



Excellence Reliance Innovation

Planning Justification Report

515 Big Bay Point Road, City of Barrie

Pre-Submission Application for Zoning By-law Amendment

June 2024

The Jones Consulting Group Ltd.

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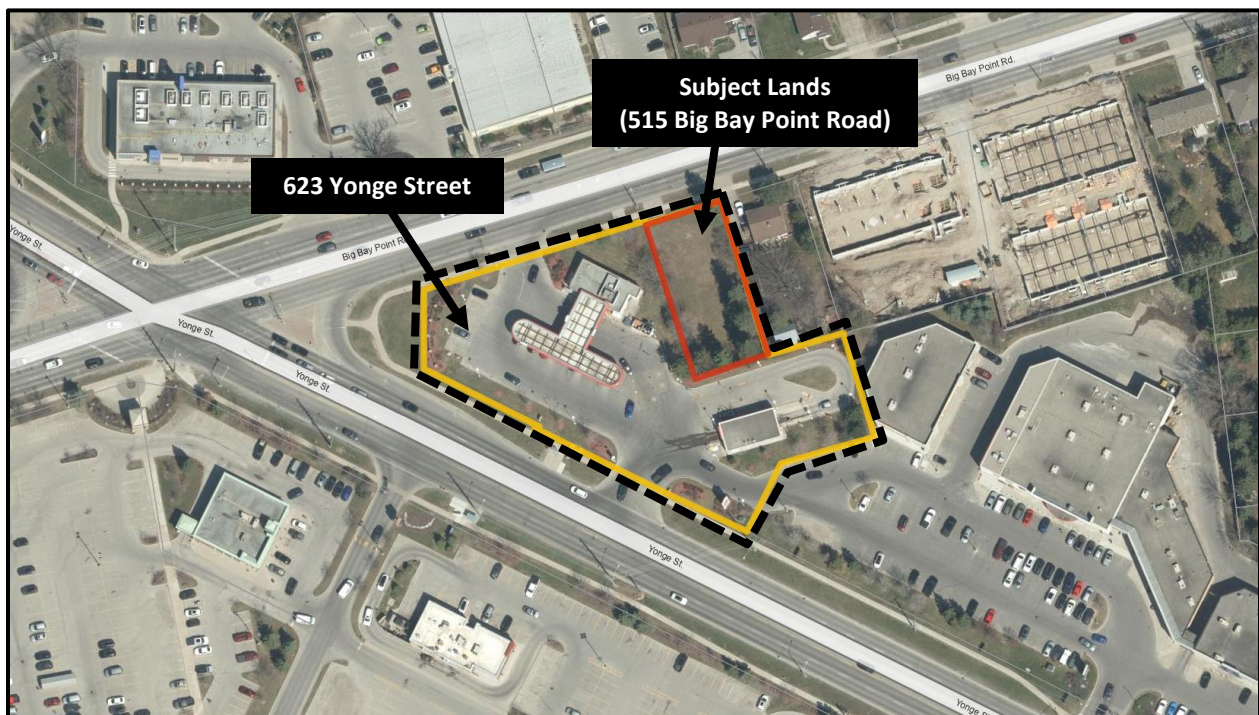
1.0 INTRODUCTION

On behalf of our client, Suncor Energy Inc., we have prepared this Planning Justification Report to examine the planning merits of an application for a Zoning By-law Amendment for the lands located at 515 Big Bay Point in the City of Barrie, herein after referred to as the subject lands and outlined in red on **Figure 1**.

The purpose of the **Zoning By-law Amendment** application is to rezone the subject lands from the Residential Single Detached Dwelling First Density (R1) to the General Commercial (C4) under the current in-effect City Zoning By-law 2009-141.

The subject lands are adjacent to the existing gas station, convenience store and car wash located on 623 Yonge Street, outlined in yellow on **Figure 1**. The development site consists of both the subject lands and 623 Yonge Street, outlined in black on **Figure 1**.

Figure 1. Aerial Photography of Subject Lands



This Planning Report examines the subject lands, site context, land use policies, and the form and design of development that is proposed. This Report concludes that the application represents orderly and proper land use planning that is consistent with the Provincial Policy Statement, and conforms to the Growth Plan, Lake Simcoe Protection Plan, and the City of Barrie Official Plan.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands subject to the rezoning are known municipally as 515 Big Bay Point Road and comprise approximately 989 square metres (0.1 hectare) with approximately 22 metres of frontage on Big Bay Point Road (**Figure 1**). The lands are currently vacant (**Figure 3**). The surrounding land uses consist of commercial and residential uses (**Figure 2**). The immediate surrounding land uses are as follows:

- **North:** Thrift store, bank, restaurants, take-out restaurants, and single detached dwellings along Big Bay Point Road (**Figure 4**).
- **West:** The adjacent lands municipally known as 623 Yonge Street (outlined in yellow), which consists of a gas station, convenience store and car wash. Additional commercial uses further west including a grocery store, bank, and LCBO (**Figure 5**).
- **South:** Commercial uses including a shopping plaza and take-out restaurant (**Figure 6**).
- **East:** Single detached dwellings on Big Bay Point Road and Montgomery Drive, as well as a future townhouse development on lands owned by Sunrise Acquisitions (Barrie) Inc. (**Figure 7**). Various commercial uses including pharmacy, restaurant, and a bank.

Figure 2. Surrounding Uses

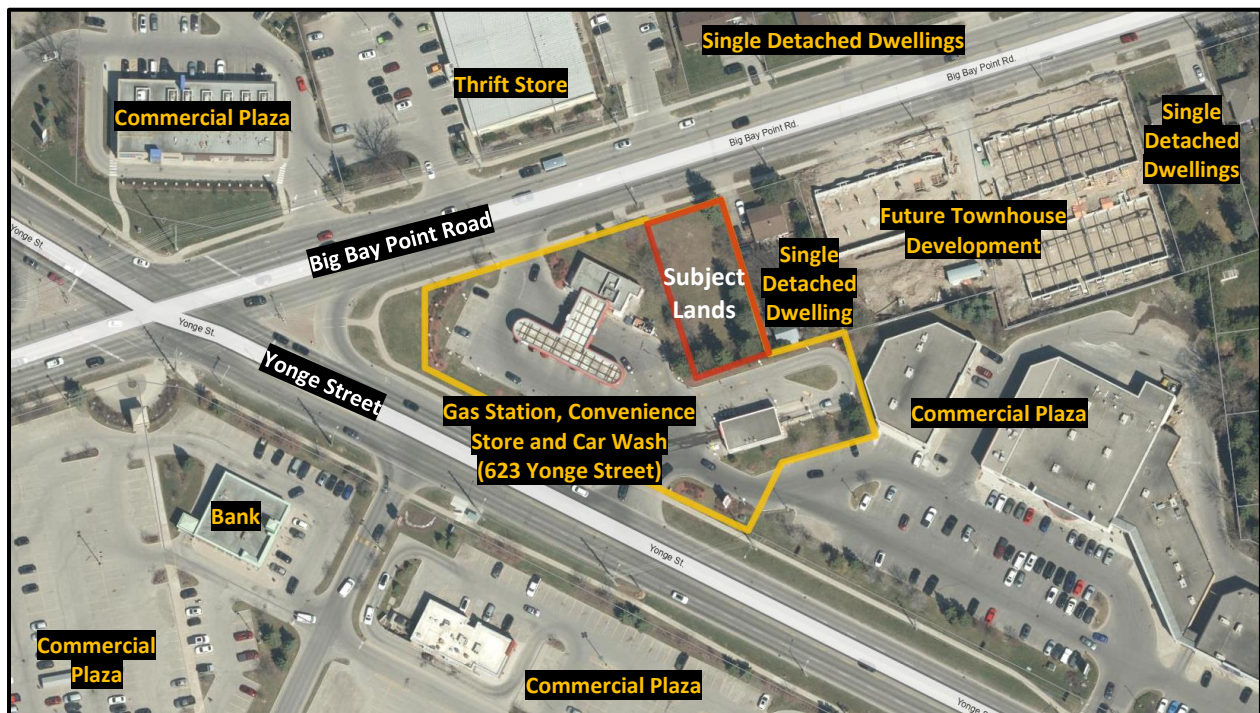


Figure 3. Subject Lands (515 Big Bay Point Road)



Figure 4. Commercial Plaza on Big Bay Point Road



Figure 5. (623 Yonge) Gas Station, Convenience Store and Car Wash



Figure 6. Heritage Square Shopping Mall located to the South



Figure 7. Single Detached Dwelling and Future Townhouses on Big Bay Point Road



3.0 PROPOSED DEVELOPMENT

On behalf of the Owner, an application for Zoning By-law Amendment has been submitted for lands known municipally as 515 Big Bay Point Road. A concurrent application for Site Plan Control amendment has also been filed to update/redevelop the adjacent gas station located at 623 Yonge Street, and to incorporate 515 Big Bay Point into that development.

