification
54	<p>Policy 4.3.1.1.a) is modified so that it reads:</p> <p><del>Any development in any land use designation located within 400.0 metres of the Ministry of Transportation Highway 400 permit control area</del> <b>within the Ministry of Transportation's permit control area as prescribed in the Public Transportation and Highway Improvement Act</b> will be subject to Ministry approval. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm-water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry guidelines.</p>	4.3.1.1.a)	Any development 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. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm-water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry guidelines.	Keep modification
55	<p>Policy 4.5.k) is modified so that it reads:</p> <p>The City will work with the County of Simcoe and the Province, as necessary, to develop and implement a truck route network which shall <b>consider the need to facilitate safe but efficient goods distribution and deliveries by truck throughout the city and crossing boundaries and</b> support efficient truck movement to/from/<del>within</del> Employment Areas and minimize <del>while minimizing</del> adverse impacts on <del>non-employment</del> <b>sensitive</b> land uses.</p>	4.5.k)	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/within Employment Areas while minimizing adverse impacts on sensitive land uses.	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
56	<p>Policy 5.3.1.j) is modified so that it reads:</p> <p>A standard terms of reference for an environmental impact study will be established by the City (in consultation with the appropriate <b>Lake Simcoe Region Conservation Authority for lands in the lake Simcoe Watershed</b>), 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 <b>Lake Simcoe Region Conservation Authority for lands in the Lake Simcoe Watershed</b>). Additional natural heritage resources identified through a site-specific environmental impact study will be categorized by level and will be subject to the policies of this section. An amendment to the Plan is not required for minor amendments to Map 3 if an environmental impact study has been approved through a plan of subdivision, site plan, Zoning By-law amendment, or consent application.</p>	5.3.1.j)	A standard terms of reference for an environmental impact study will be established by the City (in consultation with the 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 Lake Simcoe Region Conservation Authority for lands in the Lake Simcoe Watershed). Additional natural heritage resources identified through a site-specific environmental impact study will be categorized by level and will be subject to the policies of this section. An amendment to the Plan is not required for minor amendments to Map 3 if an environmental impact study has been approved through a plan of subdivision, site plan, Zoning By-law amendment, or consent application.	Keep modification
57	<p>Policy 5.3.1.k) is modified so that it reads:</p> <p>To ensure the effective management and retention of the features and functions identified on Map 3, a Natural Heritage System feature will not be reclassified to a lesser level of protection if the feature is intentionally damaged or destroyed. The restoration and rehabilitation of the Natural Heritage System feature, to the satisfaction of the City and applicable <b>the Lake Simcoe Region Conservation Authority for lands in the Lake Simcoe Watershed</b>, may be required.</p>	5.3.1.k)	To ensure the effective management and retention of the features and functions identified on Map 3, a Natural Heritage System feature will not be reclassified to a lesser level of protection if the feature is intentionally damaged or destroyed. The restoration and rehabilitation of the Natural Heritage System feature, to the satisfaction of the City and the Lake Simcoe Region Conservation Authority for lands in the Lake Simcoe Watershed, may be required.	Keep modification
58	<p>Policy 5.3.1.l) is modified so it reads:</p> <p>Development <b>and site alteration</b> shall not be permitted in fish habitat except in accordance with provincial and federal requirements.</p>	5.3.1.l)	Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.	Keep modification
59	<p>Policy 5.3.1.m) is modified so it reads:</p> <p>Development <b>and site alteration</b> shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</p>		Development and site alteration shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	Keep modification
60	<p>Policy 5.3.1.n) is modified so it reads:</p> <p>Development <b>and site alteration</b> 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.</p>	5.3.1.n)	Development and site alteration 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.	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
61	<p>Policy 5.4.1.c) is modified so that it reads:</p> <p>Any minor modifications shall not negatively impact the Natural Heritage System as determined by the City, (in consultation with the applicable <u>Lake Simcoe Region</u> Conservation Authority <b>for lands in the Lake Simcoe Watershed</b>), nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage System.</p>	5.4.1.c)	Any minor modifications shall not negatively impact the Natural Heritage System as determined by the City (in consultation with the Lake Simcoe Region Conservation Authority for lands in the Lake Simcoe Watershed), nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage System.	Keep modification
62	<p>Policy 5.4.1.d) is modified so that it reads:</p> <p><del>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.</del> Any proposed changes to a provincially significant wetland boundary shall be delineated by an expert certified in the Ontario Wetland Evaluation System <b>and submitted to the appropriate agency.</b></p>	5.4.1.d)	Any proposed changes to a provincially significant wetland boundary shall be delineated by an expert certified in the Ontario Wetland Evaluation System <b>and</b> submitted to the appropriate agency.	Keep modification
63	<p>Policy 5.5.2.6.e) ii) is modified so that it reads:</p> <p>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 <del>and applicable Conservation Authority</del> <b>in consultation with the applicable conservation authority.</b></p>	Policy 5.5.2.6.e) ii)	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 in consultation with the applicable conservation authority.	Keep modification

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
64	<p>Policies 6.4.2.e) i), ii), iii), iv), and v) are modified so that they read:</p> <p>i) <del>For development and redevelopment applications occurring outside of Employment Areas and through draft plan of subdivision, draft plan of condominium, site plan or part lot control, shall be supported by an affordable housing report</del> <b>may be requested</b>. The report will be prepared in accordance with the City's current terms of reference, <del>and provide an opinion by a qualified professional as to how the proposed development or re-development provides housing to meet the needs of current and future residents;</del></p> <p>ii) Innovative and non-traditional housing types, arrangements, and forms will be encouraged where residential land uses are permitted to facilitate intensification and the creation of affordable housing units, subject to the Zoning By-law, including but not limited to: ancillary units, life lease housing, shared accommodations, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, and inclusive and accessible housing for people with special needs; <b>and</b></p> <p>iii) <del>All development proposals with more than 40 residential dwelling units proposed will be required to demonstrate the provision of affordable housing units;</del></p> <p>iv) iii) All new residential development and redevelopment in Medium Density and High Density land use designations <b>should contribute to the provision of affordable housing</b> shall provide 15% of their housing units as affordable, in accordance with policy 2.5(1), <del>unless a greater percentage is required as per the applicable policies in Section 2.3, across a range of unit sizes, including three bedroom units or larger; and,</del></p> <p>v) <del>Consideration will be given to alternative parking ratios and development standards, the creation of a cash in lieu fund dedicated to affordable housing, and/or other alternative provisions of the implementing Zoning By law to assist in the provision of affordable housing units.</del></p>	6.4.2.e) i), ii), iii), iv), and v)	<p>i) For development and <i>redevelopment</i> applications occurring outside of <i>Employment Areas</i> and through draft plan of subdivision, draft plan of condominium, site plan or part lot control, an <i>affordable</i> housing report may be requested. The report will be prepared in accordance with the City's current terms of reference.</p> <p>ii) Innovative and non-traditional housing types, arrangements, and forms will be encouraged where residential land uses are permitted to facilitate intensification and the creation of affordable housing units, subject to the Zoning By-law, including but not limited to: ancillary units, life lease housing, shared accommodations, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, and inclusive and accessible housing for people with special needs; and</p> <p>iv) iii) All new residential development and redevelopment in Medium Density and High Density land use designations should contribute to the provision of affordable housing in accordance with policy 2.5(1).</p>	Revert back to original language
65	<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 <del>Ministry of Environment, Conservation and Parks and Ministry of Natural Resources and Forestry</del>, the Province, as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies.</p>	6.5.1.2.a) iii)	By the appropriate Conservation Authority, in partnership the Province, as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies.	Keep modification
66	<p>A new policy 6.5.1.3.j) is added to read:</p> <p><b><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></b></p>	6.5.1.3.j)	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.	Maintain

Mod No.	Modification as written by the province	Policy No.	New Policy	Recommendations
67	<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>	8.4.4.d)	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) 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.	Keep modification
68	<p>Policy 8.4.5.d) is modified so that it reads:</p> <p>The City shall conduct an annual review of <del>cultural heritage resources</del> <b>properties</b> 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>	8.4.5.d)	The City shall conduct an annual review of properties 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.	Keep modification
69	<p>A new policy 9.5.1.g) is added to read:</p> <p><b><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></b></p>	9.5.1.g)	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.	Keep modification
70	<p>Policy 9.5.4.1.a), 9.5.4.1.a) i), and the fifth paragraph of policy 9.5.4.1 are modified so that they read:</p> <p>a) The City shall consider applications for a condominium conversion under the City Council Condominium Conversion Policy. An application which would result in the conversion of rental housing to condominium ownership, may only be permitted <b><u>if any one of the following general criteria is met</u></b> where:</p> <p>i) The rental vacancy rate for comparable units for Barrie has been <b>at or</b> above 3% for the preceding three years based on City or provincial data, and the proposed conversion will not reduce the rental vacancy rate for comparable units to below 2% for the City;</p> <p><b><u>Should any of the above criteria be met.</u></b> The applicant must also satisfy the following:</p>	9.5.4.1.a), 9.5.4.1.a) i), and the fifth paragraph of policy 9.5.4.1	<p>The City shall consider applications for a condominium conversion under the City Council Condominium Conversion Policy. An application which would result in the conversion of rental housing to condominium ownership, may only be permitted if any one of the following general criteria is met:</p> <p>i) The rental vacancy rate for comparable units for Barrie has been at or above 3% for the preceding three years based on City or provincial data, and the proposed conversion will not reduce the rental vacancy rate for comparable units to below 2% for the City;</p> <p>Should any of the above criteria be met the applicant must also satisfy the following:</p>	Revert back to original language

## Mapping Modifications

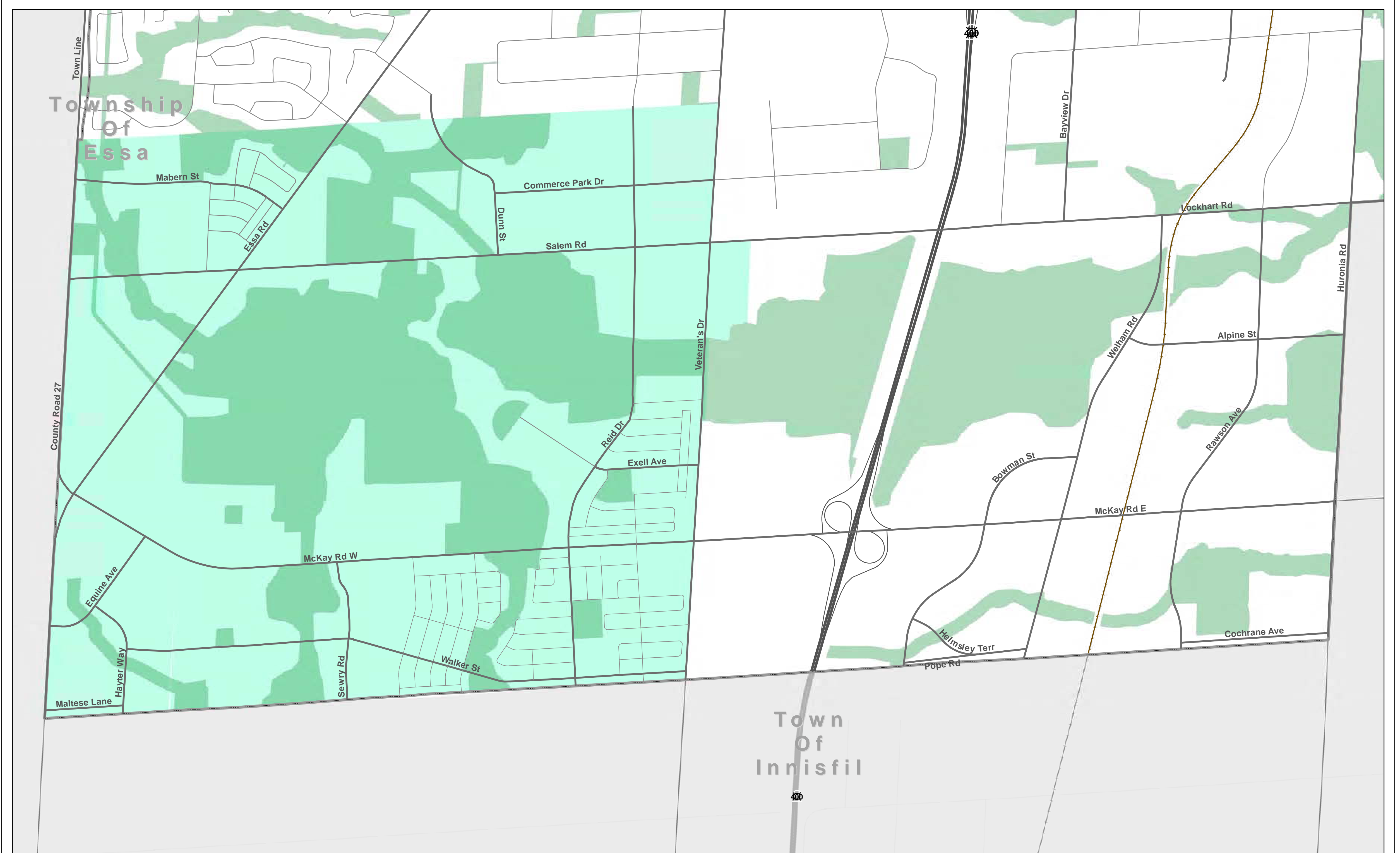
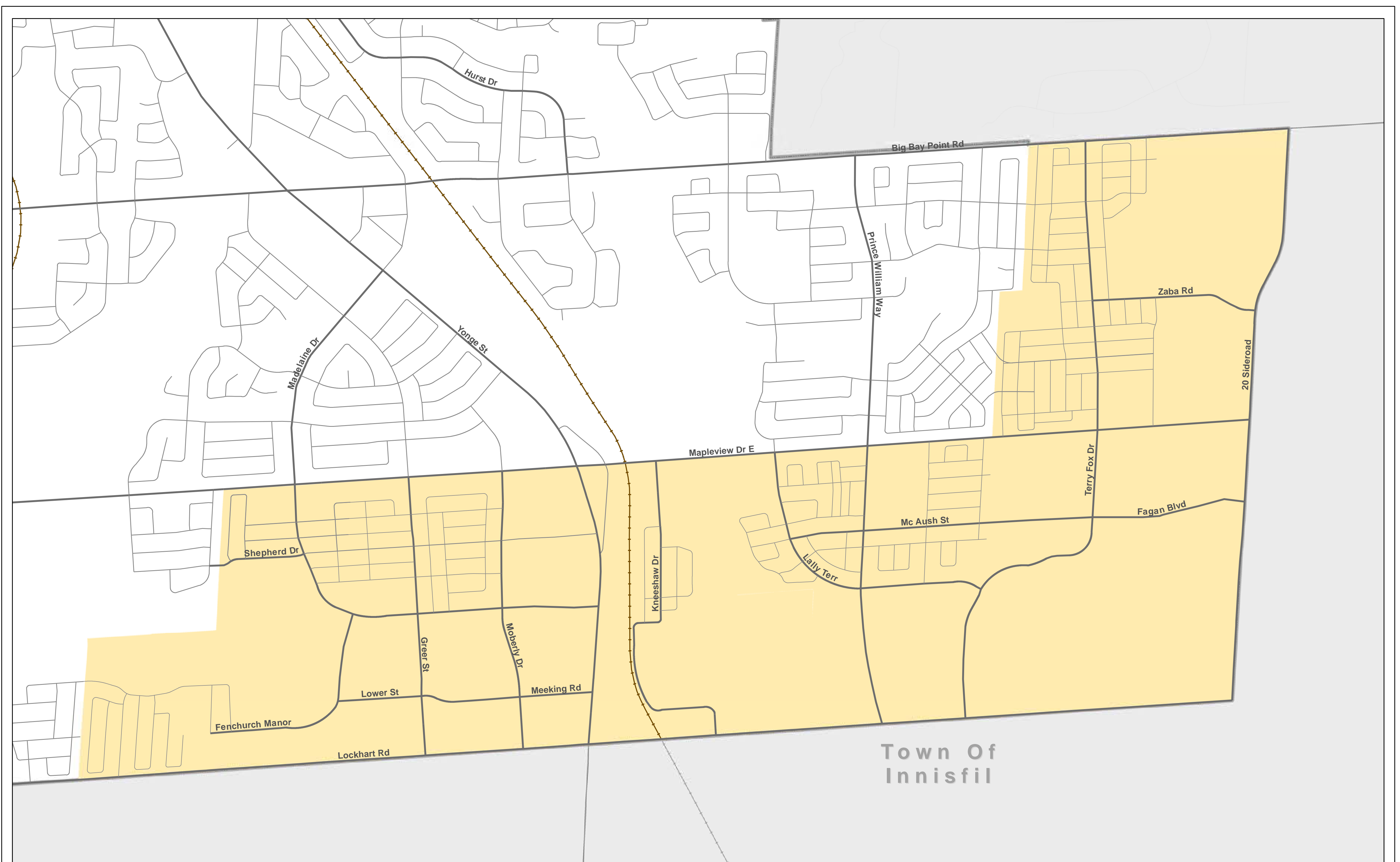
Mod No.	Modification	Map	Recommendations
71	<p>"Map 1 - Community Structure" is deleted and replaced with the modified map as shown in Appendix 1, which includes the following modifications:</p> <ul style="list-style-type: none"> <li>removing 75 Mapleview Drive West from "Employment" and adding to "Strategic Growth Area" [<b>Canadian Tire Mapleview Drive West site</b>]</li> <li>removing lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from "Employment" [<b>distinct parcel of land near residential land</b>]</li> </ul>	Map 1 - Community Structure	Keep modification
71a	<ul style="list-style-type: none"> <li>removing 75 Mapleview Drive West from "Employment" and adding to "Strategic Growth Area" [<b>Canadian Tire Mapleview Drive West site</b>]</li> </ul>	Map 1 - Community Structure	Keep modification
71b	<ul style="list-style-type: none"> <li>removing lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from "Employment" [<b>distinct parcel of land near residential land</b>]</li> </ul>	Map 1 - Community Structure	Keep modification
72	<p>"Map 2 - Land Use Designation" is deleted and replaced with the modified map as shown in Appendix 2, which includes the following modifications:</p> <ul style="list-style-type: none"> <li>redesignating 75 Mapleview Drive West from "Employment Area - Non Industrial" to "Commercial District" [<b>Canadian Tire Mapleview Drive West site</b>]</li> <li>redesignating lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from "Employment Area - Non Industrial" to "Neighbourhood Area" [<b>distinct parcel of land near residential land</b>]</li> <li>redesignating 95 Cook Street from "Community Hub" to "Neighbourhood Area" [<b>Church no longer operating, Community Hub designation no longer appropriate, surrounding area is Neighbourhood Area</b>]</li> <li>redesignating 30 Sophia Street West from "Neighbourhood Area" to "Medium Density" [<b>Medium Density designation deemed appropriate</b>]</li> <li>removing label "see policy 2.8.4" [<b>Text modification #22</b>]</li> <li>adding label "see policy 2.8.8" for lands located north west of Lockhart Road and Sideroad 20 [<b>Text modification #23</b>]</li> <li>adding label "see policy 2.8.9" for 664, 674 and 692 Essa Road, and 320 Mapleview Drive West [<b>Text modification #24</b>]</li> </ul>	Map 2 - Land Use Designation	Keep modification
72a	<ul style="list-style-type: none"> <li>redesignating 75 Mapleview Drive West from "Employment Area - Non Industrial" to "Commercial District" [<b>Canadian Tire Mapleview Drive West site</b>]</li> </ul>	Map 2 - Land Use Designation	Keep modification
72b	<ul style="list-style-type: none"> <li>redesignating lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from "Employment Area - Non Industrial" to "Neighbourhood Area" [<b>distinct parcel of land near residential land</b>]</li> </ul>	Map 2 - Land Use Designation	Keep modification
72c	<ul style="list-style-type: none"> <li>redesignating 95 Cook Street from "Community Hub" to "Neighbourhood Area" [<b>Church no longer operating, Community Hub designation no longer appropriate, surrounding area is Neighbourhood Area</b>]</li> </ul>	Map 2 - Land Use Designation	Keep modification
72d	<ul style="list-style-type: none"> <li>redesignating 30 Sophia Street West from "Neighbourhood Area" to "Medium Density" [<b>Medium Density designation deemed appropriate</b>]</li> </ul>	Map 2 - Land Use Designation	Keep modification
72e	<ul style="list-style-type: none"> <li>removing label "see policy 2.8.4" to remove a minimum 0.27 Floor Space Index for commercial development [<b>Text modification #22</b>]</li> </ul>	Map 2 - Land Use Designation	Keep modification

72f	<ul style="list-style-type: none"> <li>adding label "see policy 2.8.8" for lands located north west of Lockhart Road and Sideroad 20 <b>[Text modification #23]</b></li> </ul>	Map 2 - Land Use Designation	Keep modification
72g	<ul style="list-style-type: none"> <li>adding label "see policy 2.8.9" for 664, 674 and 692 Essa Road, and 320 Mapleview Drive West <b>[Text modification #24]</b></li> </ul>	Map 2 - Land Use Designation	Keep modification
73	<p>"Appendix 2 - Phasing Plan" is deleted and replaced with the modified map as shown in Appendix 3, which includes a modification to change lands west of 20th Sideroad between Lockhart Road and Mapleview Drive East from "Phase 2 East" to "Phase 1 East".</p>	Appendix 2 - Phasing Plan	DELETE Phasing altogether, updated Appendix 2 in the Official Plan



## Appendix 2 : Phasing Removal Secondary Plans





# OFFICIAL PLAN APPENDIX 2 Designated Greenfield Areas

### Greenfield Areas

 DGA East

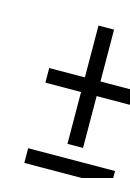
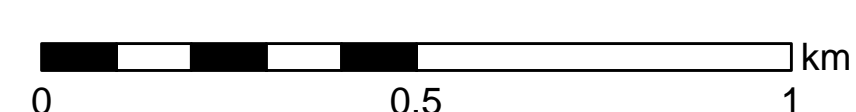
 DGA West

 Settlement Area / City Boundary

 Land Use Designation - GS & NHS

 Lands Outside City Boundary

\* Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.



The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided. This is not a legal Plan of Survey. Copyright ©City of Barrie 2023. Produced (in part) under license from: © Queens Printer, Ontario Ministry of Natural Resources. All rights reserved; © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved; © Members of the Ontario Geospatial Data Exchange. All rights reserved. For information please contact Service Barrie at 705-726-4242 or ServiceBarrie@barrie.ca

# Appendix 3: Letters of Support Maintaining Minister Modifications

**Appendix 3 – Letters of  
Support Maintaining Minister  
Modifications**

November 20, 2023

MGP File: 12-2086

His Worship Alex Nuttall, Mayor of Barrie  
City of Barrie  
70 Collier Street  
Barrie, ON L4M 4T5

via email: [officeofthemayor@barrie.ca](mailto:officeofthemayor@barrie.ca) / [OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)

Dear His Worship Alex Nuttall, Mayor of Barrie:

**RE: City of Barrie Official Plan – Provincial Modifications  
Comments on behalf of DIV Development (Barrie) Ltd.**

## **1.0 Overview**

Malone Given Parsons Ltd. ("MGP") are the planners for DIV Development (Barrie) Ltd. ("DIV"), who own approximately 80 hectares of land located north of Lockhart Road and west of Sideroad 20 (the "Subject Lands"), within the area known previously as the Hewitt's Secondary Plan in the City of Barrie. MGP has participated in the Hewitt's Secondary Plan process since 2012 and has provided input into the City's Official Plan review process, including letters and deputations to Council and by participating in the City's public engagement sessions. MGP also made submissions to the City and the Province regarding the Council-adopted Official Plan dated March 7, 2022, which submissions are partially reflected in the modifications made to the City of Barrie Official Plan ("Barrie OP") by the Minister of Municipal Affairs and Housing on April 21, 2023.

On behalf of our client, this letter requests that the modifications in the Barrie OP made by the Minister relating to the development permissions on the Subject Lands (as identified in Section 2.0 of this letter below) remain as approved in the Barrie OP. The modifications provide a clearer policy framework for the development of the Subject Lands recognizing the specific context, location, and history of the planning of the annexed lands and the Subject Lands. The modifications permit appropriate development and densities on the Subject Lands without negatively impacting the City's abilities to meet its housing and growth forecasts.

The remainder of this letter details the modifications and the reasons for their inclusion in the Barrie OP.

## **2.0 Modifications regarding the Subject Lands**

The modifications regarding the Subject lands consist of three separate modifications within the Minister's decision (collectively, the "DIV Modifications"), as follows:

- 1) Modification #18, amendments to Policy 2.6.1.3 m) to provide more specific density requirements for lands adjacent to municipal boundaries:

2.6.1.3 m) ~~To accommodate servicing capacity, Neighbourhood Area lands that are adjacent to municipal boundaries may develop for low and medium-density residential uses at a minimum density of 50 residents and jobs per hectare at lower density and height requirements than what is provided for in this Plan to allow for more appropriate transitions to agricultural and rural areas.~~

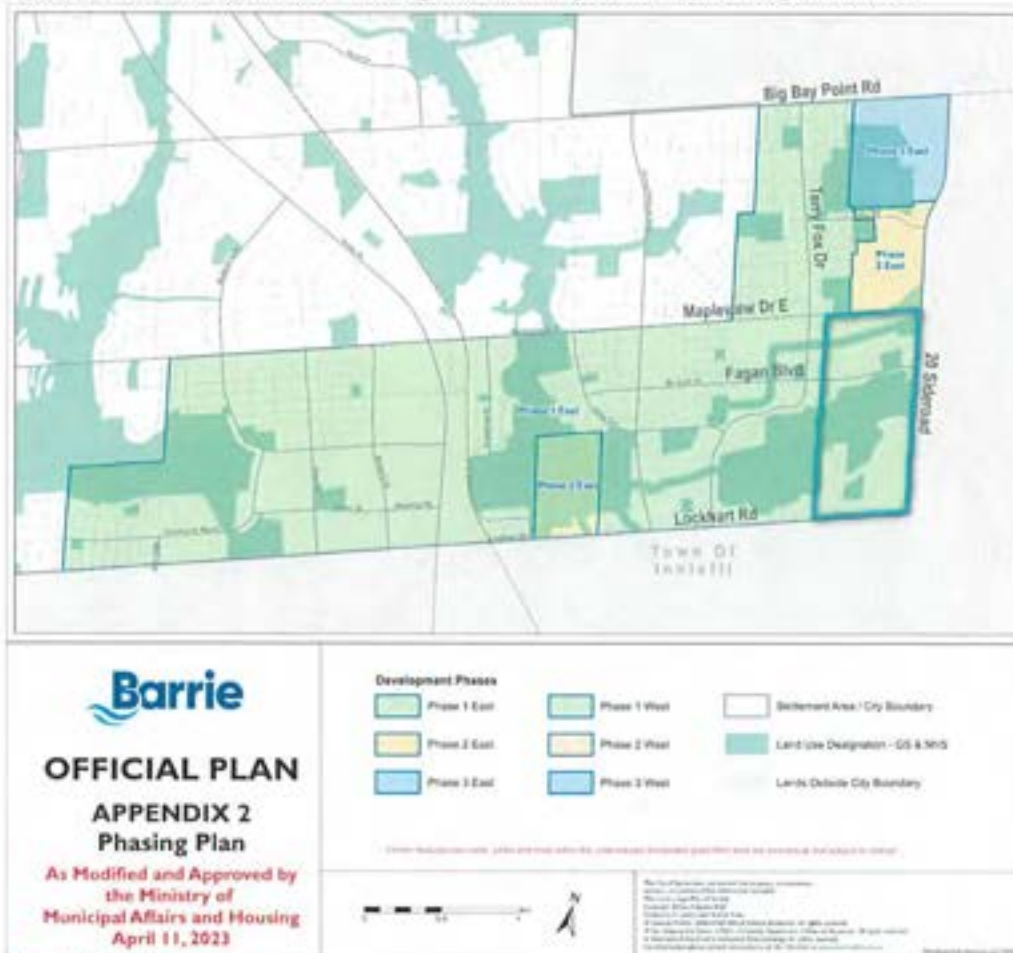
- Modification #23, inclusion of a site-specific policy for the Subject Lands and identification of such policy on Map 2 – Land Use Designation:

**2.8.8 Lockhart Road and Sideroad 20**

**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.**

- Modification #73, amendment to Appendix 2 – Phasing Plan to designate the Subject Lands from "Phase 2 East" to "Phase 1 East" (as illustrated in Figure 1 below).

Figure 1: Barrie OP, Appendix 2 – Phasing Plan, as modified and approved by the Minister



### **3.0 Minimum Density Targets**

Modifications #18 and #23 both address policies in the Barrie OP regarding the minimum density target on the Subject Lands. Policy 2.6.1.3 m) of the Council-adopted version of the Barrie OP permitted lower densities and heights for lands adjacent to municipal boundaries than the requirements within the Barrie OP, being an overall minimum density target of 79 people and jobs per hectare in the Designated Greenfield Area (“DGA”) (Policy 2.4.2.3 e), recognizing that these areas would benefit from the transition down to the adjacent rural and agricultural areas. Modification #18 clarifies Policy 2.6.1.3 m) by establishing a numeric minimum density target of 50 people and jobs per hectare that is clearer for interpretation and implementation of this policy as opposed to a generic “lower density” in the original policy language. This density target conforms to the minimum density targets within A Place to Grow: Growth Plan for Greater Golden Horseshoe (2019, as amended) and within the previous secondary plan approved for this area (discussed in Section 5.0 below).

Modification #23 contains a minimum density requirement of 55 people and jobs per hectare on the Subject Lands (whereas Modification #18 is not specific to the Subject Lands). In our opinion, Modification #23 is appropriate in that DIV has had substantial discussion with City staff through its draft plan of subdivision application (currently under review) to demonstrate that 55 people and jobs per hectare is an achievable density target for the Subject Lands that provides a range of housing options while maintaining a transition to the rural and agricultural areas to the immediate east and south within the Town of Innisfil.

Furthermore, while these modifications establish lower densities than originally adopted for the DGA overall, they represent minimum targets only and DIV’s current application proposes a range between approximately 58 to 73 people and jobs per hectare depending on the ultimate lotting and blocks, which well exceeds the minimum densities established by the DIV Modifications.

### **4.0 Phasing Policies**

The consequences of halting progression between phases can greatly affect development. In regard to the phases on the Subject Lands, we have made numerous submissions reminding the City that key infrastructure is required on the Subject Lands to allow for development and the creation of complete neighbourhoods on adjacent lands to the west. This includes a pumping station for servicing, the completion of collector roads for transportation connections, and the planned re-channelization of the current drainage channel.

To ensure this infrastructure can be delivered in a timely and cost-effective way, and to minimize the disruption that future residents will endure from construction, Modification #73 designates the Subject Lands as Phase 1 East, consistent with the remainder of the lands to the west within the annexed lands. This allows development within the eastern annexed lands to proceed with maximum flexibility and prevents hold out landowners outside of the control of developers or the City to delay development and the provision of much needed housing.



## 5.0 Hewitt's Secondary Plan

The Barrie OP disposes entirely of the Hewitt's Secondary Plan, which was an extensive and comprehensive planning study and process to guide development on lands annexed from the Town of Innisfil in 2010, and approved in 2016 under the former Official Plan, just six years before the adoption of the Barrie OP.

Many of the secondary plan policies were omitted from the Barrie OP, thereby leading to some ambiguity in the policy framework for the development of the annexed lands. For example, while policies throughout the Barrie OP speak to the potential need to create a secondary plan, there is no specific direction as to how existing or new secondary plans interact with the policies of the Barrie OP. It was also unclear whether a new secondary plan will be required under the Barrie OP for lands with the Hewitt's Secondary Plan, including the Subject Lands.

In order to alleviate these concerns over ambiguity, DIV requested that specific policy language be added removing a need for a secondary plan on the Subject Lands. This language was added through the final sentence in the new site-specific policy under Modification #23:

*2.8.7 ....Development approvals on these lands shall not require the preparation of a secondary plan.*

This modification provides the necessary clarity for development on the Subject Lands to proceed expeditiously, allowing for faster housing to be built within the City's DGA.

## 6.0 Conclusion

We thank you for the opportunity to provide comments on the provincial modifications to the Barrie OP. DIV has been working with City staff on its applications for Zoning By-law Amendment and Draft Plan of Subdivision for over a year now, including front funding the design work for the pumping station required for housing on both DIV and other lands in the Hewitt's Secondary Plan area. DIV is committed to moving forward on development on the Subject Lands and without the DIV Modifications in the Barrie OP, development will be severely hindered and unnecessarily delayed.

In our opinion, the DIV Modifications are integral to providing an appropriate range and mix of housing on the Subject Lands and His Worship, in providing comments to the Minister, should request that the DIV Modifications remain as part of the Barrie OP.

Please contact me at any time to discuss our comments or arrange a meeting if you would like to discuss the comments in this letter.

Yours very truly,  
Malone Given Parsons Ltd.



**Matthew Cory, MCIP, RPP, PLE, PMP, Principal**

cc. Client  
Councillor Bryn Hamilton, City of Barrie



# INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

November 21, 2023

City of Barrie  
70 Collier Street  
P.O. Box 400  
Barrie ON  
L4M 4T5

Attention: Michelle Banfield, RPP  
Director of Development Services

Re: City of Barrie Official Plan Comments  
30 Sophia Street West

---

Since 2004, Innovative Planning Solutions (“IPS”) has, and continues to be, an active planning consulting firm in the City of Barrie (the “City”). Throughout this period, IPS has worked with City planning officials and the City’s Council on a significant number of development applications, while also initiating and participating in a number of amendments to the City of Barrie Official Plan over the years.

On March 7, 2022, the City of Barrie adopted a new Official Plan pursuant to Sections 17 and 26 of the Planning Act by By-law 2022-16. The new Official Plan sets out the urban structure and proposes updates to its land use designations, policies and schedules. The City of Barrie Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on April 11, 2023, with modifications. The City of Barrie Official Plan was further repealed on October 23, 2023 by the Province of Ontario, reverting its current status back to the version adopted by City Council.

On behalf of 2426011 Ontario Inc., Innovative Planning Solutions is pleased to submit the following comments on the City’s in-effect Official Plan in relation its property located at 30 Sophia Street West. Based on our review of the City’s in-effect Official Plan, we have the following comments for your consideration.

**Proposed development**

The subject lands are proposed to be developed with a 4-5 storey mixed-use building. The building would possess ground floor commercial space, along with purpose built residential rental units on ground/upper floors. The residential rental units proposed include a variety of floor areas and configurations.

The proposed building is sited along the Sophia Street frontage given its higher road classification. Building design incorporates a drive-under-design to provide vehicular access/egress directed from Sophia Street, connecting to surface level parking spaces behind the building, and accesses the underground parking garage. A second point of vehicle access/egress is directed off Mary Street.

Both above grade surface parking, along with underground parking, are provided on site. Given the proximal location of the subject lands, it is intended that access to the proposed commercial and residential units will be supported by modes of active transportation and public transit to mitigate parking space requirements.

The main building entrance is established at grade, located in the southwest corner of the building to enhance the presence of the adjacent intersection. The main entrance connects to the stairway and elevator tower, for barrier free access to all four stories, including the roof top. A secondary entrance is located in the northwest corner of the building adjacent to the rear parking lot, providing internal connection to the main entrance stairway and elevator corridor.

A consolidated amenity space is proposed for residents to enjoy, on top of the building. The rooftop amenity space incorporates a green space design with a variety of planting materials proposed. The amenity space design also includes a variety of seating areas and barbecue / kitchen area. The consolidated rooftop amenity space is intended as a common use area for all future residents.

**March 7, 2022 (as adopted by Council) Official Plan Review**

Designation (Map 2)                      Neighbourhood Area

Official Plan Section 2.6.1.3 (Development policies within Neighbourhood Area) stipulates:

*“Unless otherwise specified in this Plan, development on lands designated Neighbourhood Area which front onto a local street or collector street, as identified on Map 4b, shall be kept to three storeys or less, unless otherwise specified in the Zoning By-law and in which case shall be no more than four storeys.”*

The subject lands are positioned within the Downtown Historic Neighbourhood per Map 8 of the Official Plan, fronting a Minor Collector Road (Sophia Street West). In accordance with Section 2.6.1.3, development on the subject lands would be limited to 3 storeys in height, and not thus, not permit the proposed development.

**April 11, 2023 (as approved by the MMAH, now repealed) Official Plan Review**

Designation (Map 2)                      Medium Density

Official Plan Section 2.6.2.3 (Development policies within Medium Density designation) stipulates:

- c) *Buildings should be a minimum of six storeys and shall be limited to 12 storeys.*
- d) *The residential density for development on lands designated Medium Density shall be in the range of 125.0 to 300.0 units per hectare.*
- e) *If the minimum residential density target can be met, building heights lower than six storeys may be permitted.*
- f) *New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan.*

Following Council’s adoption of the Official Plan in March 2022, IPS made submission to the ERO requesting policy modifications to provide more flexibility for development on the site. IPS met with the

Province to discuss these requests. As a result, the MMAH approved the City's Official Plan in April 2023 including a modification to designate the subject lands as Medium Density.

In accordance with Section 2.6.2.3, development of the subject lands could proceed as proposed (4-5 storeys in height) given the project is proposed at approximately 170 units per hectare. The proposed development would serve as an appropriate transition / buffer development to surrounding planned and existing uses.

#### **Official Plan Consideration Request**

The subject lands are ideally positioned for a transitional development within the Medium Density designation, given their location adjacent to the Urban Growth Centre, and their proximity to high-density developments to the South / East, and the established low-density neighbourhood to the North. The lands also front a Collector Road, while being steps way from 2 public transit routes within the City.

We hereby request that the City consider designating the subject lands as Medium Density within its Official Plan.

#### **Conclusion**

We would like to thank the City of Barrie for the opportunity to provide comments during their Official Plan review period, and for your consideration of our comments. We are available to discuss should you have any questions or comments. Please do not hesitate to contact the undersigned.

Respectfully submitted,

**Innovative Planning Solutions**



Cameron Sellers  
Partner

CC: 2426011 Ontario Inc.



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

Mayor Nuttall and Council  
23 November 2023  
City of Barrie  
City Hall, 70 Collier Street  
P.O. Box 400, Barrie, ON L4M 4T5  
Submitted via email to [OfficialPlan@Barrie.ca](mailto:OfficialPlan@Barrie.ca)

Dear Mayor Nuttall and Council,

**RE: 2144176 Ontario Ltd. (Armel), YongeGo Village West  
(658 & 662 Mapleview Drive East and 800 Yonge Street)  
Comments on Provincial Modifications to the Approved City of Barrie Official Plan**

The purpose of this letter is to provide comments in response to the invitation by the Minister of Municipal Affairs and Housing to review the changes previously made by the Ministry prior to the approval of the City's Official Plan ("OP"), dated April 2023.

MHBC submitted comments to the City, on behalf of our Client, 2144176 Ontario Ltd., at various stages of the drafting of the OP. Comments were also submitted to the Ministry.

We request that Mayor and Council ask the Ministry to maintain the modifications they made to the new City of Barrie Official Plan in April 2023.

It was noted by the Province that these modifications were made to address provincial policy direction related to land use compatibility, source water protection, and government priorities related to housing and streamlining the development process, among other matters, including site specific changes.

Specifically, we ask that the following modifications be maintained, which will assist with streamlining the development process and ultimately delivering new housing and jobs:

### 1. Efficient Application of Urban Design Policies

Many of the changes included within the Provincial modifications were language changes to increase flexibility in the application of the City's Urban Design Policies. This included modifying instances of "shall" to "should" and "will" to "may", as well as providing flexibility with the application of specific design requirements such as minimum separation between towers. This language is more appropriate for an Official Plan document whereas the "shall" and "will" language is more appropriate for a Zoning By-law.

These modifications are critical as they will allow City staff to process development applications without also needing Official Plan Amendments where specific urban design policies cannot be met on a specific site. This will reduce process, time and cost to bring new developments online.

### 2. Broader Approach to Affordable Housing

Through the Provincial modifications, the requirements around the application of affordable housing policies (2.3.2.d.ii), 2.3.4 a) iii), 2.5.1), 6.4.2. e) iv)) were made to be broader and not required on a site-specific basis but applied across the City or across a targeted Strategic Growth Area. Similar to the modification to the urban design policies, this broader approach will allow more developments including housing and employment generating uses to come online sooner, and not discourage developments from proceeding where the inclusion of a mandated amount of affordable housing units would reduce the viability of many projects.

### **3. Support the Clarification added to the Transition Policies**

The Provincial modifications added additional language to the transition policies (2.5.6 a & 2.5.7 a) within the new Barrie OP, providing additional clarity to City staff, and the public on how these transition policies are to be interpreted and applied to sites with existing site-specific approvals and/or existing planning applications. The intent of these policies did not change. The policies were only clarified, and this is supported.

### **4. Inclusion of Policies that Support Age-Friendly Community Design**

The Province also modified several policies that support Age-Friendly Community Design (1.2, 2.4.1 e)) as a goal and priority of the City. We support this modification.

We believe the Province's edits to the adopted version of the City's new Official Plan assist City staff and the public by clarifying the intent of the various policies. They also allow the efficient application of those policies while avoiding unnecessary Official Plan Amendments that ultimately lead to additional time and cost in delivering new jobs and housing to the City.

We appreciate your consideration of these comments in advance of your response to the Ministry and would be happy to make ourselves available to discuss them further.

Yours truly,

**MHBC**



Kory Chisholm, BES, M.Sc., RPP, MCIP  
Partner



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

Mayor Nuttall and Council  
23 November 2023  
City of Barrie  
City Hall, 70 Collier Street  
P.O. Box 400, Barrie, ON L4M 4T5  
Submitted via email to [OfficialPlan@Barrie.ca](mailto:OfficialPlan@Barrie.ca)

Dear Mayor Nuttall and Council,

**RE: 3251586 Canada Inc. (Armel), Heritage Square Plaza (624 Yonge Street)  
Comments on Provincial Modifications to the Approved City of Barrie Official Plan**

The purpose of this letter is to provide comments in response to the invitation by the Minister of Municipal Affairs and Housing to review the changes previously made by the Ministry prior to the approval of the City's Official Plan ("OP"), dated April 2023.

MHBC submitted comments to the City, on behalf of our Client, 3251586 Canada Inc., at various stages of the drafting of the OP. Comments were also submitted to the Ministry.

We request that Mayor and Council ask the Ministry to maintain the modifications they made to the new City of Barrie Official Plan in April 2023.

It was noted by the Province that these modifications were made to address provincial policy direction related to land use compatibility, source water protection, and government priorities related to housing and streamlining the development process, among other matters, including site specific changes.

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Yours truly,

**MHBC**



Kory Chisholm, BES, M.Sc., RPP, MCIP  
Partner

November 20, 2023

MGP File: 12-208c

His Worship Alex Nuttall, Mayor of Barrie  
City of Barrie  
70 Collier Street  
Barrie, ON L4M 4T5

via email: [officeofthemayor@barrie.ca](mailto:officeofthemayor@barrie.ca) / [OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)

Dear His Worship Alex Nuttall, Mayor of Barrie:

**RE: City of Barrie Official Plan – Provincial Modifications  
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**2.8.8 Lockhart Road and Sideroad 20**

**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.**

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Figure 1: Barrie OP, Appendix 2 – Phasing Plan, as modified and approved by the Minister



**Barrie**  
**OFFICIAL PLAN**  
**APPENDIX 2**  
**Phasing Plan**  
 As Modified and Approved by  
 the Ministry of  
 Municipal Affairs and Housing  
 April 11, 2023

Development Phases		
	Phase 1 East	
	Phase 1 West	
	Phase 2 East	
	Phase 2 West	
	Phase 3 East	
	Phase 3 West	
	Settlement Area / City Boundary	
		Land Use Designation – OS & HRS
		Lands Outside City Boundary

Colors represent the colors used on the underlying geographic plan and the information was subject to change.



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Subject Lands

Source: City of Barrie (2023); MGP (2023)

### **3.0 Minimum Density Targets**

Modifications #18 and #23 both address policies in the Barrie OP regarding the minimum density target on the Subject Lands. Policy 2.6.1.3 m) of the Council-adopted version of the Barrie OP permitted lower densities and heights for lands adjacent to municipal boundaries than the requirements within the Barrie OP, being an overall minimum density target of 79 people and jobs per hectare in the Designated Greenfield Area (“DGA”) (Policy 2.4.2.3 e), recognizing that these areas would benefit from the transition down to the adjacent rural and agricultural areas. Modification #18 clarifies Policy 2.6.1.3 m) by establishing a numeric minimum density target of 50 people and jobs per hectare that is clearer for interpretation and implementation of this policy as opposed to a generic “lower density” in the original policy language. This density target conforms to the minimum density targets within A Place to Grow: Growth Plan for Greater Golden Horseshoe (2019, as amended) and within the previous secondary plan approved for this area (discussed in Section 5.0 below).

Modification #23 contains a minimum density requirement of 55 people and jobs per hectare on the Subject Lands (whereas Modification #18 is not specific to the Subject Lands). In our opinion, Modification #23 is appropriate in that DIV has had substantial discussion with City staff through its draft plan of subdivision application (currently under review) to demonstrate that 55 people and jobs per hectare is an achievable density target for the Subject Lands that provides a range of housing options while maintaining a transition to the rural and agricultural areas to the immediate east and south within the Town of Innisfil.

Furthermore, while these modifications establish lower densities than originally adopted for the DGA overall, they represent minimum targets only and DIV’s current application proposes a range between approximately 58 to 73 people and jobs per hectare depending on the ultimate lotting and blocks, which well exceeds the minimum densities established by the DIV Modifications.

### **4.0 Phasing Policies**

The consequences of halting progression between phases can greatly affect development. In regard to the phases on the Subject Lands, we have made numerous submissions reminding the City that key infrastructure is required on the Subject Lands to allow for development and the creation of complete neighbourhoods on adjacent lands to the west. This includes a pumping station for servicing, the completion of collector roads for transportation connections, and the planned re-channelization of the current drainage channel.

To ensure this infrastructure can be delivered in a timely and cost-effective way, and to minimize the disruption that future residents will endure from construction, Modification #73 designates the Subject Lands as Phase 1 East, consistent with the remainder of the lands to the west within the annexed lands. This allows development within the eastern annexed lands to proceed with maximum flexibility and prevents hold out landowners outside of the control of developers or the City to delay development and the provision of much needed housing.

## 5.0 Hewitt's Secondary Plan

The Barrie OP disposes entirely of the Hewitt's Secondary Plan, which was an extensive and comprehensive planning study and process to guide development on lands annexed from the Town of Innisfil in 2010, and approved in 2016 under the former Official Plan, just six years before the adoption of the Barrie OP.

Many of the secondary plan policies were omitted from the Barrie OP, thereby leading to some ambiguity in the policy framework for the development of the annexed lands. For example, while policies throughout the Barrie OP speak to the potential need to create a secondary plan, there is no specific direction as to how existing or new secondary plans interact with the policies of the Barrie OP. It was also unclear whether a new secondary plan will be required under the Barrie OP for lands with the Hewitt's Secondary Plan, including the Subject Lands.

In order to alleviate these concerns over ambiguity, DIV requested that specific policy language be added removing a need for a secondary plan on the Subject Lands. This language was added through the final sentence in the new site-specific policy under Modification #23:

*2.8.7 ....Development approvals on these lands shall not require the preparation of a secondary plan.*

This modification provides the necessary clarity for development on the Subject Lands to proceed expeditiously, allowing for faster housing to be built within the City's DGA.

## 6.0 Conclusion

We thank you for the opportunity to provide comments on the provincial modifications to the Barrie OP. DIV has been working with City staff on its applications for Zoning By-law Amendment and Draft Plan of Subdivision for over a year now, including front funding the design work for the pumping station required for housing on both DIV and other lands in the Hewitt's Secondary Plan area. DIV is committed to moving forward on development on the Subject Lands and without the DIV Modifications in the Barrie OP, development will be severely hindered and unnecessarily delayed.

In our opinion, the DIV Modifications are integral to providing an appropriate range and mix of housing on the Subject Lands and His Worship, in providing comments to the Minister, should request that the DIV Modifications remain as part of the Barrie OP.

Please contact me at any time to discuss our comments or arrange a meeting if you would like to discuss the comments in this letter.

Yours very truly,  
Malone Given Parsons Ltd.



**Matthew Cory, MCIP, RPP, PLE, PMP, Principal**

cc. Client  
Councillor Bryn Hamilton, City of Barrie



# INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

November 23, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

Re: **Comment Letter – City of Barrie Official Plan  
908, 920 and 926 Yonge Street**

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Innovative Planning Solutions has been retained by 908 Yonge Street Barrie LP (908 and 920 Yonge Street) and Centreville Development Corporation (926 Yonge Street) to prepare comments as they relate to the City of Barrie Official Plan, 2051, in light of the recent Provincial reverse to Official Plans and Official Plan amendments.

The subject lands are designated '**Medium Density**' in the City of Barrie Official Plan 2051 (Map 2, Land Use Designations). It is important to note, that these lands also fall within the **Major Transit Station Area (MTSA)** of Yonge Street and Mapleview Drive and are on the Yonge Street **Intensification Corridor** (Map 1, Community Structure).

## 1.0 Official Plan Review

The following section provides a review and comments on the '**Medium Density**' designation.

### Comment 1: Height and Density along Yonge Street

Applicable policies for the '**Medium Density**' designation, as they relate to height and density include:

Section 2.6.2.3 (c) of the Official Plan, notes, *buildings should be a minimum of six storeys and shall be limited to 12 storeys.*



Section 2.6.2.3 (d) notes, *the residential density for development on lands designated Medium Density shall be in the range of 125 to 300 units per hectare.*

As per Section 2.3.4 of the Official Plan, the MTSA's are *areas including and around an existing or planned higher-order transit stop, such as Barrie's existing Go Train Stations. The boundaries of MTSA's are generally about a 10-minute walk to the transit station. MTSA's are to function as Strategic Growth Areas (SGAs) and are to be transit-supportive and designed to be pedestrian-friendly. They are to have a diverse mix of uses, housing options, and provide affordable housing.*

As per Section 2.3.3 of the Official Plan, Strategic Growth Areas (SGAs) *shall accommodate higher levels of intensification, tall buildings, higher densities and will be planned to evolve as distinct places of major activity. Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors.*

As per Section 2.3.6 of the Official Plan, Intensification Corridors *are areas planned for higher-density and mixed-use development along arterial streets.*

As noted, the subject lands, being located within the MTSA and along an Intensification Corridor, lend itself to a prime location and opportunity to propose additional height and density.

The policy states, "*in the range of*" and uses "shall", meaning that it is our understanding that 300 units per hectare is the maximum permitted density for lands within the '**Medium Density**' designation. A maximum density of 300 units per hectare will restrict the development potential of sites, especially those in the MTSA, SGA and along Intensification Corridors, where the policy references and supports tall buildings, higher densities and higher levels of intensification.

Provided the above, a minimum target should be established, and lands within a MTSA, SGA and along an Intensification Corridor, and designated '**Medium Density**' should have flexibility in the density permitted, without a maximum density cap of 300 uph. Built form should be instructed to comply with Section 3.3 of the Official Plan (Built Form Types and Development Criteria) and proper site design should be further directed by the Zoning By-law.

### **Comment 2: Angular Plane**

Applicable policies for the '**Medium Density**' designation, as they relate to mid-rise buildings:

*As per Section 2.6.2.3 (f) of the Official Plan, new development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan".*

As per Section 3.3.3 of the Official Plan, mid-rise buildings are generally *a minimum of six storeys in height and should be limited to 12 storeys*. Section 3.3.3 (d) notes, *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 be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines*.

Provided the above, Guideline 4.3.11 (MTSA) of the Draft Urban Design Guidelines specifies that, *if built form exceeds 12 storeys, such as within lands designated high density, development should clearly define and provide a 3.0 m setback from base buildings; and apply a 45-degree angular plane from a height equivalent to 80% of the width of the right-of-way, stepping back to provide a more human-scaled building*.

In addition, Guideline 4.3.21 notes, *where developments are adjacent to established residential neighbourhoods or natural heritage/public open spaces, they should achieve appropriate transition measures by using a rear angular plan of 45 degrees from the neighbourhood*.

Further, Guideline 5.6.1.6, related to high-rise buildings and site planning, notes, *create transition between tall buildings and lower-scaled buildings and open spaces by applying angular planes, minimum horizontal separation distances, and other strategies such as building setback and step-backs to limit development impacts*. And Guideline 5.6.1.7 notes, *where sites in Growth Areas are adjacent to Neighbourhood Areas, apply a 45-degree angular plane from the nearest Neighbourhood Area property line(s), to guide appropriate transitions in height from mid-and high-rise areas to the lower ground-related Neighbourhood Areas*.

Further to the above, the Zoning By-law 2009-141, Neighbourhood Mixed Use Zone (NMU) Table 14.6.2 requires minimum façade step-backs for front, side (interior and exterior) and rear as follows; *no step-backs are required for a four storey building, no step-back is required for five storeys and up to six storeys if the building is setback 3m or more from the property line, and in all other cases, a 45 degree angular plane at height above 80% equivalent of right of way using 3m minimum step backs*.

To complete a proper review, as to how angular plane impacts the subject lands and others, there first needs to be clarity on how the angular plane requirements apply, as the Official Plan, Draft Urban Design Guidelines and Zoning By-law provide a different approach for calculation and application.

Additionally, the angular plane requirements are going to significantly restrict building heights, as the requirements would necessitate substantial and constant stepping of the built form to achieve a building that would meet the angular plane policies. Further, the angular plane policies would restrict the face of the building along to property line (facing the street), meaning that the stepping required would not permit a proper street edge. This will not allow the built form desired for lands within a MTSA or SGA, along an Intensification Corridor or within the Medium Density designation and would contradict the direction of heights provided in the Official Plan.

Given the above analysis, the angular plane requirements need to be examined thoroughly, and it is recommended that angular plane requirements should not apply to lands in a MTSA, SGA or along an Intensification Corridor. Proper site design including setbacks, stepping, and separation should provide a framework for the directed built form. The angular plane policies will greatly restrict developments, making built form increasingly inefficient and very costly to construct, in locations where it is directed and supported.

## **2.0 Recommendation**

We appreciate the opportunity to provide comments on the Official Plan, as this is the overarching document which will guide development within Barrie and shape the way growth occurs. In our opinion, the Official Plan does require further review, specifically in regard to the policies noted in this letter, to facilitate the Provincial direction to increase density and residential units.

Based on the above comments, IPS provides the following recommendations.

To address an increase in height and density, we propose the following policy addition to the OP:

When lands are designated '**Medium Density**' designation, and within a MTSA, SGA or along an Intensification Corridor, lands shall not be limited to a maximum of 12 storey in height (Section 2.6.2.3 (c)) and a maximum density of 300 units per hectare (Section 2.6.2.3 (d)), subject to Section 3.3 of the Official Plan.

To address angular plane, we propose the following policy addition to the OP:

When lands are designated '**Medium Density**' designation, and within a MTSA, SGA or along an Intensification Corridor, the angular plane policies/guidelines shall not apply.

In addition, without change, it is expected that Official Plan Amendments will be required to permit the developments directed for lands in the MTSA, SGAs and along Intensification Corridors, as the policies restrict height and density, leading to projects that are not viable.

As Minister Calandra has noted (Statement, Minister Calandra Introduces Planning Statue Law Amendment Act, 2023, November 16, 2023), municipal partners need to prioritize increasing

density, especially near transit. In the spirit of being more ambitious, the recommendations provided here, would further support intensification and development, where the Official Plan already directs growth.

Should staff have any questions on this letter, please do not hesitate to contact the undersigned.

Respectfully submitted,  
**Innovative Planning Solutions**



**Vanessa Simpson, B.ID., M.PI.**  
*Senior Planner*

Cc: Mayor Nuttall, City of Barrie  
Councillor Morales, Ward 9  
Cesare Bauco, CEO, Centreville Development Corporation  
Darren Vella, MCIP, RPP, President & Director of Planning, IPS



# INNOVATIVE PLANNING SOLUTIONS

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November 21, 2023

City of Barrie  
70 Collier Street  
P.O. Box 400  
Barrie ON  
L4M 4T5

Attention: Michelle Banfield, RPP  
Director of Development Services

Re: City of Barrie Official Plan Comments  
95 Cook Street

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Since 2004, Innovative Planning Solutions (“IPS”) has, and continues to be, an active planning consulting firm in the City of Barrie (the “City”). Throughout this period, IPS has worked with City planning officials and the City’s Council on a significant number of development applications, while also initiating and participating in a number of amendments to the City of Barrie Official Plan.

On March 7, 2022, the City of Barrie adopted a new Official Plan pursuant to Sections 17 and 26 of the Planning Act by By-law 2022-16. The new Official Plan sets out the urban structure and proposes updates to its land use designations, policies and schedules. The City of Barrie Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on April 11, 2023, with modifications. The City of Barrie Official Plan was further repealed on October 23, 2023 by the Province of Ontario, reverting its current status back to the version adopted by City Council.

On behalf of 2556055 Ontario Inc., Innovative Planning Solutions is pleased to submit the following comments on the City’s in-effect Official Plan in relation its property located at 95 Cook Street. Based on our review of the City’s in-effect Official Plan, we have the following comments for your consideration.

### **Proposed development**

The proposal seeks to develop a condominium townhome community on the subject lands. The proposed development will enhance the subject lands through intensification of underutilized lands, representing an infill development. This development promises to efficiently utilize the lands while introducing a new built form (Townhomes) to the area, which predominantly consists of single detached dwelling styles, while utilizing available municipal servicing facilities.

The development proposal includes an internal condominium road network, connecting common elements of the lands. Access is proposed from Cook Street along the western lot line. Internal sidewalks are provided throughout the development for pedestrian flow and active transportation. Each townhome unit is provided surface and garage parking spaces, equating to 2 spaces for each unit.

A consolidated amenity area is to be provided central to the site. Appropriate snow storage space is provided throughout. The lands will be serviced by private garbage collection, snow clearing and landscape maintenance in accordance with the condominium structure.

Several years ago the former Church (St. Giles) deemed this building / site no longer necessary, selling the 95 Cook Street property to 2556055 Ontario Inc. St. Giles congregation was merged with another Church in the area, with the structure having been vacant since this time.

As a result of feedback obtained both from the Neighbourhood Meeting and statutory Public Meeting, the former church building is proposed to be removed from the project / site, as it was causing issues with the future uses being unknown, parking, traffic congestion, etc.

Feedback obtained from the City in October 2023 confirmed that removal of the of the institutional component represents a positive change to the plan in City Staff's view. City Staff confirmed there were a lot of unknowns with the church property, and that concerns existed surrounding parking and traffic operations.

When this project commenced, under the framework of the City's previous Official Plan, the 95 Cook Street property was designated Institutional. As a result, an Official Plan Amendment (OPA) application was submitted to redesignate from Institutional to Residential.

### **March 7, 2022 (as adopted by Council) Official Plan Review**

Designation (Map 2)                      Community Hub

It is believed this designation was applied through the Official Plan Review process prior to Council's 2022 adoption of the Official Plan based on the presence of the vacant St. Giles Church building being present on the lands, as a carry over of the previous Official Plan's Institutional designation.

### **April 11, 2023 (as approved by the MMAH, now repealed) Official Plan Review**

Designation (Map 2)                      Neighbourhood Area

Following Council's adoption of the Official Plan in March 2022, IPS made submission to the ERO requesting the Community Hub designation be removed from the subject lands, in favour of the Neighbourhood Area designation. As a result, the MMAH approved the City's Official Plan in April 2023 including a modification to designate the subject lands as Neighbourhood Area, rather than Community Hub.

Taking the future development into consideration, coupled with the fact that the historical institutional use (St. Giles Church) was no longer viable or required, 95 Cook Street would be best designated as Neighbourhood Area, consistent with what the original Official Plan Amendment application sought to achieve. The Neighbourhood Area designation would allow for light intensification of the lands rather than a major institutional anchor use coupled with ancillary residential at a density range of 125 - 300 units per hectare as required under the Community Hub designation.

Upon the MMAH approval of the City's Official Plan, with the Neighbourhood Area designation over the 95 Cook Street site, City Staff advised that the Official Plan Amendment (for redesignation of the site from Institutional to Residential) was no longer required in support of the proposed development.

### **Official Plan Consideration Request**

The Community Hub designation requires an anchor institutional use. In the case of the subject lands (95 Cook Street), that institutional anchor use is no longer required and no longer exists. This fact, coupled with the fact that a development density of 125 – 300 units per hectare, we believe, would not be compatible with the existing surrounding neighbourhood, demonstrates that the Community Hub designation is inappropriate for the subject site.

Taking the above into account, we request that the 95 Cook Street property designation be consistent with the surrounding land use designations (Neighbourhood Area), as supported by the MMAH, rather than Community Hub.

### **Conclusion**

We would like to thank the City of Barrie for the opportunity to provide comments during their Official Plan review period, and for your consideration of our comments. We are available to discuss should you have any questions or comments. Please do not hesitate to contact the undersigned.

Respectfully submitted,

**Innovative Planning Solutions**



Cameron Sellers  
Partner

CC: 2556055 Ontario Inc.



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031202/000243

December 12, 2022<sup>1</sup>

**Delivered via Email ([Julianna.Zhuo@ontario.ca](mailto:Julianna.Zhuo@ontario.ca)) (ERO # 019-5530)**

Ministry of Municipal Affairs and Housing  
Municipal Services Office - Central Ontario  
777 Bay Street, 16<sup>th</sup> Floor  
Toronto, ON M7A 2J3  
Attention: Julianna Zhuo, Municipal Services Office – Central Ontario

Dear Minister and Ms. Zhuo:

**Re: Consultation: Ministry’s Review of the City of Barrie Official Plan  
Request for Modifications to Address Outstanding Comments submitted by  
CP REIT Ontario Properties Limited (“Choice Properties”) and Loblaw  
Companies Limited (“Loblaw”)  
ERO # 019-5530 | Ministry reference # 43-OP-20296**

We represent Choice Properties and Loblaw in connection with the City of Barrie (the “City”) draft new Official Plan, which was adopted by the City on March 7, 2022 (the “**Barrie Official Plan**”) and is currently with the Ministry for review.

Please consider the enclosed opinion from our clients’ planning consultants, Zelinka Priamo, dated May 13, 2022 (the “**Planning Opinion**”), and its proposed Barrie Official Plan modifications.

As described in the Planning Opinion, Choice and Loblaw are the landowner and/or leaseholder of a number of sites<sup>2</sup> within the City, and they participated in the City’s Official Plan Review consultation process, including by providing comments to the City on December 15, 2020, June 2, 2021, November 9, 2021 and January 17, 2022, and by meeting with City Staff on March 23, 2021. The planning concerns that were identified to the City in its consultation process remain outstanding in the Barrie Official Plan. Those outstanding concerns are outlined in the attached Planning Opinion and summarized below.

To address those outstanding issues in a matter consistent with Provincial plans and policies (as described in more detail in the Planning Opinion), our clients request that the Ministry make modifications to the Barrie Official Plan policies as set out below:

- **Policy 2.3.3f)** should provide more flexibility. Currently it requires that development “will incorporate winter city design elements, in accordance with the City-Wide Urban Design

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<sup>1</sup> The Ministry reopened this consultation on December 5, 2022. This is a re-issued copy of our October 7, 2022 letter.

<sup>2</sup> As identified in the Planning Opinion, our clients’ lands in the City include: 319 Blake St, 620 Yonge St, 472 Bayfield St, 201-211 Cundles Rd E, 547 Cundles Rd E, 289 Yonge St, and 380 Mapleview Dr W.

Guidelines” in Strategic Growth Areas. It is unclear what winter city elements are required to be implemented; there are only 7 references to “winter” in 6 different guidelines.

- **Suggested Modification:** “2.3.3f) Development in *Strategic Growth Areas* will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate *transit-supportive* densities and mix of uses, and be pedestrian-friendly to support *active transportation*. This will be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and will, where appropriate, incorporate winter city design elements, generally in accordance with the City-Wide Urban Design Guidelines.”
- **Policy 2.6.1.3f) i) and ii):** Policy 2.6.1.3f) requires 5 overly complex implementation criteria to permit development up to 8 storeys along *Intensification Corridors* in Neighbourhood Areas. The criteria include requirements that development is (i) no more than 50% higher or (ii) 50% denser than the tallest or densest building within 450m. It is unclear how the municipality will enforce or measure such a standard, or how applicants are to gain sufficient information for what is required to satisfy the policy. We suggest that the standard be removed so as not to unnecessarily restrict growth based on metrics that are difficult to determine, measure and enforce.
  - **Suggested Modification:** Remove subsection i) and ii) of Policy 2.6.1.3f)
- **Policy 3.1.3.1a)** establishes how the urban design policies are to be applied and interpreted, but it is contradictory. It says that the terms “will” and “shall” and the use of the active voice are used in “many”, but *not all*, of the policies, but then mandates that *every* new development in the City must be in full conformity with the relevant policies of Sections 3.2, 3.3 and 3.4. This contradicts the numerous policies that use permissive and flexible language, such as “where appropriate” (e.g. 3.2.1a), 3.2.2a), 3.2.4.5c), 3.2.5d), 3.3.5d) & i), 3.4b)), “may” (e.g. 3.2.1b), 3.2.4.2, 3.2.4.7b), d) & h), 3.3.4b)), “shall generally” (e.g. Policy 3.2.2a), 3.2.4.7h), 3.3.2e)), “should” (e.g. 3.2.4.3a), 3.2.4.5b), 3.2.4.5d) & e), 3.2.4.7c), 3.2.4.7a), e) & f), 3.2.5a) & c), 3.3.2d) & g), 3.3.3, 3.3.4a)i), 3.3.6a, b), c), f), g), h)), 3.4c), d), e), f) & g)) “encourage” (3.2.4.4d), 3.2.4.5a), 3.2.4.6a) & b), 3.2.4.8, 3.2.4.9a), c), d) & e), 3.3.1c), 3.3.2g), 3.3.5a), 3.3.6d), 3.4a)), and “wherever possible/feasible” (3.2.4.5c), 3.2.4.5e), 3.2.5b), 3.3.6e) & i), 3.4h)). The mandatory interpretation direction in 3.1.3.1a) does not sufficiently reflect the flexibility afforded in the policy framework and revised wording should be considered.
  - **Suggested Modification:** “3.1.3.1a) The urban design policies shall be applied and interpreted as follows: 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, except where those policies are phrased to provide for flexibility.”
- **Policy 3.2.3.1a)** provides 14 green development standards that must be addressed through a report for OPA, ZBA and SPA applications. The policy provides that the report “shall demonstrate” how the application addresses the criteria, in contradiction to the statement in

the policy that certain best practices may not be pursued for some applications. It is inappropriate to require those items for every application. Rather, the need for a report and the applicable criteria should be evaluated on a case-by-case basis. For example, a modest expansion to an existing building triggering a site plan application would be required to provide such a report. Introducing flexibility as to when this policy applies is appropriate and would provide Staff with discretion to make that determination.

- **Suggested Modification:** “3.2.3.1a) 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 demonstrate how the development proposal intends to: ...”
- **Section 3.3** provides direction for specific building types that are expected to be developed City-wide. It is unclear whether the policies Low-Rise Development and/or Shopping Malls and *Major Retail* are applicable to commercial/retail buildings that do not qualify as shopping malls or major retail. Clarification should be introduced to the introduction of Section 3.3.
  - **Suggested Modification:** Add to the Section 3.3 introduction: “3.3 The following section identifies urban design policies for the main built form types expected to be developed across the city. The urban design policies may not be applicable to all built form types, such as retail that is not classified as major retail. The built form types listed shall 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 By-law. Building types covered in this section include: ...”.
- **Policy 3.3.6b)ii** requires a variation in built form for *Major Retail* uses. Mandating this development standard is inefficient and highly prescriptive, contrary to Provincial Policy Statement (PPS) Policy 1.1.3.4 as it relates to appropriate development standards that facilitate intensification and redevelopment.
  - **Suggested Modification:** “3.3.6 b) Shopping malls and *major retail* stores shall have a distinctive architectural design, so that: ... ii) For a *major retail* development that groups together multiple stores, each individual store shall where appropriate, vary its built form to create visual interest and avoid monotony. For instance, individual stores should vary in height and roofline, and different stores should have exterior materials indicative of the store/merchant/ tenant.”
- **Policy 3.3.6f)** provides that private streets should be designed to a similar standard as public streets. This is an inefficient development standard that is not necessarily appropriate for shopping malls and *major retail* (the type of built form to which this policy applies). This

inefficient standard is contrary to PPS Policy 1.1.3.4, in that the PPS policy provides that appropriate development standards should be promoted that facilitate *intensification* and *redevelopment*.

- **Suggested Modification:** Remove Policy 3.3.6 f);
- **Policy 6.4.2e)iii)** sets a 40 dwelling unit threshold for when affordable housing is to be required. As suggested in the Planning Opinion, this creates an arbitrary 40-unit soft cap that future developments may seek to not surpass, which may be counterproductive to the intent of the policy and to the City and Province’s intentions to encourage housing supply. Policy 6.4.2e)iii) should be modified to avoid such a threshold.
  - **Suggested Modification:** “6.4.2e) The City shall encourage the provision of an appropriate range and mix of *housing options* and densities to meet the social, health, economic, and well-being requirements of current and future residents. Further to this: ... iii) All development proposals with more than 40 residential dwelling units proposed ~~will be required to demonstrate the provision of~~ are encouraged to provide affordable housing units;”
- **Policies 2.7.1a), 8.4.3a), and Map 8 – Cultural City Features:** Map 8 blankets the City in “Historic Neighbourhoods” that are overbroad in that they do not appear to align with Heritage Conservation Districts or other heritage assets established by the *Heritage Act*. As drafted, the sweeping neighbourhood mapping and policies would apply additional heritage evaluation requirements universally in those neighbourhoods, even on lands not identified in the *Heritage Act*. To illustrate, Policy 2.7.1 requires that development on lands in Historic Neighbourhoods satisfy applicable policies in Sections 3 and 8. In particular, anywhere that a cultural heritage value or interest is identified, a Heritage Impact Assessment or equivalent (**Policy 8.4.2a**) and a Historic Neighbourhood Character Impact Evaluation (**Policy 8.4.3c**) would be required. The difficulty is that Policy 8.4.3a) broadly identifies the entirety of the Historic Neighbourhoods on Map 8 as having “cultural heritage character that are recognized as *cultural heritage resources*”, notwithstanding that lands in those neighbourhoods are not all identified as having heritage value under the *Heritage Act*. For example, the Choice/Loblaw Lands at 319 Blake Street are developed as a grocery store in an existing plaza and are not appropriate to consider for heritage value. This generalized approach is inappropriate at a time when the Province is considering recommendations by the Housing Affordability Task Force that speak specifically to this issue. Recommendation 16 of the Housing Affordability Task Force is as follows: “*Prevent abuse of the heritage preservation and designation process by: a) Prohibiting the use of bulk listing on municipal heritage registers*”. Clarity should be introduced to the policies to ensure that they only apply to lands that actually contain or are adjacent to lands with heritage value or interest, to avoid overbroad identification of heritage resources outside of the *Heritage Act* process.
  - **Suggested Modification:** “2.7.1a) Development on lands subject to the historic neighbourhood overlay identified as having cultural heritage value or interest shall satisfy the applicable Section 3 and Section 8 policies of this Plan.”

- **Suggested Modification:** Remove Policy 8.4.3a), OR revise it as follows: “8.4.3a) By virtue of their groupings of historic buildings and streetscapes, historic neighbourhoods are areas **with that may have** cultural heritage character ~~that are recognized as valuable cultural heritage resources~~, but have not yet been individually evaluated nor considered appropriate for designation under the Ontario Heritage Act. The city’s historic neighbourhoods are identified on Map 8 of this Plan.”
- **Map 5 – Right-of-Way Widths:** The road widths on Map 5 have been substantially modified from early drafts of the Barrie Official Plan and the in-force official plan, without a demonstrated need or justification for such an increase. In particular, no rationale was provided for the following changes: (i) the road width at 319 Blake St, identified in prior drafts and the in-effect Official Plan as 27m along Blake St, which increased to 30m without rationale; (ii) the road width at 472 Bayfield St, identified in prior drafts and the in-effect Official Plan as 41m along Bayfield St, which increased to 46m without rationale; and (iii) the road width at 547 Cundles Rd E, identified in prior drafts as 41m for portions of Cundles Rd E, which increased to 43m without rationale.
  - **Suggested Modification:** revert Blake St to 27m at 319 Blake St;
  - **Suggested Modification:** revert Bayfield St to 46m at 472 Bayfield St; and
  - **Suggested Modification:** revert Cundles Rd E to 41m at 547 Cundles Rd E.

**Summary of Suggested Modifications:**

1. Policy 2.3.3f): add the words “where appropriate” and “generally”, as shown above;
2. Policy 2.6.1.3f): remove subsection i) and ii);
3. Policy 3.1.3.1a): add “except where those policies are phrased to provide for flexibility” to the end of the policy, as shown above;
4. Policy 3.2.3.1a): replace “are required to” with “shall, where appropriate” regarding submission of a Sustainable Design Report, as shown above;
5. Section 3.3: add to introduction, “The urban design policies may not be applicable to all built form types, such as retail that is not classified as *major retail*”, as shown above;
6. Policy 3.3.6b)ii): add “where appropriate” to the phrase “shall vary its built form”, as shown above;
7. Remove Policy 3.3.6f);
8. Policy 6.4.2e)iii): replace “will be required to demonstrate the provision of” with “are encouraged to provide”, as shown above;
9. Policy 2.7.1a): add “identified as having cultural heritage value or interest”, as shown above;
10. Policy 8.4.3a): remove this policy OR revise it as shown above;
11. Map 5: revert Blake St width to 27m at 319 Blake St;
12. Map 5: revert Bayfield St width to 46m at 472 Bayfield St; and
13. Map 5: revert Cundles Rd E width to 41m at 547 Cundles Rd E.

As outlined in the attached Planning Opinion, these modifications would be appropriate and would further the goals of the Province and the City, including by,

- providing necessary and appropriate flexibility, clarity and predictability;
- ensuring consistency with the PPS, including in particular Provincial policies supporting efficient land use and promoting appropriate standards to facilitate *intensification, redevelopment* and compact form (e.g. PPS policy 1.1.3.4);
- ensuring conformity with the Growth Plan, including policies that encourage intensification and facilitate the achievement of a complete community;
- facilitating appropriate housing supply in accordance with the Barrie Official Plan's intent;
- delivering on the Province's Housing Affordability Task Force Recommendation 16; and
- ensuring that policy changes are appropriately justified and supported.

Our clients and their planners would welcome the opportunity to speak with you or Ministry Staff to discuss the proposed modifications and the Planning Opinion. We are subscribed to the ERO posting but if the decision is otherwise released, please notify us of the Ministry's decision and/or modifications on the Barrie Official Plan.

Yours very truly,

**BORDEN LADNER GERVAIS LLP**



Katie Butler  
KB

Encls.: Planning Opinion of Zelinka Priamo Ltd dated May 13, 2022  
Zelinka Comment Letter to City dated January 17, 2022

cc.: Choice Properties (via email)  
Loblaw (via email)  
Robert MacFarlane, MPL, MCIP, RPP, Senior Planner, Zelinka Priamo (via email)



Thursday November 23<sup>rd</sup> 2023

Kirkwood Properties / Harvey Road Corp.  
18 Collier Street  
Barrie, ON  
L4M 1G6

Mayor Alex Nuttall  
70 Collier Street  
Barrie ON L4M 4T5  
*Sent via email to [OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)*  
November 22, 2023

Dear Mayor Nuttall,

Thank you for the opportunity to comment on the recent reversal of Official Plan decisions made by the province as you prepare to respond to the Minister on this matter.

Kirkwood Properties on behalf of Harvie Road Corp., the owner of property fronting on the south side of Harvie Road in the City of Barrie and having frontage of approximately 530m on Harvie Road, legally described as PART LOTS 3&4 PLAN 67, PART LOT CON 12 INNISFIL SUBJECT TO AN EASEMENT AS IN IN27384 SUBJECT TO AN EASEMENT OVER PART 2 EXPROPRIATION PLAN SC1510677 UNTIL 2023/05/15 AS IN SC1510677 CITY OF BARRIE; and, PART LOT 7 CON 12 INNISFIL SUBJECT TO AN EASEMENT OVER PART 3 EXPROPRIATION PLAN SC1510677 AS IN SC1510677 CITY OF BARRIE (the "Subject Lands") in the City of Barrie would like to request that the City endorse the modifications made by the Ministry of Municipal Affairs and Housing through this process and that the Subject Lands continue to hold the Neighbourhood Area designation.

The Subject Lands are located on the south side of Harvie Road, west of Highway 400, and north and east of residential lands. The Subject Lands are approximately 15.6 acres and bisected by the future Bryne Drive extension with approximately 11 acres on the west side of Bryne Drive and 2 acres on the east side of the proposed road.

The Subject Lands are currently vacant and are outlined in red on the map below.



On April 23, 2023, the Ministry of Municipal Affairs and Housing approved the City of Barrie Official Plan, including the site-specific modification redesignating lands south of Harvie Road and generally between Highway 400 and Thrushwood Drive from “Employment Area – Non-Industrial” to “Neighbourhood Area.” Below is an excerpt of the Land Use map from the Official Plan, which includes the subject property shaded in yellow.



As developers, builders, and property owners/managers of an extensive portfolio of multi-residential, commercial, and industrial buildings in central and northern Ontario, it is our opinion that there is no market for the Employment Area – Non-Industrial which primarily permits commercial, retail and office uses outlined in section 2.6.9.1 *Permitted Uses* on these lands. This area currently has abundant commercial, retail and office space, serving both the regional and local markets. Adhering to the former land use designation under the New Official Plan, the Subject Lands will remain vacant for the foreseeable future.



The Province passed Bill 23 to achieve 1.5 million new homes for Ontarians over the next ten years. The focus of the Bill is to create more opportunities to construct affordable and attainable housing for families by amending several Acts with the goal of reducing the time and cost associated with building new homes.

The Subject Lands provide an ideal location for the construction of new homes. Harvie Road is part of a mixed-use area with residential, commercial, institutional, and employment uses available for new residents. Families here can enjoy natural features and walk to schools, parks, retail, and employment opportunities. The Subject Lands are also near Highway 400 and on existing transit routes. The neighbourhood area designation is consistent with surrounding land uses and respects the sensitive environmental features adjacent to the property.

Since the approval of the Official Plan, our team has been working to develop plans to construct a residential community on the Subject Lands, which will consist of between 240 and 500 housing units, depending on the typology of the homes. The tenure of the units will likely be rental, or in the case of home ownership, would be considered attainable housing. In either case, Harvie Road Corp. is dedicated to providing housing for low and moderate-income households on the Subject Property.

Harvie Road Corp. also supports Provincial modification 14 to the Official Plan relating to Policy 2.6.1.3 d) relating to the development of up to six storeys on vacant lands designated Neighbourhood Area where the lands are comprehensively planned through a zoning by-law amendment. This policy provision provides flexibility in planning for the site's future development and has been applied in our initial concept plans.

Overall, we support the City of Barrie Official Plan, with modifications made by the Minister of Housing and Municipal Affairs, as approved in April 2023. We have been working on the basis of the approved plan for the past six months. A reversal of the Official Plan would cause a considerable setback for Harvie Road Corp. as we plan to create a new residential community to help the City of Barrie meet future housing targets and the goals of the City's affordable housing strategy.

We respectfully request when communicating with the Minister regarding the Official Plan you request that the April 23, 2023, Official Plan as modified be maintained for the City of Barrie.

Thank you once again for allowing us to take the opportunity to comment as part of this process.

Sincerely,



*Chris Gipton*

**Kirkwood Property Corp.**

18 Collier Street

Barrie, L4M 1G6

(705) 503-9195 office

[www.kirkwoodpc.com](http://www.kirkwoodpc.com)





# INNOVATIVE PLANNING SOLUTIONS

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planners • project managers • land development

November 23, 2023

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

Attention: Michelle Banfield  
Director of Development Services

Councillor Jim Harris  
Ward 8

**Re: COMMENT LETTER: CITY OF BARRIE OFFICIAL PLAN (APRIL 2023)**

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## **1.0 INTRODUCTION**

Innovative Planning Solutions (IPS) has been retained by Cygnus Developments to complete a planning review of the City of Barrie Official Plan (April 2023).

The Ontario Ministry of Municipal Affairs and Housing originally approved the City of Barrie's Official Plan 2051, with 73 modifications, on April 11, 2023. In October 2023, the Province introduced legislation to reverse the approval of various Official Plans, including the City of Barrie. The reversal noted that it is a priority of the Province to review Official Plans and ensure they supported the province's goal of building at least 1.5 million homes over the next 10 years (Bill 109, More Homes for Everyone Act). To support this goal, priority is placed on intensification and redevelopment, over sprawl from boundary expansions. Official Plans are to support higher densities, taller heights, and more compact built forms. Provided this, policies need to support the built form directed by the province. We understand that the Province is working with the City through the redlined changes.

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We are formally issuing comments on the Official Plan, in relation to the following projects/properties owned by our client:

- **306 Yonge Street.**
  - Designated '*Commercial District*,' located within a '*Strategic Growth Area (SGA)*' and along an '*Intensification Corridor*' (Yonge).
- **528-534 Big Bay Point Road.**
  - Designated '*Medium Density*' and located within a '*Strategic Growth Area (SGA)*'.
- **189-197 Duckworth Street.**
  - Designated '*Neighbourhood Area*'.

## **2.0 OFFICIAL PLAN COMMENTS**

### **Comment 1: Tower Setbacks (High-Rise Buildings)**

The Official Plan included the following requirements, under policy 3.3.4.a.ii.g) for a high-rise building;

*"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".*

**We support the redlined change (#48) made to policy 3.3.4.a.ii.g) by the province to the following;**

*"Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings."*

Without this change, it would be nearly impossible to develop most sites in the city, as 70 m. is a substantial setback. For lands such as 306 Yonge Street, the 70 m. setback requirement would eliminate over half the site, significantly impacting lands that are directed and designated for high-density development. With the push from the province

to make more efficient use of lands available for development and housing opportunities, policies such as this would prohibit proper development.

**Comment 2: Maximum Height for Stacked Townhouses (Low-Rise Buildings)**

The adopted Official Plan included the following requirements, under policy 3.3.2.e) for a low-rise building;

*"Stacked townhouses shall be a maximum of four storeys in height and shall be designed to generally resemble a traditional street townhouse".*

**We support the redlined change (#45) made by the province to 3.3.2.e) , replacing "shall" with "should";**

*"Stacked townhouses should be a maximum of four storeys in height and should be designed to generally resemble a traditional street townhouse".*

This policy redline would support the direction provided in the Official Plan for lands in the 'Neighbourhood Area' designation, including support for appropriate intensification and accommodating a variety of housing types (stacked townhomes), for lands such as 189-197 Duckworth Street.

**Comment 3: Density Permitted on Medium Density Designated Lands**

528-534 Big Bay Point Road is designated 'Medium Density' and located within a 'Strategic Growth Area (SGA)'. As noted by section 2.3.3 of the Plan, the SGAs shall accommodate higher levels of intensification, tall buildings, and higher densities.

Policy 2.6.2.3.d) of the Official Plan directs the following for lands in the Medium Density designation;

*"The residential density for development on lands designated Medium Density shall be in the range of 125.0 to 300.0 units per hectare".*

The policy states, "in the range of" and uses "shall", meaning that it is our understanding that 300 units per hectare is the maximum permitted density for lands within the Medium Density designation.

A maximum density of 300 units per hectare is going to restrict the development potential of sites, especially those in the 'Strategic Growth Areas', where taller buildings and higher densities are directed. It would be more appropriate to include a minimum residential density target, as set out for lands in the 'High Density' designation, and direct the heights and setbacks outlined in the Zoning By-law to regulate the use of the lands.

Reviewing 528-534 Big Bay Point Road, a permitted density of 300 uph would restrict the site to approximately 120 units, with an anticipated building height of 7-8 storeys. The Medium Density designation directs 6-12 storeys in height; therefore, the density cap would restrict the capability of accommodating housing units on lands where it could be provided. Further, there is a policy conflict as the height directed does not balance with the density permitted. The Official Plan directs intensification, where the density cap would restrict developers' ability to provide this, on lands designated for such intensification.

Provided the above, a minimum target should be established, and lands within a 'SGA' and designated 'Medium Density' should have flexibility in the density permitted, without a maximum density cap of 300 uph. Built form should be instructed to comply with section 3.3 of the Official Plan (Built Form Types and Development Criteria) and proper site design should be further directed by the Zoning By-law.

To support the built form envisioned by the Official Plan and properly utilize lands available for intensification, the 300 uph maximum should be removed for lands in an SGA.

#### **Comment 4: Angular Plane Requirements**

Policy 2.6.2.3.f) of the Official Plan states the following for lands in the Medium Density designation;

*"New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan".*

**We support the redlined change (#46) to policy 3.3.3.d) made by the province to policy, replacing "shall" with "should", and revising the policy to the following for a mid-rise building:**

*"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 should be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines".*

Given the above analysis, the angular plane requirements should be examined carefully, as flexibility needs to be provided in order to achieve the built form directed and supported by the Official Plan. Further, policy 3.3.3.d) of the Official Plan is implemented for mid-rise buildings, however, proper site design including setbacks, stepping, and separation should provide a framework for the directed built form. The angular plane policies will greatly restrict developments in the SGA's; therefore, it **is recommended that the angular plane requirements should not apply to lands in a 'Strategic Growth Area', and the following be added as a policy to the Official Plan;**

*"When lands are designated 'Medium Density', within a MTSA or SGA, or along an Intensification Corridor, the angular plane policies/guidelines shall not apply".*

Further to the above, 4.2.20 (SGA) of the Draft UDG specifies that angular plane applies to the rear yard, where 4.4.2.a) of the Draft Zoning By-law specifies that angular planes shall apply from the centre line of the right-of-way adjacent, for a lot across the street from a Neighbourhood Low zone. To complete a proper review, there first needs to be clarity on how the angular plane requirements apply, as the Official Plan, draft UDG, and draft Zoning By-law provide a different approach for calculation.

Additionally, the angular plane requirements are going to significantly restrict building heights, as the requirements would necessitate substantial and constant stepping of the built form to achieve a building that would meet the angular plane policies. Further, the angular plane policies would restrict the face of the building along to property line (facing the street), meaning that the stepping required would not permit a proper street edge. This will not allow the built form desired for lands in a SGA or designated Medium Density, and would contradict the direction of heights provided in the Official Plan.

### **3.0 REQUEST / RECOMMENDATION**

We appreciate the opportunity to provide comments on the Official Plan, as this is the overarching document which will guide development within Barrie, and shape the way growth occurs. In our opinion, the Official Plan does require further review, specifically in regard to the policies noted in this letter, to facilitate the built forms directed by the province and encouraged by the city.

We support the redlined changes made by the province, as it aligns with the policy direction provided by the Official Plan. By permitting more flexibility in policy and allowing the Zoning By-law and Urban Design Guidelines to implement specific objectives, this will support the objective of creating complete communities. In addition, without change, it is expected that Official Plan Amendments will be required to permit the developments directed for lands in the *Strategic Growth Areas*, as the policies restrict height and density, leading to projects that are not viable.

We would request that the province considers further changes to the Official Plan, and more specifically to lands in the SGAs. Should staff have any questions on this letter, please do not hesitate to contact the undersigned.

Respectfully submitted,  
**Innovative Planning Solutions**



James Hunter, BURPI,  
Associate



**VIA EMAIL**

November 23, 2023

Mayor and Members of Council  
City of Barrie  
City Hall  
70 Collier Street  
Barrie, ON L4M 4T5

Attention: Wendy Cooke, City Clerk / Director of Legislative & Court Service

Dear Sirs/Mesdames:

**Re: November 22, 2023 Town Hall – Item 1.1  
City of Barrie Official Plan and Provincial Modifications  
Preliminary Comments on Behalf of Canadian Tire Properties Inc. and  
Canadian Tire Real Estate Limited  
Various Properties  
Barrie, Ontario  
Our File: CAT/BAR/19-01**

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We are the planning consultants for Canadian Tire Properties Inc. and Canadian Tire Real Estate Limited ("Canadian Tire") for the City of Barrie Official Plan Review. Canadian Tire owns the lands known municipally as 75 Mapleview Drive West, and is the tenant at 320 Bayfield Street in the City of Barrie.

