

PROJECT JUSTIFICATION REPORT

1320938 ONTARIO LIMITED

**APPLICATIONS FOR
OFFICIAL PLAN AMENDMENT ZONING
BY-LAW AMENDMENT
SITE PLAN CONTROL APPROVAL**

Property Identification Numbers 58729-1197 (LT)

Legal Description Lot 2, PLAN 51M882 BARRIE

Assessment Roll Numbers 4342 0400 1808 702

November 2024

PREPARED BY:

Sol-Arch

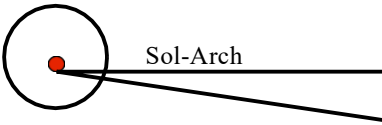
Jonathen Benczkowski RPP, MCIP

Registered Plan No. 51M882



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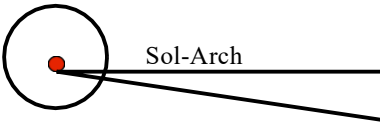
INTRODUCTION

Sol-Arch has been retained by 1320938 ONTARIO LIMITED Ontario Inc. (the “Owner”), with respect to their proposed applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval to facilitate the proposed mixed-use development on the lands legally described as Property Identification Numbers 58729-1197 (LT) Legal Description Lot 2, PLAN 51M882 BARRIE Assessment Roll Numbers 4342 0400 1808 702, and municipally known as 112 King Street. The site is roughly rectangular in size with frontage along Hollyholme Farm Road to the west and King Street to the south. The property parcel is approximately 0.51 ha (1.25 acres). The existing use of the property is a bus repair garage and office, as well as two exterior separate areas for outdoor bus storage. The site is in a primarily commercial area in the County of Simcoe, Ontario.



Figure 1: 112 King Street

source: Google Street View-2023



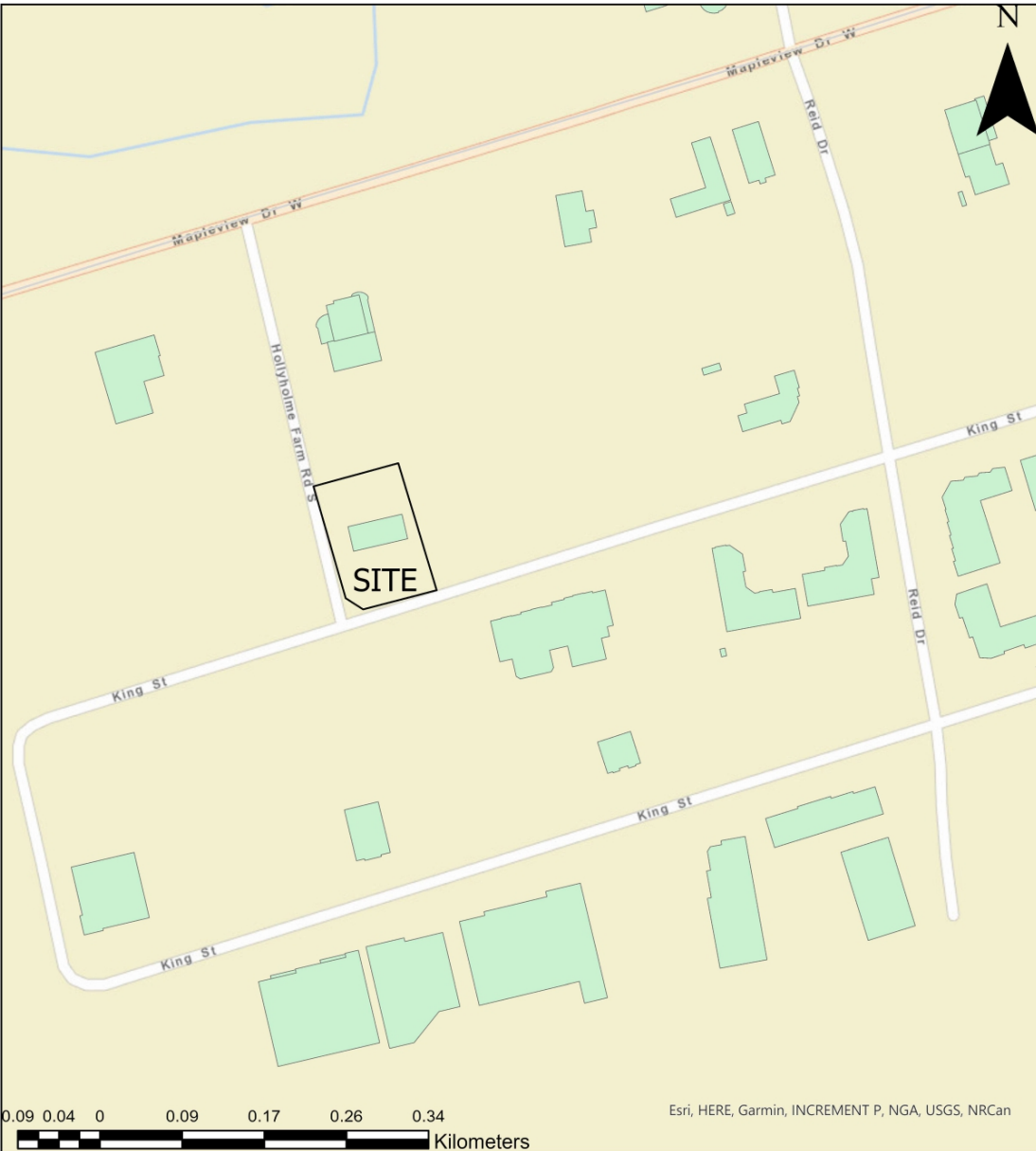
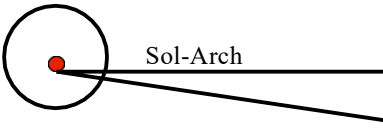
The proposal does not seek to alter ANY portion of the site or the building. There are no alterations requested with this proposal to the interior layout of the building. Vehicular entrances are to remain as per the existing locations. The proposal is to allow for used car vehicle sales on the site. The proposal requests a site specific amendment to the LI - Light Industrial, to permit vehicular sales and associated offices. The purpose of this report is to provide planning analysis and justification in support of the proposed Official Plan Amendment, Zoning By-law Amendment, and subsequent Site Plan Approval applications which are required to facilitate the proposal.