The **purpose** of the Zoning By-law Amendment application is to is to rezone the subject lands from the Residential Single Detached Dwelling First Density (R1) to the General Commercial (C4) under the current in-effect City Zoning By-law 2009-141 to permit the lands to be redeveloped alongside the adjacent lands municipally known as 623 Yonge Street. The subject lands are proposed to be developed as a fueling station and parking area, which will be utilized for the redeveloped commercial site of 623 Yonge Street.

515 Big Bay Point Road is vacant and the adjacent site at 623 Yonge Street contains a gas station, car wash and convenience store (**Figure 8**). The site is proposed to be redeveloped by shifting the existing gas station and proposing a new commercial building of 288.6 square metres, which will contain a convenience store and restaurant with a drive thru. The existing car wash will be maintained (**Figure 9**).

The site and subject lands are currently accessed by an entrance on Big Bay Point Road. The redevelopment of the site will shift the access on Big Bay Point Road to the east, which is on the subject lands. The access from Yonge Street will remain. The subject lands will be conjoined with 623 Yonge Street as one commercial site.

Figure 8. Current Site Layout



515 Big Bay Point Road – Suncor Energy Inc.
Planning Justification Report – The Jones Consulting Group Ltd.



3.1 Pre-Consultation

A Pre-Consultation submission was prepared and submitted to the City of Barrie. Staff provided comments on September 12th, 2023, outlining the requirements for rezoning and site plan amendment applications. The City File Number for the Pre-Consultation Submission is D28-039-2023.

3.2 Neighbourhood Meeting

A Neighbourhood Meeting was held on January 30, 2024, to provide an overview of the proposed development and provide an opportunity for area residents to provide comments for consideration as part of the formal submission. Approximately 3 people attended the Neighbourhood Meeting, as well as the Ward Councillor (Councillor Morales). The following themes were discussed at the Neighbourhood Meeting. In each section, we have also included our planning/design response.

1. Timing of Development

- Inquiries about the timing of construction.
- **Planning/Design Response:** Construction will begin immediately following approvals.

2. Pedestrian Safety

- Concerns about public safety at the intersection of Yonge Street and Big Bay Point Road and how pedestrian movement will connect in the site and to the intersection.
- **Planning/Design Response:** The City requires the preparation of a Traffic Impact Study which will assess the locations of entrances, vehicle movement and volume of traffic. The entrance onto the site from Big Bay Point Road is also being moved further from Yonge Street, which will improve the safety of the intersection.

3. Electric Vehicle Charging Stations

- Councillor inquired about additional electric vehicle charging stations.
- **Planning/Design Response:** The site plan includes four (4) electric vehicle parking spaces with charging stations. The City of Barrie Zoning By-law requires a minimum amount of parking for the proposed commercial uses which must be accommodated. Currently, the City does not recognize electric vehicle charging stations as parking spaces, which limits additional opportunities for these to be placed on the site.

3.3 Supporting Technical Reports and Studies

The following technical reports and studies have been prepared in support of the proposal.

1. Planning Justification Report

This Planning Justification Report examines the subject lands and proposed development site, surrounding context, land use policies and form of development. The Report concludes that the application represents orderly and proper land use planning that will positively contribute to the quality of life in the City of Barrie.

2. Functional Servicing Report

A Functional Servicing Report was prepared by J+B Engineering Inc. The Report evaluates the properties servicing in relation to water, sanitary, and stormwater management. The Report concludes that the site can be serviced with existing and proposed services that will meet all required conditions for the City of Barrie and the Lake Simcoe Region Conservation Authority (LSRCA). Please refer to the Report for more information.

3. Stormwater Management Report

A Stormwater Management Report was prepared by J+B Engineering Inc. to provide details for stormwater quantity and quality control to ensure that the proposed development will not have any adverse effects on the existing drainage system. The Report concludes that all required conditions for the City of Barrie have been satisfied as there will be no increase in stormwater flow from the site, the stormwater management facilities provide an enhanced level of protection, and the Sediment and Erosion Control Plan demonstrates how erosion and sedimentation will be minimized during construction. Please refer to the Report for more information.

4. Geotechnical Investigation Report

A Geotechnical Investigation Report was prepared by Terrapex Environmental Ltd. The purpose of the Report was to characterize the underlying soil and groundwater conditions, determine the relevant geotechnical properties of encountered soils and to provide recommendations with respect to foundation type and design, slab-on-grade construction, seismic site classification, and other geotechnical aspects of the design and construction of the proposed gas station. Key conclusions of the Report are as follows:

- Based on the field results, excavations for the foundations are not expected to pose any unusual difficulty.
- The groundwater level measured in the monitoring wells was between geodetic elevations of 245.86 masl and 246.32 masl.
- Significant groundwater seepage is not anticipated to be encountered within excavations above groundwater level and as such, it is anticipated that adequate control of groundwater can be achieved with a series of filtered sump pumps at shallow depths.
- It is anticipated that subgrade below the floor slab of the proposed convenience store will consist of existing fill materials which may be considered to be adequate to support a slab-on-grade construction provided the condition of the fill is improved.

Please refer to the Report for more information.

5. Hydrogeological Investigation Report

A Hydrogeological Assessment was prepared by Terrapex Environmental Ltd. to characterize the subsurface groundwater conditions as part of submissions within the development application process. The Report states that measurements of static groundwater level ranged from approximately 2.28 mbg to 5.86 mbg, water table elevations ranging from 249.22 masl to 245.80 masl. Based on available measurements, and an approximate grade of 251.0 masl, the

proposed excavation depth and foundation would be expected to cut into the saturated zone and dewatering should be anticipated during construction. The Report also concludes that measured water-level conditions are considered challenging for the design of LID measures. Please refer to the Report for more information.

6. Environmental Site Assessment (Phase One & Two)

A Phase One and Phase Two Environmental Site Assessment (ESA) were prepared by Terrapex Environmental Ltd. The Phase One ESA concluded that three (3) potentially contaminating activities (PCAs) were identified within the Site. Further, nine (9) other PCAs were identified within the Phase One Study Area, and a total of four (4) PCAs resulted in areas of potential environmental concern at the Site. Based on these findings, a Phase Two ESA was recommended. The Phase Two ESA consisted of a borehole investigation, installation of groundwater monitoring wells and the collection of soil and groundwater samples for analysis of contaminants of potential concern. The generic full-depth Ministry of the Environment, Conservation and Parks (MECP) Site Condition Standards (SCS) applicable to commercial property use in a potable groundwater condition with coarse-textured soil (the "Table 2 SCS") was selected to evaluate soil and groundwater quality at the Site. The Report concludes the environmental quality of groundwater at the site does not meet the Table 2 SCS. Please refer to the Phase One and Phase Two ESA's for more information.

7. Traffic Brief

A Traffic Brief was prepared by Paradigm Transportation Solutions Ltd. to provide an assessment of existing transportation infrastructure, site trip generation forecasts, traffic impact assessment, and a review of the proposed parking supply. The Report concludes that no intersection geometric improvements are anticipated to be required to accommodate the proposed redevelopment based upon operations and traffic volumes, and the proposed parking supply meets and satisfies the City of Barrie's Zoning By-law 2009-141 requirements. Please refer to the Brief for more information.

8. Tree Inventory, Assessment and Preservation Plan

A Tree Inventory, Assessment, and Preservation Plan was prepared by Amy Choi Consulting. A total of 41 individual trees, and two tree polygons were included in the tree inventory. The removal of 26 trees and one tree polygon will be required to accommodate the proposed development. The preservation of all remaining trees may be possible with the use of appropriate tree preservation measures, as described in the Report and shown on the Tree Preservation Plan. Please refer to the Report and Tree Preservation Plan for more information.