On behalf of Canadian Tire, we have been monitoring the City of Barrie Official Plan Review process and provided preliminary comments dated December 16, 2020, June 2, 2021, November 10, 2021 and January 17, 2022, and met with Staff on March 18, 2021 and July 28, 2021. We made a deputation to Council on behalf of Canadian Tire at the June 2, 2021 Public Meeting. On March 7, 2022, Council adopted the City of Barrie Official Plan, which was forwarded to the Ministry of Municipal Affairs and Housing (the "Ministry") for approval. We submitted comments to the Ministry on April 19, 2022 (see comment letter enclosed), and on April 11, 2023 the Ministry approved the Official Plan with modifications to 73 policies.

On October 23, 2023, the Ministry announced they were reversing the decisions made by the previous Minister regarding Official Plan decisions for 12 municipalities, including the City of Barrie.

A Town Hall was held by the City on November 22, 2023 in order to hear public feedback on the Official Plan as modified by the Minister. The Staff Presentation for the Town Hall categorized the Minister's decision into five themes: Wording of Policies, Increasing/Decreasing Density, Site Specific Modifications, Phasing Plan Adjustments in the Hewitt's Secondary Plan Area, and Clarifying Language.

In response to the City's request for public feedback, we made a deputation to Council on behalf of Canadian Tire at the Town Hall meeting. Our preliminary comments on behalf of Canadian Tire relate to the Themes of Wording of Policies and Site Specific Modifications



as outlined below. We will continue to review the Ministry's modifications and may provide future comment.

### **Preliminary Comments**

#### *Theme: Site Specific Modifications*

Based upon our comments throughout the Official Plan review process, Canadian Tire did not support the redesignation of their commercial lands at 75 Mapleview Drive West to "Employment Area – Non Industrial" under the Official Plan as adopted. The lands are currently being used for commercial/retail purposes, including a Canadian Tire store, gas bar, beer store, and car wash. The landowner and tenant are retail owners/operators, and intend for the lands to remain as commercial. As such, the designation of the lands under the adopted Official Plan is not reflective of their current use nor their intended long term function for major retail. In addition, there was no justification for the redesignation of the lands to an Employment Area through the Official Plan Review process.

We submitted comments on behalf of Canadian Tire to the Ministry, requesting that 75 Mapleview Drive West be designated as "Commercial District" (see comment letter enclosed). Through modifications numbers 71 and 72, the Minister addressed our comments. The Minister's decision to designate the lands as Strategic Growth Area and Commercial District is consistent with the current and intended future of the lands, while also being consistent with the immediately adjacent lands to the east and northeast. **In our opinion, modifications numbers 71 and 72 are consistent with the Provincial Policy Statement, conform with the applicable policies of the Growth Plan and represent good planning. Accordingly, Modification numbers 71 and 72 made by the Minister be should be maintained.**

#### *Theme: Wording of Policies*

Based upon our comments throughout the Official Plan review process, we submitted comments to the Ministry on behalf of Canadian Tire, including requesting the implementation of flexible language within various Community Design policies (see comment letter enclosed). The Minister addressed many of our comments as well as in other instances through modifications to the Official Plan policies, including through language changes to "should" and "may" from "shall". The use of flexible language within the policies (i.e., "should" and "may") allows for consideration of site-specific context and operational needs. **In our opinion, modifications numbers 4, 11, 25-30, 32-37, 39-41, 43-45, 51-53 are consistent with the Provincial Policy Statement, conform with the applicable policies of the Growth Plan and represent good planning. Accordingly, Modification numbers 4, 11, 25-30, 32-37, 39-41, 43-45, 51-53 made by the Minister should be maintained.**

We welcome a meeting with Staff to discuss Canadian Tire's concerns further.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, MCIP, RPP  
Principal Planner

cc. Canadian Tire Real Estate Limited (via email)  
Cassels Brock & Blackwell LLP (via email)  
Tomasz Wierzba, City of Barrie (via email)

encl. Letter to Municipal Services Office – April 19, 2022

# Cassels

November 23, 2023

via e-mail: [OfficialPlan@Barrie.ca](mailto:OfficialPlan@Barrie.ca)

Mayor and Members of Council  
City of Barrie  
City Hall  
70 Collier Street  
Barrie, ON L4M 4T5

[mwinch@cassels.com](mailto:mwinch@cassels.com)  
tel: +1 416 815 4365  
file # 8156-2490

Attention: Wendy Cooke, City Clerk

Dear Mayor and Members of Council:

**Re: Feedback on Official Plan Modifications  
Canadian Tire Properties Inc.**

We are the solicitors for Canadian Tire Properties Inc. and Canadian Tire Real Estate Limited (collectively, "Canadian Tire"). Canadian Tire Properties Inc. is the owner of the property municipally known as 75 Mapleview Drive West in the City of Barrie. Canadian Tire Real Estate Limited is the tenant of 75 Mapleview Drive West and 320 Bayfield Street, both in the City of Barrie.

Canadian Tire has significant concerns regarding the announcement by the Minister of Municipal Affairs and Housing ("Minister") to reverse the modifications made by the previous Minister to the City of Barrie Official Plan ("Official Plan"). As outlined in the enclosed correspondence from Canadian Tire's land use planning consultant, Zelinka Priamo Ltd., the modifications made by the previous Minister, in particular modifications 71-72 which designate 75 Mapleview Drive West as "Commercial District" and "Strategic Growth Area", are crucial for Canadian Tire's continued commercial/retail operations at 75 Mapleview Drive West. Should the modifications be reversed, 75 Mapleview Drive West will revert to the "Employment Area – Non Industrial" designation, despite that:

- The property is used for commercial/retail uses, including a Canadian Tire store, gas bar, Beer Store, and car wash, all of which provide an important service to the proximate residential community and provide employment;
- The Commercial District designation is consistent with the designation of lands immediately adjacent to the property;
- There is no legitimate land use planning rationale for designating the property as "Employment Area - Non Industrial"; and

- The "Employment Area – Non Industrial" designation is not reflective of the current use of 75 Mapleview Drive West and its intended long term function for major retail and will severely limit future redevelopment or infill opportunities, reducing Canadian Tire's ability to adequately respond to the demands of a growing community.

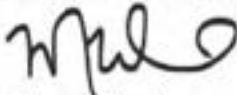
Additionally, modifications 4, 11, 25-30, 32-37, 39-41, 43-45, and 51-53 should also remain in the Official Plan as they provide flexibility and appropriately make Official Plan policies be more permissive by replacing "shall" statements with "should" or "may" statements, allowing for the consideration of site-specific and operational needs.

We are therefore requesting the Council's support for 75 Mapleview Drive West to remain designated "Commercial District" and "Strategic Growth Area" and for the foregoing modifications to remain in the Official Plan. In addition, we request that the letter respecting the changes to the Official Plan to be sent by the Mayor to the Minister by December 7, 2023, include Canadian Tire's comments, along with the City's support for same. In the alternative, we request that the Mayor request the Minister to refer the Official Plan to the Ontario Land Tribunal for recommendation or a decision.

We are grateful for the opportunity to provide you with our comments. Please do not hesitate to contact us with any questions or concerns.

Yours truly,

Cassels Brock & Blackwell LLP



Melissa Winch  
Partner

MW/OA  
Enclosure



**VIA EMAIL**

April 19, 2022

Ministry of Municipal Affairs and Housing  
Municipal Services Office  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto, ON  
M7A 2J3

Attention: Steven Barber

**Re: Draft New Official Plan – City of Barrie  
Adoption March 7, 2022  
Comments on Behalf of Canadian Tire Real Estate Limited and Canadian Tire  
Properties Inc.  
Barrie, Ontario  
Our File: CAT/BAR/19-01**

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We are the planning consultants for Canadian Tire Real Estate Limited and Canadian Tire Properties Inc. (collectively referred to as "Canadian Tire") for the City of Barrie Official Plan Review. Canadian Tire Properties Inc. owns the lands known municipally as 75 Mapleview Drive West, and Canadian Tire Real Estate Limited is the tenant at 75 Mapleview Drive West and 320 Bayfield Street in the City of Barrie. Aerial imagery of the Canadian Tire Lands are shown in Figures 1 and 2 (figures enclosed).

By way of background, on behalf of Canadian Tire, we participated in the City of Barrie Official Plan Review process and provided preliminary comments to the City dated December 16, 2020, June 2, 2021, November 10, 2021 and January 17, 2022 and met with Staff on March 18, 2021 and July 28, 2021. We made a deputation to Council on behalf of Canadian Tire at the June 2, 2021 Public Meeting. We reviewed the Council Adopted Official Plan dated February 15, 2022 and the associated Schedules/Maps in the context of the Canadian Tire Lands.

Concerns that we identified to the City under our preliminary comments remain outstanding and are summarized below. Our letter dated January 17, 2022 is enclosed.

**Comments on Council Adopted City of Barrie Official Plan**

*Comments Specific to 75 Mapleview Drive West*

**We have concerns with the redesignation of 75 Mapleview Drive West as "Employment Area – Non Industrial", whereas the lands are currently designated and zoned as General Commercial in the in-effect Official Plan and Zoning By-law.**

Through the Official Plan Review process, Canadian Tire was clear that they did not support the proposed designation of their lands at 75 Mapleview Drive West as "Employment Area – Non Industrial", whereby the lands would appropriate be designated "Commercial District" based upon:

- The lands are currently used for commercial/retail purposes, including a Canadian Tire store, gas bar, beer store, and car wash (see Figure 2);

- The existing Official Plan designates the lands as “General Commercial” (see Figure 3) and the in-effect Zoning By-law 2009-141, as amended, zones the lands as “General Commercial (C4)” (see Figure 4), whereby the policies / provisions permit a broad range of commercial uses and residential uses are permitted as of right; and
- The landowner and tenant are retail owners / operators, and intend for the lands to remain as commercial.

In the initial draft of the Official Plan (September 2020), the lands were identified as being outside of an Employment Area (see Figure 5), and proposed to be designated as Commercial District (see Figure 6).

In subsequent drafts, including the Council Adopted Official Plan, the lands were proposed to be within the Employment Areas (see Figure 7) and designated as Employment Area – Non-Industrial (see Figure 8).

Canadian Tire is seeking revisions to the Official Plan as it relates to 75 Mapleview Drive West, including amending Schedule 1 to remove the lands from the Employment Areas and amending Schedule 2 to designate the lands as Commercial District based upon the following rationale:

- The Commercial District designation is consistent with the proposed designation for lands immediately adjacent to the east and northeast;
- The City of Barrie already identified the Canadian Tire lands as “Commercial District” in the first draft of the Official Plan (as shown in Figures 5 and 6);
- There is a lack of rationale for the need for the lands to be added to the employment areas. In our submission:
  - There is no need for the redesignation from a lands needs perspective:
    - § The Watson Lands Needs Study dated May 21, 2019, which informed the Official Plan review, in our review did not make any recommendation for the redesignation of any non-employment lands to employment purposes in order to meet Provincial growth targets, including the Canadian Tire lands;
    - § The lands were not counted within the existing employment area base nor were they recommended to be redesignated for employment purposes from a lands needs perspective as part of the Municipal Comprehensive Review;
    - § An Addendum to the Lands Needs Assessment (May 19, 2020) speaks to the City’s recommendation for the conversion of 43 hectares of Employment Areas to Community Areas. The results of which are stated to be “a need to expand the City’s designated post-2031 Employment Area land supply in the Salem and Hewitt’s Secondary Plan Areas by an additional 53 gross ha.” Accordingly, there was no recommendation for the redesignation of Community Areas, such as the lands, to Employment Areas within the existing built boundary, including the Canadian Tire Lands;
    - § We understand based on the 2019 Watson memo that the Community Areas, which the lands are currently considered, are anticipated to make up approximately 59% of the City’s forecasted employment, through means such as retail/commercial uses that can be considered population-related employment, which would include the existing commercial uses;

- 
- § At the February 14, 2022 Council Meeting, Council were considering an amendment to the land use designation for lands immediately to the east and north of the Canadian Tire lands, from “Employment Area – Non-Industrial” to “Commercial District” and Staff were asked if the change of lands from Employment Areas – Non-Industrial to Commercial District would impact the lands needs assessment. The Staff response was: *“No it does not because these are not vacant land, they are already developed so it does not impact the overall municipal comprehensive review.”* Accordingly, the designation of the Canadian Tire Lands at “Commercial District”, will similarly not negatively impact the Lands Needs;
    - There is no need for the redesignation from a lands use compatibility perspective:
      - § Under the existing Official Plan designation and Zoning By-law context, residential land uses are permitted on the Canadian Tire lands. A more sensitive land use is therefore not being introduced by designating the lands as Commercial District, consistent with the in-effect Official Plan;
      - § There are Provincial policies for a change in land use prior to the introduction of sensitive land uses. Similarly, the proposed Barrie Official Plan includes Policy 2.3.5I), which would require a series of tests for any lands introducing sensitive land uses proximate to employment areas. Accordingly, there are existing policies and guidelines that will protect the introduction of sensitive land uses on the lands;
      - § The lands at 99-105 Mapleview Drive West, immediately to the west of the Canadian Tire lands are proposed to be designated with a site specific policy under Section 2.8.1 to permit residential and other sensitive land uses. Lands located immediately east of the Canadian Tire lands on the west side of Bryne Drive are proposed to be designated as Commercial District, permitting sensitive land uses that include residential land uses.
  - Under the Official Plan as adopted, the policy context for Employment Areas including Policy 2.3.5 is such that retail/commercial uses are effectively secondary, since the primary function of employment areas is generally for employment type uses. The primacy of non-retail uses employment uses is reflected in the Growth Plan (Policies 2.2.5.7, 2.2.5.8 and 2.2.5.11). Accordingly, the commercial function of the Canadian Tire lands would be in a precarious existence if located within an Employment Area;
  - Provincial Policy including the PPS and Growth Plan seek to protect the Employment Area land base, including Growth Plan Policies 2.2.5.9 and 2.2.5.10, and PPS Policy 1.3.2.5. The effect of such policies is that there are stringent criteria to be met in order to remove lands in an existing employment area, making it difficult in the future for the landowner to remove the lands from the Employment Area;
  - The designation for the lands under the adopted Official Plan is not reflective of their current use, nor their intended long term function as for major retail;

- We are concerned that the introduction of 75 Mapleview Drive West to an Employment Area will have long term consequences that see an erosion of the existing retail permissions;
- It is important to maintain the Canadian Tire lands as a commercial use given proximity to existing and potential future residential uses. The existing commercial use of the lands and the stores that currently operate, provide an important service to the community and provide jobs;
- The landowner has no right to appeal the municipal decision with respect to the redesignation of their lands. Further, there is a 2-year moratorium on amendments to the Official Plan following adoption, and that being in an employment area, a redesignation to a different land use category is subject to additional criteria. There should be sufficient rationale for such a change, given the lack of landowner involvement in this process;
- **In our submission there is no justification for the redesignation the Canadian Tire lands to an Employment Area, and that 75 Mapleview Drive West would be appropriate to consider as “Commercial District”, and outside of the “Employment Area”.**

#### *Comments for Specific Policies*

We have the following outstanding comments:

- Policy 2.3.3f) provides a *requirement* for development to incorporate winter city elements in Strategic Growth Areas. In our review of the most recent draft urban design guidelines, there are only 7 references to “winter”, related to 6 different guidelines. It is unclear what is required to be implemented as it relates to Winter City elements. We suggest that flexibility should be added to the policy;
- Policy 2.3.5h) states that “The conversion of Employment Area lands to non-employment uses outside of a municipal comprehensive review is not permitted”, notwithstanding that no part of the City of Barrie is identified as a Provincially Significant Employment Zone. Policy 2.4.2.1h) indicates that employment conversions may only be considered in accordance with Section 7.3.6 of the Official Plan, which permits conversions of employment uses outside of an MCR in conformity with the employment conversion policies of the Growth Plan. In our submission, Policy 2.3.5h) should be revised for conformity with the Growth Plan and should not preclude a conversion outside of an MCR;
- Under Policy 2.4.2.1, when measuring density of a site, the gross land area is to be calculated following the removal of a number of areas, including all “employment areas”. It is unclear how density is supposed to be calculated in an employment area and we suggest clarification;
- Policy 2.6.9.2g)ii) related to existing commercial, retail and Major Retail expansion is unclear, and we suggest minor changes to clarify the intent of the Policy;
- Policy 2.6.9.2e) establishes a 5,000 sq. m cap on Major Retail uses and it is not clear that the policy is not applicable to existing major retail uses (including the existing Canadian Tire at 75 Mapleview Drive West);
- Policy 3.1.3.1a) provides direction for interpreting the Urban Design policies of Sections 3.2, 3.3 and 3.4, indicating a required conformity where the terms ‘will’ or ‘shall’ are used. In our review, there are a number of instances where the policies use the terms ‘will’ or ‘shall’, but also specify ‘where appropriate’. In our opinion, the direction to interpret the urban design policies does not sufficiently reflect the



flexibility afforded in the policy framework and we suggest that revised wording be considered;

- Section 3.2.3.1 provides 14 criteria of green development standards that applications for OPA, ZBA, and SPA are required to address through a report. Such items, in our submission, are inappropriate for every application to be required to address, and should be evaluated on a case by case basis. For example, a modest expansion to an existing building that would trigger a Site Plan application, would be required to provide such a sustainable development report. Flexibility in when this policy applies, is appropriate;
- Section 3.3 provides direction for specific building types. It remains unclear whether certain building typologies including for low-rise development, is applicable to commercial/retail buildings not including shopping malls or major retail. We suggest clarification be introduced;
- Policy 3.3.6b)ii) requires a variation in built form for Major Retail uses. We suggest that this is a development standard that is inefficient and highly prescriptive, contrary to PPS Policy 1.1.3.4 as it relates to appropriate development standards that facilitate intensification and redevelopment. We suggest that the policy be revised to introduce flexibility; and
- Policy 3.3.6f) encourages private streets to be designed to a similar standard as public roads. We suggest that this is a development standard that is inefficient, and not necessarily appropriate for this type of built form, contrary to PPS Policy 1.1.3.4 as it relates to appropriate development standards that facilitate intensification and redevelopment. We suggest that subsection f) be removed.

We welcome a meeting with Ministry representatives to discuss Canadian Tire's Concerns further.

Zelinka Priamo Ltd. hereby requests to be notified of the decision of the approval of the Barrie Official Plan, adopted by Barrie Council on March 7, 2022 and as outlined on the attached Notice dated March 17, 2022.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Rob MacFarlane, MPL, MCIP, RPP  
Senior Planner

cc. Canadian Tire Real Estate Limited (via email)  
Canadian Tire Properties Inc. (via email)  
Cassels Brock & Blackwell LLP (via email)

encl. Notice of Adoption – March 17, 2022  
Figures 1-8  
Comment Letter – January 17, 2022



**VIA EMAIL**

November 23, 2023

Mayor and Members of Council  
City of Barrie  
City Hall  
70 Collier Street  
Barrie, ON L4M 4T5

Attention: Wendy Cooke, City Clerk / Director of Legislative & Court Service

Dear Sirs/Mesdames:

**Re: November 22, 2023 Town Hall – Item 1.1  
City of Barrie Official Plan and Provincial Modifications  
Preliminary Comments on Behalf of CP REIT Ontario Properties Limited and  
Loblaw Companies Limited  
Various Properties  
Barrie, Ontario  
Our File: CHO/BAR/19-01**

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We are the planning consultants for CP REIT Ontario Properties Limited ("Choice") and Loblaw Companies Limited ("Loblaws") for the City of Barrie Official Plan Review. Choice and Loblaw collectively are the landowner and/or leaseholder of a number of sites within the City of Barrie, including the following:

- 319 Blake Street;
- 620 Yonge Street;
- 472 Bayfield Street;
- 201-211 Cundles Road East;
- 307 – 637 Cundles Road East

On behalf of Choice and Loblaw, we have been monitoring the City of Barrie Official Plan Review process and provided preliminary comments dated December 15, 2020, June 2, 2021, November 9, 2021 and January 17, 2022, and met with Staff on March 23, 2021. On March 7, 2022, Council adopted the City of Barrie Official Plan, which was forwarded to the Ministry of Municipal Affairs and Housing (the "Ministry") for approval. Based upon our review dated May 13, 2022, Borden Ladner Gervais LLP submitted comments to the Ministry on December 12, 2022 (see comment letter enclosed), and on April 11, 2023 the Ministry approved the Official Plan with modifications to 73 policies.

On October 23, 2023, the Ministry announced they were reversing the decisions made by the previous Minister regarding Official Plan decisions for 12 municipalities, including the City of Barrie.

It is our understanding from the Media Release dated November 10, 2023 that the City held a Town Hall of Town Hall to request public feedback. The Staff Presentation for the Town Hall categorized the Minister's decision into five themes: Wording of Policies,

Increasing/Decreasing Density, Site Specific Modifications, Phasing Plan Adjustments in the Hewitt's Secondary Plan Area, and Clarifying Language.

Our preliminary comments on behalf of Choice and Loblaw relate to the Theme of Wording of Policies, as outlined below. We will continue to review the Ministry's modifications and may provide future comment.

**Preliminary Comments**

*Theme: Wording of Policies*

Based upon our comments throughout the Official Plan review process, comments to the Ministry were submitted on behalf of Choice and Loblaws, including requesting the implementation of flexible language within various Community Design and Affordable Housing policies (see comment letter enclosed). The Minister addressed many of our comments as well as in other instances through modifications to the Official Plan policies, including through language changes to "should" and "may" from "shall" and through clarified language. The use of flexible language within the policies (i.e., "should" and "may") allows for consideration of site-specific context and operational needs. **In our opinion, modifications numbers 4, 16, 27, 28, 29, 30, 32-37, 39-41, 43-45, 51, 52, and 64 are consistent with the Provincial Policy Statement, conform with the applicable policies of the Growth Plan and represent good planning. Accordingly, Modification numbers 4, 11, 16, 25, 27, 32-37, 39-41, 43-45, 51, 52 and 64 made by the Minister should be maintained.**

We welcome a meeting with Staff to discuss Choice's and Loblaws' concerns further.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, MCIP, RPP  
Principal Planner

cc.

- CP REIT Ontario Properties Limited (via email)
- Loblaw Companies Limited (via email)
- Borden Ladner Gervais LLP (via email)
- Tomasz Wierzba, City of Barrie (via email)

encl. Letter to Municipal Services Office – December 12, 2022

**From:** [Joe Nethery](#)  
**To:** [Official Plan](#)  
**Cc:** [Michelle Banfield](#); [Carlissa McLaren](#); [Tomasz Wierzb](#); [Eilis McCloskey](#)  
**Subject:** Follow-up to Tonight's Presentation  
**Date:** Thursday, November 23, 2023 12:38:11 AM

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Good evening OP Review Team --

As promised, I'm following up my quick delegation at the Town Hall meeting with this note.

Modification 31 and Policies 3.2.1(b) and (c)

I spoke to Modification 31, and would hope that City staff agree the additional language added to Policy 3.2.1(c) is viewed as helpful in clarifying intent and applicability of height and density policies.

In my reading of the policy before that one, Policy 3.2.1(b), I think there may be a word out of place or where a tweak would be more helpful. As written today:

Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context. (emphasis mine)

When I read this, I see "the proposal" (the development application) as being required to have a lower height. Applicant asked for 6 but 3 is more appropriate, for example. I actually think the City intended to speak to the height and density standards of OP 2051 needing to be reduced/relaxed to recognize a contextually-appropriate development. That would be a good tie in and link to the framing of the height standard in all designations/contexts (though I'm drawn to this policy as it relates to my client's property, 94 Mary Street). The edit I would make is as follows:

Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than **proposed those required in the relevant land use designation** based on or responding to site characteristics, building and site performance, and neighbourhood context.

In terms of my comment about intent/application of this language, I think with my change as written, the intent of the new OP 2051 with respect to height standards in an infill/existing context is that one could make an argument that a development proposal in a Medium Density designation is good planning although it's less than 6 storeys because [insert analysis here]. It's a better solution for everybody (I don't think it's fair to ask for a site-specific request at this stage of the process, like so many others seemed keen on doing tonight).

Proposed Development Application Review Meeting with Development Review

Some of you may be aware that my client, Patrick Campbell (with Eilis McCloskey doing much of the work; I have cc'd her to this note), came to the City looking for a building permit in the summer. They were pushed to a preconsultation meeting. They have been hit with a request for over a dozen studies for their development concept, which I think is excessive and

adds no value or betterment to the project. I can provide more feedback from the professionals needed to complete those studies at a later time.

I have been meaning to call Carlissa (it's been forever!) to set up a meeting to discuss this preconsultation and a path forward for the development. I would submit what is being proposed represents good planning, and am prepared to make the appropriate applications to that effect. It's important to me that we are aligned on that path forward. I'd like to use this submission as my request for that level setting conversation. I can set something up (virtual, please) for as soon as Monday. 30 minutes should do it.

#### What Official Plan Applies Today?

As part of that conversation, I think Mayor Nuttall introduced a new nugget into the public this evening. Michelle's slides spoke to the City saying OP 2051 as adopted by Council as being the in-effect Official Plan. I see how you get to that conclusion on plain read of Bill 150. Mayor Nuttall seemed to suggest it's back to the old/previous OP.

However, Bill 150 is still in draft/committee stage (albeit, probably not for long). I don't think we've gotten to that stage just yet. Unless something happened today; I wouldn't know, I was on the road all day.

My question of clarification is what OP version would be used to evaluate an application filed *today* (Nov 23, 2023)? I'm thinking it's the approved-with-mods version of the document, which changes once Bill 150 receives Royal Assent and reverts to the Council-approved OP 2051 plus Modification 66 only. And it might change again depending on where this second Provincial approval goes. That's one bouncy ball to follow.

#### Thank You

Thank you for making it this far. I look forward to your reply (Carlissa, I will follow up separately re: meeting).

Joe Nethery, MCIP RPP



# INNOVATIVE PLANNING SOLUTIONS

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planners • project managers • land development

November 23, 2023

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

Attention: Michelle Banfield  
Director of Development Services

Councillor Sergio Morales  
Ward 9

**Re: COMMENT LETTER: OFFICIAL PLAN & ZONING BY-LAW (DRAFT 2)**  
202-208 MONTGOMERY DRIVE & 533-537 BIG BAY POINT ROAD

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## 1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by 208 Montgomery Developments Inc., 535 Barrie Investments Inc., and 533 Big Bay Point Holdings Inc. to complete a planning review of City of Barrie Official Plan (April 2023). We are formally issuing comments pertaining to seven properties located at located at the intersection of Big Bay Point Road and Montgomery Drive, municipally known 202, 204, 206 & 208 Montgomery Drive, and 533, 535 & 537 Big Bay Point Road in the City of Barrie.

The intent of this letter is to issues comments on the Official Plan, as well as the Draft Zoning By-law (draft 2) as it implements the direction of the Official Plan. In addition, comments relate to the draft Urban Design Guidelines, where it relates to the policies of the Official Plan.

The Ontario Ministry of Municipal Affairs and Housing originally approved the City of Barrie's Official Plan 2051, with 73 modifications, on April 11, 2023. In October 2023, the Province introduced legislation to reverse the approval of various Official Plans, including

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the City of Barrie. The reversal noted that it is a priority of the Province to review Official Plans and ensure they supported the province's goal of building at least 1.5 million homes over the next 10 years (Bill 109, More Homes for Everyone Act). To support this goal, priority is placed on intensification and redevelopment, over sprawl from boundary expansions. Official Plans are to support higher densities, taller heights, and more compact built forms. Provided this, policies need to support the built form directed by the province. We understand that the Province is working with the City through the redlined changes.

## **2.0 SITE DESCRIPTION**

The subject site includes four (4) properties along Montgomery Drive and three (3) properties along Big Bay Point Road, which the client/applicant has tied up with the intent of pursuing planning applications. Refer to Figure 1.

### 202, 204, 206 & 208 Montgomery Drive

The combined site area is roughly 0.62 ha. (1.53 ac.) with 128 metres of combined frontage along Montgomery Drive. All four properties are currently utilized for low-density residential use with each lot currently containing a single detached dwelling.

These properties will be referred to as the Montgomery lands in this report.

### 533, 535 & 537 Big Bay Point Road

The combined site area is roughly 0.39 ha. (0.96 ac.) with approximately 68 metres of combined frontage along Big Bay Point Road. All three properties are currently utilized for low-density residential use with each lot currently containing a single detached dwelling.



**LEGEND**

 Subject Lands

Figure 1  
Subject Lands

Source: Simcoe County Interactive Map

Drawn By: DS

File: 23-1321

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### **3.0 OFFICIAL PLAN REVIEW**

The subject lands are designated '**Medium Density**' by the City of Barrie Official Plan (2023). On Map 1 (Community Structure), the lands are located within the Big Bay Point Road and Yonge Street '**Strategic Growth Area**'.

Big Bay Point Road is identified as an Arterial road by the City, where Montgomery is identified as a Local road. In addition, Yonge Street is located approximately 50 m. to the south of the subject lands, which is identified as an '**Intensification Corridor**'.

The land use designation is shown on **Figure 2**.

The Strategic Growth Areas are planned to become complete communities, consisting of higher levels of intensification, tall buildings, and higher densities.

The Medium Density designation supports residential buildings, with direction for a minimum of six (6) storeys and maximum of twelve (12) storeys in height (2.6.2.3.c). Further, the residential density for development on lands designated Medium Density is targeted for a range of 125 to 300 units per hectare (2.6.2.3.e).

Provided the land use designation and directed built form, this is supported as it would permit the development of a mid-rise condominium building, which is desired by the Applicant. The Medium Density designation is supported, with heights permitted of 12-storeys.



**LEGEND**

- Subject Lands
- Medium Density

Figure 2

Official Plan: Land Use Designation

Source: City of Barrie Open GIS

Drawn By: DS

File: 23-1321



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### **3.1 OFFICIAL PLAN COMMENTS**

#### **Comment 1: Density Permitted.**

As noted above, policy 2.6.2.3.d) of the Official Plan directs the following for lands in the Medium Density designation;

*"The residential density for development on lands designated Medium Density shall be in the range of 125.0 to 300.0 units per hectare".*

The policy states, "in the range of" and uses "shall", meaning that it is our understanding that 300 units per hectare is the maximum permitted density for lands within the Medium Density designation.

A maximum density of 300 units per hectare is going to restrict the development potential of sites, especially those in the 'Strategic Growth Areas', where taller buildings and higher densities are directed. It would be more appropriate to include a minimum residential density target, as set out for lands in the 'High Density' designation, and direct the heights and setbacks outlined in the Zoning By-law to regulate the use of the lands.

Provided the above, a minimum target should be established, and lands within a 'SGA' and designated 'Medium Density' should have flexibility in the density permitted, without a maximum density cap of 300 uph. Built form should be instructed to comply with section 3.3 of the Official Plan (Built Form Types and Development Criteria) and proper site design should be further directed by the Zoning By-law.

To support the built form envisioned by the Official Plan and properly utilize lands available for intensification, the 300 uph maximum should be removed.

## **Comment 2: Angular Plane Requirements**

Policy 2.6.2.3.f) of the Official Plan states the following for lands in the Medium Density designation;

*"New development must appropriately transition to any Neighbourhood Area lands either adjacent to the property or across the street, and must satisfy the transition policies in Section 3 and the other transition policies of this Plan".*

**We support the redlined change (#46) to policy 3.3.3.d) made by the province to policy, replacing "shall" with "should", and revising the policy to the following for a mid-rise building:**

*"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 be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines".*

Given the above analysis, the angular plane requirements should be examined carefully, as flexibility needs to be provided in order to achieve the built form directed and supported by the Official Plan. Further, policy 3.3.3.d) of the Official Plan is implemented for mid-rise buildings, however, proper site design including setbacks, stepping, and separation should provide a framework for the directed built form. **The angular plane policies will greatly restrict developments in the SGA's; therefore, it is recommended that the angular plane requirements should not apply to lands in a 'Strategic Growth Area', and the following be added as a policy to the Official Plan;**

*"When lands are designated 'Medium Density', within a MTSA or SGA, or along an Intensification Corridor, the angular plane policies/guidelines shall not apply".*

Further to the above, 4.2.20 (SGA) of the Draft UDG (subject to change) specifies that angular plane applies to the rear yard, where 4.4.2.a) of the Draft Zoning By-law specifies that angular planes shall apply from the centre line of the right-of-way adjacent, for a lot across the street from a Neighbourhood Low zone. To complete a proper review, there first needs to be clarity on how the angular plane requirements apply, as the Official Plan, draft UDG, and draft Zoning By-law provide a different approach for calculation.

Furthermore, the angular plane requirements are going to significantly restrict building heights. From a review of the policies and using a preliminary model, it was determined that the subject site would require substantial and constant stepping of the built form to achieve a building that would meet the angular plane policies. Further, the angular plane policies would restrict the face of the building along to property line (facing the street) to a height of less than 3-storeys or approximately 10 m. at the property line, meaning that the stepping required would not permit a proper street edge. This will not allow the built form desired for lands in a SGA or designated Medium Density, and would contradict the direction of heights provided in the Official Plan.

In addition, the subject site includes exceptional depths (average 65 m.), where most other sites across the city do not contain this kind of depth. The Official Plan directs minimum 6-storeys, where the angular plane policies would possibly permit half of what is directed.

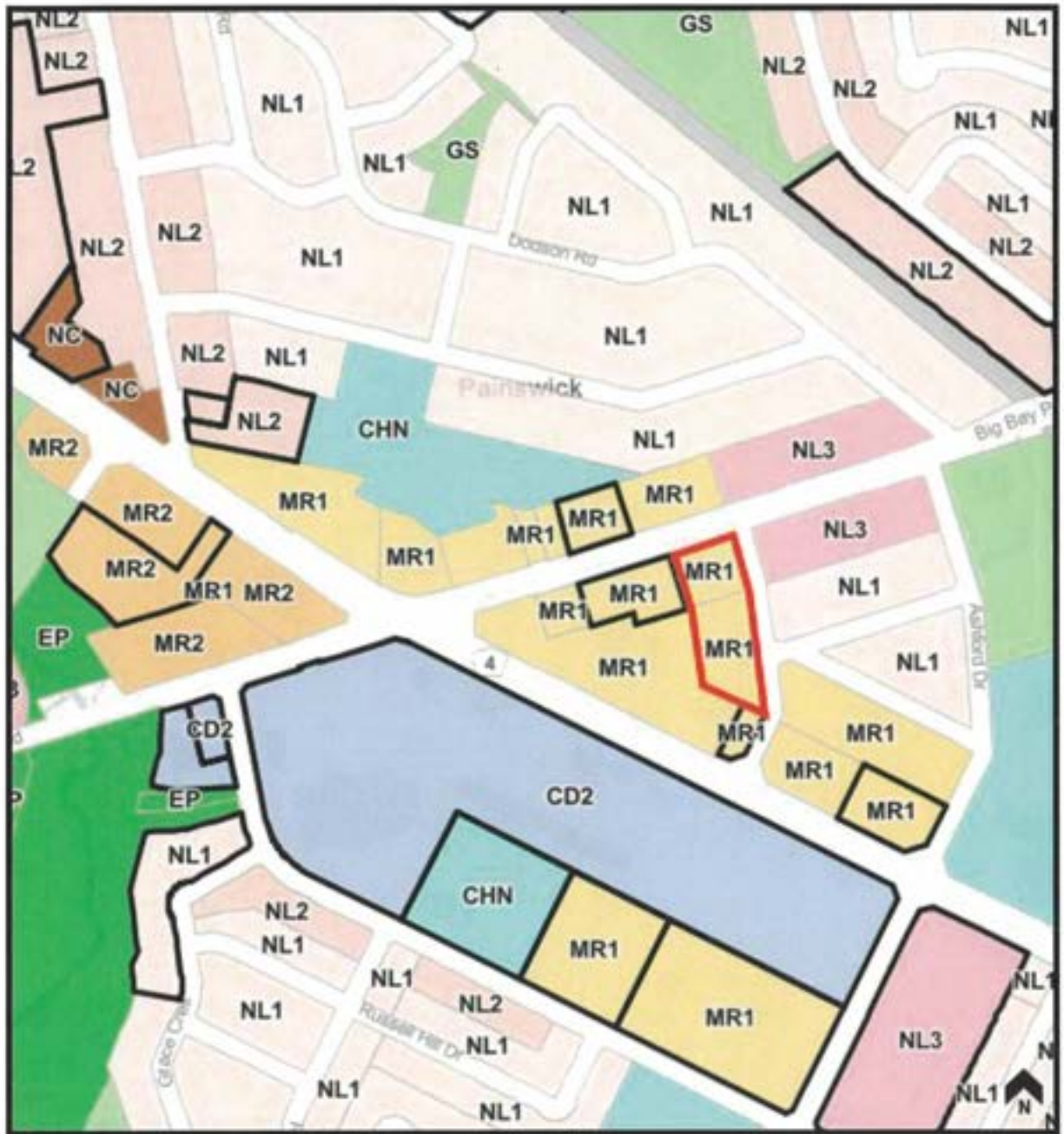
Given the above analysis, the angular plane requirements need to be examined carefully, and it is recommended that angular plane requirements should not apply to lands in a 'Strategic Growth Area'. Proper site design including setbacks, stepping, and separation should provide a framework for the directed built form. The angular plane policies will greatly restrict developments, in locations where it is directed and supported.

#### **4.0 ZONING BY-LAW REVIEW**

The subject lands are currently zoned '**Residential Single Detached Dwelling First Density (R1)**' as per the City of Barrie Comprehensive Zoning By-law 2009-141 (2023 Office Consolidation).

The City of Barrie has released a new Draft Zoning By-law, for review and public consultation (Draft 2 – June 2023). In Draft 2 of the Zoning By-law, the subject lands are proposed to be included in the '**Mid-Rise 1 (MR1)**' zone.

The proposed zone is shown on **Figure 3**.



**LEGEND**

 Subject Lands

Figure 3  
Draft Zoning

Source: City of Barrie Draft Zoning Map (Draft 2)

Drawn By: JH

File: 23-1321

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#### **4.1 DRAFT ZONING BY-LAW COMMENTS**

The following section provides comments and questions of clarification on Draft 2 of the Zoning By-law.

##### **Comment 1: Maximum Building Length**

Tabel 6-4 includes a maximum building length of 75.0 m. for a mid-rise building.

From initial design concepts on the site, 75 m. is restrictive and would not allow the built form that is directed by the Official Plan.

Please confirm and verify how the 75 metres was selected as the performance standard? And is the maximum directed or is there room for flexibility?

This needs to be reviewed and clarified.

##### **Comment 2: Amenity Area Requirements (Common vs. Community)**

As outlined on Table 6-3 under section 6.5.1 of the By-law, the 'MR1' zone requires minimum 5.0 m<sup>2</sup> per dwelling unit of private amenity space and 12.0 m<sup>2</sup> per dwelling unit of common amenity space. These requirements are substantial.

*Common Amenity Area means any outdoor amenity area at ground level which is a common area available to occupants of the building(s) on the same lot. Building rooftops, patios and above ground decks may be included as part of the common amenity area if they are associated with recreational facilities that are provided and maintained, such as swimming pools, tennis courts, lounges etc.*

*Private Amenity Area means any outdoor amenity area which is only accessible by a singular unit. This may include balconies, decks, terraces, etc.*



The site includes a combined area of 1.01 hectares, which would support approximately 300 units, per the 300 units per hectare permitted in the Medium Density designation. Based on this, the site would require approximately the following;

- $12.0 \text{ m}^2 \times 300 = 3,600 \text{ m}^2$  or 0.89 acres (0.36 hectares).
- $5.0 \text{ m}^2 \times 300 = 1,500 \text{ m}^2$  or 0.37 acres (0.15 hectares).

Therefore, roughly 36% of the site (0.36 ha.) would be required to be dedicated to common amenity space, which is substantial for the site.

Please confirm and verify how the city came to this performance standard?

It is our opinion that the amenity space requirements need to be further reviewed for the Mid Rise zones.

### **Comment 3: Proposed Zone**

According to the Draft 2 Explainer, the "MR1 zones are found outside of Strategic Growth areas while MR2 zones are found within Strategic Growth Areas and required to have a mix of uses and permit a greater height permissions".

As noted previously, the subject lands are located within a 'Strategic Growth Area' and are designated 'Medium Density', which permits buildings of 6-12 storeys in height. The draft Zoning By-law however limits buildings to heights of 5-8 storeys in the MR1 zone (6.5.2).

Provided that the subject site is located within a 'SGA', the 'MR2' zone would be more appropriate for the development of the site, and reflect the direction provided by the Official Plan.

## **5.0 REQUEST / RECOMMENDATION**

We appreciate the opportunity to provide comments on the Official Plan, as this is the overarching document which will guide development within Barrie, and shape the way growth occurs. In our opinion, the Official Plan does require further review, specifically in regard to density permitted, to facilitate the built forms directed province and encouraged by the city.

We support the redlined changes made by the province, as it aligns with the policy direction provided by the Official Plan. In addition, without change, it is expected that Official Plan Amendments will be required to permit the developments supported by the Medium Density designation and for lands in the Strategic Growth Areas. Further, there needs to be review if the Official Plan policies by the city to evaluate conflicts between the land use designation, and the built form restrictions implemented by the draft Zoning By-law and draft Urban Design Guidelines.

**We would request that the province considers further changes to the Official Plan, and more specifically to lands in the SGAs.**

To align with the Official Plan, prior to Draft 3 of the Zoning By-law, we request staff to review the above comments and consider the redlines noted. More specifically, to align the Zoning By-law with the Official Plan, we are requesting a review of the zoning on the lands, as the '**Mid-Rise 2 (MR2)**' zone would more accurately reflect the direction provided by city policies and reflect the desired lands uses to such a location.

Should staff have any questions on this letter, please do not hesitate to contact the undersigned.

Respectfully submitted,  
**Innovative Planning Solutions**



James Hunter, BURPI.  
Associate



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

23 November 2023

Mayor Nuttall and Council  
City of Barrie  
70 Collier Street  
Barrie, ON L4M 1G8

Submitted to [OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)

Dear Mayor Nuttall and Council:

**RE: McCowan and Associates Ltd.  
Comments on Provincial Modifications to the Approved City of Barrie Official Plan  
158 Dunlop Street East, 400 Bayfield Street & 521 Bayfield Street**

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The purpose of this letter is to provide comments on the invitation by the Minister of Municipal Affairs and Housing to review the changes previously made by the Ministry prior to the approval of the City's Official Plan ("OP"), dated April 2023.

MHBC submitted comments, on behalf of our Client, McCowan and Associates Ltd., to the City at various stages of the drafting of the OP. Our Client's interest in the OP relates to their landholdings in Barrie, which are identified as follows:

The location of these lands is shown in **Figures 1, 2 and 3** below. Each of the properties currently contain various commercial developments and have been identified within the City of Barrie's Official Plan as areas for further mixed-use intensification.

It is understood that the City of Barrie's new Official Plan was adopted at the February 14, 2022 Council meeting. Subsequently, MMAH approved the City's new Official Plan on April 11, 2023, with 73 modifications. The 73 modifications to the policies and maps of the Official Plan were made to address provincial policy direction related to land use compatibility, source water protection, and government priorities related to housing, jobs and streamlining development process, among other matters, including site-specific changes.

Regarding the modifications made by the Province, it is our opinion these modifications both assist in clarity of the OP and will allow development applications to be processed more efficiently without the need for unnecessary Official Plan Amendments, saving both time and money and helping to deliver much needed jobs and housing to the City sooner..

In consideration of the above, it is requested that Council supports the Province maintaining the new Official Plan with the modifications that the Province previously made.

**Figure 1:** Location of 158 Dunlop Street East Lands



**Figure 2:** Location of 400 Bayfield Street Lands



**Figure 3:** Location of 521 Bayfield Street Lands



Thank you for consideration of the enclosed comments and should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,  
**MHBC**

A handwritten signature in blue ink, appearing to read 'Kory Chisholm'.

Kory Chisholm, BES, MSc, MCIP, RPP  
Partner

A handwritten signature in blue ink, appearing to read 'Shayne Connors'.

Shayne Connors, BAH, MSc  
Intermediate Planner

cc. *Ron McCowan | McCowan & Associates Ltd.*



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

November 21, 2023

[OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)

City of Barrie  
70 Collier Street  
Barrie ON,

Dear Sir/Madam:

**RE: Official Plan Town Hall – Comments on Provincial Modifications  
Sandy Creek Estates Inc. (Crystal Homes)  
OUR FILE 16191U**

---

On behalf of our Client, Sandy Creek Estates Inc. (Crystal Homes), please accept this letter as a response to the City's request for comments on the City of Barrie Official Plan and the recent modifications by the provincial government. It is our understanding that the City is holding a Town Hall on November 22<sup>nd</sup> to discuss the provincial modifications to the Official Plan and receive comments in advance of providing a letter to the Minister Municipal Affairs and Housing.

Crystal Homes is the Owner of the lands known municipally as 969, 979, and 989 Mapleview Drive East. The lands were subject to a provincial modification associated with revisions to the Phasing Plan (Appendix 2) within the approved City of Barrie Official Plan. Within the approved City Official Plan, the lands are located entirely within Phase 1 East on the Phasing Plan. Within the adopted Official Plan, only the northern portion of the lands were located within Phase 1 East, with the balance being located within Phase 2 East.

**It is requested that the Phasing Plan within the approved City of Barrie Official Plan, as modified by the Province, stay in effect for the lands.**

The lands are draft plan approved and Crystal Homes is working towards final site plan approval and registration of the draft plan on the northern portion of the site. Planning applications to obtain further development approvals on the southernmost portion of the lands are anticipated to be filed in 2024.

Policy 9.5.2 j) of the City's Official Plan identifies that development is not to proceed into a subsequent phase until 60% of the lands within any given preceding phase are subject to a registered M-Plan or equivalent level of approval, as determined by the City. On this basis, maintaining the entirety of the lands within Phase 1 will allow additional housing units to be constructed sooner and future phases will not be beholden to earlier phases. Overall, the request supports the provision of housing in a timely manner, which is consistent with provincial priorities related to housing and streamlining the development process.

The lands at 969, 979, and 989 Mapleview Drive East are contiguous and maintenance of the entire landholdings within Phase 1, rather than only a portion of the lands, will not compromise the orderly and timely build out of new neighbourhoods in the Designated Greenfield Area.

Thank you for consideration of the enclosed comments and should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

**MHBC**



Kory Chisholm, BES, M.Sc., MCIP, RPP  
Partner



Ellen Ferris, BSc., MSc., MCIP, RPP  
Associate

cc. *Kathy DiSilvestro / Sandy Creek Estates Inc. (Crystal Homes)*

---

## R WALTERS PLANNING

Land Use & Development Planning

November 17, 2023

Mayor & Members of Council  
City of Barrie  
70 Collier Street, P.O. Box 400  
Barrie, ON  
L4M 4T5

File 2022-22

**Re: Provincial Winding Back of City of Barrie's New Official Plan Approval & 268 Essa Road**

R Walters Planning is the planning consultant for The Typhon Group Ltd., the owner of lands at 268 Essa Road in the City of Barrie. This letter responds to the City's request for comments concerning the Minister of Municipal Affairs and Housing's winding back of approval of the City's new Official Plan and the Town Hall meeting scheduled for November 22, 2023.

The new Official Plan which was adopted by City Council and forwarded to the Ministry for approval designated the lands at 268 Essa Road as "High Density" and Policy 2.6.3.3c) of the Plan as forwarded to the Ministry provides that within this designation "Buildings outside of the Urban Growth Centre and a Major Transit Station Area shall be limited to 20 storeys."

On November 2, 2023, my client attended a Pre-consultation Meeting with City Staff for a development proposal for 268 Essa Road (File D28-068-2023) which included apartment buildings to a height of 30 storeys. While we fully acknowledge that comments made during these meetings are preliminary in nature, we were advised by City Staff there was no real concern, in principle, with a height of 30 storeys, subject to meeting City design requirements such as providing a transition in height from adjacent properties, mitigating shadow impacts, and other design related issues. Regardless of the height of development on this site, other issues such as the density of development will be separately controlled by the future rezoning.

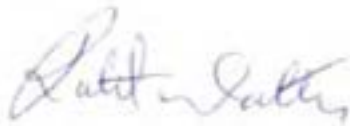
While we understand that the Minister made no modifications to Policy 2.6.3.3c) of the new Official Plan, we see the City's request for comments as an opportunity for the City to revisit the height cap in this policy either generally or site-specifically for our client's lands so that the need for an Official Plan Amendment may be avoided. Given Staff's recognition that the cap may be exceeded just following the province's original approval of the Official Plan in April 2023, it would appear that this policy should be revisited with



more flexible wording that allows an increase in height subject to appropriate design considerations. We see such flexibility in this height issue as aligning with the provincial objective to increase housing within the City.

Thank you for this opportunity to provide comments for the City's review of its new Official Plan. Please do not hesitate to contact me at 226-332-0710 or at [rwalters1217@bell.net](mailto:rwalters1217@bell.net) should you have any questions regarding this letter.

Sincerely,



Robert Walters, B.A., M.P.L., MCIP, RPP  
Principal

- c. Mr. Craig Mull, CEO, The Typhon Group Ltd.  
Mr. Mark Bristol, President, Ollie Switch Developments

**VIA EMAIL**

January 17, 2022

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

Attention: Wendy Cooke, City Clerk

Dear Wendy Cooke:

**Re: Draft New Official Plan – Final Draft  
Preliminary Comments on Behalf of Canadian Tire Real Estate Limited  
Various Properties  
Barrie, Ontario  
Our File: CAT/BAR/19-01**

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We are the planning consultants for Canadian Tire Real Estate Limited (“Canadian Tire”) for the City of Barrie Official Plan Review. Canadian Tire owns the lands known municipally as 75 Mapleview Drive West, and is the tenant at 320 Bayfield Street in the City of Barrie.

On behalf of Canadian Tire, we have been monitoring the City of Barrie Official Plan Review process and provided preliminary comments dated December 16, 2020, June 2, 2021 and November 10, 2021, and met with Staff on March 18, 2021 and July 28, 2021. We made a deputation to Council on behalf of Canadian Tire at the June 2, 2021 Public Meeting. We have reviewed the fourth draft of the Official Plan (“Draft OP”) and the associated Schedules/Maps in the context of the Canadian Tire Lands and we have preliminary comments as outlined below. We will continue to review the Urban Design Guidelines and may provide future comment.

We continue to have outstanding comments and concerns with the Draft OP. Our preliminary comments are outlined below. We will continue to review the Draft OP in more detail and may provide further comments as required.

**Preliminary Comments on Draft City of Barrie Official Plan**

*General Comments*

It is imperative that Canadian Tire be able to maintain its existing operations, plan for short and medium term modest infill or expansion to respond to the market demand, and protect for future redevelopment.

*Comments Specific to 75 Mapleview Drive West*

**We continue to have concerns with the redesignation of 75 Mapleview Drive West as “Employment Area – Non Industrial” and the removal of existing residential permissions.**

Sufficient justification for the need to redesignate lands that are currently used as a major commercial use from their existing commercial designation under the existing Official Plan, to an employment designation and within an employment area under the Draft OP has not

been provided. As outlined in our November 10, 2021 letter, it is appropriate for the lands to be designated as Commercial District, as was the case in the September 24, 2020 Draft OP.

We reviewed the Watson Lands Needs Study dated May 21, 2019 informing the OP review where there were no recommendations that we are aware of for the redesignation of the non-employment lands to employment purposes in order to meet Provincial growth targets. The Canadian Tire lands were not counted within the existing employment area base nor were they recommended to be redesignated for employment purposes from a lands needs perspective.

The Addendum to the Lands Needs Assessment speaks to the City's recommendation for the conversion of 43 hectares of Employment Areas to Community Areas. The results of which are stated to be "a need to expand the City's designated post-2031 Employment Area land supply in the Salem and Hewitt's Secondary Plan Areas by an additional 53 gross ha." There is a directive to expand the Employment Area within the Secondary Plan Areas, but there continues to be no recommendation for the redesignation of Community Areas to Employment Areas within the existing built boundary to accommodate the shortfall of employment lands in the City. Rather, we understand based on the Watson memo that the Community Areas, such as the subject lands are currently considered, are anticipated to make up approximately 41% of the City's forecasted employment, through means such as retail/commercial uses, as the existing use is currently considered.

The Canadian Tire lands are not identified in an existing employment area and there are no Provincially Significant Employment Zones within the City of Barrie.

There are existing Provincial policies for a change in land use prior to the introduction of sensitive land uses. Similarly, the Draft OP proposes policy that would require a series of tests on lands introducing sensitive land uses proximate to employment areas. In our submission, there are existing policies and guidelines that will protect the introduction of sensitive land uses on the subject lands.

The lands immediately to the west of the Canadian Tire lands at 99-105 Mapleview Drive West are proposed to be designated with a site specific policy under section 2.8.1 to permit residential and other sensitive land uses. Lands located just east of the Canadian Tire lands on the east side of Bryne Drive are proposed to be designated as Commercial District, permitting sensitive land uses that include residential land uses.

Under the existing Official Plan designation and Zoning By-law context, residential land uses are permitted on the Canadian Tire lands.

In our submission, a justification for the need to redesignate the Canadian Tire lands as part of the new Official Plan has not been provided and it is appropriate for the lands to continue to be a commercial site, reflective of their longstanding function, their existing designation and their future use. The proposed Employment Area – Non Industrial designation is a shift in direction from commercial, since as noted in the Draft OP, Policy 2.3.5f): "*Lands in Employment Areas shall be appropriately designated as to primarily encourage and protect industrial-type uses*". Policy 2.3.5 states that retail, major retail and commercial uses are permitted only "where appropriate". The current and intended function of the Canadian Tire lands for retail uses is altered by their redesignation to an employment function; such uses are considered as secondary to the primary function of the area. We have significant concerns for the long term implications of such a redesignation of the lands.

As Staff are well aware, recent changes to the *Planning Act* removed the landowners' right to appeal a new Official Plan for a single tier municipality. Further there is a 2 year moratorium on amendments to the Official Plan. **As there has been no justification for the redesignation of the commercial site at 75 Mapleview Drive West to an employment related designation, and same is not supported by the Land Needs Assessment, we ask that 75 Mapleview Drive remain designated as a commercial site.**

*Comments on Draft Policies*

- Policy 2.3.3f) requires the incorporation of winter city elements in Strategic Growth Areas. In our review of the most recent draft urban design guidelines, there are only 7 references to "winter", related to 6 different guidelines. It remains unclear what is required to be implemented as it relates to Winter City elements. We suggest that flexibility should be afforded to Policy 2.3.3f);
- Policy 2.3.5h) states "Lands within Employment Areas are subject to the conversion policies and provisions of the Planning Act, the Growth Plan, the Provincial Policy Statement, and this Plan. The conversion of Employment Area lands to non-employment uses outside of a municipal comprehensive review is not permitted". We note that no areas within Barrie are considered as a Provincially Significant Employment Zone, and therefore conversions are permitted by the Growth Plan outside of an MCR. Policy 2.4.2.1h) indicates that employment conversions may only be considered in accordance with Section 7.3.6 of the OP, while Policy 7.3.6 does permit conversions of employment uses outside of an MCR, and appears to translate the employment conversion policies of the Growth Plan. We suggest that Policy 2.3.5h) requires revision for conformity with the Growth Plan and should not preclude a conversion outside of an MCR;
- Under Policy 2.4.2.1, when measuring density of a site, the gross land area is to be calculated following the removal of a number of areas, including all "employment areas". It is unclear how density is supposed to be calculated in an employment area and we suggest clarification;
- Under Policy 2.5c), there is a policy for calculating residential density targets, which is separate from Policy 2.4.2.1. It is unclear which policy prevails to measure density, and why multiple policies are required. We suggest clarification to simplify interpretation for measuring density;
- Policy 2.5.5b)ii) relates to a conversion of land uses where a more sensitive land use is being introduced. The policy as written appears to require a number of buffering measures to be implemented, including setbacks, landscaping/screening, and measures to reduce nuisance and where necessary additional mitigation measures. As written, the policy would require all such buffering measures. Such measures should be determined on a case by case basis and as a result of technical analysis and we suggest that revisions be considered accordingly;
- Policy 2.6.5.3c) notes a minimum residential density of 125 units per hectare, whereas Policy 2.4.2.1d) specifies that density is generally to be measured as a metric of persons and jobs per gross hectare. For clarity, we suggest revisions so that a consistent metric is used to measure density throughout the City;
- Policy 2.6.9.2g)ii) related to existing commercial, retail and Major Retail expansion is unclear, and we suggest minor changes to clarify the intent of the Policy;
- Policies 2.6.9.2i) and j) speak to the introduction of sensitive land uses in the Employment Area Non-Industrial designation, however it is unclear what this is

intended to regulate, and if limited to parks and open space areas. Further, there is reference to sensitive land uses being at least 70 m from an Employment Area-Industrial designation "as required by provincial guidelines". We are unclear as to this reference, as the provincial D series guidelines, which are recommendations and not requirements, and are dependent upon type of use, are in our understanding not being appropriately translated by this policy;

- Policy 2.6.9.2e) continues to establish a 5,000 sq. m cap on Major Retail uses. We continue to seek clarification that this policy is not applicable to existing major retail uses (including the existing Canadian Tire at 75 Mapleview Drive West);
- Policy 3.1.3.1a) provides direction for interpreting the Urban Design policies of Sections 3.2, 3.3 and 3.4, indicating a required conformity where the terms 'will' or 'shall' are used. In our review, there are a number of instances where the policies use the terms 'will' or 'shall', but also specify 'where appropriate'. In our opinion, the direction to interpret the urban design policies does not sufficiently reflect the flexibility afforded in the policy framework and we suggest that revised wording be considered;
- We suggest that Section 3.2.3.1 continues to be overly onerous for requiring demonstration of the noted green development criteria through OPA, ZBA, Subdivision or SPA applications;
- Section 3.3 provides direction for specific building types. It continues to be unclear whether certain building typologies including low-rise development, is to apply to commercial/retail buildings not including shopping malls or major retail. We continue to suggest clarification in this regard;
- Policy 3.3.6b)ii) requires a variation in built form for Major Retail uses. We continue to suggest that this is a development standard that is inefficient and flexibility is appropriate;
- Policy 3.3.6f) encourages private streets to be designed to a similar standard as public roads. We suggest that this is a development standard that is inefficient, and not necessarily appropriate for this type of built form; and
- Policy 6.4.2e)iii), we continue to have concerns that the phrasing of this policy will create an arbitrary 40 unit threshold that future developments may seek to not surpass, which may be counterproductive to the intent of the policy. We continue to suggest that revisions be considered to avoid such a threshold.

We would welcome the opportunity to meet with Staff to discuss our comments further.

In addition, please kindly ensure that the undersigned is notified of any further meetings with respect to this matters as well as Notice of the approval of the Official Plan.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Rob MacFarlane, MPL, MCIP, RPP  
Senior Planner

cc. Canadian Tire Real Estate Limited (via email)  
Cassels Brock & Blackwell LLP (via email)  
Tomasz Wierzba, City of Barrie (via email)



**VIA EMAIL**

May 13, 2022

Borden Ladner Gervais  
Bay Adelaide Centre - East Tower  
22 Adelaide Street West  
Toronto, ON  
M5H 4E3

Attention: Katie Butler

**Re: Draft New Official Plan – City of Barrie  
Adoption March 7, 2022  
Comments on Behalf of Choice Properties REIT and Loblaw Companies  
Limited  
Barrie, Ontario  
Our File: CHO/LRE/BAR/19-01**

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We are the planning consultants for Choice Properties REIT ("Choice") and Loblaw Companies Limited ("Loblaw") for the City of Barrie Official Plan Review. Choice and Loblaw collectively are the landowner and/or leaseholder of a number of sites within the City of Barrie, including the following:

- 319 Blake Street;
- 620 Yonge Street;
- 472 Bayfield Street;
- 201-211 Cundles Road East;
- 547 Cundles Road East;
- 289 Yonge Street; and
- 380 Mapleview Drive West.

On behalf of Choice and Loblaw, we participated the City of Barrie Official Plan Review process, and provided preliminary comments to the City dated December 15, 2020, June 2, 2021, November 9, 2021 and January 17, 2022 and met with Staff March 23, 2021. We reviewed the Council Adopted Official Plan dated February 15, 2022 and the associated Schedules/Maps in the context of the Choice and Loblaw Lands.

Concerns that we identified to the City under our preliminary comments remain outstanding. Our outstanding concerns with the Official Plan are summarized below based on our letter dated January 17, 2022, which is enclosed.

**Comments on Council Adopted City of Barrie Official Plan**

We have the following outstanding comments:

- Policy 2.3.3f) provides a *requirement* for development to incorporate winter city elements in Strategic Growth Areas. In our review of the most recent draft urban design guidelines, there are only 7 references to "winter", related to 6 different guidelines. It is unclear what is required to be implemented as it relates to Winter City elements. We suggest that flexibility should be added to the policy;

- Policy 2.6.1.3 establishes criteria for types of development that in our submission are overly complex for implementation. Policy 2.6.1.3f) speaks to a number of criteria for development up to 8 storeys along intensification corridors in Neighbourhood Areas. The criteria include a requirement that development is no more than 50% higher or 50% denser than the tallest or densest building within 450m. It is unclear how the municipality will enforce or measure such a standard, or how applicants are to gain sufficient information for what is required to satisfy the policy. We suggest that the standard be modified to remove subsection i) and ii), as the implementation is unclear;
- Policy 3.1.3.1a) provides direction for interpreting the Urban Design policies of Sections 3.2, 3.3 and 3.4, indicating a required conformity where the terms 'will' or 'shall' are used. In our review, there are a number of instances where the policies use the terms 'will' or 'shall', but also specify 'where appropriate'. In our opinion, the direction to interpret the urban design policies does not sufficiently reflect the flexibility afforded in the policy framework and we suggest that revised wording be considered;
- Section 3.2.3.1 provides 14 criteria of green development standards that applications for OPA, ZBA and SPA are required to address through a report. Such items, in our submission, are inappropriate for every application to be required to address, and should be evaluated on a case by case basis. For example, a modest expansion to an existing building that would trigger a Site Plan application, would be required to provide such a sustainable development report. Flexibility in when this policy applies, is appropriate;
- Section 3.3 provides direction for specific building types. It remains unclear whether certain building typologies including for low-rise development, is applicable to commercial/retail buildings not including shopping malls or major retail. We suggest clarification be introduced;
- Policy 3.3.6b)ii) requires a variation in built form for Major Retail uses. We suggest that this is a development standard that is inefficient and highly prescriptive, contrary to PPS Policy 1.1.3.4 as it relates to appropriate development standards that facilitate intensification and redevelopment. We suggest that the policy be revised to introduce flexibility;
- Policy 3.3.6f) encourages private streets to be designed to a similar standard as public roads. We suggest that this is a development standard that is inefficient, and not necessarily appropriate for this type of built form, contrary to PPS Policy 1.1.3.4 as it relates to appropriate development standards that facilitate intensification and redevelopment. We suggest that subsection f) be removed;
- Policy 6.4.2e)iii) establishes a 40 dwelling unit threshold for when affordable housing is to be required. We suggest that this creates an arbitrary 40 unit soft cap that future developments may seek to not surpass, which may be counterproductive to the intent of the policy and to the intent of encouraging housing supply. We suggest that revisions be considered to avoid such a threshold;
- The Official Plan is proposing a number of Historic Neighbourhoods, which in our review do not align with Heritage Conservation Districts or other Heritage assets as established by the *Heritage Act*. Within those identified areas, the Official Plan would require a Heritage Impact Assessment or equivalent (Policy 8.4.2a)), and Policy 8.4.3c) states that a Historic Neighbourhood Character Impact Evaluation would be required. Such requirements of heritage evaluation are imposed on lands

not identified by the *Heritage Act*, including the Choice/Loblaw Lands, which are developed as a grocery store in an existing plaza. These additional heritage evaluation requirements are being implemented at a time when the Province is considering recommendations by the Housing Affordability Task Force that speak specifically to this issue. We note recommendation 16 by the Housing Affordability Task Force is as follows: "*Prevent abuse of the heritage preservation and designation process by: a) Prohibiting the use of bulk listing on municipal heritage registers*". We suggest that revisions be considered that avoid the broad identification of heritage areas outside of a typical *Heritage Act* process, and suggest that 319 Blake Street is not appropriate to consider for heritage value;

- Map 5 Road widening has been substantially modified from early drafts of the Official Plan and the in-effect Official Plan. Justification for the need of such an increase was not provided and we suggest that the municipality provide rationale for the following changes, prior to implementation:
  - 319 Blake Street identified in prior drafts and in the in-effect Official Plan as 27m along Blake Street, proposed to increase to 30m;
  - 472 Bayfield Street identified in prior drafts and in the in-effect Official Plan as 41m along Bayfield Street, to 46m; and
  - 547 Cundles Road East identified in prior drafts as 41m for portions of Cundles Road, which are proposed to increase to 43m.

We would welcome the opportunity to meet with Ministry Staff to discuss our comments.

Zelinka Priamo Ltd. hereby requests to be notified of the decision of the approval of the Barrie Official Plan, adopted by Barrie Council on March 7, 2022 and as outlined on the attached Notice dated March 17, 2022.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Rob MacFarlane, MPL, MCIP, RPP  
Senior Planner

cc. Choice Properties REIT (via email)  
Loblaw Companies Limited (via email)

encl. Notice of Adoption – March 17, 2022  
Comment Letter – January 17, 2022



Modification # 729



Modification #72g



Modification 72g



## Appendix 4 – Revert Support Letters



Good evening honorable council members,

My name is Margaret Prophet and tonight I am submitting comments on behalf of the Simcoe County Greenbelt Coalition. Our coalition is comprised of over 40 grassroots groups around the region including several based in Barrie. Our mission is to advocate for policies and practices that will see our greenspaces and water better protected as well build communities that are healthy, just, prosperous and climate resilient. We also are proponents of a healthy democracy and processes that are transparent and focus on the health and wellbeing of the public.

I think we can all agree that the City of Barrie plays an important role in the area. As such, the vision and actions of Barrie impact many of the area's residents, employers as well as our local economy. We encourage Barrie to continue to be innovative and ambitious with housing initiatives, environmental protection and job creation. Whether it be through zoning, bylaws, inventive ways to work with our public and private sectors, the ultimate goal is for Barrie to mature and develop in a way that provides an affordable urban community while having the highest standards of care for its people and environment.

The Official Plan represents where you'd like to see Barrie go and helps guide future councils in their decision making process to ensure that vision is continued. It's not just any document - it feeds in to many decisions that directly impact the health, wellbeing and affordability for residents.

So it was with great dismay that we saw the Official Plan that the City had created with vast public input over three years got thoughtlessly overwritten by the province earlier this year.

In our opinion, the province doing so sets a bad precedent and clearly erodes municipal decision making that is there to ensure that a community matures and grows in a way that is consistent with local knowledge, public input and regional context. I'd like to summarize how we got to this point to underline why it's more than Barrie's OP that is at stake here and why the only reasonable and ethical thing to do is to request the OP is fully reinstated.

First, it is unclear how the new policies that were inserted to Barrie's OP were written or proposed, who was involved or what evidence was used to determine the changes if any. As a reminder, a three year long consultative process was replaced with a one month online consultation through the ERO over the winter holiday season last year. That in itself is egregious and in contempt of public process.

Further, analyzing the ERO responses that are available online for Barrie's OP demonstrate that private interests were highly applauding the changes suggested and the language in those submissions was eerily similar to the final policies in Barrie's OP. It appears to us that a public process led by a democratically elected local government over several years was superseded by a provincially-led process that seemed to favour special interests. This is consistent with how now Minister Calandra explained his October 23rd announcement about why he's re-examining several OPs that the province meddled in, Barrie being just one. He stated, "there was too much involvement from the minister's office and individuals within the minister's office" and the decisions made "fail to maintain the public trust". It's worth noting Minister Calandra made similar comments about the Greenbelt takeout process after investigations by the Auditor General and the Integrity Commissioner found that special, private interests were given preferential treatment by political staff in the minister's office that

resulted in significant land use policies changes that benefited those same private interests.

Now, a letter the affected Mayors received from MMAH Minister Calandra outlines that the Official Plan changes could be kept if the Mayor agrees in writing. Simply, this is asking the affected mayors including Mayor Nuttall to take the political responsibility for the province's actions and the process that led to those changes. In Hamilton for example, it was found that their Official Plan changes were led by provincial political staff with close relations to developers. Policies were copy and pasted from developer requests directly into Hamilton's Official Plan. I am not suggesting that the City of Barrie or local developers have done anything inappropriate, but I am saying that how the new policy decisions in Barrie's OP were made are unclear and if the City supports these changes through this request then they also take the liability that may come if details do emerge and show that public trust was broken.

Finally the changes made to the OP weaken the heart of the desired goals of Barrie's OP including significant affordable housing policies were watered down. Also removed were requirements to ensure development along Little Lake and Lake Simcoe maintain public access, local landmarks and public vistas. Further language was weakened that promote walkable communities, vibrant public spaces and many sustainability practices including water conservation, renewable energy and building practices that would mitigate climate change and major weather events. These do not seem to be policies that benefit the public or public safety. I have outlined the new policies that greatly concern SCGC on a separate page that I will submit to this panel.



So while we are happy to see that Mayor Nuttall is going beyond what the Minister has suggested to include tonight's open house and feedback from councilors, it still cannot substitute for the in-depth consultative process that led to the original OP. There is a reason why there is a Planning Act and why there are established processes within an Official Plan review. It is so that there are clear guidelines to ensure that power isn't abused, that underrepresented community members have a voice and that there is transparent, informed decision making about how our communities grow. I see very little of any of that within the new Official Plan changes or the process that has ensued from the Province.

Again, I encourage Mayor Nuttall and Council to defend local democracy and local decision making and ask the province to remove all of the changes that were made to Barrie's Official Plan. In our opinion, the changes the province made dramatically weakened the vision that Barrie set through its policies and that is a terrible outcome to endorse.

#### Specific Policy Concerns (Notes)

Simcoe County Greenbelt Coalition  
 Specific Policy Concerns re: Barrie's OP changes

Change Number	Relating to Policy	Concern	Recommendation
2	2.3.2.d.ii)	Reduces affordable housing target from at least 20% to 20%	Add in "at least" as it was in the original OP
5	2.3.4.a)iii)	Weakens affordable housing target by removing "at least" and makes it an average across the MTSA vs. being applied for every housing unit developed	Return policy to its original OP language
9	2.4.2.3.e)	Significantly reduces density in Phase 1-3 West from 79 persons and jobs per hectare to 2051 to 52 persons and jobs per hectare	Return policy to its original OP language
10	2.5.l)	Reduces affordable housing provisions taking the 15% minimum for all new housing units and making into an annual 'target' that is averaged across the City	Return policy to its original OP language
23.	2.8.8	Allows lower density (79 for DGA versus 55 in this development) development to proceed in designated Natural Heritage System without the preparation of a secondary plan	Return policy to its original OP language
33	3.2.2.a)	Weakens language to ensure the proper development of complete communities	Return policy to its original OP language
34	3.2.3. a)	Weakens language that would encourage sustainable development standards including conservation of water, optimization of passive and renewable energy sources and mitigation of climate change and major weather events	Return policy to its original OP language
35	3.2.3.1.a)	Reduces Sustainable Development initiatives	Return policy to its original OP language
36	3.2.4.1.a)	Weakens language that encourages walkable communities, connected open spaces and vibrant public spaces	Return policy to its original OP language
38	3.2.4.3	Reduces requirements for developments adjacent to Little Lake and Lake Simcoe retain public views and vistas and landmarks	Return policy to its original OP language

Simcoe County Greenbelt Coalition  
 Specific Policy Concerns re: Barrie's OP changes

		around the waterfront to be retained or enhanced, does not require buildings adjacent to the lakes to ensure physical access to the water or ensure that public views, vistas and access to the water is required	
56	5.3.1. j)	Cuts out the NVCA stewarded lands from environmental impact studies for development projects	Return policy 5.3.1. j) to its original OP language
57	5.3.1.k)	Cuts out the NVCA from overseeing restoration and rehabilitation of the NHS features within City limits that are stewarded by NVCA	Return policy 5.3.1.k) to its original OP language
61	5.4.1.c)	Cuts out the NVCA from consulting with the City of Barrie regarding minor modifications of the NHS and their impact	Return policy 5.4.1.c) to its original OP language
62	5.4.1.d)	Changes to the boundary of a Provincially Significant Wetland needs to be submitted to the appropriate agency	Add "including the City and appropriate Conservation Authority" at the end of the policy
63	5.5.2.6.e) ii)	Reduces input from Conservation Authorities regarding subwatershed plans by making it in consultation with the City rather than the CA being satisfied as well	Return policy to its original OP language
64	6.4.2.e) i-v)	Reduces requirements for planning for affordable housing including removing targets for all new developments, parking alternatives ratios that could create cash in lieu for affordable housing initiatives, requirement of an affordable housing report, and developments over 40 units are required to demonstrate the provision of affordable housing	Return all policies to their original OP language
70	9.5.4.1.a) and 9.5.4.1. a)i)	Makes it easier to convert rental housing to condominiums by reducing the criteria property owners have to meet in particular consideration of rental vacancy rate targets	Return said policies to their original OP language



**From:** [Geri Poisson](#)  
**To:** [Official Plan](#)  
**Subject:** Barrie's Official Plan & Provincial Modifications  
**Date:** Thursday, November 23, 2023 1:18:32 PM

---

Hello,

I am writing to provide my comments on the province winding back the amendments to Barrie's Official Plan.

I would like to see all the Province's amendments revoked and the City revert back to the OP as approved by Council in 2022. This is the Official Plan that went through several years of development by staff, council, the public and other stakeholders and reflects the plan that is appropriate.

In contrast, the Province's amendments were unilateral, unappealable, and were not made in a transparent manner. In fact, the reason Minister Calandra is winding back these changes is because they had too much influence by developers and ministry staff, and to the community to which the plan applies.

The only exceptions I feel are reasonable are the changes for language clarity.

Thank you

Geri Poisson  
25 Granville St.  
Barrie, ON L4N 3K1  
C: (705) 828-1196



**Nottawasaga Valley**  
Conservation Authority

---

November 23, 2023

SENT BY EMAIL

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

Attn: Mayor Nuttall  
OfficialPlan@Barrie.ca

**RE: Comments for Ministry changes to the Official Plan  
November 2023  
NVCA ID #20248**

Dear Staff,

Nottawasaga Valley Conservation Authority [NVCA] staff appreciates the opportunity to provide comments on the revisions made by the Ministry of Municipal Affairs and Housing on the comprehensive Official Plan. We have included our comments below. We note that the NVCA has a majority of our jurisdiction in the outskirts of the City, which are some of the most rapidly developing areas. As a result, the NVCA has provided the following comments below.

We are hopeful that these comments will be implemented to ensure the maximum protection for persons and property against natural hazards and increased climate change resiliency.

The following is presented in response to the Minister's Decision with 73 Recommendations dated April 11<sup>th</sup>, 2023:

**#56 & 57:**

The NVCA is still a frequent partner that is consulted during the development process within the City of Barrie, including permitting approval under the *Conservation Authorities Act*. We recommend that the changes to only mention the LSRCA be reverted back to the general wording of 'appropriate conservation authority.'

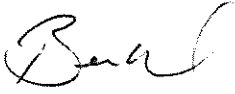
We want to ensure that residents are aware of the two conservation authorities that cover the City of Barrie. Failure to do so may result in increased non-compliance situations.

**#63:**

We recommend that the change be reverted to the original wording to ensure the sub-watershed plan conformity report is done to the satisfaction of the applicable conservation authority in conjunction with the city. The current proposal indicates the report should only be done to the satisfaction of the City.

The NVCA is happy to submit further information or explanation if required. We have no further comments pertaining to other amendments made by the Minister.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Krul". The signature is fluid and cursive, with the first name "Ben" being more prominent and the last name "Krul" following in a similar style.

Ben Krul

Manager, Development Planning and Permits

## Shawn Gibson

---

**From:** Sandra <sandra\_lestani@hotmail.com>  
**Sent:** Thursday, November 23, 2023 8:14 PM  
**To:** Official Plan  
**Cc:** Office of the Mayor  
**Subject:** Re: Official Plan ammendment

Good evening Ms Roberts

Thank you for your reply. When you indicated that comments will be considered as part of the consultation as part of the OP. Who exactly decides on this? How much information or concerns are put forth to council. Is it all or a select few? Will there be more public meetings? I am not comfortable with a generic replay and feel all concerns should be relayed to the Mayor and members of council and include Barrie taxpayers in a public forum. Residence who attended last nights meeting should be emailed and advised of any an all future discussions.

Respectfully

Sandra Lestani

> On Nov 23, 2023, at 11:44 AM, Official Plan <OfficialPlan@barrie.ca> wrote:

>

> Good morning

>

> Confirming we have received your comments, and they will be considered as part of the consultation on the Official Plan.

>

> Thank you.

>

> Jennifer Roberts

> Manager Strategic Initiatives, Policy & Analysis Development Services

>

> City of Barrie: City Hall, 70 Collier Street, P.O. Box 400, Barrie ON,

> L4M 4T5

> Office: 705-739-4220 x 4705 | Cell: 249-733-9975

> <https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.b>

> [arrie.ca%2F&data=05%7C01%7Cofficeofthemayor%40barrie.ca%7C59f5c246f8be](http://barrie.ca%2F&data=05%7C01%7Cofficeofthemayor%40barrie.ca%7C59f5c246f8be)

> [49270b1a08dbec8aa201%7Cbfe4db1d791e4d43bf99a355368f2d2e%7C0%7C0%7C6383](http://49270b1a08dbec8aa201%7Cbfe4db1d791e4d43bf99a355368f2d2e%7C0%7C0%7C6383)

> [63852401191183%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoIV2I](http://63852401191183%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoIV2I)

> [uMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=991ErBESxWuf](http://uMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=991ErBESxWuf)

> [t6tOq%2BbIJAOERQWWSGhobHygJRhr3JE%3D&reserved=0](http://t6tOq%2BbIJAOERQWWSGhobHygJRhr3JE%3D&reserved=0)

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>



> -----Original Message-----

> From: Sandra <sandra\_lestani@hotmail.com>

> Sent: Thursday, November 23, 2023 9:06 AM

> To: Official Plan <OfficialPlan@barrie.ca>

> Subject: Official Plan ammendment

>

> Good day

>

> I had an opportunity to attend last nights meeting. I am concerned that the proposed changes are driven by developers and have concerns with the high density put forth. We need to look to the municipalities to the south who have expanded rapidly not taking in to account the traffic volume etc .. and burden placed on local residents., they have done many things wrong. Council should continue to engage the public by holding additional meetings to allow local residents an opportunity to ask questions in a public forum.

>

> I am concerned that we are rushing into changes that will have negative impact on us all. Developers/real estate agents etc., should not be dictating or coaxing members of council as they have their own agenda and are not for the most part local residents. The one speaker touched on this last evening and I could not agree with her more.

>

> We need to proceed cautiously and be mindful that rushing will have a negative impact on us all. The City of Barrie does not have a subway system or trams, how is traffic going to move?. Most households have more than one vehicle (typically high density housing allows for one car parking and a limited visitors area placing the burden on surrounding streets. Site plans should be amended to reflect the need and not solely the so called "meet the requirements".

>

>

>

> Respectfully,

>

> Sandra Lestani

> 416 206 3444

>

>

>

>

## Appendix 5 – New Requests



November 23<sup>rd</sup>, 2023  
Jennifer Roberts  
Manager of Strategic Initiatives  
City of Barrie  
70 Collier Street  
Barrie, ON, L4M 4T5

Dear Jennifer Roberts:

On behalf of 2576618 Ontario Inc. o/a Hart Holdings (Owner), Hayco Commercial Group Ltd. (Manager) is formally requesting a review of 25 Hart Drive, Barrie's Official Plan Designation. 25 Hart Drive is designated as Employment Non-Industrial in the Official Plan, and currently zoned C4 - General Commercial. Hayco Commercial Group is seeking that 25 Hart Drive be redesignated to Employment Industrial, through the Official Plan.

25 Hart Drive is a multi-unit industrial style building built circa 1985. The building features 14-foot clear height ceilings and has 15 units ranging in size from 1,000 to 3,000 square feet approximately, each unit also has a roll-up drive-in door. The property is in an area with a significant amount of industrially designated properties to the immediate south. This property is currently occupied by tenants within a few small market niches that are conducive to the current C4 designation, and the physical design of this industrial style building. The Tenants currently occupying are predominantly small, owner operated businesses. These uses include automotive, and small shop and warehousing spaces. The current commercially oriented designation severely restricts the uses and business opportunities permitted to operate on this property.

Given the physical attributes and location of the building located at 25 Hart drive, an employment focused industrial zoning and designation, is far more appropriate. This amended designation will provide greater flexibility and opportunity for employment focused businesses to grow and operate within the City of Barrie.

Sincerely,



Zach Hay  
President  
Hayco Commercial Group Ltd.

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**R WALTERS PLANNING**  
Land Use & Development Planning

November 17, 2023

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Mayor & Members of Council  
City of Barrie  
70 Collier Street, P.O. Box 400  
Barrie, ON  
L4M 4T5

File 2022-22

**Re: Provincial Winding Back of City of Barrie's New Official Plan Approval & 268 Essa Road**

R Walters Planning is the planning consultant for The Typhon Group Ltd., the owner of lands at 268 Essa Road in the City of Barrie. This letter responds to the City's request for comments concerning the Minister of Municipal Affairs and Housing's winding back of approval of the City's new Official Plan and the Town Hall meeting scheduled for November 22, 2023.

The new Official Plan which was adopted by City Council and forwarded to the Ministry for approval designated the lands at 268 Essa Road as "High Density" and Policy 2.6.3.3c) of the Plan as forwarded to the Ministry provides that within this designation "Buildings outside of the Urban Growth Centre and a Major Transit Station Area shall be limited to 20 storeys."

On November 2, 2023, my client attended a Pre-consultation Meeting with City Staff for a development proposal for 268 Essa Road (File D28-068-2023) which included apartment buildings to a height of 30 storeys. While we fully acknowledge that comments made during these meetings are preliminary in nature, we were advised by City Staff the there was no real concern, in principle, with a height of 30 storeys, subject to meeting City design requirements such as providing a transition in height from adjacent properties, mitigating shadow impacts, and other design related issues. Regardless of the height of development on this site, other issues such as the density of development will be separately controlled by the future rezoning.

While we understand that the Minister made no modifications to Policy 2.6.3.3c) of the new Official Plan, we see the City's request for comments as an opportunity for the City to revisit the height cap in this policy either generally or site-specifically for our client's lands so that the need for an Official Plan Amendment may be avoided. Given Staff's recognition that the cap may be exceeded just following the province's original approval of the Official Plan in April 2023, it would appear that this policy should be revisited with

more flexible wording that allows an increase in height subject to appropriate design considerations. We see such flexibility in this height issue as aligning with the provincial objective to increase housing within the City.

Thank you for this opportunity to provide comments for the City's review of its new Official Plan. Please do not hesitate to contact me at 226-332-0710 or at [rwalters1217@bell.net](mailto:rwalters1217@bell.net) should you have any questions regarding this letter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Walters".

Robert Walters, B.A., M.P.L., MCIP, RPP  
Principal

- c. Mr. Craig Mull, CEO, The Typhon Group Ltd.  
Mr. Mark Bristoll, President, Ollie Switch Developments



November 23, 2023

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
Barrie, ON L4M 4T5

Dear Mayor Nuttall:

**Re: *Comments regarding City of Barrie Official Plan  
380 Mapleview Drive West***

---

We have been retained by 380 Mapleview Inc. to respond to the City's request for comments on the new City of Barrie Official Plan, in light of the Ministry's 45 day window to provide feedback to the Ministry of Municipal Affairs and Housing (MMAH) by December 7, 2023.

380 Mapleview Inc. is the owner of lands municipally known as 380 Mapleview Drive West, located at the northwest corner of Mapleview Drive West and Essa Road (the "subject site").

The purpose of this letter is to request that the subject site be redesignated from their current *Neighbourhood Area* designation to the *Medium Density* designation. This request is being submitted in the context of the Province's goal of building at least 1.5 million new homes in Ontario by 2031 to tackle the on-going housing crisis. While we understand that the redesignation of the subject site was not originally contemplated through Provincial modifications, our request for redesignation builds on the Province's direction to seek opportunities to increase density where existing or planned transit can be leveraged.

Should the redesignation request be approved, the result would be greater density permissions in a transit-supportive location along the Essa Road Intensification Corridor, which would assist in increasing the supply of housing in the City. Redesignation of the subject site to *Medium Density* would:

- represent a logical organization of *Medium Density* lands at a major intersection along the Essa Road Intensification Corridor;
- support increased height and density, that will maintain appropriate transitions to adjacent *Neighbourhood Areas* as required through Policy 2.6.2.3(f) of the City of Barrie Official Plan; and

- appropriately direct new housing supply to an area that is transit-supportive and where existing transit infrastructure can be optimized.

### **Subject Site and Surrounding Context**

The subject site is municipally known as 380 Mapleview Drive West in the City of Barrie. The south portion of the property is currently occupied by a one-storey retail building and associated surface parking, while the north portion remains a vacant, grassed area. The site is a corner lot with frontage on both Mapleview Drive West (~140 metres) and Essa Road (~120 metres), with an area of approximately 2.47 hectares (24,723 square metres).

Immediately **north** of the subject site is the Bear Creek corridor, as well as a single-storey public utility building with frontage on Essa Road. Further north lie residential subdivisions comprised of schools, parks, and a mix of housing types including townhouse, semi-detached and detached dwellings. Approximately 800 metres north lies the SmartCentres Barrie Shopping Centre at the intersection of Essa Road and Mapleton Avenue, which includes a grocery store, a pharmacy, restaurants, and various services and retailers.

Immediately **south** of the subject site is Mapleview Drive West. South of Mapleview lie residential subdivisions comprised of schools, parks and a mix of housing types including detached, semi-detached and townhouse dwellings. Further south lies the Salem Secondary Plan Area.

Immediately **east** of the subject site is Essa Road. East of Essa Road is the proposed redevelopment of 664, 674 and 692 Essa Road and 320 Mapleview Drive West to accommodate a total of 1,217 residential units at a minimum density of 156 units per hectare. Further east lie employment areas with both industrial and non-industrial uses.

Immediately **west** of the subject site is the Bear Creek Corridor. Further west lie residential subdivisions comprised of schools, parks and mix of housing types including apartments, townhomes, semi-detached and detached dwellings.

### **Transportation Context**

From a transportation perspective, Essa Road is identified as an arterial road and an Intensification Corridor, with public transit (Route 7) and a projected 34 metre right-of-way. Essa Road provides a direct connection to the City's downtown core and the Allendale Waterfront GO Train Station Network Hub. Mapleview Drive West is identified as an arterial road, with public transit (Route 8) and a projected



right-of-way of 30 metres. Mapleview Drive West provides a direct connection to the Park Place Transportation Network Hub, as well as a connection to the access ramps for Provincial Highway 400.

### **Nearby Developments**

With respect to nearby development applications, the proposed redevelopment of 664, 674 and 692 Essa Road and 320 Mapleview Drive West is of particular significance to the development context. Located directly east of the subject site, at the northeast corner of Essa Road and Mapleview Drive West, the proposed redevelopment would accommodate 1,217 residential units through a combination of 55 traditional townhomes, 390 back-to-back townhouse units, 19 live-work units, and 753 residential units in four mid-rise mixed-use buildings ranging from 6 to 12 storeys. In addition, the development would accommodate 2,600 square metres of retail space, 800 square metres of library/community space and a 47-metre wide environmental protection block surrounding the Bear Creek corridor to be conveyed to the City. Through Ministerial Modification No. 24, a minimum density target of 156 units per hectare was specified for the site.

### **Proposed Land Use Designation**

We request that the subject lands be redesignated from *Neighbourhood Area* to *Medium Density*. The redesignation of the subject lands will facilitate increased heights and densities on the site, as conceptualized through the Feasibility Study prepared by BNKC Architecture + Design (see Appendix A).

One of the key considerations in assessing the planning merits of redeveloping this site for more intensified use is its transit accessibility, and in particular, its accessibility and direct connections to two Network Hubs (Allendale Waterfront GO Station Network Hub and the Park Place Network Hub), accessibility to the downtown core, and close access to the ramps for Provincial Highway 400.

We believe that the increased permissions for height and density would facilitate additional housing supply on the subject site in a manner that aligns with Provincial and City directives.