SUBJECT LANDS AND SURROUNDING AREA

1.1 SUBJECT LANDS

The subject lands accommodate a class B distribution, industrial property which is built in the year 2018. The total lot area is 0.51 ha (1.25 acres). The subject property, with a building constructed in 2008, is located within the approved Maplevue Industrial Park Ltd. Plan of Subdivision (City File: D12-364). This property has previously been developed under a building permit, reflecting its historical utilization. The subdivision, originally intended to support a more impactful land use designation of light industrial, is now proposed for rezoning to a less impactful land designation of Employment – Non-Industrial. Approvals have no concerns regarding this rezoning proposal, considering the property's previous development and its alignment with municipal servicing.

Additionally, the proposed project, detailed under FILE: D28-018-2024, entails the conversion of an existing building into a used car dealership, with an approximate Gross Floor Area of 747 square meters. This conversion signifies a shift in the property's function, aiming to accommodate commercial activity within the established industrial area.



Legend

- BuildingOutlines
- Buildings
- Roads**
- Major Road
- Ramp
- Highway

Name of Map: Existing Buildings

Figure 2: Subject Property and context Source: ESRI Canada

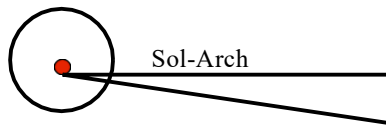


Table 1: Surrounding Landuse

Direction	Address	Building	Function
North	261 Mapleview Dr W	Moffatt's Mazda Barrie	Used Car Dealer
Southeast	81 King St	National Nutrition	Vitamin& supplements
East	52 King St	Barrie Kia	Kia Dealer
Northwest	281 Mapleview Dr W	Lexus of Barrie	Lexus Dealer
Southwest	151 King St	MMIS Inc	Food manufacturer

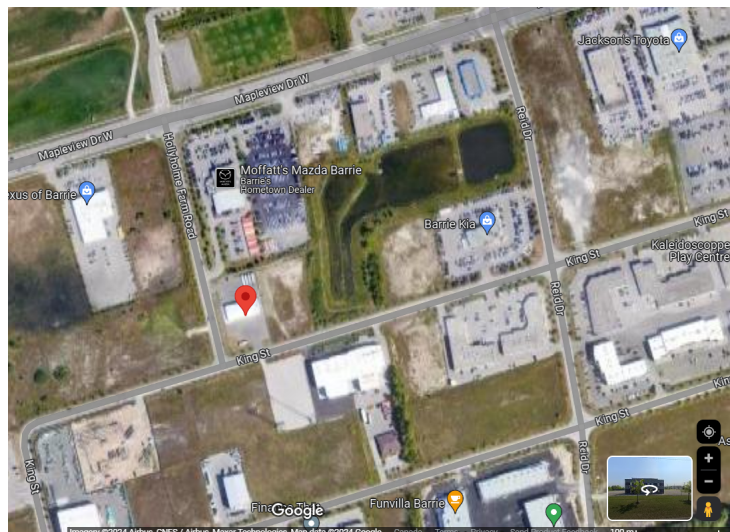


Figure 3: Site Location

PLANNING APPLICATIONS

The following planning applications are being submitted to facilitate the proposed development:

Official Plan Amendment

An Official Plan Amendment is required to facilitate the change from “*LI - Light Industrial*” to “*Employment Area - Non Industrial*” and to permit used car vehicle sales to be on the site. These permissions are proposed as site-specific exceptions to the *Employment Area - Non Industrial* designation of the City of Barrie Official Plan which will continue to apply. Importantly, the proposal maintains the site and building without any modifications. No changes are sought with this proposal, which solely aims to permit used car sales on the site.

Zoning By-law Amendment



A Zoning By-law Amendment is required to add a sit specific amendment to the Light Industrial (LI) zone category of the City of Barrie Zoning By-law 2009-141. The amendment will facilitate used car vehicle sales to be on the site by implementing the proposed Official Plan policies and land use designations to be amended.

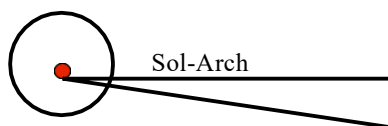


Legend

Building Outlines	CHU, Community Hub Urban (CHU)	NC, Neighbourhood Commercial (NC)	NI, Neigh Intensific
<Null>, <Null>	EI, Employment Industrial (EI)	GS, Greenspace (GS)	NL2, Neig Area Low
CD1, Commercial District 1 (CD1)	EN, Employment Non-Industrial (EN)	MR1, Mid-Rise 1 (MR1)	NL3, Neig Area Low
CD2, Commercial District 2 (CD2)	EP, Environmental Protection Area (EP)	MR2, Mid-Rise 2 (MR2)	NL4, Neig Area Low
CHN, Community Hub Neighbourhood (CHN)	ER, Employment Restricted (ER)	NM, Neighbourhood Medium (NM)	NL1, Neighbourhood Area Low 1 (NL1)
		NL1, Neighbourhood Area Low 1 (NL1)	NM, Neigh Medium
			No

Name of Map: Zoning 2023
New Zone Description: Employment Non-Industrial (EN)

Figure 4: Zoning 2023 Map Source: ESRI Canada



Site Plan Control Approval

An application for Site Plan Control Approval is required to facilitate the proposed development, focusing on aspects of functional and aesthetic design, as well as the relationship to the surrounding context. This application will ensure that adequate servicing, lighting, access, parking, and landscaping are provided. Notably, the site features such as the existing building, drainage systems, and general layout are not changing. Any landscaping changes will be detailed and implemented as part of this application, ensuring they enhance the current site without altering its overall structure and function.

PROPOSAL

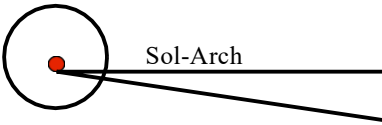
The proposal does not entail any alterations to the site or the building. This proposal does not seek any changes; its sole purpose is to authorize the sale of used cars on the premises.