9. Site Plan

A Site Plan has been prepared by K.Paul Architect Inc. that illustrates the redevelopment of 623 Yonge Street and the incorporation of 515 Big Bay Point Road.

4.0 LEGISLATION & POLICY REVIEW

The following subsections provide a summary assessment of how the proposed application has regard to the Planning Act, and is consistent with the Provincial Policy Statement, and conform to the Growth Plan, the Lake Simcoe Protection Plan, the City of Barrie Official Plan, and the City of Barrie Zoning By-law.

4.1 Planning Act (R.S.O. 1990 c. P.13)

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act, including considering applications for Zoning By-law Amendments (Section 34 of the Planning Act) and Revision to Draft Approved Plan of Subdivision (Section 51 of the Planning Act).

The matters of provincial interest have been listed below, along with an explanation of how the proposed applications have regard to those matters.

a) the protection of ecological systems, including natural areas, features and functions;

The subject lands do not contain any natural heritage features or functions.

b) the protection of the agricultural resources of the Province;

The subject lands are located within the City of Barrie settlement area boundary, and are designated Medium Density in the City of Barrie Official Plan, which permits commercial development.

c) the conservation and management of natural resources and the mineral resource base;

No mineral resources have been identified, and there are no natural heritage features on the subject lands.

d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

The subject lands have not been identified to contain cultural resources.

e) the supply, efficient use and conservation of energy and water;

The subject lands are not proposed to contain any buildings, and the commercial building on the development site will need to conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. The development site is designated to permit commercial uses, and will utilize municipal infrastructure efficiently, as described in the Functional Servicing Report.

f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The proposed application conforms to the City's Master Plans.

g) the minimization of waste;

The development site will continue to utilize the existing waste management program and the operations currently in place within the City.

h) the orderly development of safe and healthy communities;

The application will expand an existing commercial use on vacant lands.

i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Development applications in the City of Barrie are reviewed by their in-house accessibility coordinator.

j) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;

The subject lands are located in a mixed use area and will allow existing commercial uses to be efficiently expanded.

k) the adequate provision of a full range of housing, including affordable housing;

No housing is proposed.

l) the adequate provision of employment opportunities;

The development site will contain commercial uses, which will contribute to providing employment opportunities.

m) the protection of the financial and economic well-being of the Province and its municipalities;

The City has prepared a Financial Impact Assessment and an Infrastructure Implementation Plan in order to ensure the City's economic well-being is maintained.

n) the co-ordination of planning activities of public bodies;

The circulation of the proposed application will occur to all agencies and public bodies identified in the Planning Act.

o) the resolution of planning conflicts involving public and private interests;

Internal and external review of the application will be coordinated by the City's Development Services Department. A public notice sign will be posted on the property which notifies and provides opportunity for the public to comment on the application.

p) the protection of public health and safety;

The Building Department and emergency services (Fire, Police) will be circulated a copy of the application for comment.

q) the appropriate location of growth and development;

The proposed application is appropriate as the development site and subject lands are within the settlement of Barrie, and the development will expand an existing commercial use within a mixed-use area.

r) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The site will continue to contain sidewalks for pedestrian connectivity. The site is also located along multiple transit routes and within 2 kilometres of Barrie South GO Station.

s) the promotion of built form that,

a. is well-designed,

b. encourages a sense of place, and

c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

d. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed application will expand an existing commercial use of a gas station, convenience store, and car wash onto the subject lands. The site will continue to be compatible with the surrounding mixed-use area and will provide a high quality and attractive design. The site will continue to facilitate public sidewalks to encourage safety and accessibility for pedestrians.

In our opinion, the proposed application has regard to the matters of Provincial Interest identified in the Planning Act.

4.2 Provincial Policy Statement (PPS), 2020

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Policy Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. The Vision is for long-term prosperity and social well-being by maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

4.2.1 Building Strong Healthy Communities

Section 1.0 of the PPS contains policies for building strong healthy communities. The applicable policies from this section have been listed below followed by an assessment of the application's conformity with the policies.

1) Managing and Directing Land Use to Achieve Efficient and Resilient Development & Land Use Patterns.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by the following:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The development will efficiently expand an existing commercial use on vacant lands that are surrounded by a range of residential and commercial uses. The City prepared a number of implementation documents including a Financial Impact Assessment, Long-Range Financial Plan, and an Infrastructure Implementation Plan in order to ensure their financial well-being.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development will expand a commercial use in a mixed use area that will continue to provide services and employment opportunities to the surrounding area.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The subject lands do not contain any natural heritage features. Specific to public health and safety, a Traffic Brief has been prepared for the development of the subject lands.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The application will not prevent the further expansion of the settlement area boundary as the subject lands are located within the central area of the City of Barrie.

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development is located within a settlement area and will utilize municipal infrastructure. The subject lands are currently vacant and the application will allow the existing commercial uses on the development site to be efficiently expanded.

- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The application will be reviewed by the City's Accessibility Coordinator, and any potential revisions to the development can be discussed following that review.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

A Stormwater Management Report was prepared in support of the proposed application.

- h) *promoting development and land use patterns that conserve biodiversity; and,*

The subject lands and development site do not contain any natural heritage features.

- i) *preparing for the regional and local impacts of a changing climate.*

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), as well as the natural heritage system.

2) Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

- a) *Policy 1.1.3.1: Settlement areas shall be the focus of growth and development*

The subject lands are within the City of Barrie Settlement Area.

- b) *Policy 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

The proposed development will be serviced with planned public service facilities and infrastructure. The site will be accessed by sidewalks to encourage active transportation, and is located along multiple public transit routes.

- c) *Policy 1.1.3.2: Land Use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The subject lands will be redeveloped to contain parking for existing commercial uses in a mixed-use area, as well as within the built-up area in the City Official Plan.

- d) *Policy 1.1.3.4: Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to*

public health and safety.

The proposed development maintains the appropriate levels of public health and safety by integrating existing sidewalks to promote active transportation and following Ministry regulations relating to the storage and operation of a gas station.

- e) *Policy 1.1.3.6: New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The subject lands are located within the built-up area of the City and are surrounded by a range of commercial and residential uses. The application will permit the subject lands to contain a parking area that will allow for the efficient use of land, infrastructure and public service facilities, as an existing commercial development will be expanded on vacant land.

- f) *Policy 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

The lands are located within the built-up area which is identified as a designated growth area in the City. The subject lands will be redeveloped to merge with the adjacent site, which contains commercial uses.

3) Infrastructure and Public Service Facilities

Policy 1.6.1 requires that infrastructure and public service facilities be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Planning for infrastructure and public service facilities should ensure they are financially viable over their life cycle and meet current and projected needs.

The City has prepared a Financial Impact Assessment, Long-Range Financial Plan, an Infrastructure Implementation Plan, a Capital Plan and a series of Master Plans that consider the needs and timing of delivery and their associated long-term costs.

4) Sewage, Water and Stormwater

Policy 1.6.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Lastly, water conservation and water use efficiency is promoted and infrastructure servicing and land use considerations should occur at all stages of the planning process.

The City has significantly invested in upgrades to their Water and Wastewater Treatment Plants to support planned growth. Those plants are both located adjacent to Lake Simcoe and are required to meet the Ministry of the Environment Conservation and Parks regulatory criteria. Development Charges collected from growth will reimburse the City for the majority of the costs incurred as a result of the plant expansions.

Policy 1.6.6.7 requires stormwater management planning to achieve the following:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

The City of Barrie Engineering Department will review the Stormwater Management Report and Engineering Plans to ensure their standards are still being met.

- b) *minimize, or, where possible, prevent increases in contaminant loads;*

The proposed development will not result in any unacceptable increases to contaminant loads (e.g. phosphorus), as the site will be designed to the Lake Simcoe Region Conservation Authority requirements for phosphorus.

- c) *minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure.*

The proposed redevelopment of the site addresses water balance and stormwater management, in addition to site specific matters, as detailed in the Stormwater Management Report that accompanies the application.

- d) *mitigate risks to human health, safety, property and the environment;*

The lands are not located within LSRCAs regulated development limits,

- e) *maximize the extent and function of vegetative and pervious surfaces; and*

A Stormwater Management Report was submitted with the application, which provides information on calculations/modelling of pre- and post-development monitoring, and concludes absorbent soil for the landscaped area will be provided. Further, the Hydrogeological Investigation Report concludes measured water-level conditions are considered challenging for the design of LID measures.

- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

A Stormwater Management Report was submitted with the application, which concludes that all required conditions for the City of Barrie have been satisfied as there will be no increase in stormwater flow from the site, the stormwater management facilities provide an enhanced level of protection.

5) Transportation Systems

Policy 1.6.7.3 requires connectivity within and among transportation systems. The adjacent lands, municipally known as 623 Yonge Street, is proposed to be redeveloped which includes shifting the existing entrance to the north. A Traffic Brief was prepared for the application and concludes that all design vehicles can enter/exit the site, travel within the site as needed, and exit the site without any conflicts. Further, no intersection improvements are recommended.

Policy 1.6.7.4 promotes land use patterns, densities and a mixture of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed development supports transit and active transportation use as sidewalks are provided, as well as a public transit stop. A Traffic Brief was prepared for the application, which concludes the site is relatively well-connected to the municipal network.

6) Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity is supported by the following:

- a) *promoting opportunities for economic development and community investment-readiness;*

New development must conform to the City's Long-Range Financial Plan which ensures the economic well-being of the City.

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

The application does not propose any residential uses.

- c) *optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;*

The proposed development will be serviced by existing municipal water, sanitary and stormwater infrastructure.

- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*

The proposed development does not impact downtowns or mainstreets.

- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

No built or cultural heritage resources will be impacted by the proposed development.

- f) *promoting the redevelopment of brownfield sites;*

The property is not a brownfield site.

- g) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*

The proposed development conforms to, and will implement, the City's Transportation Master Plan. The proposed development encourages the use of multi-modal transportation by connecting to sidewalks and its location along multiple public transit routes.

- h) *providing opportunities for sustainable tourism development;*

Not applicable to the subject application.

- i) *Sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;*

The proposed development will not impact agricultural uses outside of the City of Barrie.

- j) *promoting energy conservation and providing opportunities for increased energy supply;*

Energy conservation is promoted through utilizing planned infrastructure and through the inclusion of electrical vehicle charging stations.

- k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change.

- l) *encouraging efficient and coordinated communications and telecommunications infrastructure.*

The detailed engineering design for the site will contain provisions for wireline infrastructure in consultation with Bell and Rogers.

7) Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- *promote compact form and a structure of nodes and corridors;*

The redevelopment of the site will provide a compact commercial building while allowing sufficient space for automotive uses including the gas station, car wash and required parking.

- *Promote the use of active transportation and transit in and between residential, employment*

(including commercial and industrial) and institutional uses and other areas;

The subject lands are located along multiple transit routes and sidewalks are located along Big Bay Point Road and Yonge Street.

- *Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed or designing these to facilitate the establishment of transit in the future;*

The subject lands will contain commercial uses and are located along multiple transit routes.

- *Focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*

Not applicable.

- *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The subject lands are located along multiple transit routes.

- *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;*

The development of the overall site will conform to the energy efficiency requirements of the Ontario Building Code.

- *Maximize vegetation within settlement areas, where feasible;*

Landscaping plans were submitted for the proposed development of the subject lands.

4.2.2 Wise Use and Management of Resources

Section 2.0 of the PPS contains policies for the wise use and management of resources. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Natural Heritage

Policy 2.1.1 states that natural features and areas should be protected for the long term. The subject lands do not contain any natural heritage features.

2) Water

The Policies in Section 2.2 direct planning authorities to protect, improve or restore the quality and quantity of water.

A Hydrogeological Investigation Report and Stormwater Management Report have been prepared in support of the application.

3) Cultural Heritage and Archaeology

Policy 2.6.1 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. The subject lands do not contain significant archaeological resources.

4.2.3 Protecting Public Health and Safety

Section 3.0 of the PPS contains policies for protecting public health and safety. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Natural Hazards

Policy 3.1 directs development away from natural hazards such as flooding or erosion hazards.

Development is not proposed within any natural hazards.

2) Human-Made Hazards

Policy 3.2 deals with development on, abutting or adjacent to human-made hazards. No human-made hazards exist on or in proximity to the site.

In our opinion, the proposed application is consistent with the Provincial Policy Statement, 2020.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The current Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019 and was subsequently amended with Amendment No. 1 that took effect on August 28, 2020. The Growth Plan provides a policy framework to build stronger, more prosperous communities by better managing growth. The Growth Plan focuses on building complete communities that are well-designed, offer transportation choices, and accommodate people at all stages of life, with a mix of housing, range of jobs, and easy access to stores and services to meet daily needs.

The six principal parts of the Growth Plan include (i) Where and How to Grow, (ii) Infrastructure to Support Growth, (iii) Protecting What is Valuable, (iv) Implementation, and (v) the Simcoe Sub-area. The following sub-sections assess the applications conformity with the Growth Plan.

4.3.1 Where and How to Grow

Section 2 of the Growth Plan contains policies applicable to the proposed application including: Managing Growth (Policy 2.2.1), Built Up Areas (Policy 2.2.2), and Employment (2.2.5).

1) Policy 2.2.1: Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;*

The subject lands are located within the built boundary in the City of Barrie and the lands will utilize municipal infrastructure. The lands are also identified to be within a strategic growth area in the City of Barrie Official Plan.

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*

- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of climate change, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

The proposed application will expand existing commercial uses in a mixed use area. The commercial uses include a restaurant and drive through, gas station and car wash. Although these commercial uses are generally car-dominated, the lands do have access to sidewalks to encourage active transportation, and the lands are located along multiple public transit routes. Further, the proposed development will contribute to environmental sustainability through incorporating electric vehicle charging stations within the parking area.

2) Policy 2.2.2: Delineated Built-up Areas

1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

The subject lands are within the delineated built-up area in the City of Barrie. No residential development is proposed.

3) Policy 2.2.5: Employment

2. *Economic development and competitiveness in the GGH will be promoted by:*
 - a) *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
 - b) *ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
 - c) *planning to better connect areas with high employment densities to transit; and*
 - d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

The proposed development will expand an existing commercial use on lands that have been vacant for over 20 years according to Simcoe County Aerial Mapping.

4.3.2 Infrastructure to Support Growth

Section 3 of the Growth Plan contains policies applicable to the proposed application including: Integrated Planning (3.2.1), Transportation – General (3.2.2), Moving People (3.2.3), Water and Wastewater Systems (3.2.6), and Stormwater Management (3.2.7).

1) Policy 3.2.1: Integrated Planning

1. *Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.*

The City prepared a series of Master Plans to inform new development. The proposed development has been designed to conform to these Master Plans.

2) Policy 3.2.2: Transportation – General

1. *Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.*

The City prepared a series of Master Plans. The proposed development has been designed to

conform to these Master Plans.

3) Policy 3.2.3: Moving People

2. *All decisions on transit planning and investment will be made according to the following criteria:*
 - a) *aligning with, and supporting, the priorities identified in Schedule 5;*
 - b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) *increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*
 - e) *facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
 - f) *increasing the modal share of transit; and*
 - g) *contributing towards the provincial greenhouse gas emissions reduction targets.*

The City of Barrie has prepared a Master Plan in fulfillment of these policies.

4) Policy 3.2.6: Water and Wastewater Systems

1. *Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.*

The City of Barrie has prepared a Financial Impact Assessment and Long-Range Financial Plan.

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
 - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
 - iii. *identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

The City has prepared a Wastewater Collection Master Plan, a Wastewater Treatment Master Plan and a Water Supply Master Plan in fulfilment of these policies. New development must conform to these Master Plans.

5) Policy 3.2.7: Stormwater Management

1. *Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:*
 - a) *are informed by watershed planning or equivalent;*
 - b) *protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
 - c) *characterize existing environmental conditions;*
 - d) *examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;*
 - e) *incorporate appropriate low impact development and green infrastructure;*
 - f) *identify the need for stormwater retrofits, where appropriate;*
 - g) *identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and*
 - h) *include an implementation and maintenance plan.*

In support of the above policies, the City of Barrie prepared a Drainage and Stormwater Management Plan as well as guidelines/standards to implement the use of Low Impact Development measures. A Stormwater Management Report was prepared in support of the proposed development.