### **Planning Rationale**

#### ***Provincial Policies & Plans***

In our opinion, the requested redesignation of the subject site to *Medium Density* is consistent with the Provincial Policy Statement, 2020 ("PPS") and conforms with

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended ("the Growth Plan").*

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The Growth Plan is a regional growth management policy for the Greater Golden Horseshoe area.

A key policy direction in both documents is to build complete communities by promoting efficient land use and development patterns that will support current and future population. A core strategy outlined in both documents is supporting intensification through the integration of land use planning, growth management and transit-supportive development to achieve cost-effective development patterns, minimized servicing costs, and optimization of transit investments. In this regard, both the PPS and the Growth Plan support growth and intensification on the subject site, which is located along the Essa Road Intensification Corridor, where existing transit infrastructure can be optimized.

#### ***City of Barrie Official Plan, 2022***

The City of Barrie Official Plan ("the Plan") was adopted by Council in February 15, 2022, and approved by MMAH with modifications on April 11, 2023. The subject site is designated *Neighbourhood Area* on Map 2 (Land Use Designations) of the Plan.

With respect to the broad urban structure, the subject site is located within the built-up area of the City and located along the Essa Road Intensification Corridor on Map 1 (Community Structure).

Section 2.3.6 of the Plan identifies Intensification Corridors as arterial streets that provide connection to Barrie's growth centres, and are planned for higher density and mixed-use development. Policy 2.3.6(a) specifically states that *"[the] function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation"*.

With respect to lands designated *Medium Density*, Section 2.6.2.3 provides that that development will:

- be encouraged to be mixed use;

- will accommodate buildings at a minimum of six storeys to a maximum of 12 storeys, except where the minimum residential density target can be met in which case buildings lower than 6 storeys may be permitted;
- will provide for a residential density in the range of 125 to 300 units per hectares; and
- will appropriately transition to any *Neighbourhood Area* lands adjacent or across the street in accordance with the transition policies of Section 3 and other transition policies of the Plan.

### **Conclusion**

In summary, it is our opinion that the proposed redesignation would be compatible with surrounding land uses, and would be supportive of with the policy directions set out in the PPS and Growth Plan.

We trust that this letter provides the required information and rationale in support of our request. However, should you have any questions or comments, please do not hesitate the contact the undersigned.

Yours truly,

**Bousfields Inc.**



Karla Tamayo, M.Pl.

**Appendix A: Feasibility Study prepared by BNKC Architecture + Urban  
Design, dated November 17<sup>th</sup>, 2023**

# **380 MAPLEVIEW DRIVE**

## FEASIBILITY STUDY

November 17th, 2023

Context



# Proposed Concept Option

## Site Information

380 Maplevue Drive West, Barrie, ON  
 Total Lot Area: 25,556.8 m<sup>2</sup> (2.56 ha)  
 Zoning: Barrie Zoning By-Law 2009-141

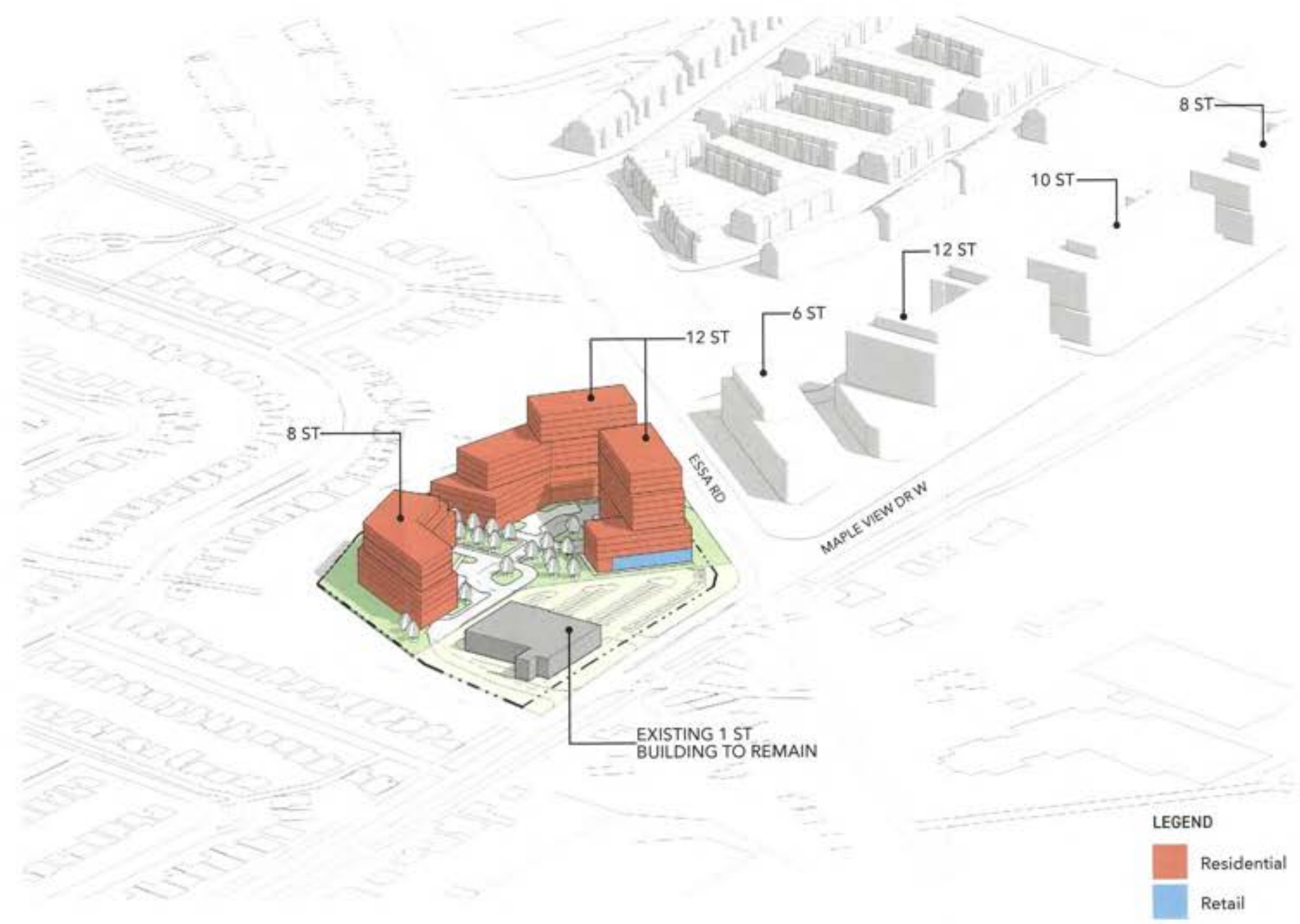
## Zoning By-Law Requirements (C4 (SP-69))

Lot Area: min, 450 sqm  
 Lot Frontage: min. 15.0m  
 Lot Coverage: max. 50%  
 Min. Front Yard Setback (Maplevue Drive): 6.0m  
 Min. Front Yard Setback (Essa Road): 6.0m  
 Min. Rear Yard Setback: 7.0m  
 Min. Aisle width: 6.4m  
 Max. Building Height: 14.0m

## Proposed Massing Statistics

-  **12**  
storeys  
39.0m  
~1.8  
Floor Space Index  
~47,280 sq m (508,920 sq ft)  
Gross Construction Area (above ground)  
~40,350 sq m (434,320 sq ft)  
Gross Floor Area (above ground)
-  **~570** (~220 units per ha)  
Number of units
-  **~1,060m<sup>2</sup>** (~11,410 ft<sup>2</sup>)  
Retail Gross Floor Area
-  **~690**  
parking spaces required

Notes:  
 1. GFA Assumed at 85% GCA  
 2. Average Unit size assumed to be 67.7 sq.m (729 sq.ft)



# Proposed Concept Option



Site Plan



# Proposed Concept Option



## LEGEND

- Residential
- Retail
- Lobby
- Service

Ground Floor Plan



November 23, 2023

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

Sent via e-mail to: [OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)  
[CityClerks@barrie.ca](mailto:CityClerks@barrie.ca)

**ATTN: Mayor and Members of Council &  
Michelle Banfield, RPP, Director of Development Services**

Re: City of Barrie Official Plan & Provincial Modifications (File # TMP-31434)  
November 22, 2023 Town Hall Meeting

---

Please accept the following input for consideration as the City formulates a response to the Ministry of Municipal Affairs and Housing (MMAH) regarding their October 23, 2023 announcement on the reversal of Provincial modifications made to the City of Barrie's Official Plan approved on April 23, 2023.

Remington is aware of the presentation Mayor Nuttall made at the Standing Committee on Heritage, Infrastructure and Cultural Policy – Regional Governance and Bill 134 Public Hearing on November 6, 2023, in which the Mayor proposed a boundary adjustment for the City of Barrie. We are supportive of this proposal for the section of Bayfield Street in the Township of Springwater included in the boundary adjustment and believe that this request should also be made through the City's response to MMAH.

Remington owns approximately 19 hectares (47 acres) of land at 727 Bayfield Street in the Township of Springwater, which is located within the proposed City of Barrie boundary adjustment (site map provided in Appendix A). In August of this year, Remington submitted an application under the Township's Minister's Zoning Order (MZO) Request Protocol, requesting Council support of a future MZO application to permit a seniors continuum of care campus on the lands. An MZO is necessary for the proposal to proceed as the lands are located outside of the Township's Settlement Area boundary, and to permit the development to occur in a timely manner.

The proposal for a continuum of care campus includes long-term care facilities, retirement residences, life leases, and associated medical offices. It achieves a number of Provincial

objectives by providing a variety of living options, including long-term care, and community services to support seniors. It also establishes a number of permanent jobs for the area and protects environmentally sensitive lands. For information, the site plan submitted as part of the MZO Request application is attached in Appendix B. An information report from staff was presented at Springwater's September 6, 2023 Council meeting and is attached as Appendix C. As part of the Township's MZO Request Protocol, Remington also held a Public Information Meeting on October 5, 2023, where we received considerable support for the development.

In reviewing the feasibility of the continuum of care development, Remington's consultant team determined that the most efficient way to service the site would be to extend servicing from the City of Barrie. As noted above, bringing this development online would achieve a number of Provincial objectives, including job creation, which we know is also a priority for the City of Barrie and an impetus for the boundary adjustment proposal.

We appreciate the opportunity to provide input for the City's consideration in developing a response to MMAH's October 23, 2023 announcement on reversing Provincial modifications to official plans and the proposed *Planning Statue Law Amendment Act, 2023*.

Sincerely,



Jason Sheldon, MCIP, RPP  
Executive Vice President, Land  
The Remington Group Inc.

Encl.

Cc: Christopher Bratty, President – The Remington Group



# Appendix B

## Groundwater Recharge Lands (Protected Lands) 11.4ha/28.2 Acres

Lands with Highway Commercial Official Plan Designation

Phase 2 Development Lands  
2.49ha/6.2 Acres

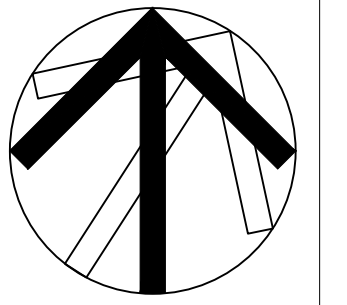
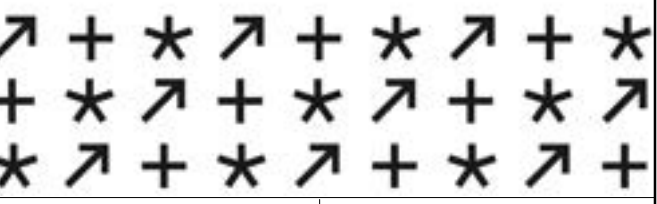
Vacant Lands

Land Parcel Areas	Area		Percent of Total Lands
	Hectares	Acres	
<b>Total Site Area</b>	<b>19.17</b>	<b>47.35</b>	<b>100.0%</b>
<b>Groundwater Recharge Lands (Protected Lands)</b>	<b>11.48</b>	<b>28.36</b>	<b>59.9%</b>
<b>Phase 1 Development Lands</b>	5.20	12.84	27.1%
<b>Phase 2 Development Lands</b>	2.49	6.15	13.0%
<b>Total Development Lands</b>	<b>7.69</b>	<b>18.99</b>	<b>40.1%</b>

Building Area Summary	Building Name	Estimated Unit Count				Total	GFA (sq.m)	GFA (sq.ft)	Ground Floor Area (sq.m)	Building Heights
		Studio	1 bed	2 bed	3 bed					
Building A	Retirement Home	40	84	15	6	145	12,000	129,168	2,784	4 Storeys (+/- 18.45 m)*
Building B	Long Term Care	150	10			160	12,692	136,617	2,965	4 Storeys (+/- 17.8 m)*
Building C	Life Lease Apartments	5	75	35		115	8,876	95,541	2,615	4 Storeys (+/- 17 m)*
Building D	Hospice Care	51				51	4,199	45,198	2,340	2 Storeys (+/- 10.5 m)*
Building R	Community Buildings						2,913	31,356	1,195	2 Storeys (+/- 10.9 m)*
<b>Total</b>						<b>471</b>	<b>40,680</b>	<b>437,880</b>		

**Building Height (Defined per the Zoning By Law Section 35.18.)**  
shall mean the vertical distance between the established grade and:  
a) The highest point of a flat roof;  
b) The deck or line of a mansard or gambrel roof; or  
c) The mean height between the eaves and ridge of a gabled or hip roof.  
\* Building heights shown in chart is excluding 6.0m Mechanical Penthouse

- Property Line Boundary
- Phase 1/2 Limit
- Groundwater Recharge Lands (Protected Lands)



NO: REVISIONS: ISSUED:

CLIENT:  
**Lonybra Developments Inc.  
c/o The Remington Group**

PROJECT:  
**727 Bayfield Street  
A Continuum of Care  
Senior Development**

SHEET TITLE:  
**Site Plan**

PROJECT NO.  
D0048

SCALE:  
NTS

DRAWN:  
SRM

CHECKED:  
SRM

FILE NO.  
D0048

DATE:  
August 2023

SHEET NO.

**SP1**



# Appendix C



## Staff Report For Information

---

**To:** Mayor and Council

**From:** Chris Russell, Senior Planner

**Date:** September 6, 2023

**Subject:** MZO-2023-001  
The Remington Group Inc.  
727 Bayfield Street North

---

### Report Highlights

- The Township of Springwater has received an application under the Municipality's MZO Request Protocol for the property located at 727 Bayfield Street North.
- The applicant seeks to obtain a Council resolution of support in order to apply to the Province of Ontario for a Minister's Zoning Order (MZO).
- The proposal being brought forward by the applicant (The Remington Group Inc.) represents a senior's related medical campus including Long-Term Care facilities, retirement residences, hospice care, life leases and associated medical office and retail opportunities.
- As the subject lands (727 Bayfield Street) are located outside of a settlement area and do not have access to municipal servicing, Township staff are unable to support typical land use applications (ex. OPA/ZBA) required for such a proposal.
- Accordingly, the applicant intends to seek approval through a Provincial Minister's Zoning Order.
- In order for Council to consider a request for MZO support, the Township's 'MZO Request Protocol' requires the public be notified as follows:
  - Applicant to provide written notice to landowners within 120 metres (393.7 feet) of the proposal.
  - Facilitate a Public Information Centre (PIC) Meeting to obtain public comments.
- In addition to providing written notice to all landowners within 120m of the proposal, the applicant is also required to post general notice within the Springwater Newspaper. The newspaper notice has been scheduled for the August 31, 2023 publication date.
- In accordance with the Township MZO Protocol, a Public Information Meeting has been scheduled for the proposal and will be held virtually via Webex on Thursday October 5, 2023 at 6:30 PM (Registration link: <https://tinyurl.com/2krsrfxz>). Members of the public and Council are welcome to attend and provide comments on the proposal.
- Once the PIC meeting has taken place and any public submissions received, Township staff will prepare a follow up report for Council's consideration related to a resolution of support for a Provincial MZO.

## Background

The purpose of this report is to provide preliminary information to Council regarding an application made under the Municipality's MZO Request Protocol. The applicant - The Remington Group Inc., has prepared an application under the Township's MZO Request Protocol seeking a Council Resolution of support in order to apply to the Province for a Minister's Zoning Order.



The subject lands, municipality known as 727 Bayfield Street are located just north of City of Barrie/Springwater Municipal Boundary along the east side of Bayfield Street. The subject lands are approximately 19.17 hectares (47.35 acres) in size and have approximately 130.0 meters (426.5 feet) of frontage along Bayfield Street North.

The lands are currently designated 'Rural' in the Township of Springwater Official Plan and zoned Agricultural (A) and Environmental Protection (EP) within Comprehensive Zoning By-law 5000.

In addition to its current request for MZO support, The Remington Group Inc. (in conjunction with Primacare Living Solutions Inc.) previously presented to Township Council on March 4, 2020 with respect to developing the subject lands. A copy of those presentation materials can be found at the following link: [March 4, 2020 Delegation Materials](#). As a result of the delegation, Township Council passed the following resolution:

### **C085C-2020**

Moved by: Coughlin  
Seconded by: Cabral

That the Delegation from Matthew Melchior and Jill Knowlton from Primacare Living Solutions Inc. regarding the development of Seniors Campus of Care at 727 Bayfield Street N, be received.

Whereas Council supports the Primacare project, staff act as a resource to assist with providing information relative to the proposal to existing official plan conditions, zoning restrictions, policies, rules, or regulations that may impede the approvals.

Further: Given the close proximity to the City of Barrie that Council submit a written request to Barrie City Council informing them of the proposal and, given the benefits to the residents in the entire region, the support to RVH and, addressing the urgent need for Long Term Care beds, ask that consideration be given to any request for the necessary cross-border services required for the Primacare project to proceed.

**Carried**

## Proposal

The MZO request application proposes a senior's continuum of care campus on the subject lands that will include Long-Term care facilities, retirement residences, hospice care, life leases and associated medical office and retail opportunities.



The proposed Site Plan put forward by The Remington Group Inc. includes the following design and development details:

- A total of 471 units devoted to senior's care as follows:
  - 145 Retirement Home Units
  - 160 Long-term Care Units
  - 115 Life Lease Apartments
  - 51 Hospice Care Units
- A total of 437,000 square feet of institutional gross floor area across 5 multi-storey buildings;
- A two-storey medical office, pharmacy and community centre;
- Entrance water feature and Springwater Welcome Centre;
- Protection of 28.3 acres of 'Significant Groundwater Recharge Area' as per the South Georgian Bay Lake Simcoe Protection Plan.



- Potential future expansion development lands (Phase 2 lands)

In support of the application and in accordance with the Township's MZO Request Protocol, the following documents/materials have been received:

- Completed MZO Request Application Form;
- Site Plan prepared by SRM Architects dated August 2023;
- Site Context Map prepared by SRM Architects dated August 2023;
- Conceptual Building Elevations (Phase 1) prepared by SRM Architects dated August 2023;
- Project Brief prepared by Macaulay Shiomi Howson Ltd dated August 2023;
- Transportation Impact Study prepared by Dillon Consulting Limited dated August 2023;
- Preliminary Servicing / Stormwater Management Assessment prepared by SCS Consulting Group Ltd dated August 15, 2023 (includes site grading plan);
- Environmental Impact Study prepared by Dillon Consulting Limited dated August 2023;
- Stage 1 & 2 Archaeological Assessment prepared by Archaeological Consultants Canada (ACC) dated July 6, 2023.

In addition to the above noted list of supporting materials, the applicant has also sent engagement letters to a number of First Nation and indigenous communities in the area notifying them of the proposed development.

A copy of the applicant's Covering Letter and Site Plan have been attached hereto as Appendix 'A' and 'B' respectively.

## **MZO Protocol**

A Minister's Zoning Order (MZO) is a Provincial land use approval tool meant for situations where development projects have merit but cannot comply with the requirements of Local, Regional or Provincial Planning policy. While the Minister does not require a local Council's support in order to issue an MZO, Council's endorsement of a request can assist the Minister in prioritizing projects having political support.

On July 6, 2022, Township Council established its preferred MZO protocol to provide greater clarity and require standardized application information with respect to privately initiated requests for MZO support.

Application materials submitted in support of an MZO request are intended to inform and assist Council in its decision to issue a resolution of support or not. As requests for MZO support fall outside of the typical/standard Planning Application process, it is important to note any application materials provided are not peer reviewed by Township staff or agencies.

A copy of the Township's MZO Request Protocol has been attached hereto as Appendix 'C'

## Public Information Meeting & Notice

In accordance with the Township's MZO Request Protocol, a Public Information Meeting has been scheduled for the proposal and will be held virtually via Webex on Thursday, October 5, 2023 at 6:30 PM. Members of the public and Council are welcome to attend and provide comment on the proposal.

The Township 'MZO Request Protocol' requires circulation to the public as follows:

- Applicant to provide written notice to landowners within 120 metres (393.7 feet) of the proposal.
- Facilitate a Public Information Meeting to obtain public comments.

In addition to providing written notice to all landowners within 120m of the proposal, the applicant is also required to post general notice within the Springwater Newspaper. The newspaper notice has been scheduled for the August 31, 2023, publication date.

Pre-registration is recommended for all individuals interested in attending the PIC and is required for those who would like to make verbal or written comments during the meeting. Pre-registration is required for those who would like to make verbal or written comments during the meeting by following the link: <https://tinyurl.com/2krsrfxz> or by scanning the QR code in the attached Virtual PIC Notice (Appendix D).

Interested individuals can listen-in to the meeting via phone by dialing +1-647-484-1598 (Canada Toll (Toronto)) or +1-437-880-3267 (Canada Toll) and entering the access code: **2774 336 2007** when prompted.

## Conclusion

Staff is of the opinion that The Remington Group Inc. has fulfilled the preliminary application requirements to hold a Public Information Meeting under the Township of Springwater's 'MZO Request Protocol'.

The applicant is required to circulate written notice of the proposal to all residents within 120 metres (393.7 feet) of the site and hold a Public Information Meeting to receive comments and answer questions from the public. It is understood the applicant intends to circulate notice further than the minimum 120 metre radius to include residents located along Paddy Dunn's Circle as well as the Carson Road subdivision.

Once the PIC meeting has taken place and any public submissions received, Township staff will prepare a follow up report for Council's consideration related to a resolution of support for a Provincial MZO.

### Financial Implications

The required application fee has been submitted. Any external costs (peer-review architect, legal, engineering, etc.) incurred by the Township through the processing and review of this application will be recovered from the applicant in accordance with the Township's standard practice. Security deposits, levies, development charges, and cash-in-lieu of parkland, if required, will be collected at later stages in the development review process. Further financial implications, if any, will be assessed as the review proceeds.

### Strategic Priorities/Goals

The above initiative supports the following Strategic Priorities/Goals:

**Goal 1** - Leveraging growth to improve Springwater as a community.

### Approvals

**Submitted by:** Chris Russell, Senior Planner

**Reviewed by:** Brent Spagnol, Director of Planning Services

**Financial Implications Reviewed by:** Jas Rattigan, CPA, CGA, Director of Finance

**Approved by:** Jeff Schmidt, CPA, CGA, Chief Administrative Officer

**Version Code:** C04 8/30/2023 11:06 AM 2871437  
SHARED\C - Council, Boards, By-Laws and Resolutions\C04 Reports to Council\Planning Department\2023\2023-09-06 MZO-2023-001 - 727 Bayfield Street North

### Applicable Municipal Policy or Legislation

- Planning Act, R.S.O. 1990
- Aggregate Resources Act (1990)
- Provincial Policy Statement (2020)
- Growth Plan (2020)
- Simcoe County Official Plan
- Township of Springwater Official Plan
- Township of Springwater Zoning By-law 5000

## Background or Relevant Reports on Subject

- Appendix A – Applicant's Cover Letter
- Appendix B – Applicant's Site Plan
- [Appendix C – Township of Springwater MZO Protocol](#)
- Appendix D – Virtual PIC Meeting Notice



August 18<sup>th</sup>, 2023

The Township of Springwater  
Planning Services  
2231 Nursery Road  
Minesing, ON  
L9X 1A8

**ATTN: Chris Russell BES, MCIP, RPP, Senior Planner**

Re: 727 Bayfield Street N – MZO Application Submission

On behalf of Lonybra Developments Inc. c/o The Remington Group Inc., we are pleased to submit this Minister's Zoning Order (MZO) application for our lands at 727 Bayfield Street N. The application proposes a seniors continuum of care campus development on the site that will include long-term care facilities, retirement residences, life leases, associated medical offices and retail opportunities. The MZO is required because these lands are located outside of the Township's Settlement Area Boundary.

In accordance with the Township's MZO Request Protocol, the following documents are enclosed in support of our application:

- Completed MZO Request Application Form (process fee sent separately);
- Site Plan as prepared by SRM Architects dated August 2023;
- Site Context Map as prepared by SRM Architects dated August 2023;
- Conceptual Building Elevations (Phase 1) as prepared by SRM Architects dated August 2023;
- Project Brief as prepared by Macaulay Shiomi Howson Ltd dated August 2023;
- Transportation Impact Study as prepared by Dillon Consulting Limited dated August 2023;
- Preliminary Servicing / Stormwater Management Assessment as prepared by SCS Consulting Group Ltd dated August 15, 2023 (this includes a site grading plan);
- Environmental Impact Study as prepared by Dillon Consulting Limited dated August 2023; and,

- Stage 1 & 2 Archaeological Assessment as prepared by Archaeological Consultants Canada (ACC) dated July 6, 2023.

In addition to the above supporting documents, we have also sent an engagement letter to indigenous communities in the area notifying them of the proposed development. The letter has been sent to the following communities and an example of the letter has been included with this submission.

- Williams Treaties First Nation
  - Alderville First Nation
  - Beausoleil First Nation Christian Island Reserve
  - Chippewas of Georgina Island First Nation
  - Chippewas of Rama First Nation
  - Curve Lake First Nation
  - Hiawatha First Nation
  - Mississaugas of Scugog Island First Nation
- Huron-Wendat Nation (HWN)
- Metis Nation of Ontario
- Montagnais Metis First Nation

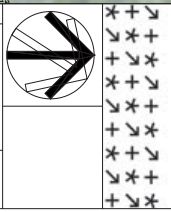
We would like to take this opportunity to thank you for your assistance in navigating this application process. We look forward to continuing to work collaboratively with the Town on this development proposal.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to be 'EB', with a long horizontal flourish extending to the right.

Emma Barron MCIP, RPP  
The Remington Group Inc.  
Project Manager, Land Development  
T: 905-761-8200 ext. 2258



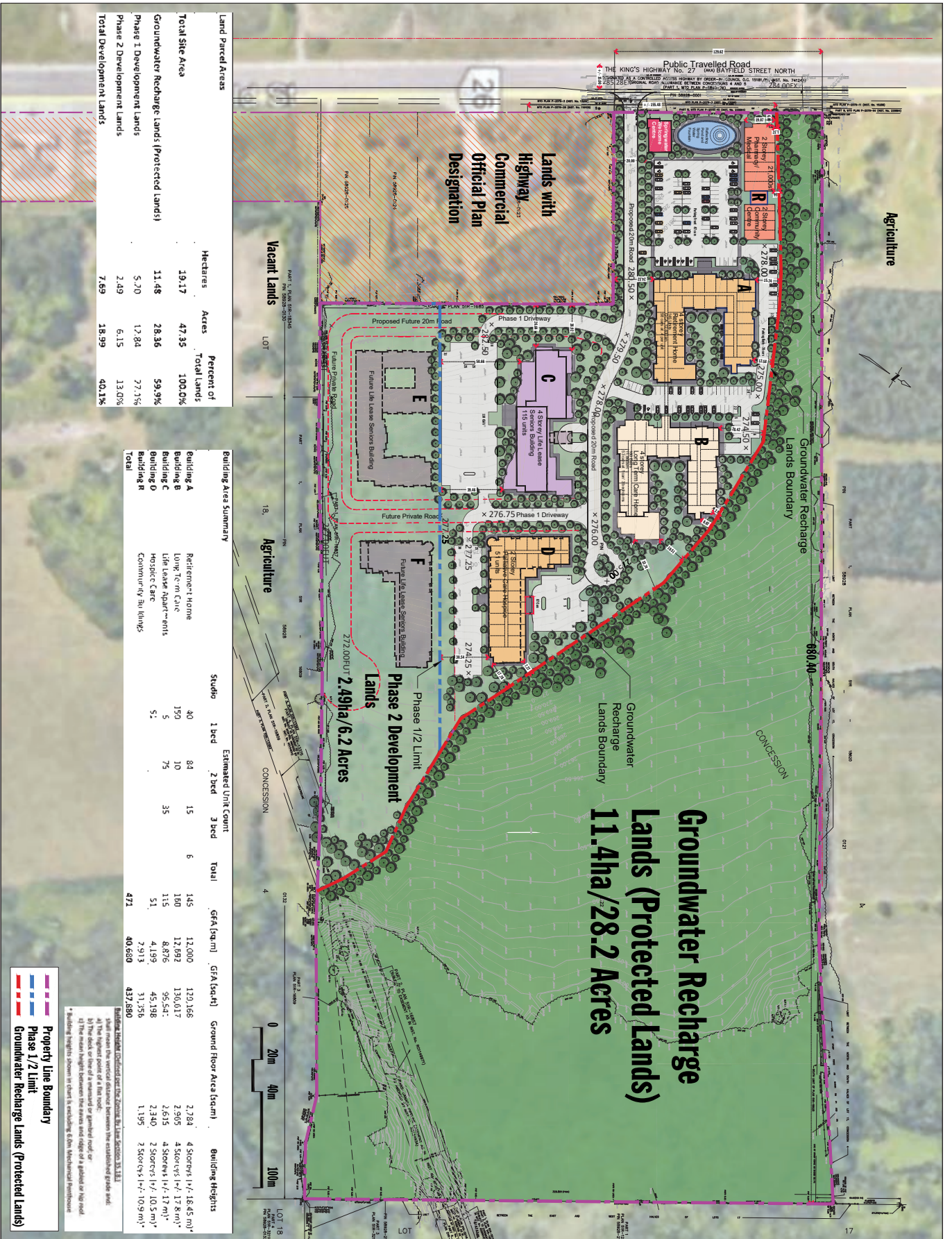
NO.	REVISIONS	ISSUED
1		
2		
3		

CLIENT:  
Lonybra  
Developments Inc.  
c/o The Remington  
Group

PROJECT:  
727 Bayfield Street  
A Continuum of Care  
Senior Development

SHEET TITLE:  
Site Plan

PROJECT NO. D0048	DATE: August 2023
SCALE: N/S	SHEET NO. SP1
DRAWN: SRM	
CHECKED: SRM	
FILE NO. D0048	



# Groundwater Recharge Lands (Protected Lands) 11.4ha/28.2 Acres

## Lands with Highway Commercial Official Plan Designation

## Vacant Lands

Land Parcel Areas	Hectares	Acres	Percent of Total Lands
Total Site Area	19.17	47.35	100.0%
Groundwater Recharge Lands (Protected Lands)	11.48	28.36	59.9%
Phase 1 Development Lands	5.70	12.84	27.1%
Phase 2 Development Lands	2.49	6.15	13.0%
Total Development Lands	7.69	18.99	40.1%

### Building Area Summary

Building	Studio	1 bed	2 bed	3 bed	Total	GFA (sqm)	GFA (sqft)	Ground floor Area (sqm)	Building Heights
Building A	40	84	15	6	145	12,000	129,166	2,784	4 Storeys (14' - 18.45 m)
Building B	150	10			160	12,892	136,017	2,965	4 Storeys (14' - 17.8 m)
Building C	5	75	35		115	8,876	95,547	2,615	4 Storeys (14' - 17 m)
Building D					51	4,199	45,198	2,340	2 Storeys (14' - 10.5 m)
Building R					51	2,913	31,356	1,195	2 Storeys (14' - 10.9 m)
Total					471	40,680	437,880		

shall mean the vertical distance between the established grade and:  
 a) The highest point of a flat roof;  
 b) The deck or floor of a ramped or gabled or flat roof;  
 c) The mean height between the eaves and ridge of a gabled or flat roof.  
 \* Building heights shown in chart is excluding 60m mechanical penthouse

Property Line Boundary  
 Phase 1/2 Limit  
 Groundwater Recharge Lands (Protected Lands)

**Notice of Virtual Public Information Centre (PIC) Meeting  
For Proposed Minister's Zoning Order Request Application to the Township of  
Springwater**

**File No. MZO-2023-001**

**Take notice** Lonybra Developments Inc. c/o The Remington Group Inc., are pleased to invite you to participate in an upcoming Public Information Centre meeting related to a seniors continuum of care campus development proposal at 727 Bayfield Street North in the Township of Springwater. The Applicant seeks endorsement from Township Council to request a Minister's Zoning Order (MZO) from the Province of Ontario.

A Public Information Centre (PIC) meeting will be hosted virtually via Webex on **Thursday, October 5<sup>th</sup>, 2023**, at **6:30 p.m.** to present information on the proposal in accordance with the Township of Springwater's Minister's Zoning Order (MZO) Request Protocol.

**Subject Lands**

**727 Bayfield Street North** – Part of Lot 17 Concession 4, former Township of Vespra.

A **key map** is included to illustrate the subject lands.

**Purpose and Effect**

The purpose of the MZO request is for approval of a proposed seniors continuum of care campus development for the lands located at 727 Bayfield Street North. The subject lands and surrounding area are located in the Township of Springwater in the County of Simcoe between the northern boundary of the City of Barrie and the community of Midhurst.

The proposal seeks to permit a seniors continuum of care campus development that will include long-term care facilities, retirement residences, life lease seniors buildings and associated medical, pharmacy and associated retail uses. An MZO is necessary for the proposal to proceed as the lands are located outside of the Township's Settlement Area boundary, and to permit the development to occur in a timely manner.

**Meeting Details**

**Pre-registration:** Pre-registration is highly recommended for all individuals interested in attending the PIC. Note that pre-registration is **required** for those who would like to make verbal or written comments during the meeting. Please visit <https://tinyurl.com/2krsrz> or scan the QR code with your smartphone device to register.

**Listen-in only:** Interested individuals can listen-in to the meeting via phone by dialing +1-647-484-1598 (Canada Toll (Toronto)) or +1-437-880-3267 (Canada Toll) and entering the meeting number (access code): **2774 336 2007** when prompted.

**QR Code**



*Scan the QR code above to access the registration link for the meeting.*

All minutes, written submissions and a recording of the meeting will be submitted to the Township as part of the proposal and for Township Council's consideration.




If you wish to have your name added to the project mailing list, would like to provide comments in writing, or have any questions about the upcoming PIC, please contact:

Michi McCloskey, Associate, Sajecki Planning Inc.  
227 Pape Avenue Toronto, Ontario M4M 2W3  
(647) 497-8000 x 5, <mailto:mccloskey@sajeckiplanning.com>

### Key Map



**LEGEND:**

 Subject Lands



## Appendix 6 – Boundary Expansion Presentation



# Standing Committee on Heritage, Infrastructure & Cultural Policy Regional Governance and Bill 134

City of Barrie Mayor Alex Nuttall



November 6, 2023

The logo for the City of Barrie, featuring the word "Barrie" in a stylized font with a wave-like graphic element below the letter 'i'.

# Barrie is a strong single tier municipality

- The City of Barrie continues to be one of Canada's fastest growing and dynamic cities.
- Barrie City Council is committed to working towards our key priorities, which include making Barrie an *affordable place to live*, *improve community safety*, *create a thriving community*, *make infrastructure investments* and *govern responsibility*.
- As a **strong, single tier municipality** Barrie can continue to be a partner to the **Province** and continue our work to:
  - get more homes built faster
  - be efficient and things done, and
  - cut red tape.



The Municipal Benchmarking Study released by **BILD** named Barrie as the **overall best municipality** across the GTA for **getting new housing developments approved** for two straight reports.

## Getting Houses Built

Barrie is committed to meeting the housing targets set by the Province and being a partner to get houses built.

- We are well on our way to reach our target of 23,000 homes. Since January 1, 2023 we have had **1,850 starts** – which **exceeds our annual target of 1,687 by more than 10%**.
- Barrie is hitting above our weight for building housing. We represent 1% of the total population but **we are going to reach more than 5-6% of the Provincial goal**.
- Barrie City Council has identified surplus lands in the City that will be designated for housing.



- Barrie currently has **less than 288 Ha of industrial developable land** with access to water and wastewater. **We need additional vacant and serviced employment lands beyond the city's existing boundary** to attract new investment and allow existing businesses to expand.
- Barrie is **well positioned within the broader region** to provide the services and infrastructure necessary to meet the needs of growing businesses.
- Infrastructure is needed to support new development (water plants, wastewater treatment facility expansion, recreation centres, roads, bridges).

Barrie has invested in an **infrastructure plan that places servicing at the city's boundaries** for connection to water, wastewater and transportation.

- Barrie is experiencing demand from existing employers who want to expand & grow. **We are constrained by the availability of shovel-ready and available lands.**
- Over the past two weeks, a major Barrie employer has announced they are leaving the City to expand their business as we didn't have the available lands.
- Boundary adjustments & subsequent rezoning of lands abutting Barrie's current boundaries would allow for the advancement of serviced industrial lands required to **meet the demand for employment lands in the region** and support major local employers.
- Timing is perfect as we are updating our **Master Servicing Plans for the City**. City Council has committed approx 20M in additional infrastructure spending as part of an employment land strategy.
- This will set up this area for **20+ years of job creation & growth.**



We have **letters of support** for the need for more land in Barrie from **every Mayor of Barrie** dating back to 1988.

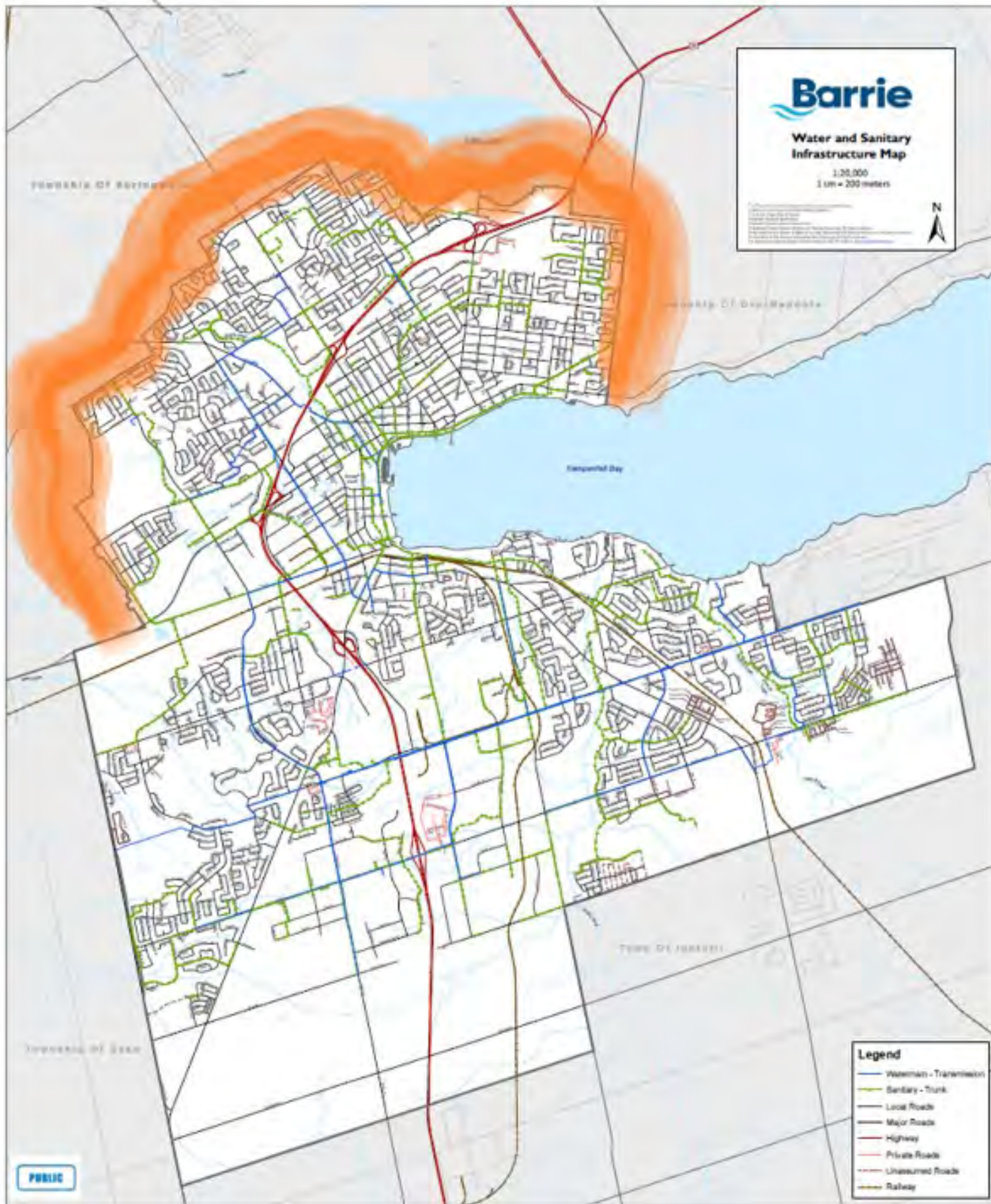




# Four Key Principles

1. Environmental conservation.
2. Value to all municipalities: in addition to taxes from employment lands and cost savings on infrastructure.
3. Employment opportunities for all residents.
4. Potential additional housing opportunities.





# City Servicing

- Servicing at the boundaries can be expanded or upgraded.
- Available treatment capacity in our water and wastewater systems to support the growth .
- Well positioned for investments in water, wastewater, and transportation network improvements.



## Proposed Details

- Of the land identified as part any boundary expansion, Barrie is prepared to service 10% of the conveyed land back to the host municipality for their own use as a serviced employment hub.
- Municipalities will pay the infrastructure costs associated with their land with no commitment on timing.
- Consideration would be given for % of tax revenue to flow back to municipalities until such time as employment lands were serviced and then it would end.



## Strong Single Tier Municipality & Provincial Partner

- As a **single tier municipality**, Barrie can continue to be a **strong partner for the Province** and solve area problems for business expansion and growth and get housing built.
- We are ready and open for business to meet the demand for employment growth in our region and support major local employers.

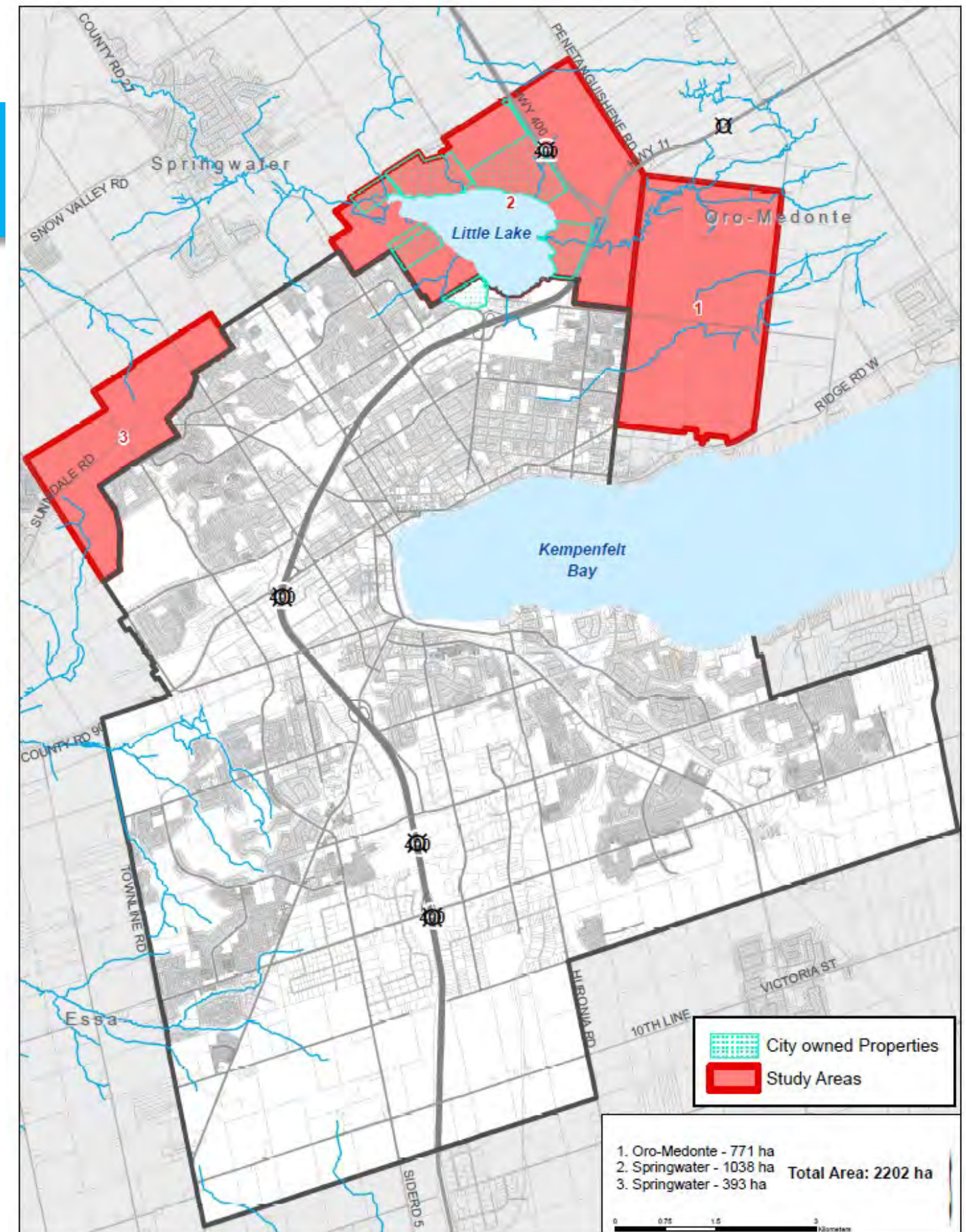
**Thank you**

The logo for Barrie, featuring a stylized wave icon to the left of the word "Barrie" in a bold, sans-serif font.

# We Are Ready – Option A

## Environmental Conservation:

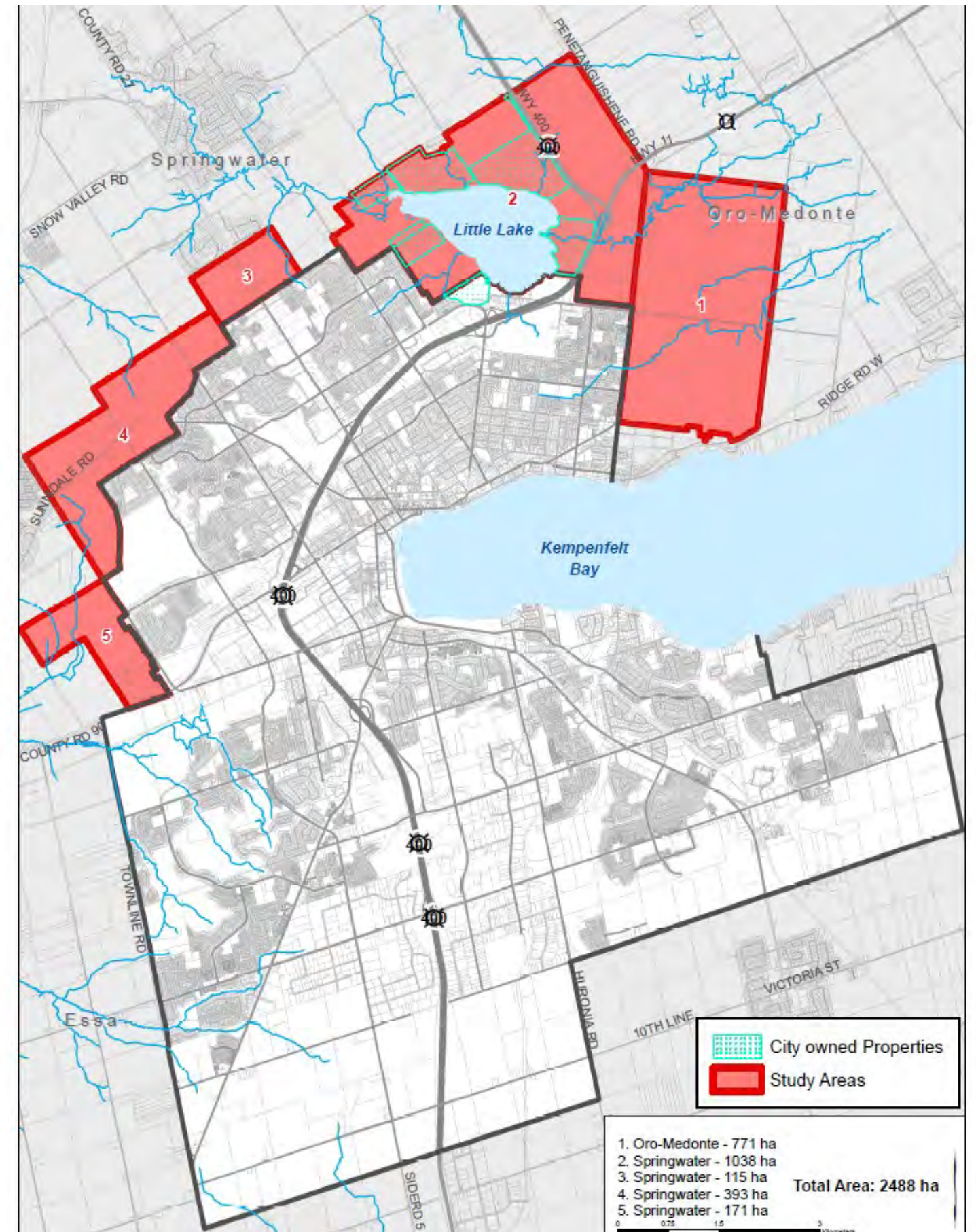
The City owned lands around Little Lake would be given a Conservation Designation to protect this greenspace forever.



# We Are Ready – Option B

## Environmental Conservation:

The City owned lands around Little Lake would be given a Conservation Designation to protect this greenspace forever.



## Appendix 7 – Support Letters Boundary







PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

November 21, 2023

Sent by email – [OfficialPlan@barrie.ca](mailto:OfficialPlan@barrie.ca)

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

Dear Mayor Nuttall:

**RE: APPROVAL OF BOUNDARY ADJUSTMENT IN OFFICIAL PLAN, CITY OF BARRIE**

---

Official Plan. We would like to thank you for providing this opportunity to comment upon the City of Barrie Official Plan. On behalf of my clients, I am requesting your consideration of adjusting the City of Barrie's municipal boundaries to incorporate the lands located at 731 Sunnidale Road to be developed for residential purposes in support of the adjacent proposed employment lands.

My client supports your efforts to include additional lands within the City of Barrie boundary to advance the four key principles of job creation, additional housing, environmental conservation, and value to municipalities as outlined in your November 6 presentation to the Standing Committee on Heritage, Infrastructure and Cultural Policy. You spoke about expanding north to provide shovel-ready lands for future development during this presentation. You noted that Barrie has invested in an infrastructure plan that places servicing at the city's boundaries for connection to water, wastewater and transportation within a single-tier government structure. Taking direction from your assertion in the presentation that the timing is perfect due to the re-opening of the Official Plan for comment, we are pleased to submit this letter with our specific request in support of your overall boundary adjustment efforts.

The Subject Lands, outlined in red on the map below, are located adjacent to the City of Barrie boundary with frontage on Sunnidale Road. North of the Subject Lands is property owned by Snow Valley Yorkwood, which is currently vacant and proposed to be redeveloped for industrial and employment uses. The land to the east and west of the Subject Lands are agricultural and to the south are residential lands consisting of single-family detached homes, an elementary school, and a park in the City of Barrie.



A boundary adjustment supports an exciting opportunity to address the need for employment lands in the City of Barrie, accommodating existing industry and attracting new businesses to create and maintain over 1000 jobs. This expansion also presents an opportunity through The Subject Lands to address the pressing need for over 600 attainable workforce housing units, capitalize on the potential offered by recent Provincial planning direction and contribute to creating complete communities.

It is our opinion that including the lands that are adjacent to the City of Barrie boundary north of residential subdivisions of Ferndale Drive N and Livingstone Street and south of Sunnidale Road will assist the province in finding new lands for residential growth as outlined in their objectives under Bill 23. The lands North of Sunnidale Road are optimal for employment uses meeting the objectives of the City of Barrie. Including lands for employment and residential uses, the proposed boundary adjustment offers an excellent platform for economic growth and development. By strategically integrating well-planned residential communities, we can create opportunities for investment and job creation while addressing the growing demand for attainable housing. This expansion aligns with our vision to provide diverse housing options that cater to the needs of the workforce. Residential development of the Subject Lands provides a logical transition between the existing residential community to the south, and the proposed employment uses to the north. Ultimately, including these lands with a residential designation will create a dynamic urban landscape that meets housing demand, supports employment growth, and respects the character of the existing residential neighbourhood, offering a transition between existing residential and new employment areas.



approach not only adheres to the guidelines set forth by Bill 23 but also enables us to contribute positively to the environment and minimize the ecological footprint of new growth. A well-planned expansion can minimize strain on existing infrastructure and public services while promoting efficient land use and preserving valuable agricultural lands elsewhere in Springwater.

The inclusion of these lands in the boundary of the city of Barrie with residential designation will allow for the creation a community that provides attainable housing in a desirable neighbourhood for households who cannot find a home in the City of Barrie due to the current housing crisis. These lands will be planned and serviced to create missing middle housing in a timeframe that will assist the government in meeting its objective of constructing 1.5 million homes in the next ten years.

We are confident that we will be able to work with the Township of Springwater and the Province of Ontario to achieve approvals for a townhome community on the Subject Lands. Still, we believe that the process will take more time and may be subject to additional costs to allocate the necessary servicing. The City of Barrie as a single-tier municipality, with available servicing capacity and transportation infrastructure is well-positioned to take on new growth and meet the varying demands of the housing market. We believe that a new community of attainable and affordable homes for families will be expedited by including these lands within the boundary of the City of Barrie.

In conclusion, we offer our support to the proposed boundary expansion with a focus on employment uses as a unique opportunity to grow the local economy and provide jobs for residents. With the inclusion of the Subject Lands with a residential designation we can contribute to the success of the employment area by offering workers and their families attainable housing options that are close to work and part of a complete community. We urge you to consider the immense potential this expansion holds and the positive impact it will have on residents of Barrie and Springwater.

Yours truly,

**MHBC**

A handwritten signature in black ink, appearing to read 'Eldon C. Theodore', written over a large, loopy oval shape.

Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP

cc. *Bob Forrest*  
*Tracy Grajales*



# INNOVATIVE PLANNING SOLUTIONS

---

planners • project managers • land development

November 23<sup>rd</sup>, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

**Re: Comment Letter – City of Barrie Official Plan  
366 Penetanguishene Road**

---

Innovative Planning Solutions has been retained by Georgian Glen Developments Inc. to prepare comments as they relate to the City of Barrie Official Plan, 2051, in light of the recent Provincial reversal to the Official Plan for further review. We would like to outline our support for Barrie's efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater to accommodate future growth in the region.

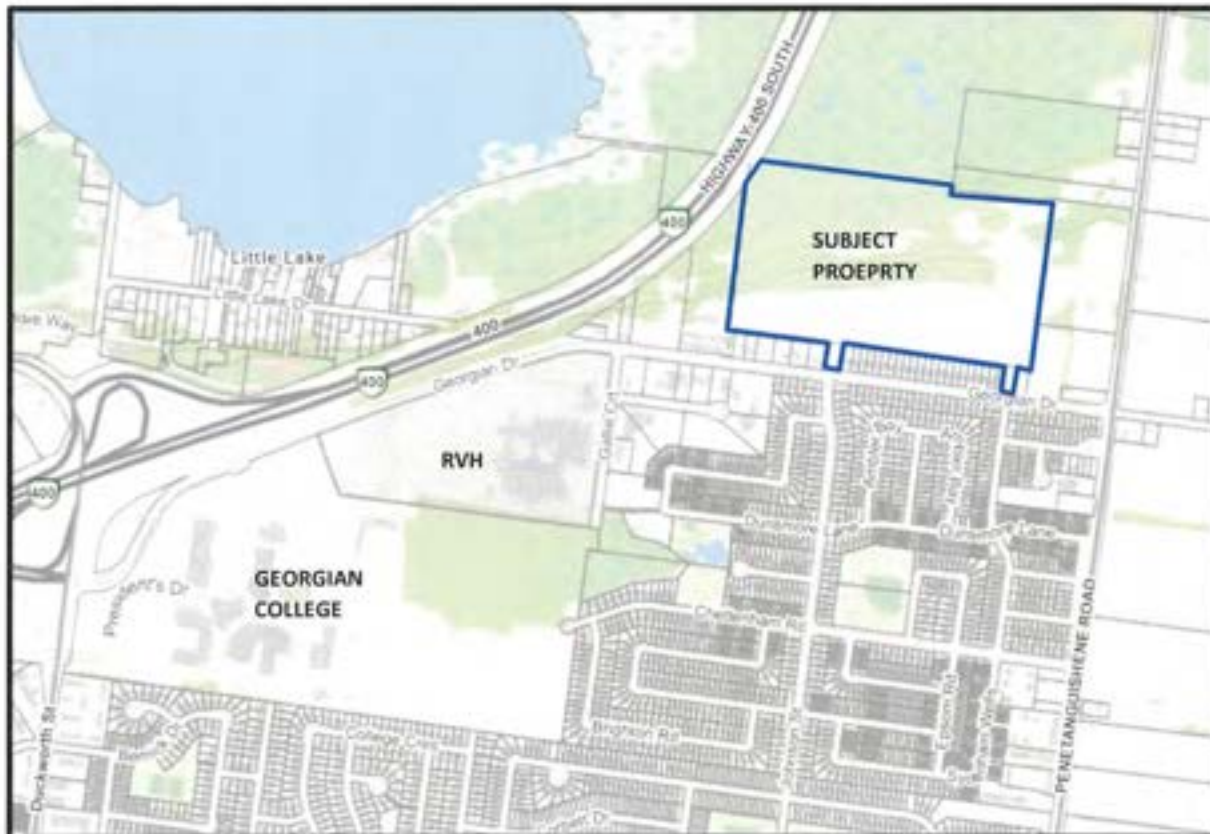
This letter pertains specifically to lands known municipally as 366 Penetanguishene Road (outlined in blue in Figure 1 below). We request that the subject property be considered as part of any future boundary expansion and included in the updated Official Plan being located within the City of Barrie.

The subject lands possess dual frontages along Georgian Drive, which would allow for the extension of both Johnson Street and Larkin Drive onto the subject lands. The site has an area of approximately 22 ha (55 acres). The lands remain vacant with the open portion of the property (approximately 10 ha (25 acres)) being used for agricultural purposes.

Previous planning in the City of Barrie has contemplated future development on the subject lands. We have confirmed through our civil engineering team that the existing services located along Georgian Drive, including water, sanitary and stormwater management can service the subject property. Extending municipal water and wastewater services north of the current boundary has the capacity that is required to

support development on the subject lands. There is no better servicing solution for this parcel. The road networks, community infrastructure (including schools, places of worship, recreation centres, grocery stores and other retail), and proper forms of transit are currently in place within the area, ultimately creating the opportunity for cost-effective growth for the city.

**Figure 1: Subject Lands**



It is also important to note that the subject lands fall within walking distance to Royal Victoria Hospital (RVH) and Georgian College. These two organizations are some of the largest within the Region and offer substantial employment and services to the Region. Supporting these uses with additional residential and employment opportunities will allow them to continue to expand and prosper.

Like many other properties bordering Barrie in the Township of Springwater, the subject lands have been sterilized in Regional and local planning policy preventing logical growth and responsible development. We believe that including the subject lands as part of the City of Barrie Official Plan provides opportunities for the City to rapidly create

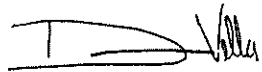
shovel ready development utilizing existing services. We would like to work with the City of Barrie towards a development plan to meet the growing demands of the area.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term without adding a financial burden to existing taxpayers for improving roads, services and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. We would request that the Province give careful consideration to the municipalities request. Should the land expansion be successful, and these lands included, we will work closely with the municipality to ensure that the planned development of the Subject Lands will help create a vibrant and affordable community.

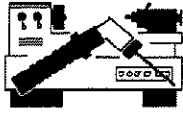
Respectfully submitted,

**Innovative Planning Solutions**



Darren Vella, B.Sc., MCIP, RPP  
*President & Director of Planning*





# BARRIE WELDING AND MACHINE (1974) LTD.

*Welders and Machinists*

39 Anne St. S., Barrie Ontario L4N 2C7 Tel (705) 726-1444 Fax. (705) 726-1830

November 23, 2023

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
L4N 4T5

Subject: Barrie's Official Plan and Provincial Modifications

Dear Mayor Nuttall:

I am writing to support your review of the municipal boundaries of the City of Barrie as you formalize your Official Plan submission to the Province. I seek your consideration in re-structuring the boundaries to incorporate the Snow Valley Yorkwood lands with the primary purpose of utilizing them for employment opportunities. These lands consist of approximately 190 acres (77 hectares), east of Dobson Road, north of Sunnidale Road and extending to Ferndale Drive. The lands are located just outside the City of Barrie boundaries and can be easily serviced as full municipal services are located opposite the property.

Presently, the available lands within the City of Barrie are insufficient to meet the immediate demand for existing employment needs. As the residential population in the Barrie area is projected to grow significantly, it becomes increasingly crucial to address the rising requirement for adequate employment spaces. To address this situation, I support the expansion of existing manufacturing and industrial uses from Barrie to new and expanded land north of the city.

As noted in Mr. Ron Sheardown's presentation at last evening's Council meeting, the Barrie Welding group has approximately 1 million square feet of industrial buildings, no vacancies, and continuous inquiries from industrial users who wish to locate in the City of Barrie. With no industrial lands available in the City of Barrie, coupled with the anticipated population growth, it is critical to Barrie and the Province's prosperity that employment lands are found as quickly as possible. The Snow Valley Yorkwood lands respond to this demonstrated need.

Previous plans for a new 72 acre Business Park in Springwater Township were turned away by some members of Springwater Council. The proposed serviced Springwater Business Park would provide over 900 much needed skilled employment jobs and would contribute almost \$500,000 in property tax revenue to the City of Barrie. In addition, another 680 indirect jobs would be created elsewhere in the region, for a total of over 1,500 new jobs associated with a



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39 Anne St. S., Barrie Ontario L4N 2C7 Tel (705) 726-1444 Fax. (705) 726-1830

much needed Business Park. The parcel of land is shovel ready, having completed all necessary studies, and would contribute in excess of \$350,000,000 of buildings in the development.

I would like to reiterate our strong support for the expansion of the City of Barrie's municipal boundary to encompass our lands, among others, for employment purposes. This move will not only fulfill the urgent need for industrial lands but also ensure that these lands are efficiently serviced and conveniently located within the City limits.

Should you require any additional information or have any inquiries, please do not hesitate to contact us.

Sincerely,

Brian D. Smith

The Barrie Welding Group of Companies

Copy: M. Banfield, Director of Planning



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[www.barriewelding.com](http://www.barriewelding.com)



30 Sophia Street, Barrie, Ontario L4N 1J2

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
Barrie ON L4N 4T5

*Sent via e-mail*

November 21, 2023

Dear Mayor Nuttall,

**Re: City of Barrie Boundary Revisions through Official Plan Review**

Please accept this letter to support your efforts to adjust the City of Barrie boundary to include lands within Springwater Township to accommodate future growth in the region. We request that 560 Anne Street N (Subject Lands) be considered as part of any future boundary expansion.

The Subject Lands outlined in red on the map below are located less than 100m north of the City of Barrie boundary. The lands south of the Subject Lands include low-density residential communities, which include community and institutional uses. Barrie's major retail node is east of the Subject Lands along the Bayfield Street corridor. North and west of the Subject Lands are agricultural lands in Springwater Township (many of which are pursuing redesignation as residential or employment lands) as well as the new Midhurst Secondary Plan community.



The location of the Subject Lands creates an ideal opportunity for the expansion of Barrie's urban boundary. The housing crisis the province faces and the growing need for employment lands in the City of Barrie can be addressed by expanding the northern boundary into Springwater Township. Extending municipal water and wastewater services north of the current boundary will create the infrastructure capacity that is required for growth. The road networks, community infrastructure (including schools, places of worship, grocery stores and other retail), and transit are currently in place in the area, which creates cost-effective growth for the city and the province.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's newly adopted Official Plan. Most importantly, serviced lands can be redeveloped to provide land for local industry looking to expand and new industry hoping to locate in the area. The City of Barrie has a lack of serviced vacant employment land. With appropriate land use designations and servicing allocation we can have our lands shovel ready within months.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. Should the land expansion be successful, and our lands included, we will work closely with the municipality to ensure that the redevelopment of the Subject Lands that will support the creation of a vibrant and affordable community for residents of Barrie.

We are available at your request to discuss this letter and future development opportunities in more detail.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Porter', with a stylized flourish at the end.

Mark Porter  
Harbour Management



August 18<sup>th</sup>, 2023

The Township of Springwater  
Planning Services  
2231 Nursery Road  
Minesing, ON  
L9X 1A8

**ATTN: Chris Russell BES, MCIP, RPP, Senior Planner**

Re: 727 Bayfield Street N – MZO Application Submission

---

On behalf of Lonybra Developments Inc. c/o The Remington Group Inc., we are pleased to submit this Minister's Zoning Order (MZO) application for our lands at 727 Bayfield Street N. The application proposes a seniors continuum of care campus development on the site that will include long-term care facilities, retirement residences, life leases, associated medical offices and retail opportunities. The MZO is required because these lands are located outside of the Township's Settlement Area Boundary.

In accordance with the Township's MZO Request Protocol, the following documents are enclosed in support of our application:

- Completed MZO Request Application Form (process fee sent separately);
- Site Plan as prepared by SRM Architects dated August 2023;
- Site Context Map as prepared by SRM Architects dated August 2023;
- Conceptual Building Elevations (Phase 1) as prepared by SRM Architects dated August 2023;
- Project Brief as prepared by Macaulay Shiomi Howson Ltd dated August 2023;
- Transportation Impact Study as prepared by Dillon Consulting Limited dated August 2023;
- Preliminary Servicing / Stormwater Management Assessment as prepared by SCS Consulting Group Ltd dated August 15, 2023 (this includes a site grading plan);
- Environmental Impact Study as prepared by Dillon Consulting Limited dated August 2023; and,

- Stage 1 & 2 Archaeological Assessment as prepared by Archaeological Consultants Canada (ACC) dated July 6, 2023.

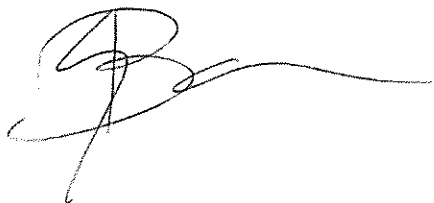
In addition to the above supporting documents, we have also sent an engagement letter to indigenous communities in the area notifying them of the proposed development. The letter has been sent to the following communities and an example of the letter has been included with this submission.

- Williams Treaties First Nation
  - Alderville First Nation
  - Beausoleil First Nation Christian Island Reserve
  - Chippewas of Georgina Island First Nation
  - Chippewas of Rama First Nation
  - Curve Lake First Nation
  - Hiawatha First Nation
  - Mississaugas of Scugog Island First Nation
- Huron-Wendat Nation (HWN)
- Metis Nation of Ontario
- Montagnais Metis First Nation

We would like to take this opportunity to thank you for your assistance in navigating this application process. We look forward to continuing to work collaboratively with the Town on this development proposal.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to be 'Emma Barron', with a long horizontal flourish extending to the right.

Emma Barron MCIP, RPP  
The Remington Group Inc.  
Project Manager, Land Development  
T: 905-761-8200 ext. 2258

---

**To:** Mayor and Council

**From:** Chris Russell, Senior Planner

**Date:** September 6, 2023

**Subject:** MZO-2023-001  
The Remington Group Inc.  
727 Bayfield Street North

---

### Report Highlights

- The Township of Springwater has received an application under the Municipality's MZO Request Protocol for the property located at 727 Bayfield Street North.
- The applicant seeks to obtain a Council resolution of support in order to apply to the Province of Ontario for a Minister's Zoning Order (MZO).
- The proposal being brought forward by the applicant (The Remington Group Inc.) represents a senior's related medical campus including Long-Term Care facilities, retirement residences, hospice care, life leases and associated medical office and retail opportunities.
- As the subject lands (727 Bayfield Street) are located outside of a settlement area and do not have access to municipal servicing, Township staff are unable to support typical land use applications (ex. OPA/ZBA) required for such a proposal.
- Accordingly, the applicant intends to seek approval through a Provincial Minister's Zoning Order.
- In order for Council to consider a request for MZO support, the Township's 'MZO Request Protocol' requires the public be notified as follows:
  - Applicant to provide written notice to landowners within 120 metres (393.7 feet) of the proposal.
  - Facilitate a Public Information Centre (PIC) Meeting to obtain public comments.
- In addition to providing written notice to all landowners within 120m of the proposal, the applicant is also required to post general notice within the Springwater Newspaper. The newspaper notice has been scheduled for the August 31, 2023 publication date.
- In accordance with the Township MZO Protocol, a Public Information Meeting has been scheduled for the proposal and will be held virtually via Webex on Thursday October 5, 2023 at 6:30 PM (Registration link: <https://tinyurl.com/2krsrfxz>). Members of the public and Council are welcome to attend and provide comments on the proposal.
- Once the PIC meeting has taken place and any public submissions received, Township staff will prepare a follow up report for Council's consideration related to a resolution of support for a Provincial MZO.

## Background

The purpose of this report is to provide preliminary information to Council regarding an application made under the Municipality's MZO Request Protocol. The applicant - The Remington Group Inc., has prepared an application under the Township's MZO Request Protocol seeking a Council Resolution of support in order to apply to the Province for a Minister's Zoning Order.



The subject lands, municipality known as 727 Bayfield Street are located just north of City of Barrie/Springwater Municipal Boundary along the east side of Bayfield Street. The subject lands are approximately 19.17 hectares (47.35 acres) in size and have approximately 130.0 meters (426.5 feet) of frontage along Bayfield Street North.

The lands are currently designated 'Rural' in the Township of Springwater Official Plan and zoned Agricultural (A) and Environmental Protection (EP) within Comprehensive Zoning By-law 5000.

In addition to its current request for MZO support, The Remington Group Inc. (in conjunction with Primacare Living Solutions Inc.) previously presented to Township Council on March 4, 2020 with respect to developing the subject lands. A copy of those presentation materials can be found at the following link: [March 4, 2020 Delegation Materials](#). As a result of the delegation, Township Council passed the following resolution:

### **C085C-2020**

Moved by: Coughlin  
Seconded by: Cabral

That the Delegation from Matthew Melchior and Jill Knowlton from Primacare Living Solutions Inc. regarding the development of Seniors Campus of Care at 727 Bayfield Street N, be received.

Whereas Council supports the Primacare project, staff act as a resource to assist with providing information relative to the proposal to existing official plan conditions, zoning restrictions, policies, rules, or regulations that may impede the approvals.



Further: Given the close proximity to the City of Barrie that Council submit a written request to Barrie City Council informing them of the proposal and, given the benefits to the residents in the entire region, the support to RVH and, addressing the urgent need for Long Term Care beds, ask that consideration be given to any request for the necessary cross-border services required for the Primacare project to proceed.

**Carried**

## Proposal

The MZO request application proposes a senior's continuum of care campus on the subject lands that will include Long-Term care facilities, retirement residences, hospice care, life leases and associated medical office and retail opportunities.



The proposed Site Plan put forward by The Remington Group Inc. includes the following design and development details:

- A total of 471 units devoted to senior's care as follows:
  - 145 Retirement Home Units
  - 160 Long-term Care Units
  - 115 Life Lease Apartments
  - 51 Hospice Care Units
- A total of 437,000 square feet of institutional gross floor area across 5 multi-storey buildings;
- A two-storey medical office, pharmacy and community centre;
- Entrance water feature and Springwater Welcome Centre;
- Protection of 28.3 acres of 'Significant Groundwater Recharge Area' as per the South Georgian Bay Lake Simcoe Protection Plan.

- Potential future expansion development lands (Phase 2 lands)

In support of the application and in accordance with the Township's MZO Request Protocol, the following documents/materials have been received:

- Completed MZO Request Application Form;
- Site Plan prepared by SRM Architects dated August 2023;
- Site Context Map prepared by SRM Architects dated August 2023;
- Conceptual Building Elevations (Phase 1) prepared by SRM Architects dated August 2023;
- Project Brief prepared by Macaulay Shiomi Howson Ltd dated August 2023;
- Transportation Impact Study prepared by Dillon Consulting Limited dated August 2023;
- Preliminary Servicing / Stormwater Management Assessment prepared by SCS Consulting Group Ltd dated August 15, 2023 (includes site grading plan);
- Environmental Impact Study prepared by Dillon Consulting Limited dated August 2023;
- Stage 1 & 2 Archaeological Assessment prepared by Archaeological Consultants Canada (ACC) dated July 6, 2023.

In addition to the above noted list of supporting materials, the applicant has also sent engagement letters to a number of First Nation and indigenous communities in the area notifying them of the proposed development.

A copy of the applicant's Covering Letter and Site Plan have been attached hereto as Appendix 'A' and 'B' respectively.

### **MZO Protocol**

A Minister's Zoning Order (MZO) is a Provincial land use approval tool meant for situations where development projects have merit but cannot comply with the requirements of Local, Regional or Provincial Planning policy. While the Minister does not require a local Council's support in order to issue an MZO, Council's endorsement of a request can assist the Minister in prioritizing projects having political support.

On July 6, 2022, Township Council established its preferred MZO protocol to provide greater clarity and require standardized application information with respect to privately initiated requests for MZO support.

Application materials submitted in support of an MZO request are intended to inform and assist Council in its decision to issue a resolution of support or not. As requests for MZO support fall outside of the typical/standard Planning Application process, it is important to note any application materials provided are not peer reviewed by Township staff or agencies.

A copy of the Township's MZO Request Protocol has been attached hereto as Appendix 'C'

### **Public Information Meeting & Notice**

In accordance with the Township's MZO Request Protocol, a Public Information Meeting has been scheduled for the proposal and will be held virtually via Webex on Thursday, October 5, 2023 at 6:30 PM. Members of the public and Council are welcome to attend and provide comment on the proposal.

The Township 'MZO Request Protocol' requires circulation to the public as follows:

- Applicant to provide written notice to landowners within 120 metres (393.7 feet) of the proposal.
- Facilitate a Public Information Meeting to obtain public comments.

In addition to providing written notice to all landowners within 120m of the proposal, the applicant is also required to post general notice within the Springwater Newspaper. The newspaper notice has been scheduled for the August 31, 2023, publication date.

Pre-registration is recommended for all individuals interested in attending the PIC and is required for those who would like to make verbal or written comments during the meeting. Pre-registration is required for those who would like to make verbal or written comments during the meeting by following the link: <https://tinyurl.com/2krsrfxz> or by scanning the QR code in the attached Virtual PIC Notice (Appendix D).

Interested individuals can listen-in to the meeting via phone by dialing +1-647-484-1598 (Canada Toll (Toronto)) or +1-437-880-3267 (Canada Toll) and entering the access code: **2774 336 2007** when prompted.

### **Conclusion**

Staff is of the opinion that The Remington Group Inc. has fulfilled the preliminary application requirements to hold a Public Information Meeting under the Township of Springwater's 'MZO Request Protocol'.

The applicant is required to circulate written notice of the proposal to all residents within 120 metres (393.7 feet) of the site and hold a Public Information Meeting to receive comments and answer questions from the public. It is understood the applicant intends to circulate notice further than the minimum 120 metre radius to include residents located along Paddy Dunn's Circle as well as the Carson Road subdivision.

Once the PIC meeting has taken place and any public submissions received, Township staff will prepare a follow up report for Council's consideration related to a resolution of support for a Provincial MZO.

### Financial Implications

The required application fee has been submitted. Any external costs (peer-review architect, legal, engineering, etc.) incurred by the Township through the processing and review of this application will be recovered from the applicant in accordance with the Township's standard practice. Security deposits, levies, development charges, and cash-in-lieu of parkland, if required, will be collected at later stages in the development review process. Further financial implications, if any, will be assessed as the review proceeds.

### Strategic Priorities/Goals

The above initiative supports the following Strategic Priorities/Goals:

**Goal 1** - Leveraging growth to improve Springwater as a community.

### Approvals

**Submitted by:** Chris Russell, Senior Planner

**Reviewed by:** Brent Spagnol, Director of Planning Services

**Financial Implications Reviewed by:** Jas Rattigan, CPA, CGA, Director of Finance

**Approved by:** Jeff Schmidt, CPA, CGA, Chief Administrative Officer

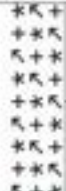
**Version Code:** C04 8/30/2023 11:06 AM 2871437  
SHAREDIC - Council, Boards, By-Laws and Resolutions\C04 Reports to Council\Planning Department\2023-2025-09-06 MZO-2023-001 - 727 Bayfield Street North

### Applicable Municipal Policy or Legislation

- Planning Act, R.S.O. 1990
- Aggregate Resources Act (1990)
- Provincial Policy Statement (2020)
- Growth Plan (2020)
- Simcoe County Official Plan
- Township of Springwater Official Plan
- Township of Springwater Zoning By-law 5000

## Background or Relevant Reports on Subject

- Appendix A – Applicant's Cover Letter
- Appendix B – Applicant's Site Plan
- [Appendix C – Township of Springwater MZO Protocol](#)
- Appendix D – Virtual PIC Meeting Notice



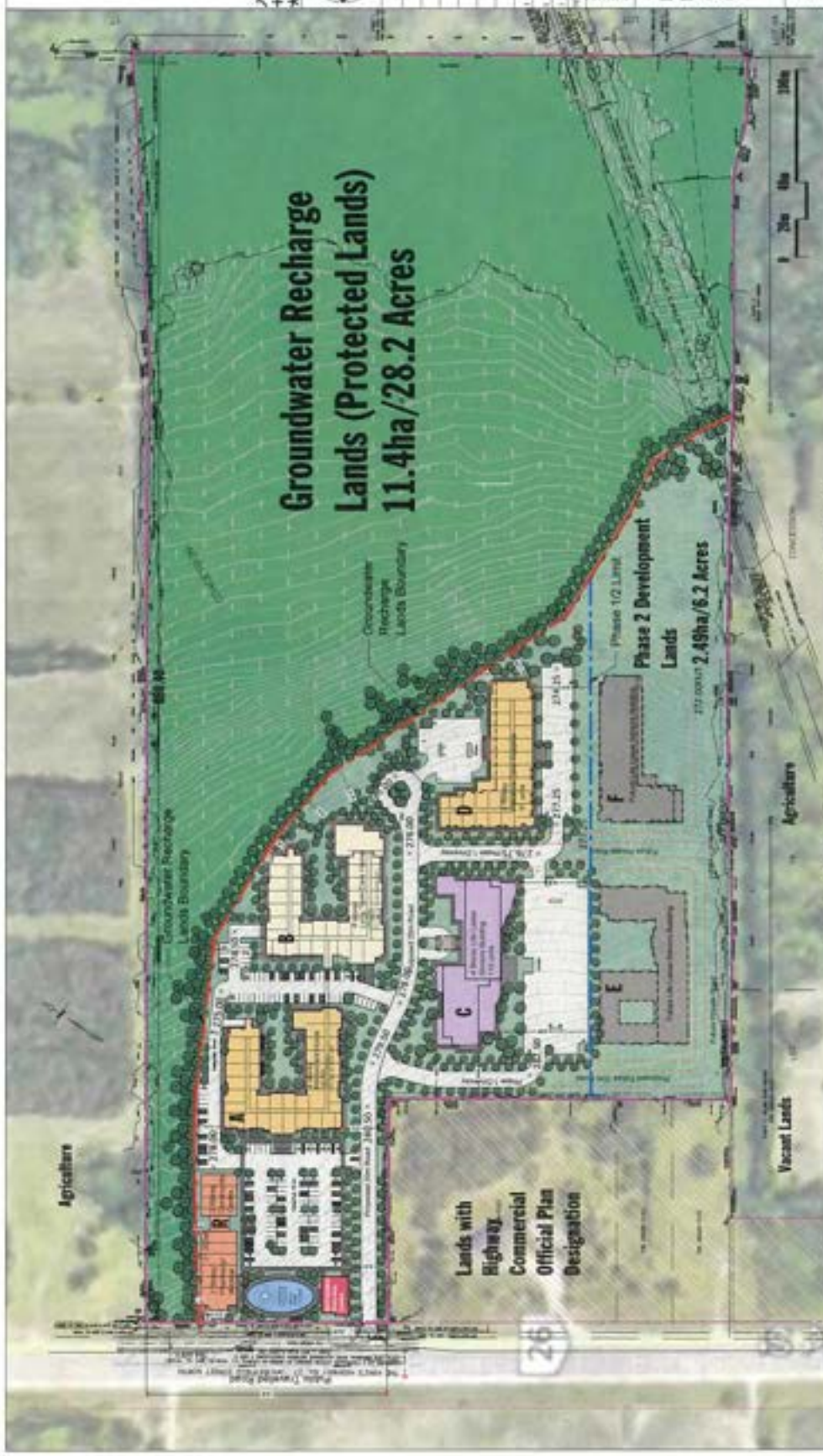
NO.	DATE	DESCRIPTION

**OWNER**  
Lonybra  
Developments Inc.  
c/o The Remington  
Group

**PROJECT**  
727 Bayfield Street  
A Condominium of Care  
Senior Development

**SHEET TITLE**  
Site Plan

**PROJECT NO.**  
00008  
**SCALE**  
1"=20'  
**DATE**  
August 2023  
**SHEET NO.**  
SP1



# Groundwater Recharge Lands (Protected Lands) 11.4ha/28.2 Acres

## Phase 2 Development Lands 2.49ha/6.2 Acres

Building Area Summary	Estimated Unit Count			Total	GFA (sq. ft.)	GFA (sq. m.)	Ground Floor Area (sq. ft.)	Building Heights
	1 bed	2 bed	3 bed					
Building A	40	80	15	0	14,000	13,168	2,784	4 Stories (14'-00" to 16'-00")
Building B	175	35	15	0	12,000	11,037	2,305	4 Stories (14'-00" to 17'-00")
Building C	5	75	15	0	8,425	95,147	2,675	4 Stories (14'-00" to 17'-00")
Building D	5	0	0	0	4,175	45,188	3,340	2 Stories (14'-00" to 15'-00")
Building E	0	0	0	0	3,915	17,254	1,195	2 Stories (14'-00" to 15'-00")
<b>Total</b>	<b>125</b>	<b>190</b>	<b>45</b>	<b>0</b>	<b>43,915</b>	<b>187,696</b>	<b>12,304</b>	

Land Parcel Area	Hectares	Acres	Percent of Total Land
Total Site Area	19.17	47.35	100.0%
Groundwater Recharge Lands (Protected Lands)	11.48	28.38	59.9%
Phase 1 Development Lands	5.70	14.04	27.7%
Phase 2 Development Lands	2.49	6.15	13.0%
<b>Total Development Lands</b>	<b>7.89</b>	<b>18.99</b>	<b>40.1%</b>

**Property Line Boundary**  
**Phase 1/2 Limit**  
**Groundwater Recharge Lands (Protected Lands)**

Building Height (Maximum) (On-Grade Maximum) (3.3m)  
shall not exceed the maximum building height for the site as shown on the site plan and shall not exceed the maximum height for the site as shown on the site plan. All building heights shall be subject to the applicable zoning bylaws. Building heights shall be subject to the applicable zoning bylaws.

**Notice of Virtual Public Information Centre (PIC) Meeting  
For Proposed Minister's Zoning Order Request Application to the Township of  
Springwater**

**File No. MZO-2023-001**

**Take notice** Lonybra Developments Inc. c/o The Remington Group Inc., are pleased to invite you to participate in an upcoming Public Information Centre meeting related to a seniors continuum of care campus development proposal at 727 Bayfield Street North in the Township of Springwater. The Applicant seeks endorsement from Township Council to request a Minister's Zoning Order (MZO) from the Province of Ontario.

A Public Information Centre (PIC) meeting will be hosted virtually via Webex on **Thursday, October 5<sup>th</sup>, 2023, at 6:30 p.m.** to present information on the proposal in accordance with the Township of Springwater's Minister's Zoning Order (MZO) Request Protocol.

**Subject Lands**

**727 Bayfield Street North** – Part of Lot 17 Concession 4, former Township of Vespra.

A **key map** is included to illustrate the subject lands.

**Purpose and Effect**

The purpose of the MZO request is for approval of a proposed seniors continuum of care campus development for the lands located at 727 Bayfield Street North. The subject lands and surrounding area are located in the Township of Springwater in the County of Simcoe between the northern boundary of the City of Barrie and the community of Midhurst.

The proposal seeks to permit a seniors continuum of care campus development that will include long-term care facilities, retirement residences, life lease seniors buildings and associated medical, pharmacy and associated retail uses. An MZO is necessary for the proposal to proceed as the lands are located outside of the Township's Settlement Area boundary, and to permit the development to occur in a timely manner.

**Meeting Details**

**Pre-registration:** Pre-registration is highly recommended for all individuals interested in attending the PIC. Note that pre-registration is **required** for those who would like to make verbal or written comments during the meeting. Please visit <https://tinyurl.com/22krsfz> or scan the QR code with your smartphone device to register.

**Listen-in only:** Interested individuals can listen-in to the meeting via phone by dialing +1-647-484-1598 (Canada Toll (Toronto)) or +1-437-880-3267 (Canada Toll) and entering the meeting number (access code): **2774 336 2007** when prompted.

**QR Code**



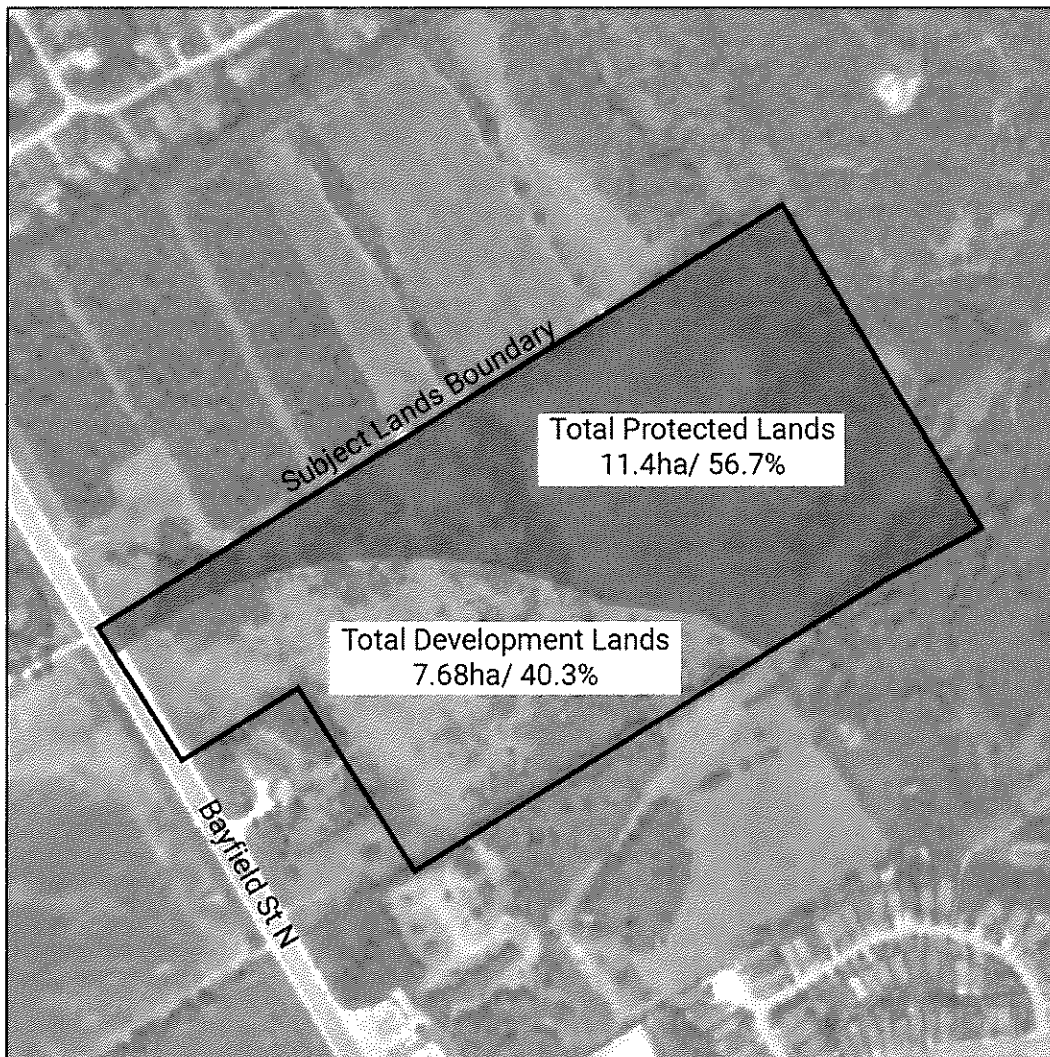
*Scan the QR code  
above to access  
the registration link  
for the meeting.*

All minutes, written submissions and a recording of the meeting will be submitted to the Township as part of the proposal and for Township Council's consideration.