Table 2: Site Standards

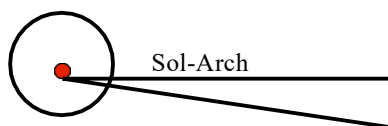
		Required by By-law	Proposed
Lot Area (min.)		450m ²	4,863.25 sq. m.
Table 6.3			
Lot Frontage (min.)		15m	42.85m – King Street
Table 6.3			
Front Yard (min.)		6m	37.6m
Table 6.3			
Side Yard (min.)		3m	4.8m
Table 6.3			
Side Yard Adjoining	Residential Zone (min.)	6m	-
	Street (min.)	5m	6.8m
Table 6.3			
Rear Yard (min.)		7m	>7m



Table 6.3			
Rear Yard Adjoining Table 6.3	Residenti alZone (min.)	10m	-
	Street (min.)	6m	-
Lot Coverage (max.) Table 6.3		50%	15.45
GFA (max. % of lot area) Table 6.3		-	-
Building Height (max.) Table 6.3		14m	6m
Outdoor Sales & Display Area Section 6.3.5.1 a)		Outdoor display and sales areas shall be permitted for the inventory of new or used vehicles as part of the dealership or agency	This requirement permits outdoor display and sales areas for new or used vehicles, which aligns with the intended purpose of the property as a dealership or agency. It enables businesses to showcase their inventory effectively and attract potential customers, which is essential for the operation of



		automotive-related businesses.
Outdoor Sales & Display Area Section 6.3.5.4	Any outdoor storage areas shall be constructed with an asphalt or concrete surface and curbed with a continuous poured concrete curb	The proposal complies with the requirement for outdoor storage areas to be asphalt or concrete surfaced and curbed with a continuous poured concrete curb. The property, within the Maplevue Industrial Park, meets high construction standards and the rezoning aligns with maintaining these standards.
Parking Standards Table 4.6	1 space per 50m ² of GFA (828.26m ²) for automotive sales establishment (min. 2 spaces) 17 spaces required. 2.7m – width per space 5.5m – length per space	20 spaces provided



Drive Aisle (min.) Section 4.6.2.5	6.4m	8m Provided
Barrier Free Parking Section 4.6.4	1 Type A space required –minimum width 3.4m, 1.5m access aisle	1 space provided
Loading Spaces (min.) Section 4.7	0 loading spaces required	0 loading spaces provided
Sight Triangles Section 4.10 b)	3m by 3m	Appears to comply

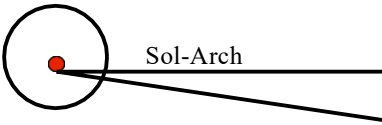
Table 3: Site Statistics

Site Area	1.25 acres
Total Lot area	15780m ²
Existing building	859.59 m ²
Total Parking Spaces	238
Loading Spaces	2

PLANNING POLICY ANALYSIS

THE PLANNING ACT

The purpose of the Planning Act is to promote economically, environmentally, and socially sustainable landuse through a land use planning system guided by provincial policy. The Act



additionally aims to integrate matters of provincial interest in planning decisions and encourages cooperation and coordination of interests. The Act recognizes the decision-making authority and accountability of municipal councils, and endeavors to provide for fair, open, accessible, timely and efficient planning processes.

Section 2: Provincial Interest

Clause (h) (The orderly development of safe and healthy communities): "The proposed amendment supports the orderly development of the community by transitioning an underutilized industrial site to a commercial use that can serve the local population."

Support for the Clause:

Transitioning Underutilized Industrial Site to Commercial Use: The proposal aims to convert an underutilized industrial site, currently used for bus repair and storage, into a used car sales establishment. This transition enhances the community by repurposing the site for a use that serves the local population, contributing to the orderly development of the area.

Alignment with Existing Commercial Area: The site is situated in a primarily commercial zone. The proposed commercial use (used car sales) is compatible with the surrounding land uses, promoting a cohesive and orderly development pattern in the community.

Clause (i) (The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems): "The site is already serviced by existing infrastructure, promoting efficient use of public resources without additional investment."

Support for the Clause:

Utilization of Existing Infrastructure: The site is already serviced by the necessary infrastructure, including communication, transportation, sewage, and water services. Since no alterations to the site or building are proposed, the project leverages existing public resources efficiently without requiring additional investment in infrastructure.

Maintaining Current Site Layout: The existing vehicular entrances and overall site layout remain unchanged, ensuring that the current transportation and access patterns are preserved, which supports efficient use of the infrastructure.

Clause (k) (The adequate provision of employment opportunities): "Allowing used car sales will create new jobs and contribute to the economic vitality of the area."



Support for the Clause:

Job Creation: By authorizing used car sales on the premises, the proposal will generate new employment opportunities, which contributes to the economic vitality of the area. The conversion from a bus repair facility to a used car dealership is expected to create jobs related to automotive sales, administration, and maintenance.

Economic Contribution: The introduction of a new commercial enterprise supports local economic growth, enhancing the economic landscape of the Simcoe County area.

Conclusion

The proposal for 112 King Street aligns well with the provincial interests by supporting orderly community development, making efficient use of existing infrastructure, and providing employment opportunities. It complies with all relevant by-law standards, ensuring the proposed use as a used car dealership is suitable and beneficial for the area.

Section 3(5) of the Act states:

The proposed landuse will be consistent with, and adhere to, the applicable Provincial and Municipal policies that are in effect on the date of the decision as outlined in this report. Analysis of the proposal's consistency with the Provincial Policy Statement, and conformity with applicable in-effect Provincial Plans, are to follow.

Section 16: Contents of an Official Plan

Subsection 16(1)(a) (Goals and objectives): "The amendment aligns with the goals of promoting economic development and diversifying land use within the city, which are typically outlined in municipal official plans."

Support for the Subsection:

Promoting Economic Development:

Creation of New Jobs: By converting the site to allow used car sales, the project will create new employment opportunities, enhancing the local economy. Jobs related to automotive sales, administration, and maintenance will be generated, contributing to the economic growth of the community.

Economic Vitality: Introducing a used car sales establishment supports the economic vitality of the area by attracting customers and potentially increasing local commerce.