4.3.3 Protecting What is Valuable

Section 4 of the Growth Plan contains policies applicable to the proposed application including: Water Resource Systems (4.2.1), Natural Heritage System (4.2.2), Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features (4.2.4), and Cultural Heritage Resources (4.2.7).

1) Policy 4.2.1: Water Resource Systems

1. *Upper- and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.*

The lands are within the watershed boundary of the Lake Simcoe Protection Plan, and the lands are not within the regulated area of the Lake Simcoe Region Conservation Authority (LSRCA).

2) Policy 4.2.2: Natural Heritage System

1. *A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.*

The GGH natural heritage mapping does not apply to the subject lands as they are located within an approved settlement area boundary.

2. *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*
 - a) *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
 - b) *may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The subject lands do not contain any natural heritage features.

3) Policy 4.2.7: Cultural Heritage Resources

1. *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

The subject lands are not identified to contain any cultural heritage resources.

4.3.4 Implementation

Section 5 of the Growth Plan contains policies applicable to the proposed application including Growth Forecasts (5.2.4).

1) Policy 5.2.4: Growth Forecasts

3. *The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of August 28, 2020 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those forecasts are approved and in effect in the upper- or single-tier official plan.*

The proposed application will allow an existing commercial site to be redeveloped and expanded, which will continue to contribute to meeting the minimum employment targets for the City of Barrie.

4.3.5 Simcoe Sub-Area

Section 6 of the Growth Plan contains policies applicable to the proposed applications including Managing Growth (6.3).

1) Policy 6.3: Managing Growth

1. *Primary settlement areas for the Simcoe Sub-area are identified in Schedule 8.*

The City of Barrie is identified as a Primary Settlement Area in Schedule 8 of the Growth Plan.

2. *Municipalities with primary settlement areas will, in their official plans and other supporting documents:*

a) identify primary settlement areas;

The subject lands are located within the settlement area boundary of the City of Barrie.

b) identify and plan for strategic growth areas within primary settlement areas;

The City of Barrie has identified and planned for strategic growth areas as identified on Map 1 of the City of Barrie Official Plan. The subject lands are within a strategic growth area, which are intended as focal points and long-term centres of residential growth, commerce, jobs, and social interaction.

c) plan to support the achievement of complete communities within primary settlement areas; and

The subject lands are located within a mixed-use area and will contribute to Barrie being a complete community through allowing the existing commercial uses on the adjacent lands to be expanded.

d) ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive.

No buildings are proposed on the subject lands. The design of the overall site will redevelop

existing commercial uses.

In our opinion, the proposed application conforms to the Growth Plan.

4.4 The Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP) is a provincial plan that's objectives are to protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions. Other objectives are to prevent pollutants and invasive species, improve the Lake Simcoe watershed's capacity to adapt to climate change, and promote environmentally sustainable development practices.

Section 6.33-DP of the Lake Simcoe Protection Plan states that an application for development or site alteration within settlement areas shall, where applicable:

- a) increase or improve fish habitat in streams, lake and wetlands, and any adjacent riparian areas;
- b) include landscaping and habitat restoration that increase the ability of native plants and animals to use valleylands or riparian as wildlife habitat and movement corridors;
- c) seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands; and
- d) establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.

The subject lands do not contain any natural heritage features. In addition, a Functional Servicing Report and Stormwater Management Report have been completed in support of the application which details the measures to mitigate and/or minimize impacts of urban run-off.

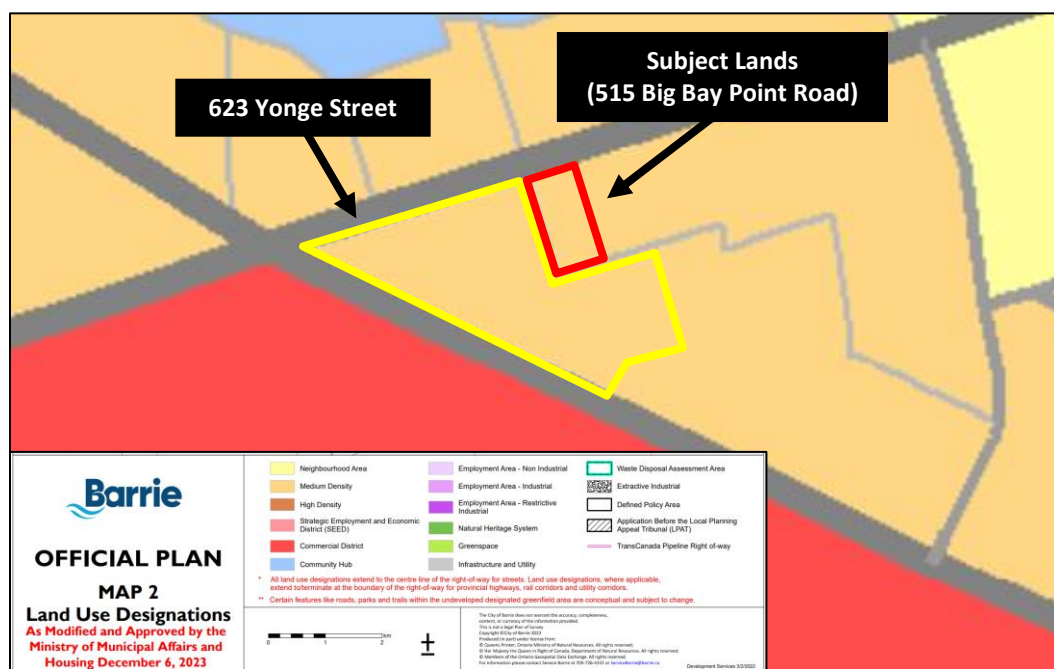
In our opinion, the proposed application conforms to the Lake Simcoe Protection Plan.

4.5 City of Barrie Official Plan

The City's new Official Plan directs population and job growth to the year 2051. The Plan contains municipal policies and objectives for protecting employment lands, natural spaces, and directing the location of growth.

The subject lands are designated Medium Density according to Map 2–Land Use Designations (**Figure 10**).

Figure 10. City of Barrie Official Plan, Map 2: Land Use Designations



4.5.1 Official Plan Policies

The proposed application has been reviewed to determine its conformity with the Official Plan as evidenced by analysis contained in the following sub-sections.

4.5.1.1 Strategic Growth Areas (SGAs)

The lands are identified to be within a Strategic Growth Area, as shown on Map 1 of the Official Plan. Section 2.3.3 contains policies for Strategic Growth Areas which have been assessed below:

a) *Strategic Growth Areas will be planned to become complete communities.*

The subject lands are proposed to be integrated with the adjacent commercial site of 623 Yonge Street to provide additional land for an electrical vehicle parking area and a fueling station. The lands will contribute to the area becoming a complete community through continuing to provide commercial uses within a mixed use area.

The incorporation of this smaller vacant former residential lot into the larger irregular shaped property at 623 Yonge will allow for more mixed use redevelopment opportunities in the long-term. In the short and interim-period, the on-site gas station and convenience store is proposed to be redeveloped to add charging stations and an updated main building that will improve and activate the streetscape through the addition of a patio/gathering space oriented towards the intersection.

- 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.*

The subject lands are proposed to be integrated with the adjacent lands (known as 623 Yonge Street), which are proposed to be redeveloped with a convenience store and restaurant use.

- 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.*

The overall site will contain a 1-storey commercial building which will contain a convenience store and restaurant with a drive through. The existing gas station and car wash uses will continue.

- 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.*

The subject lands and overall site will not contain any residential development. The subject lands will be incorporated into the commercial development to the west which contains a gas station, car wash and commercial building.

The incorporation of this small vacant former residential lot, into the irregular shaped property at 623 Yonge will allow for more mixed use redevelopment opportunities in the long-term.

- e) *As shown on Map 1, the Strategic Growth Areas centred at the Dunlop Street and Anne Street interchange, near the Duckworth Street and Georgian Drive interchange, and at the Highway 400 and St. Vincent Street interchange will in part be planned via the Strategic Employment and Economic District (SEED) land use designation to support non-industrial economic and employment growth. Lands with the SEED designation shall provide space for clusters of economic activity that foster innovation, business incubation and acceleration (see Section 2.6.8 for SEED policies).*

Not applicable to the subject application.