If you wish to have your name added to the project mailing list, would like to provide comments in writing, or have any questions about the upcoming PIC, please contact:

Michi McCloskey, Associate, Sajecki Planning Inc.  
227 Pape Avenue Toronto, Ontario M4M 2W3  
(647) 497-8000 x 5, [mcclosk@sajeckiplanning.com](mailto:mcclosk@sajeckiplanning.com)

### Key Map



**LEGEND:**

 Subject Lands





Rick and Darlene Duiker  
308 Miller Drive  
Springwater, Ontario  
L4N 9X7

November 20, 2023

To: Mayor Alex Nuttall, City Councillors and Planning Staff  
City of Barrie  
70 Collier Street  
Barrie, Ontario  
L4M 4T5

**Subject: Request for Inclusion of 308 Miller Drive in the City of Barrie Boundary Line Expansion**

Dear Mayor Nuttall, Esteemed City Councillors and Planning Staff:

We, Rick and Darlene Duiker, residents of 308 Miller Drive, Springwater, Ontario are writing to you regarding the ongoing discussions about the City of Barrie's boundary expansion. We wish to propose the inclusion of our property in this expansion plan.

**Justification for Inclusion:**

1. **City Services Utilization:** The City of Barrie already maintains the road adjacent to our property and provides garbage and recycling services. Officially including our property within the city boundaries would formalize and streamline these services.
2. **Safety and Infrastructure Improvement:** We have noticed that the lack of a proper turnaround at the end of Miller Drive poses a safety concern for city service vehicles. To address this, we are prepared to donate a portion of our land for the construction of a proper turnaround, thereby enhancing safety and operation efficiency.
3. **Alignment with Expansion Goals:** Our property's strategic location makes it a valuable addition to the city's expansion plans, particularly in light of the city's need for land suitable for development. Including our property would be in line with the city's objectives for growth and development.

We understand that expanding city boundaries involves many considerations, and we believe that including our property in this expansion offers significant benefits to the City of Barrie and its residents.

We respectfully request that our proposal be considered in the ongoing boundary expansion discussions. We are committed to working collaboratively with the city to facilitate this process and are available for any further discussions or clarifications as needed.

Thank you for considering our request. We look forward to the possibility of a positive and fruitful collaboration.

Sincerely,



Rick and Darlene Duiker

**Shelborne**  
— CAPITAL —

November 20, 2023,  
Mayor Alex Nuttall  
70 Collier Street  
Barrie, Ontario L4M 4T5

Dear Mayor Nuttall and Planning Staff,

We are writing with regard to the recently approved City of Barrie Official Plan and the more recent announcement by the Honourable Minister of Municipal Affairs and Housing Paul Calandra advising of a review period to the changes made to the Official Plan.

We are the Owners of 295 Penetanguishene Road, a 209 acre parcel of land located on the border of the City of Barrie. It is our strong belief that the inclusion of this land in the City of Barrie Official Plan and permitting development on this site is essential for fostering economic growth and creating employment opportunities. By incorporating this site into the development plans, we have the opportunity to attract new businesses, stimulate job creation, and bolster the economic prosperity of Barrie. The site's favorable location can serve as a catalyst for attracting diverse industries, thereby enhancing the city's economic landscape.

Including this site in the City of Barrie Official Plan aligns with the City's vision for a vibrant and thriving community. It not only maximizes the potential for job growth but also contributes to the overall enhancement of Barrie's appeal as a destination for businesses and residents alike.

We are confident that the incorporation of this site will not only be a wise investment for the City but also a testament to its commitment to sustainable growth and prosperity.

Thank you for considering this proposal, and we look forward to the positive impact that the inclusion of this site can have on the future development of Barrie.

Sincerely,

Nathan Bierbrier and Akiva Wolff,

On behalf of Shelborne Capital Corp



# INNOVATIVE PLANNING SOLUTIONS

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November 23<sup>rd</sup>, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

**Re: Comment Letter – City of Barrie Official Plan  
831 Sunnidale Road**

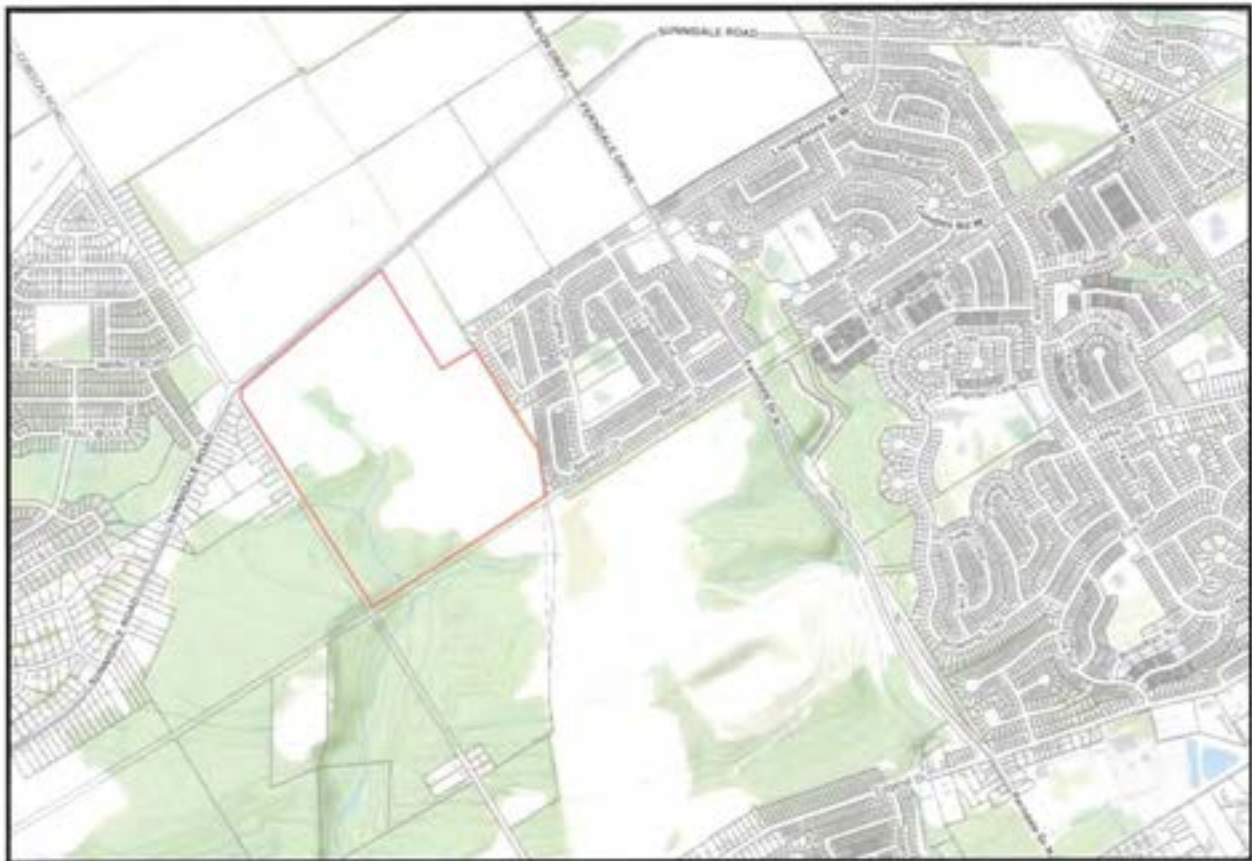
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Innovative Planning Solutions has been retained by the property owners representative to prepare comments as they relate to the City of Barrie Official Plan, 2051, considering the recent Provincial reversal to the Official Plan for further review. We would like to outline our support for Barrie's efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater to accommodate future growth in the region.

This letter pertains specifically to lands known municipally as 831 Sunnidale Road (outlined in red in Figure 1 below). We request that the subject property be considered as part of any future boundary expansion and included in the updated Official Plan being located within the City of Barrie.

The subject lands possess dual frontages along Sunnidale Road (County Road 40) and Dobson Road (Miller Drive), which are visible in Figure 1 below. The site has a substantial area of approximately 53.6 ha. (132.5 acres). The lands currently remain vacant with agricultural uses, and are adjacent to low-density residential development to the east and west. The subject lands' proximity to existing residential development would support logical growth, with an opportunity to accommodate new housing options which compliment the adjacent uses.

**Figure 1: Subject Lands**



The lands are close in proximity to public amenities and institutional services to support growth, such as Cloughley Park, Cundles West Park, the Good Shepherd Catholic School, and Emma King Elementary School. The site also has the potential for cost-effective development as a result of nearby servicing infrastructure, including existing transportation infrastructure and services, as well as the nearby public amenities. By utilizing existing municipal water, wastewater, and sanitary services the lands would be able to decrease the associated costs of development. Development on the subject lands would ensure a cost-effective approach to development to increase the City of Barrie's housing supply.

It is also important to note that the subject lands front an Arterial road (Sunnidale Road) that extends into the city. The existing transportation services allows for an efficient means of travel to/from amenities and services that would greatly benefit future residents.

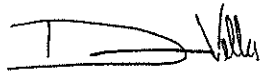
The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve

provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term without adding a financial burden to existing taxpayers for improving roads, services and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. We would request that the Province give careful consideration to the municipalities request. Should the land expansion be successful, and these lands included, we will work closely with the municipality to ensure that the planned development of the Subject Lands will help create a vibrant and affordable community.

Respectfully submitted,

**Innovative Planning Solutions**

A handwritten signature in black ink, appearing to read 'D. Vella', written over a horizontal line.

Darren Vella, B.Sc., MCIP, RPP  
*President & Director of Planning*



# INNOVATIVE PLANNING SOLUTIONS

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November 23<sup>rd</sup>, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

**Re: Comment Letter – City of Barrie Official Plan  
651 Bayfield Street North**

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Innovative Planning Solutions has been retained by Sean Mason Homes (Bayfield) Inc., to prepare comments as they relate to the City of Barrie Official Plan, 2051, in light of the recent Provincial reversal to the Official Plan for further review. We would like to outline our support for Barrie's efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater, to accommodate future growth in the region.

This letter pertains specifically to lands known municipally as 651 Bayfield Street North (outlined in red in Figure 1 below). We request that the subject property be considered as part of any future boundary expansion and included in the updated Official Plan being located within the City of Barrie.

The subject lands are located north of an existing residential neighbourhood, and have potential connections with direct access to both Bayfield Street North and Duval Drive. Currently the lands are vacant, representing an underutilized property. Its proximity to residential development further provides a sense of place for proposed residential development on the subject lands, and development could provide a complimentary built form. The overall total area of the property is approximately 10.2 ha. (25.47 acres), providing viable lands for development.

**Figure 1: Subject Lands**



The proximity to Duval Drive provides the ability for the subject lands to utilize municipal services (water, sanitary) by connecting to the existing infrastructure under the City of Barrie. Not only is the provision of required infrastructure possible, but nearby public amenities required for a complete community are readily available, including parks in the neighbourhood to the south. This includes but is not limited to various elementary schools, the East Bayfield Recreation Centre, the City of Barrie Transit System, and a wide range of commercial amenities along Bayfield Street, including Georgian Mall. Through additional residential development, the existing commercial amenities would theoretically receive an increased consumer base, contributing to the local economy.

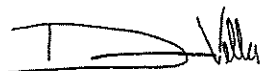
Through the residential development of the subject lands, provincial interests would be met through the satisfaction of the provision of housing and logical phasing of development. The Provincial Planning Policy and new City of Barrie Official Plan both individually express the desire for an increased housing supply to meet the growing demands of the area.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term without adding a financial burden to existing taxpayers for improving roads, services, and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. We would request that the Province give careful consideration to the municipalities request. Should the land expansion be successful, and these lands included, we will work closely with the municipality to ensure that the planned development of the Subject Lands will help create a vibrant and affordable community.

Respectfully submitted,

**Innovative Planning Solutions**



Darren Vella, B.Sc., MCIP, RPP  
*President & Director of Planning*





# INNOVATIVE PLANNING SOLUTIONS

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November 23<sup>rd</sup>, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

**Re: Comment Letter – City of Barrie Official Plan  
617 Saint Vincent Street**

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Innovative Planning Solutions has been retained by Sean Mason Homes to prepare comments as they relate to the City of Barrie Official Plan, 2051, in light of the recent Provincial reversal to the Official Plan for further review. We would like to outline our support for Barrie's efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater, to accommodate future growth in the region.

This letter pertains specifically to lands known municipally as 617 Saint Vincent Street (outlined in red in Figure 1 below). We request that the subject property be considered as part of any future boundary expansion and included in the updated Official Plan being located within the City of Barrie.

The subject lands includes a frontage of approximately 104 metres along Saint Vincent Street, with a depth of 60 metres, and a total area of approximately 0.60 ha (1.50 acres). Currently the lands are vacant and are primarily flat with grass covering most of its surface. The boundary is outlined with trees providing a form of natural vegetation buffer. Saint Vincent Street is the geographic boundary between the Township of Springwater and the City of Barrie; therefore, the subject site provides a unique opportunity to accommodate growth adjacent to an existing Built-up Area.

Through previous consultation with both the Township of Springwater and the City of Barrie municipal planning departments, evident policy barriers to develop are seen for

the subject lands. To support development, the logical approach would be to include the site within the City of Barrie boundary.

There is an abundance of existing public infrastructure and services located within close proximity to the subject lands which provide the desired requirements to facilitate development. The availability of existing services (water, sewer, and stormwater infrastructure) adjacent gives the subject lands the opportunity to provide cost-effective residential growth for the City to aid in housing supply. Further, there are currently existing public amenities to ensure the residential developments are accommodated with recreational and institutional areas. As well as efficient transit routes and services to permit the movement of people between these amenities.

**Figure 1: Subject Lands**



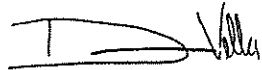
The lack of policies within the City of Barrie Official Plan which support the extension of services outside the municipal boundaries to facilitate logical and responsible growth ultimately affects the potential housing supply growth which could occur within the City. Similar to other properties in the Township of Springwater which border the City of Barrie, the subject lands are underutilized, and planning policies restrict its potential. We believe that including the subject lands as part of the City of Barrie Official Plan would create opportunities for the City to rapidly create shovel ready development, utilizing existing services. We would like to work with the City of Barrie towards a development plan to meet the growing demands of the area.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term without adding a financial burden to existing taxpayers for improving roads, services, and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. We would request that the Province give careful consideration to the municipalities request. Should the land expansion be successful, and these lands included, we will work closely with the municipality to ensure that the planned development of the Subject Lands will help create a vibrant and affordable community.

Respectfully submitted,

**Innovative Planning Solutions**



Darren Vella, B.Sc., MCIP, RPP  
*President & Director of Planning*



# INNOVATIVE PLANNING SOLUTIONS

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November 23<sup>rd</sup>, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

**Re: Comment Letter – City of Barrie Official Plan  
543 Anne Street North**

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Innovative Planning Solutions has been retained by Harry Eisses (Eisses Farms Limited) to prepare comments as they relate to the City of Barrie Official Plan, 2051, in light of the recent Provincial reversal to the Official Plan for further review. We would like to outline our support for Barrie's efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater, to accommodate future growth in the region.

This letter pertains specifically to lands known municipally as 543 Anne Street North (outlined in red in Figure 1 below). We request that the subject property be considered as part of any future boundary expansion and included in the updated Official Plan being located within the City of Barrie.

The subject lands have approximately 560 m. of frontage along Anne Street North with approximately 42.4 ha. (104 acres) of area. The lands are currently used for agricultural uses and contain one single detached dwelling.

The lands are close in proximity to public amenities and infrastructure, supporting cost-effective development patterns. This includes the ability to connect to existing infrastructure, and a potential road connection through Leece Road to the east (existing cul-de-sac). By utilizing existing municipal water, wastewater, and sanitary services, the lands would be able to decrease the associated costs of development. In addition, the lands are in close proximity to amenities and services, including West Bayfield Elementary

School and Livingstone Park to the south, and Bayfield Street located less than 1-kilometre to the east.

**Figure 1: Subject Lands**



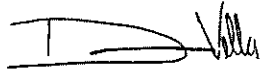
We believe that including the subject lands as part of the City of Barrie Official Plan create opportunities for the City to rapidly create shovel ready development, while utilizing existing services, amenities, and infrastructure. We would like to work with the City of Barrie towards a development plan to meet the growing demands of the area.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term without adding a financial burden to existing taxpayers for improving roads, services and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. We would request that the Province give careful consideration to the municipalities request. Should the land expansion be successful, and these lands included, we will work closely with the municipality to ensure that we are planning development of the Subject Lands that will create a vibrant and affordable community.

Respectfully submitted,

**Innovative Planning Solutions**

A handwritten signature in black ink, appearing to read 'D. Vella', written over a horizontal line.

Darren Vella, B.Sc., MCIP, RPP  
*President & Director of Planning*



# INNOVATIVE PLANNING SOLUTIONS

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November 23<sup>rd</sup>, 2023

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

Attention: Michelle Banfield, RPP  
Director of Development Services  
City of Barrie

**Re: Comment Letter – City of Barrie Official Plan  
396 & 416 Georgian Drive, and 370 Penetanguishene Road**

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Innovative Planning Solutions has been retained by 2113012 Ontario Inc. to prepare comments as they relate to the City of Barrie Official Plan, 2051, in light of the recent Provincial reversal to the Official Plan for further review. We would like to outline our support for Barrie's efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater, to accommodate future growth in the region.

This letter pertains specifically to lands known municipally as 396 & 416 Georgian Drive, and 370 Penetanguishene Road (outlined in red in Figure 1 below). We request that the subject property be considered as part of any future boundary expansion and included in the updated Official Plan being located within the City of Barrie.

The subject lands include approximately 140 metres of frontage along Penetanguishene Road and approximately 170 metres of frontage along Georgian Drive. The total area of the subject lands (three properties) equates to approximately 2.6 ha. (6.4 ac.), and the lands have historically been primarily used for rural and agricultural uses.

The existing road networks adjacent provide transportation accessibility for potential future residents. Through connections to existing infrastructure, the lands can be adequately and efficiently serviced from Georgian Drive. The location further provides convenient access to community infrastructure, including schools, places of worship,

recreation centres, grocery stores and other retail. Proper forms of transit are currently in place within the area, ultimately creating the opportunity for cost-effective and logical growth for the City of Barrie.

**Figure 1: Subject Lands**



The subject lands have the potential to provide cost-effective residential development to increase the housing supply for the City of Barrie. We believe that including the subject lands as part of the City of Barrie Official Plan would create opportunities for the City to rapidly create shovel ready development, while utilizing existing services. We would like to work with the City of Barrie towards a development plan to meet the growing demands of the area.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term

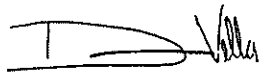


without adding a financial burden to existing taxpayers for improving roads, services, and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. We would request that the Province give careful consideration to the municipalities request. Should the land expansion be successful, and these lands included, we will work closely with the municipality to ensure that the planned development of the Subject Lands will help create a vibrant and affordable community.

Respectfully submitted,

**Innovative Planning Solutions**

A handwritten signature in black ink, appearing to read 'D. Vella', written over a horizontal line.

Darren Vella, B.Sc., MCIP, RPP  
*President & Director of Planning*

October 26, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

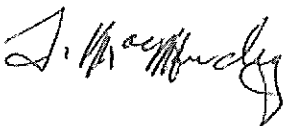
While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

A handwritten signature in black ink, appearing to read "John MacMurchy". The signature is written in a cursive style with a large, stylized initial "J".

John MacMurchy

SpeedPro Signs Barrie

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

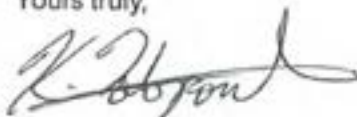
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Yours truly,



Konstantinos(Gus) Fotopoulos  
Owner

**27-21 Patterson Road Barrie Ontario L4N 7W6 705-722-6767**  
**order@accurateglassproducts.com**



October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,



Mike Weiner  
Owner

**27-21 Patterson Road Barrie Ontario L4N 7W6 705-722-6767**  
**[order@accurateglassproducts.com](mailto:order@accurateglassproducts.com)**



---

**BG Glass technologies Inc**  
40 Truman Rd  
Barrie ON

Dear Province of Ontario:

As a New business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

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I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

A handwritten signature in black ink, appearing to read 'John Barber'.

John Barber

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Simcoe Junk Removal  
38 Samuel Cres, Springwater L9X 2A4  
(705) 220 3632



SciMould Inc.  
Scientific Injection Moulding

2-200 Brock Street  
Barrie, Ontario Canada  
L4N 9 2M4  
Phone: (705) 720-1441  
Fax: (705) 720-2334

Dear Province of Ontario:

As a manufacturing business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Tony Schwehr  
President



**Western** Mechanical  
Electrical  
Millwright Services Ltd.

October 26, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Joe Givens





STARK GROUP LTD.

31 SAUNDERS ROAD

BARRIE ,ONTARIO, L4N 9A7

Tel: 705-718-7705

Dear Province of Ontario:

As a **STARK GROUP LTD** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Sincerely,

  
Irina Varov  
Managing Officer



October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.


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Yours truly,

  
Responsive Mailing Inc.  
Austen Waide, Owner.

# PRODOMAX

A member of the JENGPTEK Group.

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October 31, 2023

Dear Province of Ontario:

As a business leader in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

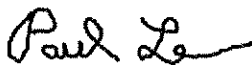
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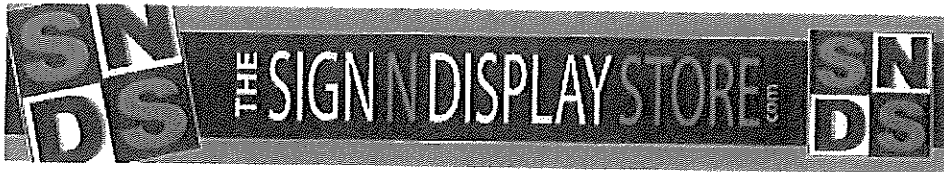
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Yours truly,



Paul Labossiere, Chief Financial Officer  
Prodomax Automation Ltd.



October 31, 2023

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Yours truly,



Sean Mills  
President

Lindenbar Contracting  
20 & 26 Lennox Drive,  
Barrie, Ontario. L4N 9V8

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

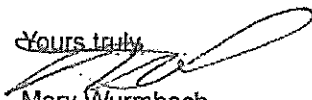
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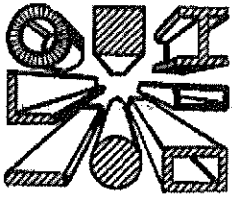
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~~Yours truly,~~



Mary Wurmback  
Lindenbar Contracting  
Office – 705-722-0885



# NORTH STEEL

A Division of 2539543 Ontario Ltd.

STEEL SERVICE CENTRE • STRUCTURAL STEEL FABRICATION & ERECTION  
STEEL BUILDINGS • ROOF & FLOOR DECK • METAL FABRICATING



40 Churchill Drive  
Barrie ON, L4N 8Z5

Tel.: (705) 733-1126  
office@northsteel.ca

October 31, 2023

Dear Province of Ontario:

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Yours truly,

Scott Alexander

President  
North Steel

October 31, 2023

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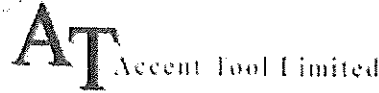


Peter Madden



Only the products identified as such are FSC® Certified  
www.barriepress.com





Accent Tool Limited  
660 Welham Rd  
Barrie On  
L4N9A1

October 31 2023

Dear Province of Ontario:

As a *Business and land owner* in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'Andy Matheson', written over a horizontal line.

Andy Matheson /President.





121 Commerce Park Drive, Unit A  
Barrie, ON L4N8X1  
705-721-5000 BarrieChamber.com

October 31st, 2023

Barrie Chamber of Commerce  
121 Commerce Park Drive, Unit A  
Barrie, ON L4N 8X1

Dear Province of Ontario:

As the Barrie Chamber of Commerce, we have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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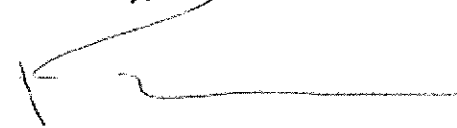
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121 Commerce Park Drive, Unit A  
Barrie, ON L4N8X1  
705-721-5000 BarrieChamber.com

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Yours truly,



Paul Markle  
Executive Director



121 Commerce Park Drive, Unit A  
Barrie, Ontario  
L4N 8X1  
Paul@barriechamber.com  
(O) 705 - 721 - 5000 ext. 5  
(C) 249-288-3540



Stairhaus Inc  
Steelhaus Inc

Oct. 31<sup>st</sup>, 2023

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment

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Yours truly, *Matth Kiegelmann - Owner*

A handwritten signature in black ink, appearing to read "Matth Kiegelmann", with a long horizontal flourish extending to the right.

<Corporate Letterhead>

Barlow Cabinet Works  
( A Division of Emma's Wonderful Works INC.)  
660 Bayview drive, units 6-9  
Barrie Ontario L4N 9P5  
705 733 2641

October 31.2023

Dear Province of Ontario:

As a *[BUSINESS OWNER/LAND DEVELOPER/REALTOR]* in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

Igor Stabkovski, Owner.



31.10.2023

# MASTER TOOL & MACHINE INC.

115 Saunders Road  
Barrie, Ontario  
L4N 9A7

Phone: 705.735.1221  
Fax: 705.735.2413

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the city is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

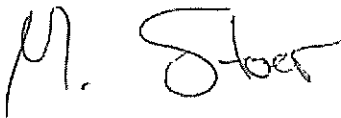
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Yours truly,



Mathew Stoer  
Master Tool and Machine Inc.



October 25, 2023

Dear Province of Ontario:

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Yours truly,

A handwritten signature in black ink, appearing to read "Wayne Hay", is written over a white rectangular area. The signature is fluid and cursive.

Hayco Commercial Group Ltd. 150 Dunlop Street East, Unit 202  
Barrie, ON L4M 6H1 (705) 728-6900 haycogroup.ca



October 25, 2023

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Yours truly,

*Sherry Montague*  
*18 Loggers Run*  
*Barrie, ON*

Hayco Commercial Group Ltd. 150 Dunlop Street East, Unit 202  
Barrie, ON L4M 6H1 (705) 728-6900 haycogroup.ca

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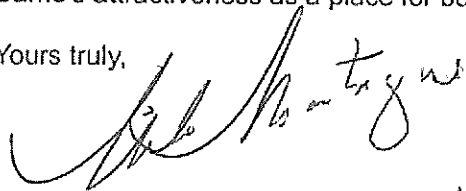
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Yours truly,



Mike Montague  
18 Loggers Run  
Barrie ON





October 25, 2023

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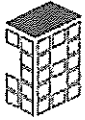
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Yours truly,

A handwritten signature in black ink, appearing to read "Sean [Last Name]", is written over a white background. The signature is fluid and cursive.

Hayco Commercial Group Ltd. 150 Dunlop Street East, Unit 202  
Barrie, ON L4M 6H1 (705) 728-6900 haycogroup.ca



FRIDEN LAND CORP.

October 31, 2023

Dear Province of Ontario:

As a Land Development Group in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Brent Friith  
Friden Land Corp  
571 Bayfield Street  
Barrie, ON  
L4M 4Z9  
C 705-794-2662

Canplas Industries Ltd.  
500 Veterans Drive, Box 1800  
Barrie, Ontario,  
Canada L4M 4V3

705-726-3361  
canplas@canplas.com  
canplas.com



October 31, 2023

Dear Province of Ontario:

As a local manufacturer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read "Rich Schlieker".

Rich Schlieker  
President  
Canplas Industries Ltd.

# SIGNEDGE ➤

signs for a competitive edge

October 31, 2023

Dear Province of Ontario:

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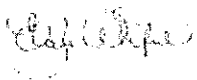
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Yours truly,



Elayne Whitfield  
President/Owner

elayne@signedge.ca  
705-730-0436 ext. 4103  
1-866-249-5439  
3-140 Vespra Street  
Barrie, ON L4N 2G9

SIGNEDGE ➤  
signs for a competitive edge

3-140 Vespra Street, Barrie, ON L4N 2G9  
705-730-0436



October 31, 2023

Dear Province of Ontario:

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Yours truly,

Forrest Group Inc.



Bob Forrest, ASO

FORREST GROUP INC.

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44 UPJOHN ROAD | TORONTO, ON | M3B 2W1 | T: 647-227-6776

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Yours truly,



Lee Winterkorn

President

LCDC Colour & Coatings Inc.

October 25, 2023

Dear Province of Ontario:

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Yours truly,

Traditions Development Company Ltd.

*Bruce Stewart*

53 - 67 Owen St  
Barrie ON  
705.791.8582



**WINDFALL**  
BLUE MOUNTAIN

October 25, 2023

Dear Province of Ontario:

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Yours truly,

Andrew Massie





# VICTORIA

ANNEX

October 25, 2023

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Yours truly,

Derek McDaid

**CARDNO HOLDINGS INC.**  
800-55 Mulcaster St.  
Barrie, ON L4M 0J4

October 25, 2023

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As a business owner and land developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

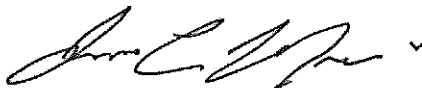
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Yours truly,



James C. Massie

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

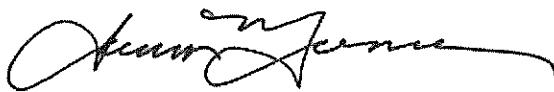
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Yours truly,

Jon Woychyshyn

November 2<sup>nd</sup>, 2023

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Yours truly,

A handwritten signature in black ink, appearing to be a stylized name, possibly "C. Smith".

November 2<sup>nd</sup>, 2023

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Yours truly,

A handwritten signature in blue ink, consisting of a series of loops and flourishes, positioned below the text "Yours truly,".

November 2<sup>nd</sup>, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read "Nancy Jane", with a stylized flourish at the end.



November 2<sup>nd</sup>, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read "James", with a stylized flourish at the end.

November 2<sup>nd</sup>, 2023

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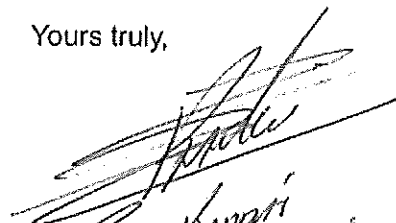
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Yours truly,



Sulim Bannari  
FRESH II BARRIE

November 2<sup>nd</sup>, 2023

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Yours truly,

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November 2<sup>nd</sup>, 2023

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November 2<sup>nd</sup>, 2023

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Yours truly,

Megan Schurman  


November 2<sup>nd</sup>, 2023

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Yours truly,

Olivia Legassie



Simcoe Family  
Dentistry

November 2<sup>nd</sup>, 2023

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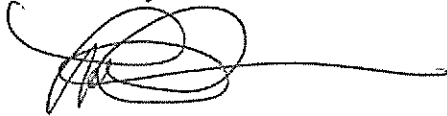
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Yours truly,



Tiffany MacDonno  
Simcoe Family Dentistry

November 2<sup>nd</sup>, 2023

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Yours truly,

Mikhail Pliousnine, DDS  
 Siu-ese Family  
Dentistry



November 2<sup>nd</sup>, 2023

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Yours truly,



Urban Extensors Ontario

November 2<sup>nd</sup>, 2023

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This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,



Simcoe Family Dentistry

November 2<sup>nd</sup>, 2023

Dear Province of Ontario:

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Yours truly,

Terrí Sultanović



Please review & support efforts to address  
the homelessness in the Barrie area.

November 2<sup>nd</sup>, 2023

Dear Province of Ontario:

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Yours truly,



Please support efforts to ~~focus~~ address the homelessness situation in Barrie.



October 31, 2023

Dear Province of Ontario:

As the former mayor of the City of Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink that reads "Jim Perri". The signature is written in a cursive style with a long, sweeping underline that extends across the width of the signature.

Jim Perri

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read "R. L. Starnillo". The signature is fluid and cursive, with a large, sweeping loop at the end.



October 31, 2023

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As the former mayor of the City of Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read "Dave Aspden".

Dave Aspden



November 1st, 2023

Dear Province of Ontario:

As the former mayor of the City of Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

  
Janice Laking






August 03, 2023

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
Barrie, ON  
L4N 4T5

Subject: Review of the City of Barrie Municipal Boundaries

We trust this letter finds you well. We are writing to support your ongoing review of the municipal boundaries of the City of Barrie. In light of the pressing need for enhanced employment opportunities, we respectfully request your consideration in re-structuring the boundaries to incorporate our families land located at 638 Sunnidale Rd, for this essential purpose. This approximate 42 acre property abuts the City of Barrie boundary.



As we understand, the City of Barrie is seeking additional employment lands since there is a deficiency in meeting the immediate demands for existing employment needs. Moreover, with the projected significant growth in the residential population of the Barrie area, the necessity for ample employment lands becomes even more critical. The province has been clear about its pursuit of increasing housing supply throughout Ontario. However, it also shed light on the parallel need for appropriate employment lands, especially considering the anticipated population surge.


To address this pressing issue, we would like to propose the expansion of existing manufacturing and industrial uses from the City of Barrie to encompass our property, where new and expanded facilities can be established. Such an expansion will not only significantly bolster employment prospects for the incoming residents but will also pave the way for aspiring start-ups to find a footing by utilizing the available industrial buildings within the City of Barrie.

We firmly believe that the expansion of the northern municipal boundary of the City of Barrie will prove to be mutually beneficial for both the City of Barrie and the Province. By embracing this expansion, we can collectively work towards creating a robust environment that offers increased employment prospects for established businesses and aspiring entrepreneurs alike.

Should you require any additional information or have any inquiries, please do not hesitate to contact us.

Thank you for your time and consideration.

Sincerely,



Craig Wallwin, Beneficial Owner of the Wallwin Home Farm Trust  
Lynn Lamoureux Beneficial Owner & Trustee for the Wallwin Home Farm Trust



# BARRIE WELDING AND MACHINE (1974) LTD.

*Welders and Machinists*

39 Anne St. S., Barrie Ontario L4N 2C7 Tel (705) 726-1444 Fax. (705) 726-1830

October 26, 2023

Dear Province of Ontario:

As a business owner **employing approximately 1000 employees in the Barrie and surrounding area**, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

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Yours truly,

Ron Sheardown



AUTOMATION MACHINERY    CONVENTIONAL & CNC MACHINING    CMM MEASURING    MACHINERY & PRESS REPAIRS    STEEL (RETAIL) WAREHOUSE    WELDING & FABRICATION

[www.barriewelding.com](http://www.barriewelding.com)





FRIDEN LAND CORP.

October 31, 2023

Dear Province of Ontario:

As a Land Development Group in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Brent Frith  
Friden Land Corp  
571 Bayfield Street  
Barrie, ON  
L4M 4Z9  
C 705-794-2662

453211 Ontario Limited  
operating as  
**SNOW VALLEY DEVELOPMENTS**  
39 Anne St Barrie ON L4N 2C7

October 25, 2023

Dear Province of Ontario:

As a developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Brian Smith  
President



Dec 15<sup>th</sup>, 2022

To Snow Valley – York Wood

With this letter, we would like to express our support for Brian Smith in the development of industrial space in the region. There are many manufacturing companies in the Barrie area that are looking at growth. These companies require the infrastructure that can accommodate items such as lifting devices, strong enough floors to support overhead cranes, additional height, and industrial heavy power transformers. The commercial space currently being built is generally storage or distribution, making it unsuitable for companies that produce parts or are engaged in manufacturing.

About us, Raptor Mining has been in business for almost 20 years. We started grass roots in a garage and have grown to a company with over 250 employees in multiple locations in Canada, USA, and South America. Our core business is the design and supply of wear solutions (castings and fabricated assemblies) mainly for mining, heavy construction, recycling, and dredging. One of our largest customers and a "partner" in the design and supply of our innovative wear parts is Caterpillar Inc., they are the largest equipment manufacturer in the world.

Our organization was founded in Edmonton and over the years has expanded several times. The Barrie location was established in 2012 in a 3500 sq ft shop with only 2 shop employees. As we grew, we required more space and in 2015 we moved into our current location that is 22000 sq ft with 20 shop employees.

Our customer base is global, and we look forward to a positive future as the global trend is moving to green and sustainable energy and electrification initiatives. This is extremely beneficial for Eastern Canada due to the natural resources available (Gold Nickel, Iron ore and more). Therefore, there are many new mining initiatives in Eastern Canada, which we and our customers are also targeting for growth.

Growth for Raptor means adding jobs for the people in Barrie and the surrounding areas, allowing us to assist in supporting local vendors as well. We as an organization would be interested in exploring any opportunities that can support our growth in Barrie region. However, our industry faces many limitations and challenges when trying to plan. The local prices have skyrocketed when compared to other areas that are a 30-60 min drive from here, making it difficult to support growth with a base in the Barrie area.

For an opportunity to grow we would require a 30,000 square foot facility to expand further in the future. We are interested in the proposed industrial land at 3218 Wilson Drive in Springwater Township. This is an excellent location with good access to main roads and highway (400) and provides the opportunity for our company to grow and create jobs at the same time.

Niels Roos / VP-Product Support

M: +1.705.817.7050

E: [niels.roos@raptormining.com](mailto:niels.roos@raptormining.com)

O: +1.705.739.7671 ext. 201

Web: [www.raptormining.com](http://www.raptormining.com)



3425 9<sup>th</sup> Line Innisfil, ON  
L9S 3Z6  
Phone: 705 436 4999  
Fax: 705 431 2112  
www.dhlgravel.com

Dear Province of Ontario:

As a Business Owner and Land Developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

John Duivenvoorden  
Duivenvoorden Haulage Ltd.  
3425 9<sup>th</sup> Line  
Innisfil, On  
L9S 3Z6  
(705)436-4999 ph  
(705)431-2112 fx  
(705)725-4020 cell

October 30, 2023

Elevated Designs Inc.  
428 Big Bay Point Road  
Innisfil, ON L9S 2P7

Dear Province of Ontario:

As a business owner with many clients looking to locate in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Germaine Gill

October 30, 2023

**Eisses Bros Excavating**  
908 Yonge Street  
Barrie, On L9J 0E7

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,



Ed Eisses





October 30, 2023

Dear Province of Ontario:

As a landowner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

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Yours truly,

Emerland Properties Inc.

---

80 MARITIME ONTARIO BLVD  
BRAMPTON, ON L6S 0E7

CONTACT INFO:

MOBILE: +1-647-515-2815

EMAIL ADDRESS: INFO@EMERLAND.CA



SPECIALIZING IN ICI REAL ESTATE SERVICES SINCE 1962

edlowerealestate.com | Office: 705-726-3871 | Fax: 705-726-8260

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Cathy Lowe  
Broker of Record

# Acrylic Custom Design

November 1, 2023

721 Bayview Dr. Unit #9

Barrie On.

L4N 9A5

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Dale Chester

# AUROEDGE LTD.

HEAD OFFICE: 8A-2150 STEELES AVENUE E. BRAMPTON, ON. L6T1A7  
SITE OFFICE: 70 & 76 EDGEHILL DRIVE, BARRIE, ONTARIO L4N 1L8

October 30, 2023

Dear Province of Ontario:

As a business owner, land developer and a realtor working in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

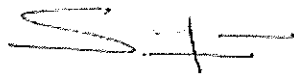
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Yours truly,



Sagar Aurora  
(President)

# 1066424 Ontario Limited

39Anne St Barrie ON L4N 2C7

October 25, 2023

Dear Province of Ontario:

As an industrial landowner in the City of Barrie, our companies either occupy or lease out approximately 1,000,000 square feet of industrial buildings. Over the past decade, we have not had any vacancies but consistently receive calls from industries looking to lease or buy space. I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

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Yours truly,



Brian Smith  
President



**S.L. Witty Construction Ltd.**  
PO Box 20001  
524 Bayfield  
North Barrie, ON  
L4M 6E9 Office:  
(705) 727-9585  
Fax: (705) 733-4171

**S.L. Witty Construction Ltd.**  
PO Box 20001  
524 Bayfield North  
Barrie, ON L4M 6E9  
Office: (705) 727-9585  
Fax: (705) 733-4171

27 October 2023

Dear Province of Ontario:

As a home construction company in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'Steve Witty', with a horizontal line drawn through the middle of the signature.

Steve Witty

S.L. Witty Construction Ltd.



3425 9<sup>th</sup> Line Innisfil, ON  
L9S 3Z6  
Phone: 705 436 4999  
Fax: 705 431 2112  
www.dhlgravel.com

Dear Province of Ontario:

As a Business Owner and Land Developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

John Duivenvoorden  
Duivenvoorden Haulage Ltd.  
3425 9<sup>th</sup> Line  
Innisfil, On  
L9S 3Z6  
(705)436-4999 ph  
(705)431-2112 fx  
(705)725-4020 cell



October 30, 2023

**Meridian Design/Build Inc.**  
30 Quarry Ridge Road  
Barrie, On L4M 7G1

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'John Raimondi', with a stylized flourish extending to the right.

John Raimondi

## Natasha Halikas

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**From:** Jeff Lehman <jefflehman7@gmail.com>  
**Sent:** Thursday, November 2, 2023 3:40 PM  
**To:** Natasha Halikas  
**Cc:** Alex Nuttall  
**Subject:** Re: Letter of Support City of Barrie

Natasha - I revised the letter so it reflects my views as a previous Mayor and comes more from a policy perspective than a business one, although I left some of that language in there as land needs have been a key issue for Barrie's business community for some time. Let me know what you and Alex think and if you feel changes are needed.

Given I'm writing this in a personal capacity and not as Chair of Muskoka District Council, I'll put it on personal letterhead once you guys have taken a look, and sign and send back.

Also - could you let me know how the letter will be used? ie. in a submission to the province, social media, etc?

Thanks -

Jeff

Dear Province of Ontario:

As the Mayor of Barrie from 2010 to 2022, I had the honour of working with Barrie's business community to build the city's economy. And as a private sector economist, prior to my time in office, I worked with cities across the country to pursue their economic goals. Few economic fundamentals are more important than having a supply of serviced industrial land, with a wide range of parcel sizes. This is a pressing challenge today for Barrie.

Due to the rapid take-up of employment land in the last decade, there is now an extremely limited supply of serviced land on the market and available for sale to end users. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size. This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051.

Visionary, Barrie-based industrial developers such as the Aererium Group and Hassey Realty Group have made remarkable progress in building and supporting business expansion in Barrie through industrial development - and manufacturers such as Innovative Automation, JEBCO, and Brotech Inc, have expanded on adjacent or new parcels to their facilities. With recent major developments by FedEx and others, few large, serviced parcels for end users are now available.

Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses. To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

As an economist, in my previous work for the Province of Ontario on growth planning, we worked with MMAH to look at expanding policy tools in the PPS and Growth Plan to support municipalities to protect a longer term supply of employment lands - with a 40-year time horizon. Barrie's rapid growth means a longer horizon and therefore supply are badly needed, and while recent rounds of secondary planning (and development) in Barrie meant a substantial additional supply of lands were designated, most of these lands are not yet shovel-ready - and in any event, reflected a 20-year supply at the time of planning...ten years ago! There is also a real need for both sale and lease supply, to meet the varying needs of the business community.

Needless to say, with full urban piped services, a frequent and expanding transit service, and a fast-growing labour force, the City of Barrie is in a position to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

Jeff Lehman  
Former Mayor of Barrie (2010-2022)  
Former Chair, Ontario Big City Mayors

On Tue, Oct 31, 2023 at 12:18 PM Natasha Halikas <[Natasha.Halikas@barrie.ca](mailto:Natasha.Halikas@barrie.ca)> wrote:

Hi Jeff,

As per your correspondence from Mayor Nuttall - The mayor is scheduled to make a presentation to the Provincial government on Nov 6<sup>th</sup>, regarding the lack of industrial lands in the City of Barrie, which as a result have led to industry moving out of the city to expand their business, and businesses not able to find land to purchase and build on within city limits. We are looking for signed letters of support to be able to include with the mayor's presentation. If you're able to support, please see attached for the draft letter of support for review and signing. I have attached two versions. One that can be copied onto corporate letterhead, or one that can be signed as is. If you could email the letter back to myself prior to Nov 2nd, that would be much appreciated.

Thank you for your support,

**Natasha Halikas**

(she/her/hers)

Communications and Office Manager

**Office of The Mayor**

The City of Barrie

August 03, 2023

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
Barrie, ON  
L4N 4T5

Subject: Review of the City of Barrie Municipal Boundaries

We trust this letter finds you well. We are writing to support your ongoing review of the municipal boundaries of the City of Barrie. In light of the pressing need for enhanced employment opportunities, we respectfully request your consideration in re-structuring the boundaries to incorporate our families land located at 638 Sunnidale Rd, for this essential purpose. This approximate 42 acre property abuts the City of Barrie boundary.

As we understand, the City of Barrie is seeking additional employment lands since there is a deficiency in meeting the immediate demands for existing employment needs. Moreover, with the projected significant growth in the residential population of the Barrie area, the necessity for ample employment lands becomes even more critical. The province has been clear about its pursuit of increasing housing supply throughout Ontario. However, it also shed light on the parallel need for appropriate employment lands, especially considering the anticipated population surge.

To address this pressing issue, we would like to propose the expansion of existing manufacturing and industrial uses from the City of Barrie to encompass our property, where new and expanded facilities can be established. Such an expansion will not only significantly bolster employment prospects for the incoming residents but will also pave the way for aspiring start-ups to find a footing by utilizing the available industrial buildings within the City of Barrie.

We firmly believe that the expansion of the northern municipal boundary of the City of Barrie will prove to be mutually beneficial for both the City of Barrie and the Province. By embracing this expansion, we can collectively work towards creating a robust environment that offers increased employment prospects for established businesses and aspiring entrepreneurs alike.

Should you require any additional information or have any inquiries, please do not hesitate to contact us.

Thank you for your time and consideration.

Sincerely,

Craig Wallwin, Beneficial Owner of the Wallwin Home Farm Trust  
Lynn Lamoureux Beneficial Owner & Trustee for the Wallwin Home Farm Trust

Nov. 13, 2023

Dear Province of Ontario:

Aaniin, She:Kon, Nakurmiik, Tanshi, which means hello in Ojibwe, Mohawk, Inuktitut and Michif (the traditional language of the Métis). As the proud President and CEO of Georgian – a multi-campus college with two locations in Barrie and a strategic focus on research, entrepreneurship and social innovation – I've witnessed firsthand the City of Barrie's dedicated efforts to create an environment where businesses can start, grow and thrive in the community. I've also observed their tireless work to keep Barrie competitive in servicing evolving demands in the region for business expansion, relocations and foreign direct investment.

While the city is making meaningful advancements to help bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the city continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, contiguous tracts of more than 10-acre developable properties.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the city in making progress on its provincially mandated employment targets of 150,000 jobs by 2051. Other detrimental impacts include businesses currently based in Barrie and looking to expand being forced to explore options outside the city; new investors/businesses unable to consider Barrie as a potential home for their business; and the city's reputation in the real estate community continuing to be that of a market with an inadequate supply of sites and unable to suit the needs of prospective or existing businesses.

To combat these challenges and maximize investment opportunities for the city – and, by extension, the province – Barrie needs additional vacant and readily serviceable employment lands that provide land and facility ownership opportunities to prospective investors.

The City of Barrie is strongly positioned among municipalities in the region to provide the services and infrastructure necessary to meet the needs of expanding and new businesses. I hope you'll continue to engage in further discussions with them to explore options that can increase the supply of employment lands and ensure the economic prospects of the city, region and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow and succeed.

As Canada's first and only Ashoka U designated changemaker college and as a postsecondary institution dedicated to supporting economic sustainability and growth in our region, Georgian is committed to supporting the city as a valued partner. We collaborate on sustainable solutions to complex community and business challenges and are grateful for the opportunity to share our voice in this important matter.

Chi-Miigwech.

Kind regards,



Kevin Weaver  
President and CEO

provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,



Lee Winterkorn

President

LCDC Colour & Coatings Inc.

Rick and Darlene Duiker  
308 Miller Drive  
Springwater, Ontario  
L4N 9X7

November 20, 2023

To: Mayor Alex Nuttall, City Councillors and Planning Staff  
City of Barrie  
70 Collier Street  
Barrie, Ontario  
L4M 4T5

**Subject: Request for Inclusion of 308 Miller Drive in the City of Barrie Boundary Line Expansion**

Dear Mayor Nuttall, Esteemed City Councillors and Planning Staff:

We, Rick and Darlene Duiker, residents of 308 Miller Drive, Springwater, Ontario are writing to you regarding the ongoing discussions about the City of Barrie's boundary expansion. We wish to propose the inclusion of our property in this expansion plan.

**Justification for Inclusion:**


1. **City Services Utilization:** The City of Barrie already maintains the road adjacent to our property and provides garbage and recycling services. Officially including our property within the city boundaries would formalize and streamline these services.
2. **Safety and Infrastructure Improvement:** We have noticed that the lack of a proper turnaround at the end of Miller Drive poses a safety concern for city service vehicles. To address this, we are prepared to donate a portion of our land for the construction of a proper turnaround, thereby enhancing safety and operation efficiency.
3. **Alignment with Expansion Goals:** Our property's strategic location makes it a valuable addition to the city's expansion plans, particularly in light of the city's need for land suitable for development. Including our property would be in line with the city's objectives for growth and development.

We understand that expanding city boundaries involves many considerations, and we believe that including our property in this expansion offers significant benefits to the City of Barrie and its residents.

We respectfully request that our proposal be considered in the ongoing boundary expansion discussions. We are committed to working collaboratively with the city to facilitate this process and are available for any further discussions or clarifications as needed.

Thank you for considering our request. We look forward to the possibility of a positive and fruitful collaboration.

Sincerely,



Rick and Darlene Duiker





October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

*Sherry Montague*  
18 Loggers Run  
Barrie, ON

Hayco Commercial Group Ltd. 150 Dunlop Street East, Unit 202  
Barrie, ON L4M 6H1 (705) 728-6900 haycogroup.ca



October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

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Barrie, ON L4M 6H1 (705) 728-6900 haycogroup.ca

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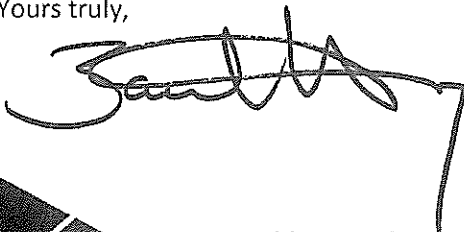
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October 25, 2023

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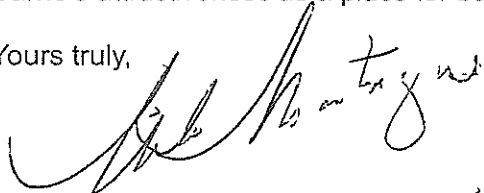
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Yours truly,



MIKE MONTAGUE  
18 LOGGERS RUN  
BARRIE ON



## INNOVATIVE WOOD WORX

130 SAUNDERS ROAD, UNIT 3  
BARRIE, ONTARIO L4N 9A8 705.770.4755

Dear Province of Ontario:

As a small business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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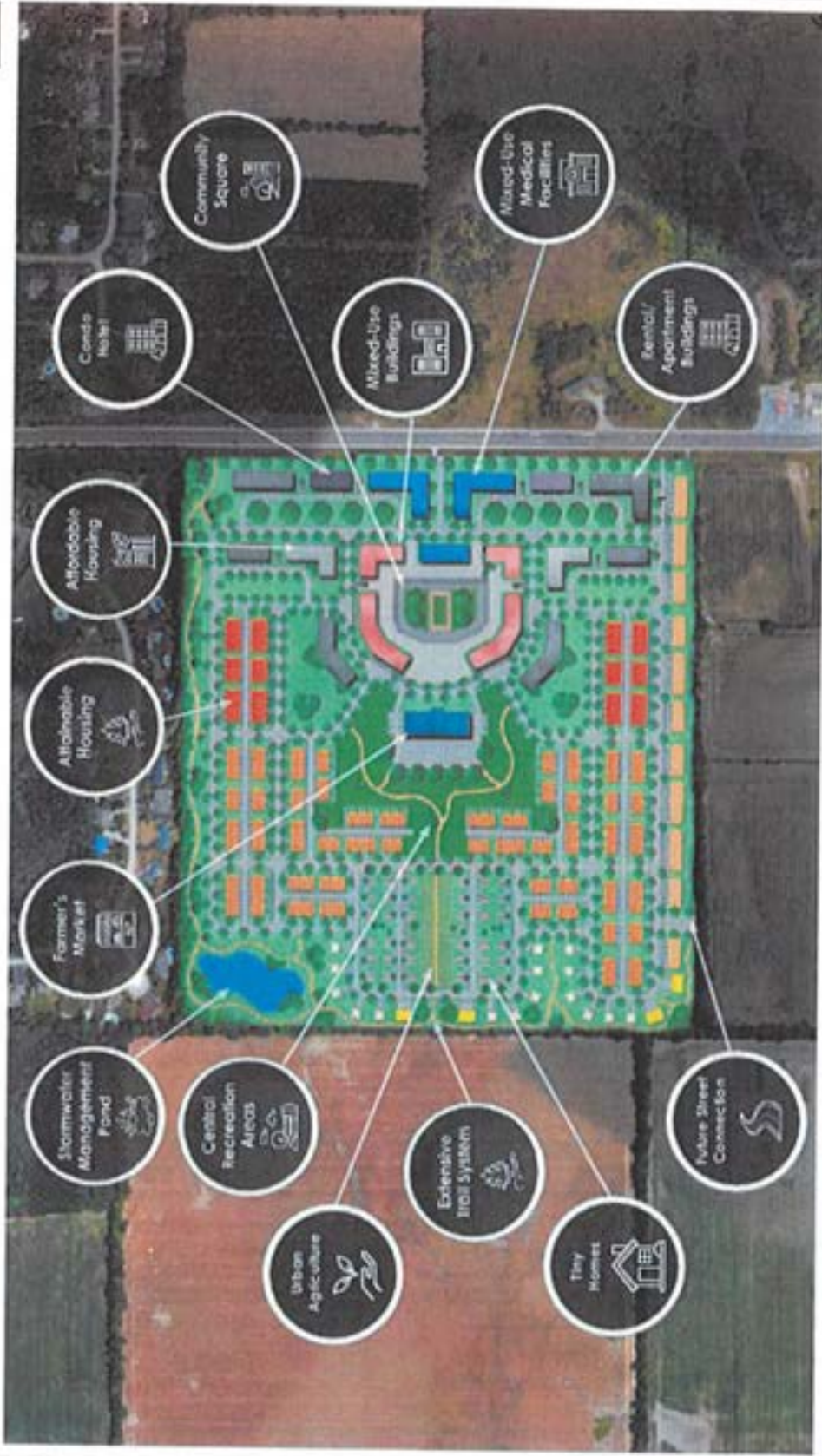
Yours truly,



David Van Schie (Owner)

# COMMUNITY MASTER PLAN

IPS



**APPENDIX 1: CONCEPT PLAN**

Over the last year, I have assembled a project team that has completed a detailed submission for developing the subject property. A copy of the concept plan is attached as Appendix 1. The proposed development meets a number of Provincial Objectives by providing for the following:

1. Creation of employment opportunities through the establishment of a new medical campus and mixed use buildings creating grade related commercial uses.
2. The creation of both attainable and affordable housing buildings in mid rise building types.
3. Creating the first tiny home community within the region.
4. Creating a community destination with a Four Season Farmers Market in which urban agricultural opportunities will exist for residents.
5. Increasing housing supply in North Barrie with a housing typology geared towards lower to moderate income families.

Servicing for the proposed development requires participation from the City of Barrie. We are hopeful that the City will continue to support this project which can increase housing supply and provide job opportunities for residents within the region.

We are available at your request to discuss this letter and future development opportunities in more detail.

Yours truly,

  
Paul Sadlon



November 2<sup>nd</sup>, 2023

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
Barrie ON L4N 4T5

Dear Mayor Nuttall,

**Re: 742 Bayfield Street  
Contemplated City of Barrie Boundary Revisions**

Please accept this letter for consideration of the above captioned lands to be part of a City of Barrie boundary adjustment with the Township of Springwater, to accommodate future growth in the region. This letter pertains to the property known municipally as 742 Bayfield Street, which is outlined in red in Figure 1 below. We request that the subject property be considered as part of any future boundary expansion.

**Figure 1: Subject Lands**



The subject property is located on the west side of Bayfield Street and possesses an overall area of 41.90 ha (103.54 acres). The lands are currently used for agricultural purposes but are constrained for agricultural production by existing residential land uses to the north and farm equipment access points given the frontage along Bayfield Street.

Since 2011, I have been attempting to develop the subject lands with a mixed use commercial and residential development. These lands are located in an ideal location to support growth as development exists to the north and south of the subject property. As with other properties adjacent to the City of Barrie, the current planning policy framework does not support growth as the Township of Springwater and County of Simcoe Officials Plan do not recognize these lands as being located within a Settlement Area. The lands are also constrained based on the fact that servicing for the lands must take place utilizing City of Barrie water and wastewater infrastructure.

November 1<sup>st</sup>, 2023

Mayor Alex Nuttall  
City of Barrie  
70 Collier Street  
Barrie ON L4N 4T5

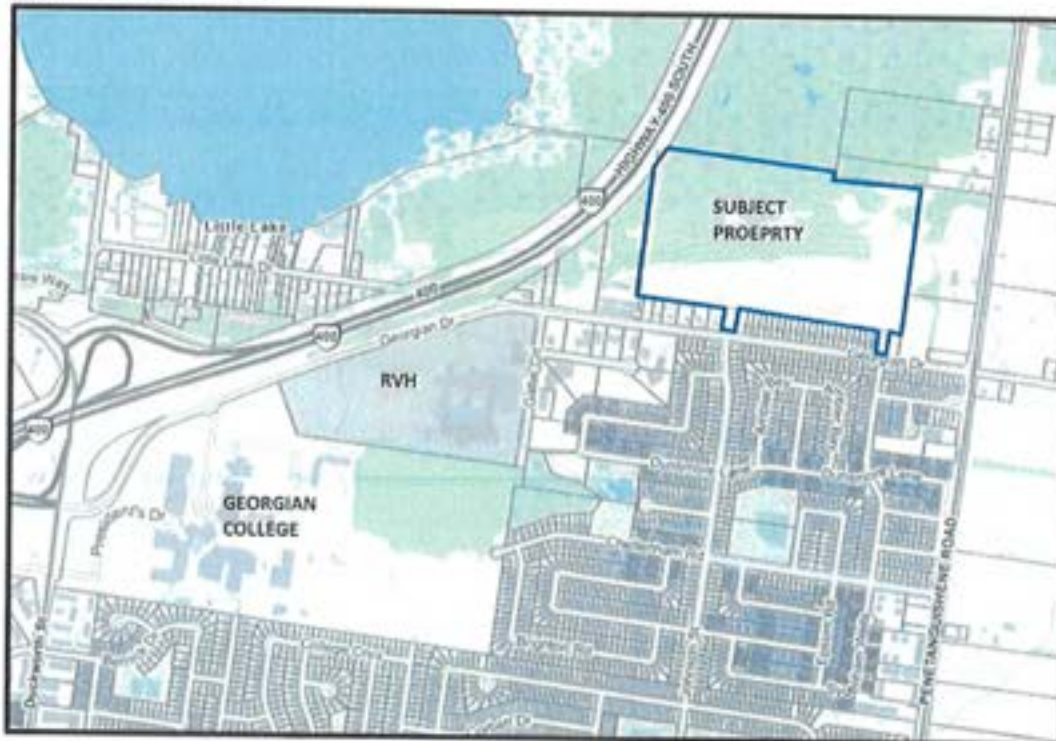
Dear Mayor Nuttall,

**Re: 366 Penetanguishene Road  
Contemplated City of Barrie Boundary Revisions**

We would like to outline our support for your efforts to adjust the City of Barrie boundaries to include lands within the Township of Springwater, to accommodate future growth in the region. This letter pertains specifically to lands known municipally as 366 Penetanguishene Road, which is outlined in blue in Figure 1 below. We request that the subject property be considered as part of any future boundary expansion.

The Subject Lands possess dual frontages along Georgian Drive, which would allow for the extension of both Johnson Street and Larkin Drive onto the subject lands. The site has an area of approximately 22 ha (55 acres). The lands remain vacant with the open portion of the property (approximately 10 ha (25 acres)) being used for agricultural purposes.

**Figure 1: Subject Lands**



Previous planning in the City of Barrie has contemplated future development on the subject lands. We have confirmed through our civil engineering team that the existing services located along Georgian Drive, including water, sanitary and stormwater management can service the subject property. Extending municipal water and wastewater services north of the current boundary has the capacity that is required for growth. The road networks, community infrastructure (including schools, places of worship, recreation centres, grocery stores and other retail), including transit are currently in place in the area, which creates cost-effective growth for the city.

It is also important to note that the subject lands fall within walking distance to Royal Victoria Hospital (RVH) and Georgian College. These two organizations are some of the largest within the Region and offer substantial employment and services to the Region. Supporting these uses with additional residential and employment opportunities will allow them to continue to expand and prosper.

Like many other properties bordering Barrie in the Township of Springwater, the subject lands have been sterilized in Regional and local planning policy preventing logical growth and responsible development. We believe that including the subject lands in a potential City of Barrie realignment will create opportunities for the City to rapidly create shovel ready development utilizing existing services. We would like to work with the City of Barrie towards a development plan to meet the growing demands of the area.

The inclusion of the Subject Lands in an expanded City of Barrie boundary provides opportunities to redevelop the lands consistent with Provincial Planning Policy, as well as the City's new Official Plan. The City will be able to accelerate its ability to achieve provincial housing targets by providing opportunities for growth in an area that has existing infrastructure and servicing. These lands can be developed in the near term without adding a financial burden to existing taxpayers for improving roads, services and community infrastructure. More homes and jobs for area residents will help make Barrie an even better place to live.

As always, we wish to work with the City of Barrie to advance strategic goals for the good of the community. Should the land expansion be successful, and our lands included, we will work closely with the municipality to ensure that we are planning development of the Subject Lands that will create a vibrant and affordable community for residents of Barrie.

We are available at your request to discuss this letter and future development opportunities in more detail.

Sincerely,



Ed Eisses  
Georgian Drive Developments Inc.

October 30, 2023

Corner Contracting  
8 Twiss Dr.  
Barrie, On L4N 8P3

Dear Province of Ontario:

As a business owner located in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Dylan Corner

October 30, 2023

**Elevated Designs Inc.**  
**428 Big Bay Point Road**  
**Innisfil, ON L9S 2P7**

Dear Province of Ontario:

As a business owner with many clients looking to locate in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'Germaine Gill', written over a horizontal line.

Germaine Gill

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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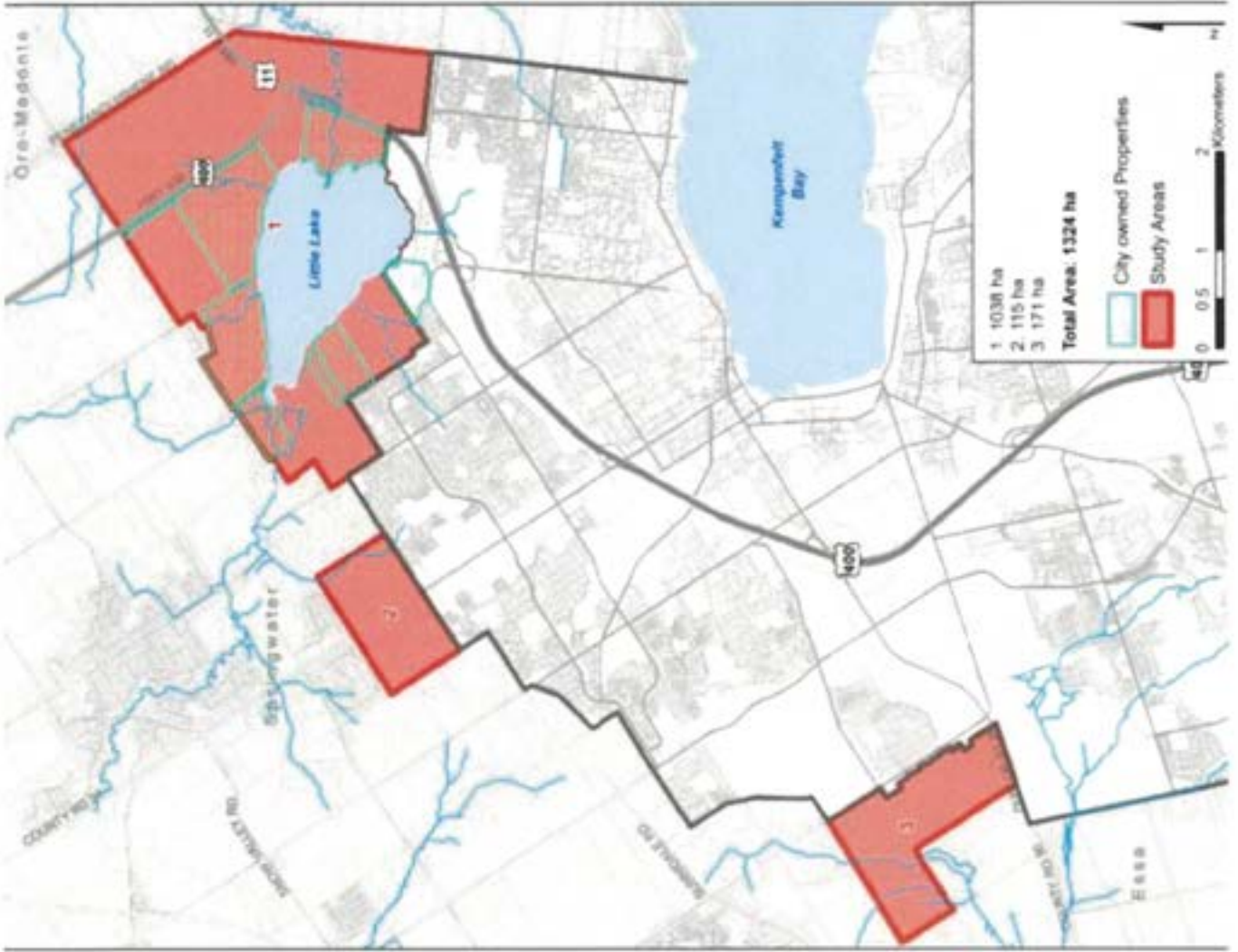
Yours truly,



Scott Running

VP Administration

Theta TTS Inc.





3-25 Hart Drive  
Barrie, ON  
L4N 5R8

October 30, 2023

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Yours truly,

Lori Hales  
Polished Automotive

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October 30, 2023

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Yours truly,



Marc Anthony Venere  
President, Wyn2 Inc.

October 30, 2023

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Yours truly,



Marc Anthony Venere  
President, Wynstar Commercial Inc.

October 30, 2023

Dear Province of Ontario:

As a Land Developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Marc Anthony Venere  
President, Wynstar Developments Inc.



SOLID GENERAL CONTRACTORS INC.  
66 Leek Crescent  
Richmond Hill, Ontario L4B 1H1  
Tel No.: 905-887-9898  
Fax No.: 905-887-9893

October 30, 2023

Dear Province of Ontario:

As a business developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

A large, stylized handwritten signature in black ink, appearing to read 'Roman Fedycay', is written over the typed name and title.

Roman Fedycay  
Executive Director, Development and Construction



# HI-RISE

MECHANICAL SPECIALISTS

560 Anne St. North, Barrie, ON L4N 7A2  
Phone: 905-713-4426

October 30, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

*Giovanni Spagnuolo*

Giovanni Spagnuolo  
President

# HARBOUR MANAGEMENT

102-118 Dunlop St. E., Barrie, ON L4M 1A4  
Phone: 705-720-2105

October 30, 2023

Dear Province of Ontario:

As a business owner and developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Mark Porter

## 2556055 Ontario Inc.

212 Kempview Lane, Barrie, ON L4N 3W9  
Phone: 416-346-7611

October 30, 2023

Dear Province of Ontario:

As a business owner and with ties to the 95 Cook Street development project in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Gerry Savino



**SBS Drivetec Inc.  
162 King St, Barrie  
ON, L4N 6L2**

**November 2, 2023**

Dear Province of Ontario:

As a Small Business in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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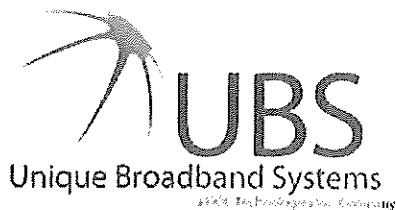
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Yours truly,

*Shannon Coyne*





Unique Broadband Systems,  
a DOL Technologies Inc Company  
230 Bayview Drive, Unit 16  
Barrie, ON L4N 4Y8

Oct 27, 2023

Dear Province of Ontario:

As a Business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.


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Yours truly,

  
Alex Dolgonos  
Founder/CEO  
Unique Broadband Systems



UROCAM Inc.  
230 Bayview Drive, Unit 16  
Barrie, ON L4N 4Y8

Oct 27, 2023

Dear Province of Ontario:

As a Business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.


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Yours truly,



Debbie Wilson  
Vice President  
UROCAM Inc



**SIMBRA 2012 Inc.**  
92 Caplan Avenue  
Suite 152  
Barrie, ON L4N 9J2

Dear Province of Ontario:

As a business owner and land developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Dean Bell



October 30, 2023

Dear Province of Ontario,

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Yours truly,

Lee McDonald  
President/CEO



Southmedic Incorporated  
Head Office: 50 Alliance Blvd., Barrie, Ontario, Canada L4M 5K3  
1-705-726-9383 1-800-463-7146 Fax: 1-705-728-9537  
www.southmedic.com ISO 13485





190 Dunlop St E,  
Barrie, Ont.,  
L4M 1B3  
10-31-2023

Dear Province of Ontario:

As a **Property Manager** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Michael Kane  
President/ASO



October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Sincerely,

Aaron Sureshkumar  
President

# SEAN.

**Operations:**  
474 Essa Rd.,  
Barrie ON  
L4N 9E5

**Administration:**  
#718-3100 Steeles Ave E.,  
Markham ON  
L8R 3T1

Dear Province of Ontario:

November 1 2023

As a Developer and Builder of Sustainable EnergyStar and Net Zero Multi-Family Housing in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



**Sean Mason**  
**Sean.ca**  
**Sean Mason Homes Inc.**  
**[sean@seanmasonhomes.com](mailto:sean@seanmasonhomes.com)**  
**416-881-7949**



Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

---

AUTOIQ.CA | 16 LOCATIONS | 13 BRANDS | 6000 VEHICLES





October 24, 2023

Aerarium Development Corporation Limited  
Suite 300,  
80 Bradford Street  
Barrie, Ontario L4N 6S7



Dear Province of Ontario:

As a **BUSINESS OWNER/LAND DEVELOPER/REALTOR** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to be 'Sperling', written over a white background.

Stephen Sperling  
President



Phone: 705-734-1964  
Fax: 705-735-1999

October 26, 2023

Dear Province of Ontario:

As a **BUSINESS OWNER** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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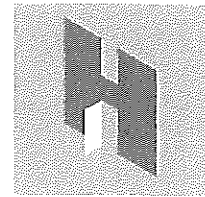
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Yours truly,

  
David Morton



**HASSEY**  
PROPERTY GROUP

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

---

Colin Hassey  
Hassey Property Group

October 31<sup>st</sup>, 2023

Kolmar Canada  
222 Mapleview Drive West  
Suite 200  
Barrie, Ontario  
L4N 9E7

Dear Province of Ontario:

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Yours truly,



Rob Hall, President



Transom Corporation  
40 Mills Rd. Unit F  
Barrie ON L4N 6H4

October 31 2023

Dear Province of Ontario:

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Yours truly,

*Johan Martenson*

President  
Transom Corporation

October 25, 2023

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Yours truly,



Dave Bunston



# CRAIGHURST CROSSING

October 25, 2023

Dear Province of Ontario:

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Yours truly,

Jay Beech



October 25, 2023

Dear Province of Ontario:

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Yours truly,

A handwritten signature in blue ink, appearing to read "Mike Parker", written over a light blue horizontal line.

Mike Parker





down home, up country.

October 25, 2023

Dear Province of Ontario:

As a land developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

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Daniel Revell



October 25, 2023

Dear Province of Ontario:

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Yours truly,

Jon Woychyshyn

October 25, 2023

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Yours truly,



James G. Massie

**CARDNO HOLDINGS INC.**

800-55 Mulcaster St.  
Barrie, ON L4M 0J4

October 25, 2023

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Yours truly,



James C. Massie



October 25, 2023

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Yours truly,

A handwritten signature in blue ink, appearing to read "Derek McDaid", is written over a light blue circular stamp or watermark.

Derek McDaid



October 25, 2023

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Yours truly,

Andrew Massie



October 31, 2023

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As a Land Developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

**Forrest Group Inc.**

A handwritten signature in black ink, appearing to read 'Bob Forrest', is written over a horizontal line.

Bob Forrest, ASO

**FORREST GROUP INC.**



signs for a competitive edge

October 31, 2023

Dear Province of Ontario:

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Yours truly,

Elayne Whitfield  
President/Owner

elayne@signedge.ca  
705-730-0436 ext. 4103  
1-866-249-5439  
3-140 Vespra Street  
Barrie, ON L4N 2G9



3-140 Vespra Street, Barrie, ON L4N 2G9  
705-730-0436



Canplas Industries Ltd.  
500 Veterans Drive, Box 1800  
Barrie, Ontario,  
Canada L4M 4V3

705-726-3361  
canplas@canplas.com  
canplas.com



October 31, 2023

Dear Province of Ontario:

As a local manufacturer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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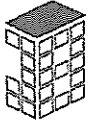
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Yours truly,

A handwritten signature in black ink, appearing to read "Rich Schlieker".

Rich Schlieker  
President  
Canplas Industries Ltd.



FRIDEN LAND CORP.

October 31, 2023

Dear Province of Ontario:

As a Land Development Group in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Brent Frith  
Friden Land Corp  
571 Bayfield Street  
Barrie, ON  
L4M 4Z9  
C 705-794-2662

# MASTER TOOL & MACHINE INC.

---

115 Saunders Road  
Barrie, Ontario  
L4N 9A7

Phone: 705.735.1221  
Fax: 705.735.2413

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the city is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Mathew Stoer  
Master Tool and Machine Inc.

<Corporate Letterhead>

Barlow Cabinet Works  
( A Division of Emma`s Wonderful Works INC.)  
660 Bayview drive, units 6-9  
Barrie Ontario L4N 9P5  
705 733 2641

October 31.2023

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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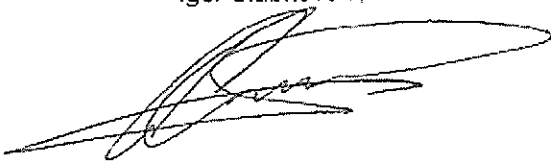
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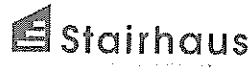
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Yours truly,

Igor Slabkovski, Owner.



31.10.2023



Stairhaus Inc  
Steelhaus Inc

Oct. 31<sup>st</sup>, 2023

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment

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Yours truly, *Matt Kiegelmann - Owner*

A handwritten signature in black ink, appearing to read 'Matt Kiegelmann', with a long horizontal flourish extending to the right.



121 Commerce Park Drive, Unit A  
Barrie, ON L4N8X1  
705-721-5000 BarrieChamber.com

October 31st, 2023

Barrie Chamber of Commerce  
121 Commerce Park Drive, Unit A  
Barrie, ON L4N 8X1

Dear Province of Ontario:

As the Barrie Chamber of Commerce, we have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Accent Tool Limited  
660 Welham Rd  
Barrie On  
L4N9A1

October 31 2023

Dear Province of Ontario:

As a ***Business and land owner*** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'Andy Matheson', is written over a horizontal line.

Andy Matheson /President.

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Peter Madden



Only the products identified as such are FSC® Certified  
[www.barriepress.com](http://www.barriepress.com)





**Lindenbar Contracting  
20 & 26 Lennox Drive,  
Barrie, Ontario. L4N 9V8**

**October 31, 2023**

Dear Province of Ontario:

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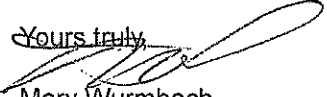
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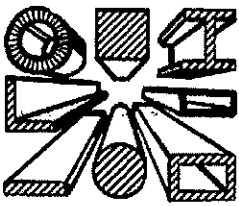
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~~Yours truly,~~

  
Mary Wurmbach  
Lindenbar Contracting  
Office – 705-722-0885



# NORTH STEEL

40 Churchill Drive  
Barrie ON, L4N 8Z5

A Division of 2539543 Ontario-Ltd.

STEEL SERVICE CENTRE • STRUCTURAL STEEL FABRICATION & ERECTION  
STEEL BUILDINGS • ROOF & FLOOR DECK • METAL FABRICATING



Tel.: (705) 733-1126  
office@northsteel.ca

October 31, 2023

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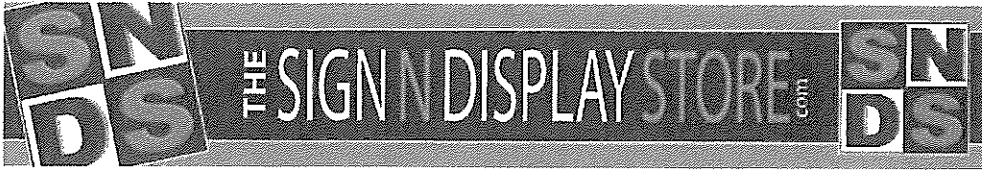
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Yours truly,

Scott Alexander

President  
North Steel



October 31, 2023

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Yours truly,

  
Sean Mills  
President

C-121 Commerce Park Drive, Barrie, ON, L4N 8X1

Tel: 705.727.6371 Fax: 705.727.9280

[www.signndisplaystore.com](http://www.signndisplaystore.com)

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October 31, 2023

Dear Province of Ontario:

As a business leader in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Paul Labossiere, Chief Financial Officer  
Prodomax Automation Ltd.



SciMould Inc.  
Scientific Injection Moulding

2-200 Brock Street  
Barrie, Ontario Canada  
L4N 9 2M4  
Phone: (705) 720-1441  
Fax: (705) 720-2334

Dear Province of Ontario:

As a manufacturing business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Tony Schwehr  
President



October 26, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Joe Givens



**STARK GROUP LTD.**

31 SAUNDERS ROAD

BARRIE ,ONTARIO, L4N 9A7

Tel: 705-718-7705

Dear Province of Ontario:

As a **STARK GROUP LTD** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

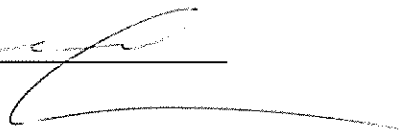
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To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Sincerely,

  
Irina Ivanov  
Managing Officer



October 26, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read "Pen F. Bay". The signature is written in a cursive style with a long, sweeping underline that extends to the right.



October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Traditions Development Company Ltd.

*Bruce Stewart*

53 - 67 Owen St  
Barrie ON  
705.791.8582

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

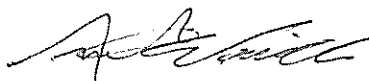
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Yours truly,

  
Responsive Mailing Inc.  
Austen Waide, Owner.

October 25, 2023

Dear Province of Ontario:

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Yours truly,



Simcoe Junk Removal  
38 Samuel Cres, Springwater L9X 2A4  
(705) 220 3632

October 26, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

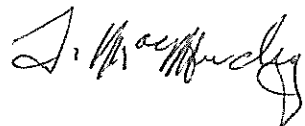
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Yours truly,

A handwritten signature in black ink, appearing to read "John MacMurchy". The signature is written in a cursive, flowing style.

John MacMurchy

SpeedPro Signs Barrie

Bluesky Business Development Inc.  
87 Brown St., Barrie ON  
L4N 7V6

October 26, 2023

Dear Province of Ontario:

As a **business owner** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



1853019 ONTARIO INC.  
C/O Tiff's Bar & Restaurant  
29 Anne street south  
Barrie, Ontario

Oct/26/2023

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Joe Malek  
Owner



**VERICO ALLENDALE  
MORTGAGE SERVICES**  
(1998 LIMITED) FRSA# 10328

11  
MA

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

*Mortgages Bought, Sold, Arranged*

October 30, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

James Murphy  
President







Thursday, November 2<sup>nd</sup>, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Ken Frederick

75 Hooper Road / Barrie / Ontario / L4N 9S3  
(705) 739-9426

November 23, 2023

The Hon. Doug Ford, Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

Dear Premier Ford:

On behalf of Royal Victoria Regional Health Centre (RVH) in Barrie, I am reaching out to express our steadfast support for the City of Barrie's efforts to enhance and enrich an environment best suited for business development and a thriving local economy. As we in the health sector know all too well, it is critically important to attract and maintain talent and resources within the region and remain competitive in the face of growing demands for service.

Despite the City of Barrie's advancements to help bring commercial and industrial development projects to the area, along with subsequent employment opportunities, the city continues to face significant challenges to fulfil key requirements of prospective investors. One of the primary issues is the extremely limited supply of serviced parcels of developable land available on the real estate market, in terms of quantity, variety in size and adjacent properties of more than 10 acres.

This inability for any prospective businesses to fulfill its most basic need for suitable space poses the following substantial risks:

- It impacts the city's ability to make progress on provincially mandated employment targets to create 150,000 jobs by 2051;
- Barrie's reputation for lacking shovel-ready land discourages new investors and businesses and stifles its economic growth, and;
- Barrie could also be faced with losing long-time Barrie-based businesses that want to expand but are now forced to look elsewhere.

Without the ability to mitigate these challenges to effectively compete in the market to attract, retain and maximize investment opportunities for the city (and by extension the province), there could be very real repercussions to our community, and members of our health team who run family businesses, and businesses that support the health centre.

We know the City of Barrie is well-poised to provide the services and infrastructure necessary to meet the growing needs across the region, however, leveraging the city's appeal as a place for businesses to establish, grow and succeed is not enough and does not outweigh the practical reality. We hope you will engage in discussions with the city to explore all options that would increase the supply of developable, employable land and secure the economic prospects of the city and region we call home.

Yours truly,



Gail Hunt  
President & Chief Executive Officer  
Royal Victoria Regional Health Centre

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Konstantinos(Gus) Fotopoulos  
Owner

**27-21 Patterson Road Barrie Ontario L4N 7W6 705-722-6767**  
**[order@accurateglassproducts.com](mailto:order@accurateglassproducts.com)**



October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Mike Weiner  
Owner

27-21 Patterson Road Barrie Ontario L4N 7W6 705-722-6767  
[order@accurateglassproducts.com](mailto:order@accurateglassproducts.com)



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**BG Glass technologies Inc**  
40 Truman Rd  
Barrie ON

Dear Province of Ontario:

As a New business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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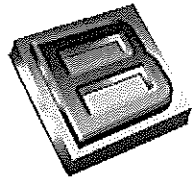
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I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

A handwritten signature in black ink, appearing to read 'John Barber'.

John Barber



# Brotech

## Precision CNC

711 Bayview Drive, Barrie, ON L4N 5P6  
Phone: 705.728.5259 Fax: 705.728.5390

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

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Yours truly,

Jerome Horowitz  
President



# INNOVATIVE PLANNING SOLUTIONS

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planners • project managers • land development

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie with a great understanding of our employment constraints, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'D. Vella', is written over a horizontal line.

Darren Vella, MCIP, RPP  
President and Director of Planning

407-419 Maplevue Drive Inc  
65 Cedar Pointe Drive, Unit 251  
Barrie, ON L4N 9R3

October 31, 2023

Dear Province of Ontario:

As a business owner in Barrie with a great understanding of our employment constraints, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'Bryan Totoda', with a large, sweeping flourish underneath.

Bryan Totoda





**paul sadlon motors**

550 bayfield street, barrie  
(705) 726-1811 (800) 962-4746  
[www.paulsadlon.com](http://www.paulsadlon.com)



Paul Sadlon Motors Inc  
550 Bayfield Street  
Barrie, Ontario  
L4M 5A2

October 30, 2023 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.


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Yours truly,

  
Paul Sadlon

CHEVROLET - BUICK - GMC - CADILLAC - CORVETTE - HUMMER EV



**INNOVATIVE**  
AUTOMATION.

INNOVATIVE AUTOMATION INC.  
[phone] 705.733.0555  
[fax] 705.733.0499  
WWW.INNOVATIVEAUTOMATION.COM

November 1<sup>st</sup>, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Stephen Loftus  
CEO



Nov 1, 2021

Dear Province of Ontario:

As the owner of Fresco Construction, a reputable and successful development company focused mainly on Barrie, I have witnessed firsthand the strides the City has made in creating a business-friendly environment. The efforts of the City to attract and support businesses, and remain competitive in the region, are commendable.

However, I must bring to your attention a pressing issue that hinders further growth and development in the City. The limited supply of serviced land available for sale to end-users poses a great challenge to fulfilling the demands and requirements of potential investors. This scarcity is particularly evident in the lack of large, shovel-ready parcels of employment land, which are crucial for business expansion and relocation. Such parcels of land, with a minimum size of 10 acres, are in high demand and short supply.

As a result, businesses based in Barrie looking to expand have no choice but to explore options outside the City, while potential investors are unable to consider Barrie as a viable option for their businesses. This situation not only hampers the City's ability to achieve its mandated employment targets but also taints its reputation in the real estate community and among site selectors.

To overcome these challenges and capitalize on investment opportunities, Barrie urgently requires an increase in vacant and readily serviceable employment lands. This would provide much-needed ownership opportunities for prospective investors and greatly benefit the City, its residents, and the Province as a whole.

I firmly believe that the City of Barrie is best equipped among the municipalities in the region to cater to the needs of growing and new businesses. I urge the Province to engage in further discussions with the City to explore options for increasing the supply of employment lands and take advantage of Barrie's potential as an ideal location for businesses to thrive.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luc Greggain', written over a horizontal line.

Luc Greggain,

President

Fix Auto Barrie  
150 Brock Street  
Barrie, ON  
L4N 2M4  
Tel.705.737.5560  
Fax.705.737.3219



October 26, 2023

Dear Province of Ontario:

As a **BUSINESS OWNER** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

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I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

A handwritten signature in black ink, appearing to read "Doug Roberts", is written over a white rectangular area. The signature is fluid and cursive, with a large loop at the end.

Doug Roberts  
President



2710 3<sup>RD</sup> Line, Innisfil, ON, L0L1K0  
705-393-2461 705-720-0530

October 27, 2023

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Boris Horodynsky

October 25, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.


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Yours truly,

A handwritten signature in black ink, appearing to read "Boris Horodynsky", written in a cursive style.

Boris Horodynsky



3425 9<sup>th</sup> Line Innisfil, ON  
L9S 3Z6  
Phone: 705 436 4999  
Fax: 705 431 2112  
[www.dhlgravel.com](http://www.dhlgravel.com)

---

Dear Province of Ontario:

As a Business Owner and Land Developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

John Duivenvoorden  
Duivenvoorden Haulage Ltd.  
3425 9<sup>th</sup> Line  
Innisfil, On  
L9S 3Z6  
(705)436-4999 ph  
(705)431-2112 fx  
(705)725-4020 cell



**S.L. Witty Construction Ltd.**

PO Box 20001  
524 Bayfield  
North Barrie, ON  
L4M 6E9 Office:  
(705) 727-9585  
Fax: (705) 733-4171

**S.L. Witty Construction Ltd.**

PO Box 20001  
524 Bayfield North  
Barrie, ON L4M 6E9  
Office: (705) 727-9585  
Fax: (705) 733-4171

27 October 2023

Dear Province of Ontario:

As a home construction company in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'Steve Witty', with a horizontal line extending from the end of the signature.