Diversifying Land Use:

Repurposing an Industrial Site: The amendment transitions an underutilized industrial site, currently a bus repair garage and storage, into a commercial use. This diversification aligns with municipal goals of creating a varied and balanced land use pattern within the city.

Compatibility with Surrounding Area: The site is in a primarily commercial area, making the proposed use (used car sales) compatible with adjacent properties and contributing to a mixed-use environment.

Subsection 24(1) (Conformity with Official Plan): "The amendment will ensure that future development on the site conforms with the new land use designation and zoning requirements, facilitating orderly development."

Support for the Section:

Alignment with Land Use Designation: The amendment ensures that the site's future development conforms to the new land use designation and zoning requirements. By authorizing used car sales, the proposal aligns with the goals of the Official Plan to support commercial development in designated areas.

Facilitating Orderly Development: The proposal promotes orderly development by adhering to the existing infrastructure and layout without necessitating changes to the site or building. This ensures a smooth transition and integration into the community, maintaining the planned development patterns envisioned in the Official Plan.

With the above information, the proposed land use on the subject lands has regard for, and does not conflict with, applicable policies of the Planning Act.

Conclusion

The proposal for 112 King Street aligns with the goals and objectives of Subsection 16(1)(a) by promoting economic development and diversifying land use. It also conforms with Section 24, ensuring that future development on the site adheres to the Official Plan's land use designation and zoning requirements, facilitating orderly development. The project complies with all relevant by-law standards, making the proposed use as a used car dealership suitable and beneficial for the area.

The proposed application seeks to facilitate the land use transition of a currently industrial parcel



into a commercial one, in alignment with the surrounding land use in a settlement area within the County of Simcoe, Ontario. This settlement area is designed to support a variety of uses and densities, ensuring that development occurs with appropriate design standards that complement the existing urban fabric.

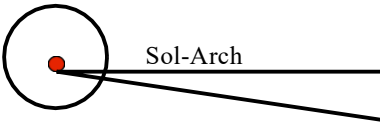
Importantly, this proposal does not involve any physical alterations to the site or the building. There are no planned modifications to the existing structures or the layout of the land. The primary objective of the proposal is to obtain authorization for the sale of used cars on the premises. This specific commercial activity is anticipated to integrate well with the existing commercial and mixed-use characteristics of the surrounding area.

By enabling the sale of used cars, the proposal contributes to the economic vitality of the settlement area, encouraging commercial activity and consumer engagement. This aligns with the Provincial Policy Statement (PPS) directives, which emphasize focusing growth within Settlement Areas to ensure the efficient use of land and infrastructure. The proposed use makes optimal use of the existing site without requiring additional development or infrastructure changes, thereby supporting sustainable land use practices.

[PROVINCIAL PLANNING STATEMENT \(2024\)](#)

The Provincial Policy Statement (the “PPS”) is a guiding document providing policy direction on matters of Provincial interest related to land use planning and development. The PPS seeks to set a policy foundation for regulations on land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS includes policies that direct growth to existing urban areas which contributes to the creation of strong communities, healthy environments and long-term economic growth.

The PPS calls for the building of strong communities as “Ontario’s long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.” Healthy, livable and safe communities should promote efficient development and land use patterns and accommodate an appropriate range



and mix of residential, employment, institutional and recreational uses to meet long-term needs.

The proposed Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control

Approval applications are consistent with the policies of the PPS, including the following:

“Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;” (Section 1.1.1.a)

Providing for a focus of growth in Settlement Areas by promoting their vitality and regeneration” (Section 1.1.3.1)

The Provincial Policy Statement (PPS) provides direction on land use planning and development in Ontario. Relevant policies include:

Policy 1.1.1 (Healthy, liveable and safe communities): "The amendment promotes healthy communities by providing local employment opportunities and supporting local businesses."

Policy 1.1.3.1 (Settlement Areas): "Encourages efficient development patterns within settlement areas to optimize land use and infrastructure. This project utilizes an existing urban site, promoting compact development."

Policy 1.3.1 (Employment):

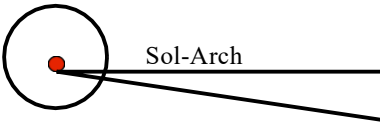
Policy 1.3.1(a) (Planning for, protecting and preserving employment areas): "The amendment transitions the site to a non-industrial employment use, protecting its role in the local economy while adapting to market demands."

Policy 1.3.1(c) (Encouraging compact, mixed-use development): "The proposed change supports a more diversified employment area, fostering a mix of uses that can coexist within the community."

The proposed application seeks to facilitate the land use transition of a currently industrial parcel into a commercial one, in alignment with the surrounding land use in a settlement area within the City of Barrie. This settlement area is designed to support a variety of uses and densities, ensuring that development occurs with appropriate design standards that complement the existing urban fabric.

Importantly, this proposal does not involve any physical alterations to the site or the building.

There are no planned modifications to the existing structures or the layout of the land. The primary objective of the proposal is to obtain authorization for the sale of used cars on the



premises. This specific commercial activity is anticipated to integrate well with the existing commercial and mixed-use characteristics of the surrounding area.

By enabling the sale of used cars, the proposal contributes to the economic vitality of the settlement area, encouraging commercial activity and consumer engagement. This aligns with the Provincial Policy Statement (PPS) directives, which emphasize focusing growth within Settlement Areas to ensure the efficient use of land and infrastructure. The proposed use makes optimal use of the existing site without requiring additional development or infrastructure changes, thereby supporting sustainable land use practices.

[Comparison of Provincial Planning Statement \(2024\) and Provincial Policy Statement \(2014\)](#)

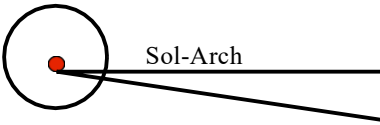
Updates in the Provincial Planning Statement (2024) compared to the 2014 version, with specific references to sections and policies, and their relevance to the proposed project at 112 King Street:

1. Emphasis on Building Strong Communities

- 2024 Update: The PPS emphasizes that "Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns."
- **Relevance:** This aligns with the project's goal to transition the property from industrial to commercial use, thereby contributing to the community's vitality and supporting sustainable development patterns.