- 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.*

The subject lands are proposed to be developed into an electrical vehicle parking area and a fueling station to accommodate the redevelopment of the adjacent commercial site, which will contain the gas station, car wash and small-scale commercial uses. The lands will provide connections to existing sidewalks and are located along multiple public transit routes.

- g) *The City will connect Strategic Growth Areas with higher-order transit by establishing dedicated transit facilities along Intensification Corridors.*

The subject lands are located within a Strategic Growth Area. The site is located along multiple public transit routes and is directly adjacent to a public transit stop.

- 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.*

The subject lands are proposed to contain parking for the existing commercial uses on the adjacent lands that are proposed to be redeveloped. The site will be compatible with the surrounding area, which consists of low-density commercial plazas, single detached dwellings and townhouse dwellings.

- i) *Strategic Growth Areas will contain community gathering and celebration spaces to encourage social interaction and activity.*

The design of the overall gas station redevelopment will orient the buildings towards the intersection of Big Bay Point Road and Yonge Street. A patio with seating area, walkway connections and bicycle parking will provide a semi-public space that is oriented towards pedestrians.

- j) *The City will identify and plan to provide flexible street designs in Strategic Growth Areas. Flexible streets will generally include mountable curbs and multi-use space for pedestrians that can be converted to parking for vehicles when needed, as well as moveable infrastructure and furnishings.*

No new streets are proposed.

4.5.1.2 Strategic Growth Area

The subject lands are located within a Strategic Growth Area that is oriented around the intersection of Big Bay Point and Yonge Street. Section 2.3.3 of the Official Plan contains policies for these areas which are assessed below:

- a) *Strategic Growth Areas will be planned to become complete communities.*

Refer to Section 4.5.1.1 a) of this report.

- 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.*

The proposed redevelopment of the site will include a restaurant and drive-thru. Zehr's is located within this Strategic Growth Area and provides fresh food options for local residents.

- 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.*

The incorporation of this small vacant former residential lot, into the larger irregular shaped property at 623 Yonge will allow for more mixed use redevelopment opportunities in the long-term. In the short and interim-period, the on-site gas station and convenience store is proposed to be redeveloped to add charging stations and an updated main building that will improve and activate the streetscape through the addition of a patio/gathering space oriented towards the intersection.

- 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.*

Refer to point c) above.

- e) *As shown on Map 1, the Strategic Growth Areas centred at the Dunlop Street and Anne Street interchange, near the Duckworth Street and Georgian Drive interchange, and at the Highway 400 and St. Vincent Street interchange will in part be planned via the Strategic Employment and Economic District (SEED) land use designation to support non-industrial economic and employment growth. Lands with the SEED designation shall provide space for clusters of economic activity that foster innovation, business incubation and acceleration (see Section 2.6.8 for SEED policies).*

Not applicable.

- 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. (Approved as Modified - MMAH Modification No. 4)

The overall site design has incorporated direct pedestrian connections to the sidewalks on both Big Bay Point Road and Yonge Street, both of which are transit routes. The development of residential/mixed use is expected to occur over the long-term, potentially within the planning horizon.

- g) The City will connect Strategic Growth Areas with higher-order transit by establishing dedicated transit facilities along Intensification Corridors.*

Transit routes are located adjacent to this site.

- 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.*

Refer to point c) above.

- i) Strategic Growth Areas will contain community gathering and celebration spaces to encourage social interaction and activity. j) The City will identify and plan to provide flexible street designs in Strategic Growth Areas. Flexible streets will generally include mountable curbs and multi-use space for pedestrians that can be converted to parking for vehicles when needed, as well as moveable infrastructure and furnishings.*

Refer to point c) above.

4.5.1.3 Intensification Corridors

The lands subject to the amendment front onto Big Bay Point Road, however, the overall development site does have frontage along a portion of Yonge Street that is identified as an Intensification Corridor (refer to Map 1 of the Official Plan). Section 2.3.6 contains policies for Intensification Corridors, which have been assessed below:

- j) 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.*

The development site is located along an Intensification Corridor and located within a Strategic Growth Area. The lands will redevelop and expand the existing uses on the property which contain a gas station, car wash, convenience store and restaurant, including a drive through. The site will incorporate connections to existing sidewalks and is located along multiple public transit routes.

- k) 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.*

The development site will contain a 1-storey commercial building that will have approximately 288 square metres in gross floor area. The site will maintain the existing car wash and reposition the existing gas station, which will continue to be compatible with the surrounding low-density built form.

- l) 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.*

Although the uses on the property are generally car-dominated, the site will be connected to pedestrian sidewalks and is located along multiple public transit routes.

- m) *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.*

The subject lands are proposed to be integrated with the redevelopment of the existing commercial site to the west. The proposed building on the site will be located closer to the intersection of Big Bay Point Road and Yonge Street than current conditions.

- n) *New drive-thrus will be discouraged on Intensification Corridors.*

The site is proposed to contain a restaurant with a drive-through, similar to each of the other 3 corners of this intersection. A drive-thru is a permitted use in the C4 zone. As an interim land-use, we consider this acceptable. Over the long-term, potentially by the end of the planning period, high density/mixed use redevelopment will be contemplated for this site.

4.5.1.4 Built-Up Area

The lands are identified to be within the Built-Up Area, as shown on Map 1 of the Official Plan. Section 2.4.2.2 contains policies for the Built-Up Area which have been assessed below:

- a) *The City will take a balanced approach to growth management by directing 50% of annual residential growth to within the Built-Up Area, in accordance with the following:*
- i. *Development within the Built-Up Area shall be directed toward Strategic Growth Areas, including the Urban Growth Centre, the Allandale Major Transit Station Area and lands fronting onto Intensification Corridors as shown on Map 1;*
 - ii. *In the Built-Up Area, lands within neighbourhoods shall accommodate appropriate levels of intensification and redevelopment as per the policies of the applicable land-use designation; and,*
 - iii. *The City will support a mix of land uses across the Built-Up Area.*

The subject lands and overall development site are not proposed to contain residential development. The development site will continue to contain commercial uses that are appropriate for the mixed use area.

4.5.1.5 Medium Density Designation

The subject lands and development site are designated Medium Density as shown on Map 2. The applicable policies of Section 2.6.2 are outlined below:

1) Policy 2.6.2.1 Permitted Uses

The following uses shall be permitted in areas designated as Medium Density:

- a) *Residential;*
- b) *Home occupation;*
- c) *Community facilities;*
- d) *Public service facilities;*
- e) *Parks and other open space areas;*
- f) *Commercial;*
- g) *Retail as part of a mixed-use development;*
- h) *Institutional;*
- i) *Office (including major office);*
- j) *Assisted living, long-term care homes, and other co-housing opportunities;*
- k) *Supportive housing; and,*
- l) *Hospitality and tourism, as directed by the Zoning By-law*

The subject lands are proposed to be integrated with the adjacent commercial site to contain parking. The overall site is proposed to be redeveloped with an upgraded gas station, and new

commercial building containing an upgraded convenience store and restaurant. The existing car wash building, and access will remain unchanged.

2) Policy 2.6.2.3 Development Policies:

a) *Development in the Medium Density land use designation is encouraged to be mixed use.*

The subject lands and development site will contain commercial uses. The surrounding area contains a range of commercial and residential land uses, as evidenced by residential uses to the east and north-east.

b) *Where limited or no commercial and retail uses exist within 450.0 metres of a proposed development, a mix of uses would be required, as per the following:*

- i. *The mix of uses would need to include a combination of two of the following: residential, commercial, retail, institutional and office use development; and,*
- ii. *A minimum of 50% of the building frontage should consist of non-residential uses. Variation from this target may be considered and will be evaluated against the needs of the surrounding area.*

The surrounding area contains a range of commercial and retail uses.

c) *Buildings should be a minimum of six storeys and shall be limited to 12 storeys.*

We expect mid or high-rise mixed use buildings to be the ultimate land use on this site. In the interim, this proposed redevelopment conforms to the existing zoning for 623 Yonge Street (C4) and will remain ground oriented. No buildings are proposed on the lands subject to the rezoning.

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.*

No residential development is proposed.

e) *If the minimum residential density target can be met, building heights lower than six storeys may be permitted.*

No applicable to the subject application.

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.*

The subject lands and development site are not adjacent or across from any lands designated Neighbourhood Area.

