



PLANNING JUSTIFICATION REPORT

Official Plan Amendment & Zoning By-Law Amendment

320 Bayfield Street, Barrie Ontario

March 2022

Prepared for:
320 Bayfield Inc.

Prepared by:
Corbett Land Strategies Inc.

TABLE OF CONTENTS

1.0	INTRODUCTION	3
2.0	THE SUBJECT LANDS	4
3.0	BACKGROUND	7
3.1	BAYFIELD MALL	7
3.2	SELF-STORAGE INDUSTRY	7
3.3	WHITBY SHOPPING MALL	9
3.4	PRE-CONSULTATION.....	10
3.4	PUBLIC CONSULTATION STRATEGY	10
4.0	PROPOSAL.....	12
5.0	PLANNING POLICY AND REGULATORY REGIME	17
5.1	PROVINCIAL POLICY STATEMENT (2020)	17
5.2	A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)....	20
5.3	THE CITY OF BARRIE OFFICIAL PLAN (2010).....	23
5.4	NEW CITY OF BARRIE OFFICIAL PLAN.....	27
5.5	CITY OF BARRIE COMPREHENSIVE ZONING BY-LAW 2009-141.....	33
6.0	IMPLEMENTATION	35
7.0	CONCLUSION.....	ERROR! BOOKMARK NOT DEFINED.

Table of Figures

Figure 1: Context Map	5
Figure 2: Existing Conditions.....	6
Figure 3: Existing Conditions.....	6
Figure 4: Whitby Shopping Mall (Rear Façade)	9
Figure 5: Location Of Proposed Development	13
Figure 6: Proposed Concept Elevation.....	14
Figure 7: Concept Perspective	15
Figure 8: Concept Perspective	16
Figure 9: Official Plan Schedule I Intensification Areas.....	24
Figure 10: Official Plan Schedule A Land Use	26
Figure 11: Official Plan Map 1 Strategic Growth Areas	27
Figure 12: Official Plan Map 2 Land Use Designations.....	31
Figure 13: Zoning By-Law Map	33

1.0 INTRODUCTION

Corbett Lands Strategies Inc. (CLS) has been retained by 320 Bayfield Inc. (the “Client”) with respect to tenant improvements of their lands legally described as Part of Lots 1 to 9, West Side of Bayfield Street, Registered Plan 285 and Part of East Half of Lot 21, Concession 5 (Geographic Township of Vespra), municipally known as 320 Bayfield, City of Barrie (the “Subject Lands”). Applications for Official Plan Amendment and Zoning By-Law Amendment are proposed to enable tenant improvements required to support a proposed 45,000 square foot self-storage facility within the existing Bayfield Mall interior space.

This Planning Justification Report has been prepared in support of the proposed applications for Official Plan and Zoning By-Law amendments. Relevant provincial, regional and local policies are considered, including economic and social trends in the self-storage industries to establish that the project represents sound land use planning and a desirable contribution to community needs in Barrie.

CLS is working alongside Rick Brown and Associates who have prepared conceptual plans and elevations to support the applications under consideration by the City of Barrie.

2.0 THE SUBJECT LANDS

The subject property is located at 320 Bayfield Street and is entirely occupied by the Bayfield Mall (see Figure 1). The mall site occupies approximately 12.5 ha (30.8 ac) of land with frontages along the east side of Bayfield Street, and the north side of Coulter Street. Bayfield Street is a north-south arterial road with Highway 400 on and off-ramps at exit 98. Travel lanes within the mall parking lot separate the site from residential uses to the west and a commercial center with frontage on Glenwood Drive.

The Subject Lands are occupied by the primary mall building (417,000 sq ft), surface parking and stand-alone buildings/structures that offer petrol fueling services (Canadian Tire) and food & beverage services (Burger King & Appleby's).

Bayfield Mall leases retail space to over 60 outlets including Canadian Tire—the mall's anchor tenant. Other notable mall tenants include Bowlerama, Centra Food Market, Planet Fitness, Pharma Plus, Barrie Learning Centre and a Service Ontario outlet.

The subject lands form part of a 2.25 km long commercial strip extending from Highway 400 to Hanmer Street along Bayfield Street. Numerous large-format commercial establishments including the Georgian Shopping Center and the Walmart Supercentre offer a variety of goods and services to Barrie residents along this retail-focused street.