2. Promotion of Efficient Land Use Patterns

- 2024 Update: Section 1.1.1(a) of the PPS states: "Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term."
- **Relevance:** The proposed development utilizes an existing urban site for a commercial purpose (used car sales), aligning with this directive to promote efficient land use and support the financial well-being of the province and municipalities.



3. Support for Economic Development

- 2024 Update: Policy 1.1.1 (Healthy, liveable and safe communities) encourages promoting healthy communities by providing local employment opportunities and supporting local businesses.
- Relevance: The project will generate new jobs through the establishment of a used car dealership, enhancing the local economy and fulfilling this policy requirement.

4. Utilization of Existing Infrastructure

- 2024 Update: The PPS emphasizes focusing growth within settlement areas to promote their vitality and regeneration.
- Relevance: The proposed development does not require significant new infrastructure, making it consistent with this policy to maximize the use of existing services and support the vitality of the settlement area.

5. Adaptation to Market Demands

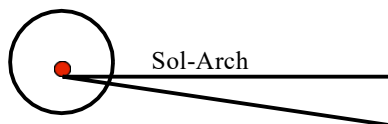
- 2024 Update: Policy 1.3.1(a) (Planning for, protecting and preserving employment areas) encourages adapting land use to current market demands while protecting the role of employment areas.
- Relevance: Transitioning the site to allow for used car sales reflects a response to changing market dynamics and community needs, adhering to this policy.

6. Integration with Settlement Areas

- 2024 Update: Policy 1.1.3.1 (Settlement Areas) encourages efficient development patterns within settlement areas to optimize land use and infrastructure.
- Relevance: The project's location within a designated settlement area supports the provincial objective of revitalizing and maintaining the economic activity of urban spaces.

Conclusion

These updates in the Provincial Policy Statement (2024) provide a stronger policy framework that supports the objectives of the proposed project at 112 King Street. They enhance the justification for the Official Plan Amendment and Zoning By-law Amendment by aligning the project with contemporary planning principles that prioritize sustainability, economic development, and



efficient land use.

[CITY OF BARRIE OFFICIAL PLAN \(January 2018 Consolidation\)](#)

The City of Barrie Official Plan (the “Official Plan”) was adopted by Council on June 22, 2009 and was approved the Ontario Ministry of Municipal Affairs and Housing on April 23, 2010. The City of Barrie Official Plan provides the policy direction for new development within the City and includes goals which will assist the City in achieving the density targets set out by the province.

The City of Barrie’s Official Plan outlines the city’s vision for growth and development. Relevant sections include:

Section 3 (Land Use Policies):

Policy 3.3 (Commercial): "Supports the diversification of commercial uses within the city. The amendment promotes economic growth by allowing a new commercial activity that complements existing businesses."

Support for the Policy:

Diversification of Commercial Uses: The amendment supports the diversification of commercial uses within the city by allowing a new commercial activity—used car sales. This promotes economic growth by introducing a business that complements existing businesses in the area, enhancing the commercial landscape.

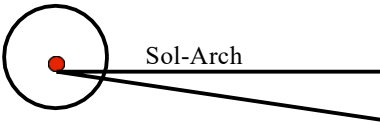
Policy 3.5 (Industrial): "While the current designation is Light Industrial, the proposed amendment recognizes the evolving nature of industrial and commercial activities, facilitating a more adaptable and economically vibrant land use."

Support for the Policy:

Adapting to Evolving Land Uses: While the current designation is Light Industrial, the proposed amendment recognizes the evolving nature of industrial and commercial activities. By facilitating this transition, the proposal supports a more adaptable and economically vibrant land use, aligning with contemporary market demands and business trends.

Section 4.8 (Economic Development):

Policy 4.8.2 (Diversification of the economic base): "Encourages a diverse range of employment



opportunities. The proposed use for used car sales introduces a new commercial activity, contributing to the economic diversification of the area."

Support for the Policy:

Encouraging Diverse Employment Opportunities: The proposed use for used car sales introduces a new commercial activity, contributing to the economic diversification of the area. This aligns with the goal of encouraging a diverse range of employment opportunities, supporting broader economic development objectives.

Compliance with the Planning Act

Section 3(5) of the Planning Act mandates that any decision respecting a planning matter shall conform to the Provincial Plans in effect. The proposed application adheres to this requirement by ensuring that the development aligns with the policies and objectives outlined in the City of Barrie Official Plan.

Conclusion

The proposal for 112 King Street supports the City of Barrie Official Plan's objectives by diversifying commercial uses, adapting to evolving industrial and commercial activities, and encouraging economic diversification. By allowing used car sales, the project enhances the commercial landscape, promotes economic growth, and supports a diverse range of employment opportunities. The proposal leverages existing infrastructure without requiring additional investment, ensuring efficient use of resources and supporting sustainable land use practices.

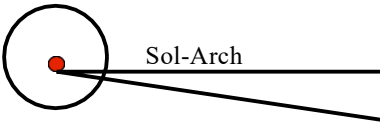
[Update on the Official Plan Amendment \(OPA\)](#)

City Comment:

"Updated draft OPA By-law to reflect pre-consultation comments under the Official Plan Conformity section on page 2 of the Pre-consultation Consolidated Comments (D28-018-2024)."

Comment Summary:

- The subject property is designated 'Employment Area – Non-Industrial' under the City's Official Plan, which aims to support economic competitiveness by facilitating non-industrial employment uses.



- According to **Section 2.6.9.2 (f)** of the Official Plan, new retail uses are permitted only as part of a multi-tenanted building, occupying no more than 30% of the gross floor area.
- An Official Plan Amendment may be required due to the proposed use of the property for automotive sales, which might not comply with the current policies.

Official Plan Amendment

Purpose

The purpose of this Official Plan Amendment is to permit the use of the subject lands at **112 King Street** for used car sales, amending the existing designation of **Employment Area – Non-Industrial** to facilitate this change.

Background

The subject property is designated as ‘Employment Area – Non-Industrial’ in the City of Barrie Official Plan. The proposed use of the site for automotive sales aligns with the objectives of supporting local economic development and providing employment opportunities within the community.