4.5.1.6 General Urban Design Guidelines

Section 3.2 of the Official Plan contains general urban design policies for all land use designations, which are addressed below:

1) Policy 3.2.1 Human Scale Design

a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:*

- i. *A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:*
 - a. *Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in intensification areas;*

- b. *Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,*
 - c. *Contribute to the city's legibility (meaning the coherent organization of the built environment), navigability and sense of place;*
- ii. *A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;*
- iii. *Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;*
- iv. *Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including active transportation and public transit; and,*
- 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.*

No buildings are proposed on the lands proposed to be rezoned. The proposed built form of the larger adjacent development site is context-appropriate as it will maintain the existing uses of a gas station and car wash; however, the design of same will be improved by framing and activating the streetscape with buildings and pedestrian connections. .

- 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.*

No buildings are proposed in the interim planning period on the lands subject to the rezoning.

- 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.*

No buildings are proposed on the subject lands. The overall development site will contain commercial uses and the proposed built form will be an appropriate height for the surrounding area.

- d) *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:*
 - i. *demands on city infrastructure and services;*
 - ii. *impacts on public realm and local character;*
 - iii. *height or density;*
 - iv. *shadow impacts, 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.*

The proposed application will not result in over-development as the lands will be integrated with the proposed redevelopment of the commercial site at 623 Yonge Street. The overall site will continue to contain a gas station and car wash, as well as a 1-storey commercial building.

2) Policy 3.2.2 Complete Neighbourhood Design

- a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:*
- i. The diversity of land uses in the neighbourhood;*
 - ii. The diversity of housing types and options in the neighbourhood;*
 - iii. The diversity of, and connectivity between, different open space types in the neighbourhood;*
 - iv. Connectivity to transit facilities and active transportation networks in the neighbourhood;*
 - v. Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;*
 - vi. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;*
 - vii. For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;*
 - viii. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,*
 - ix. Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.*

The lands subject to the rezoning will be used for underground fuel storage, surface parking, electric vehicle charging and relocated entrance from Big Bay Point which is located east of the current entrance. Activation and enhancement of the overall redevelopment is achieved through an updated commercial building being oriented towards the intersection with a public patio, pathway connections and glazing connecting the site to the street.

3) **Policy 3.2.3 Sustainable and Resilient Design**

- 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:*
- i. Optimization of passive and renewable energy design strategies;*
 - ii. Minimization of non-renewable energy consumption, as well as waste;*
 - iii. Use of environmentally-friendly products;*
 - iv. Protection and conservation of water*
 - v. Enhancement of the natural environment;*
 - vi. Mitigation of climate change and major weather events, including through the use of design elements and durable materials;*
 - vii. Adaptation to Barrie's seasonal changes; and,*
 - viii. Resource conservation through operational and maintenance practices.*

The subject lands and overall development site do not contain any natural heritage features. All new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. Further, the proposed parking area on the subject lands will contain electric vehicle charging stations.

4.5.1.7 Built Form Types and Development Criteria

Section 3.3 of the Official Plan contains general design policies for all built form, which are addressed below:

1) Policy 3.3.1 General Built Form Development Criteria

- a) *Buildings should be oriented to create a strong street presence, with main entrances located to face the street.*
- b) *Corner buildings should address both streets by providing two articulated façades facing the street.*
- c) *Blank facades facing a street, open space, or park are strongly discouraged.*
- 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.*
- 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.*
- f) *Buildings should be designed to completely screen roof-top mechanical equipment from public view.*
- 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 façade to create articulation and visual interest in the mass of such facades.*

The lands subject to the rezoning will be used for underground fuel storage, surface parking, electric vehicle charging and relocated entrance from Big Bay Point which is located east of the current entrance. Activation and enhancement of the overall redevelopment is achieved through an updated commercial building being oriented towards the intersection with a public patio, pathway connections and glazing connecting the site to the street.

4.5.1.8 Parking Design for Developments of All Types and Areas

Section 3.4 of the Official Plan contains general design policies for the design of parking in all areas, which are addressed below:

- 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.*

The subject lands will contain a surface parking area which will connect with the adjacent commercial site. No underground parking or structured parking is proposed as the site will redevelop the existing gas station and commercial building, and maintain an existing car wash.

- 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.*

No above-grade parking structures are proposed.

- 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.*

The proposed parking area on the subject lands and overall development site is located to the east of the commercial building and gas station, away from the intersection of Big Bay Point and Yonge Street. A landscaped area is proposed along Big Bay Point Road, as well as Yonge Street, to provide a sufficient buffer between the public realm.

- d) *Walkways should be provided directly from parking lots and municipal sidewalks to the main entrance(s) of the building(s). Walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.*

A walkway is provided which connects the main entrance to the commercial building on the overall development site to the municipal sidewalk.

- e) *Large surface parking areas should be divided into smaller and defined sections using landscape strips, islands and/or pedestrian walkways.*

The overall site contains parking areas which are separated from the street by landscaping strips.

- f) *Surface parking lots adjacent to low-rise residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.*

The lands to the northeast along Big Bay Point Road contain single detached dwellings. The parking lot on the subject lands is proposed to be separated by a landscaped area and 2-metre-high wooden board fence.

- g) *Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.*

Bicycle parking is provided directly north of the commercial building on the development site.

- h) *Surface parking lots should incorporate the use of pervious surfaces where feasible.*

The proposal will redevelop an existing commercial site which has existing pervious surfaces on 623 Yonge Street.

- i) *To prepare for the widespread use of electric vehicles, the City will investigate and plan for the installation of Level II electric vehicle charging stations at parking stalls across the city, including for residential, commercial and industrial buildings.*

The parking area proposed on the subject lands incorporates electric vehicle charging stations.

4.5.1.9 Water Resources

Section 6.5 of the Official Plan contains policies on planning for safe, accessible, and clean drinking water. The applicable policies are assessed below:

1) Policy 6.5.1.3 Vulnerable Areas

- a) *The City shall require a risk assessment and/or hydrogeology analysis, where appropriate, where there is potential for a proposed development to pose significant risk to a vulnerable aquifer.*

The subject lands are identified within an intake protection zone on Map 7 of the Official Plan. A Hydrogeological Investigation Report was prepared in support of the application.

4.5.1.10 Infrastructure

Section 6.6.2 contains development control policies for Infrastructure, which are addressed below:

- b) *Infrastructure, including wastewater, water facilities, and gas pipelines, should be planned and located in conjunction with the street right-of-way or existing infrastructure corridors.*

The proposed development of the site will utilize municipal water and wastewater services. A Functional Servicing Report and Stormwater Management Report were prepared in support of the proposed development.

4.5.1.11 Stormwater Management

Section 6.6.4 contains development control policies for Stormwater Management, which are addressed below:

- a) *All new development shall utilize generally accepted best practices in stormwater management, which shall be the highest level determined to be technically and economically feasible.*

A Stormwater Management Report was prepared in support of the proposed development.

4.5.1.12 Implementation

Section 9.5 contains policies for the City to consider when evaluating different types of development applications and land use controls, which are addressed below:

1) Policy 9.5.7: Zoning By-law Amendment

a) *Conformity with the Plan's land use designation and overall intent of the Plan.*

The proposed application will meet the intent of the Medium Density designation by providing commercial uses on lands that front onto arterial roadways and within a Strategic Growth Area. The proposed built form will be compatible with the low-density commercial plazas and residential uses in the surrounding area.

b) *The inherent nature of the planned land uses and their potential for negative impacts, relative to any new proposed land use being sought by the amendment.*

The site will contain commercial uses, which is permitted in the Official Plan.

c) *The availability of servicing the proposed land use, if the servicing needs are significantly different that the planned/permitted land uses.*

The lands will utilize municipal services, as described in the Functional Servicing Report.

d) *The availability of information to adequately understand the development, including whether a plan of subdivision, consent, or site plan application has been filed.*

The City will review the submission materials for completeness under the Planning Act.

e) *How well the proposed development or alteration contributes to meeting the principles and policies of this Plan.*

Refer to the analysis contained throughout Section 4.5 of this report.

In our opinion, the proposed application conforms to the general intent of the City of Barrie Official Plan.

4.6 City of Barrie Zoning By-law Amendment

The subject lands are currently zoned Residential Single Detached Dwelling First Density (R1) in the City of Barrie Zoning By-law 2009-141 (**Figure 11**).