Steve Witty

S.L. Witty Construction Ltd.

# 1066424 Ontario Limited

39 Anne St Barrie ON L4N 2C7

October 25, 2023

Dear Province of Ontario:

As an industrial landowner in the City of Barrie, **our companies either occupy or lease out approximately 1,000,000 square feet of industrial buildings.** Over the past decade, we have not had any vacancies but consistently receive calls from industries looking to lease or buy space. I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

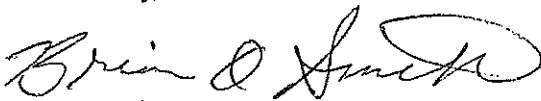
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Yours truly,



Brian Smith  
President

# AUROEDGE LTD.

HEAD OFFICE: 8A-2150 STEELES AVENUE E. BRAMPTON, ON. L6T1A7  
SITE OFFICE: 70 & 76 EDGEHILL DRIVE, BARRIE. ONTARIO L4N 1L8

October 30, 2023

Dear Province of Ontario:

As a business owner, land developer and a realtor working in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

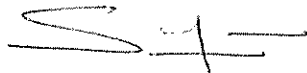
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Yours truly,



Sagar Aurora  
(President)

# Acrylic Custom Design

November 1, 2023

721 Bayview Dr. Unit #9

Barrie On.

L4N 9A5

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Dale Chester

October 25, 2023

Dear Province of Ontario:

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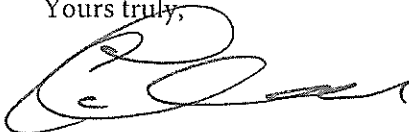
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Yours truly,



Cathy Lowe  
Broker of Record



---

October 30, 2023

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Yours truly,

Emerland Properties Inc.

---

80 MARITIME ONTARIO BLVD  
BRAMPTON, ON L6S 0E7  
CONTACT INFO:  
MOBILE: +1-647-515-2815  
EMAIL ADDRESS: INFO@EMERLAND.CA



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[info@sarjeants.com](mailto:info@sarjeants.com) • [www.sarjeants.com](http://www.sarjeants.com)

October 25, 2023

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Yours truly,  
THE SARJEANT CO LTD

Scott Elliott  
C.E.O.



A PROUD CANADIAN COMPANY

November 2, 2023

Dear Province of Ontario:

As a business representative in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

*Carie Dedman*

**Carie Dedman, CPA, CMA**

*Vice President - Business and Finance*



**T.** 705.726.2260 x2274 | **F.** 705.726.5829  
**A.** 26 Saunders Road, Barrie, ON L4N 9A8  
**W.** [www.AdvancedMotion.com](http://www.AdvancedMotion.com) | [www.QuickSolutions.ca](http://www.QuickSolutions.ca)

ISO 9001:2015 Certified

October 30, 2023

Cedar Links Golf Course  
611 Huronia Road  
Barrie, On L4N 7W8

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

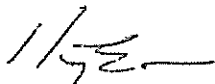
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Yours truly,



Harry Eisses



Dear Province of Ontario:

MediPharm Labs is a specialized pharmaceutical manufacturer with 50% of sales exported internationally. Beyond our Health Canada certification our site has specific manufacturer approvals via onsite inspections from government authorities such as the US, Brazil, the EU and Australia.

MediPharm Labs is the only publicly traded company headquartered in Barrie, currently employing 90 people in Barrie and 185 total people across the country. I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Regards,

Keith Strachan

**President & Co-Founder**



Aeroex Technologies Inc  
717 Bayview Drive  
Barrie, ON L4N 9A5

October 31, 2023

Dear Province of Ontario

As a Business Owner in the Manufacturing sector in Barrie, we have been directly impacted by the lack of industrial land opportunities in the Barrie area. As such, we have been compelled to purchase land in the Tay township to accommodate our needs.

We are proposing to build a 100,000 sq ft facility to house our businesses in the Waubaushene area. Due to the lack of options in Barrie, we are currently spread in three buildings, including 2 rental properties. We had previously searched for land in the current area or customizing another building to accommodate our needs but were given limited options from realtors in our area.

Other factors that come into play are the need for access to freight companies as we have daily shipments leaving our facilities and finally the need for employment opportunities and access to bus transportation to accommodate our employees.

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Yours truly,

Markus Kompp  
General Manager  
Aeroex Technologies Inc  
Tel: (647) 505-5775

Aeroex Technologies Inc  
717 Bayview Drive  
Barrie, ON, Canada, L4N 9A5  
Tel 705-734-0199 Fax 705-734-1013

Page 1 of 1

# The logo for White-Line Machine & Tool features the words "WHITE-LINE" in a large, bold, metallic-style font with a starburst graphic to the left. Below this, the words "MACHINE & TOOL" are written in a smaller, white, sans-serif font on a black rectangular background.

White-Line Machine & Tool  
132 Commerce Park Drive  
Unit M  
Barrie, Ontario  
L4N 8W8

November 2/2023

Dear Province of Ontario:

As a **[BUSINESS OWNER/LAND DEVELOPER/REALTOR]** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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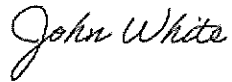
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Yours truly,

John White

A handwritten signature in cursive script that reads "John White".

Barrie Colts OHL Hockey Team    October 26, 2023  
555 Bayview Dr, Barrie ON, L4N 8Y2

Dear Province of Ontario:

As a **business owner** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Marty Williamson.  
President

Colts Food Services                      October 26, 2023  
555 Bayview Dr, Barrie ON, L4N 8Y2

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Yours truly,

  
President  
Colts Food Services Limited



**Mapleridge Power & Lighting Company**  
55 Dunlop St West, Barrie, ON

October 29, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Paul Palma,  
President

BTM Realco Inc.  
555 Bayview Drive  
Barrie, ON L4N 8Y2

October 29, 2023

Dear Province of Ontario:

As a land developer and owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



HCHG Developments Inc.  
571 Bayfield Street  
Barrie, ON L4M 4S5

October 29, 2023

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Yours truly,



Herman Grad,  
President

The Horsepower Sports & Entertainment Group Inc.    October 26, 2023  
555 Bayview Dr, Barrie ON, L4N 8Y2

Dear Province of Ontario:

As a **business owner** in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

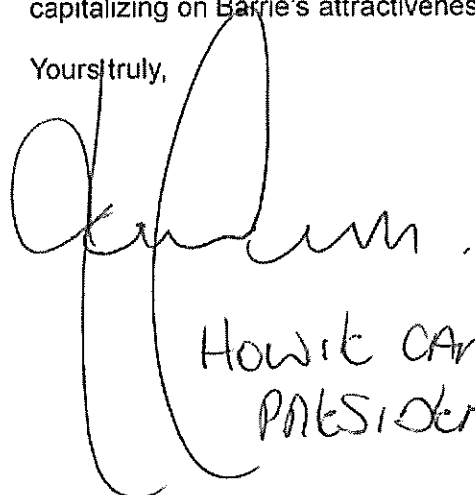
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This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,



Howie Campbell  
PRESIDENT



Bektra Corp  
220 Bayview Drive, Unit 6 and 7  
Barrie, ON L4N 4Y8  
705-734-2422

November 3, 2023

Dear Province of Ontario:

As a growing manufacturing business in Barrie, we are hamstrung with the lack of suitable properties to lease or purchase. It is difficult to thrive with rising costs and some of our vendors have already or are making plans to leave Barrie for places more suitable and less costly. We have been looking and when we move, it will be a commitment we won't take lightly.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size.

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To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

As far as business and trucking goes, The City of Barrie is practically an extension of Toronto and must provide the services and infrastructure necessary to meet the needs of growing and new businesses. The Province must continue to engage in further discussions with the City to support Barrie as a place for businesses to establish, grow, and succeed.

Yours truly,

A handwritten signature in blue ink, appearing to read "Thea Saarimaki".

Thea Saarimaki  
VP Operations  
Bektra Corp  
Cell: 705-828-1943  
[thea@bektra.com](mailto:thea@bektra.com)



R&M Plastic Products Ltd.  
3-282 King Street  
Barrie, ON  
Canada  
L4N-6L2

November 3, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

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I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

J. Dan Ritchie  
*President*

R&M Plastic Products Ltd.

October 30, 2023

**Eisses Bros Excavating**  
908 Yonge Street  
Barrie, On L9J 0E7

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Ed Eisses

October 30, 2023

Elevated Designs Inc.  
428 Big Bay Point Road  
Innisfil, ON L9S 2P7

Dear Province of Ontario:

As a business owner with many clients looking to locate in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read 'G. Gill', written over the 'Yours truly,' text.

Germaine Gill





3425 9<sup>th</sup> Line Innisfil, ON  
L9S 3Z6  
Phone: 705 436 4999  
Fax: 705 431 2112  
[www.dhlgravel.com](http://www.dhlgravel.com)

Dear Province of Ontario:

As a Business Owner and Land Developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

John Duivenvoorden  
Duivenvoorden Haulage Ltd.  
3425 9<sup>th</sup> Line  
Innisfil, On  
L9S 3Z6  
(705)436-4999 ph  
(705)431-2112 fx  
(705)725-4020 cell



Dec 15<sup>th</sup>, 2022

To Snow Valley – York Wood

With this letter, we would like to express our support for Brian Smith in the development of industrial space in the region. There are many manufacturing companies in the Barrie area that are looking at growth. These companies require the infrastructure that can accommodate items such as lifting devices, strong enough floors to support overhead cranes, additional height, and industrial heavy power transformers. The commercial space currently being built is generally storage or distribution, making it unsuitable for companies that produce parts or are engaged in manufacturing.

About us, Raptor Mining has been in business for almost 20 years. We started grass roots in a garage and have grown to a company with over 250 employees in multiple locations in Canada, USA, and South America. Our core business is the design and supply of wear solutions (castings and fabricated assemblies) mainly for mining, heavy construction, recycling, and dredging. One of our largest customers and a "partner" in the design and supply of our innovative wear parts is Caterpillar Inc., they are the largest equipment manufacturer in the world.

Our organization was founded in Edmonton and over the years has expanded several times. The Barrie location was established in 2012 in a 3500 sq ft shop with only 2 shop employees. As we grew, we required more space and in 2015 we moved into our current location that is 22000 sq ft with 20 shop employees.

Our customer base is global, and we look forward to a positive future as the global trend is moving to green and sustainable energy and electrification initiatives. This is extremely beneficial for Eastern Canada due to the natural resources available (Gold Nickel, Iron ore and more). Therefore, there are many new mining initiatives in Eastern Canada, which we and our customers are also targeting for growth.

Growth for Raptor means adding jobs for the people in Barrie and the surrounding areas, allowing us to assist in supporting local vendors as well. We as an organization would be interested in exploring any opportunities that can support our growth in Barrie region. However, our industry faces many limitations and challenges when trying to plan. The local prices have skyrocketed when compared to other areas that are a 30-60 min drive from here, making it difficult to support growth with a base in the Barrie area.

For an opportunity to grow we would require a 30,000 square foot facility to expand further in the future. We are interested in the proposed industrial land at 3218 Wilson Drive in Springwater Township. This is an excellent location with good access to main roads and highway (400) and provides the opportunity for our company to grow and create jobs at the same time.

**Niels Roos** / VP-Product Support

**M:** +1.705.817.7050

**E:** [niels.roos@raptormining.com](mailto:niels.roos@raptormining.com)

**O:** +1.705.739.7671 ext. 201

**Web:** [www.raptormining.com](http://www.raptormining.com)

**453211 Ontario Limited**  
operating as  
**SNOW VALLEY DEVELOPMENTS**  
**39 Anne St Barrie ON L4N 2C7**

October 25, 2023

Dear Province of Ontario:

As a developer in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,



Brian Smith  
President



FRIDEN LAND CORP.

October 31, 2023

Dear Province of Ontario:

As a Land Development Group in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Brent Frith  
Friden Land Corp  
571 Bayfield Street  
Barrie, ON  
L4M 4Z9  
C 705-794-2662



# BARRIE WELDING AND MACHINE (1974) LTD.

*Welders and Machinists*

39 Anne St. S., Barrie Ontario L4N 2C7 Tel (705) 726-1444 Fax. (705) 726-1830

October 26, 2023

Dear Province of Ontario:

As a business owner **employing approximately 1000 employees in the Barrie and surrounding area**, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

Ron Sheardown



AUTOMATION MACHINERY    CONVENTIONAL & CNC MACHINING    CMM MEASURING    MACHINERY & PRESS REPAIRS    STEEL (RETAIL) WAREHOUSE    WELDING & FABRICATION

[www.barriewelding.com](http://www.barriewelding.com)



October 25, 2023

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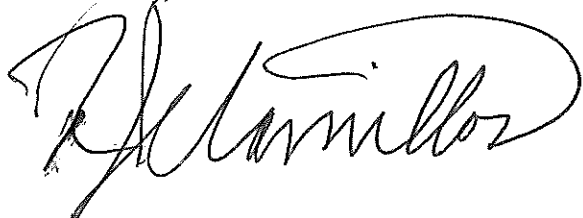
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Yours truly,

A handwritten signature in black ink, appearing to read "R. L. Linnillo". The signature is fluid and cursive, with a large, sweeping loop at the end.



November 1st, 2023

Dear Province of Ontario:

As the former mayor of the City of Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

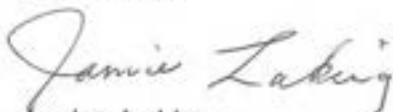
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Yours truly,

  
Janice Laking



October 31, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read "Dave Aspden".

Dave Aspden





October 31, 2023

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Yours truly,



Jim Perri

November 2<sup>nd</sup>, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

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November 2<sup>nd</sup>, 2023

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Yours truly,

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November 2<sup>nd</sup>, 2023

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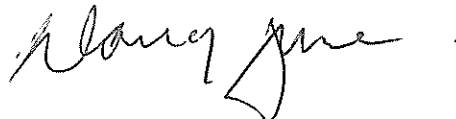
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Yours truly,

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November 2<sup>nd</sup>, 2023

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Yours truly,

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November 2<sup>nd</sup>, 2023

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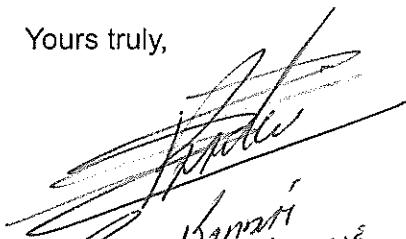
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Yours truly,



SALIM BANANI  
FRESHIL BARRIE

November 2<sup>nd</sup>, 2023

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*B. Harkness*

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Yours truly,

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November 2<sup>nd</sup>, 2023

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Yours truly,

Megan Schurman  


November 2<sup>nd</sup>, 2023

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Yours truly,

Olivia Legassie



Simcoe Family  
Dentistry

November 2<sup>nd</sup>, 2023

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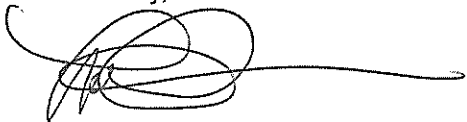
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Yours truly,



TIFFANY MACDONALD  
SIMCOE FAMILY DENTISTRY

November 2<sup>nd</sup>, 2023

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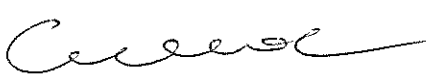
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Yours truly,

Mikhail Pliousnine, DDS  
 Siucea Family  
Dentistry

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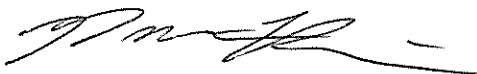
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Urban Extensors Ontario

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Simcoe Family Dentistry

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Yours truly,

Terri Sultano



Please review & support efforts to address  
the homelessness in the Barrie area.

November 2<sup>nd</sup>, 2023

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Yours truly,



Please support efforts to ~~support~~ address the homelessness situation in Barrie.



November 2<sup>nd</sup>, 2023

Dear Province of Ontario:

As a business owner in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

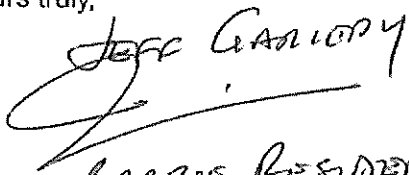
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Yours truly,

  
JEFF GARRY  
BARRIE RESIDENT.  
ORNGE GLOBAL AIR .

November 2<sup>nd</sup>, 2023

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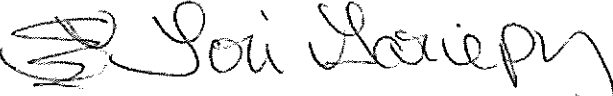
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Yours truly,

  
S. J. Harney  
Alectra Utilities

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Yours truly,



BMO

November 2<sup>nd</sup>, 2023

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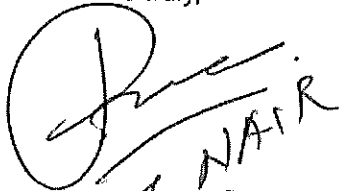
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Yours truly,

  
PAT NAIR  
BMO

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Yours truly,



Melanie Cook.  
BMO

November 2<sup>nd</sup>, 2023

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Yours truly,

Melissa D'Addio  
CAA Barrie

November 2<sup>nd</sup>, 2023

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Ledeh Corp

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Yours truly,

  
Kim Crook  
Glow Day Spa Inc.



November 2<sup>nd</sup>, 2023

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Yours truly,



GLOW DAY SPA INC.



Oct 30, 2023

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Yours truly,

A handwritten signature in blue ink that reads "Cathy Polan". The signature is written in a cursive, flowing style.

Cathy Polan

sales Representative

Royal LePage Proalliance realty



Oct 30, 2023

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A handwritten signature in black ink that reads 'Ken Poole'.

Ken Poole

Sales Representative

Engel & Völkers Barrie



Oct 30, 2023

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A handwritten signature in blue ink that reads "Luc Woolsey".

Luc Woolsey

Broker

RE/MAX Hallmark Chay



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "David Walker". The ink is dark and the signature is fluid and legible.

David Walker

Broker

Keller Williams Experience Realty Inc.



Oct 30, 2023

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Yours truly,

*Laura Brewer*

Laura Brewer

Strategic Development & Operations Mgr

Barrie & District Association of REALTOR



Oct 30, 2023

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*Danielle Parks-Hamer*

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Program and Facilities Coordinator

BDAR



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This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

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Yours truly,

A handwritten signature in black ink that reads "Pascal Chouinard". The signature is written in a cursive, flowing style.

Pascal Chouinard

Broker

EXP REALTY BROKERAGE





Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Hayden McKenzie".

Hayden McKenzie

Realtor - The McKenzie Team

RE/MAX HALLMARK CHAY



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Tania Arsenosi". The ink is dark and the signature is fluid and legible.

Tania Arsenosi

Broker of Record

Coldwell Banker The Real Estate Centre



Oct 30, 2023

Dear Province of Ontario:

As a REALTOR® in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink, appearing to read "Roger Gray".

Roger Gray

Realtor

Coldwell Banker, the real Estate Centre Brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "Karen Sorc". The signature is written in a cursive, flowing style.

Karen Sorc

Sales Representative

Remax Hallmark Chay Realty



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "Srujana Raavi". The signature is written in a cursive, flowing style.

Srujana Raavi

Realtor

Exp Realty



Oct 30, 2023

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As a REALTOR® in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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Yours truly,

A handwritten signature in black ink that reads "Marni Smith".

Marni Smith

Sales Representative

Sutton Group Incentive Realty Inc.



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Jordan Collett".

Jordan Collett

Mr



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "Rock Belanger".

Rock Belanger

Realtor





Oct 30, 2023

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Yours truly,

A handwritten signature in blue ink that reads "Wendy Elzner".

Wendy Elzner

REALTOR®

EXP REALTY, BROKERAGE



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Kevin Crigger".

Kevin Crigger

Broker & Team Leader

Royal LePage R.E.S. Ltd., Johnston & Daniel Division



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Geoff Halford".

Geoff Halford

Broker

Royal LePage First Contact Realty, Brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "Brendan Clemmens". The signature is written in a cursive, flowing style.

Brendan Clemmens

Sales Representative

REMAX Hallmark Chay



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read "Stephanie Maye".

Stephanie Maye, SIOR, CCIM

Broker of Record, Principal

Maven Commercial Real Estate



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read 'Tim Lintick'.

Tim Lintick

Realtor

EXP Realty of Canada



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "Rob Alexander". The signature is written in a cursive, flowing style.

Rob Alexander

Sutton Group Incentive Realty



Oct 30, 2023

Dear Province of Ontario:

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Yours truly,

*Linda Paisley*

Linda Paisley

sales Representative

C21 BJ Roth Brokerage





Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Igor Vujovic". The ink is dark and the signature is fluid and legible.

Igor Vujovic

Broker

CENTURY 21 B.J. Roth Realty Ltd.



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Ed Tracy".

ed Tracy

realtor

re/max Hallmark Chay realty brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Christina O'Dea". The ink is dark and the signature is fluid and legible.

Christina O'Dea

Broker

Right at Home Realty Inc



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Elysia Noel".

Elysia Noel

Realtor® |

RE/MAX HALLMARK CHAY REALTY BROKERAGE



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Stella Hutchinson".

Stella Hutchinson

Broker

Royal LePage First Contact Realty, Brokerage



Oct 31, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read "Nina McBride", is written over a light blue horizontal line.

Nina McBride

Sales Representative

Sutton



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "Aditi Garg".

aditi garg

real estate agent

right at home realty



Oct 31, 2023

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Yours truly,

A handwritten signature in black ink, appearing to read "RJ" or "Robin Jones".

Robin Jones

Broker

Re/Max Hallmark Chay Realty





Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Todd Guergis".

Todd Guergis

Sales Rep.

Royal LePage First Contact Realty



Oct 30, 2023

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Yours truly,

A handwritten signature in blue ink that appears to be "LF".

Lanny

Mr

keller williams experience realty



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Ian Hocking".

Ian Hocking

Broker

Keller Williams Experience Realty, Brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in blue ink that reads "Lindsay Percy".

Lindsay Percy

Managing Broker

Royal LePage First Contact Realty



Oct 30, 2023

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Yours truly,

A handwritten signature in black ink that reads "S Vandrick".

Steve Vandrick

Broker

Re/Max Hallmark Chay Realty Inc. Brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script, appearing to read "Arlette Utton".

Arlette Utton

Broker

Broker of Record



Oct 31, 2023

Dear Province of Ontario:

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Yours truly,

A handwritten signature in black ink that reads "Peggy Hill". The signature is written in a cursive, flowing style.

Peggy Hill

CEO

Remax Hallmark Peggy Hill Group



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads 'Melanie Daigle'.

Melanie Daigle

Broker of Record

Tailor Made Real Estate Inc., Brokerage





Nov 01, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Christie Bond".

Christie Bond

Broker

Royal LePage First Contact Realty Brokerage



Oct 30, 2023

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Yours truly,

*Saeed Piroozfard*

Saeed Piroozfard

Real Estate agent

Zolo Realty



Oct 31, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Kelly Darbyshire". The ink is dark and the signature is fluid and legible.

Kelly Darbyshire

Sales Representative

Royal LePage First Contact, Brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Grace Mortera". The ink is dark and the signature is fluid and legible.

Grace Mortera

Sales Representative

Royal LePage Connect



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads 'Amparo Cardenas'.

Amparo Cardenas

Realtor

Royal LePage Real Estate Services Ltd



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Scott Cooper". The ink is dark and the signature is fluid and legible.

Scott Cooper

Broker

Engel & Völkers Real Estate, Barrie



Nov 01, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Brian Dusome".

Brian Dusome

Sales Representative

Royal LePage First Contact Realty Brokerage



Oct 30, 2023

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Yours truly,

A handwritten signature in cursive script that reads "Cindy Jones". The ink is dark and the signature is fluid and legible.

Cindy Jones

realtor





Oct 31, 2023

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Yours truly,

A handwritten signature in black ink that reads "Tony DiBella".

Tony DiBella

Broker



10/31/2023

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Yours truly,

DocuSigned by:  
  
2E55D23886934F9

valerie Raphael

SALES REP

REMAX HALLMARK CHAY



10/31/2023

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Yours truly,

DocuSigned by:  
  
4C02DE01FF63484

Julie Leicester

Sales Representative

Keller Williams Experience Realty, Brokerage, Barrie, ON



10/31/2023

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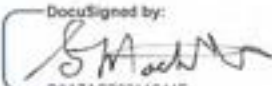
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Yours truly,

DocuSigned by:  
  
08A7AC20211041F

SUE MACINTYRE

Broker

RE/MAX Hallmark Chay Realty, Brokerage



10/31/2023

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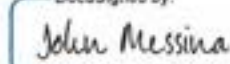
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Yours truly,

DocuSigned by:  
  
EC997128753743E

John Messina

Broker

Realinvest Canada Inc., Brokerage



10/31/2023

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Yours truly,

DocuSigned by:

*Lise Paradis-Noel*

E432084AF1AD412

Lise Paradis-Noel

Realtor Broker

Royal LePage Your Community Realty



10/31/2023

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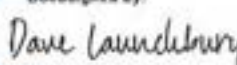
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Yours truly,

DocuSigned by:  
  
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Dave Launchbury

Realtor

Ipro Realty



10/31/2023

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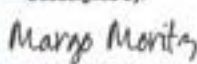
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DocuSigned by:  
  
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Margo Moritz

ms





10/31/2023

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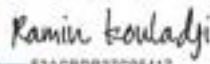
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DocuSigned by:  
  
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Ramin Kouladji

Broker



10/31/2023

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DocuSigned by:  
  
55F70B4B1AAC4F3

Guy Gagnon

Real-estate Sales representative

keller williams, Experience Realty, Brokerage



10/31/2023

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DocuSigned by:  
  
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Kate Young

Real Estate Broker

Bosley Real Estate Ltd. Brokerage



10/31/2023

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DocuSigned by:  
  
04330CAF87344E5

sandie collins

Broker

Right at Home Realty, Brokerage



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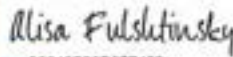
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DocuSigned by:  
  
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Alisa Fulshtinsky

Real Estate Salesperson

Sutton Group Admiral Realty Inc., Brokerage



10/31/2023

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DocuSigned by:  
  
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Matthew Serfilippi

Sales Representative



10/31/2023

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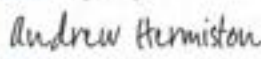
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DocuSigned by:  
  
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Andrew Hermiston

Broker





10/31/2023

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DocuSigned by:  
  
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Scott Woolsey

Sales rep

Remax Hallmark chay



10/31/2023

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DocuSigned by:  
*Sandy Gardner*  
78DC3013D945467

Sandy Gardner

BROKER

ROYAL LEPAGE CONNECT REALTY BROKERAGE



10/31/2023

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Yours truly,

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Josh Kindou

Sales Representative

Sutton



10/31/2023

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Yours truly,

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Bill Kindou

Broker of Record



10/31/2023

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Yours truly,

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Gizella Nyulas

Realtor



10/31/2023

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DocuSigned by:  
  
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Erzsebet Schiller

MS



10/31/2023

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DocuSigned by:  
  
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Ian woods

Broker

RE/MAX Crosstown Realty Inc., Brokerage



10/31/2023

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Yours truly,

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Russ Grenon

BROKER





10/31/2023

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Brad Dykeman

Executive Managing Director & Broker of Record



10/31/2023

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DocuSigned by:  
  
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wendy carroll

x



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DocuSigned by:  
  
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Mike Montague

Realtor®



10/31/2023

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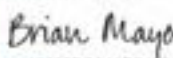
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Brian Mayo

Realtor®



10/31/2023

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Claudia Reale

Real Estate Broker



10/31/2023

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DocuSigned by:  
  
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Bradley Walker

Realtor

Right at Home Realty



10/31/2023

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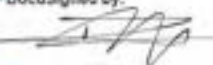
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DocuSigned by:  
  
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Christopher Di Ceglie

Real Estate Agent

Hassey Realty Corp.



10/31/2023

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Richard Van Gastel

broker





10/31/2023

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DocuSigned by:  
*Corrine Dayman*  
740D5AA50B424A7

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Yours truly,

DocuSigned by:  
  
EBC1CD007A4848F

chris oyelowo

Mr

Coldwell Banker



10/31/2023

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DocuSigned by:  
  
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Brian McCracken

Realtor

Royal LePage First Contact Barrie



10/31/2023

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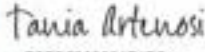
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DocuSigned by:  
  
E9EB5269094F4FC

Tania Artensoi

Broker of Record

COLDWELL Banker The Real Estate Centre



10/31/2023

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DocuSigned by:  
  
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Don McAskin

Broker of record

Realty Executives Of Simcoe Inc.



10/31/2023

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DocuSigned by:  
  
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Barbara Frueh

Broker of Record



10/31/2023

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DocuSigned by:  
  
40828563E96F45A

Sandy Ellis



10/31/2023

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DocuSigned by:  
*Domenic D'Addio*  
AD3CB6930D48474

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Realtor





10/31/2023

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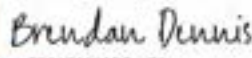
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DocuSigned by:  
  
788979802854473

Brendan Dennis

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10/31/2023

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DocuSigned by:  
  
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Peggy Hill

CEO

Remax Hallmark Peggy Hill Group Realty



10/31/2023

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DocuSigned by:  
  
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Nadine Starr

Sales Representative



10/31/2023

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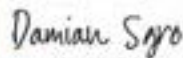
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DocuSigned by:  
  
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Damian Sgro

Real Estate Broker



10/31/2023

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DocuSigned by:  
  
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Lindsay Rae Jackson

1:05 pm

Oct 31st 2023



10/31/2023

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DocuSigned by:  
  
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Rema Passarelli

Dr.



10/31/2023

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Diana Monteith

MS

Remax Hallmark Chay





10/31/2023

Dear Province of Ontario:

As a REALTOR® in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

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This inability to fulfill the needs of existing and prospective businesses requiring suitable space to build continues to challenge the City in its ability to make progress on its provincially mandated employment targets of 150,000 jobs by 2051. Real outcomes of this situation include businesses that are currently based in Barrie and looking to expand being forced to explore options outside of the City, new investors/businesses being unable to consider Barrie as a potential home for their business, and the City's reputation in the site selector/real estate community continuing to be that of a market that has an inadequate supply of sites and is unable to suit the needs of new prospects or its existing businesses.

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Yours truly,

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David Brown

Realtor

Re/max Hallmark



10/31/2023

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DocuSigned by:  
  
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Brian De Araujo

BDA



10/31/2023

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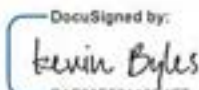
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Yours truly,

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Kevin Byles

Sales Representative

Royal LePage Terrequity, Glenhome Real Estate



10/31/2023

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Yours truly,

DocuSigned by:  
  
8AD7AAE8B051AFD

christine winfield

Sales Representative

EXP Realty Brokerage



10/31/2023

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Yours truly,

DocuSigned by:  
  
C4E8AA3EAF13417

warren Landry, broker

broker

Sutton Group Incentive Realty Inc.



10/31/2023

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Yours truly,

DocuSigned by:  
  
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Denise Duncan

Sales Representative Re/Max Crosstown Realty Inc.



10/31/2023

Dear Province of Ontario:

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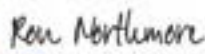
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Yours truly,

DocuSigned by:  
  
F02999E4C13A481

Ron Northmore

Broker



10/31/2023

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DocuSigned by:  
  
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Blair Smith

Sales representative





10/31/2023

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DocuSigned by:  
  
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Michael A Seckler

Mr.



10/31/2023

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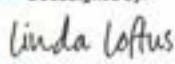
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DocuSigned by:  
  
DAD34DA08DF443C

Linda Loftus

Broker | Manager

Squarefoot.ca



10/31/2023

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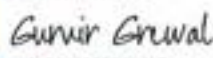
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DocuSigned by:  
  
74D888905C6840E

Gurvir Grewal

Broker of Record

Rising Sun Real Estate Inc. Brokerage



10/31/2023

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DocuSigned by:  
  
261AA01B4CD84E9

sheila.krasowski

Sales Person



10/31/2023

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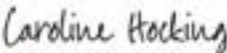
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DocuSigned by:  
  
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Caroline Hocking

Broker

Keller Williams Experience Realty, Brokerage



10/31/2023

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DocuSigned by:  
  
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Jones, Farida

sales representative



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Yours truly,

DocuSigned by:  
  
EB10AB9469494D7

Theresa Kerr

Broker



10/31/2023

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Yours truly,

DocuSigned by:  
  
057860FFCF074EC

Holly Henderson

Realtor





10/31/2023

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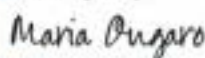
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DocuSigned by:  
  
EC79D382C98AA13

Maria Ongaro

Broker

Re/Max Hallmark Trends Group



10/31/2023

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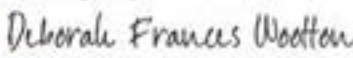
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DocuSigned by:  
  
9A87F0E4E2D940D

Deborah Frances Wootton

MS



10/31/2023

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DocuSigned by:  
  
ECE0B0E9A2A473

Kimberly Ann Collins

REALTOR

Coldwell Banker, The Real Estate Brokerage



10/31/2023

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Yours truly,

DocuSigned by:  
  
6651F504B6A847C

Kim Mugford

Sales Representative

Century 21 BJ Roth Realty Ltd., Brokerage



10/31/2023

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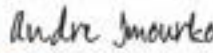
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DocuSigned by:  
  
70683806C813452

Andre Jmourko

Sales Representative

Sutton Group



10/31/2023

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DocuSigned by:  
  
8C4C88AA3478488

Bruno Artensosi

Mr



11/1/2023

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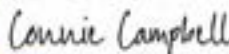
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DocuSigned by:  
  
E4CE489A8EB54C0

Connie Campbell

Broker



11/1/2023

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DocuSigned by:  
  
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witek wojcik

Sales Representative

Exp Realty Brokerage





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DocuSigned by:  
  
FA888720E9B0406

Gessica Pizzuto

Real Estate Agent

Royal LePage First Contact Realty



11/1/2023

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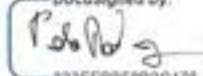
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DocuSigned by:  
  
333E88BF982C478

Peter Rodgers

PR



11/1/2023

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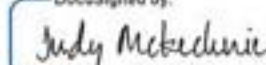
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DocuSigned by:  
  
85676747705A4CB

Judy McKechnie

Broker

RE/MAX Crosstown Realty Ltd.



11/1/2023

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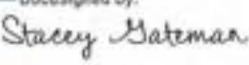
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DocuSigned by:  
  
543229A3152A499

Stacey Gateman

Realtor

RE/MAX Hallmark Chay



11/1/2023

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Yours truly,

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Jeremy Brooks

Broker



11/1/2023

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Paula Carney

Broker of Record



11/1/2023

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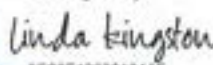
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Linda Kingston

Salesperson

Re/Max Hallmark Peggy Hill Group Brokerage



11/1/2023

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Marci Csumrik

Ms.





11/1/2023

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Mary Rawes

Broker



11/1/2023

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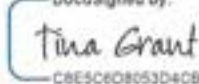
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Tina Grant

Realtor



11/1/2023

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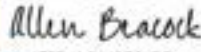
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Allen Beacock

Broker



11/2/2023

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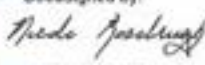
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Nicole Rosebrugh

Realtor ®

RE/MAX Hallmark Chay



11/2/2023

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John Pridham

Realtor

Sutton Group Incentive



11/2/2023

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Sachu Wilson

Sales Representative



11/2/2023

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Michelle Tat

Realtor



11/2/2023

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Vickram deonarine

Sale Representative





11/2/2023

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DocuSigned by:  
*Christina Iwasiw*  
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Realtor

RE/MAX Hallmark Chay Realty, Brokerage



11/2/2023

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Nasrin Zamani

Realtor

RE/MAX CROSSTOWN REALTY



11/3/2023

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Yours truly,

DocuSigned by:  
*Lisa Kell*  
A73088863018480

Lisa Kell

Broker - REMAX Hallmark Chay Realty



11/3/2023

Dear Province of Ontario:

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Yours truly,

DocuSigned by:  
  
299241FBE0254AF

Colin Behan

Sales Representative

BJ Roth Century 21



11/3/2023

Dear Province of Ontario:

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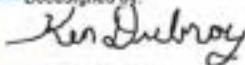
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DocuSigned by:  
  
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Ken Dubroy

RealEstate Sales Representative



11/3/2023

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Yours truly,

DocuSigned by:  
  
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Chelsea Burns

Salesperson

Maven Commercial Real Estate



11/3/2023

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DocuSigned by:  
  
EF5B4449820B425

Christine VanDerMeer

Sales Representative

keller williams Experience Realty, Brokerage



11/3/2023

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DocuSigned by:  
  
D869ED0E785448F

Joseph Madsen

Realtor

Faris Team Real Estate Brokerage





11/3/2023

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DocuSigned by:  
  
4D714EFD215448D

Len Skok

Broker of Record



11/3/2023

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DocuSigned by:  
  
957A86F508EE405

Bonnie Belfer

Sales representative

remax realtron



11/3/2023

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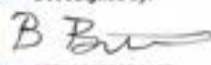
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DocuSigned by:  
  
67F82C655CB0427

William Burton

Mr



11/3/2023

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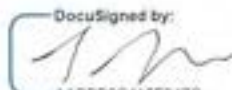
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DocuSigned by:  
  
A4BB8C416F947C

Scott Maher

Sales Representative

Sutton Group Incentive Realty Inc Brokerage



11/3/2023

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DocuSigned by:  
  
CB700257A92E417

Sharon Madeley

Sales Representative

RE/MAX CROSSTOWN REALTY BROKERAGE INC.



11/3/2023

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DocuSigned by:  
  
02232805AF4E482

DEBBIE KENWORTHY

BROKER

Royal LePage First Contact



11/3/2023

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DocuSigned by:  
  
A79F70E6ABF44EB

Patrick Basque

Realtor



11/3/2023

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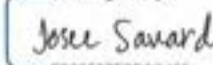
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DocuSigned by:  
  
F866537E2D8C488

Josee Savard

Real Estate Sales Agent





11/3/2023

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DocuSigned by:  
  
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Pat Fergusson

Broker

Sutton Group Incentive Realty Inc., Brokerage



11/3/2023

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Yours truly,

DocuSigned by:  
  
84042C13D2E8448

Christybel Dajenko

Realtor



11/3/2023

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DocuSigned by:  
  
06A06820743747B

Mimmo Galati

Mr

P2 Realty



11/3/2023

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DocuSigned by:  
  
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Devon Kathleen Guergis

x



11/3/2023

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Laurie Bence

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11/3/2023

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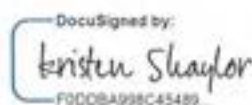
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DocuSigned by:  
  
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Kristen Shaylor

Sales Person

Maven Commercial Real Estate



11/3/2023

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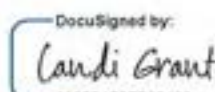
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DocuSigned by:  
  
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Candi Grant

Sales Representative



11/3/2023

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DocuSigned by:  
  
9FD4E903D48442C

Heidi Kostyra

Broker of record





11/3/2023

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DocuSigned by:  
  
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Jeff Gilbert

Real Estate Broker

Century 21 B.J. Roth Realty



11/3/2023

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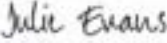
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DocuSigned by:  
  
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Julie Evans

Realtor



11/3/2023

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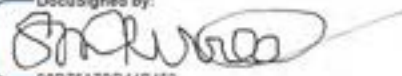
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DocuSigned by:  
  
98D75A78D41B439

SHANNON MURREE

REAL ESTATE AGENT, MOVINGSIMCOE.COM TEAM

RE/MAX HALLMARK CHAY REALTY BROKERAGE



11/3/2023

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DocuSigned by:  
  
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Pat Fergusson

Broker

Sutton Group Incentive Realty Inc., Brokerage



11/3/2023

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DocuSigned by:  
  
5748602FD1B442F

Soledad Martis

Broker

Royal Le Page Supreme



11/3/2023

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DocuSigned by:  
  
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Angela Montano

Realtor

Coldwell Banker The Real Estate Centre



11/3/2023

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DocuSigned by:  
  
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Abdul Rehman

Realtor

Royal LePage Terrequity Realty



11/3/2023

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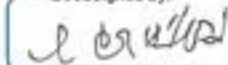
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Yours truly,

DocuSigned by:  
  
0480880A32F84D9

Isabel Zurego-Crickard

Mrs





11/4/2023

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Yours truly,

DocuSigned by:  
  
765E80E458C409

cheryl lowe

Broker

Ed Lowe Limited, Brokerage



11/4/2023

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Yours truly,

DocuSigned by:  
  
29009225F988400

Natalia Gavrilkina

ms



11/4/2023

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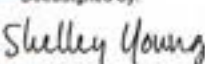
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Yours truly,

DocuSigned by:  
  
744E10295DF1487...

shelley young

Mrs.



11/4/2023

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Yours truly,

DocuSigned by:  
  
62185C330CE542E

Alyssa White

Salesperson



11/4/2023

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Yours truly,

DocuSigned by:  
  
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Lorena Karla Nalon

Real Estate sales representative

Exp Realty Brokerage



10/31/2023

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Marco Pontes

Broker

REMAX west realty inc., brokerage



10/31/2023

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DocuSigned by:  
  
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BD103294

Sales Representative

Tracey Best



10/31/2023

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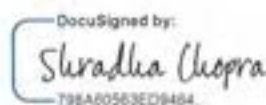
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DocuSigned by:  
  
798A60563ED09464

Shradha Chopra

OWNER





10/31/2023

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DocuSigned by:  
  
B17EE44C046944B

John Mercuri

Broker

exp Realty



10/31/2023

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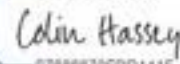
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DocuSigned by:  
  
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Colin Hassey

Broker



10/31/2023

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DocuSigned by:  
  
C8334A7302544FD

Alexa Tickner

Real Estate Salesperson

Royal LePage First Contact Realty



10/31/2023

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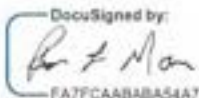
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DocuSigned by:  
  
FA7FCAAB8A5A47

Ross Mair

Sales rep.

Sutton group incentive Realty



10/31/2023

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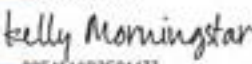
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DocuSigned by:  
  
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Kelly Morningstar

Administrative Assistant



10/31/2023

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To combat these challenges and maximize the investment opportunities for the City, and by extension the Province, Barrie is in need of additional vacant and readily serviceable employment lands that would provide land and facility ownership opportunities to prospective investors in the community.

I feel strongly that the City of Barrie is best positioned amongst the municipalities in the region to provide the services and infrastructure necessary to meet the needs of growing and new businesses. It is my hope that the Province will continue to engage in further discussions with the City to explore options that can increase the supply of employment lands and ensure that the economic prospects of the city, region, and province as a whole are maximized by capitalizing on Barrie's attractiveness as a place for businesses to establish, grow, and succeed.

Yours truly,

DocuSigned by:  
  
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keith williams

mr



10/31/2023

Dear Province of Ontario:

As a REALTOR® in Barrie, I have seen first-hand the efforts that the City is undertaking to create an environment that is well-suited to allowing businesses to start, grow, and thrive in the community and to keep itself competitive in servicing the growing demand in the region for business expansions, relocations, and foreign direct investment.

While the City is making advancements in helping bring commercial and industrial development projects to market, it remains challenged in fulfilling the demands and requirements of prospective investors. With an extremely limited supply of serviced land on the market and available for sale to end users, the City continues to lack shovel-ready parcels of employment land, both in terms of volume and variety in size. This is particularly noticeable as it relates to serviced, shovel-ready contiguous tracts of developable properties that are 10+ acres in size.

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Yours truly,

DocuSigned by:  
  
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John weber

Royal LePage, Weber Team

## Appendix 8 – General Input





## **OP Town Hall Meeting**

### **Meeting Notes**

Hosted by:

Mayor Alex Nuttall

November 22, 2023 from 8:00pm-10:00pm

Council Chambers

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Attendees: +/- # 50

### **Meeting began at approximately 8:08pm**

Welcome and intro by Mayor Nuttall.

Received request from minister of affairs for comment from the Mayor. It was important to receive consultations from Builders/Businesses/Churches etc about what they want from the OP.

Currently back to the previously approved OP from former Council.

All of tonight's recommendations will be provided to the province and publicly posted on our website.

Mayor will be making amendments to the OP.

Members of the public were able to provide feedback to myself and our planning department prior to this meeting for consideration.

Mayor Nuttall invites Michelle Banfield to present.  
Council has until Dec 7 to provide comments on 73 modifications.  
Outlined modifications.

Language changes ie should to shall.

Increase/Decrease of density

Site specific modifications

Phasing plan adjustments

Discussed next steps – receiving feedback and input, prepare submissions to Minister Calandra, comments can be emailed before tomorrow to [officialplan@barrie.ca](mailto:officialplan@barrie.ca).

Ms. Banfield's presentation concluded.

AM: noted audio issues.

Open floor for deputations:

**Sean Mason:**

We operate a land development and home building company in Barrie. We're focused on low rise townhomes and mid rise condominiums. We're constructed with geothermal and solar solutions, cross laminated heavy timber energy star.

We own 6, 5, one Bayfield St, a 25 acre piece on the east side of Bayfield, and adjacent to the city of Barre's northern boundary. There are a number of road stubs at the property, including sidewalks running right up to the hydrants.

The Remington proposed project is directly north of this property. As we share the same sentiment on this matter, I am also speaking on behalf of the owner of 8, 3, one Sunnidale road, a parcel of 133, 130 acres east of Miller and south of Sunnidale – a potential logical extension of development.

We see the provinces decisions to re-open the OP's as very transparent and a very unique opportunity to progress in housing goals.

We understand that there have been discussions to utilize existing barrier infrastructure between neighboring municipalities for some time, and we ask these municipalities and the province that the lands mentioned previously amongst lands owned by other landowners in the area, in in strategic and logical locations be allowed to be developed either by moving into various boundary our first choice, or secondarily through a cross boundary solution that benefits both municipalities.

We ask very council to include mechanisms and language in the re-examination of its approved 2022 OP. To encourage and enable such scenarios to come to life.

We request that those items concerning density and language directives amongst the 73 changes that were changed by the province to remain in the new document, and at that. Thank you very much.

**Amanda Santo Dorset Developments:**

We own 80 hectares of land in the easternmost portion of the Hewitt's Creek community. Along the inn border. Our lands are situated west of the twentieth side road between Mapleview and Lockhart.

We are members of the Hewitt Creek's Landowner group, and have been actively working with the city for the last several years

to enable these lands for development as envisioned in the Hewitt Secondary plan.

we've been working through the draft plan and rezoning process, including working with staff to front end the design work for a critical piece of infrastructure of the pumping station which supports our land and several others in the area. I believe this demonstrates our commitment to see these lands developed.

Previously submitted feedback to original OP, province made 3 mods that support our development, and we are asking to this term of Council to consider these modifications which will be communicated by Matthew Cory:

**Matthew Cory of Dorset Developments:**

The first one in discussions with Staff through the OP. Process. It was, made clear that on the east side of the Hewitt Secondary plan where these lands reside right on the boundary a different density is appropriate than the generic Greenfield density. And certainly it's our understanding from the staff that a lower density was assumed, and we were seeking to have that clarified. That's a density these land should be planned at and they're also the the density that was consistent with the Hewitt secondary plan that existed prior to the new official plan. So there was a modification number 23 which gave that site specific density of 55 people and jobs per hectare on the the property. That's absolutely something that we would hope you can continue to support in your communications with the province.

The second one is the phasing. Certainly we were included in that phasing modification that Miss Banfield showed earlier. We, we think honestly, there should be no phasing at this point. In in the

new areas time has passed and things will progress as services are extended. But that being said we were satisfied with the phasing that the province had put forward, where we were ended up in in a variant of phase one. I think our preferences is very much so that there'd be no phasing. But if there were to be phasing that would be in the first phase, so we could deliver the pumping station and the other infrastructure that had to be delivered along with that development.

The third one was a specific policy clarification in regards to that, you could have lower density when you're near the edge of a boundary. But to be quite plain, if we have the site specific policy applying it wouldn't make a difference. It was a generic policy change that we were asking for as well that was Modification number 18 which ended up clarifying that low and medium low density. Residential uses at a minimum of 50 could be allowed in appropriate locations abutting agricultural and rural areas. That being said, that that modification is secondary to the primary one, which is the site specific one to give clarity on the planning of the site.

**Brooke Burlock:**

Canadian Tire properties

Submitted comments to the ministry previously. Relating to the Site Specific modifications Canadian tire did not support the redesignation of their commercial lands at 75 Mapleview drive west to employment area non-industrial under the official plan as adopted under our comments submitted to the ministry, we requested that 75 mapleview drive be redesignated as commercial district, with the minister implemented through

modification 71 adding the land to the strategic growth area and 72 with the redesignation to commercial district.

In our submission, the designations of the lands under the Council adopted. Official plan is not reflective of the current use, nor their intended long-term function for major retail. A commercial district designation is consistent with the immediately adjacent lands to the east and northeast.

Lastly, there was no justification provided for the redesignation of the lands to an employment area through the official plan. Our request is that modifications number 71, 72, made by the Minister be maintained.

For the wording of policies themed our comments to the ministry, related to utilizing flexible language, such as should and may within various community design policies. The minister addressed many of our comments, as well as other instances under the modifications. 4, 1125, 27, to 30, 32 to 37, 39 to 41, 43 to 45, 51, and 52.

Through the use of flexible language, with policies using words such as should and may allows for consideration of site-specific contexts and operational needs. In the absence of flexibility, official plan amendments may be required to address Nonconformance with relevant policies. We note that the city is preparing new urban design guidelines, or to guide new development.

In our opinion, the minister of modifications that I referenced previously are consistent with the provincial policy statement conform with the applicable policies of the growth plan and represent good planning, and therefore should be maintained as part of the new very official plan.

**Micheal Gray of Evans Planning:**

\*Handout provided to Council

The purpose of my delegation is to request the official plan to have appropriate provisions for the establishment of an intensification of permanent land uses a properties running Wellington Street, west between Ann Street and Kids Creek. The properties are shown in red outline on page 2 of the hand out. All of the owners within that red outlined area are participating in this request.

Wellington Street is a major arterial road with 2 public transit routes. As such the properties are ideally suitable for redevelopment that would result in intensification of the use of them

A shown on the Master Plan concept that is provided in the last 3 pages of the handout they proposed intensification of uses would be consistent with the provisions of the official plan. It would provide a significant assistance to the city to meet or exceed its housing, pledged the provincial Government to facilitate the construction of 23,000 housing units within the city by 2031 as its contribution towards the province's goal of building at least 1.5 million homes by 2031.

**Gary Fanton: President Housing Developments.**

Presenting on behalf of a block of owners – bounded by Essa, Gowan, William and Cumberland.



We are working with the vendors there and I am presenting on behalf of 4 of major block owners who make up 75% of the block. I will also be approaching the other 25% who will most likely provide support and consent.

All four major vendors sent letters to the city to bring this very important development to your attention.

Residential intensification be brought back to the block that was previously removed from OP.

We're asking you for the review process requesting residential intensification to be brought back to the block that was removed in the previous official plan. This is for attainable workplace housing. This request makes sense under the leadership of Michael Bay of home opportunities - a nonprofit agency. who works with the province and municipality to provide workplace ownership, occupied housing for those families with different incomes that don't have the money for the deposits.

This site requires the intensification that it deserves as it is located across from GO, major HWY with very accessible amenities. Workplace families and their kids – they will have ownership. Funding will be coming from the province. This block needs to be revitalized.

MN: Love that idea.

**Margaret Prophet: Simcoe County greenbelt coalition.**

COB plays important role in the region. We encourage Barrie to continue to be innovative and ambitious with housing initiatives,

environmental protection and job creation, whether it be through zoning bylaws, inventive ways to work with our public and private sectors. The ultimate goal is for Barrie to mature and develop in a way that provides an affordable urban community while having the high standards of care for its people and environment.

In our opinion, the province doing so sets a bad precedent, and clearly erodes municipal decision making that is, there to ensure that a community matures and grows in a way that is consistent with local knowledge, public input and regional context.

I'm not suggesting that city of Barrie or local developers have done anything inappropriate, but I am saying that how the new policy decisions in Barrie's OP's were made are unclear, and if the city supports these changes through this request, then they also take the liability that may come if details do emerge and show that public trust was broken.

Finally, the changes made to OP Weaken the heart of the desired goals of the very including significant affordable housing policies watered down as Michelle mentioned earlier, also requirements to ensure development along with a lake and Lake Simco maintain public access. Local landmarks are maintained in public vistas, further languages weakened that promotes walkable communities via public spaces, and the list goes on.

These do not seem to be policies that benefit the public or public safety, and I've outlined new policies that greatly concern on a separate page which I will submit to the panel.

I encourage Mayor and Council to defend local democracy and local decision making, and ask the province to remove all of the changes that were made to bear his official plan. In our opinion

the changes the province made were dramatically weakened. The vision that Barrie set through its policies. And that is a terrible outcome to endorse.

Major concern: there are policies where it talks about water waterfront properties in on Little Lake and on Lake Simcoe, and basically says, if I can go through my looks here, but it says that it's not required, so weakened it from a shall maintain public access, shall maintain waterfront landmarks. And there's one other thing into a should. So now there's but whether it's public access, public vistas and public landmarks along those shorelines need to be maintained.

MN: Changes Regarding access to water – need clarification on water access concerns from our public service.

MB: policy 3.2.4.3 is where the change was made.

Margarat Prophet: Policies waterfront on Little Lake and lake Simcoe – language shall to should – include physical access to water.

Kungl: How would this apply to the current development on Little lake that has already been approved – negotiated a public access boardwalk.

M. Banfield – does not impact any existing approvals.

***\*Refer to Ms. Prophet's table***

**Darren Vella: IPS**

Provided presentation to Council.

Mods related to polices –

Challenges: Properties in medium density designation. A range of building hgts/densities – nothing under 6 stories, 12 cap. Density range 125-300 units per hectre, understanding the unit sizes are decreasing – developers are trying to make units more affordable. Will provide a letter with suggestions to changes to medium density policies.

We think about what the provincial objectives are is to build more housing and to create more jobs, and to allow cities across Ontario to prosper. And I think that's what we have to keep in mind when we're thinking about any potential changes to to this document.

In looking at the provincial modifications. The ones that are related to policies, not site specific pertaining to certain properties. The policy changes, in my opinion. Have allowed for a reduction in red tape. They've allowed for some greater creativity from the development industry to bring forward innovative proposals to meet the needs of changing communities.

I think it's also important to understand, Council, that when your official plan was adopted and when the provincial changes were made, there were some planning policy changes at the provincial level which your OP. Must comply with. So some of those changes were made by virtue of amendments to certain bills that the province has adopted, which have the effects of coming down into lower tier official plans.

So in looking at the Barrie official plan, when we think about what the official plan used to look like and what the official plan is. Today, we're definitely taking a step in the right direction.

I've got a few specific challenges on certain policies based on the fact that we've been working with this document for several months. So one of the ones that I wanted to speak to council about this evening specifically rate relates to properties that are in your medium density designation. So in your medium density designation in your new official plan, you've got a range of building heights and a range of densities that you're permitted.

So you can't build technically anything under 6 stories and you're capped out at 12. You could try and get under 6 if you justified through planning rationale. But the general rule, the way the policy is written is you have a range of 6 to 12 stories to work with your density range for a 6 to 12 story building is between 125 and 300 units per hectare.

So density is being measured by the number of units you can sit on a property understanding that unit sizes are decreasing and developers are trying to find ways to make units more attainable and more affordable. The general trend is that unit sizes are decreasing so effectively in a 6 story building, you would traditionally be able to fit 60 units.

And today, because of market changes and cost of construction, that building might be able to accommodate 80 units.

So what's effectively happening is those 20 units in between are not being able to be built on these properties because your official plan has a limit based on the number of units that are being permitted per property.

I really think we need to look at how we're measuring. Density. In this medium density designation, because it's a very important designation. Throughout the city, as it relates to your

intensification corridors in some areas in the Greenfield area through the through the Hewitt's plan in thinking about those changes.

I'm not suggesting that adding more units means that there's not going to be a thorough review of this application through your planning department. Your plan department is still going to request traffic studies, planning studies, surfing studies for this type of application.

But effectively, what I'm suggesting to you counsel is, if we don't revisit this policy. what we're actually doing is making projects less affordable.

And I think that's an important thing to understand, because really, what we're trying to do is make development more affordable for people looking to to come to the city of Barrie

**Brad Harris:** modular solutions specialist. Current approach to affordable housing – should encompass holistic view. Ex 20 Rose St – labeled as affordable is in reality a subsidized. Machine learning tool aims to ensure [contact@buildmanagers.ca](mailto:contact@buildmanagers.ca) housing data to ensure meaningful decisions.

### **517 Tiffin St: Edwina**

Province changing this property to EP have been in business for 20 years – looking to sell property the concern is not as attractive if rezoned EP – devaluing the property which is currently general industrial. No wet lands on the direct property. Other properties hae wet lands that are still designated as employment lands.

Planners – we get a lot of different answers from city planner. Major concern. Need uniform answers. Did not receive any communication of the plans changing.

M.s banfield: Zoning has not changed. Suggested that we take this offline to discuss further.

### Camera Sellers IPS:

Cameron Sellers on behalf of Sandu developments, the owners of 1 21 Wellington Street, West I will note that these lands are within the area that Mr. Gray spoke about earlier. But Sandy developments wanted to provide some further information on their property specifically.

The welling 1 21 Wellington Street, west site is a it's currently under utilized. It has a low rise aging commercial building, located on the eastern half of the site, with the western half of the site being vacant, with just surface parking.

The city's current official plan stipulates a maximum of 12 stories of height for these lands within the commercial district designation outside of strategic growth areas which we believe represents a failed opportunity for the city to further intensify within an excellent location within the city and an appropriate location.

So we believe the site is ideally positioned for significant intensification. Given the surrounding area attributes. The lands are located along the highway, 400 corridor, where several high density developments are being considered or have been approved.

The Lands are steps away from an anchor grocery store, a pharmacy, and a large commercial development. At 165, Wellington Street, West ends front a 4 lane arterial road within the city and are located on 2 public transit routes, and municipal services are existing and present available to service the the developments.

So inter early 2023. We did complete a formal pre consultation process with the city, and we recently completed revised architectural models with Ism architects. Showcasing 2 mixed use buildings on on these lands, possessing a a total of approximately 850 residential units and various commercial spaces at grade.

So we believe development of these lands will promote residential growth, commerce, jobs, and social interaction in accordance with the supporting policies of the official plan. And so our ask of you is to please consider revising the official plan to support and promote increased intensification on this site and on the greater area.

Open to public at large.

**Joe Nethery:**

94 Mary St – representing the new owners of the property – not the owners when previous OP was approved.

I am looking at modification number 31. The policy was 3.2 point 1 sub. C. In the human scale design section which added in some recognition that areas, including a whole bunch of strategic growth areas, are where increased heights and densities, are coming in to me as it would be my professional meaning. That was very helpful clarification for the issue that my clients are



happening to deal with right now what I'm going to do out of this meeting tonight. I'm going to follow up with the policy planning team one of whom I helpfully met on my way in here with respect to the policy above it. Sub b. wherein I think there may be some room for a little bit of wordsmithing to address what I would have done if I had been on the case and involved in this project 2 years ago With the overall issue question I would have is, how do these two very good, helpful, positive, progressive design policies interact with some of the development standards and in particular height minimums and maximums as they apply in the medium density designation.

But this is a more detailed conversation I probably need to have with the development team, and my client is riding, grinding my gears to get that on that asap.

**Mr. Duhamel of Jones Consulting:** Hewitts creek land owners group. They're supportive of the policies of the modifications that the province has made. I mean in particular, I think staff did a great job of putting together a really good document, but there was some rough edges, as it relates to some of the language, and I think quite frankly, the province improved on some of that language, and we all work together on documents and plans all the time, and more eyes often on times, can improve documents. There's been a lot of people talking about the flexible language that we need to remember. This is an official plan and not a zoning by law and there should be some inherent flexibility in an official plan, so that you do avoid numerous official plan amendments that would be required going forward. That adds a lot of time and and money that impacts the ability to deliver projects. So I think when you have, when you're thinking about, particularly when we're drill drilling down into the details. And

there's a lot of urban design related policies in the OP And as they're written, there's actually, in some cases they actually prescribe setbacks and separations in numerical amounts, and use the word shall.

In my view that has no business, being in an official plan. In the first place, they should be guidelines, and that's what the province modified them to be guidelines and they should be worked out on a site specific basis. And I think that's an example of where the document was improved. The intent is to make sure, a high standard of urban design and human scale design and all the other elements in the OP. That's still there. Just provide some flexibility. And how it's actually implemented at a detailed development stage. And I think that's a good thing for all of us, and I don't think we should be coming to the to before you with that application for official plan amendment to to change a separation distance between 2 apartment buildings from 30 meters to to 26 meters. I don't think that's what an OP. Should do. So I think that's where the modifications for the province made the document better.

So again, recognizing that policies for urban design, they shouldn't prevent good developments from proceeding. They should. There's there's urban design is subjective in many respects, and I think you probably had earfuls of comments about urban design. Quite frankly, the policies in the adopted OP. Without being modified, simply too strong and restrictive and then, on the the last point on the Hewitt's landowners support comments that were made earlier about just removing the phasing policies in their entirety. There wasn't a time and a place to have phasing policies in the OP. When the Hewitt secondary plan was first adopted. There was nothing built. There was no

infrastructure constructed but millions upon tens of millions of dollars of infrastructure has been built along your arterial roadways, and the infrastructure is your phasing mechanism. You can't start building down in the far right corner of Lockhart when there's no services.

The just because you make everything you eliminate the phasing policies in an OP. Doesn't mean you won't have appropriate phasing and appropriate, you know, development of of land because you have to follow the infrastructure. It's just. It's just the way that that that development works in particular in the Hewitt's area. And then the last comment, because I've got a minute left. There's a singular landowner in Hewitt's 989 Young Street. They are right on the northeast corner of Young and Lockhart Road.

Their lands are designated medium density. They're happy about being able to develop on lands that permit up to 300 units per hectare. There's no questions about that. But there is a again another numerical limitation, the official plan that that Mr. Bella spoke about a 12 story height limit and on that particular site that projects probably gonna be about 300 million dollars. It's going to have somewhere in the 2,500 to 303,000 units on the site a little extra height without having to make homogenous heights all at 12 stories would make the project a lot better. So you're not changing how many units are on the site, you're just making the project better. Another example having strict limits in your OP. With no flexibility. Why, that is not, I don't think, is generally desirable from a community building perspective.

Up until now all the developments that have the applications that have been submitted and and I'm moving forward have been based on the old Hewitt's Creek secondary plan. So we're now in

the stages of doing. There's a lot of pre-work that has to go into working on applications. And we're doing that right now on a bunch of sites, and the densities are quite a bit higher.

To meet the new requirements of 79 people and jobs for hectare. So there's nothing that I can think of that. There's there's no actual, you know, plans of subdivision or zoning bylaw amendment applications that are in place for the lands that are beyond 2031.

MN: do you see the corresponding employment available for those folks that you know you're building homes for?

Mr. Duhamal: Hewitt was designed to have a population related employment. So in the form of commercial and different mixed use nodes, and particularly long young street. So that will occur. But employment just generally. Not population. Related. Employment is wasn't planned for this area. That's the Salem secondary plan area. So yes, there absolutely will be. Some commercial lands along Young street, and there's different commercial pockets and mixed use buildings that will be built in Hewitt's as it was originally envisioned over a decade ago. And and how many people do you think will be moving in total to the Hewitts Creek area now.

I would say that you would be well, probably cresting you know, 17,000 units, something to that effect. So if you're 2.7 persons per unit, so if we're looking at somewhere around more than 50,000. We brought in the entire annexation area. It was going to be 45,000. It's actually 30,000 people, 10,000 jobs and 45,000 people, 5,000 jobs. And now it's 45,000 people just in one half.

**Keith Mckinnon:** I'm with planning partners Inc. Here on behalf of the salem Landowners Group. We certainly appreciate the fact that, think you, were that we're aware of the only municipality that has offered public input. To modifications, to official plans that are proposed to be rolled back. So we thank you for this opportunity to present to you tonight. primarily on behalf of the Sale Manners Group. There was one particular modification that the minister made and we certainly, from the get go, were major participants through the OP review process. We certainly met with staff numerous times to work through the official plan but ultimately one of the modifications the minister made was Modification number 9, which was to allow the sale and secondary plan to remain at the minimum density of 52 persons of jobs per hectare as opposed to the proposed 79 persons and jobs for Hector that was outlined in the adopted official plan.

Our request to you, Mayor Nuttall and Members of Council, is to maintain the 52 persons and jobs per hectare as a minimum, because what that ultimately does is provides the landowners with a multitude of flexibility in terms of unit types.

That. So, you know. Certainly they would strive to achieve more. We're certainly in the plans that have been approved and then have been registered, are certainly providing more than 52 persons in jobs per hectare but it allows flexibility for different unit types to be provided in the community. And so we're respectfully requesting that modification to continue going forward. In addition as Mr. Duhamel mentioned, we too certainly are supportive of the flexibility in terms of the should, or may, as opposed to the shall.

You know fisher plans from the from the beginning of time that they've been created. They're motherhood statements. These are motherhood documents for policy directives of how municipalities

want to see their municipality grow, but not be so specific that for every development application that comes before you includes an official plan amendment we don't want to do that. All it does is adds, more red tape adds more time, and adds more cost to projects. I don't think that benefits anybody So we're certainly much supportive of the flexibility for the wording, and we certainly do request that, like modification, number 9 continues in the official plan.

MN: What was the previous density before it was 52 persons per hectare.

Mr. McKinnon: the same secondary plan as it was approved in 2,016 by the then Interim board, 52 persons and jobs per Hectore. Okay.

MN: And what was it in the modification? Number 9? Then it's state of 52, because the way it was adopted was 79 but then the minister changed back to 52. The way it was. Plan 52 to 79 to 52 is what you say got it?

MN: how many? How many people will that equate to inside of the Salem secondary plan?

Mr. Duhamel: So we haven't done a full analysis yet, cause we're really we've from a residential side. We have 5 plans that have been approved. One registered, one community finished, which is Bear Creek Ridge, up at Eser Road, just north of Salem, but I suspect we're probably just given the amount of natural hair system we have within the Salem secondary plan, plus, we have obviously a large component of industrial land in there as well.

But I'm guessing we're probably going to be in the 10 to 14,000 people would be my guess.

MN: And then is that, including the employment. No. And how many jobs do you think are inside that area?

Mr. McKinnon: Very good question. We don't know. It. I think it really depends on the industry that comes to there. Obviously, if you are getting trucking terminals those occupies significant amount of land, but they occupy very few employees. whereas you get an office, use those generate a significant amount of employees on a smaller footprint. So you know, I think the secondary plan, originally as it was created. If my memory strikes correctly, I think it was about 4 to 6,000 jobs, I think if I'm not mistaken but you know that certainly will change over time, and you know I would also say that you you may not know, your worship, that at the south east corner of Mackay, and veterans in conjunction with the southwest corner, Mackay and Veterans, which is the residential side.

We also have a draft approved plan for industrial uses in that location but our major limiting factor is, we don't have the mackay rd sewer. as soon as the Mackay sewer goes in, then you open up a significant amount of employment land in that location, but until then it's pretty constrained in terms of what can be offered at the time.

MN: Open to front ending.

**Fred Picavet:** Came to thank you. In 1986 I bought 400 acres on Miller. Hoping you're successful in boundary expansion. I know a lot of developers, and you'll have a hundred+ units with a 15 acre high school site and then a 5 acre separate school site that's being built on Miller.

MN: Township of Springwater proposed this property become part of Barrie. We did not ask for this property in our boundary expansion request.

**Jennier VanGennip:**

Redpark Communities. Local affordable housing advocate. Attached as OP. SCATHA we made multiple submissions to previous OP. I believe amendments are interested in the ones that weaken affordable housing targets. Thanked Councillor Harvey that made amendment to increase affordable housing targets – would love to see those returned. Revert back to language relating to affordable housing targets – higher density targets as well. Would like to see more density throughout the city and OP

MN: You're speaking about specific properties versus the overall.

Jennifer: Yes, I believe one of the changes was to revert as a piece of a section that was at 70, ninth back to 52. I think that's already been talked about this evening. Okay, Generally speaking, as affordable housing advocates. We are supportive of higher density targets. I heard the language used today around flexibility, and I do agree with flexibility of adding units or adding



height. I think the language we're more interested, or that I am more interested is language that weakened the policy of the official plan. So if you're talking about on a site, instead of having all based on what I've heard this evening, if you're talking about on one site, having, instead of all 12 s. Having some eight's, and having some 15 s. Having the flexibility to do that

MN: you want to see generally more density is what I'm understanding?

Jennifer: Yes

MN: Were density targets changed?

M. banfield: yes, across the city density went higher to 79

**Ron Sherdown:** Owner of Barrie Welding/ representing of Snow Valley resorts and Developments.

We own approx. 1 million sq ft of industrial property. We have no industrial space in Barrie. Keep talking about residential development, but there are no jobs for these new developments. We would like Barrie to expand boundaries.

Over the last probably decade I have had many, many calls for space, and there is no industrial space in the city of Barrie.

From what we understand from the city, the annex lands to the south are probably 8 to 10 years away from being developed or being serviced and there's a severe shortage. We keep talking about more residential, higher densities. But we need places for people to work. We have. and 887 acre parcel just to the north of Barrie. It's in Springwater. We have a plan on 72 acres of that 187 acres for industrial property. Barrie has pipe and service right

across the road and we would like. varied to expand or or to have a boundary expansion to utilize those lands. We have had an economic analysis by urban metrics the 72 acre parcel would facilitate about 900 skilled people for employment it would generate over half 1 million dollars in property tax and 600 jobs for a total of 1.500 jobs that it would support.

MN: We would love an OP that includes more industrial land. We proposed this land to Springwater, and that didn't go entirely well.

**Chris krypton:** I'm here on behalf of Harvey Road, Corp. were the owners of the land on the south side of Harvey Road and west of 400. Our lands were designated as neighborhood area, and the official plan approved in April 2023 by the Ministry of municipal affairs and housing. We would like this designation to remain on the property. We also support the other modifications from the province particularly number 14, that would allow for 6 story buildings on the vacant neighborhood area land with the Zoning Bylaw Amendment. The old version of the new official plan designated the property as employment, non-industrial, which allows for commercial retail and office uses.

The area surrounding our property on Harvey Road is filled with these types of spaces, many of them vacant. A large industrial user would not be able to locate here, due to the required setback from environmentally protected lands, creating development constraints that might limit the use of the land.

A residential development makes sense here, as shown by the city's recent redesignation of the smart centers, property to the South.

The existing residential, and the fact that people living here have access to transit highway, 400 parks, schools, and other amenities that create complete communities. We've been working

for the last 6 months or so on the premise that the subject land has a residential designation.

I would ask that in your correspondence with the Minister you maintain that modification that the province made to the official plan.

**Parker Drury:** resident of Oro Medonte. Industrial land in Barrie. Something that was proposed, regarding annexing Oro Medonte, read in Barrie Today article. Impacts that this would have – a lot of wetlands in this area, that feed into Little Lake. Napolean – already ground water contamination from road salt. Nitrate contamination from farmlands. Doesn't seem it is an appropriate use of this land. COB has multiple production wells in east end of Barrie, with protection wells. Will have effects on residents in this area – my family has lived in this area for 200 years, and something that I'd like to see is utilizing the lands COB will be zoned as industrial already. Mixing residential and agricultural seems inappropriate.

Concerns About annexing parts of Oro Medonte. Shanty Bay area between Penetang Road and the first line south of Gore Road. Essentially, and I believe the other area was north of Little Lake south of Forbes Road. I just wanted to talk very briefly about some of the impacts that that may have. And the appropriateness of that land use potentially. In this area. We're dealing with a lot of Wetland. We have creeks and tributaries that feed into Little Lake Lake Simcoe, as well as some fairly vulnerable, or denoted as vulnerable aquifers. These are aquifers that are not protected by a confining layer and Aquatard in the areas right around where Napoleon Woodstoves has their manufacturing and distribution

facilities. There's already pretty significant groundwater contamination there from chlorides and sodium from road salt contamination generally in the Oro and spring water areas we already have fairly significant, and it depends in areas. But nitrate contamination in our groundwater, which is generally from agricultural runoff and whatnot. These issues don't get better on their own, and they certainly don't get better with the inclusion of industrial use over these areas.

After speaking to a number of people in the area. It really doesn't seem like it's appropriate use of that land being adjacent to residential institutional and agricultural land.

You were quoted in that article as saying, You know, there are very few residents who will be affected by this potential development, and I'd just like to kind of, you know, as a compare this a little bit that a house fire comparatively affects very few people in the neighborhood or the municipality where it occurs. But it affects those people profoundly and generationally. My family's been in the area for over 200 years. Now we can continue to work and live and raise their families in this area, and would like to do so, you know, with clean drinking, water, ground water, and so on, and so forth, and Something that I'd like to see prior to.

You know, potentially annexing areas of formicate and spring water is utilizing the lands that Barrie has already zoned or indicated that the will be zoned as industrial to the southern part of the city, where it's already generally grouped in that area. It just seems to be that the mixing land use or mixing that industrial land use in with agricultural type one and type 2 Ag. Land and residential is just kind of a wild thing to do and doesn't seem to be particularly appropriate in the eyes of myself and many others

who have spoken to very unprepared with this, because it's something that's just very been recently brought to my attention.

MN: Noted that Before south end land was annexed, it was farm land.

MP: municipal services are the most environmentally friendly way to deal with contamination. I think our neighbours would agree.

**Darren Vella IPS:** I've been working with many, many landowners that have own land, a budding the city, Barrie, for probably the last 15 to 20 years trying to develop properties and the planning legislation that's in place. And these buddy municipalities do not allow for a development So we're encouraged by the city's action. We're supporting the city's action to try and bring more lands into the city of Berry for industrial development, particularly in areas where Barrie can efficiently service with water wastewater stormwater management, not costing the taxpayer additional funds to bring these lands online.

So we're encouraged. I did want to ask based on the maps that were circulated through the press.

There were some additional lands that we would like consideration of from bearing so that would include the extension of Miller drive up to Sunnydale Road. So right now Mr. Pickwick's lands, which which he spoke he's on the west side of Miller Drive, but we feel extending Miller drive to Sunnydale, and including the lands on the east side of the intersection of Sunnydale and Miller, makes logical planning sense, and also coincides with Mr. Sheardown's request for for his property. And then, secondly,

parcels located along Ann street. Miller, we're we're not sure why those lands weren't included on the the publicly circulated map.

Ann Street has the old Springwater airport. There are large industrial buildings on the Ann Street at 5 60 Ann Street. Those properties with available services, municipal services could easily be converted into industrial uses very, very quickly and efficiently.

So. The other thing to keep in mind along the a street corridor is the community of Midhurst is going to be growing. To within 100 acre, a 100 Acre farm between Barry and Midhurst and it really wouldn't make a lot of planning sense to leave 100 acre farm in between 2 urban areas. That area should be consolidated and and used for for urban development. So with that, we're hoping that through this official plan process

Mayor Nuttall, the submission that you made to the Provincial Standing Committee on Heritage Infrastructure and Cultural policy. You're also going to include that with your submission package to the Ministry, municipal affairs and housing, and if there's anything else we will follow up through written comments through your planning office.

Meeting adjourned at 10:03 p.m.

## Shawn Gibson

---

**From:** Michael Gray <mgray@evansplanning.com>  
**Sent:** Monday, December 4, 2023 2:41 PM  
**To:** Office of the Mayor; Natasha Halikas  
**Cc:** Mike Fuda; Adam Layton; Rosanna Punit  
**Subject:** Proposed Intensification Area (PIA) for Wellington St. W. (WSW) Properties  
**Attachments:** Plg Brief (Nov 21 '23) for WSW Prop'd Intensific'n Area.pdf

Good Day Your Worship,

I spoke with you and Mike Fuda after the November 22 Town Hall Meeting (THM) about the review of the City's Official Plan (OP) by the Ministry of Municipal Affairs and Housing (MMAH). At the THM I made a very brief delegation on behalf of the owners of the properties along WSW, including the "Fuda Bakery Plaza", for their request for the PIA. I previously provided you with a Planning Brief in support of the requested PIA. For your convenience, a copy of it is attached.

We request that you include the requested PIA in your letter to be provided to MMAH by December 7 for the City's response and suggested changes to the OP. The PIA would provide a significant opportunity for the City to exceed its "housing pledge" to the Provincial government to facilitate the construction of 23,000 housing units within the City by 2031 as its contribution towards the Province's goal of building at least 1.5 million homes by 2031.

We were hoping to have a brief 15-20 minute meeting with you before December 7 to provide you with any further information you might find useful about this matter. Our understanding is that Mr. Fuda has been attempting to reach you about this. We remain available on short notice at your convenience for such a meeting if you so desire.

Thank you for your time and consideration of the requested PIA.

Michael Gray  
Senior Planner  
Evans Planning  
9212 Yonge St.  
Unit 1  
Richmond Hill, Ontario  
L4C 7A2

905-669-6992 ext. 109  
647-409-3111 direct



November 21, 2023

City of Barrie  
70 Collier Street  
Barrie, Ontario L4M 4Z2

Re: Submission in Support of Proposed Intensification of Development of Properties Fronting Wellington Street West between Anne Street and Kidd's Creek

This submission is made on behalf of all owners of properties fronting Wellington Street West between Anne Street on the west and Kidd's Creek to the east. Information of the participating owners and their properties is provided in the Appendix. For the purposes of this submission the properties are collectively referred to as the "Subject Area" and are shown on the attached "Context Map".

**BACKGROUND:**

The subject area is subject to the provisions of the City of Barrie Official Plan 2051 (OP) as originally approved with modifications by the Ontario Minister of Municipal Affairs and Housing (MMAH) on April 11, 2023.

OP Map 1 – Community Structure (attached) does not have any designations for the subject area other than being within a "Built-up Area".

OP Map 2 – Land Use Designations (attached) designates most of the subject area for "Commercial District" uses. The properties having municipal addresses of 125 and 135/139 Wellington St. W. are designated "Medium Density" Residential.

On October 23, 2023 MMAH announced that its approval of the OP has been rescinded for a 45 day "review period" commencing on that day. During this period the City of Barrie will have an opportunity to submit suggested changes and updates to the OP to MMAH for its consideration prior to MMAH re-establishing its approval of it. MMAH's announcement is available from their website at the following link:

[Ontario Winding Back Changes to Official Plans | Ontario Newsroom](#)

This submission provides a basis for the City to include the intensification of development of the subject area in its suggested change or updates to MMAH for the OP as outlined herein

**BASIS FOR INTENSIFICATION REQUEST:**





The subject properties can be characterized as being “underutilized” with mid-rise built-forms and strip plaza type commercial forms established in the early 1960s and having large areas of surface parking. Wellington St. W. is a major arterial road with two Public Transit routes. As such, they are ideally suitable for redevelopment that would result in an intensification of the use of them as shown on the Development Concept provided with this submission.

The request consists of:

1 – establishing OP Map 1 designations for “Strategic Growth Area” (“SGA”) for the entire subject area and an “Intensification Corridor” (“IC”) designation for Wellington St. W.; and,

2– establishing a “Commercial District” designation of OP Map 2 for the entire subject area and with specific modifications to the land use policies for it to permit greater flexibility of accommodating residential uses such as the height of buildings, density of development, distribution amongst built-form types, etc.

Current SGA designations of OP Map 1 are in locations along Highway 400 or arterial roads similar in character to the circumstances of the subject area. Similarly, the same can be said for the IC designations of OP Map 1 for arterial roads including the current IC designation for Anne St. which Wellington St. W. intersects.

The subject area is appropriate for the SGA and IC designations based on a review of the applicable relevant OP policies for them as follows (including yellow-highlighted text for emphasis):

#### Strategic Growth Area:

##### *“2.3.3 Strategic Growth Areas (SGAs)*

*Strategic Growth Areas have been identified at key locations throughout the city as shown on Map 1 to this Plan. Strategic Growth Areas are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction. In addition to other policies of this Plan, the following policies shall apply to Strategic Growth Areas:*

*a) Strategic Growth Areas will be planned to become complete communities.*

*b) To enable each Strategic Growth Area to become a complete community, the City will plan a critical population mass for the Strategic Growth Area that will attract food retailers to provide local residents with local access to fresh food options.*

*c) Strategic Growth Areas shall accommodate higher levels of intensification, tall buildings, higher densities, and will be planned to evolve as distinct places of major activity around planned transit facilities, primary gateways into the City, and existing regional shopping destinations.*

*d) To serve both local residents and the city as a whole, Strategic Growth Areas will be planned as mixed-use areas that incorporate residential development as well as a wide range of other uses.*

f) Development in Strategic Growth Areas will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate transit-supportive densities and mix of uses, and be pedestrian-friendly to support active transportation. This should be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and should incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.

(MMAH modification No. 4)

g) The City will connect Strategic Growth Areas with higher-order transit by establishing dedicated transit facilities along Intensification Corridors.”

h) Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors. Higher densities will ensure sensitive transition to adjacent areas in accordance with the respective land use designation policies, as well as the transition policies in Section 3.

i) Strategic Growth Areas will contain community gathering and celebration spaces to encourage social interaction and activity. ...

The Section 3 policies referenced in policy 2.3.3 f) above are those of OP Section 3.2: General Urban Design and include:

#### “3.2.1 Human Scale Design

b) Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.

c) 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, 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.”

(MMAH modification No.31)

#### Intensification Corridors:

##### “2.3.6 Intensification Corridors

Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie’s growth centres. Intensification Corridors are illustrated on Map 1. In addition to other policies of this Plan, the following policies shall apply to the Intensification Corridor

a) *The function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation.*

b) *It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies.*

c) *Intensification Corridors will be planned so that all new development and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure should also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.*

*(MMAH modification No. 6)*

d) *For those street segments identified as Intensification Corridors:*

i) *The properties fronting those streets are the properties envisioned for development or redevelopment; and,*

ii) *Development or redevelopment, where possible, must be oriented towards those street segments."*

#### DEVELOPMENT CONCEPT:

The Development Concept included with this submission provides for about an additional 5,140 housing units. The owner of the Wellington Plaza shopping centre at 165 Wellington St. W. has advised that it is their present intention to maintain a major food retail use within any redevelopment of its property. This would be in accordance with the provisions of OP policy 2.3.3 b).

#### CONCLUSION:

The Development Concept is in accordance with the objectives of the OP policies for SGAs and ICs. The approval of development applications based on it or another DC similar in scale would provide significant assistance to the City to meet or exceed its "housing pledge" to the Provincial government to facilitate the construction of 23,000 housing units within the City by 2031 as its contribution towards the Province's goal of building at least 1.5 million homes by 2031.