Amendment

Section 2.6.9.2 of the City of Barrie Official Plan is amended by adding the following permitted use:

- "Notwithstanding the Employment Area – Non-Industrial designation, the following use is permitted on the lands known as **112 King Street** (PIN: 58729-1197):
 - Automotive sales establishment, subject to the conditions outlined in the Zoning By-law."

Policy 2.6.9.2(f) is amended to read:

- "New retail uses are permitted only as part of a multi-tenanted building, occupying no more than 30% of the gross floor area, except for the automotive sales establishment permitted on the lands known as **112 King Street**."

Implementation

This amendment shall come into force and effect on the date of its passing by the Council of the City of Barrie and shall be implemented in conjunction with the associated Zoning By-law



Amendment.

BARRIE ZONING BY-LAW 2009-141

Proposed Amendment:

A Zoning By-law Amendment is required to introduce site specific performance standards within the “Light Industrial (LI)” zone category to facilitate the proposed used car vehicle sales. This amendment will align the zoning with the proposed changes to the Official Plan land use designation.

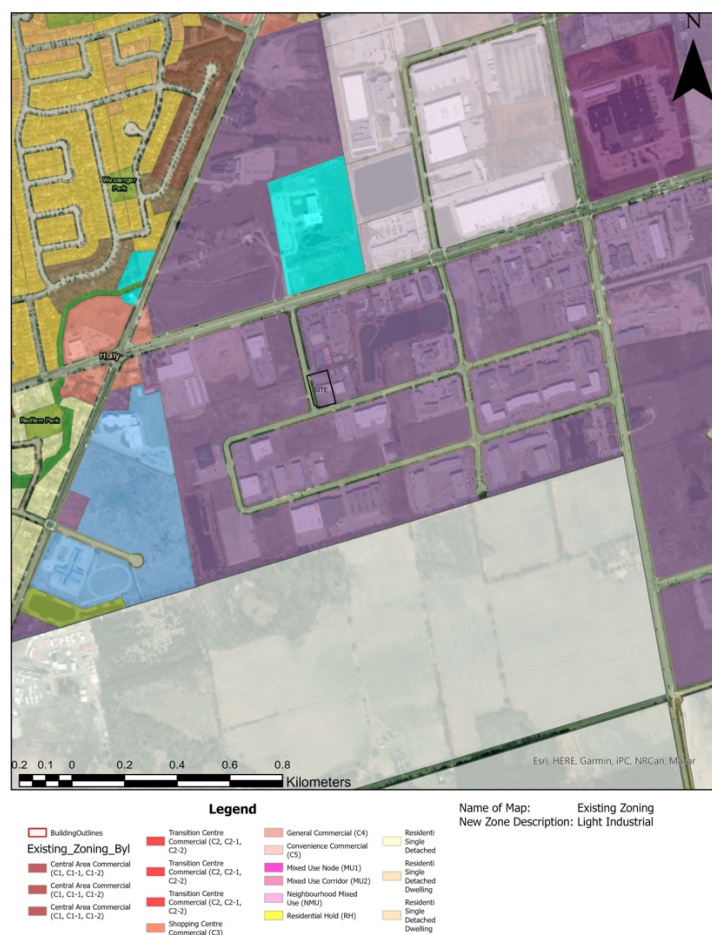


Figure 5: Existing Zoning Source: ESRI Canada



The Zoning By-law provides specific regulations for land use. Relevant considerations include:

Current Zoning Compliance (Light Industrial): "The current Light Industrial zoning restricts the site's potential uses. The amendment seeks to address this limitation by permitting a broader range of commercial activities."

Proposed Zoning Compliance: "The new zoning designation will allow used car vehicle sales, aligning with the city's objective of promoting economic diversity and supporting local businesses. It ensures that the development remains compatible with surrounding land uses and infrastructure."

Justification for the Amendment:

Alignment with Official Plan Policies:

The proposed amendment will ensure that the zoning is consistent with the new Official Plan policies and land use designations. This alignment is necessary to implement the vision of the Official Plan, which promotes economic development and the diversification of employment opportunities.

Facilitation of Commercial Use:

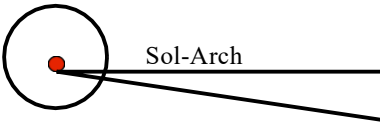
The site Specific Zoning By-law will permit the establishment of used car vehicle sales. This commercial use is more suitable for the current market demands and will make efficient use of an underutilized parcel of land.

Economic Development:

The amendment supports the City's economic development goals by introducing a new business type that can provide employment opportunities and contribute to the local economy. The presence of a used car dealership can attract additional businesses and services to the area, fostering further economic activity.

Efficient Use of Infrastructure:

The site is already serviced by existing infrastructure, including roads, water, and sewage systems. The proposed commercial use will make efficient use of these existing services without requiring significant additional public investment.



Compatibility with Surrounding Uses:

The site's location with frontage along Hollyholme Farm Road and King Street makes it ideal for commercial activities, providing accessibility and visibility essential for a used car dealership.

Implementation of Site-Specific Provisions:

The amendment will include site-specific provisions that facilitate the development of the used car sales business while ensuring that it integrates well with the surrounding area. These provisions might include specific regulations regarding signage, parking, landscaping, and access points to ensure the development is both functional and aesthetically pleasing.

The proposed Site Specific Zoning By-law Amendment is essential to facilitate the development of used car vehicle sales on the subject lands. This change supports the City of Barrie's broader planning objectives as outlined in the Official Plan, promotes economic development, and ensures the efficient use of existing infrastructure. By implementing the proposed Official Plan policies and land use designations, the amendment will help transform an underutilized site into a vibrant commercial area, contributing positively to the local economy and community.

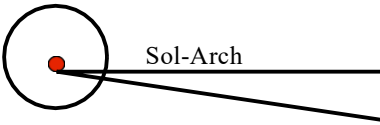
[Update the Zoning By-law Section](#)

City Comment:

"Updated draft Zoning By-law to reflect pre-consultation comments under the Zoning section on page 3 of the Pre-consultation Consolidated Comments (D28-018-2024)."

Comment Summary:

- A site-specific amendment is necessary to allow for automotive sales while ensuring compliance with the policies in the Employment Area – Non-Industrial designation.