The purpose of the application for Zoning By-law Amendment is to rezone the lands to General Commercial (C4) to permit the subject lands to be integrated with the overall commercial site on 623 Yonge Street (**Figure 12**). There are no special exceptions requested by the Zoning By-law Amendment application at this time.

Figure 11. City of Barrie Zoning By-Law 2009-141

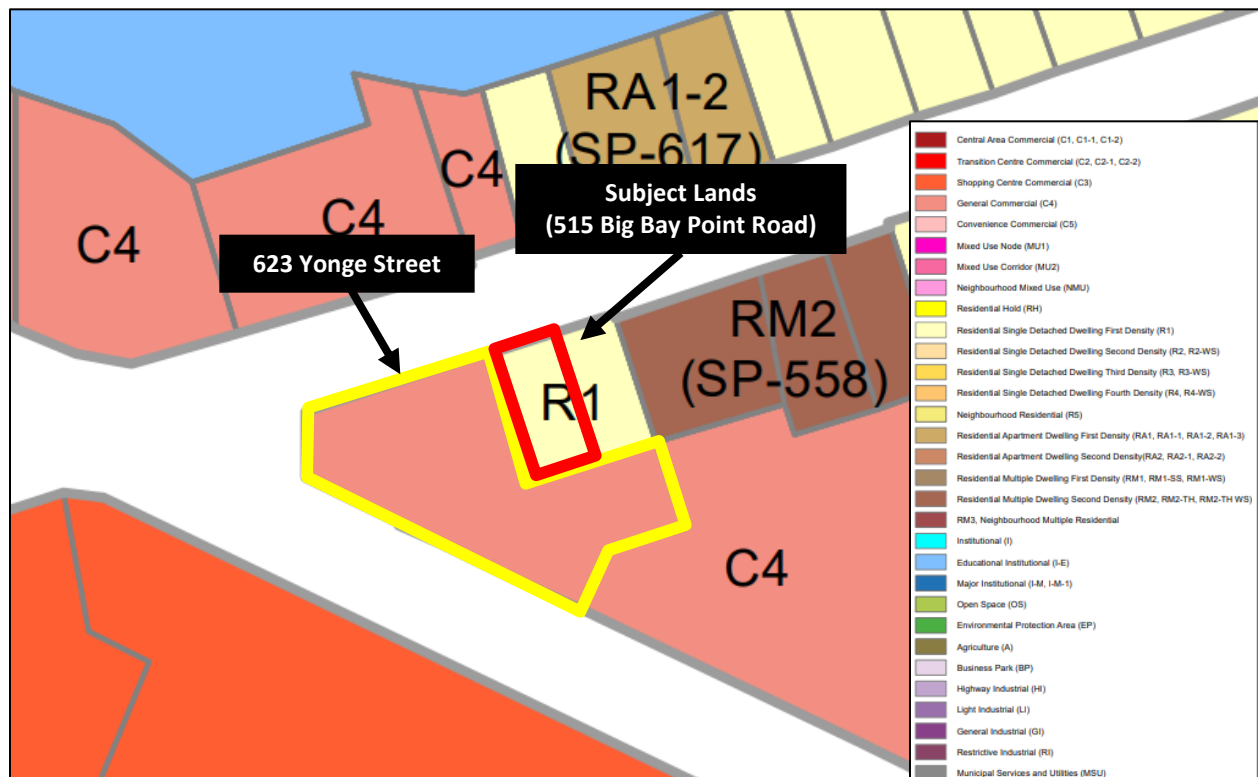
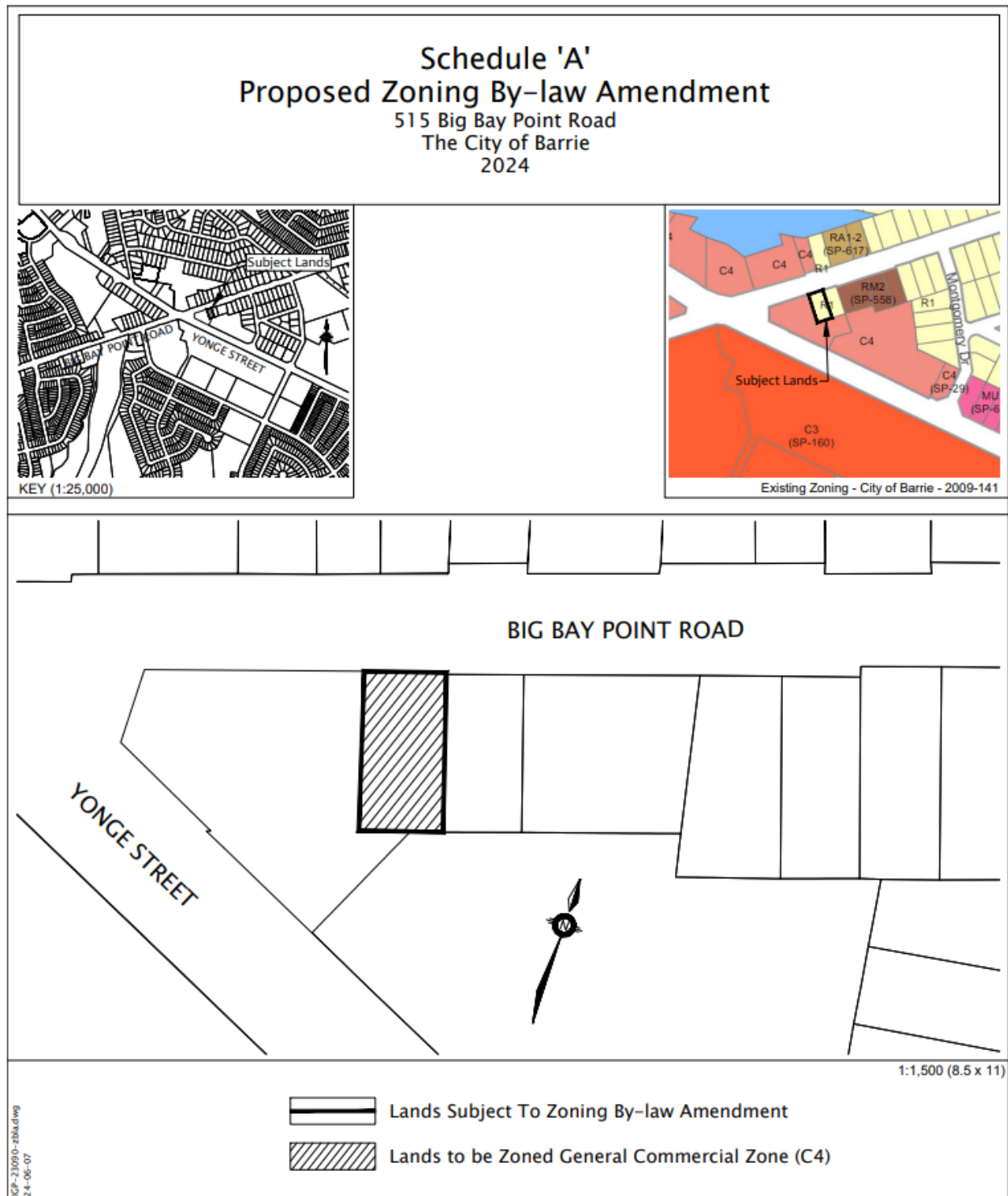


Figure 12. Draft Zoning By-law Schedule for Zoning By-law 2009-141



5.0 CONCLUSION

This report reviewed the land use planning merits of a proposed Zoning By-law Amendment application for the lands municipally known as 515 Big Bay Point Road in the City of Barrie to permit the lands to be included in the redevelopment of the adjacent lands municipally known as 623 Yonge Street. The proposed application is consistent with the PPS, and conforms to the policies of the Growth Plan, the Lake Simcoe Protection Plan, and the City of Barrie Official Plan.

The proposed application will permit the subject lands to be integrated into the commercial redevelopment of 623 Yonge Street. The overall development site will contain a gas station, car wash and commercial building which includes a restaurant and convenience store, as well as a drive-through. The application efficiently uses vacant land for commercial redevelopment within a mixed-use area, which will continue to utilize municipal infrastructure.

In our professional opinion, the application for a Zoning By-law Amendment represents good planning.

Sincerely,

THE JONES CONSULTING GROUP LTD.



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