Adam Layton  
B.E.S., RPP, M.C.I. P.  
Principal



Michael Gray  
Senior Planner

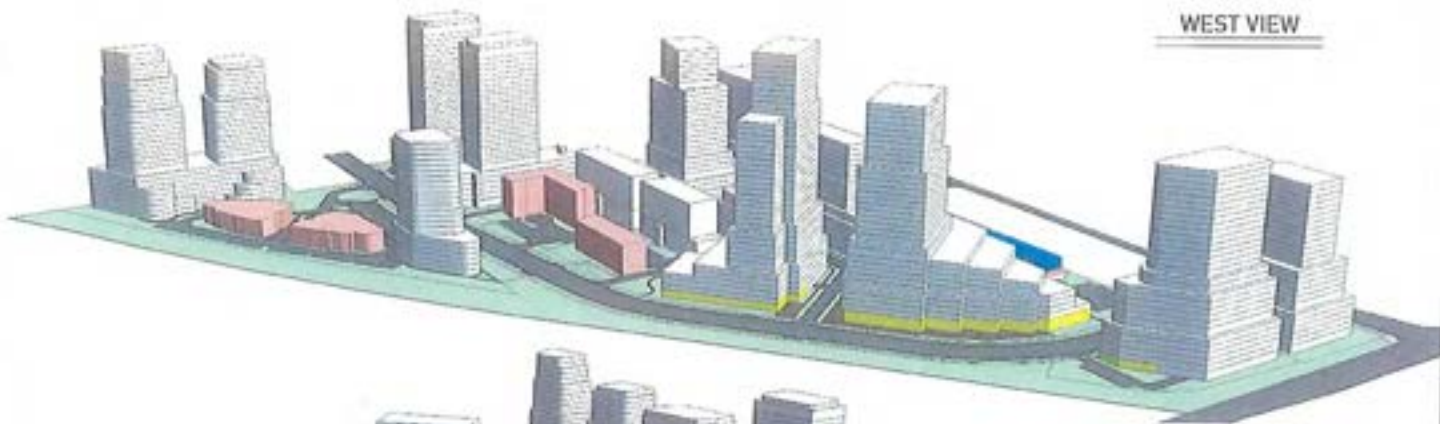


**PROPOSED INTENSIFICATION AREA  
WELLINGTON ST. W.**

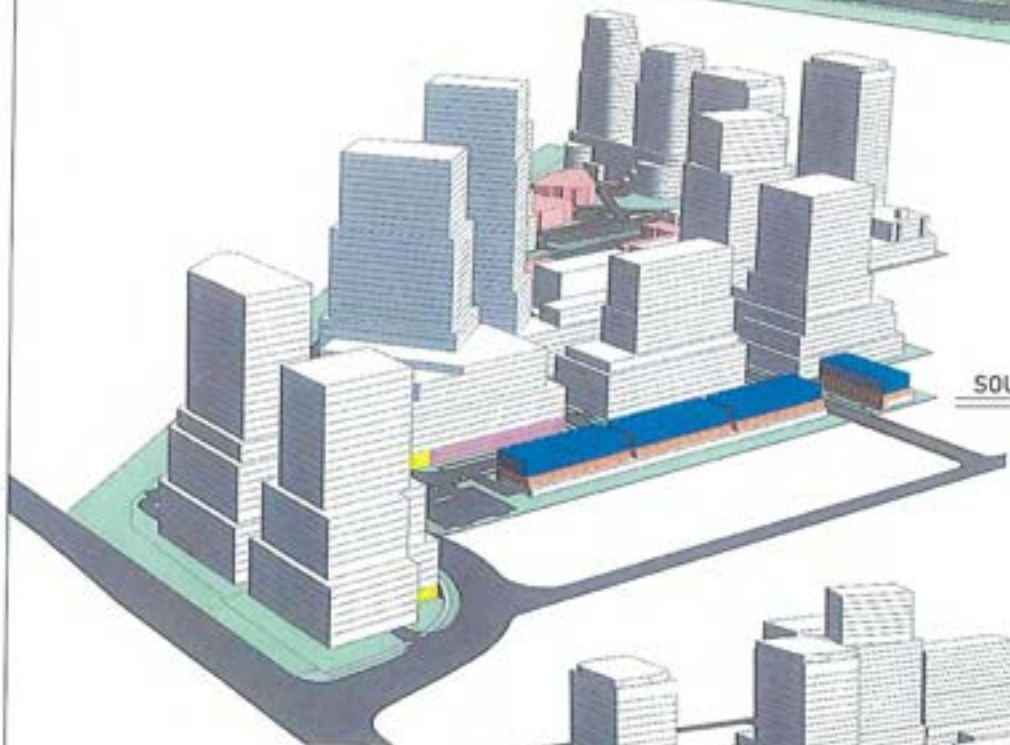


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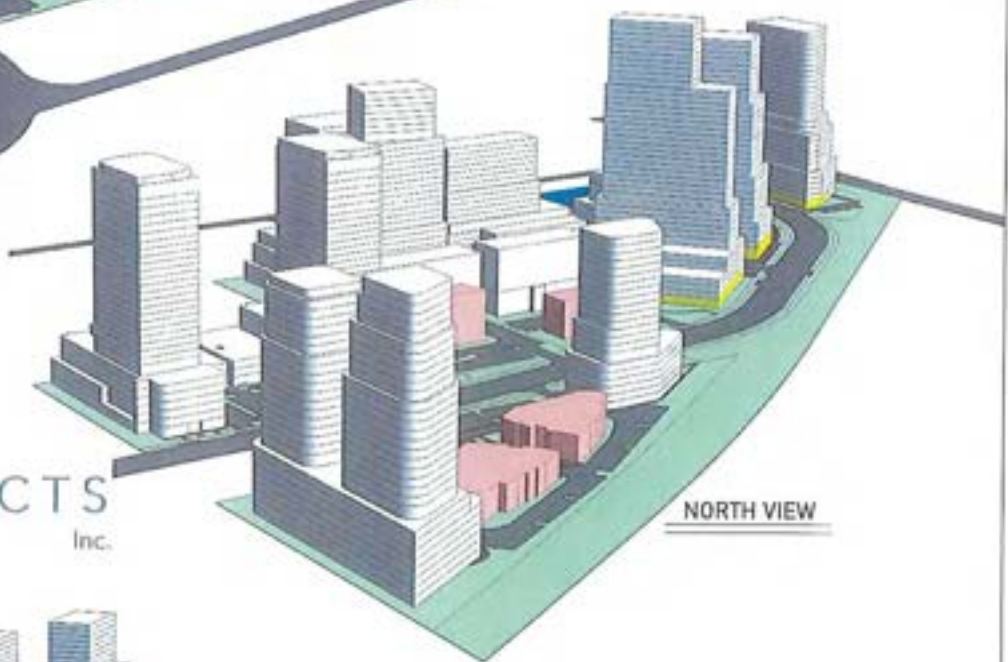
WEST VIEW



SOUTH VIEW



NORTH VIEW

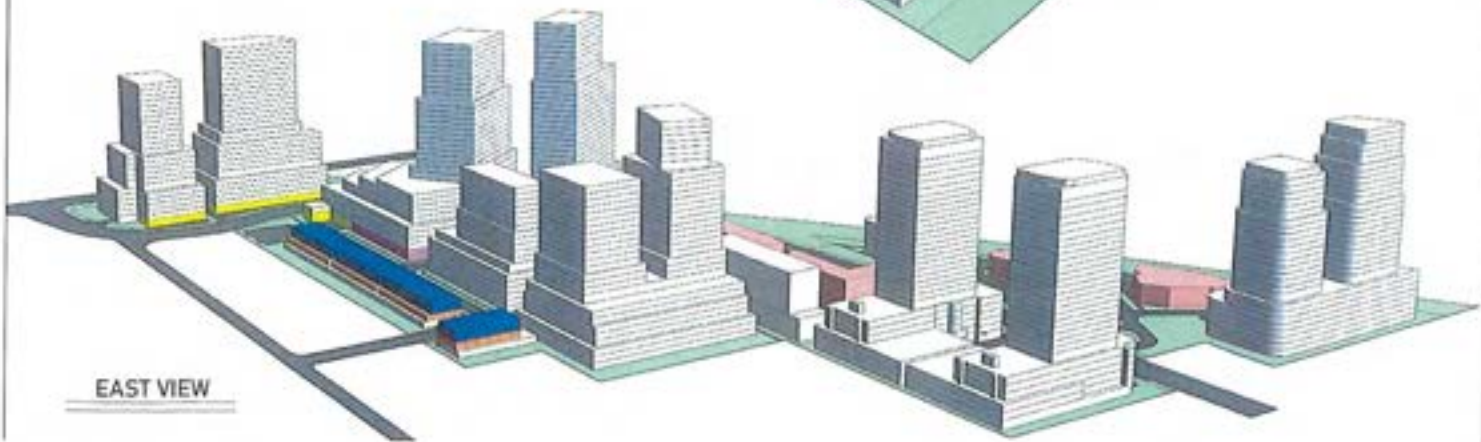


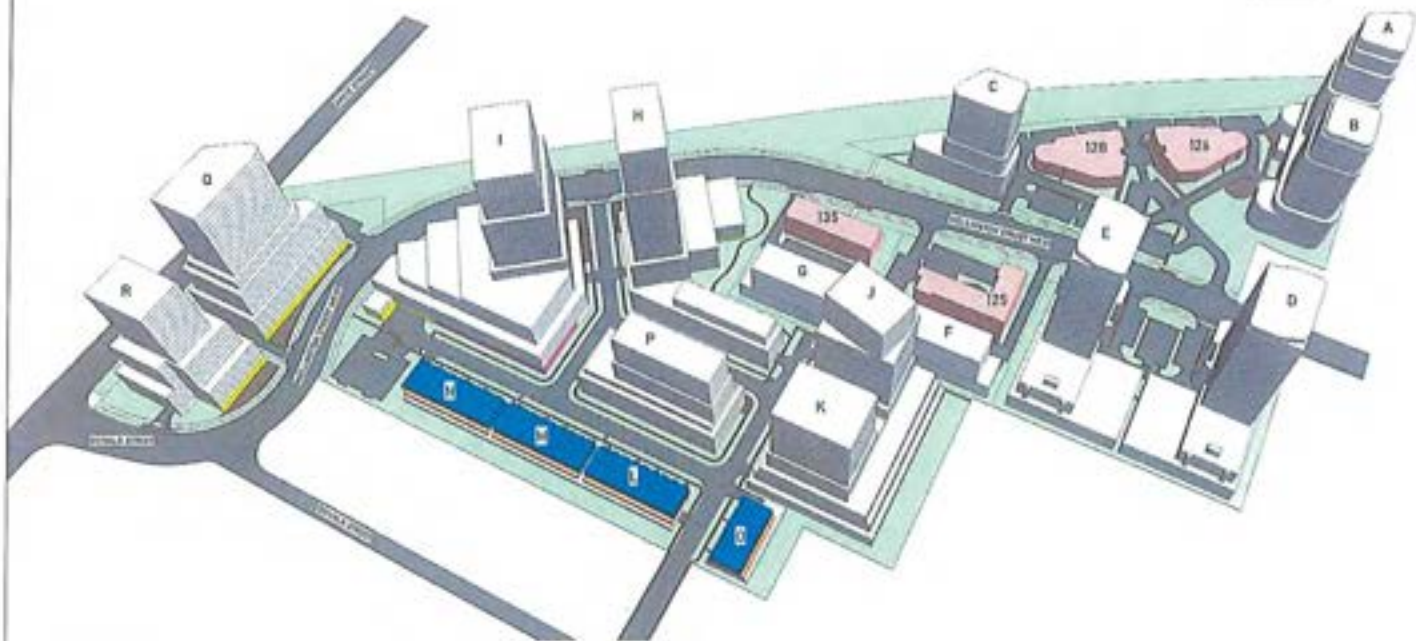
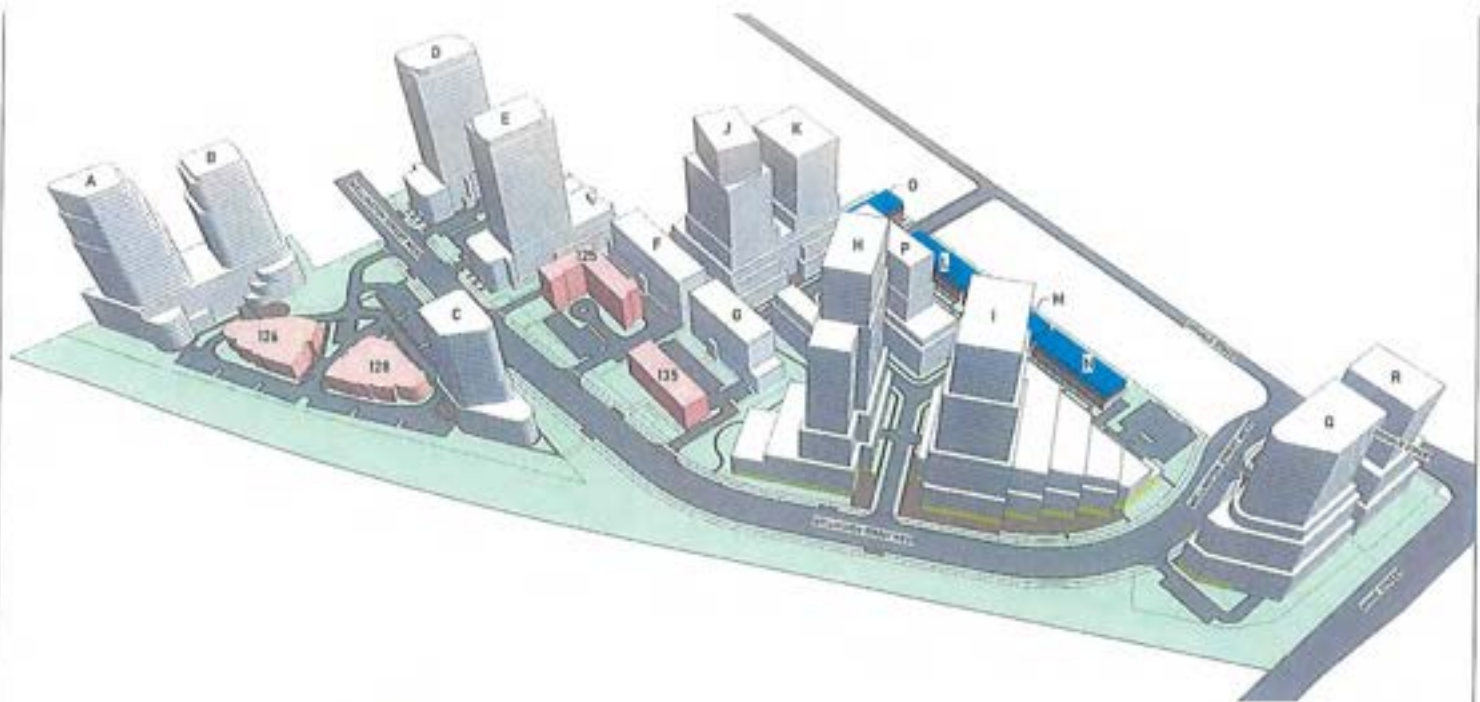
**ISM**

ARCHITECTS

Inc.

EAST VIEW





#### NEW BUILDINGS

A - 30 STOREY	- 264 UNITS	
B - 26 STOREY	- 245 UNITS	
C - 22 STOREY	- 216 UNITS	- 280 units/ha
D - 33 STOREY	- 439 UNITS	
E - 30 STOREY	- 410 UNITS	- 602 units/ha
F - 10 STOREY	- 133 UNITS	- 312 units/ha
G - 10 STOREY	- 91 UNITS	- 250 units/ha
H - 40 STOREY	- 450 UNITS	
I - 35 STOREY	- 900 UNITS	
J - 32 STOREY	- 450 UNITS	
K - 25 STOREY	- 350 UNITS	
L - 4 STOREY	- 18 UNITS	
M - 4 STOREY	- 18 UNITS	
N - 4 STOREY	- 18 UNITS	
O - 4 STOREY	- 12 UNITS	
P - 19 STOREY	- 249 UNITS	- 490 units/ha
Q - 30 STOREY	- 450 UNITS	- 747 units/ha
R - 25 STOREY	- 225 UNITS	- 551 units/ha
TOTAL	- 5,140 UNITS	
	+ (172 existing units)	
	- 5,312	

#### EXISTING BUILDINGS TO BE RETAINED

125 WELLINGTON STREET WEST	- 8 STOREY	- 10 MMF APARTMENT
126 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
127 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
128 WELLINGTON STREET WEST	- 4 STOREY	- 42 UNIT APARTMENT

#### NEW & RETAINED COMMERCIAL

D	- 525m <sup>2</sup>
E	- 525m <sup>2</sup>
H	- 2,475m <sup>2</sup>
I	- 1,100m <sup>2</sup>
Q	- 2,018m <sup>2</sup>
R	- 648m <sup>2</sup>
TOTAL	- 10,031m <sup>2</sup>
DIFFERENCE	- (5,359m <sup>2</sup> )

#### EXISTING COMMERCIAL

125 PLAZA	- 13,600m <sup>2</sup>
FUJIA BAKERY	- 1,790m <sup>2</sup>
CURRENT	- 15,390m <sup>2</sup>

## Appendix

Wellington Street West Properties Participating in Request for  
Proposed Intensification Area (Strategic Growth Area and Intensification Corridor  
designations of Official Plan Map 1 – Community Structure)





Subject Lands - 2.71 ha



Area	Area
1	1
2	2
3	3
4	4
5	5
6	6
7	7
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10	10
11	11
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99	99
100	100

125-128 Wellington Street West  
Churchill Place Business Office Complex  
100116994 Ontario Inc.

Scale:  
1:1000





Subject Location - 1.47 Ha



1:500
1:1000
1:2000
1:4000
1:8000
1:15000
1:30000
1:60000
1:120000
1:250000
1:500000
1:1000000

121 Wellington Street West  
Multi-Use Medical Centre  
Land Use Development



Scale:



Wellington St. W.



Subject Levels - 0.01' to



0
100
200
300
400
500
600
700
800
900
1000

125 Wellington Street West  
Cedarwood Court Apartments  
Mayor Management

Scale:  
0 10 20 30







Subject Lands - Cell No



125 & 128 Wellington Street West  
Wellington Plaza Apartments  
Mobile Management

Scale: 1" = 50'





Subject Levels: 1, 2, 3, 4



DATE	NOV 14 2011
SCALE	AS SHOWN

155 Wellington Street West  
Wellington Public Emergency Centre  
Bene Pilon Ltd Ltd

Scale: 1" = 100'



Project Length: 1.22 Mi



100' Contour	100'
200' Contour	200'
300' Contour	300'
400' Contour	400'
500' Contour	500'
600' Contour	600'
700' Contour	700'
800' Contour	800'
900' Contour	900'
1000' Contour	1000'

100' Contour Slope  
Barnd and Arise South

Scale:  
0 5 10 15 20



100' Contour Slope  
Barnd and Arise South



Subject Lines - 8/2/14

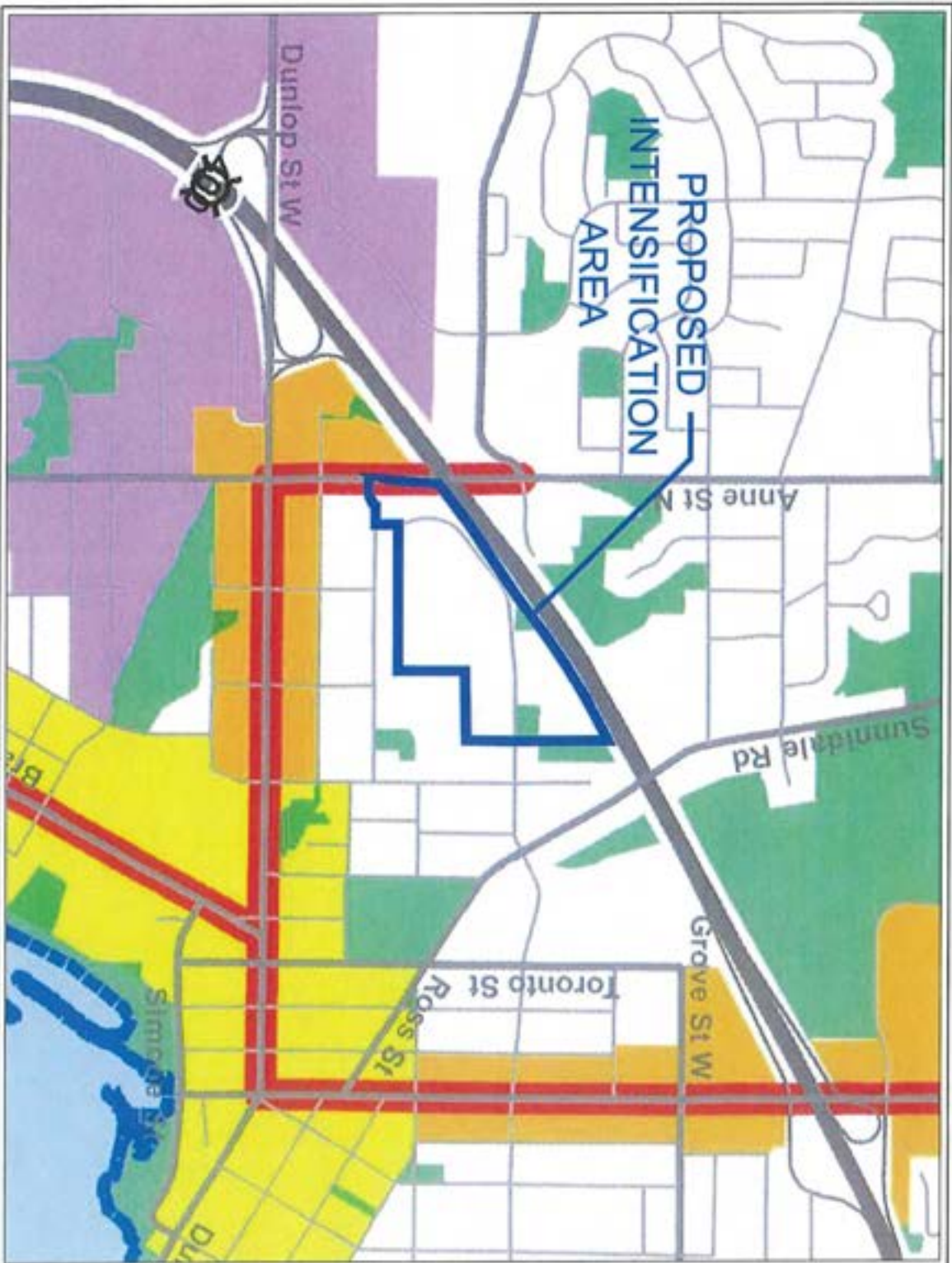


200 Wellington Street West  
Public Water Delivery Plans  
Roses and Fall Falls

Scale: 0 10 20 30







**LEGEND**

- Super Transit Station
- Super Transit Corridor
- Super Transit Station Area (STSA)
- Super Transit Station Area (STSA)
- Super Transit Station Area (STSA)
- Employment Area
- Natural Heritage Systems and Open Space
- Medium Density Residential
- Designated Development Area (DDA)

**BARBIE OFFICIAL PLAN**  
 MAP 11 - CONSISTENCY STRUCTURE  
 CITY OF BARBIE  
 COUNTY OF SIMCOE

**5**  
 SIMCOE COUNTY  
 BARBIE



## REASONS FOR INTENSIFICATION AREA REQUEST:

The properties can be characterized as being “underutilized” with mid-rise built-forms and strip plaza type commercial forms established in the early 1960s. They have large areas of surface parking. Wellington St. W. is a major arterial road with two Public Transit routes. As such, they are ideally suitable for redevelopment that would result in an intensification of the use of them as shown on the Masterplan Concept provided with this submission.

The properties are appropriate for Official Plan designations of a “Strategic Growth Area” (SGA) and “Intensification Corridor” (IC) for Wellington St. W. based on a review of the applicable relevant OP policies for them as follows:

### Strategic Growth Area:

#### *“2.3.3 Strategic Growth Areas (SGAs)*

*Strategic Growth Areas are intended as focal points and long-term centres of residential growth, commerce, jobs,*

*and social interaction. ... the following policies shall apply to Strategic Growth Areas:*

*c) Strategic Growth Areas shall accommodate higher levels of intensification, tall buildings, higher densities, and will be planned to evolve as distinct places of major activity around planned transit facilities ...*

*d) To serve both local residents and the city as a whole, Strategic Growth Areas will be planned as mixed-use use areas that incorporate residential development as well as a wide range of other uses.*

*f) Development in Strategic Growth Areas will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate transit-supportive densities and mix of uses, and be pedestrian-friendly to support active transportation.*

*h) Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors.*

### *3.2.1 Human Scale Design*

*c) 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, recognizing that areas including intensification corridors, Strategic Growth Areas, ...(and) 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.*

#### *Intensification Corridors:*

##### *"2.3.6 Intensification Corridors*

*Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres. ... In addition to other policies of this Plan, the following policies shall apply to the Intensification Corridor:*

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*with a range of uses that support transit users in accordance with the respective land use designation.*

*b) It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation ...*

*d) For those street segments identified as Intensification Corridors:*

*i) The properties fronting those streets are the properties envisioned for development or redevelopment; and,*

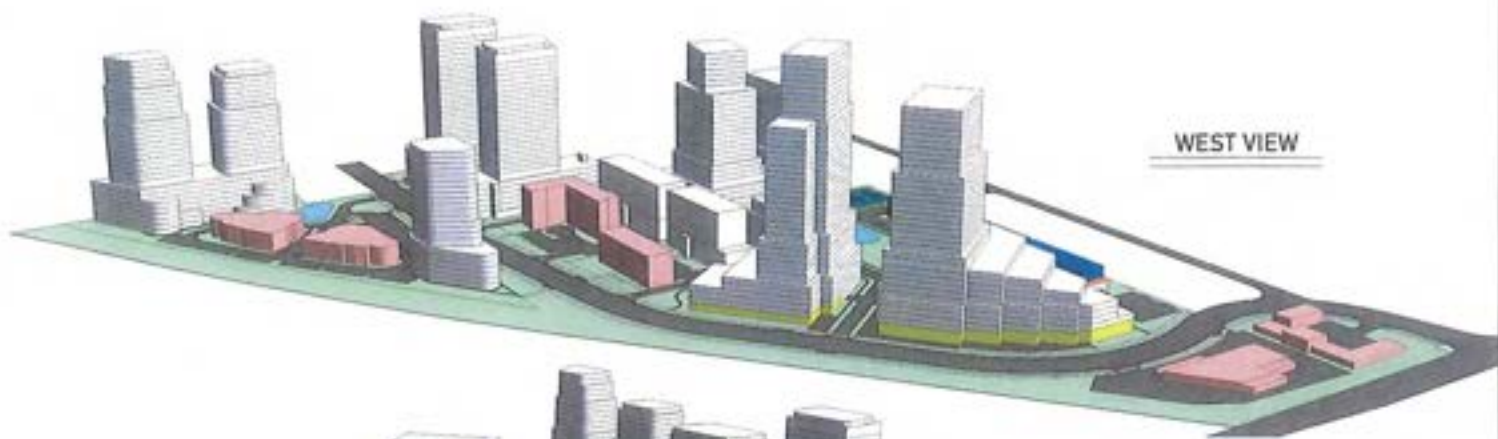
*ii) Development or redevelopment, where possible, must be oriented towards those street segments.”*

## CONCLUSION:

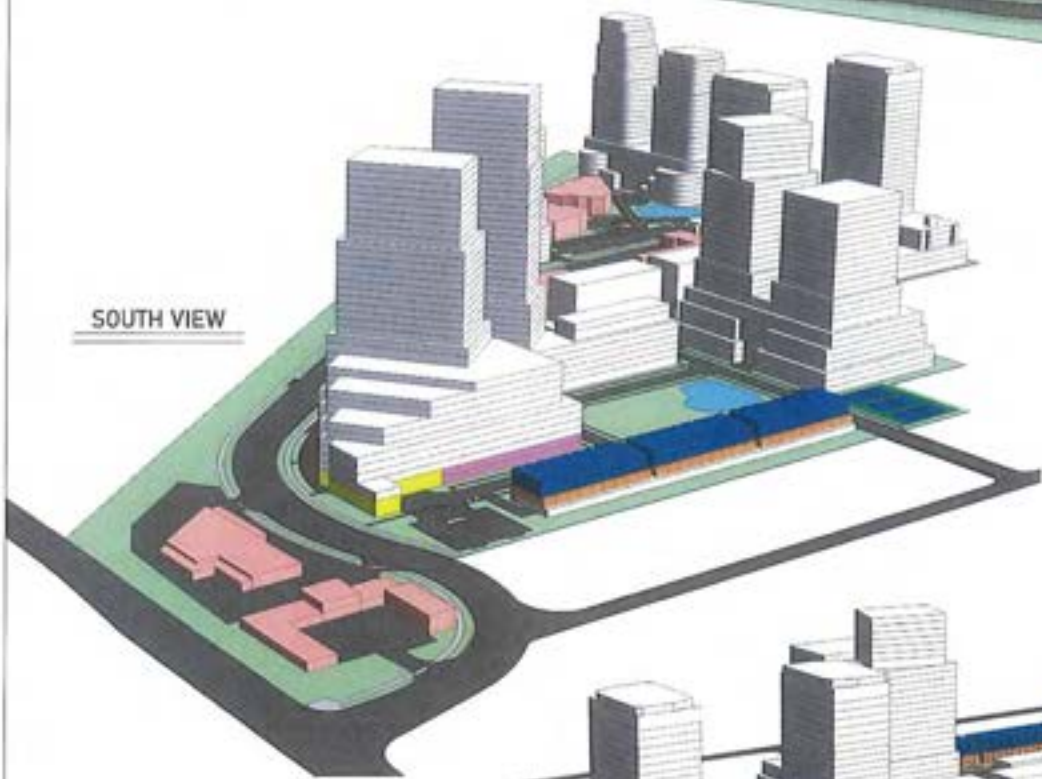
A Proposed Intensification Area for the Wellington St. W. properties is in accordance with the objectives of the OP policies for SGAs and ICs. It would provide significant assistance to the City to meet or exceed its “housing pledge” to the Provincial government to facilitate the construction of 23,000 housing units within the City by 2031 as its contribution towards the Province’s goal of building at least 1.5 million homes by 2031.



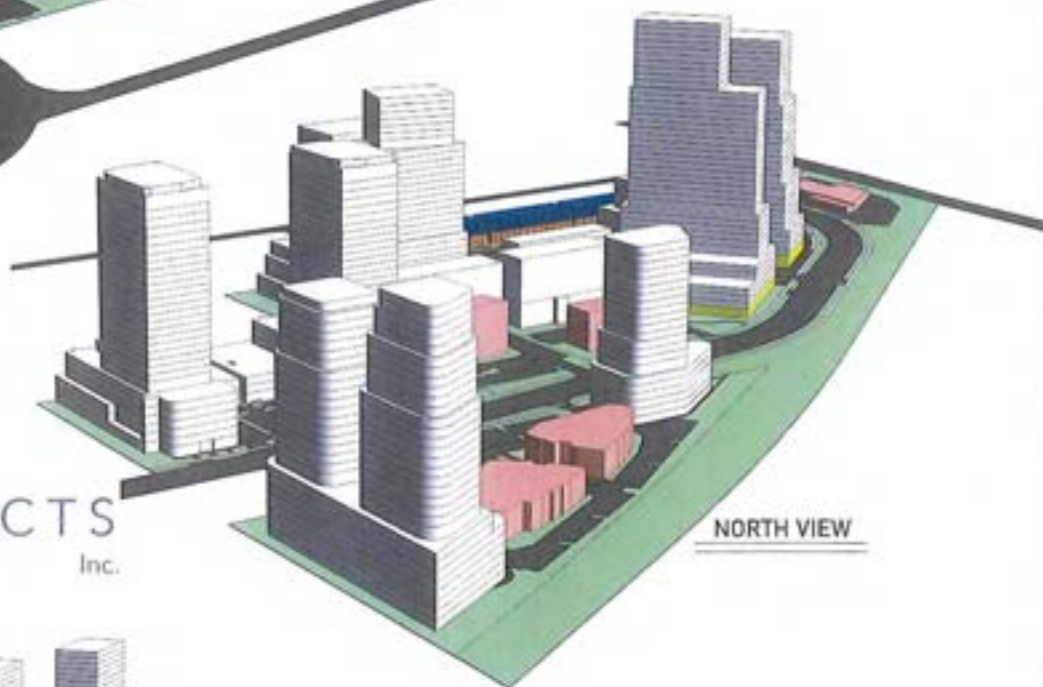




WEST VIEW



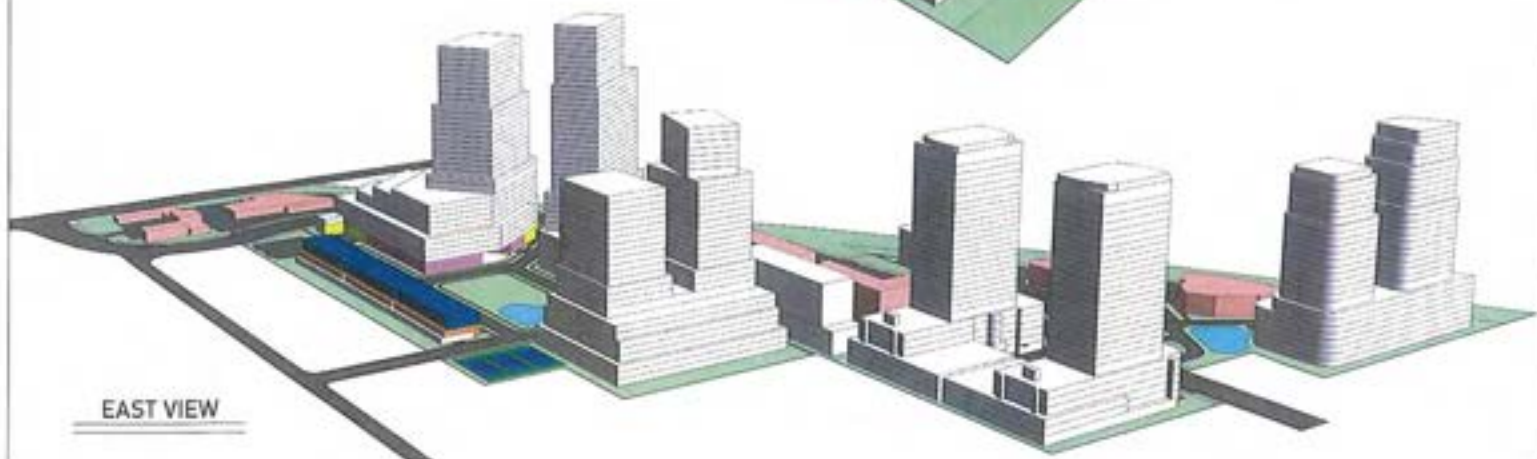
SOUTH VIEW



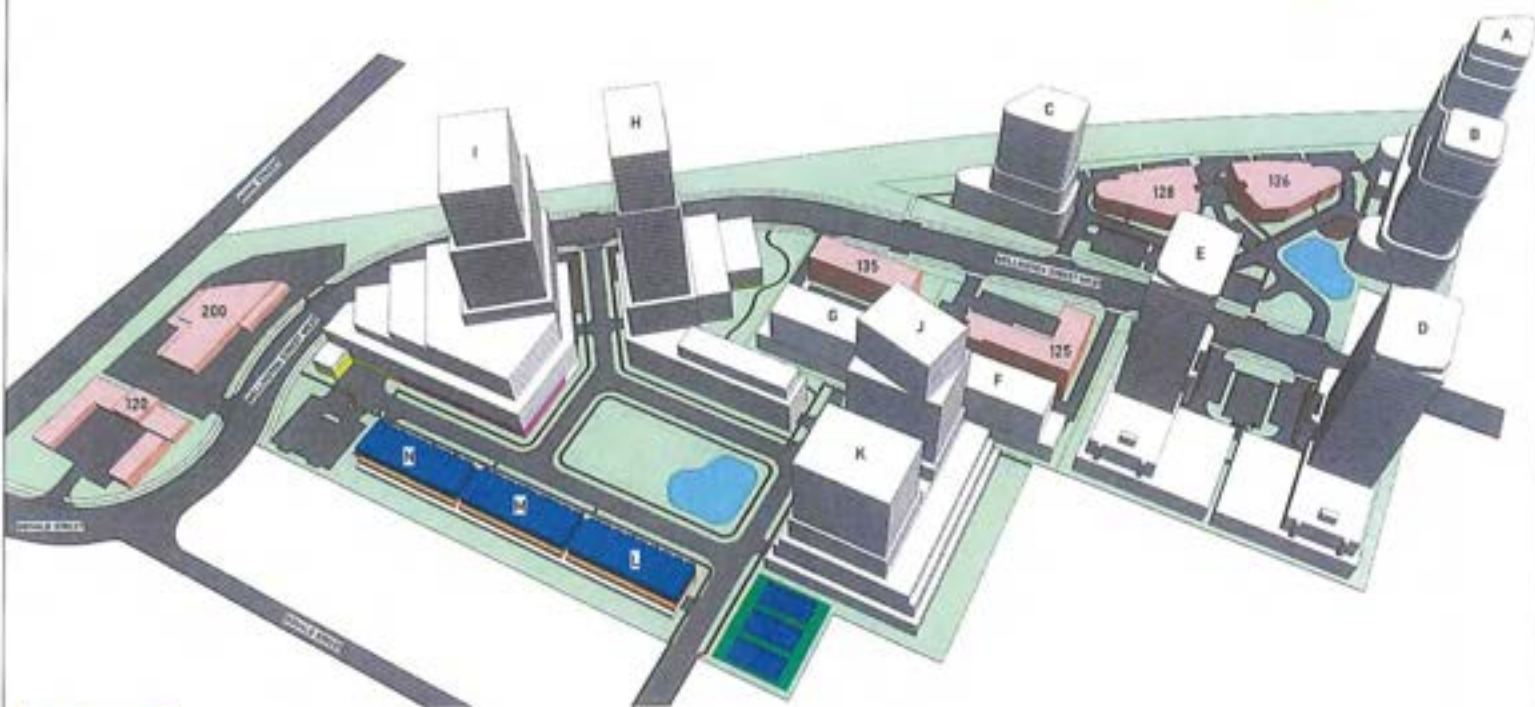
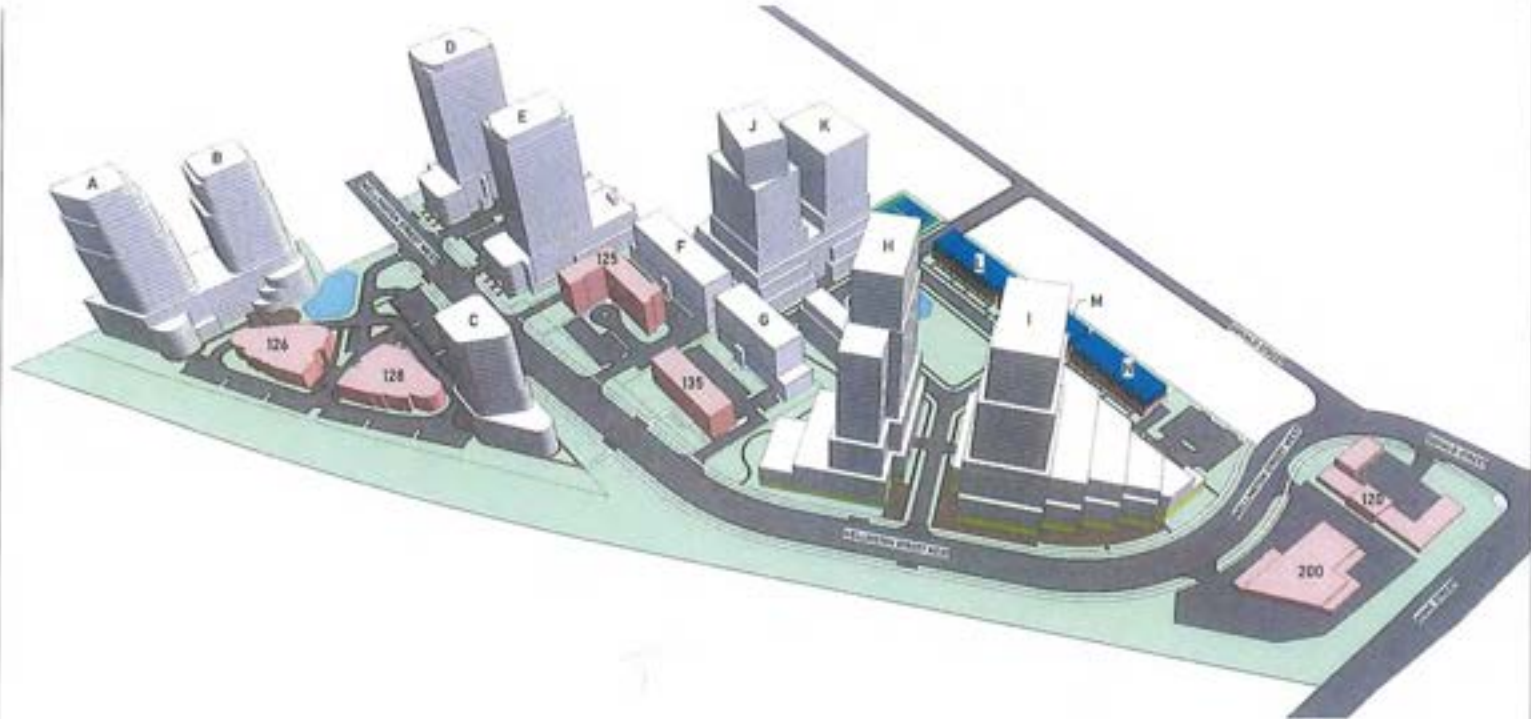
NORTH VIEW

**ISM**

ARCHITECTS  
Inc.



EAST VIEW



**ISM**

ARCHITECTS

Inc.

**NEW BUILDINGS**

A - 30 STOREY	- 264 UNITS	
B - 24 STOREY	- 245 UNITS	
C - 22 STOREY	- 216 UNITS	- 280 units/ha
D - 33 STOREY	- 439 UNITS	
E - 30 STOREY	- 418 UNITS	- 402 units/ha
F - 10 STOREY	- 133 UNITS	- 312 units/ha
G - 10 STOREY	- 91 UNITS	- 250 units/ha
H - 48 STOREY	- 650 UNITS	
I - 35 STOREY	- 900 UNITS	
J - 32 STOREY	- 450 UNITS	
K - 25 STOREY	- 350 UNITS	
L - 4 STOREY	- 18 UNITS	
M - 4 STOREY	- 18 UNITS	
N - 4 STOREY	- 18 UNITS	- 450 units/ha
<b>TOTAL</b>	<b>- 4,204 UNITS</b>	
	+ (172 existing units)	
	<b>- 4,376</b>	<b>- 407 units/ha</b>

**EXISTING BUILDINGS TO BE RETAINED**

875 WELLINGTON STREET WEST	- 8 STOREY	- 100 UNIT APARTMENTS
84 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
81 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
85 WELLINGTON STREET WEST	- 4 STOREY	- 62 UNIT APARTMENTS
200 WELLINGTON STREET WEST	- 1 STOREY	- FUDA ITALIAN BAKERY
120 DONALD STREET	- 2 STOREY	- BARRIE HOTEL

**NEW & RETAINED COMMERCIAL**

D	- 525m <sup>2</sup>
E	- 525m <sup>2</sup>
H	- 2,415m <sup>2</sup>
I	- 3,900m <sup>2</sup>
FUDA BAKERY	- 1,790m <sup>2</sup>
<b>TOTAL</b>	<b>- 9,155m<sup>2</sup></b>
<b>DIFFERENCE</b>	<b>- (6,235m<sup>2</sup>)</b>

**EXISTING COMMERCIAL**

145 PLAZA	- 13,600m <sup>2</sup>
FUDA BAKERY	- 1,790m <sup>2</sup>
<b>CURRENT</b>	<b>- 15,390m<sup>2</sup></b>

## Appendix

Wellington Street West Properties Participating in Request for  
Proposed Intensification Area (Strategic Growth Area and Intensification Corridor  
designations of Official Plan Map 1 – Community Structure)

Project Limits - 2.75 mi



126, 128 Wellington Street West  
Churchill Place Business Office Complex  
1000169004 Orange Inc.

Scale:





Subject Lands - 1.47 ha



1:10,000
1:20,000
1:40,000
1:60,000
1:80,000
1:100,000

121 Wellington Street West  
MountAlli Medical Centre  
Building Development



Scale:



Wellington St. W.



Subject Lands - S2174



DATE	DESCRIPTION

125 Wellington Street West  
Chelwood Court Apartments  
Building Management

Scale:

0 1 2 3 4 5 6 7 8 9 10





Subject: 138 & 139 Wellington Street West  
Wellington Place Apartments  
Master Management



138 & 139 Wellington Street West Wellington Place Apartments Master Management
--

Scale:



Sheet Limits - 3.58 ha



1:1000
1:2000
1:5000
1:10000
1:20000
1:50000
1:100000

183 Wellington Street West  
Wellington Plaza Shopping Centre  
Barns Plaza L20 L21

Scale





Subject Levels - 0.33' to



1000'

150 Donald Street  
 Borneo Hall  
 Bury and Acker Blocks

Scale: 1" = 50'




Subject Levels - CDE file



200 Wellington Street West  
First Nations Library Place  
Bosco and Rita Pugh

Scale: 0 10 20 30



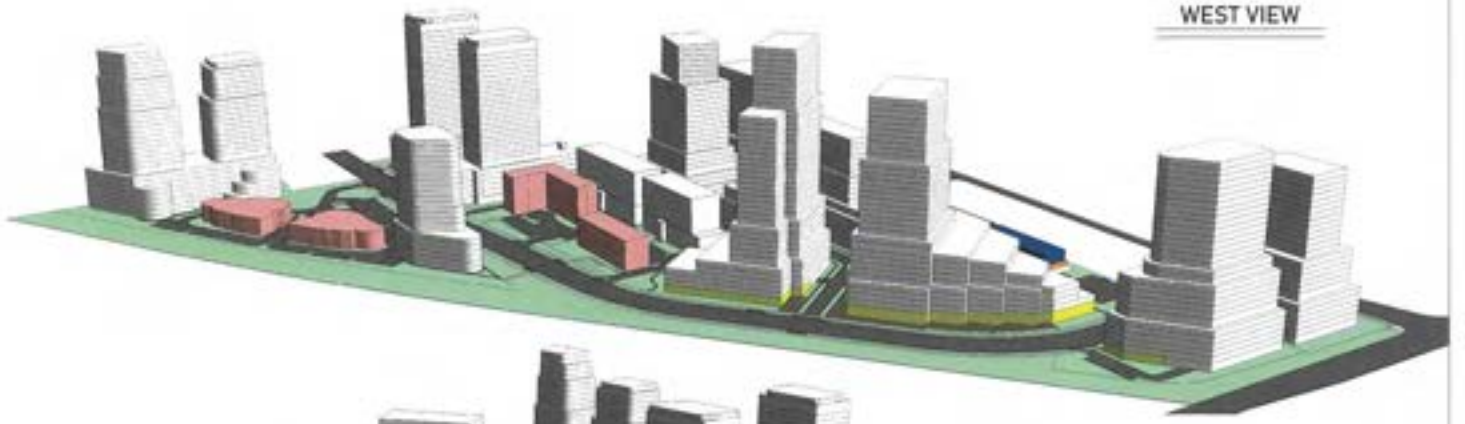


**PROPOSED INTENSIFICATION AREA  
WELLINGTON ST. W.**

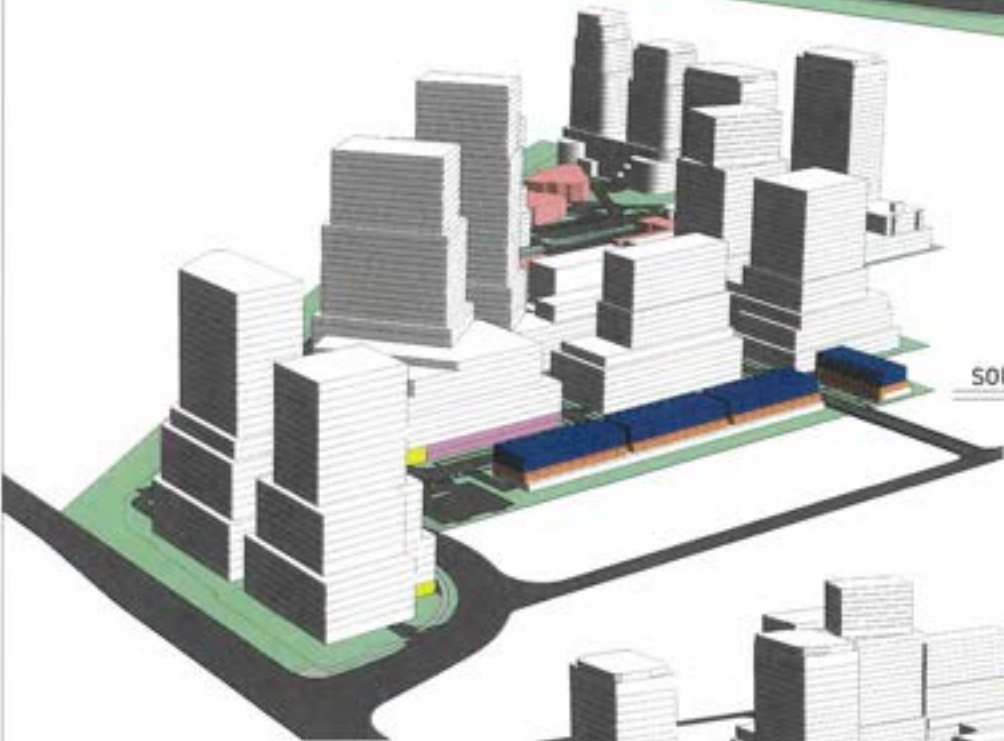


Small text or logo in the bottom left corner.

WEST VIEW



SOUTH VIEW

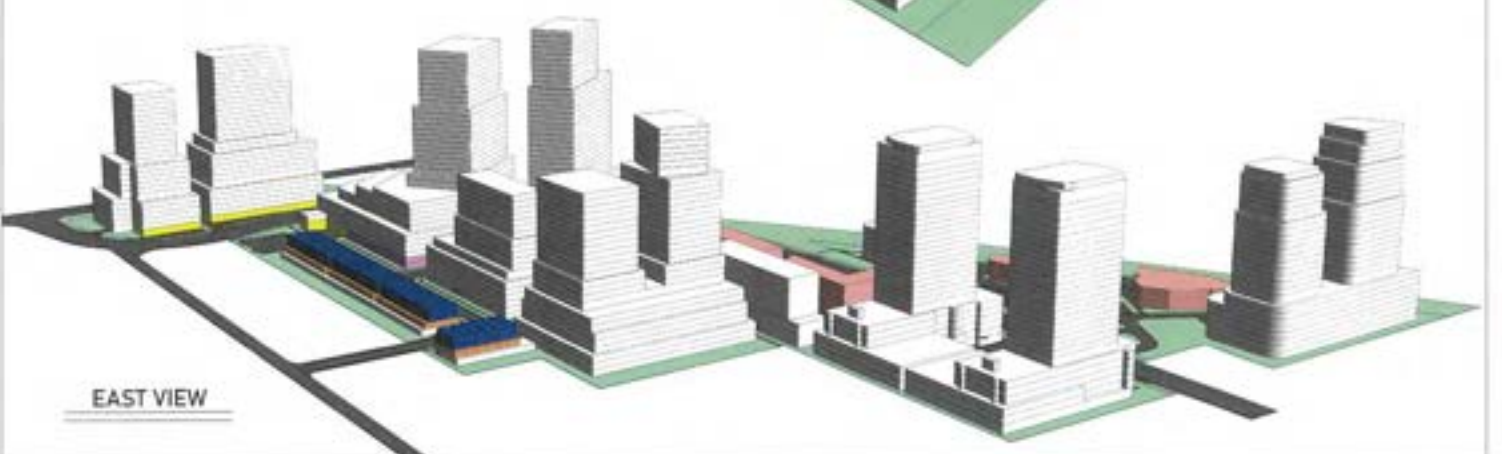


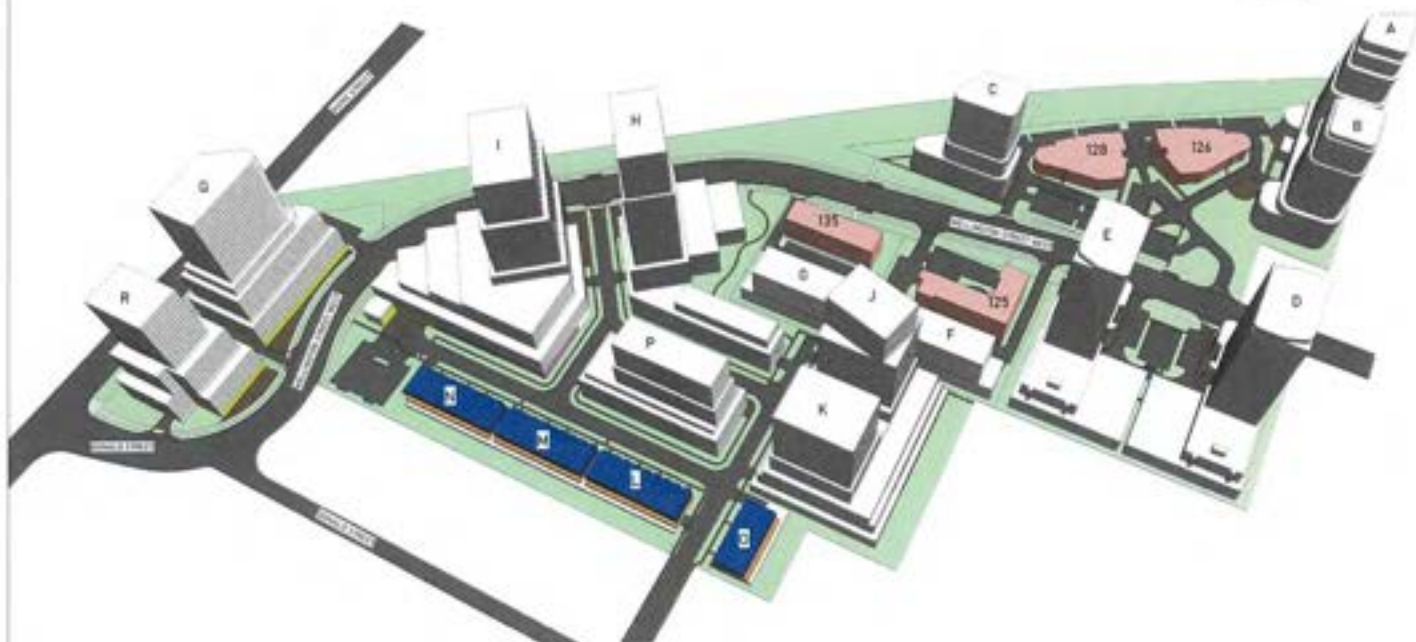
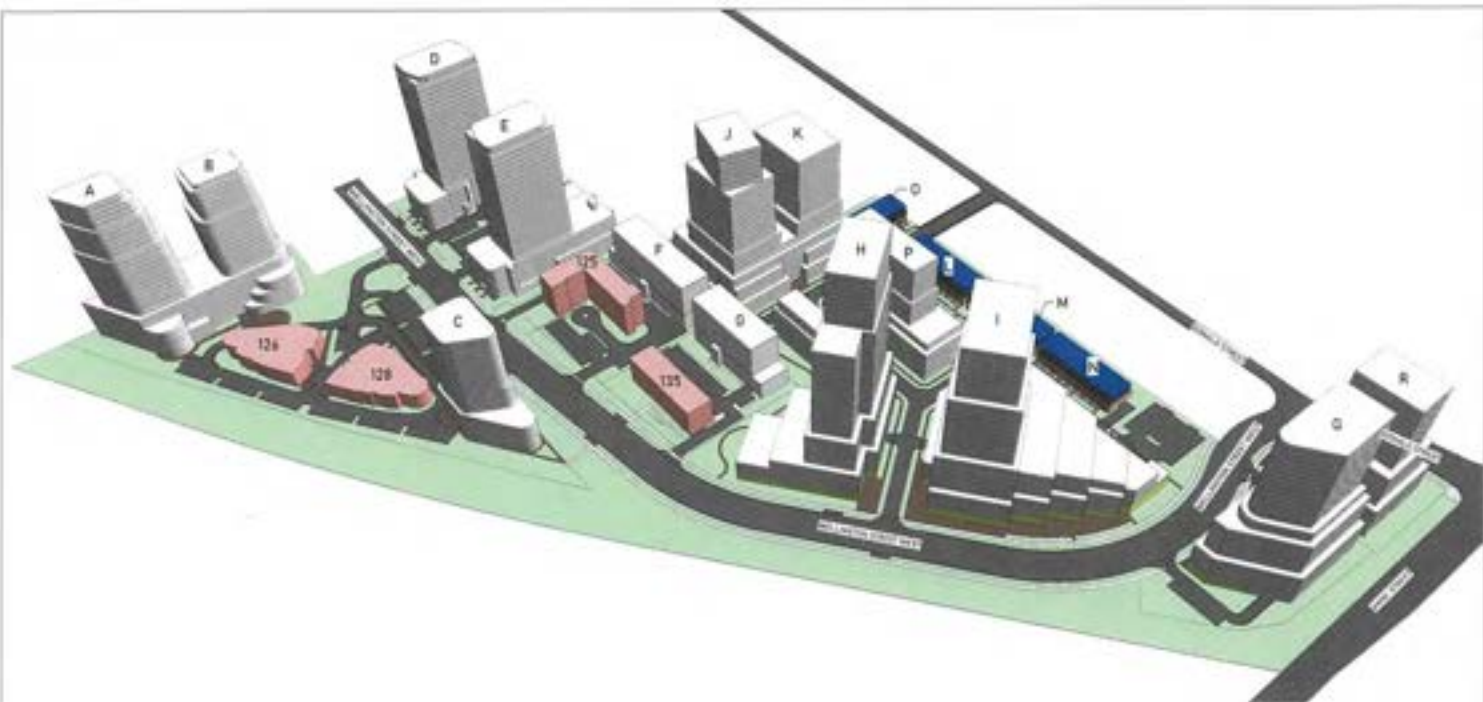
NORTH VIEW



**ISM** ARCHITECTS  
Inc.

EAST VIEW





**NEW BUILDINGS**

A	- 30 STOREY	- 266 UNITS	
B	- 26 STOREY	- 245 UNITS	
C	- 22 STOREY	- 216 UNITS	- 280 units/ha
D	- 33 STOREY	- 439 UNITS	
E	- 30 STOREY	- 410 UNITS	- 402 units/ha
F	- 10 STOREY	- 133 UNITS	- 312 units/ha
G	- 10 STOREY	- 91 UNITS	- 250 units/ha
H	- 40 STOREY	- 650 UNITS	
I	- 35 STOREY	- 990 UNITS	
J	- 32 STOREY	- 450 UNITS	
K	- 25 STOREY	- 350 UNITS	
L	- 4 STOREY	- 18 UNITS	
M	- 4 STOREY	- 18 UNITS	
N	- 4 STOREY	- 18 UNITS	
O	- 4 STOREY	- 12 UNITS	
P	- 19 STOREY	- 249 UNITS	- 490 units/ha
Q	- 30 STOREY	- 450 UNITS	- 767 units/ha
R	- 25 STOREY	- 225 UNITS	- 551 units/ha
TOTAL		- 5,340 UNITS	
		+ (772 existing units)	
		= 5,312	

**EXISTING BUILDINGS TO BE RETAINED**

125 WELLINGTON STREET WEST	- 8 STOREY	- 90 UNIT APARTMENT
124 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
126 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
125 WELLINGTON STREET WEST	- 4 STOREY	- 42 UNIT APARTMENT

**NEW & RETAINED COMMERCIAL**

D	- 525m <sup>2</sup>
E	- 525m <sup>2</sup>
H	- 2,415m <sup>2</sup>
I	- 3,900m <sup>2</sup>
Q	- 2,018m <sup>2</sup>
R	- 648m <sup>2</sup>
TOTAL	- 10,031m <sup>2</sup>
DIFFERENCE	- (5,359m <sup>2</sup> )

**EXISTING COMMERCIAL**

165 PLAZA	- 13,600m <sup>2</sup>
FUDA BAKERY	- 1,790m <sup>2</sup>
CURRENT	- 15,390m <sup>2</sup>



November 21, 2023

City of Barrie  
70 Collier Street  
Barrie, Ontario L4M 4Z2

Re: Submission in Support of Proposed Intensification of Development of Properties Fronting Wellington Street West between Anne Street and Kidd's Creek

This submission is made on behalf of all owners of properties fronting Wellington Street West between Anne Street on the west and Kidd's Creek to the east. Information of the participating owners and their properties is provided in the Appendix. For the purposes of this submission the properties are collectively referred to as the "Subject Area" and are shown on the attached "Context Map".

**BACKGROUND:**

The subject area is subject to the provisions of the City of Barrie Official Plan 2051 (OP) as originally approved with modifications by the Ontario Minister of Municipal Affairs and Housing (MMAH) on April 11, 2023.

OP Map 1 – Community Structure (attached) does not have any designations for the subject area other than being within a "Built-up Area".

OP Map 2 – Land Use Designations (attached) designates most of the subject area for "Commercial District" uses. The properties having municipal addresses of 125 and 135/139 Wellington St. W. are designated "Medium Density" Residential.

On October 23, 2023 MMAH announced that its approval of the OP has been rescinded for a 45 day "review period" commencing on that day. During this period the City of Barrie will have an opportunity to submit suggested changes and updates to the OP to MMAH for its consideration prior to MMAH re-establishing its approval of it. MMAH's announcement is available from their website at the following link:

[Ontario Winding Back Changes to Official Plans | Ontario Newsroom](#)

This submission provides a basis for the City to include the intensification of development of the subject area in its suggested change or updates to MMAH for the OP as outlined herein

**BASIS FOR INTENSIFICATION REQUEST:**

The subject properties can be characterized as being “underutilized” with mid-rise built-forms and strip plaza type commercial forms established in the early 1960s and having large areas of surface parking. Wellington St. W. is a major arterial road with two Public Transit routes. As such, they are ideally suitable for redevelopment that would result in an intensification of the use of them as shown on the Development Concept provided with this submission.

The request consists of:

1 – establishing OP Map 1 designations for “Strategic Growth Area” (“SGA”) for the entire subject area and an “Intensification Corridor” (“IC”) designation for Wellington St. W.; and,

2– establishing a “Commercial District” designation of OP Map 2 for the entire subject area and with specific modifications to the land use policies for it to permit greater flexibility of accommodating residential uses such as the height of buildings, density of development, distribution amongst built-form types, etc.

Current SGA designations of OP Map 1 are in locations along Highway 400 or arterial roads similar in character to the circumstances of the subject area. Similarly, the same can be said for the IC designations of OP Map 1 for arterial roads including the current IC designation for Anne St. which Wellington St. W. intersects.

The subject area is appropriate for the SGA and IC designations based on a review of the applicable relevant OP policies for them as follows (including yellow-highlighted text for emphasis):

#### Strategic Growth Area:

##### *“2.3.3 Strategic Growth Areas (SGAs)*

*Strategic Growth Areas have been identified at key locations throughout the city as shown on Map 1 to this Plan. Strategic Growth Areas are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction. In addition to other policies of this Plan, the following policies shall apply to Strategic Growth Areas:*

*a) Strategic Growth Areas will be planned to become complete communities.*

*b) To enable each Strategic Growth Area to become a complete community, the City will plan a critical population mass for the Strategic Growth Area that will attract food retailers to provide local residents with local access to fresh food options.*

*c) Strategic Growth Areas shall accommodate higher levels of intensification, tall buildings, higher densities, and will be planned to evolve as distinct places of major activity around planned transit facilities, primary gateways into the City, and existing regional shopping destinations.*

*d) To serve both local residents and the city as a whole, Strategic Growth Areas will be planned as mixed-use areas that incorporate residential development as well as a wide range of other uses.*



*f) Development in Strategic Growth Areas will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate transit-supportive densities and mix of uses, and be pedestrian-friendly to support active transportation. This should be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and should incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.*

*(MMAH modification No. 4)*

*g) The City will connect Strategic Growth Areas with higher-order transit by establishing dedicated transit facilities along Intensification Corridors."*

*h) Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors. Higher densities will ensure sensitive transition to adjacent areas in accordance with the respective land use designation policies, as well as the transition policies in Section 3.*

*i) Strategic Growth Areas will contain community gathering and celebration spaces to encourage social interaction and activity. ...*

The Section 3 policies referenced in policy 2.3.3 f) above are those of OP Section 3.2: General Urban Design and include:

#### *"3.2.1 Human Scale Design*

*b) Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.*

*c) 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, 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."*

*(MMAH modification No.31)*

#### *Intensification Corridors:*

#### *"2.3.6 Intensification Corridors*

*Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres. Intensification Corridors are illustrated on Map 1. In addition to other policies of this Plan, the following policies shall apply to the Intensification Corridor*

a) *The function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation.*

b) *It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies.*

c) *Intensification Corridors will be planned so that all new development and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure should also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.*

*(MMAH modification No. 6)*

d) *For those street segments identified as Intensification Corridors:*

i) *The properties fronting those streets are the properties envisioned for development or redevelopment; and,*

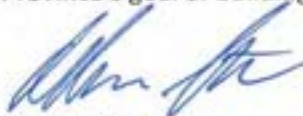
ii) *Development or redevelopment, where possible, must be oriented towards those street segments."*

#### DEVELOPMENT CONCEPT:

The Development Concept included with this submission provides for about an additional 5,140 housing units. The owner of the Wellington Plaza shopping centre at 165 Wellington St. W. has advised that it is their present intention to maintain a major food retail use within any redevelopment of its property. This would be in accordance with the provisions of OP policy 2.3.3 b).

#### CONCLUSION:

The Development Concept is in accordance with the objectives of the OP policies for SGAs and ICs. The approval of development applications based on it or another DC similar in scale would provide significant assistance to the City to meet or exceed its "housing pledge" to the Provincial government to facilitate the construction of 23,000 housing units within the City by 2031 as its contribution towards the Province's goal of building at least 1.5 million homes by 2031.



Adam Layton  
B.E.S., RPP, M.C.I. P.  
Principal



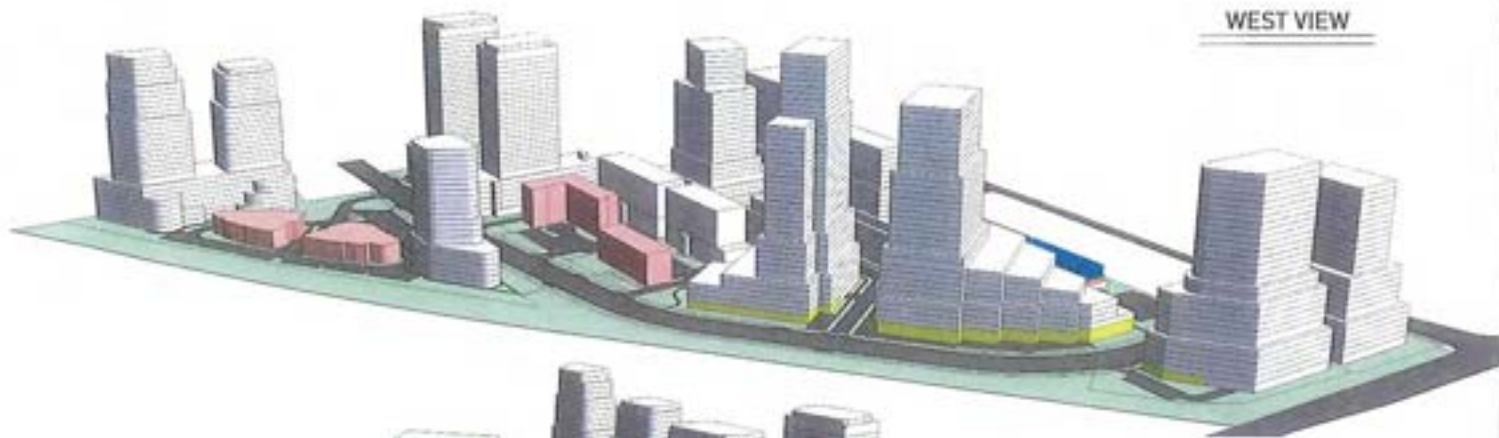
Michael Gray  
Senior Planner



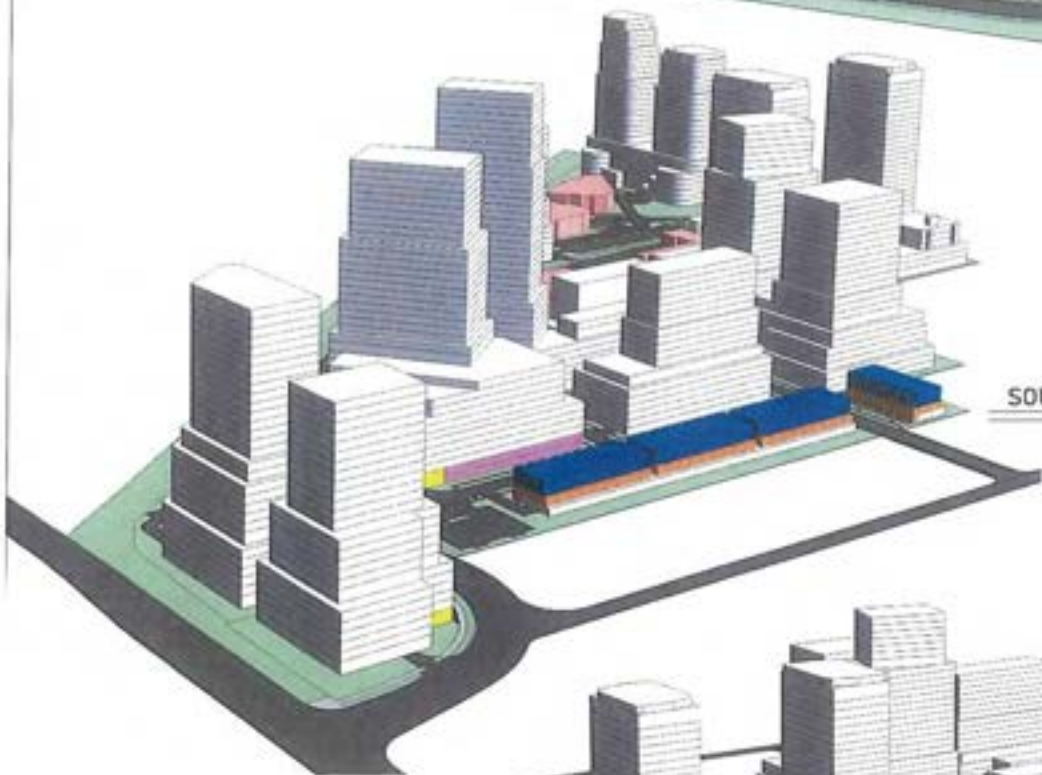
**PROPOSED INTENSIFICATION AREA  
WELLINGTON ST. W.**



WEST VIEW



SOUTH VIEW

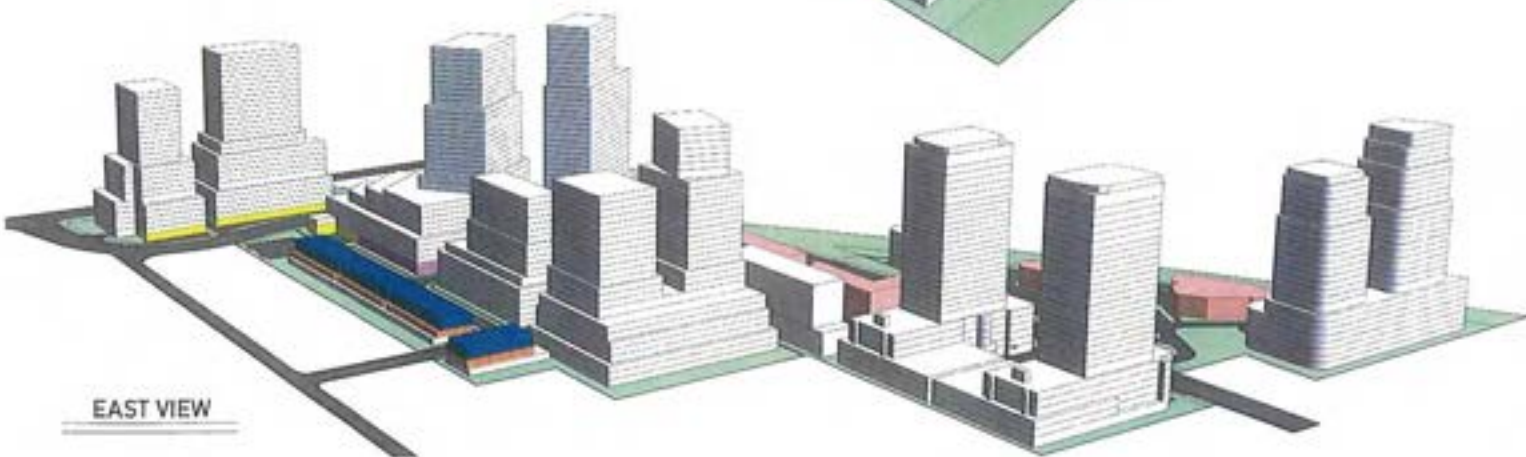


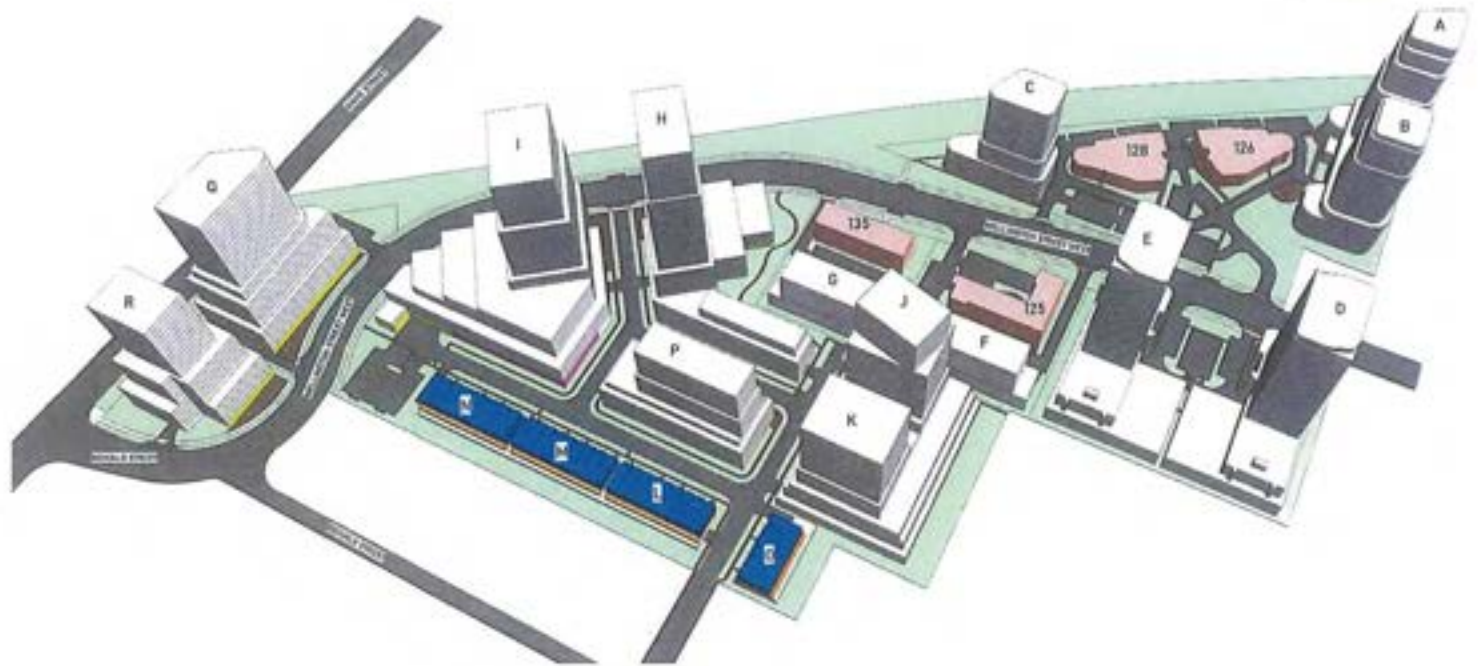
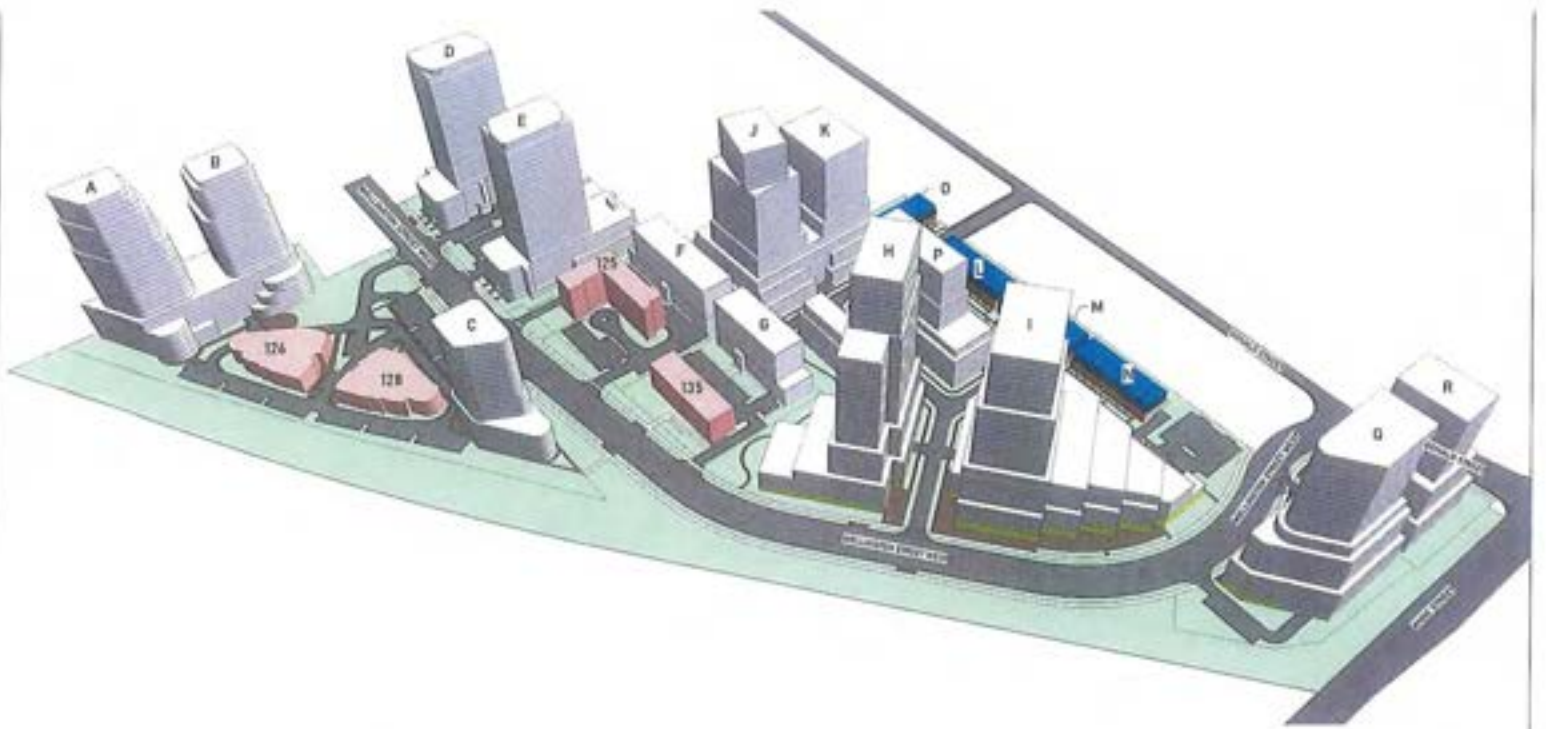
NORTH VIEW



**ISM** ARCHITECTS  
Inc.

EAST VIEW





#### NEW BUILDINGS

A - 30 STOREY	- 266 UNITS	
B - 24 STOREY	- 245 UNITS	
C - 22 STOREY	- 216 UNITS	- 280 units/ha
D - 33 STOREY	- 439 UNITS	
E - 30 STOREY	- 410 UNITS	- 602 units/ha
F - 10 STOREY	- 133 UNITS	- 312 units/ha
G - 10 STOREY	- 91 UNITS	- 250 units/ha
H - 40 STOREY	- 450 UNITS	
I - 35 STOREY	- 900 UNITS	
J - 32 STOREY	- 450 UNITS	
K - 25 STOREY	- 350 UNITS	
L - 4 STOREY	- 18 UNITS	
M - 4 STOREY	- 18 UNITS	
N - 4 STOREY	- 18 UNITS	
O - 4 STOREY	- 12 UNITS	
P - 19 STOREY	- 249 UNITS	- 490 units/ha
Q - 30 STOREY	- 450 UNITS	- 747 units/ha
R - 25 STOREY	- 225 UNITS	- 551 units/ha
<b>TOTAL</b>	<b>- 5,340 UNITS</b>	
	+ (172 existing units)	
	<b>= 5,512</b>	

#### EXISTING BUILDINGS TO BE RETAINED

125 WELLINGTON STREET WEST	- 8 STOREY	- 80 UNIT APARTMENT
126 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
128 WELLINGTON STREET WEST	- 3 STOREY	- OFFICE BUILDING
129 WELLINGTON STREET WEST	- 4 STOREY	- 42 UNIT APARTMENT

#### NEW & RETAINED COMMERCIAL

D	- 525m <sup>2</sup>
E	- 525m <sup>2</sup>
H	- 2,415m <sup>2</sup>
I	- 3,900m <sup>2</sup>
Q	- 2,018m <sup>2</sup>
R	- 448m <sup>2</sup>
<b>TOTAL</b>	<b>- 10,031m<sup>2</sup></b>
<b>DIFFERENCE</b>	<b>- (5,359m<sup>2</sup>)</b>

#### EXISTING COMMERCIAL

365 PLAZA	- 13,400m <sup>2</sup>
FUDA BAKERY	- 1,790m <sup>2</sup>
<b>CURRENT</b>	<b>- 15,190m<sup>2</sup></b>

ISM

ARCHITECTS

## Appendix

Wellington Street West Properties Participating in Request for  
Proposed Intensification Area (Strategic Growth Area and Intensification Corridor  
designations of Official Plan Map 1 – Community Structure)



Subject Levels - 2.75' to



1:1
2:1
3:1
4:1
5:1
6:1
7:1
8:1
9:1
10:1
15:1
20:1
25:1
30:1
40:1
50:1
60:1
70:1
80:1
90:1
100:1

125-128 Wellington Street West  
 Church of Jesus Christ of Latter-day Saints  
 1000/18004 Ontario Inc.

Scale:





Subject Lanes - 4.42 Ave



1" = 100'
1" = 200'
1" = 300'
1" = 400'
1" = 500'
1" = 600'
1" = 700'
1" = 800'
1" = 900'
1" = 1000'

121 Wellington Street West  
Multi-Use Medical Centre  
Site Development

Scale: 1" = 100'



Wellington St. W.



Wellington St. W.



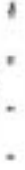
Subject Levels - 0.817m



NO.	DATE	REVISION

125 Wellington Street West  
Cedarwood Court Apartments  
Municipal Management

Scale:



Wellington St. W.



Subject Lands - 0.871 ha



1:1000	1:5000	1:10000	1:25000	1:50000	1:100000
--------	--------	---------	---------	---------	----------

125 Wellington Street West  
Caledonia Court Apartments  
Building Management

Scale:



Subject Levels: 0.87' Ho



129 & 129 Wellington Street West  
Wellington Place Apartments  
Multi-Unit Management

Scale:  
0 5 10'



Subject Lanes - 1.36 ha




102 Wellington Street West  
Wellington Plaza Shopping Centre  
Banko Plaza LAD Ltd.

Scale:



Subject Land - 0.33 ha



1:1
2:1
3:1
4:1
5:1
6:1
7:1
8:1
9:1
10:1

100 Donald Street  
Barrie, Ontario  
Burg and Anker Search

Scale:



Subject Lanes - 6.00 hrs



10000
20000
30000
40000
50000
60000
70000
80000
90000
100000

200 Wellington Street West  
Fifth Avenue Bakery Plaza  
House and Tilia Park

Scale:  
0 10 20 30





# Proposed Intensification Area Wellington St. W

**November 22, 2023  
Town Hall Meeting  
Barrie Official Plan**



## REQUEST FOR PROPOSED INTENSIFICATION AREA (PIA):

The request is for the Official Plan (OP) to have appropriate provisions for the establishment of an intensification of permitted land uses of properties fronting Wellington St. W. between Anne St. and Kidds Creek.

The PIA is shown on the following page outlined in red colour.

PROPOSED  
INTENSIFICATION AREA



1" = 100'
1" = 200'
1" = 300'
1" = 400'
1" = 500'
1" = 600'
1" = 700'
1" = 800'
1" = 900'
1" = 1000'

CONTEXT MAP

CITY OF SALEM  
COUNTY OF BACINE

Scale:



## DEMONSTRATION MASTERPLAN CONCEPT FOR THE PIA:

The following four pages provides a demonstration of how the PIA could be developed in accordance with appropriate OP provisions for a PIA.

An additional 5,140 residential units can be provided. With the existing 172 units there would be a total of 5,312 units.

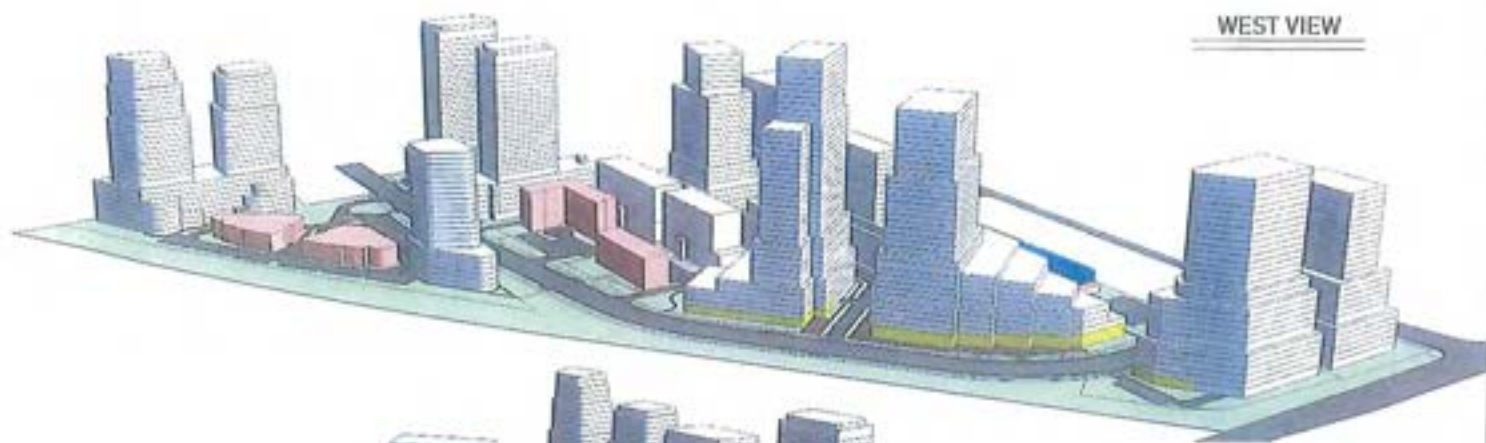
A foodstore would be maintained within the Barrie Plaza property.