Zoning By-law Amendment

Purpose

The purpose of this Site Specific Zoning By-law Amendment is to rezone the subject lands at **112 King Street** to permit the use of the site for automotive sales.

Background

The current zoning designation of **Light Industrial (LI)** restricts the use of the property to industrial activities, which does not accommodate the proposed automotive sales operation. The proposed Site Specific Zoning BY-law will allow for a broader range of commercial activities, enhancing the economic vitality of the area.

Amendment

Section 4.1.2 of the Zoning By-law is amended by adding the following permitted use:

- "Automotive sales establishment, subject to the following conditions:
 - The use shall be located within a building with a minimum gross floor area of 500 square meters.
 - The use shall provide a minimum of 20 parking spaces for customer and employee use.
 - The use shall not include outdoor storage or display of vehicles."

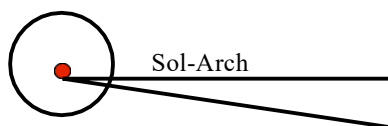
Implementation

This amendment shall come into effect on the date of its passing by the Council of the City of Barrie and shall be implemented in conjunction with the associated Official Plan Amendment.

Nottawasaga Valley Conservation Authority (NVCA)

The Nottawasaga Valley Conservation Authority (NVCA) has reviewed the planning application and have determined the subject lands is not within:

- a flood susceptible area;
- a hazardous site (characterized by unstable soils or bedrock);
- an erosion hazard area, or;
- an area subject to this Authority's Development, Interference With



-
- Wetlands and Alterations To Shorelines and Watercourses Regulation(Ontario Regulation 172/06).
 - No Natural Heritage Features present

Study Reports (Past)

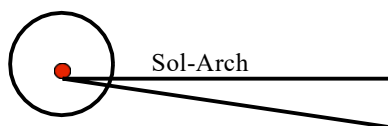
[Phase One Environmental Site Assessment \[WSP., December 2017\]](#)

A Phase One ESA was conducted on the property located at 112 King Street in the City of Barrie, County of Simcoe. The property has been identified for the development of a bus depot and bus repair garage. It is understood that this Phase One ESA is for due diligence to support the future development of the Site.

The scope of this Phase One ESA conforms to the requirements outlined in CSA Standard Z768-01 (R2012) Phase One Environmental Site Assessment. The objectives of the Phase One ESA were to identify the likelihood of the presence or absence of PCAs on the Phase One Property or within the Phase One Study Area, identify the APECs and PCOCs from the PCAs. The results of the Phase One ESA are documented in this report and reflect site conditions observed at the time of the site reconnaissance.

Based on the information obtained as part of the Phase One ESA, it is concluded that PCAs were identified on the Phase One Property and within the Phase One Study Area. There was one (1) PCA identified that was deemed to be contributing to APECs in, on, or under the Phase One Property. The PCOCs associated with that APEC have been identified and listed in the summary table of APECs provided below. A Phase One ESA was conducted on the property located at 112 King Street in the City of Barrie, County of Simcoe. The property has been identified for the development of a bus depot and bus repair garage. It is understood that this Phase One ESA is for due diligence to support the future development of the Site.

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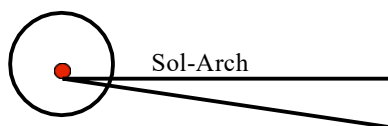


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Table 4: Summary of APECs

Area of potential environmental concern	Location of potential environmental concern on phase one property	Potentially contaminating activity	Location of pca (on-site or offsite)	Potential contaminants of concern	Media potentially impacted (ground water, soil and/or sediment)
APEC -1	Extent of Phase One Property	PCA No. 30 Importation of Fill Material of Unknown Quality	On-site	Metals, As, Sb, Se, Na, BHWS, Cl-, CN-, electrical conductivity, Cr (VI), Hg, Methyl Mercury, low or high pH, SAR, PAHs,	Soil



				PCBs, BTEX, PHCs, VOCs	
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It should be noted that general environmental management and housekeeping practices were reviewed as part of this assessment with respect to their impact on the environmental condition of the property; however; a detailed review of regulatory compliance issues was beyond the scope of our investigation. This Phase One ESA does not constitute an audit of environmental management practices, indicate geotechnical conditions, or identify geologic hazards.

Inference

Based on the Phase One Environmental Site Assessment (ESA) conducted on the property located at 112 King Street in Barrie, the property is slated for development as a bus depot and bus repair garage. This assessment, performed in accordance with CSA Standard Z768-01 (R2012), aimed to identify potential contaminating activities (PCAs) and areas of potential environmental concern (APECs). The results indicated the presence of one PCA related to the importation of fill material of unknown quality, contributing to APECs on the property, with potential contaminants affecting the soil, such as metals, PAHs, PCBs, and VOCs.

Given this context, the current proposal to authorize the sale of used cars on the premises does not involve any physical alterations or modifications to the existing site or building. This proposal is purely administrative, aiming to permit a change in the type of commercial activity conducted on the property. Since the proposed use does not entail any construction, excavation, or other activities that could disturb the soil or otherwise impact the environmental condition of the site, it aligns with the conclusions of the Phase One ESA. Therefore, the authorization for selling used cars is consistent with the existing environmental assessment, as it does not introduce new environmental risks or concerns.

[Limited Phase II Environmental Site Assessment \[Cambium Inc.,2018\]](#)

Conclusions and recommendations regarding the current environmental conditions at the site located at 112 King Street, Barrie, Ontario are based solely on the results of the Limited Phase II ESA.



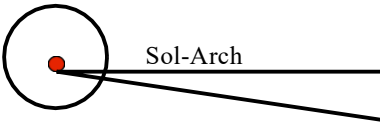
Based on the results of the Phase I ESA (WSP, 2017), a Limited Phase II ESA work program was designed to investigate contaminants of potential concern, PHCs, VOCs, PCBs, metals and inorganics. The results of the laboratory analysis were compared to Table 2 of the SCS.

All analysed contaminants of potential concern in the submitted soil samples collected at the site were detected at concentrations less than the applicable regulatory criteria. Accordingly, no further work is warranted at this time.