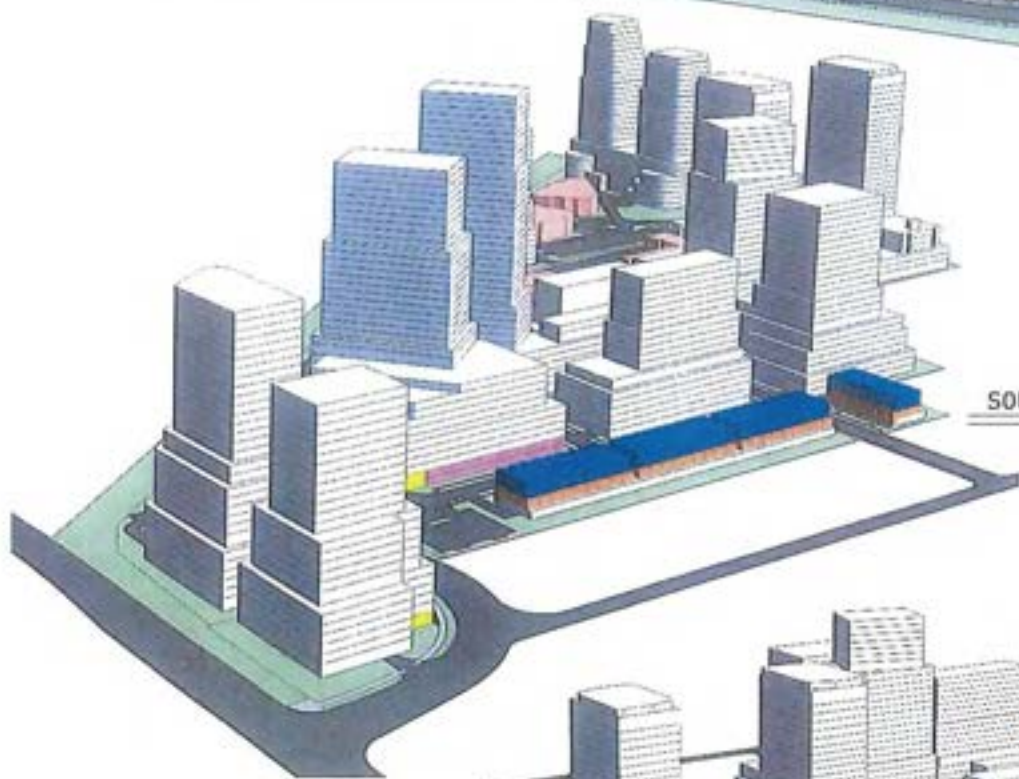
**PROPOSED INTENSIFICATION AREA  
WELLINGTON ST. W.**



WEST VIEW



SOUTH VIEW

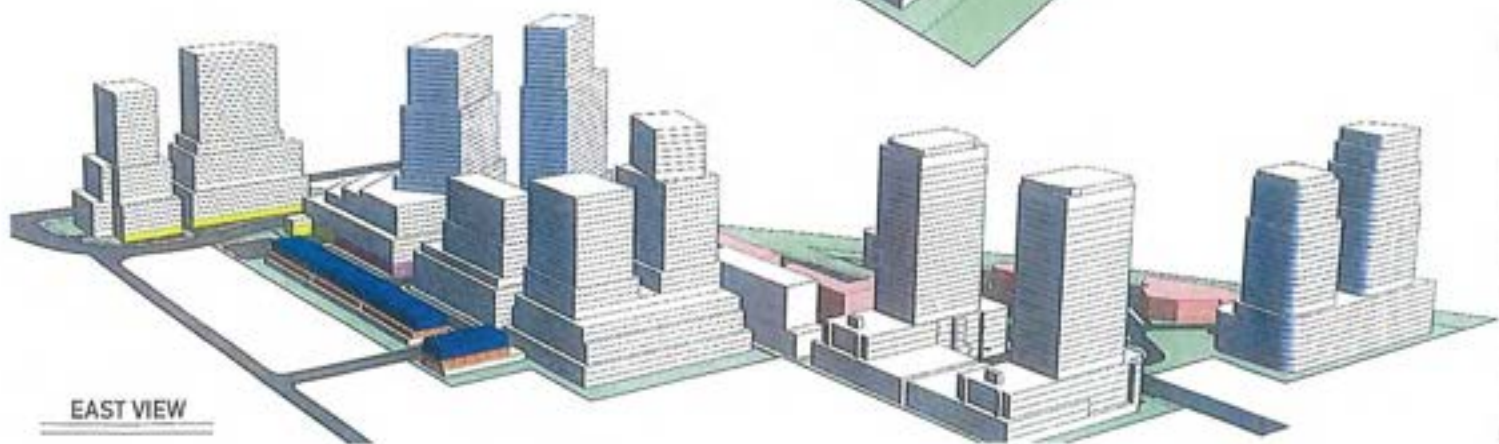


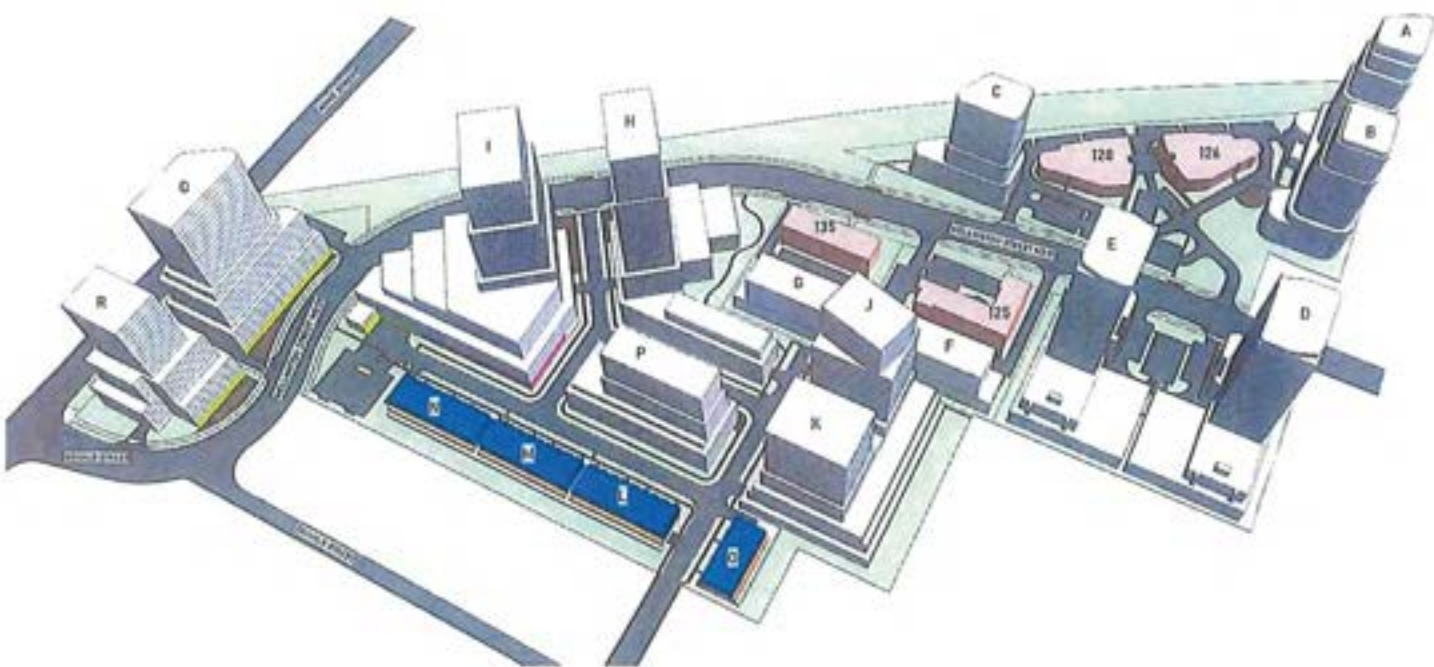
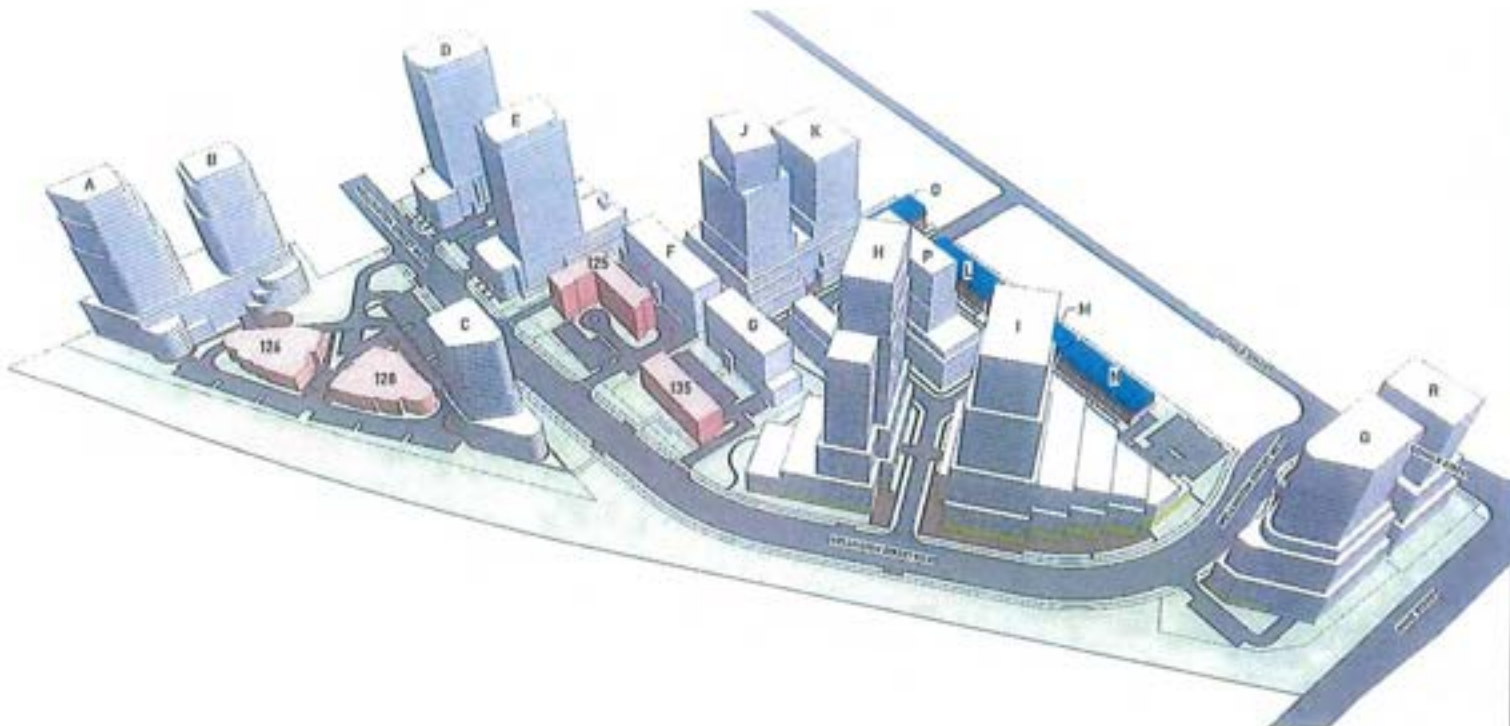
NORTH VIEW



**ISM** ARCHITECTS  
Inc.

EAST VIEW





#### NEW BUILDINGS

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R - 25 STOREY	- 225 UNITS	- 551 units/ha
<b>TOTAL</b>	<b>- 5,140 UNITS</b>	
	+ (172 existing units)	
	<b>= 5,312</b>	

#### EXISTING BUILDINGS TO BE RETAINED

171 VILLABONG STREET UNIT	- 0 STOREY	- 10 UNIT APARTMENT
120 VILLABONG STREET UNIT	- 1 STOREY	- OFFICE BLDG UNIT
119 VILLABONG STREET UNIT	- 1 STOREY	- OFFICE BLDG UNIT
117 VILLABONG STREET UNIT	- 4 STOREY	- 42 UNIT APARTMENT

#### NEW & RETAINED COMMERCIAL

D	- 525m <sup>2</sup>
E	- 525m <sup>2</sup>
H	- 2,415m <sup>2</sup>
I	- 3,100m <sup>2</sup>
O	- 2,018m <sup>2</sup>
R	- 448m <sup>2</sup>
<b>TOTAL</b>	<b>- 10,031m<sup>2</sup></b>
<b>DIFFERENCE</b>	<b>- (5,359m<sup>2</sup>)</b>

#### EXISTING COMMERCIAL

165 PLAZA	- 13,600m <sup>2</sup>
FUDA BAKERY	- 1,790m <sup>2</sup>
<b>CURRENT</b>	<b>- 15,390m<sup>2</sup></b>



## Mayor's Request for Ward Feedback on OP

Mayor Nuttall,

Please find my feedback as Barrie's Ward 9 councillor on the Official Plan, as requested:

- 1) Yonge Street properties south of Country Lane all the way to the southern city limits should not be subject to a height limit, an angular plane requirement, and the permitted UPH density should be increased from 300 UPH to 350 UPH

Properties along this area are all on:

- An Intensification Corridor
- Most of them are in the Major Transit Station Area (in plain speak, they are in the GO train area that the province wants us to build density in)

If there's anywhere in the city to build more density and have higher heights, it's here.

Removing the height limit in these areas doesn't create a free for all situation: applicants must still adhere to the 350 UPH density maximum.

By removing angular planes and height limits, it facilitates applicants to develop these properties with more open space and buildings that have a variety of heights, instead of properties that are maxed out at the current 12 stories and so develop every inch of the property they can, which results in a lackluster development with minimal open space.

- 2) Mapleview Dr East properties currently classified Neighbourhood Area should be reclassified Medium Density
- 3) Ward 9 Big Bay Point properties between Montgomery and Ashford, currently classified Neighbourhood Area, should be reclassified Medium Density
- 4) 571 Huronia Road (currently classified Employment Area - Non Industrial) and 611 Huronia Road (currently classified Employment Area - Industrial) should both be reclassified as "Medium Density"



Both of these properties located in Ward 9, 611 Huronia Road is currently operating as a mini putt, but the OP deems it "Employment Area - Industrial", and in my opinion is a perfect property for residential development. The reason it is classified as industrial is back in the 1990s the extremities of Mapleview (east and west) were incisions to be major industrial zones. As you are aware, only Mapleview West had this vision realized, with some major industrial factories and warehouses developed. All these years later, industrial no longer makes sense at this corner of ward 9, but more housing in a housing crisis does make sense.

Let me know if you have any questions.

Sergio Morales

Barrie Ward 9 Councillor

**RE: Barrie Official Plan Comments Ward 3**

ATTN: Mayor Alex Nuttall, City of Barrie

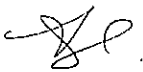
Mayor Nuttall, in review of changes by the provincial government to the City of Barrie's Official Plan submission, and the opportunity to provide feedback to you in advance of speaking on behalf of the interests of the City, the following are my recommendations:

1. **Industrial Lands – Potential Boundary Expansion:** That upon any confirmation of the specific boundary expansion around and to the north and east of Little Lake in Ward 3, a comprehensive identification of natural heritage areas and water systems are completed and incorporated into a strategy to protect them long-term from development. Further, that this be reflected in an update our Little Lake Master Plan (currently forecasted for 2025-26).
2. **Shoreline Public Access:** That we reinstate the original Official Plan language related to ensuring public access in relation to the shorelines of Lake Simcoe and Little Lake (in Ward 3).
3. **Development Enables Affordable Housing:** That we reinstate the language and supporting policies that promote affordable housing as per the original Official Plan submission. Key arterial roads in Ward 3 are designated as intensification and SEED areas. We have seen good growth intensification along Bayfield St. and Cundles Rd. East. Further, the City has recently announcement surplus land on Sperling Drive. While Ward 3 is an established older area of our city, it has and will continue to experience intensification through infill developments to which more affordable/ deeply affordable units can be incentivized. Further, Ward 3 has several well positioned commercial areas with convenient access to grocery stores and health services on transit routes to which residential development opportunities will be in great proximity to services and thus enable our goal of creating complete communities.

Ward 3 residents have and continue to be vocal about the importance of engaging the Ministry of Transportation to proactively plan and approve sound barriers along the 400 corridor. While this may be outside of the Official Plan feedback, it is important to continue to incorporate this consideration in government conversations related to residential development along the 400 corridor, which applies to our intention to see the Sperling Drive surplus property maximized for residential development.

Mayor Nuttall, thank you for incorporating this feedback into your future conversation on the Official Plan. I look forward to hearing how we may have successfully influenced a positive change back to important components residents and Council supported in the Original Plan.

Sincerely,



Councillor Ann-Marie Kungl, Ward 3, Barrie

cc. Michael Prowse, CAO  
Michelle Banfield, Director of Development Services

*NOTE: Overall, the following policies are ones in the Ministry modified Official Plan to be reverted to the original version of our Official Plan submission and related to my recommendations above: 2.3.3.d ii; 2.3.4. a) iii; 2.3.2.3. e); 2.5.1); 2.8.8; 3.2.2.a); 3.2.3.a); 3.2.3.2 a); 3.2.4.2 a); 3.2.4.3; 5.3.1 j); 5.3.1.k); 5.4.1 c); 5.4.1 d); 5.5.2.6. e ii); 6.4.2. e) i-v; 9.5.4.1. a) and a) 1i.*

**Memo To:** Alex Nuttal

**From:** Clare Riepma

**Re:** Official Plan Modifications

**Date:** Nov. 23, 2023

The Minister has asked for your advice on the 73 modifications made to the City's Official Plan. My comments are:

1. The Ministry has made numerous modifications that change "shall" to "should". Generally, this is appropriate where the policy refers to a design matter in order to provide some flexibility to respond to individual site characteristics. I recommend that Modification Numbers 3, 4, 6, 11, 13, 21, 26, 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, and 53 be accepted.
2. The Minister has made wording changes that clarify the intent of a policy. I recommend that Modification Numbers 1, 7, 8, 12, 14, 15, 19, 20, 31, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 65, 66, 67, 68, 69 Be accepted.
3. The following Modification numbers should not be accepted and the original wording as adopted by the City should be retained:
  - a. Modifications 2, 5, 10, and 64 change the requirement for affordable housing to a target, seriously weakening the policy, with the result that it will be completely ineffective to get more affordable housing built.
  - b. Modification 70 reduces the City's ability to retain rental stock.
  - c. Modification 9 reduces the density in the Salem area. In order to meet the City's housing requirements, the higher density is required in this area.
  - d. Modifications 16 and 17 reduce the City's ability to effectively manage the height of buildings along Intensification Corridors.
  - e. Modification 23 reduces the density on these properties negatively affecting the City's ability to meet housing requirements.
  - f. Modification 32 reduces the City's ability to require development that is compatible with existing surrounding development.
  - g. Modification 18 contains a specific density requirement of 50 units per ha. The City's more flexible wording is preferable.
  - h. Modification 25 reduces the City's policy to a guideline which is not appropriate in this case.

4. I will not generally comment on the site specific map changes except:
  - a. Removing phasing from the plan is appropriate as these policies are not needed any more and, if needed in the future, can be implemented by an allocation policy outside of the Official Plan.
  - b. Modification 72c is appropriate because the church is no longer operational.

### **Comments from the Public**

1. At the Town Hall we received a number of site specific requests for the redevelopment of sites within the City. These requests should be handled through the normal planning process and judged against the policies of the new Official Plan.
2. We also heard a number of comments about the expansion of the City's boundary to accommodate employment growth. The expansion of the boundary should be a separate process from the Official Plan because:
  - a. The City cannot designate lands that are not within our boundary. We don't want to delay the finalization of the Official Plan until the boundary matter is settled.
  - b. Before the location of any boundary extension is decided, the City needs to undertake a comprehensive review to ensure that the expansion area(s) selected are the most effective.

**From:** [Tom Drivas](#)  
**To:** [Official Plan](#)  
**Subject:** Barrie Official Plan  
**Date:** Tuesday, November 21, 2023 7:42:00 PM

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To whom it May concern

My name is Tom Drivas, and I am the owner of 28 - 44 Essa Rd. and 1-5 Gowan St. for the last 35 years. This property is situated on the corner of Essa Road and Gowan Street.

I got very disappointed when I found out that my C1 zoning was removed this year. I was not notified that the reduction in my zoning down to 300 units per hectare for 6 to 12 stories was being considered and furthermore that it was approved.

This is a considerable reduction in the density not to just my property but for the entire block that had C1 zoning.

By reducing the density, Barrie is the only city in Ontario to go against the Ontario Government policy proposing to intensify development in and around transportation hubs.

The removal of intensification has completely reduced the viability and opportunity for any low to high rise residential projon the block.

The Allandale area would have benefited from high-rise projects on this block because they would have revitalized the area.

With the site being directly across from the Go Train Station and Go Buses, a major transportation hub, such projects would have given a great number of people access to commuting around easier and in a more environmentally friendly way.

Furthermore, this site block has a permanently unobstructed view of the lake and the park. It would be such a disappointment not to give the residents the opportunity to enjoy this beautiful scenery.

I am currently working in conjunction with HALCYON developments, Bill Read and Gerald Norman – major block landowners and Mike Labbe of Home Opportunities to assemble the block to allow workplace affordable attainable housing with the intention that the property was originally designated for residential intensification.

We are fortunate to have Home Opportunities work with us vendors as they provide families with low incomes the ability to have home ownership themselves with their lower geared income the ability to buy a condominium without having to have a down payment. The home initiative plan will certainly be a bonus for the city and its economic development plans to provide workplace housing, affordable housing and attainable housing all at the same time.

Please seriously consider changing the current zoning to allow high-rise residential intensification.

Sincerely,

Tom Drivas  
Alpha Delta Gas Inc.  
17 Didrickson Drive  
Toronto, ON  
M2P 1J7  
Telephone 416-876-3957



**VIA EMAIL**

January 17, 2022

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

Attention: Wendy Cooke, City Clerk

Dear Wendy Cooke:

**Re: Draft New Official Plan – Final Draft  
Preliminary Comments on Behalf of Choice Properties REIT and Loblaw  
Companies Limited  
Various Properties  
Barrie, Ontario  
Our File: CHO/LRE/BAR/19-01**

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We are the planning consultants for Choice Properties REIT ("Choice") and Loblaw Companies Limited ("Loblaw") for the City of Barrie Official Plan Review. Choice and Loblaw collectively are the landowner and/or leaseholder of a number of sites within the City of Barrie, including the following:

- 319 Blake Street;
- 620 Yonge Street;
- 472 Bayfield Street;
- 201-211 Cundles Road East;
- 547 Cundles Road East;
- 289 Yonge Street; and
- 380 Mapleview Drive West.

On behalf of Choice and Loblaw, we have been monitoring the City of Barrie Official Plan Review process, and provided preliminary comments dated December 16, 2020, June 2, 2021 and November 9, 2021 and met with Staff March 23, 2021. We reviewed the Fourth Draft Official Plan ("Draft OP") and the associated Schedules/Maps in the context of the Choice and Loblaw Lands and we have preliminary comments as outlined below. We will continue to review the Urban Design Guidelines and may provide future comment.

We continue to have outstanding comments and concerns. Our preliminary comments are outlined below. We will continue to review the draft Official Plan in more detail and may provide further comments as required.

## **Preliminary Comments on Draft City of Barrie Official Plan**

As noted in our prior letters, at this time Choice and Loblaw do not have specific plans for the redevelopment of their sites, and are seeking to maintain existing operations while allowing for short and medium term modest infill or expansion to respond to the market demand. Further, it is the intent to consider and protect for potential redevelopment scenarios, should this be contemplated in the future.

We have the following preliminary comments:

- Policy 2.3.3f) requires the incorporation of winter city elements in Strategic Growth Areas. In our review of the most recent draft urban design guidelines, there are only 7 references to "winter", related to 6 different guidelines. It remains unclear what is required to be implemented as it relates to Winter City elements. We suggest that flexibility should be afforded to Policy 2.3.3f);
- Under Policy 2.5c), there is a policy for calculating residential density targets, which is separate from Policy 2.4.2.1. It is unclear which policy prevails to measure density, and why multiple policies are required. We suggest clarification to simplify interpretation for measuring density;
- Policy 2.6.1.3 allows development in historic neighbourhoods, as one of the sites is considered, up to 4 storeys, subject to a number of criteria that includes being no more than two storeys of adjacent buildings. Policy 2.6.1.3e) speaks to a number of criteria for development up to 8 storeys along intensification corridors in Neighbourhood Areas. The criteria in our review are awkward for implementation, including a requirement that the site be located along an intensification corridor (which would be a fact already), and that development is no more than 50% higher or 50% denser than the tallest or densest building within 450m. The implementation of the policy remains unclear in our review including under future zoning amendments. It is unclear how these criteria were established, and why development would be regulated on this basis;
- Policy 2.6.5.3c) notes a minimum residential density of 125 units per hectare, whereas Policy 2.4.2.1d) specifies that density is generally to be measured as a metric of persons and jobs per gross hectare. For clarity, we suggest revisions so that a consistent metric is used to measure density throughout the City;
- Policy 3.1.3.1a) provides direction for interpreting the Urban Design policies of Sections 3.2, 3.3 and 3.4, indicating a required conformity where the terms 'will' or 'shall' are used. In our review, there are a number of instances where the policies use the terms 'will' or 'shall', but also specify 'where appropriate'. In our opinion, the direction to interpret the urban design policies does not sufficiently reflect the flexibility afforded in the policy framework and we suggest that revised wording be considered;
- We suggest that Section 3.2.3.1 continues to be overly onerous for requiring demonstration of the noted green development criteria through OPA, ZBA, Subdivision or SPA applications;
- Section 3.3 provides direction for specific building types. It continues to be unclear whether certain building typologies including low-rise development, is to apply to commercial/retail buildings not including shopping malls or major retail. We continue to suggest clarification in this regard;



- Policy 3.3.6b)ii) requires a variation in built form for Major Retail uses. We continue to suggest that this is a development standard that is inefficient and flexibility is appropriate;
- Policy 3.3.6f) encourages private streets to be designed to a similar standard as public roads. We suggest that this is a development standard that is inefficient, and not necessarily appropriate for this type of built form;
- Policy 6.4.2e)iii), we continue to have concerns that the phrasing of this policy will create an arbitrary 40 unit threshold that future developments may seek to not surpass, which may be counterproductive to the intent of the policy. We continue to suggest that revisions be considered to avoid such a threshold; and
- Map 5 Road widening has been substantially modified from prior iterations without prior justification that we are aware of. We seek clarity on the following proposed road width changes:
  - 319 Blake Street identified in prior drafts and in the in-effect Official Plan as 27m along Blake Street, proposed to increase to 30m;
  - 472 Bayfield Street identified in prior drafts and in the in-effect Official Plan as 41m along Bayfield Street, to 46m; and
  - 547 Cundles Road East identified in prior drafts as 41m for portions of Cundles Road, which are proposed to increase to 43m.

We would welcome the opportunity to meet with Staff to discuss our comments further.

Please kindly ensure that the undersigned is notified of any further meetings with respect to this matters as well as Notice of the approval of the Official Plan.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Rob MacFarlane, MPL, MCIP, RPP  
Senior Planner

- cc. Choice Properties REIT (via email)  
Loblaw Companies Limited (via email)  
Tomasz Wierzba, City of Barrie (via email)

**a. Date of Submission:** day/month/year.

**b. Title of Book:** The Routledge Handbook of Urban Design Practice.

**c. Chapter Title:** 10.5 Urban Design, Social Equity, and Urban Land Value

**d. Author(s) Information:**

Patrick M. Condon

Professor

University of British Columbia

James Taylor Chair in Landscape and Liveable Environments

2357 Main Mall

Vancouver, BC - V6T 1Z4

604 822 9291

[p.m.condon@gmail.com](mailto:p.m.condon@gmail.com)

**e. Author(s) Bio(s):** Patrick has over 35 years of experience in sustainable urban design: first as a professional city planner and then as a teacher and researcher. Patrick started his academic career in 1985 at the University of Minnesota before moving to the University of British Columbia in 1992.

Select publications

Condon, P. (2020). *Five rules for tomorrow's cities*. Condon, P. (2021). *Sick City*. Condon, P.

(2010). *Seven rules for sustainable cities*. Condon, P. (2007). *Design charrettes for sustainable communities*. Washington, DC: Island Press.

**f. The Manuscript:**

**Introduction**

Housing affordability has reached the crisis stage and urbanists can no longer escape responsibility for understanding how their actions may impede or enhance access to secure affordable housing. This chapter introduces readers to what is unique about this historical moment, why former strategies for mixed-income urban design strategies may no longer be adequate, and what practices have been taken up recently to address this problem.

## **Land Prices, the Wage Gap, and Supply and Demand: Challenging Economic Theory**

During the past two decades the asset value of urban land has skyrocketed. In the USA the urban land price collapse of 2008 has been reversed with urban land prices far above what they were in the pre-collapse “bubble” year of 2006. The jobs-rich coastal cities (e.g. Boston, Washington DC., San Francisco, and Los Angeles) have seen urban land price increases of over 400 percent (American Enterprise Institute n.d.) in many districts in just the seven years between 2012 and 2019.

The situation in other parts of the English-speaking world (UK, Australia, Hong Kong, New Zealand, Canada), having escaped much of the dramatic collapse in urban land value experienced in the US during 2008, is suffering even more unmanageable increases in urban land price. Canada is the most extreme example with a 200 percent rise in inflation-adjusted housing prices in Vancouver and Toronto in just 10 years. The statistics are just as alarming in the other countries mentioned. In no case are these increases in home prices matched by increases in salary. Average hourly wages in these countries have stayed flat, (in inflation-adjusted terms), since the 1980s. The link between average wages and average home prices, which for decades was considered a real estate “fundamental,” no longer applies.

Many economists and aligned pundits explain that this extreme situation, which defies the “fundamental” of wage/housing cost balance, and the so-called laws of supply and demand, must be a function of “exogenous forces.” This term is used by economists to explain away instances where presumed neo-classical economic rules seem broken by empirical observation. If supply is not matching demand, they say, it must be because something is blocking new supply from entering the market. The handy and intuitively reasonable culprit offered to explain this market failure are zoning controls. Zoning controls place limits on the “highest and best use” of urban land, they say. Their removal would presumably open up a floodgate for new supply to rush into urban markets lowering prices, they say.

But as Yogi Berra was reported to have put it: “In theory, theory and practice are the same. In practice they are different.” It seems Mr. Berra was right, because in theory, no place in North America should have seen greater cost reduction benefits from adding density than the city of Vancouver, Canada. Over 30,000 new units have been added to our miniscule downtown making that city famous for “Vancouverism” in the process. Accessory dwelling units were legalized 15 years ago legalizing and opening up 60,000 more. More recently “laneway housing” units were allowed city wide authorizing 60,000 more. Then within just the past few years the city abolished any remnant of single-family zoning making every small 4,000 sq. ft. lot owner eligible to build 4 units (which works out to a net density of 40 du per acre, which is townhouse density). This last change authorized up to 150,000 new dwelling units in a city that only had roughly 200,000 to begin with. Add all this together and Vancouver has increased the number of new housing units in the city by 200,000 housing units, or by 66%, and authorized over 100,000 more. And the results? A larger housing price increase than any other city in North America, including New York and San Francisco, and a gap between wages and home prices second only to Hong Kong. The empirical evidence, in this case, does not support the “fundamental” rules of neo-classical “supply and demand” economic theory.

### **How Then Do We Explain This?**

So, if it's not about “supply and demand,” how do we explain this? Well, let's start with the basics: workers don't get paid enough. The overarching background to the housing crisis is of course the inequality crisis. While productivity has more than doubled (in the developed world) in the past 40 years, those gains have not gone to wage earners. They have instead been captured by owners. What was also, until relatively recently, construed as a “fundamental” part of the neo-classical rule book, that as productivity increased, owners (“capital”) would get 40% of new value and wage earners (“labor”) would get 60% has not held true. Now 100% of productivity gains goes to capital (Piketty 2017). Labor gets none of it. In consequence, owners of capital are enjoying a flood of new wealth. They are not storing that new wealth under the mattress but are pouring it into assets, setting off a dumpster fire of asset price inflation. And

asset price inflation would not be so bad if it only affected gold, stocks, bonds, and bitcoin. Unfortunately, the lion's share of this wealth is being poured into, you guessed it, urban land. The value of just the urban land in the 100 largest metro areas in the US now exceeds the country's annual GNP. A 100 percent increase in 10 years.

The second and related problem, also unfamiliar to us and not such a large problem before the turn of the millennium, is the way that land appears to have an infinite capacity to absorb whatever value is created by the human activities occurring around it (capital creation). This one is a little bit more complicated than the inequality problem so bear with me.

### **Why is Land Price a Problem?**

Going back all the way at least to Adam Smith (1776), the "landlord" was seen as essentially parasitic on the machinery of capitalist wealth creation. Smith had deep respect for the industrialists or farmer (owners of capital) and their workers (labor) seeing in their collaboration the goose that laid the golden egg: capital creation. However, you need more than capital and labor to create wealth. You also need land. And it is in the essential nature of the landlord/capital/labor relationship for the landlord to take as large a share of the new wealth created by capital and labor as s/he can get away with - up to and sometimes over the point where all the value beyond what's necessary to keep the laborer alive and the factory running gets taken up in land "rent." [1] This view is the fundamental underpinning of what is known as "classical economics". These three factors were acknowledged as the necessary triad of wealth creation, with land having no contribution of its own, but rather absorbing wealth passively in the form of rent.

### **Henry George's Urbanist Insight**

More recently, in the 19<sup>th</sup> century, it was left to American economist Henry George to apply this concept to what he observed in the emerging American industrial city. His work was in alignment with the classical tradition. He explained that as urban areas mature, more and more

of the new wealth created in cities gets poured into land price, up to the point at which the economy strains and buckles under the weight of this land “rent”, (with poverty and homelessness an obvious manifestation of this problem)(Wikipedia contributors n.d.). His analysis of land markets is presently being rediscovered by urbanists.

Henry George had a simple insight. By George’s time, the late 1800s, land value was no longer primarily tied up in agricultural estates as in the time of Smith, but increasingly by wealthy holders of urban real estate (i.e. urban land). Updating Adam Smith, George complained that as cities became more and more wealthy, most of that wealth ended up locked up in the value of urban land. Such well-located land would produce massive “rents” (either actual rents or payments to banks to amortize the full cost of land purchase paid monthly). His conclusion was that there was no way to limit this phenomenon besides taxing that land value. By taxing urban land at its full value, it would reduce to the point of insignificance its price (its rent value), while providing tax funds to maintain the social safety net. His work was important in establishing US state and local tax systems that fall differentially on land value and improvements.

Unfortunately for us, this tax rate, usually in the form of local property taxes, is usually set at about 1 percent of the full value of the land per year. At these rates, land taxes do not approach the 7-10 percent annual tax he suggested – too low to quell speculative land price increases sought by “rent-seeking” investors. A 10 percent tax would approach the full annual “rent” value of the land. Such a high tax would both squeeze out the normal speculative pressures that urban land is subject to,[2] while providing funding for social requirements and city infrastructure.

All of this is explained in his very lucid and accessible book *Progress and Poverty* (George 1880) so that will have to do for now: but interested readers should go to the source. His book is lucid, accessible, riveting, and passionate.

George’s book hit the world like an explosion, and for more than a decade his book sold more copies in the US than the bible and provided the political underpinning for the Progressive Era (Wikipedia Contributors n.d.). It was translated into over a dozen languages and influenced land policy from China to Hungary.

## **Where we are today**

However, the years since his death (near the turn of the 20<sup>th</sup> century) have not been kind to his legacy. The multiple conflagrations of World War I, the Depression, and World War II, interrupted this pathological accumulation of wealth into land rent – so that by 1945 urban land price (relative to other goods) had fallen dramatically. Secondly, after WWII the expansion of urban areas allowed by the car made vast areas of new urban land available so quickly that its raw abundance lowered its price. But that huge new suburban supply (a.k.a. sprawl) has met the limits of urban expansion, and we find ourselves, yet again, in the grip of excessive demands for land “rent,” at prices yet again beyond the capacity of average wage earners to afford.[3]

## **Why don't urbanists generally see this problem in these terms?**

Why was the sense of urgency on the subject of urban land price lost? Unfortunately for urbanists, Classical Economics and the current dominant economic theory “Neo-Classical Economics” differ in one key respect. Neo classicists (with one important exception as mentioned below) lump together unproductive land wealth and productive wealth (like a factory or a coffee shop), considering both capital.

It is additionally difficult for urbanists to understand the role of urban land price because land wealth usually serves as equity value backing up the lion's share of the finance industry (which, like land, is not productive), blending the two in economic discourse. So urban land shows up in most models as “equity” for the “financial industry” and thus does not show up in most accountings as fundamentally parasitic land “rent” and as a (perhaps the) main driver of wealth inequality.

To go into much greater detail in this short piece would dull the senses; but before moving on it's worth pointing out that George's original insights have been taken up by important successors. Notably by Nobel Prize-winning economist Joseph Stiglitz. In his 2015 article “The

Origins of Inequality” he explains how urban land “wealth” is the major contributor to our current crisis of inequality while this wealth adds nothing to the productive capacity of the economy. In short, these new trillions in urban land value are, according to him, a cancer on both the economy and the social well-being of our national community (Stiglitz 2015).

### **Why adding density won't fix the problem**

There is now a tremendous amount of debate about whether adding density will help solve this problem. The bad news for urbanists is this. The research points in two directions. Some studies show that adding density pushes housing prices lower (or more accurately that it slows the rate of increases in a particular city district) and others show it does the opposite (gentrification). Probably the best way for urbanists to understand this conundrum is to read a “meta-study” by Gabriel M. Ahlfeldt and Elisabetta Pietrostefani. They compiled 200 separate studies on the issue to understand the influence of density on cost and a number of other issues of interest to urban designers (e.g. transportation, pollution, etc.). Their conclusion? Maybe adding new density reduces prices sometimes but, in most cases, it does not (Ahlfeldt and Pietrostefani 2019).

If for the sake of argument, we accept that adding density by itself does not reduce the price (per interior square foot) of housing, (which certainly is verified by the empirical evidence emerging from Vancouver and other hard-hit cities), we must ask why not? Surely increasing the allowable density on a million-dollar parcel of land by a factor of four should lead to a 75% reduction in the land share component of the price of the new housing.

Unfortunately, the evidence on the ground is unresponsive. In the case of Vancouver attempts to increase allowable density in the hopes of lowering housing costs have failed to produce the desired results.

Why? Because those new land use authorizations are matched in a nearly linear fashion with land cost increases (Pablo 2021). Land in Vancouver and other hard-hit cities is no longer sold based on the price of a square foot of dirt, but rather on how many square feet that foot of dirt



allows for in terms of “buildable” square feet of interior space. If the allowed interior area jumps from an FSR (floor to surface ratio) of FSR 1 to FSR 4 you can expect a near quadrupling of the land price almost immediately (and in many cases well before the density increase is allowed - increases sniffed out well in advance by intelligent land speculators). This really matters in high-priced urban locations. In Vancouver, the price of land per “buildable” is around twice the price of building that same square foot of housing (\$600 vs \$ 300).

This is of course because land price is “residual” based on the market price of an interior square foot minus construction and “soft costs.”[4] So, the higher the number of square feet of interior space to be sold on a parcel the higher the residual and the higher the price a landowner can demand for the land.

Of course, some of the most successful developers will capture this land price windfall based on its former zoned allowance and successfully argue for an increase in density, putting this land price inflation in their own pocket. But the land speculation function and the development function are best seen as separate; the first focused on capturing land value increase and the second focused on the process of construction and sales. The first function, the land speculation function, is seen by many economists as not productively contributing to the economy, while the development function is quite rightly seen as adding value to the community.

### **What Can Urbanists Do about All of This?**

Even in the face of this evidence, many urbanists will still maintain that this land price inflation is not caused by adding new density authorization in the way I have described, but rather is because new density authorization is given too rarely, and only here and there (spot zoning for denser projects is an example). What is needed, they say, is blanket rezoning where single-family zoning is rendered illegal over vast areas with a stroke of the pen.

California will soon test that hypothesis. There Senate Bill 9 of 2021 renders single-family zoning illegal, statewide (SB-9 2021). It requires the newly “stratified” lot to have an

owner/occupant in at least one of the units for a certain number of years (to quell speculation hopefully) It will take a number of years to see if those who argue scarcity of building opportunity is the culprit, but this author, sadly, has doubts. My doubts are based on empirical observation and my own failures to see prices lowered by adding supply.

### What Can We Do On Monday

In the immediate term there are more fruitful ways to stream land value away from the pockets of land speculators and towards social purpose. If city authorities are going to create many millions of dollars worth of new value by the stroke of the pen, adding new density in the hopes of creating more affordable housing, they have the power, the right, and indeed the obligation to – not just up zone in the hopes of producing affordability – but to insist on it. Municipalities can insist that new density allowances be only offered if a certain percentage of the new housing units are permanently affordable (through “housing agreements” or through deeding to nonprofit providers, etc.). This sort of quid pro quo demand on private property rights has been upheld by both state and federal supreme courts in the US, as a valid use of “police powers” which are the legal foundations of zoning. California has been particularly active in using this tool.

A requirement for affordable units does not increase the price of adjacent market-rate units. Rather it lowers the “residual value” of the development parcel below what it would have inflated to without this affordability demand.[5]

A bit more explanation is needed here. Intuitively urbanists feel that by requiring some affordable units in a largely market-rate housing project, this must somehow raise the price of the market units. This is not true. What it does instead is lower the “residual” price of land (residual value is what developers can afford to pay for land after all their expenses are included, in this case including the price of affordable units). It turns out that an inclusive zoning requirement *cannot* increase the price of the market units because, in any metro area, the top price for a market unit is set by the strength of the regional housing market. Lifting

prices above that level is not viable. That product at the higher price will remain unsold.

Developers are smart enough to understand all this. That's their job. They won't offer more for land than what seems reasonable after all expenses are calculated. So, when a municipality insists on including a percentage of affordable housing units, it depresses the residual value of land. It depresses the price the developer will offer for that land. It will not elevate the price of the eventual market unit. For the skeptics, I point you to one of the studies that supports this (to some, outrageous) assertion: *Impact Fees and Housing Affordability* (Been 2005).

Now it must be said, that this strategy is more suitable in markets where the price of land per "buildable" square foot is high (Los Angeles or San Francisco for example) and where this price approaches or exceeds the price per square foot of new construction.

Finally, in these high land price markets the cost of land ends up being far more important than the physical details of the building itself, or of the often arduous and lengthy permitting processes often encountered by urbanists. Reductions in building costs or the speeding of permitting times can have, do have, the frustrating consequence of increasing land price (once a land market adjusts to these new economies). So the recommendation here for urbanists is to focus on land price as the key variable and not be adverse to the kinds of municipal controls that will make it possible for you to provide affordable housing.

Many inclusive zoning regulations, notably those used in California, require that between 15 and 20 percent of new units be affordable. A more aggressive use of the inclusive zoning tool would be the one adopted in 2021 by Portland Oregon (Condon 2020), where they allowed any "single-family" lot to be rebuilt for six units in return for three of the six being permanently affordable to working families. They also lowered the FSR for new single-family homes to make parcels less attractive in the marketplace for that competing use.

Finally, the most aggressive of all would be Cambridge Massachusetts (2020), where their council approved an "Affordable Housing Overlay District" covering the whole city which allows a doubling of density anywhere in return for an agreement that 100 percent of all new units be affordable to those making 80 percent of median household income or less. The important point to make here is that inclusive zoning in its various forms does not increase housing prices

in cities where land value approaches construction cost per square foot, and that high land cost is a feature of virtually everywhere where housing affordability is a problem.

**g. Key Summary Messages:**

- There is a housing affordability crisis, and urbanists must acknowledge their responsibility in understanding how their actions can either impede or enhance access to secure affordable housing.
- Economists attribute the housing affordability crisis to "exogenous forces," and zoning controls are often blamed for restricting new supply. However, recent evidence suggests that increasing density does not necessarily lead to reduced housing prices.
- The results of increasing density to solve the problem is mixed, and the empirical evidence from cities like Vancouver contradicts the expectation that adding density will lead to lower housing prices.
- Municipalities can insist on affordable housing requirements when granting new density allowances. This can be done through housing agreements or deeding to nonprofit providers.
- Implementing inclusive zoning regulations, where a percentage of new units must be permanently affordable, can be an effective strategy, especially in markets with high land prices.
- Urbanists are urged to focus on land price as a key variable and not be averse to municipal controls that can help provide affordable housing.

- Examples from Portland, OR and Cambridge, MA showcase more aggressive approaches to inclusive zoning, allowing increased density in return for a commitment to affordable housing.

**h. Word Count:** 3,712

**i. Further Reading:**

Condon, Patrick M. (2021) *Sick City: Disease, Race, Inequality and Urban Land*. Amherst, MA: Off the Common Books. Free pdf. <https://justicelandandthecity.blogspot.com/p/download-sick-city-pdf.html>.

George, Henry. (1880) *Progress and Poverty: an inquiry into the cause of industrial depressions, and of increase of want with increase of wealth. The remedy*. New York: D. Appleton and company. Free pdf. <https://www.gutenberg.org/ebooks/55308>

Piketty, Thomas. (2017) *Capital in the Twenty-First Century*. Cambridge, MA: Harvard University Press.

**j. Endnotes:**

[1] Land “rent” is in quotes here because in this chapter the term is used in the way that economists use the term, i.e. as a cost to production that is necessary yet contributes nothing directly to production. Many things demand rent, but currently, urban land is making by far the largest aggregate demand for rent globally. In layman’s terms the words land price and land rent are nearly interchangeable.

[2] This part takes a bit of time to get your head around. The value of a piece of land is not its full price, but rather its value every year during the time period necessary to pay off the financing needed for its “purchase”. So economists often figure the period for that would be 15 years. So, the yearly cost would be about 7% of the total cost plus another point or two for

interest. Economists call this kind of thinking the “present value” of money.

[https://en.wikipedia.org/wiki/Present\\_value](https://en.wikipedia.org/wiki/Present_value)

[3] This brief summary doesn't do justice to this issue. However, if the reader's interest is piqued a more robust explanation is captured in the author's new book *Sick City*.

[4] Soft costs are a grab bag of project costs that include design and permitting fees. Developer profits are also sometimes placed in this category.

[5] I go into more detail on this point in my new book *Sick City*, chapter 6.

#### **k. Bibliography:**

Ahlfeldt, Gabriel M. and Elisabetta Pietrostefani (2019) “The economic effects of density: A synthesis.” *Journal of Urban Economics*. 111: 93-107.

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<https://www.aei.org/housing/land-price-indicators/>

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California Senate Bill 9. (2021) “The California Home Act.” <https://focus.senate.ca.gov/sb9>

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2020. <https://www.cambridgema.gov/CDD/Projects/Housing/affordablehousingoverlay>

Accessed: February 8, 2022.

Condon, Patrick. (2020) “Portland Just Showed Vancouver How to Fix Its Housing Crisis.” *The Tyee*.

August 28, 2020. <https://thetyee.ca/Analysis/2020/08/28/Portland-Showed-Vancouver-Fix-Housing-Crisis/>

Accessed: February 8, 2022.

George, Henry. (1880) *Progress and Poverty: an inquiry into the cause of industrial depressions, and of increase of want with increase of wealth. The remedy*. New York: D. Appleton and company.

Free pdf. <https://www.gutenberg.org/ebooks/55308>

Pablo, Carlito. (2021) "East Vancouver property marketed as 'land assembly' sold 121 percent over assessment for \$2.8 million." *Georgia Straight*. Posted: December 9th, 2021.

<https://www.straight.com/news/east-vancouver-property-marketed-as-land-assembly-sold-121-percent-over-assessment-for-28> Accessed: February 8, 2022.

Piketty, Thomas. (2017) *Capital in the Twenty-First Century*. Cambridge, MA: Harvard University Press.

Smith, Adam (1776). *An Inquiry into the Nature and Causes of the Wealth of Nations*. Vol. 1 (1 ed.). London: W. Strahan.

Stiglitz, Joseph. (2015) "The Origins of Inequality, and Policies to Contain It." *National Tax Journal*. June 2015, 68(2):425-448. <https://doi.org/10.17310/ntj.2015.2.09>

Wikipedia contributors. (n.d.) "Georgism." Wikipedia, The Free Encyclopedia.

<https://en.wikipedia.org/w/index.php?title=Georgism&oldid=1184861589> Accessed: February 8, 2022.

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[https://en.wikipedia.org/w/index.php?title=Progressive\\_Era&oldid=1184818604](https://en.wikipedia.org/w/index.php?title=Progressive_Era&oldid=1184818604) Accessed: February 8, 2022.

**I. List of Glossary Terms and Author Derived Definitions:** Provide these in alphabetical order using MLA style glossary format (Modern Language Association) in this order of content: 1. lower case glossary term bolded; 2. definitional phrase unbolded; 3. If additional text is required to understand the term, use full sentences, unbolded.

**affordable housing overlay district:** a zoning designation that allows increased density in return for an agreement to make a certain percentage of new units permanently affordable.

**density:** the concentration of people or structures within a given area, often discussed in the context of urban planning and housing.

**exogenous forces:** external factors or influences affecting a situation, often used to explain unexpected outcomes in economic observations.

**gentrification:** the transformation of a neighborhood through an influx of more affluent residents and businesses, often leading to the displacement of lower-income residents.

**inclusive zoning:** zoning policies that require a certain percentage of new housing units to be affordable, as discussed in the context of urban development.

**land price inflation:** the increase in the monetary value of land over time.

**land rent:** the concept that owners of land can extract wealth passively from the activities occurring on or around it.

**land value:** the monetary worth of a piece of land, often influenced by factors like location, demand, and economic conditions.

**residual value:** the remaining value of a development parcel after deducting all expenses, including the cost of construction and affordable housing units.



**From:** [Sandra](#)  
**To:** [Official Plan](#)  
**Subject:** Official Plan ammendment  
**Date:** Thursday, November 23, 2023 9:06:42 AM

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Good day

I had an opportunity to attend last nights meeting. I am concerned that the proposed changes are driven by developers and have concerns with the high density put forth. We need to look to the municipalities to the south who have expanded rapidly not taking in to account the traffic volume etc .. and burden placed on local residents., they have done many things wrong. Council should continue to engage the public by holding additional meetings to allow local residents an opportunity to ask questions in a public forum.

I am concerned that we are rushing into changes that will have negative impact on us all. Developers/real estate agents etc., should not be dictating or coaxing members of council as they have their own agenda and are not for the most part local residents. The one speaker touched on this last evening and I could not agree with her more.

We need to proceed cautiously and be mindful that rushing will have a negative impact on us all. The City of Barrie does not have a subway system or trams, how is traffic going to move?. Most households have more than one vehicle (typically high density housing allows for one car parking and a limited visitors area placing the burden on surrounding streets. Site plans should be amended to reflect the need and not solely the so called "meet the requirements".

Respectfully,

Sandra Lestani  
416 206 3444

**From:** [Gerald Norman](#)  
**To:** [Official Plan](#)  
**Cc:** [Bill Read](#); [Tom Drivas](#); [Gary Fantin](#)  
**Subject:** Re: Allandale Block (Essa Rd, Gowan St, William St and Cumberland) and the Town Hall meeting to review the OP on Nov 22, 2023  
**Date:** Monday, November 20, 2023 12:38:32 PM

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To whom it may concern:

My wife Carol Norman and I own 5-9 Cumberland as well as 9 and 13 Gowan. Together with the owner of lands on Essa, Tom Drivas, lands on Gowan and Cumberland, Bill Read, and Halcyon Development Inc. (Owner of the corner of Gowan and William), we own the vast majority of the Allandale Block.

We have negotiated the sale of our lands to Halcyon represented by Gary Fantin (Developer) along with Tom and Bill, for the purposes of building high density, affordable, owner occupied housing on our respective lands (and most likely on most of the remaining lands in the Allandale Block).

Gary Fantin as well as Bill and I have met with Planning staff as well as Mayor Nutall and Councillor Harris to discuss the high density development of the Allandale Block with the advice and leadership of Mike Labbe of Home Opportunities (who has met with the City of Barrie treasurer to discuss financing etc.).

The results of these discussions were all positive and could lead to the construction of hundreds of affordable owner occupied units for working families with modest income, who are would otherwise be excluded from home ownership.

The reason for this email is to ask that the OP changes reflect high density for the Allandale Block, (as it was in the recent past before the latest OP which reduced the density for the Block).

High density for the Allandale Block makes sense given:

1. the location of the Allandale Block (downtown Allandale area, close to the Bay and across from GO),
2. the property on the north side of Essa which is right across Essa Rd from the Allandale Block, is high density and
3. this area is overdue and ideally suited for development.

The big advantage of making the requested modification to the current OP now is that the Developer of the Allandale Block (or most of it) will immediately be in a position to proceed much more quickly, as an OP amendment would not be needed. Plus the Developer would know that with the City on board (OP and resultant zoning consistent with high density), it would be able to proceed immediately with Site Plan Approval which is understandable a condition precedent to the purchase of the lands.

Unfortunately, I am unable to attend the Town Hall on Nov 22, but would encourage you to take this request as an opportunity to amend the OP to provide for high density in the Allandale Block (again), in order to "green light" affordable housing and home ownership for Barrie.

Thanks, Jerry.

Gerald E. Norman, Counsel  
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Barrie, Ontario L4N 1W1  
705-792-7963 Ext. 114  
Fax: 705-792-7964  
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**From:** [WILLIAM READ](#)  
**To:** [Official Plan](#)  
**Cc:** [Tom Drivas](#); [Gerald Norman](#); [GARY FANTIN](#)  
**Subject:** Review Official Plan Nov 22 2023  
**Date:** Monday, November 20, 2023 3:42:46 PM

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To whom it may concern:

My wife Barbara Read, and myself own 17 Gowan St., along with 21 and 27 Cumberland Street,

Just a short few years ago, as a realtor, I was successful in assembling the entire block of William Street to Essa Road and Gowan Street to Cumberland Street, for a bona fide developer who was prepared to rezone the area.

With support of all senior staff of the city at that time, it was decided that the city would take on that initiative of rezoning it.

Unfortunately, at the last minute, that was Voided for some reason.

We are excited and hopeful to see that after meeting with Mayor Nutall and councilman Harris, along with a bona fide developer and a focus on affordable housing, that this could be rezoned to facilitate high density for this area.

I have at this time successfully negotiated For 3 of the major landowners to participate in the sale of their lands toward this initiative and I am currently in discussions with some of the individual residential properties.

Please consider applying high density to this block and area to allow it to grow in the way that the governments are supporting fast tracking, both by encouraging higher densities with affordable housing, reliable transit connections and with their financial support.

Thank You.  
Bill & Barb Read.

Have a Safe Fall

**From:** [GARY FANTIN](#)  
**To:** [Official Plan](#)  
**Cc:** [HALCYON](#); [gfantin@rogers.com](mailto:gfantin@rogers.com); [Tom Drivas](#); [bragent@rogers.com](mailto:bragent@rogers.com); [Gerald Norman](#); [Mike Labbe](#); [Pete Waters](#)  
**Subject:** Statement to be presneted  
**Date:** Wednesday, November 22, 2023 4:22:59 PM

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For your record below is the statement I will be reading toning

Thank you for giving me the opportunity to speak

Statement:

I am Gary Fantin, President of Halcyon Development.

I am presenting on behalf of four major block owners who represent approx. 75 percent of Gowan Street, Essa Road, Cumberland Street and William Street block assembly.

I will also be approaching the remaining 25 percent of the vendors to request their consent and support as well.

This week all the major four vendors sent letters to the city's attention for the official plan review process requesting residential intensification for the block be restored in order to allow significant amount of workplace attainable housing.

Their request makes sense and is under the leadership of Mike Labbe of Home Opportunities, a not for profit agency, who works with the province and the municipality to provide work place owner occupied housing for families with different income levels. This program will provide ownership possibilities for the residents of Allandale including their children and their parents.

Home Opportunities along with Halcyon and the vendors are in the process for preparing a formal presentation to the city

highlighting the advantages of the site for intensification given its close proximity to the Go Train and Go Busses, a major transportation node, and given its proximity to the Bay and many other amenities of the area, and how the site is well suited for workplace housing.

The development of lands would not only revitalize the properties within block assembly but also help revitalise the entire Allandale area.

Thank you and we all look forward to working with the city to bring much needed affordable owner-occupied housing in the Allandale area.

**From:** [GARY FANTIN](#)  
**To:** [Official Plan](#)  
**Cc:** [gfantin@rogers.com](mailto:gfantin@rogers.com); [Pete Waters](#); [Gerald Norman](#); [Tom Drivas](#); [bragent@rogers.com](mailto:bragent@rogers.com); [HALCYON](#)  
**Subject:** Official Plan Review Nov 22 2023  
**Date:** Tuesday, November 21, 2023 10:05:09 AM

---

To whom it may concern

Halcyon Developments is endeavoring to assemble the entire block bounded by Gowan Rd., Essa Rd., William St., and Cumberland St. to develop and construct attainable workplace house under the leadership of Mike Labbe of Home Opportunities.

Home Opportunities is a non-for-profit agency who works with the Province and Municipality to secure the funds necessary to build attainable and affordable workplace housing.

In the past months, Bill Read and Jerry Norman (two major block vendors), Mike Labbe and I have met with the Planning staff as well as Mayor Nutall and Councillor Harris to discuss the high-density development of the Block. The results of the meeting were positive and receptive.

Therefore, please consider high rise intensification for the entire block as the site has the many positive features including Go Train and Go Bus, easy access to many facilities nearby and it is well suited for development.

Also Halcyon has the consent for 27 Gowan and 28 Essa (along with Gerald and Bill noted above), represent four vendors who make up approximately 75 to 80 percent of the block. All vendors wish to see attainable workplace housing and intensification on their properties. (I will be also continuing to reach out to the last few properties to endeavor to assemble the entire block or in the minimum get their consent to rezone block)

Previously the block was designated for residential intensification and the majority of the properties had C1 zoning. This zoning, I understand, was recently removed and the block was down zoned to 300 units per hectare with a height up to 6 to 12 stories.

The 300 units per hectare only allows for approximately a low count of 360 units over the entire 1.2 hectare block.

This type of low density of only 360 units within the block will never support the purchase of any of the lands (even at a low actual appraised value of each of the individual properties) to develop any low rise or midrise project in part thereof or in full on the block. Therefore the current OPA will not work ever.

Although this point may not like to be heard by the planning department or city when making their decisions, it should be, as it would be counteractive to the policies for places to grow and current provincial policies to provide the much needed housing for sites that are well suited within steps of Go Train and Bus transportation.

In my opinion, an experience developer can not make the low count of 300 units per hectare work now or into the future for the block. This works out to be just a few buildings of three to six storeys within the block and not

even use 6 to 12 storeys recommended in you OPA. Just in principal alone the total assembly price of the block with all individual properties are at a purchase price currently of approx. \$22 to \$25 million (this is a low assembly value based on today's recessed market conditions). The block will need at least 1400 to 1500 units per hectare minimum to make the block assembly feasible and allow the high rise intensification to support the assembly price.

Again please designate the site for high rise development and allow to expedite the approval process for such an intensification happen as to open the way for much needed housing. Then the block and its properties can be assembled on behalf of Home Opportunities to allow and provide the much needed housing on a Go Train and Go Bus station and allow for attainable work place housing.

Sincerely

Gary Fantin P.ENG, MBA

President, Halcyon Developments  
cell 647 448 8765





November 9, 2023

City of Barrie  
70 Collier Street  
Barrie, Ontario L4M 4Z2

Re: Submission in Support of Proposed Intensification of Development of Properties Fronting Wellington Street West between Anne Street and Kidd's Creek

This submission is made on behalf of all owners of properties fronting Wellington Street West between Anne Street on the west and Kidd's Creek to the east. Information of the participating owners and their properties is provided in the Appendix. For the purposes of this submission the properties are collectively referred to as the "Subject Area" and are shown on the attached "Context Map".

**BACKGROUND:**

The subject area is subject to the provisions of the City of Barrie Official Plan 2051 (OP) as originally approved with modifications by the Ontario Minister of Municipal Affairs and Housing (MMAH) on April 11, 2023.

OP Map 1 – Community Structure (attached) does not have any designations for the subject area other than being within a "Built-up Area".

OP Map 2 – Land Use Designations (attached) designates most of the subject area for "Commercial District" uses. The properties having municipal addresses of 125 and 135/139 Wellington St. W. are designated "Medium Density" Residential.

On October 23, 2023 MMAH announced that its approval of the OP has been rescinded for a 45 day "review period" commencing on that day. During this period the City of Barrie will have an opportunity to submit suggested changes and updates to the OP to MMAH for its consideration prior to MMAH re-establishing its approval of it. MMAH's announcement is available from their website at the following link:

[Ontario Winding Back Changes to Official Plans | Ontario Newsroom](#)

This submission provides a basis for the City to include the intensification of development of the subject area in its suggested change or updates to MMAH for the OP as outlined herein

**BASIS FOR INTENSIFICATION REQUEST:**



The subject properties can be characterized as being “underutilized” with mid-rise built-forms and strip plaza type commercial forms established in the early 1960s and having large areas of surface parking. Wellington St. W. is a major arterial road with two Public Transit routes. As such, they are ideally suitable for redevelopment that would result in an intensification of the use of them as shown on the Development Concept provided with this submission.

The request consists of:

1 – establishing OP Map 1 designations for “Strategic Growth Area” (“SGA”) for the entire subject area and an “Intensification Corridor” (“IC”) designation for Wellington St. W.; and,

2– establishing a “Commercial District” designation of OP Map 2 for the entire subject area and with specific modifications to the land use policies for it to permit greater flexibility of accommodating residential uses such as the height of buildings, density of development, distribution amongst built-form types, etc.

Current SGA designations of OP Map 1 are in locations along Highway 400 or arterial roads similar in character to the circumstances of the subject area. Similarly, the same can be said for the IC designations of OP Map 1 for arterial roads including the current IC designation for Anne St. which Wellington St. W. intersects.

The subject area is appropriate for the SGA and IC designations based on a review of the applicable relevant OP policies for them as follows (including yellow-highlighted text for emphasis):

#### Strategic Growth Area:

##### *“2.3.3 Strategic Growth Areas (SGAs)*

*Strategic Growth Areas have been identified at key locations throughout the city as shown on Map 1 to this Plan. Strategic Growth Areas are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction. In addition to other policies of this Plan, the following policies shall apply to Strategic Growth Areas:*

*a) Strategic Growth Areas will be planned to become complete communities.*

*b) To enable each Strategic Growth Area to become a complete community, the City will plan a critical population mass for the Strategic Growth Area that will attract food retailers to provide local residents with local access to fresh food options.*

*c) Strategic Growth Areas shall accommodate higher levels of intensification, tall buildings, higher densities, and will be planned to evolve as distinct places of major activity around planned transit facilities, primary gateways into the City, and existing regional shopping destinations.*

*d) To serve both local residents and the city as a whole, Strategic Growth Areas will be planned as mixed-use areas that incorporate residential development as well as a wide range of other uses.*

f) Development in Strategic Growth Areas will be planned as transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate transit-supportive densities and mix of uses, and be pedestrian-friendly to support active transportation. This should be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and should incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.

(MMAH modification No. 4)

g) The City will connect Strategic Growth Areas with higher-order transit by establishing dedicated transit facilities along Intensification Corridors."

h) Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors. Higher densities will ensure sensitive transition to adjacent areas in accordance with the respective land use designation policies, as well as the transition policies in Section 3.

i) Strategic Growth Areas will contain community gathering and celebration spaces to encourage social interaction and activity. ...

The Section 3 policies referenced in policy 2.3.3 f) above are those of OP Section 3.2: General Urban Design and include:

#### "3.2.1 Human Scale Design

b) Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.

c) 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, 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."

(MMAH modification No.31)

#### Intensification Corridors:

##### "2.3.6 Intensification Corridors

Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres. Intensification Corridors are illustrated on Map 1. In addition to other policies of this Plan, the following policies shall apply to the Intensification Corridor

a) *The function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation.*

b) *It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies.*

c) *Intensification Corridors will be planned so that all new development and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure should also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.*

*(MMAH modification No. 6)*

d) *For those street segments identified as Intensification Corridors:*

i) *The properties fronting those streets are the properties envisioned for development or redevelopment; and,*


ii) *Development or redevelopment, where possible, must be oriented towards those street segments."*

#### DEVELOPMENT CONCEPT:

The Development Concept included with this submission provides for about an additional 4,200 housing units. The owner of the Wellington Plaza shopping centre at 165 Wellington St. W. has advised that it is their present intention to maintain a major food retail use within any redevelopment of its property. This would be in accordance with the provisions of OP policy 2.3.3 b).

#### CONCLUSION:

The Development Concept is in accordance with the objectives of the OP policies for SGAs and ICs. The approval of development applications based on it or another DC similar in scale would provide significant assistance to the City to meet or exceed its "housing pledge" to the Provincial government to facilitate the construction of 23,000 housing units within the City by 2031 as its contribution towards the Province's goal of building at least 1.5 million homes by 2031.



Adam Layton  
B.E.S., RPP, M.C.I. P.  
Principal



Michael Gray  
Senior Planner



— PROPOSED  
INTENSIFICATION AREA



**CONTEXT MAP**

CITY OF MANITOBA  
COUNTY OF BRAND

Scale



## Natasha Halikas

---

**From:** Office of the Mayor  
**Sent:** Wednesday, November 22, 2023 10:39 AM  
**To:** Natasha Halikas  
**Subject:** FW: Official Plan and Affordable Housing  
**Attachments:** Alex Nuttall - Letter To Barrie Council and affordable housing committee.pdf; Barrie Official Plan - Summary and Review of Changes.pdf; 20 Rose Street Analysis and Real Estate Market Comparison (2).pdf

They want to meet with Alex.

**From:** Build Managers <brad@buildmanagers.ca>  
**Sent:** Tuesday, November 21, 2023 2:00 PM  
**To:** Office of the Mayor <OfficeoftheMayor@barrie.ca>  
**Subject:** Official Plan and Affordable Housing

Dear Alex Nuttall

I am writing on behalf of Build Managers, a leader in the modular construction field. We deliver residential, mid-rise, and high-rise modular solutions that align with the township's current housing needs.

We recognize the urgency in addressing housing challenges. This is why we created a system specifically designed to understand Barrie and its market data. This initiative reflects our commitment to accessibility and transparency, principles central to our mission. Our machine learning systems efficiently organize and process municipal data, ensuring equal access to public data for everyone.

We have also created a free interactive development map for Barrie, which visually represents the different planning stages, providing an intuitive and user-friendly tool for understanding ongoing and future developments in the city.

Using our advanced system, we have prepared two detailed reports:

Barrie Official Plan Changes 2023 and Affordable Housing  
Affordable Housing Analysis and Real Estate Market Comparison

Additionally, we have developed a specialized tool for queries related to affordable housing, part of our expanding system designed to provide comprehensive answers concerning township planning, zoning by-laws, and affordable housing programs.

I will attend the upcoming township meeting regarding the presentation regarding Official plan changes. If given the opportunity, I would like to share this valuable information with those attending, offering insights and potential solutions for our community.

We are excited about possibly working closely with the City of Barrie, its partners, and its residents.

Our advanced chatbot system will be an invaluable resource for township employees and residents, streamlining access to vital information.

I am available for a meeting to discuss this in more detail. I would be happy to meet with any affordable housing committee or staff members to provide access to our system and insight into how it can benefit the community.

We look forward to discussing this proposal further and exploring how Build Managers can contribute to Barrie and Simcoe County's growth and well-being.

—  
Brad Harris

President



[Build Managers](#)

**Barrie**  
49 High Street Floor 3,  
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Cell # 705-644-0269

Brad Harris  
President

**Build Managers**

49 High Street Unit 3  
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brad@buildmanagers.ca  
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2023-11-21

To Whom It May Concern,  
City of Barrie  
70 Collier Street,  
Barrie, ON L4M 4T5

Subject: Modular Housing Solutions and Data Accessibility

Dear Alex Nuttall

I am writing on behalf of Build Managers, a leader in the modular construction field. We deliver residential, mid-rise, and high-rise modular solutions that align with the township's current housing needs.

We recognize the urgency in addressing housing challenges. This is why we created a system specifically designed to understand Barrie and its market data. This initiative reflects our commitment to accessibility and transparency, principles central to our mission. Our machine learning systems efficiently organize and process municipal data, ensuring equal access to public data for everyone.

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1. Barrie Official Plan Changes 2023 and Affordable Housing
2. Affordable Housing Analysis and Real Estate Market Comparison



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Sincerely,

Brad Harris  
President  
Build Managers

**Affordable Housing Analysis and Real Estate Market Comparison**  
**20 Rose Street, Barrie, Ontario.**

**Public Summary and Analysis**



## Introduction

The affordable housing project at 20 Rose Street in Barrie, Ontario, is a significant development aimed at providing a range of housing options.



### Key details of this project include:

**Diverse Housing Types:** The development will feature various housing types catering to different income levels. This includes rent-g geared-to-income units, affordable housing, and units designed for the "missing middle." The project emphasizes inclusivity and accessibility in housing options.

**Project Scale and Features:** Initially, the plan was to create a 176-unit mixed-use building. However, this has been expanded to accommodate 215 housing units. These units will be distributed across nine- and 11-storey towers and a parking garage. The residential development includes mixed-use elements, likely to incorporate community and social services.

**Location and Background:** The site of this project was previously occupied by the Barrie OPP detachment and has temporarily been used as a homeless shelter. The project's location is in the north end of Barrie, close to residential homes and a school.

**Financial Aspects:** The project's estimated cost is over \$217 million. This significant investment underscores the project's scale.

**Community Engagement:** There is an ongoing process of community consultation, reflecting the project's aim to effectively meet the local community's needs. This document has been prepared to help the community understand the project's risks and rewards.

### Data Analysis

20 Rose Street, Barrie

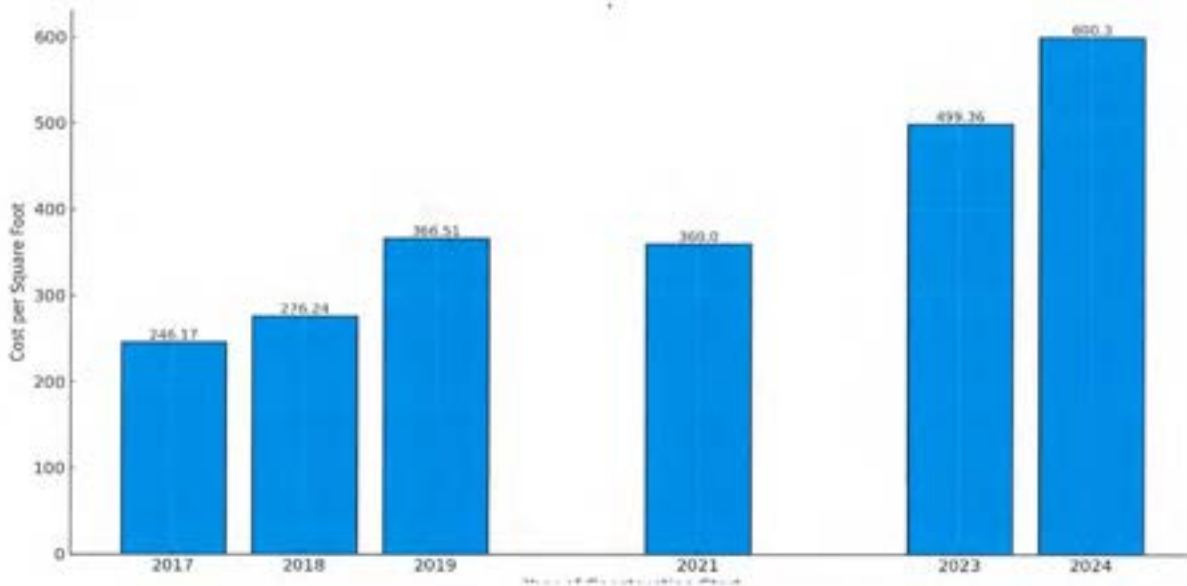
Total # Units	Estimated cost (Residential)	Estimates cost / Unit (Residential)	Projected Capital funding and costs (full project)	Estimated cost per parking space
215	\$161,570,566	\$751,493	\$217,168,000	\$78,600

### History of Affordable Housing Construction Costs

Building	Collingwood A&B (Residential only)	Wasaga Beach	Victoria Harbour	Orillia (residential only)	Bradford (Residential Only)	Barrie (residential Only)
Year of construction start	2017	2018	2019	2021	2023	2024
# of Residential Units	147	99	41	130	50	154
Hard Cost	\$31,280,669	\$22,933,371	\$12,485,019	\$42,384,309	\$23,360,070	\$94,600,000
Soft Cost	\$5,744,547	\$3,879,113	\$990,714	\$8,446,720	\$8,316,296	\$26,626,00
Total	\$37,025,216	\$26,812,484	\$13,475,733	\$50,831,029	\$31,676,366	\$121,226,000
Total cost per sq. ft	\$246.17	\$276.24	\$366.51	\$360.00	\$499.36	\$600.30*

Total cost per unit	\$251,872	\$270,833	\$328,676	\$391,008	\$633,527	\$787,181* estimate
Total cost per unit - present value	\$622,100	\$671,515	\$788,592	\$517,108	\$633,527	\$787,181*
% increase in construction cost		7.53%	21.35%	18.96%	62%	24.25%

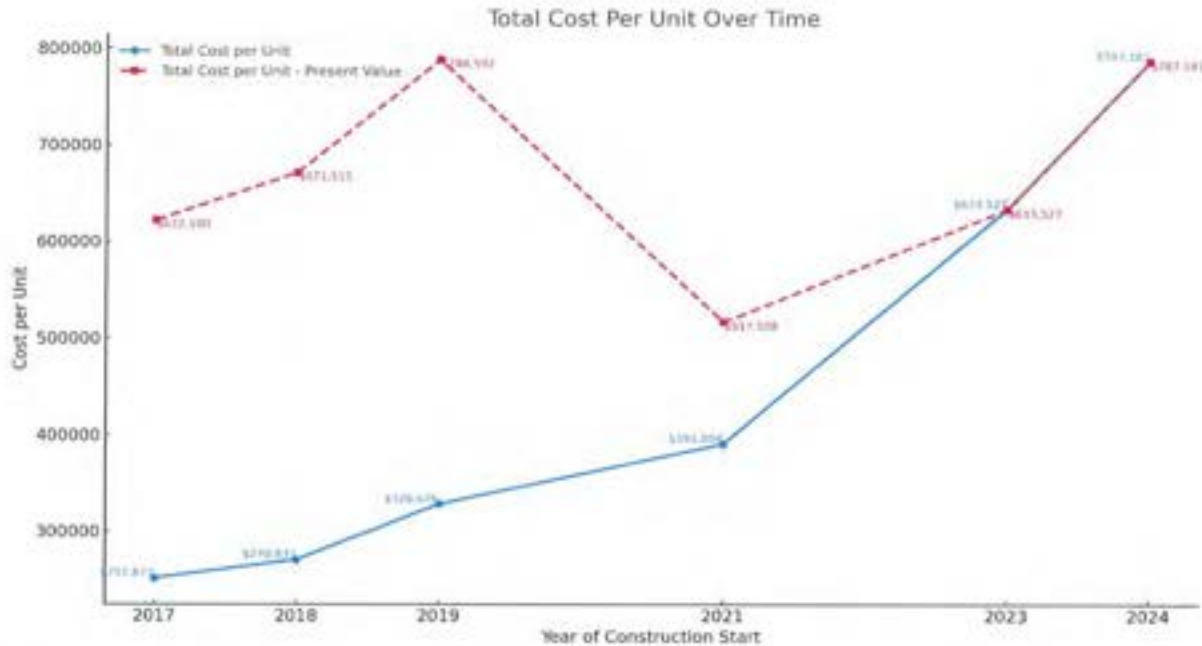
**Total Cost Per Sq. Ft Construction.**



Note the cost for 2024 is for residential only and is missing \$55 million for site work.

**Total Cost Per Unit Over Time**

This graph illustrates a notable trend in the cost of affordable housing construction from 2017 to 2024.



## Analysis

**Upward Trend in Costs:** There is a clear upward trajectory in the total cost per unit over the years. Starting from 2017, with a cost of approximately \$251,872 per unit at Collingwood A&B, the cost escalates consistently, reaching around \$787,181 per unit for the Barrie project estimated in 2024.

**Comparison of Actual Cost and Present Value:** The graph compares two cost metrics - the actual total cost per unit and the present value cost per unit. This comparison provides a comprehensive understanding of how costs have evolved over time, accounting for inflation and present-day value. We will analyze the current value projections below.

**Year-by-Year Analysis:** Each year represents a different project, showing varying scales and costs. For instance, the project in Orillia in 2021 shows a significant increase in per-unit cost compared to previous years.

**Cost Fluctuations:** While the general trend is upward, there are fluctuations in the rate of increase. For example, the jump in cost between 2021 (Orillia) and 2023 (Bradford) is particularly steep, indicating a period of higher construction cost increases.

Given these observations, it's crucial to look at current comparables in the market to understand how these costs align with local real estate.

## Barrie Condo Market Price Analysis October 2023



### Key Observations

The housing market prices by the number of bedrooms provide an overview of how the prices for different types of residential units have changed over time. Here's a summary of the key points:

**Studio Apartments:** Data for studio apartments is limited, with only one price point available six months ago at \$445K. Studio apartments have no current, 3-month, or 1-year-ago data points.

**1 Bedroom Apartments:** The price of 1-bedroom apartments has decreased slightly recently. The current price is \$441K, down from \$470K three months ago and \$466K six months ago. However, it's slightly lower than a year ago (\$448K).

**2 Bedroom Apartments:** There is a noticeable downward trend in the prices of 2-bedroom apartments. The current price is \$542K, down 5% from \$565K three months ago and \$587K six months ago. This is also a drop from \$570K a year ago.

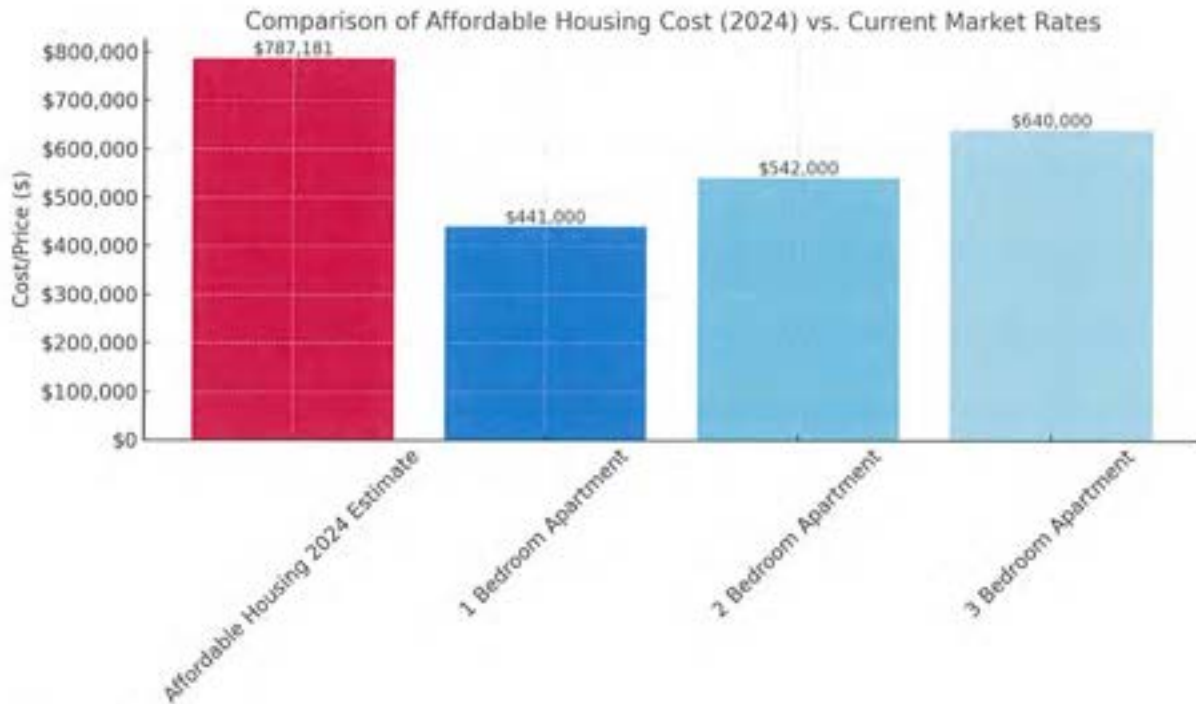
**3 Bedroom Apartments:** Unlike other categories, 3-bedroom apartments have seen a significant price increase. The current price is \$640K, although lower than the \$675K price three months ago, shows a remarkable 26% increase from the \$507K price a year ago.

**Overall Market:** When considering all types of apartments collectively, the market has experienced a slight decrease of 3% in prices. The current overall price is \$527K, down from

\$545K three months ago and \$556K six months ago, but still below the \$542K from a year ago.

This data indicates a dynamic housing market with varying trends depending on the apartment type. While the market for larger apartments (3 bedrooms) has seen a substantial increase over the year, smaller apartments (1 and 2 bedrooms) have experienced a decrease in prices. These trends can be influenced by multiple factors, including demand and supply dynamics, economic conditions, and changes in consumer preferences.

### Affordable Housing Construction Costs (Per Unit):



Affordable housing construction costs have significantly increased over the years. In 2017, the cost per unit was around \$251,872; by 2024, it's estimated to reach approximately \$787,181.

This upward trend indicates escalating costs in construction, which could be due to factors like increased material costs, labour, design complexities, and regulatory requirements.



### Current Market Rates for Similar Apartments:

The market rates for apartments vary based on the number of bedrooms. As of the latest data, a 1-bedroom apartment is around \$441K, a 2-bedroom at \$542K, and a 3-bedroom at \$640K.

It's important to note that these prices are subject to market dynamics and can fluctuate based on location, demand, amenities, and other factors.

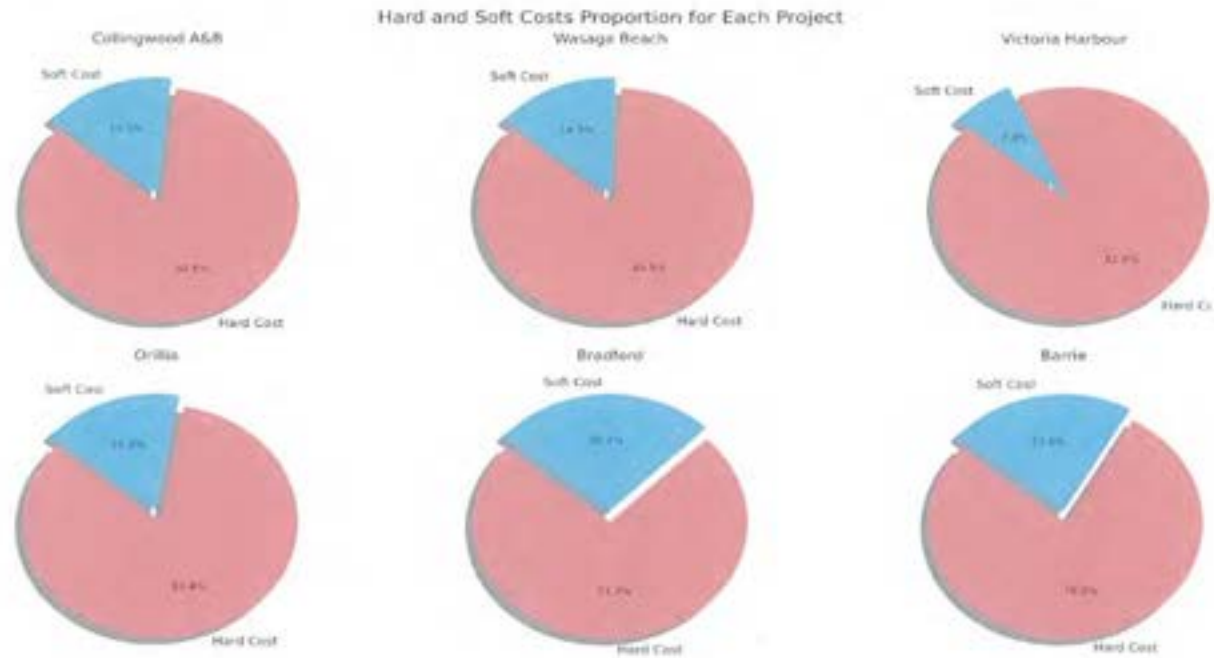
### Comparison and Analysis:

There's a noticeable discrepancy when comparing the latest estimated construction costs of affordable housing units with current market rates, especially for the 2024 projections. The cost per unit for affordable housing surpasses the market rate of even a 3-bedroom apartment.

This disparity could indicate inefficiencies in the affordable housing development, potential overvaluation, or an extremely volatile market for regular apartments.

It's also crucial to consider that the costs for affordable housing include factors beyond mere construction - like land acquisition, long-term planning for affordability, community integration, and, sometimes, higher standards for sustainability and accessibility.

### Hard and Soft Cost Comparison



The data on hard and soft costs relates to different affordable housing construction projects. Here's an overview and description of these costs:

### **Hard Costs:**

Hard costs in construction refer to the direct expenses associated with the physical construction of a building. This includes costs for materials, labour, and the physical work of constructing the building.

The data shows varying hard costs across different projects:

- Collingwood A&B: \$31,280,669
- Wasaga Beach: \$22,933,371
- Victoria Harbour: \$12,485,019
- Orillia: \$42,384,309
- Bradford: \$23,360,070
- Barrie: \$94,600,000

The costs differ significantly, reflecting variations in project scale, material costs, labour rates, and other site-specific factors. For instance, the Barrie project shows the highest hard cost, which could be due to scale, more expensive materials, or more complex construction requirements.

### **Soft Costs:**

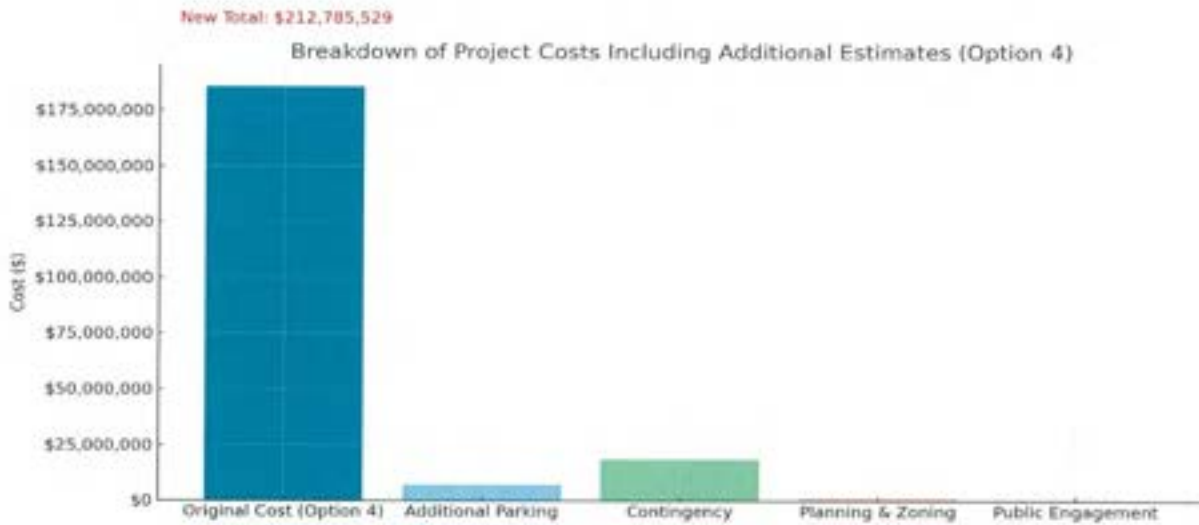
Soft costs are the indirect expenses associated with a construction project. These include architectural and engineering fees, legal fees, permit and planning expenses, and other pre- and post-construction expenses.

- The soft costs for the projects are as follows:
- Collingwood A&B: \$5,744,547
- Wasaga Beach: \$3,879,113
- Victoria Harbour: \$990,714
- Orillia: \$8,446,720
- Bradford: \$8,316,296
- Barrie: \$26,626,000

Like hard costs, soft costs vary widely across projects. The Barrie project again stands out with the highest soft cost, potentially due to more extensive planning, higher legal and regulatory expenses, or more significant design and architectural services.

In summary, hard and soft costs contribute significantly to the total cost of construction projects. They vary based on project size, location, complexity, and the level of professional services required. Understanding and managing these costs is crucial for successful project planning and execution in the construction industry.

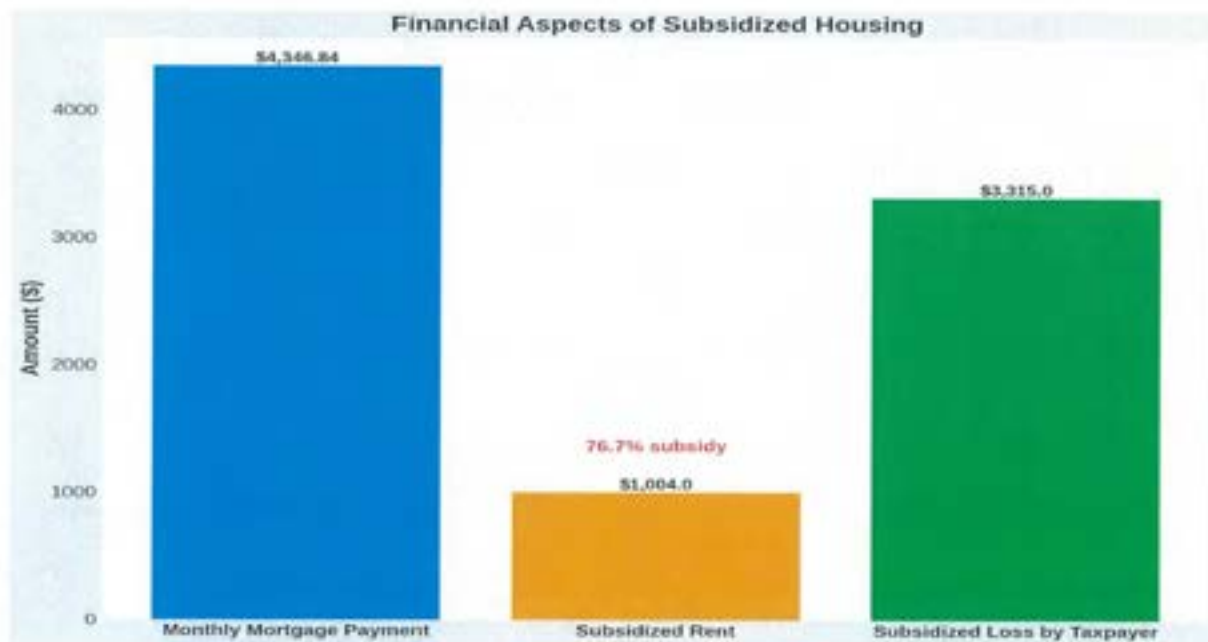
## Affordable Housing Financing



## Mortgage Analysis

Cost per unit	Market mortgage rate per month - 30 years 5.25%	Subsidized Rent per month *	Subsidized loss by taxpayer	Percentage of subsidy
\$787,181.00	\$4,319.00	\$1,004.00	\$3,315.00	76.7%

\*based on expected revenue listed in CCW 2023-051

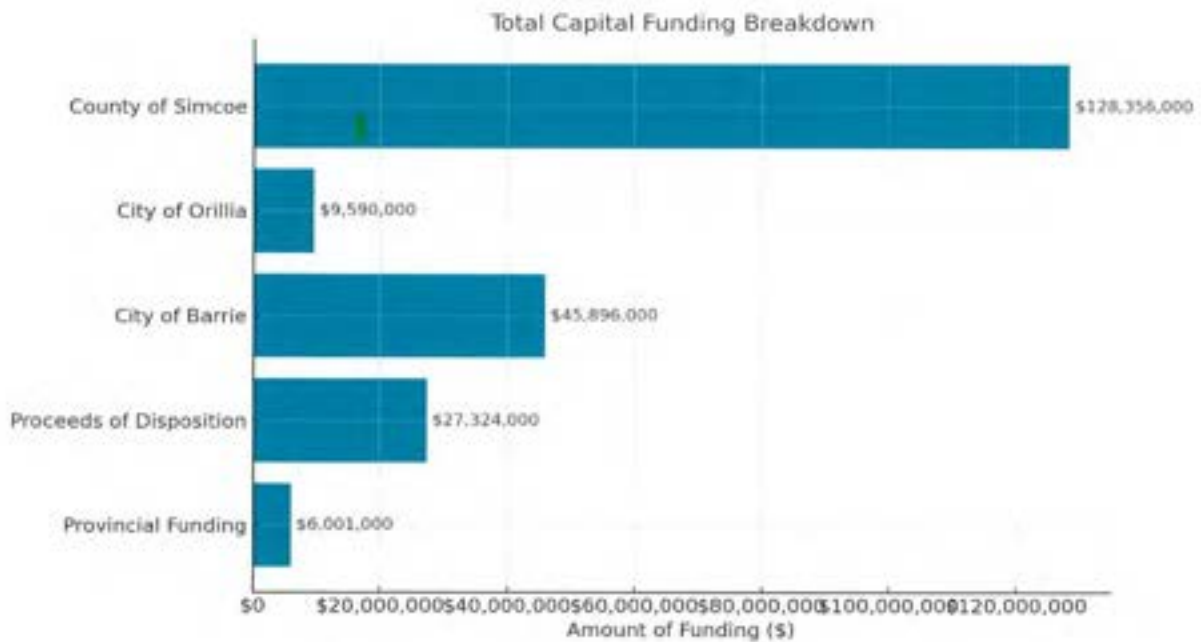


**How are these units being financed**

Capital Funding	Amount of Funding	Total Capital Funding
Provincial Funding	\$6,001,000	
Proceeds of Disposition	\$27,324,000	
City of Barrie	\$45,896,000	
City of Orillia	\$9,590,000	
County of Simcoe	\$128,356,000	
		\$217,168,000

**County of Simcoe funding**

Funding Source	Amount of Funding	Total Capital Funding
Development Charges	\$907,000	
Social Housing Reserve	\$1,563,000	
Unfinanced Capital	\$125,884,000	
Levy	\$3,000	
		\$128,356,000



## **Key Costs and Financial Disclosure**

The document (CCW 2023-194 SCHC Development 20 Rose Street) mentions several key costs related to the Simcoe County Housing Corporation Development at 20 Rose Street, and it also highlights some additional considerations that could impact the overall project costs.

### **Potential Additional Parking Level:**

There's a mention of an estimated \$7 million additional cost for an extra parking level, depending on the approval of a parking reduction zoning bylaw amendment by the City of Barrie. This cost hasn't been included in the capital project cost yet.

### **Class C Cost Estimate:**

The costs provided are based on a Class C cost estimate, which includes a broad range of elements but might not encompass all unforeseen expenses. Class C estimates typically have a margin of error and are subject to change as the project progresses and more detailed information becomes available.

### **Inflation and Market Fluctuations:**

Although the cost estimates include inflation, market fluctuations and changes in material and labour costs could impact the final costs.

### **Zoning and Planning Approvals:**

The costs associated with zoning by-law amendments, site-specific amendments, and other planning approvals are not explicitly detailed. These processes can sometimes incur additional costs.

### **Operational Expenses Post-Construction:**

While the document discusses operational revenues and expenses, there might be additional unforeseen operational costs post-construction, especially given the scale and complexity of the project.

### **Costs Related to Public Consultation and Engagement:**

Public information sessions and other community engagement activities for the zoning by-law amendment process are not specified.

These points suggest that while the primary construction and operational costs are accounted for, additional expenses affect the project's total cost. Project planners must consider these factors in their financial planning to ensure a comprehensive budget accommodating possible contingencies.

## Interest

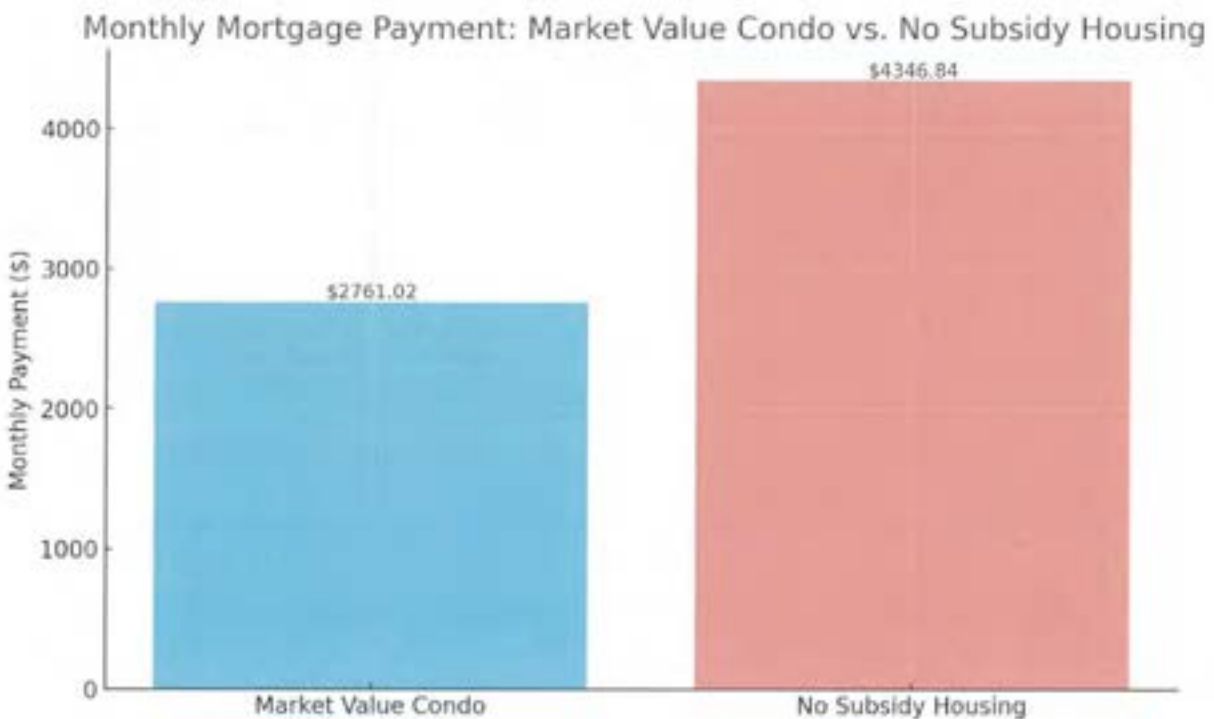
This document does not specifically mention interest or any costs associated with borrowing for the Simcoe County Housing Corporation Development at 20 Rose Street.

Typically, financing and associated costs such as interest or borrowing fees are critical components of the overall budget in large-scale construction projects, especially those involving public entities or affordable housing. This document focuses more on the direct construction costs, operational sustainability, and funding options without delving into the details of financing mechanisms or capital costs.



For a complete financial overview of a project like this, it would be crucial to consider interest expenses and other financial charges if the project is being funded through loans or bonds. These costs can significantly impact the total project cost and the long-term financial viability of the development. If this information is required for a comprehensive analysis, referring to additional documents or financial plans related to the project may be necessary.

In summary, for a 50-year housing development project, the financial implications of interest and depreciation are more complex and significant compared to a typical residential mortgage. The extended timeframe, larger scale, and different financing and taxation structures make the financial dynamics of such projects quite distinct.



The visualization compares the monthly mortgage payments for a market-value 1-bedroom condo and a housing unit priced at the development cost without any subsidy.

**Market Value Condo:** The bar representing the market value condo (assumed at \$500,000 for this example) shows the monthly mortgage payment based on a 30-year term and a 5.25% annual interest rate. This amount is typical for a mortgage on a property of this value under these terms.

**No Subsidy Housing:** The second bar represents the monthly mortgage payment for a housing unit priced at \$787,181 (the cost per unit from the 20 Rose Street development) with the same mortgage conditions. This payment is noticeably higher, reflecting the increased cost of the housing unit without any subsidy.

### Conclusion

The analysis of the 20 Rose Street housing development in Barrie exemplifies the complex interplay between construction costs, financing mechanisms, and the imperative of affordable housing. This case study highlights the multifaceted nature of housing development, where raw construction costs form just the base of a larger financial structure, deeply influenced by financing strategies, interest implications, and the crucial role of subsidies.

The comparison of the market-value mortgage for a 1-bedroom condo and the subsidized rent at this development clearly illustrates the challenges in making housing affordable. While market-rate financing reflects the realities of real estate economics, the significant role of subsidies in bridging the affordability gap cannot be overstated. The subsidy not only makes the units at 20 Rose Street accessible to lower-income households but also underscores the societal commitment to ensuring housing accessibility.

The project emphasizes the importance of long-term planning in housing development. The 50-year financial overview, incorporating factors like interest and depreciation, illustrates that the viability and sustainability of such projects extend far beyond their construction phase. It also underscores the need for diligent financial planning and risk assessment to ensure the long-term success of such initiatives.

In essence, the 20 Rose Street development is more than just a construction project; it is a microcosm of the broader challenges and responsibilities inherent in urban planning and social housing. It exemplifies the need for a balanced approach that considers economic realities and social imperatives, aiming to build structures and foster communities. As urban populations grow and housing needs evolve, projects like this will play a critical role in shaping our urban landscapes and societal fabric.

## PROFILES FROM OTHER PROJECTS

### Profile 1: 177 Colborne St. West, Brantford

Total Cost of the Project: The total cost for building the project is \$5.5 million.

Number of Residential Units: The building contains 26 residential units.

Calculating Cost Per Unit: To determine how much each unit costs to build, we divide the project's total cost by the number of units.

$$\text{Cost Per Unit} = \frac{\text{Total Cost of Project}}{\text{Number of Units}}$$

Using these values,

$$\text{Cost Per Unit} = \frac{\$5,500,000}{26}$$

The calculation shows that the cost per unit for each residential unit in the 177 Colborne St. West housing project is approximately \$211,538.46.



This means that, on average, each of the 26 units in the building cost about \$211,538 to construct. This average figure assumes that the entire \$5.5 million budget was allocated evenly across all residential units. It's important to note that this calculation does not account for any separate costs associated with the commercial office space or other non-residential aspects of the project.

### **Project Profile 2 -**

The Indwell housing development, known as "The Station," at 16 Queen St, St. Thomas, ON, opened in August 2023. This building comprises 45 one-bedroom units, including ten barrier-free units. The construction budget for The Station was \$10,700,000.

To break down the cost per unit:

**Total Construction Budget:** The total construction budget for The Station is \$10,700,000.

**Number of Units:** The development consists of 45 units.

**Cost Per Unit Calculation:** The cost per unit can be calculated by dividing the total construction budget by the number of units.

$$\text{Cost Per Unit} = \frac{\text{Total Construction Budget}}{\text{Number of Units}}$$

$$\text{Cost Per Unit} = \frac{\$10,700,000}{45}$$

Let's calculate this cost per unit.

The calculation shows that the cost per unit for each residential unit in The Station, the Indwell housing development at 16 Queen St, St. Thomas, is approximately \$237,777.78.

This means that, on average, each of the 45 units in the building cost about \$237,778 to construct. This cost per unit is an average and assumes that the entire \$10.7 million budget was allocated evenly across all residential units. This figure does not account for any separate costs associated with non-residential aspects of the project, if any.



# Barrie Official Plan Changes 2023 and Affordable Housing

## Public Summary and Analysis



BuildManager.ca

The city of Barrie is undergoing a significant transformation driven by mandates from higher levels of government. A key focus of these changes is the alteration of the city's Official Plan, aimed at creating and accelerating opportunities for taxpayer-funded housing programs, including "Affordable Housing" and "Rent Geared to Income" schemes. This strategic shift is exemplified by projects like the 20 Rose Street development, which are being expedited through the planning process. See our 20 Rose Street analysis for more information.

This push towards government-funded housing initiatives comes when Barrie already has over 50 approved developments, encompassing thousands of units ready for construction. You can view all of the approved developments on our interactive development map. These approved projects have navigated the existing planning framework, which has demanded considerable time and financial investment from developers. However, most of these developments remain unbuilt due to challenges in securing construction financing and navigating the rapid changes in house prices related to substantial materials and market increases.

In contrast, developments prioritized for affordable housing and rent-geared-to-income programs are finding a smoother path through the planning stages, largely due to their eligibility for taxpayer-supported financial tools. These tools often include favourable loan agreements, making them more financially viable than their counterparts. This report delves into the implications of this policy shift, exploring its impact on the city's development landscape and its potential effects on various stakeholders, from taxpayers to developers and future residents of these planned communities.

The decision document Barrie Official Plan subsection 17(34) of the planning act provided by the council outlines significant modifications to the City of Barrie's Official Plan. Key changes include:

**Here's a summary and analysis of some of the modifications**

**Transformation of Barrie:** This modification highlights Barrie's commitment to various aspects of urban development, including diversity, inclusion, accessibility, social wellbeing, environmental stewardship, climate action, and economic prosperity. This broad focus suggests a holistic approach to urban development, balancing social, environmental, and economic factors.

**Affordable Housing in Urban Growth Centre:** The policy now mandates that at least 20% of housing units in the Urban Growth Centre must be affordable. This change demonstrates a commitment to making housing accessible to a broader range of income levels, addressing affordability issues in rapidly developing areas.

**High Standard of Design:** The change from "shall" to "should" in this policy might indicate a shift from a more mandatory to a more advisory or aspirational approach to achieving high design standards in the Urban Growth Centre.

**Winter City Design Elements:** This change, like the third, alters the language from more obligatory ("will") to more suggestive ("should"), potentially indicating a softer approach to integrating winter city design elements in urban planning.

**Affordable Housing in Major Transit Station Area:** Similar to the policy for the Urban Growth Centre, this modification sets a target for affordable housing in major transit areas, ensuring that development near major transit nodes is inclusive and accessible to various income groups.

**Infrastructure Incorporating Winter City Design:** Again, changing "will" to "should" could signal a more flexible approach to incorporating winter city design elements into infrastructure projects.

**Conformity with Municipal Affairs and Housing Plan:** This modification clarifies that development applications submitted before the approval of the new plan by the Ministry of Municipal Affairs and Housing will be governed by the pre-existing policy framework, without requiring an amendment to the new plan.

**Applications Deemed Complete Prior to New Plan:** Similar to policy 7, this change ensures that applications already in process when the new plan is approved will continue under the old policy framework.

## **Analysis:**

These changes reflect a nuanced approach to urban planning, emphasizing balancing strict guidelines with flexibility. The focus on affordable housing indicates a strong commitment to inclusivity and accessibility in urban development. However, the shift in language from mandatory to suggestive terms in several policies might reflect an attempt to allow for more discretion or interpretation in applying these policies. This could be a strategy to encourage innovation and adaptability in urban design, although it may also create ambiguity in enforcing these standards. These modifications suggest a progressive, inclusive, and environmentally conscious approach to urban planning, albeit with a degree of flexibility that might require careful management to ensure the original objectives are met.

Please note that projects with a Minister's Zoning Order (MZO) can be exempted from some or all of the planning by-laws and regulations.

The modifications to the Official Plan aim to balance urban development with environmental stewardship, inclusivity, and sustainable growth. The plan attempts to create a more livable, equitable, and resilient city by setting clear targets for affordable housing and enforcing high design standards. However, the risks of selective enforcement could arise if these ambitious policies are not uniformly applied or if exemptions are made without adequate justification and transparency. This could lead to uneven development, disparities in housing accessibility, and potential neglect of environmental and social objectives. The plan's success hinges on the

consistent and transparent application of its policies to ensure equitable and sustainable urban development.

One notable aspect of the modifications in the City of Barrie Official Plan is the frequent change of language from "shall" to "should" in various policies. This shift in terminology can have significant implications:

**Reduced Mandatory Nature:** The term "shall" is often interpreted as more mandatory or obligatory, implying a requirement that must be met. On the other hand, "should" is typically seen as less compulsory, suggesting a recommendation or preferred course of action but allowing for more discretion or flexibility.

**Implications for Policy Enforcement:** The change from "shall" to "should" could lead to more subjective interpretations of the policies. This could result in less consistent enforcement, as decision-makers might weigh other factors more heavily than the stated policy.

**Potential Impact on Development Standards:** Using "should" might result in a greater variety in how development standards are applied. While this can allow for more creative and context-specific solutions, it also raises the risk of lower or inconsistent standards being applied in certain cases.

**Flexibility vs. Consistency:** While greater flexibility can be beneficial in accommodating unique circumstances or encouraging innovative approaches, there is also a risk that it could undermine the consistency and predictability that developers and residents expect from urban planning policies.

**Public Perception and Trust:** The change could be perceived as making the plan's commitments less firm, potentially impacting public trust in the planning process. It is important for city planners and officials to communicate clearly why such changes are made and how they will be implemented.

**Long-term Implications:** Over time, the shift from "shall" to "should" could influence the overall direction of urban development in Barrie. It could lead to more diverse and adaptable urban spaces but also to challenges in maintaining uniform standards of design, sustainability, and inclusivity.

In conclusion, while changing "shall" to "should" in policy language introduces more flexibility, it also necessitates careful monitoring and clear guidelines to ensure that the core objectives of the plan—such as inclusivity, sustainability, and high-quality urban design—are still effectively met. The balance between flexibility and consistency will be key in realizing the vision set out in the Official Plan.

The focus on affordable housing in the City of Barrie Official Plan, especially the requirement that a certain percentage of units in key areas be designated as affordable, is a crucial step

towards addressing housing affordability issues. However, the approach to determining what constitutes "affordable housing" deserves further consideration:

**Affordable Housing Based on Construction Costs:** Linking affordable housing to the total construction cost can be a more equitable way to define affordability. This approach considers the cost of building a home, including materials, labour, and other expenses, without relying solely on market prices or median incomes. It aims to ensure housing prices are more closely aligned with the cost of bringing them to market.

**Fair and Inclusive Housing Process:** This approach can make the housing market more inclusive by lowering the cost barrier for entry. It allows a broader population, including low- and moderate-income families, to access housing. It's essential, however, to ensure that this method does not inadvertently exclude other necessary elements of housing development, such as sustainable building practices or necessary infrastructure, which can initially increase costs but offer long-term savings and benefits.

**Avoiding Subsidization by Taxpayers:** Tying affordability to construction costs could reduce the need for taxpayer-funded subsidies. By making the housing development process more efficient and cost-effective, it may be possible to offer lower-priced housing without needing ongoing public financial support.

**Impact on Other Housing Sectors:** A key consideration is ensuring that the focus on affordable housing does not inadvertently make housing less affordable for other segments of the population. Policies should aim for a balanced housing market that addresses the needs of all income groups. This includes not disproportionately burdening one group to subsidize another.

**Ensuring Long-term Affordability:** Affordability should be sustainable over time. This means considering not just the initial cost of acquiring a home but also the ongoing costs of living there, such as utilities, maintenance, and transportation. Designing energy-efficient homes and locating affordable housing in areas with good access to public transit and amenities can help keep these ongoing costs low.

**Monitoring and Adjustment:** It's important for the city to monitor the effectiveness of its affordable housing policies and make adjustments as needed. This could involve regular reviews of housing costs, market trends, and the actual impact of policies on housing affordability.

In summary, aligning affordable housing policies with the total construction cost can create a fairer and more inclusive housing market. It's crucial to balance this approach with long-term sustainability considerations, the impact on different population segments, and the housing market's overall health. Effective policy implementation and ongoing monitoring and adjustment will be key to achieving these goals.

June 28, 2023

350 McKay Road Inc.  
c/o Innovative Planning Solutions  
647 Welham Road, Suite 9A  
Barrie, Ontario  
L4N 0B7

Attention: Greg Barker

Subject: Natural Heritage Review  
350 McKay Road  
City of Barrie

---

Burgess Gleason Environmental Inc. (BGE) and Roots Environmental Inc. have been retained by 350 McKay Road Inc. to undertake a Natural Heritage Review (NHR) of the subject property. This NHR has been prepared in the context of the City's Comprehensive Zoning By-Law process that commenced under the provisions of the *Planning Act*.

### 1. Purpose

The City of Barrie started their new Zoning By-Law process in 2022. The purpose of the new Zoning By-Law is to implement the recently approved Official Plan. Through the preparation of the new By-Law, Schedules have been prepared which illustrate the zone categories on all properties in the City. Based on the draft maps to the Zoning By-Law, the subject property is zoned Neighbourhood Area Low 1 (NL1) and Environmental Protection Area (EP). Typically, the "EP" zoning would reflect natural features such as wetlands and watercourse corridors. As a result, the purpose of this Natural Heritage Review is to accurately define the natural features on-site or adjacent lands that should be zoned Environmental Protection Area (EP).

### 2. Scope

The Terms of Reference or Scope for this Natural Heritage Review should be always based on the nature and magnitude of development proposed, presence of significant features, current and proposed land use, and potential impact on natural heritage features. Given that the purpose of this review is to accurately define the "EP" zoning limits and that no development (buildings, structures, site alteration) is proposed at this time, this NHR has been prepared based on existing information and a site inspection.



In Ontario, information related to natural heritage can be found in the following sources:

- Ministry of Natural Resources and Forestry (MNRF);
- Nottawasaga Valley Conservation Authority (NVCA);
- City of Barrie Official Plan; and,
- County of Simcoe Interactive Mapping.

The site inspection was held on Tuesday, May 9<sup>th</sup> of this year between Roots Environmental Inc. and Burgess Gleason Environmental Inc. It should be noted that Roots E. and BGE provide an integrated approach to natural heritage planning where a qualified Ecologist and Professional Environmental Planner undertake the review and site evaluation. In this way, a comprehensive review can be completed that reflects both an ecological and environmental planning perspective. Please refer to the firms' websites for further information regarding qualifications and work experience: [www.rootsevenvironmental.ca](http://www.rootsevenvironmental.ca) and [www.bgenvironmental.ca](http://www.bgenvironmental.ca).

### 3. *Natural Heritage Information*

Based on existing information and the site inspection, it was determined that the following natural heritage features are present adjacent to the subject lands:

- Significant Woodland; and
- Unevaluated wetland.

The unevaluated wetland is primarily located to the north of the property. This wetland area has been mapped both by the MNRF and County of Simcoe as illustrated in Figure 1. The woodland has also been mapped by the Province although its significance has been defined by the approval authority (City of Barrie). No other natural heritage features were identified based on the mapping or the site inspection including ANSI, significant wetlands, fish habitat, or significant wildlife habitat. Further, no species that would be subject to the provisions of the *Endangered Species Act* were also identified.

Both the unevaluated wetland and woodlands have been refined based on the site inspection and current 2022 aerial photography as illustrated on Figure 2. Most of the property is disturbed and devoid of natural features. It is comprised of an existing residential dwelling, accessory buildings, driveway, parking area, sewage disposal system, and well for water supply. Please refer to Appendix A for pictures of the existing lot and the disturbed areas.

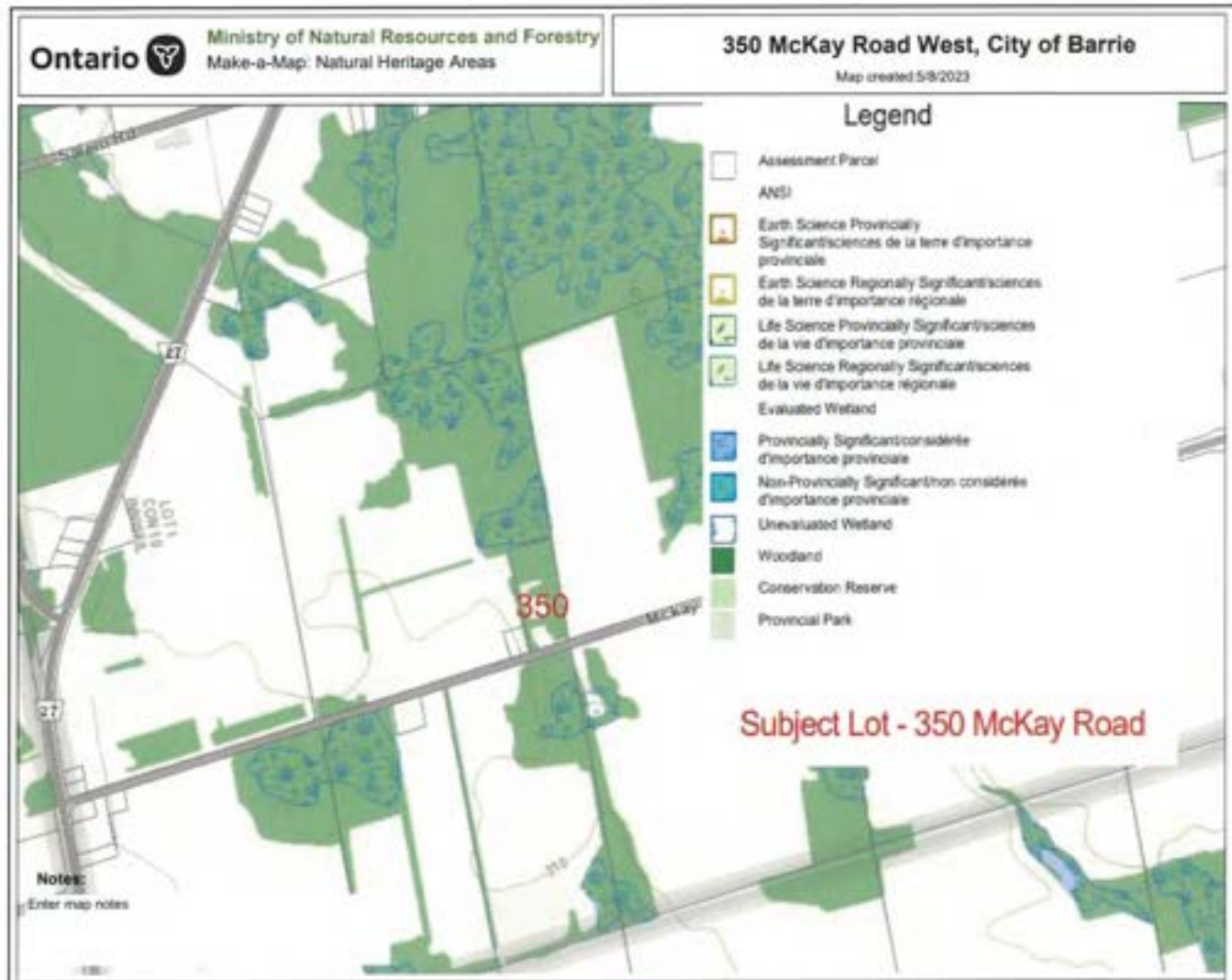


Figure 1: MNR NHIC Map

#### 4. Implementation

The Official Plan issued under the *Planning Act* is the most important vehicle for implementing natural heritage policy including provincial information. Typically, the mapping prepared by MNR is implemented and translated into appropriate land use designations on the applicable Schedules to the Official Plan. On this basis, the City designated the woodland and wetland in the area as "Natural Heritage System" according to Map 2 to the Official Plan. Map 3 (Natural Heritage Protection Overlays) and Map 6 (Greenspace Network) also show that these natural features are part of an Environmental Protection Area – Level 1 category and NHS land use designation respectively. This natural heritage system and greenspace network designation extends onto the subject property.



The Comprehensive Zoning By-Law further implements the Official Plan through appropriate zoning, regulations, and provisions. It is on this basis that the new Zoning By-Law for the City zones a large part of the property as Environmental Protection Area (EP). This “EP” zoning on the property is based solely on existing mapping without any ground truthing and site evaluation. As a result, this Natural Heritage Review, which includes a site assessment and evaluation, provides the necessary refinement of the natural heritage features adjacent to the property. This evaluation and refinement of the “EP” zoning should help inform the proper zone categories on the property as it relates to natural heritage planning.

##### 5. Policy Conformity

The Provincial Policy Statement (PPS) was issued under the authority of the *Planning Act*. It provides policy direction on matters of provincial interest related to economic development, growth management, protection of agricultural resources, and conservation of natural resources including woodlands. Policy 2.1.8 of the PPS states:

*Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

“No negative impact” is defined as degradation that threatens the health and integrity of the natural feature and its ecological function for which the area is identified due to single, multiple, or successive development or site alteration activities. For the purposes of this zoning exercise, it is acknowledged that the significant woodland that is located to the north and west of the property will remain in the “EP” zone category. As a result, the provincial policy test related to “no negative impact” can be achieved since all new development will be located outside this significant woodland feature.

The Official Plan implements provincial information and policy. In this case, development in association with the significant woodland would be the only applicable natural heritage policy at the provincial level. From a municipal policy perspective, development in association with the non-provincially significant wetland would also apply to the subject lands.

Section 2.6.6 of the City’s Official Plan provides a policy framework for the local Natural Heritage System. Subsection 2.6.6.2c) defines the components of the NHS including: wetlands, woodlands, ANSI, significant valley lands, significant wildlife habitat, watercourses, and fish habitat. Based on this definition, the significant woodland and wetland area adjacent to the property is appropriately designated Natural Heritage System.

As a result, the NHS would not include the existing developed area on the existing lot notwithstanding the Maps to the Official Plan.

It should be noted that the interpretation provisions of the Official Plan (Interpretation – Section 10.1c) allow for flexibility in the boundaries of the Natural Heritage System through the preparation of an EIS or NHE. This Natural Heritage Review fulfills this policy requirement which allows for the proper interpretation of the NHS boundaries.

On this basis and the refinement of the NHS boundaries utilizing the Official Plan's interpretation provisions, the City's new Comprehensive Zoning By-Law should implement the proper location of the natural features on/or adjacent to the subject lands. As a result, the wetland and significant woodland located adjacent to the lot should be zoned "EP". Please refer to the Figure 3 which depicts the area to be zoned "EP". It should be noted that natural heritage features should be supported by a natural buffer. On this basis, this Figure illustrates that the woodland and wetland and associated buffer of 10 metres should be zoned "EP".

#### 6. *Regulatory Compliance*

As noted previously, the evaluation of existing information and the site inspection determined the presence of a non-provincially significant wetland area abutting the north limit of the property. This wetland area including the associated adjacent lands are governed by Ontario Regulation 172/06 as issued under Section 28 of the *Conservation Authorities Act*. Typically, "adjacent lands" is defined as 30 metres from a non-provincially significant wetland. O. Reg. 172/06 is administered by the NVCA.

In general, development or site alteration is prohibited in wetland areas unless permission is obtained from the NVCA. Development includes the construction of buildings or structures including any grading or filling. Given that this Natural Heritage Review recommends that the wetland area and associated buffer of 10 metres should remain in the "EP" zone, compliance with Ontario Regulation 172/06 can be achieved through this zoning exercise. It should also be noted that a scoped EIS or NHE can be completed through a subsequent development process that would further assess the impacts of urban uses on the wetland and adjacent 10 metre buffer.

Please refer to Figure 4 which shows the area subject to Ontario Regulation 172/06.

# Legend

- Subject Property
- Proposed EP Zone



## NATURAL HERITAGE REVIEW

Figure 3  
Proposed EP Zone  
350 McKay Road  
City of Barrie





Northwestern Valley  
Conservation Authority

## Property Screening Report

08-May-2023

### Information Resources for Regulated Properties

Do I need a permit?  
Submit a Property Inquiry  
Google Driving Directions  
Info Regarding Covid-19  
Email the Regulations Department  
[permits@nvca.on.ca](mailto:permits@nvca.on.ca)

### NVCA Contact Information

(705) 424-1479  
8195 8th Line,  
Utopia, ON L0M 1T0  
[www.nvca.on.ca](http://www.nvca.on.ca)  
Monday to Friday  
8:30 a.m. to 4:30 p.m.  
except between 12:00 p.m. - 1:00 p.m.



Figure 4: NVCA Property Screening Report

## 7. Summary

In conclusion, conformity with the PPS and implementing Official Plan can be achieved through this zoning exercise and the City's new Zoning By-Law as it relates to the natural heritage features identified on adjacent lands to the subject property. Conformity can be achieved based on the following:

1. The non-provincially significant wetland located primarily to the north of the existing lot should be zoned Environmental Protection Area (EP).
2. The significant woodland located to the north and west of the subject lands should be zoned "EP".
3. The buffer to the wetland and woodland areas (10 metre offset) should be zoned "EP".

4. The regulatory tests as it relates to Ontario Regulation 172/06 under the *Conservation Authorities Act* can be met since the wetland and buffer of 10 metres should be zoned "EP" which will prevent any incompatible land uses within this natural heritage feature.

If you have any questions regarding this Natural Heritage Review, please contact the undersigned.

Sincerely,



Charles F. Burgess, MCIP, RPP  
Professional Planner/ISA Certified Arborist  
Burgess Gleason Environmental Inc.



Kyle Fleming  
Ecologist  
Roots Environmental Inc.











## Appendix A

Pictures of Site - May 2023

Table 1: Site Photos (K Fleming May 2023)

 A wide-angle photograph of a grassy field with a line of trees in the distance under a clear blue sky.	 A photograph showing a dense stand of tall, thin trees, likely birches, with a fallen log in the foreground.
<p>(1) Subject property looking north to woodland/wetland edge.</p>	<p>(2) North limit of the property. Woodland-wetland edge visible in background.</p>
 A photograph of a grassy field with a line of trees in the background, similar to photo (1).	 A photograph of a grassy field with a line of trees in the background, similar to photo (1).
<p>(3) West edge of the property. Woodland edge visible in background.</p>	<p>(4) Southwest part of the property.</p>
 A photograph of a grassy field with a narrow row of trees in the distance.	 A photograph of a grassy field with a small white building and a dark structure in the background.
<p>(5) East limit of the property. Narrow tree row visible separating subject property from agricultural lands to the east.</p>	<p>(6) Existing structures in south-central part of the property.</p>

November 22, 2023



Dear Mayor Nuttall and Members of Council

I am writing in response to the notice of the upcoming Town Hall/Open House on Wednesday November 22<sup>nd</sup>, regarding the City's new Official Plan.

Hassey Property Group own and/or property manage hundreds of thousands of square feet of commercial and industrial land in the City that generates thousands of jobs. We have been operating in Barrie for over 30 years and we bring direct experience and knowledge on the changes occurring to employment lands and how Barrie can compete with other municipalities to maintain and generate new jobs.

I have serious concerns with the way in which employment lands have been handled in the new Official Plan, and more specifically the "Employment Area – Non-Industrial" and "Employment Area – Industrial" designations. I submit to you that the new Official Plan is using a very outmoded approach that segregates compatible employment uses and incorrectly assumes that certain "non-industrial" employment uses, such as offices, training centres, food production, commercial, retail, etc., are incompatible with other "industrial" uses such as manufacturing, assembly and processing, and warehousing. Put another way, the new Official Plan assumes that manufacturing, assembly and processing, among other uses, are sensitive to encroachment by other more commercial uses such as offices and retail. In my opinion, this is simply not true.

This perceived incompatibility does not hold any weight when reviewing the various progressive employment areas in the City including Bayview Drive/Saunders area, King Street, Norris Drive and Commerce Park Drive. What those areas all have in common is a mixture of a wide variety of employment uses and those areas serve as part of a healthy employment area in the City that will continue to change and evolve over the coming decades. The placement of arbitrary 'industrial' and 'non-industrial' lines on a map, often adjacent or across the street from each other, hinders the ability for those areas to successfully evolve to changing market conditions to the long-term detriment of the City.

**REQUEST:** My request is simple, please request the Minister to modify your new Official Plan to combine the "Employment Area – Non-Industrial" and "Employment Area – Industrial" designations. This will allow for the widest range of employment uses to be located across the employment areas of the City. That in turn will allow those areas to evolve and adapt to changing market and labour conditions that are essential to a healthy Barrie economy.

Respectfully,



Colin Hassey  
Hassey Property Group



# INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development ~

November 22, 2023

City of Barrie  
70 Collier Street  
P.O. Box 400  
Barrie ON  
L4M 4T5

Attention: Michelle Banfield, RPP  
Director of Development Services

Re: City of Barrie Official Plan Comments  
350 McKay Road West

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Since 2004, Innovative Planning Solutions (“IPS”) has, and continues to be, an active planning consulting firm in the City of Barrie (the “City”). Throughout this period, IPS has worked with City planning officials and the City’s Council on a significant number of development applications, while also initiating and participating in a number of amendments to the City of Barrie Official Plan over the years.

On March 7, 2022, the City of Barrie adopted a new Official Plan pursuant to Sections 17 and 26 of the Planning Act by By-law 2022-16. The new Official Plan sets out the urban structure and proposes updates to its land use designations, policies and schedules. The City of Barrie Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on April 11, 2023, with modifications. The City of Barrie Official Plan was further repealed on October 23, 2023 by the Province of Ontario, reverting its current status back to the version adopted by City Council.

On behalf of 350 McKay Road Inc., Innovative Planning Solutions is pleased to submit the following comments on the City’s in-effect Official Plan in relation its property located at 350 McKay Road West. Based on our review of the City’s in-effect Official Plan, we have the following comments for your consideration.

## **Official Plan Review**

Per Figure 1 below, the subject lands are classified as follows:

<i>Map 1 (Community Structure):</i>	<i>Designated Greenfield Area &amp; Natural Heritage System and Greenspace</i>
<i>Map 2 (Land Use):</i>	<i>Neighbourhood Area &amp; Natural Heritage System</i>
<i>Map 3 (Natural Heritage):</i>	<i>Partially EP Level 1</i>
<i>Map 6 (Greenspace Network):</i>	<i>Partially Natural Heritage System</i>

### Comment:

The inclusion of Natural Heritage System and Greenspace on the subject lands is not warranted, given site characteristics and detailed environmental analysis. Burgess Gleason Environmental (BGE) and Roots Environmental were retained in May 2023 to complete an analysis of environmental features on the subject lands, and they have concluded that no environmental features are present on the lands, and thus the Natural Heritage Space included in the City's Official Plan Mapping is unwarranted. The BGE & Roots Environmental Natural Heritage Review has been included as Appendix 1 to this correspondence. Figures 2 & 3 display the subject lands.

**Figure 1: Subject Land Official Plan Designation**



**Figure 2: Subject Land aerial with surrounding lot fabric (zoomed out)**



**Figure 3: Subject Land aerial (zoomed in)**



### **Natural Heritage Review**

Burgess Gleason Environmental Inc. (BGE) and Roots Environmental Inc. were retained by 350 McKay Road Inc. to undertake a Natural Heritage Review (NHR) of the subject property. This NHR has been prepared in the context of the City's Comprehensive Zoning By-Law process that commenced under the provisions of the Planning Act.

#### *Scope*

The Terms of Reference or Scope for this Natural Heritage Review should be always based on the nature and magnitude of development proposed, presence of significant features, current and proposed land use, and potential impact on natural heritage features. Given that the purpose of this review is to accurately define the Natural Heritage System limits and that no development (buildings, structures, site alteration) is proposed at this time, this NHR has been prepared based on existing information and a site inspection.

In Ontario, information related to natural heritage can be found in the following sources:

- Ministry of Natural Resources and Forestry (MNRF);

- Nottawasaga Valley Conservation Authority (NVCA);
- City of Barrie Official Plan; and,
- County of Simcoe Interactive Mapping.

The site inspection was held on Tuesday, May 9<sup>th</sup> of this year between Roots Environmental Inc. and Burgess Gleason Environmental Inc. It should be noted that Roots E. and BGE provide an integrated approach to natural heritage planning where a qualified Ecologist and Professional Environmental Planner undertake the review and site evaluation. In this way, a comprehensive review can be completed that reflects both an ecological and environmental planning perspective. Please refer to the firms' websites for further information regarding qualifications and work experience: [www.rootsevenvironmental.ca](http://www.rootsevenvironmental.ca) and [www.bgenvironmental.ca](http://www.bgenvironmental.ca).

#### *Natural Heritage Information*

Based on existing information and the site inspection, it was determined that the following natural heritage features are present adjacent to the subject lands:

- Significant Woodland; and
- Unevaluated wetland.

The unevaluated wetland is primarily located to the north of the property. This wetland area has been mapped both by the MNR and County of Simcoe as illustrated in Figure 4. The woodland has also been mapped by the Province although its significance has been defined by the approval authority (City of Barrie). No other natural heritage features were identified based on the mapping or the site inspection including ANSI, significant wetlands, fish habitat, or significant wildlife habitat. Further, no species that would be subject to the provisions of the Endangered Species Act were also identified.

Both the unevaluated wetland and woodlands have been refined based on the site inspection and current 2022 aerial photography as illustrated on Figure 5. Most of the property is disturbed and devoid of natural features. It is comprised of an existing residential dwelling, accessory buildings, driveway, parking area, sewage disposal system, and well for water supply.



**Figure 4: MNRF NHIC Mapping**



### *Implementation*

The Official Plan issued under the Planning Act is the most important vehicle for implementing natural heritage policy including provincial information. Typically, the mapping prepared by MNRF is implemented and translated into appropriate land use designations on the applicable Schedules to the Official Plan. On this basis, the City designated the woodland and wetland in the area as "Natural Heritage System" according to Map 2 to the Official Plan. Map 3 (Natural Heritage Protection Overlays) and Map 6 (Greenspace Network) also show that these natural features are part of an Environmental Protection Area – Level 1 category and NHS land use designation respectively. This natural heritage system and greenspace network designation extends onto the subject property.

**Figure 5: Natural Heritage Features – 350 McKay Road**



The Official Plan Natural Heritage and Greenspace classifications on the property is based solely on existing mapping without any ground truthing and site evaluation. As a result, this Natural Heritage Review, which includes a site assessment and evaluation, provides the necessary refinement of the natural heritage features adjacent to the property. This evaluation and refinement of the Natural Heritage System should help inform the proper Official Plan categories on the property as it relates to natural heritage planning.

*Policy Conformity*

The Provincial Policy Statement (PPS) was issued under the authority of the Planning Act. It provides policy direction on matters of provincial interest related to economic development, growth management, protection of agricultural resources, and conservation of natural resources including woodlands. Policy 2.1.8 of the PPS states:

*Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

"No negative impact" is defined as degradation that threatens the health and integrity of the natural feature and its ecological function for which the area is identified due to single, multiple, or successive development or site alteration activities. For the purposes of this zoning exercise, it is acknowledged that the significant woodland that is located to the north and west of the property will remain in the Natural Heritage System category. As a result, the provincial policy test related to "no negative impact" can be achieved since all new development will be located outside this significant woodland feature.

The Official Plan implements provincial information and policy. In this case, development in association with the significant woodland would be the only applicable natural heritage policy at the provincial level. From a municipal policy perspective, development in association with the non-provincially significant wetland would also apply to the subject lands.

Section 2.6.6 of the City's Official Plan provides a policy framework for the local Natural Heritage System. Subsection 2.6.6.2c) defines the components of the NHS including:

*wetlands, woodlands, ANSI, significant valley lands, significant wildlife habitat, watercourses, and fish habitat. Based on this definition, the significant woodland and wetland area adjacent to the property is appropriately designated Natural Heritage System.*

As a result, the NHS would not include the existing developed area on the existing lot notwithstanding the Maps to the Official Plan.

It should be noted that the interpretation provisions of the Official Plan (Interpretation – Section 10.1c) allow for flexibility in the boundaries of the Natural Heritage System through the preparation of an EIS or NHE. This Natural Heritage Review fulfills this policy requirement which allows for the proper interpretation of the NHS boundaries.

On this basis and the refinement of the NHS boundaries the City's Official Plan should implement the proper location of the natural features on/or adjacent to the subject lands. As a result, the wetland and significant woodland located adjacent to the lot should designated Natural Heritage System.

### *Regulatory Compliance*

As noted previously, the evaluation of existing information and the site inspection determined the presence of a non-provincially significant wetland area abutting the north limit of the property. This wetland area including the associated adjacent lands are governed by Ontario Regulation 172/06 as issued under Section 28 of the Conservation Authorities Act. Typically, “adjacent lands” is defined as 30 metres from a non-provincially significant wetland. O. Reg. 172/06 is administered by the NVCA.

In general, development or site alteration is prohibited in wetland areas unless permission is obtained from the NVCA. Development includes the construction of buildings or structures including any grading or filling. Given that this Natural Heritage Review recommends that the wetland area and associated buffer of 10 metres should remain in the “EP” zone, compliance with Ontario Regulation 172/06 can be achieved through this zoning exercise. It should also be noted that a scoped EIS or NHE can be completed through a subsequent development process that would further assess the impacts of urban uses on the wetland and adjacent 10 metre buffer.

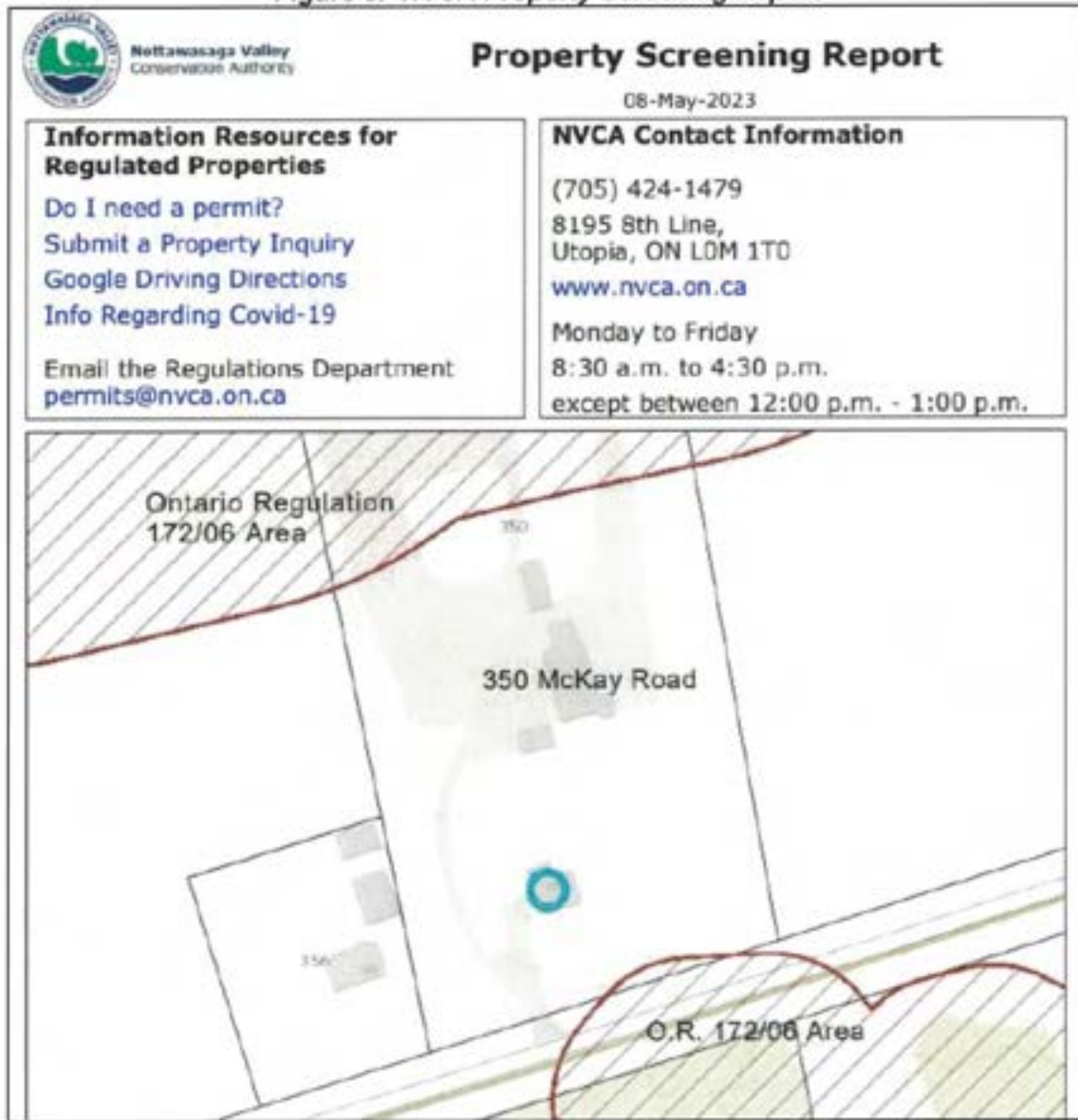
Please refer to Figure 6 which shows the area subject to Ontario Regulation 172/06.

### *Summary*

In conclusion, conformity with the PPS can be achieved through the City's Official Plan as it relates to the natural heritage features identified on adjacent lands to the subject property. Conformity can be achieved based on the following:

- 1. The non-provincially significant wetland located primarily to the north of the existing lot should be zoned Environmental Protection Area (EP).*
- 2. The significant woodland located to the north and west of the subject lands should be designated Natural Heritage System.*
- 3. The regulatory tests as it relates to Ontario Regulation 172/06 under the Conservation Authorities Act can be met since the wetland and buffer of 10 metres would be zoned “EP” through the implementing Zoning By-law which will prevent any incompatible land uses within this natural heritage feature.*

Figure 6: NVCA Property Screening Report



### **Official Plan Consideration Request – Natural Heritage**

Give the above information and thorough, ground-truthed, environmental analysis, we hereby request the City consider revising the following Official Plan Schedules specifically as they relate to 350 McKay Road West:

*Map 1 (Community Structure):                      Designated Greenfield Area entirely*

*Map 2 (Land Use):                                      Neighbourhood Area entirely*

*Map 3 (Natural Heritage):                          No EP classification*

*Map 6 (Greenspace Network):                    No Natural Heritage System*

### **Official Plan Consideration Request – Phasing**

Given that development phasing is ultimately at the mercy of infrastructure provisions and timing, we feel the Phasing Plan for the Salem Secondary Plan is unnecessary. We hereby request that the Phasing Plan (Official Plan Appendix 2) and any related policies be removed from the City's Official Plan.

### **Conclusion**

We would like to thank the City of Barrie for the opportunity to provide comments during their Official Plan review period, and for your consideration of our comments. We are available to discuss should you have any questions or comments. Please do not hesitate to contact the undersigned.

Respectfully submitted,  
**Innovative Planning Solutions**



Greg Barker, B.A.A.  
Partner

CC:     350 McKay Road Inc.

## APPENDIX 1

**From:** [MIKE LINSEMAN](#)  
**To:** [Official Plan](#)  
**Subject:** Barrie Official plan feedback  
**Date:** Wednesday, November 22, 2023 12:05:38 AM  
**Attachments:** [10.5 Condon\\_Social Justice in Urban Design\\_REV 220525 \(1\).pdf](#)

---

Hello,

We would like to provide three comments with regards to Barrie's official plan, a previous letter and a relevant research paper.

We highly recommend that the watered down policies alterations by the province be removed. The insertion of the word "should" and "guidelines" be removed and the original words "shall", "will" and "policies" be restored to the original OP that was adopted by the city of Barrie on March 7th 2022.

That the recent proposal by the mayor of Barrie to annex westwards into Springwater Township be denied by the province. Even with the best intentions, as we saw with Ontario's greenbelt, hurried decisions based on claimed urgent causes, can be catastrophically bad.

That the city of Barrie and the ministry recognize the latest research that indicates increasing density is not the solution to housing affordability issues and may in fact cause higher housing prices by increasing land values. Removing, altering or overriding carefully crafted, well researched policies by municipal planning professionals, to increase density outside of growth centres or intensification/transit nodes, is a mistake. Simple solutions cheered by developers and corporate landowners will not help solve the housing crisis, but will lower the quality of life of Barrie's citizens.

A similar letter below was sent to multiple politicians regarding the poor westward annexation proposal into Springwater Township:

Who can argue that local Barrie jobs would be desirable for its citizens? It's commendable to focus on local jobs, but mayor Nuttall's westward annexation proposal has many of the terrible hallmarks of the Ontario provincial governments, now reversed, rezoning of Ontario's greenbelt. It appears the mayor, by expressing an immediate need for this annexation, hopes the urgency to act would justify ignoring common sense, sound development policies and proper planning. It doesn't make sense fiscally, environmentally or from an efficiency and economic perspective. It doesn't serve the interests of Barrie's citizens as it is a woefully poor location for industrial lands. The annexation would be costly to both Springwater Township and Barrie's environment and wildlife, nearby Barrie resident's quality of life, and all of Barrie's taxpayers who would foot an enormous bill for infrastructure installation of sewers, water, roads and urbanization. It would however, financially benefit the few current and nearby undeveloped land owners that would see a monetary windfall due to land values surging and nearby development infrastructure costs paid by Barrie taxpayers.

Annexing Springwater area 3 lands would:

- Destroy a natural forested corridor that provides a pathway for wildlife in Barrie and Springwater Township. A city of Barrie planning and development staff report has previously declared that this particular forested linkage is essential and should be protected. The adjacent Springwater Township lands west of Miller drive and north of Edgehill drive provide an important forested connection with the environmentally protected natural heritage forests east of Miller. Also, large amounts of EP lands in Springwater would need to be sterilized and its wildlife habitat, flora and fauna, destroyed. This proposal would flatten hectares of mature forested canopy; an action which would directly oppose what the city of Barrie publicly insists is critically vital for the health of its environment and citizens. This annexation would make a mockery of Ontario and Barrie's environmental stewardship and governance policies.
- There is a high probability that a costly sewage pumping station would be required for this expansion, as most of Miller drive and the western Edgehill drive neighbourhood is lacking sewer infrastructure, currently relying



on septic systems. Water supply pressure, already very low in this part of the community, would likely require upgrades as well. In addition, a significant portion of the adjacent community is not urbanized and would require costly installation of sidewalks, curbs, road reconstruction, etc.

- Create an industrial park that would be inaccessible from the western portion of Barrie. Miller drive and Edgehill drive area consists of an established, highly populated residential community and environmentally protected forested lands. It would not be feasible to route industrial vehicular traffic through this community, thus negating access from the western side of the proposed annexed lands.

- Require significant costs to destroy EP lands to create unproductive, sterile lands dedicated to adequately buffer thousands of nearby residents from the poor location of this proposal. In addition to industrial manufacturing noise and sightlines, nearby residents would require a large amount of buffering land to reduce the effects of industrial emissions which would be directed towards them by the prevailing westward winds.

It is not in the best interest of current and future generations of Barrie residents, the environmental health of the city, the local ecosystem and wildlife. This irrational proposal to annex these lands for industry cannot be justified by the possibility of factory or warehouse jobs that are largely being replaced by robotics and automation. The mayor should instead focus on technology and service sector employment, which will resist decline due to technology, to provide the majority of Barrie citizen's future careers. Even though the intent of the mayor to create local jobs is understandable, the primarily result of this annexation would be enriching a few current and nearby landowners, leaving Barrie and Springwater's environment and its citizens poorer.

We suggest that mayor Nuttall reconsiders this illogical westward expansion. We fully endorse Springwater Township's refusal to proceed with this proposal, and we recommend that Barrie council, and the province of Ontario terminate this westward annexation proposal.

Sincerely,  
Mike and Wendy Linseman  
442 Edgehill Drive  
Barrie Ontario  
L4N 9X4

November 21 2023

City of Barrie Mayors Office

Re: Official Plan Modification Provincial Review Feedback

We are the owners of 106 110 and 112 Saunders Rd which comprises 63 units in 5 buildings of a Commercial strip mall in south Barrie.

I have been requested to direct a request to revise the Official Plan designation for these properties in the modifications review process currently under way to its previous status as Commercial District to the Mayors office by Tomasz Weirzba, Supervisor of the Growth and Heritage Committee of Barrie.

In the process of the City preparing the new zoning bylaw, we were by notified by letter by Michelle Banfield of a proposed change in zoning of our property for us to comment on. In the study of these changes it was brought to our attention that our official plan designation had just recently been mistakenly changed from Commercial District.

Our company was part of a 6 developers group that in 1997 contributed 2 million plus dollars for the expansion of the Molson Park bridge over Highway 400 through an Infrastructure Improvement agreement. All 6 developers received official plan and Rezoning changes to C4 commercial at that time. In the current (but cancelled) official plan all those lands have remained Commercial District except our land.

The city of Barrie via Mr Weirzba has acknowledged this error and has agreed to make the change to the Official Plan back to Commercial District . He has suggested it would be simpler to include this housekeeping error into the modifications review process the Mayor's office is currently doing and for us to make this request.

If you need further information please do not hesitate to call Mr. Weirzba or myself.

Please advise of your agreement to do so. Please also acknowledge receipt of this request

Sheldon Mecklinger P Eng

Cedar Hill Developments Inc.  
Saunders Road Investments Inc.  
1170 Sheppard Ave W Unit 6  
Toronto M3K 2A3  
416 630 3636

**From:** [Ray Duhamel](#)  
**To:** [Official Plan](#)  
**Cc:** [Abdullah Assaf Guirnis \(aassaf@asaddevelopment.ca\)](mailto:aassaf@asaddevelopment.ca)  
**Subject:** Barrie Official Plan - Ministry Modifications (989 Yonge St.)  
**Date:** Thursday, November 23, 2023 4:28:36 PM  
**Attachments:** [3\\_Gateway to Barrie Urban Design Presentation\\_2023.07.07\\_compressed.pdf](#)

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I am emailing further to my comments and the questions received at last night's Official Plan Open House concerning 989 Yonge Street (north-west corner of Yonge Street and Lockhart Road – west of the Go line). My client (ASA Developments) is looking to develop a signature project at this gateway location and they have hired WZMH Architects (Len Abelman) to prepare the architectural plans. Len's firm is award winning and produces very high-quality work as evidenced in the attached urban design package prepared for this site.

My client is looking to develop a mixed-use project, near the 300 uph hectare permitted in the medium density location. The site would contain approximately 2,750-3,000 residential units and 4,523 square metres (48,783 square feet) of ground floor commercial space fronting Yonge Street. When complete, approximately **6,000** people will live and work on this site.

We pre-consulted (Site Plan) with the City this past summer and received very favourable feedback on the proposal. My client is prepared to proceed with the site plan application, but the one item that the architect has repeatedly pushed for is a consideration for extra height. My client is **not** looking for extra density (the medium density designation permits up to 300 uph); however, in order to achieve that density, there is a certain amount of homogeneity of height due to the maximum height limit in the Official Plan of 12 storeys. The Official Plan does not provide for any flexibility on height and the only way to increase same would be to apply for an Official Plan Amendment. My client has already gone through a rezoning on this site, and he would like to now proceed with a site plan application. The time delay and cost associated with an Official Plan Amendment is not of interest to my client.

My client is requesting permission on this site for a maximum of 20 storeys. Permitting extra height would allow for much more variation in building heights and unit offerings across the site, while also allowing for less building massing and more open space. This is a project that will cost hundreds of millions to develop at a key gateway location in Barrie. Any increase in height will make this great project, even better.

Thank-you for your consideration.

Ray

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**Ray Duhamel, MCP, MCIP, RPP**  
Partner  
The Jones Consulting Group Ltd.  
229 Mapleview Drive East, Barrie, ON, L4N 0W5  
Phone (705) 734-2538 ext 226 Cell (705) 790-8928  
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[www.jonesconsulting.com](http://www.jonesconsulting.com)



**Please note that The Jones Consulting Group will be blocking all emails containing compressed attachments with file extensions such as .zip or .rar. When sending a .zip file please rename the extension to .zi\_ or use an FTP site.**



**YONGE AND LOCKHART  
GATEWAY TO BARRIE: URBAN DESIGN PRESENTATION**

2023.07.07



# The Site

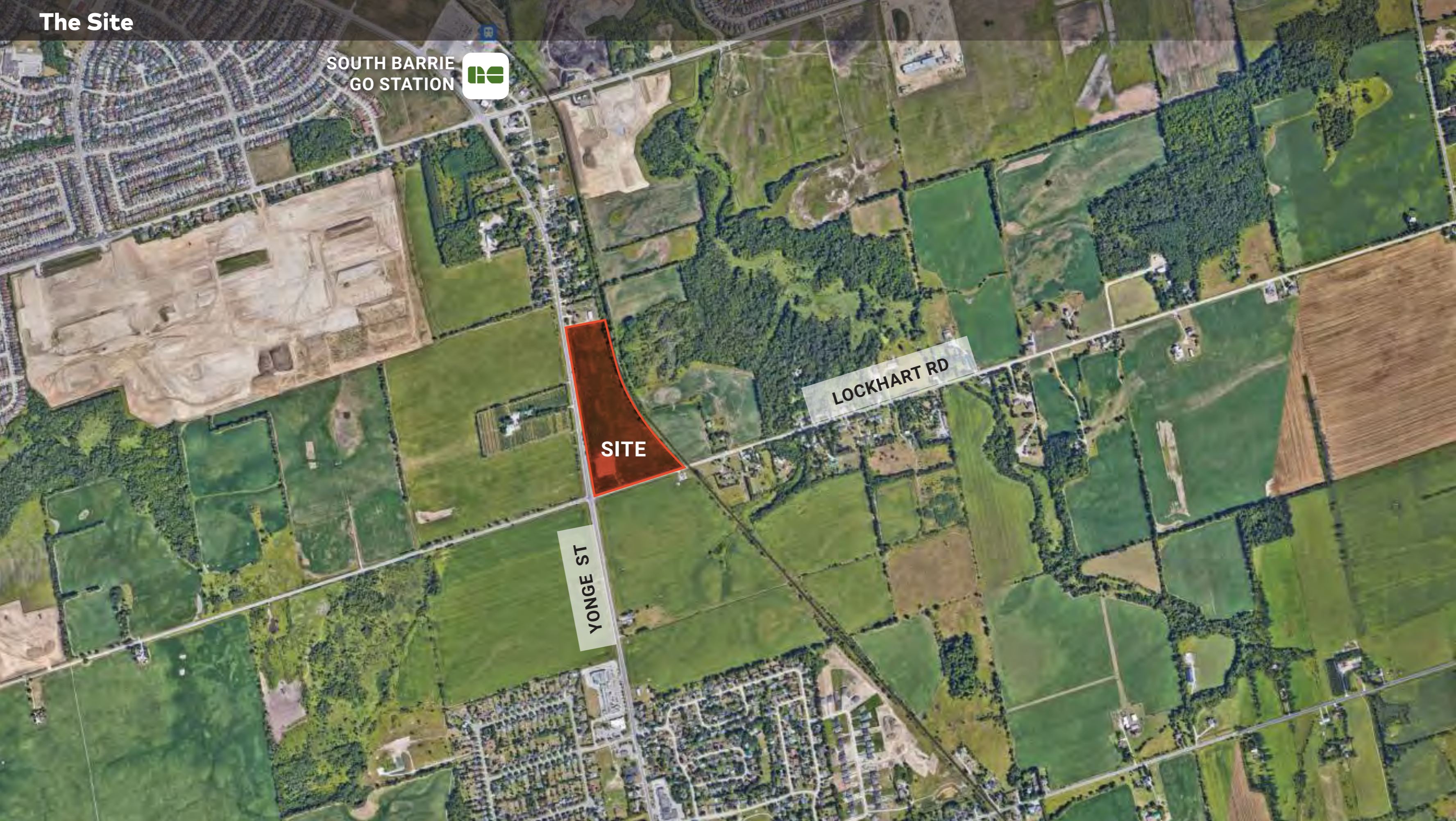
SOUTH BARRIE  
GO STATION



SITE

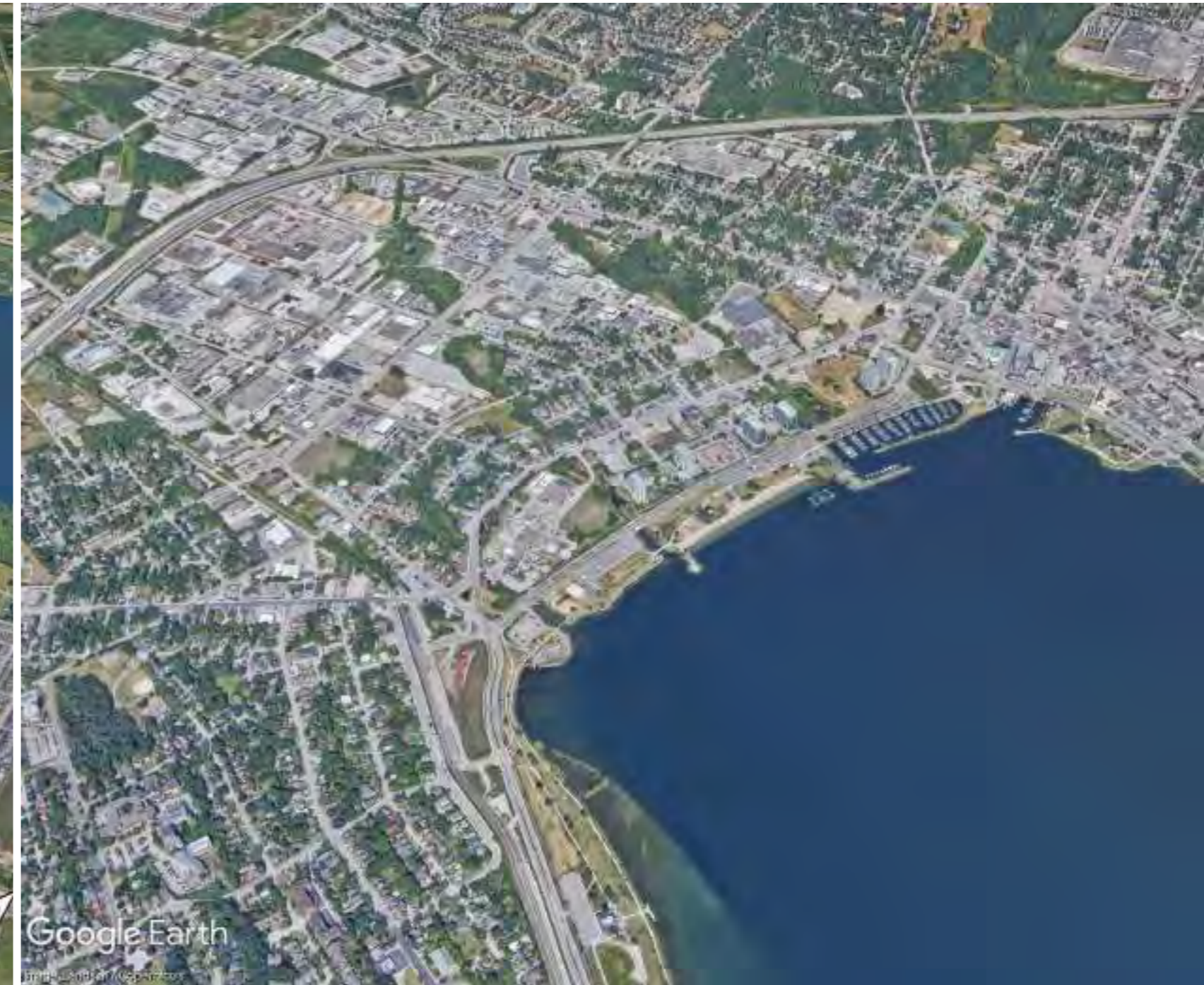
LOCKHART RD

YONGE ST





Barrie



Downtown Barrie: The Waterfront

# The Lake Simcoe Watershed



## The city of Barrie is part of the Lake Simcoe Watershed

“A watershed is created by natural elevations and landforms. In the case of the Lake Simcoe watershed the Oak Ridges Moraine to the south and the Oro Moraine to the north are significant natural land features that delineate our watershed – creating a shape similar to a bowl. When it does rain and the snow melts, the water flows from all of those high points down to the lowest point – Lake Simcoe. No matter whether it’s raining over Newmarket, Barrie, Uxbridge, or Schomberg, it all eventually makes its way to Lake Simcoe.”



# Design Concept: The Canyon



## Inspirational images: Rock formations



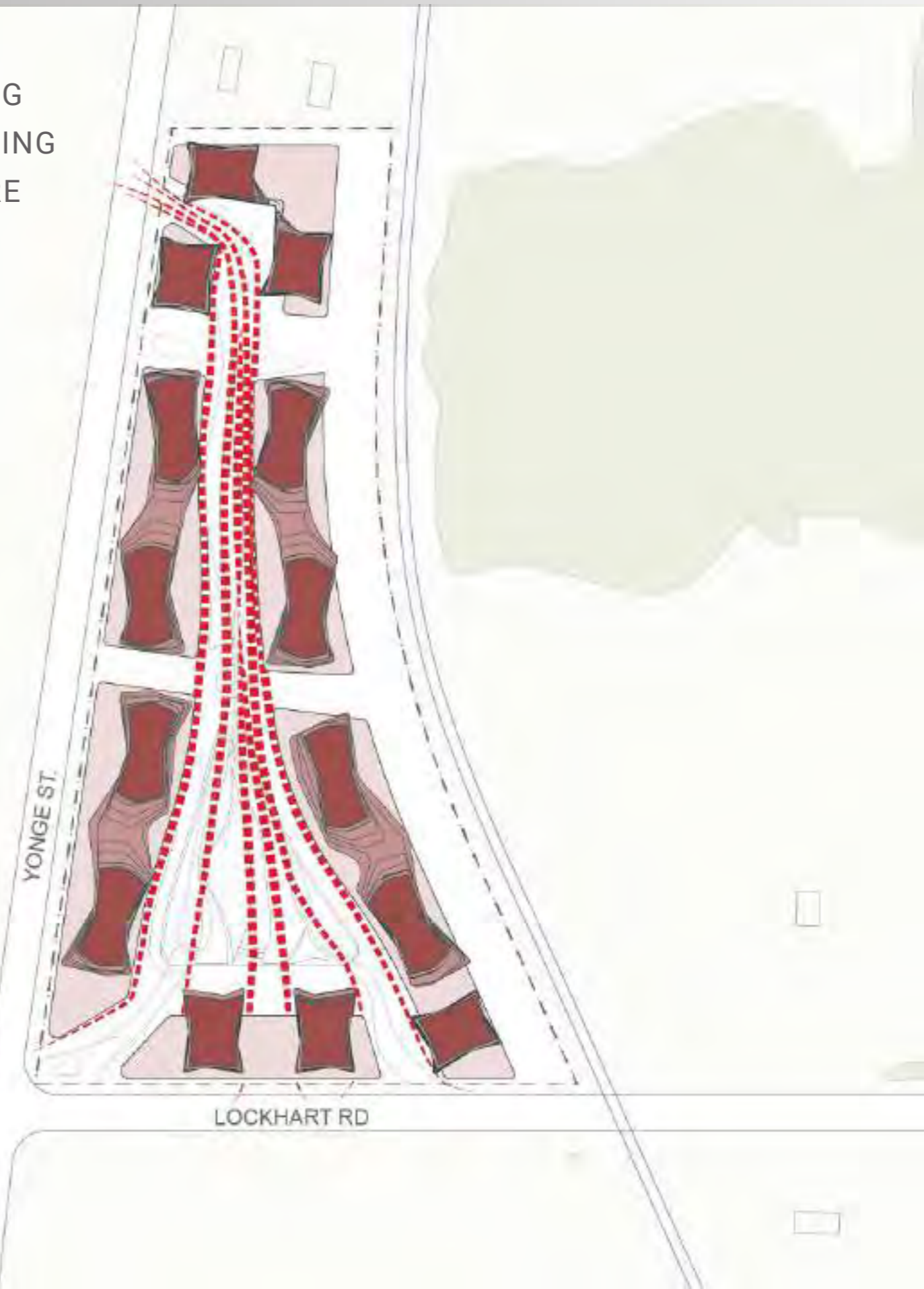
INSPIRED BY THE **LAKE  
SIMCOE WATERSHED**  
OUR PROPOSED MASSING  
IS SHAPED LIKE A CANYON.

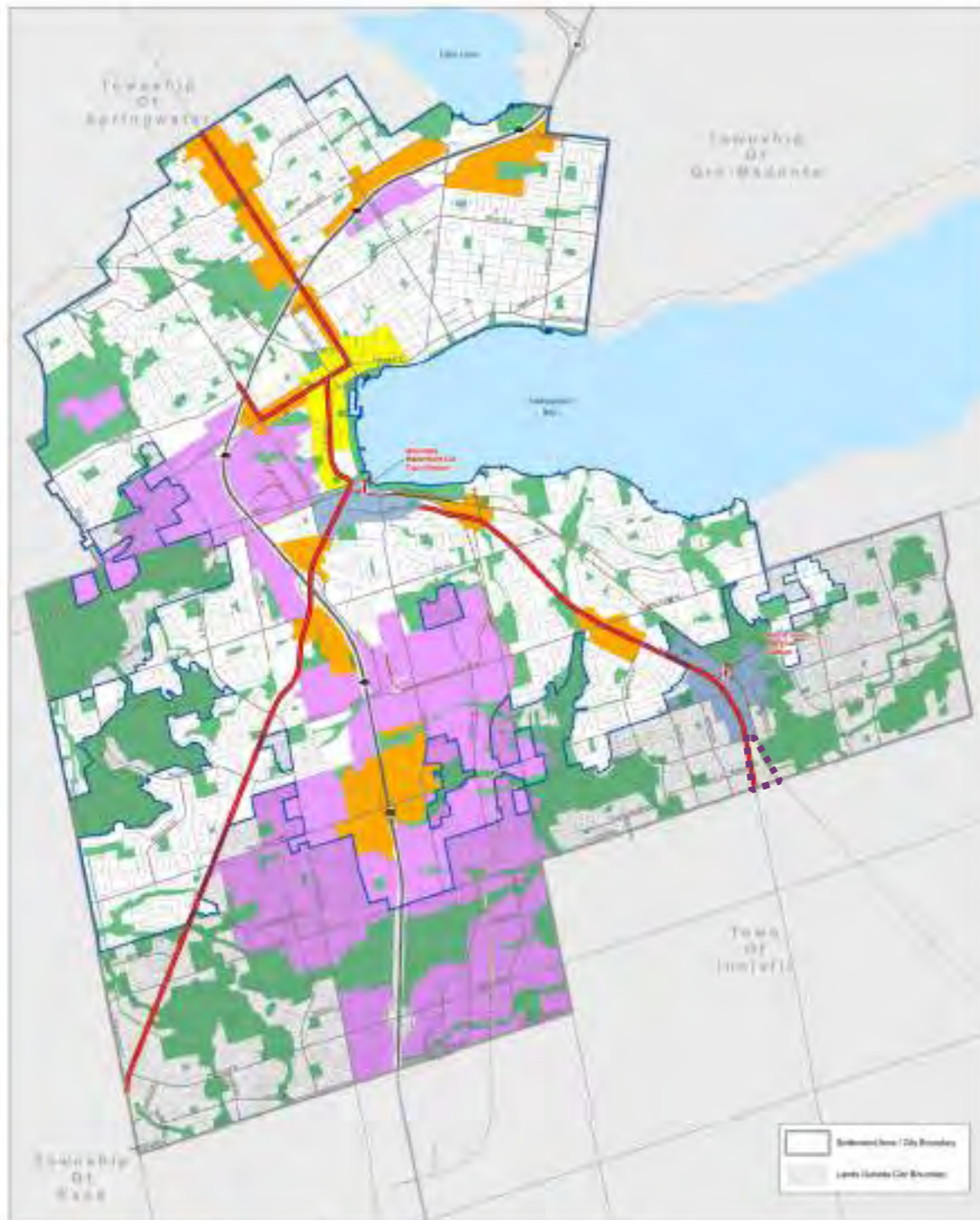


## Design approach: The Canyon



LIKE WATER OR WIND CARVING ROCKS OUR PROPOSED MASSING RESEMBLES A CANYON WHERE THE POTENTIAL FLOW OF PEOPLE THROUGH THE SITE SHAPES THE BUILDINGS ON THE EDGES AND THE PARK IN THE MIDDLE.

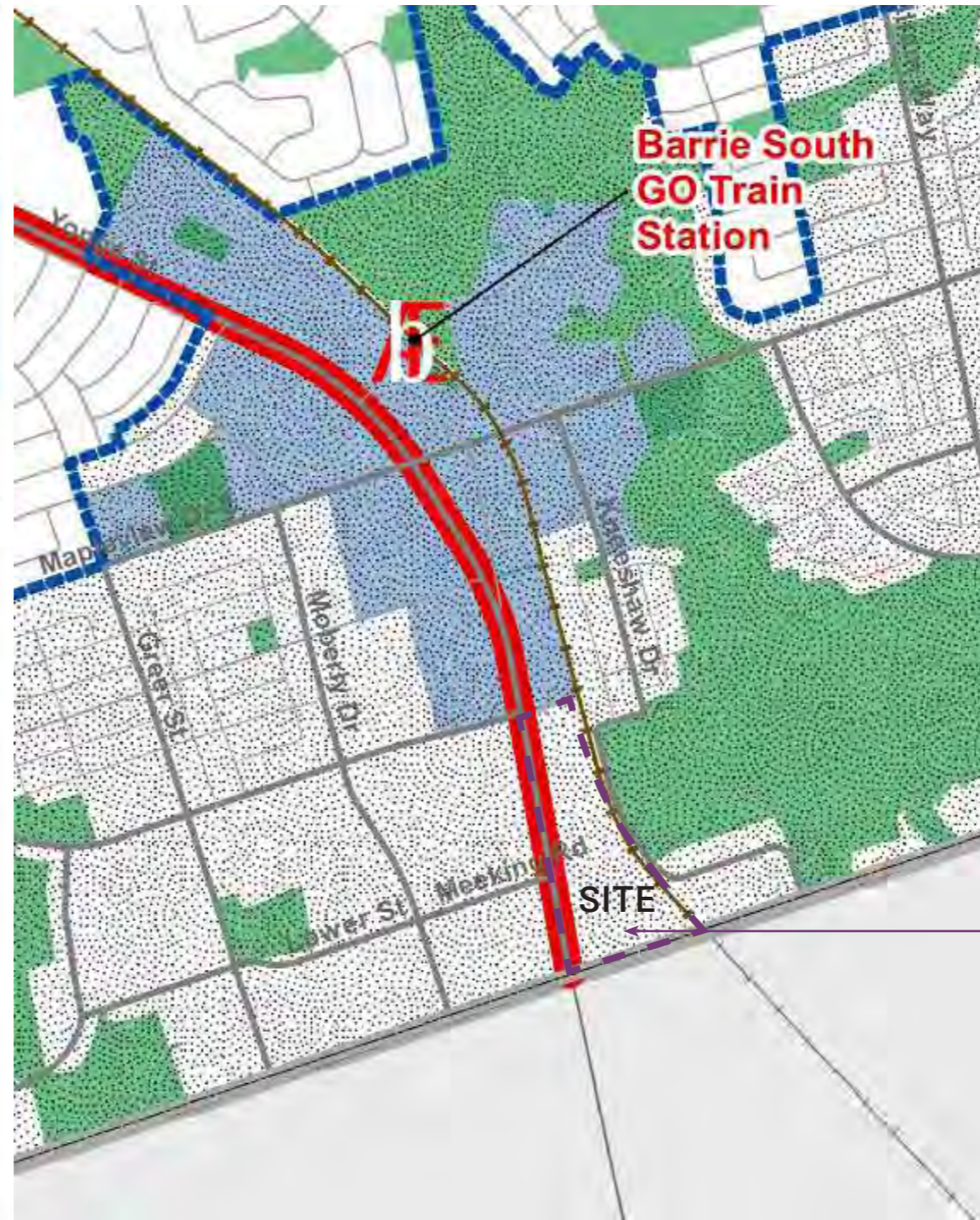




**Barrie**  
**OFFICIAL PLAN**  
**MAP 1**  
**Community Structure**  
 As Modified and Approved by  
 the Ministry of  
 Municipal Affairs and Housing  
 April 11, 2023

Major Transit Station	Major Transit Station Area (MTSA)	Natural Heritage System and Green Space
Intensification Corridor	Strategic Growth Area (SGA)	Built-up Area
Urban Growth Centre	Employment Area	Designated Greenfield Area (DGA)

This map is prepared in accordance with the Official Plan Act, R.S.O. 1990, c. 3, s. 2(1) and the Planning Act, R.S.O. 1990, c. 3, s. 2(1). It is intended to provide a visual representation of the Official Plan and is not to be used for legal purposes. The boundaries and designations shown on this map are subject to change without notice. For more information, please contact the City of Barrie, Planning Department, 100 King Street West, Barrie, ON N6Y 2K2. Phone: (705) 731-2200. Fax: (705) 731-2201. Website: www.barrie.ca



Major Transit Station	Major Transit Station Area (MTSA)	Natural Heritage System and Green Space
Intensification Corridor	Strategic Growth Area (SGA)	Built-up Area
Urban Growth Centre	Employment Area	Designated Greenfield Area (DGA)

## 2.3.4 Major Transit Station Areas (MTSAs)

Major Transit Station Areas, which are identified on Map 1 of this plan, are areas including and around an existing or planned higher-order transit stop in the urban core, such as Barrie's existing Go Train Station. The boundaries of MTSAs are generally about a 10-minute walk to the transit station. There are two Major Transit Station Areas in Barrie: the Allandale Waterfront GO and the Barrie South GO.

## 2.3.6 Intensification Corridors

Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie's growth centres.

## 2.4.2.3. Designated Greenfield Area

Designated Greenfield Areas are new urban areas of Barrie that are intended to be developed around an interconnected Natural Heritage System, Greenspace network, and multi-modal transportation system.

APPLICANT SITE

Natural Heritage System and Green Space	Built-up Area	Designated Greenfield Area (DGA)
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# Existing Road Network



SOUTH BARRIE  
GO STATION

YONGE ST.

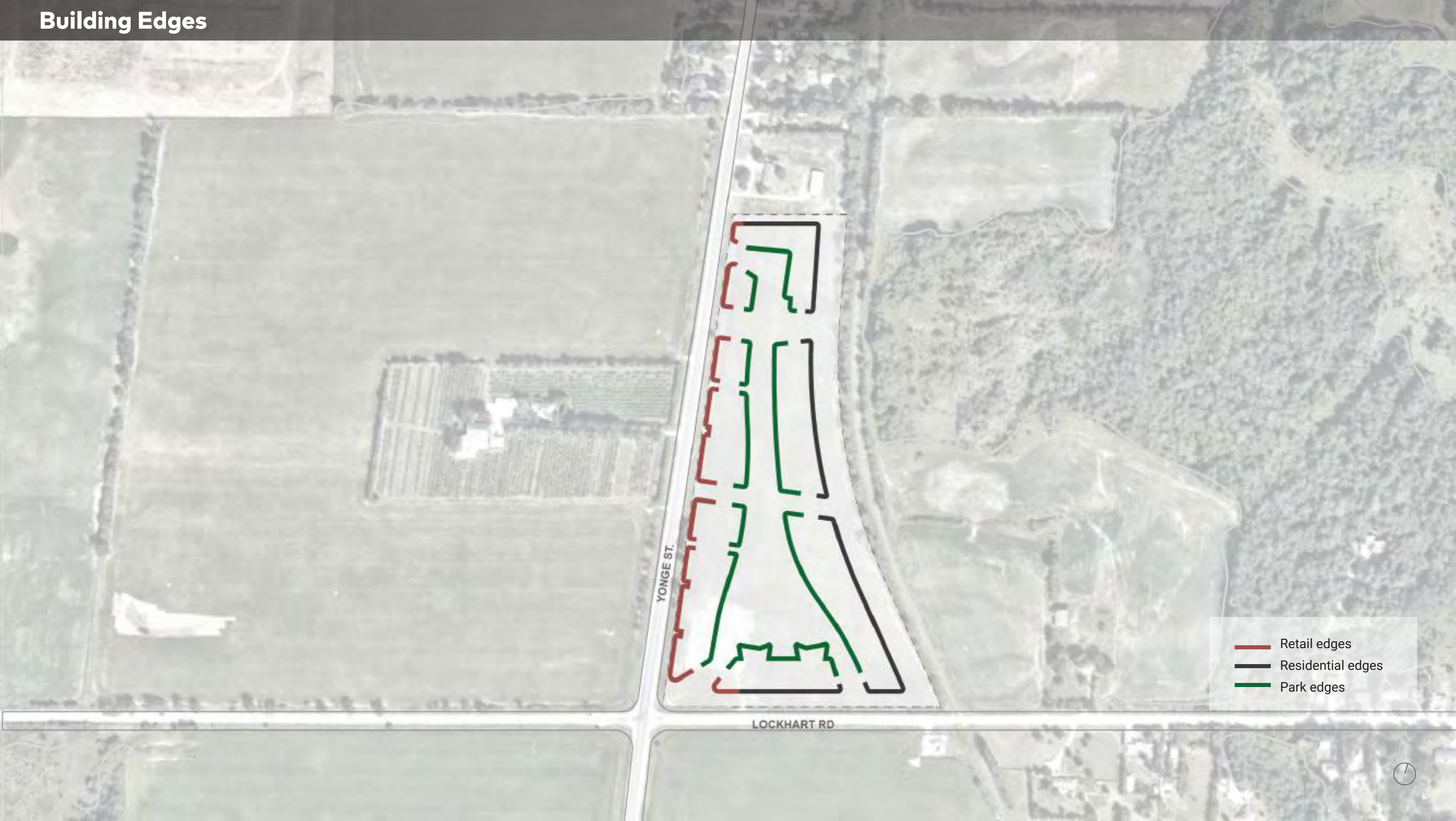
SITE

LOCKHART RD

- Existing road network
- Railway



# Building Edges



YONGE ST.

LOCKHART RD

- Retail edges
- Residential edges
- Park edges



# Built Form



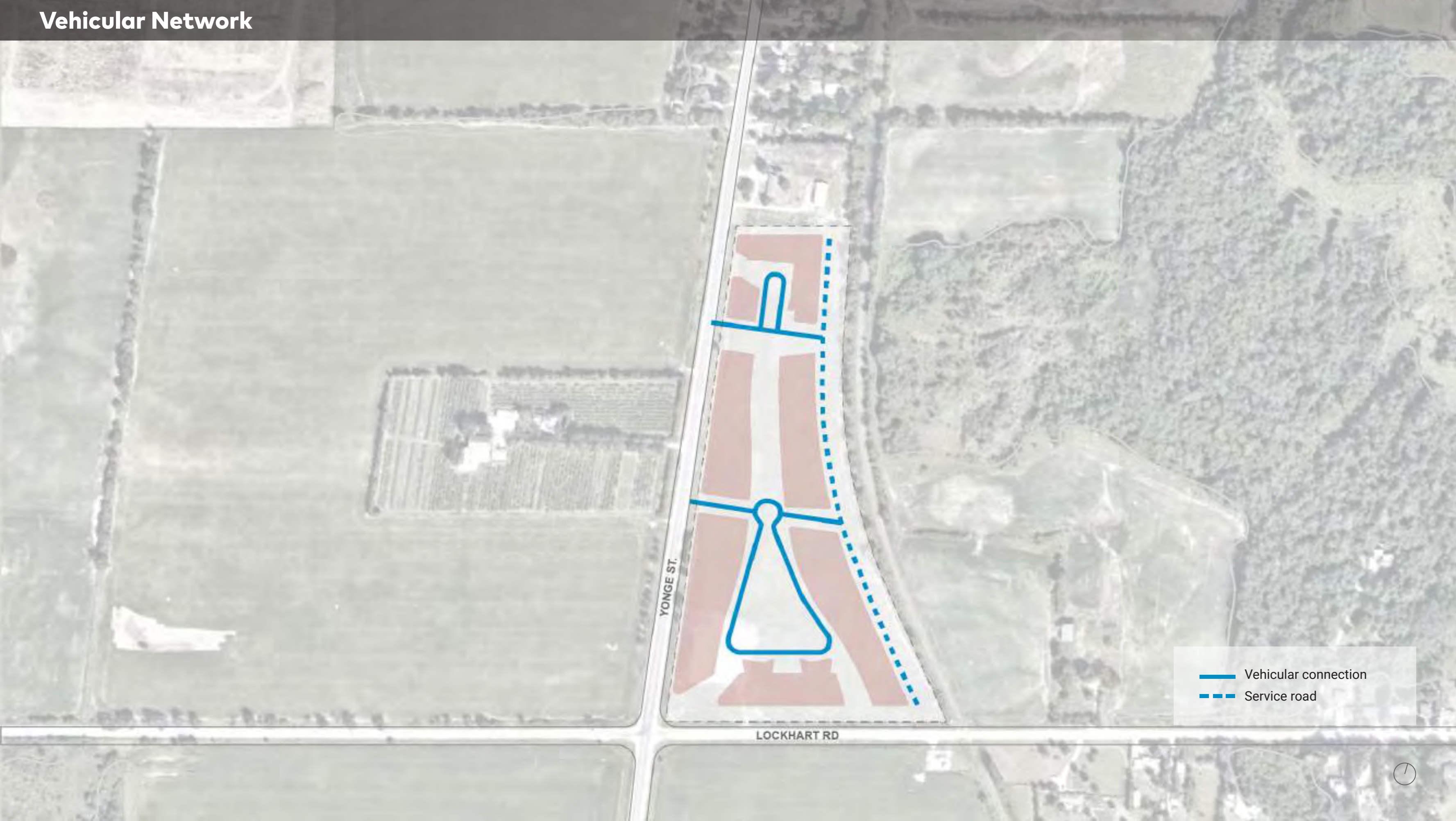
YONGE ST.

LOCKHART RD

— Mid-rise built form



# Vehicular Network



YONGE ST.

LOCKHART RD

— Vehicular connection  
- - - Service road





# Pedestrian Network



YONGE ST.

LOCKHART RD

- Pedestrian connection
- Mid-block connection



# Open Space



YONGE ST.

LOCKHART RD

— Open space



# Overall Structure Plan



- Retail edges
- Residential edges
- Park edges
- Vehicular connections
- Service road
- Pedestrian connections
- ▤ Mid-block connections
- Open space
- Built form

YONGE ST.

LOCKHART RD



# Masterplan and Statistics



## Project Statistics

Residential GFA	186,648 sm
Retail GFA	4,532 sm
<b>Total GFA</b>	<b>191,216 sm</b>
Gross Site Area	101,517 sm
Density	1.88
<b>Total Unit Count</b>	<b>2,750</b>
<b>Total Parking Spaces</b>	<b>2,939</b>

# Aerial View



# Vision and Design Principles



Mid-level view from the park looking North



# Ground level view from the park





# Ground level view from the park



# Gateway to Barrie: aerial view



Gateway to Barrie: street view



# Retail on Yonge Street



# Mid-block connection on Yonge Street



View from Yonge Street



An architectural rendering of a modern urban park. The scene is dominated by a central water feature, possibly a fountain or a large reflecting pool, which is surrounded by a paved walkway. The walkway is lined with lush green trees and manicured lawns. In the background, several modern, multi-story buildings with curved facades and large windows are visible, suggesting a high-tech or corporate environment. The sky is bright and clear, with a few wispy clouds. The overall atmosphere is clean, bright, and futuristic.

**THANK YOU**