Inference

Based on the Limited Phase II Environmental Site Assessment (ESA) conducted at 112 King Street in Barrie, Ontario, the conclusions and recommendations regarding the current environmental conditions are derived from this assessment. This Limited Phase II ESA followed the Phase I ESA performed by WSP in 2017, specifically targeting potential contaminants of concern, including petroleum hydrocarbons (PHCs), volatile organic compounds (VOCs), polychlorinated biphenyls (PCBs), metals, and inorganics. Laboratory analysis of soil samples from the site indicated that all tested contaminants were below the applicable regulatory criteria as specified in Table 2 of the Soil, Ground Water and Sediment Standards (SCS). Consequently, no further environmental investigation or remediation is deemed necessary at this time.

Given this context, the current proposal to authorize the sale of used cars on the premises does not involve any physical alterations or modifications to the existing site or building. This proposal is purely administrative, aiming to permit a change in the type of commercial activity conducted on the property. Since the proposed use does not entail any construction, excavation, or other activities that could disturb the soil or otherwise impact the environmental condition of the site, it aligns with the conclusions of the Limited Phase II ESA. Therefore, the authorization for selling used cars is consistent with the existing environmental assessment, as it does not introduce new environmental risks or concerns.



Storm Design Brief [WMI & Associates Limited, December 2018]

This Storm Design Brief demonstrates how the site will drain and how runoff from the proposed 6-bay bus repair garage will not have any adverse effects on the surrounding environment.

Specifically:

- Storm drainage for the site will drain via grass swales to the north east corner of the site and be directed into an external drainage ditch that leads into the existing MIDI Phase 1 & 2 Pond.
- On site quantity controls are not proposed since post development runoff is within the allowable flow target equal to the site area at a 'C' of 0.75.
- Quality controls are provided within the downstream SWM facility; however, some on site quality controls are inherent by virtue of the proposed long grass swale with sediment pre-treatment functions.

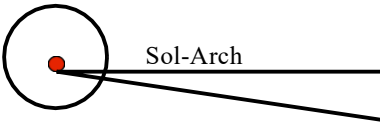
Inference

The Storm Design Brief outlines the drainage plan for the site, particularly for the proposed 6-bay bus repair garage, ensuring that runoff will not negatively impact the surrounding environment.

The brief specifies the following:

- Storm drainage will be managed via grass swales directing water to the northeast corner of the site, then into an external drainage ditch that flows into the existing MIDI Phase 1 & 2 Pond.
- On-site quantity controls are not necessary as the post-development runoff remains within the acceptable flow target for the site area, with a runoff coefficient ('C') of 0.75.
- Quality controls are incorporated within the downstream stormwater management (SWM) facility, with additional on-site quality controls provided by the proposed long grass swale that includes sediment pre-treatment functions.

In light of this, the current proposal, which seeks to authorize the sale of used cars on the premises, does not involve any physical alterations to the site or the existing building. This proposal is purely administrative and does not introduce any changes to the stormwater management system or the overall site drainage plan. Since the proposed use does not affect the



infrastructure or alter the current stormwater design, it is consistent with the conclusions of the Storm Design Brief, ensuring continued effective management of stormwater without introducing new environmental concerns.

Conclusion

The proposed Official Plan Amendment, which seeks to change the land use designation from "LI - Light Industrial" to "Employment Area - Non Industrial" and to permit used car vehicle sales, aligns with several key planning policies and objectives. This alignment is essential for ensuring that the proposed development is both appropriate and beneficial to the community.

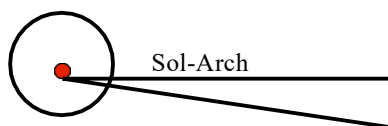
[Consistency with Key Planning Policies:](#)

The Planning Act:

The amendment supports the principles outlined in the Planning Act, particularly the promotion of orderly development and the provision of employment opportunities. By facilitating a new commercial use, the amendment ensures that the development of the site contributes to a balanced and diverse local economy, in line with Section 2 of the Planning Act.

Provincial Planning Statement (PPS) 2014:

The PPS emphasizes efficient land use and the optimization of infrastructure. The proposed amendment makes use of an existing urban site, which is already serviced by infrastructure, thereby promoting cost-effective development. It also supports the PPS's goal of promoting economic development and competitiveness by allowing for a new commercial enterprise that can generate jobs and economic activity.



City of Barrie Official Plan (January 2018 Consolidation):

The City's Official Plan outlines a vision for a diverse and robust local economy. The proposed amendment supports the Official Plan's goals by diversifying the range of permitted uses within the area, thus enhancing the local economy. It also supports policies related to the efficient use of land and infrastructure, and the promotion of economic development.

Barrie Zoning By-law 2009-141:

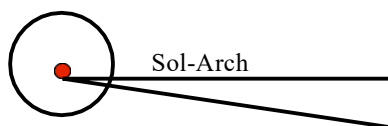
The amendment will ensure that the zoning is consistent with the new Official Plan designation, thereby facilitating the intended land use. This consistency is crucial for the orderly and efficient development of the area. By rezoning the site to allow for used car vehicle sales, the amendment supports the Zoning By-law's objective of promoting diverse commercial activities and optimizing land use.

[Support for Economic Development:](#)

The amendment enables the establishment of a used car dealership, which will create new employment opportunities and attract additional business activity to the area. This supports the city's broader economic development goals by fostering a diverse and dynamic economic environment.

[Efficient Use of Infrastructure:](#)

The site is already serviced by existing infrastructure, including roads, water, and sewage systems. The proposed commercial use will make efficient use of these resources without requiring significant additional public investment, aligning with the principles of cost-effective development.



Alignment with Sustainable and Well-Planned Urban Growth:

The amendment promotes sustainable development by optimizing the use of an underutilized parcel of land within an existing urban area. This aligns with broader goals for sustainable urban growth, which emphasize the importance of utilizing existing infrastructure and promoting compact, mixed-use development.

Optimizing Site Use:

By changing the land use designation and permitting used car vehicle sales, the amendment transforms an underutilized site into a productive and economically beneficial area. This contributes positively to the local economy, supports job creation, and enhances the overall development of the community. The amendment aligns with the strategic goals of various planning policies, ensuring that the development is both appropriate and beneficial for the city of Barrie.

Jonathan Benczkowski MCIP, RPP