North: Lands to the north along Glenwood Drive and Argyle Road consist of food and beverage retail uses and a single-family residential use.

East: Lands to the east include midrise and high-rise apartments along Mall Street and Arboretum Sunnidale Park.

South: A hotel (Travelodge by Wyndham) is located to the south on the opposite side of Coulter Street.

West: A collection of retail services, food and beverage outlets and a fueling station are located west of the mall on the opposite side of Bayfield Street.

Figure 1: Context Map



Figure 2: Existing Conditions - Rear of Bayside Mall, and Proposed Self Storage Entrance, South East



Figure 3: Existing Conditions - Rear of Bayside Mall, and Proposed Self Storage Entrance, North West



3.0 BACKGROUND

3.1 Bayfield Mall

Bayfield Mall opened to the public in 1972. It was the first enclosed shopping venue in Barrie and has served the shopping and entertainment needs of Barrie residents for close to 50 years. The tenant make-up at Bayfield Mall is a mix of nationally recognized retail chains such as Canadian Tire and some locally owned outlets. The mall has been the source and locus of entrepreneurship, business formation and employment opportunities—all of which continue to contribute to Barrie's economic vitality. Over the course of Bayfield Mall's existence, it has undergone cycles of business closures and tenant improvements for new businesses including community focused educational uses or service-oriented outlets.

Today, Barrie's retail environment is highly competitive with an abundance of location options for retailers. "Brick-and-mortar" shopping outlets compete with e-commerce retailers, direct-to-customer sales and home delivery services. These trends in retail reduce the need for physical store space that have contributed to vacancies in shopping malls in Ontario and across North America.

While Bayfield Mall continues to be a vibrant shopping centre and a sound enterprise, it is facing economic forces that make achieving full occupancy challenging. This is especially true of retail space that does not have storefront or signage visibility from the street and where footfall within the mall is compromised.

Recently Bayfield Mall has contemplated expanding its list of permitted uses to assist in achieving full occupancy and to lease existing vacant mall space. Part of this includes requesting the consideration of the permission of self-storage uses. As will be further detailed in the sections below, the mall is now seeking the necessary approvals to facilitate tenant improvements for the proposed use.

3.2 Self-Storage Industry

Self-storage as a service is growing in demand. In Ontario and Quebec, despite lockdowns due to COVID, the self-storage industry has witnessed extreme growth not only in occupancy but also in rental rates. Further, new storage facilities are facing delays due to the lockdowns associated with COVID-19. This is resulting in possible higher rates in the short terms (<https://canadianstorageinfo.ca/2021/06/14/the-canadian-self-storage-market-june-2021/>). More specifically, a recent analysis completed by Colliers International identified that in spite of the existing and current planned supply of self-storage, the GTA remains a strong market for new self-storage development (<https://www.collierscanada.com/en-ca/research/toronto-self-storage-report>).

While the demand for self-storage is evident, the reasons personal storage is typically used include:

- During home renovations;
- During moving;
- Storing of valuable belongings;
- Business storage need;
- During downsizing or divorce ;

- Storage of seasonal sporting equipment; and,
- General trends towards smaller housing units.

Typically, municipalities in Ontario only permit self-storage in industrial zones, however many cities are granting more permissions to this use. This is due in large part because of the association with large-scale warehouses, as well as the design and function of past storage facilities. However, the storage of today includes well designed facilities that cater to broad market demands. The key differences between modern self-storage facilities and traditional industrial warehouses are as follows:

- Self-storage units offer private spaces (of various sizes) for personal goods while warehouses are utilized by retailers, wholesalers, transporters, manufactories, and exporters. They therefore require larger properties to contain all their operations.
- The users of self-storage typically can bring materials with relative ease through their own personal vehicles, while warehouses require heavy equipment to load and offload inventory.
- Self-storage users will store their goods and not return until needed which is infrequent and doesn't interfere with surrounding transportation networks. However, warehouses can experience 24-hour steady activity.
- Self-storage facilities operate with much lower infrastructure demands including water, wastewater, heat and others. Further, the facilities are more conducive to incorporate a higher level of design. Warehouses are often limited to requiring high levels of services and required tall clearance heights or large to facilitate large deliveries.

There is also variation in the type of self-storage facilities that are available to serve different needs. Some offer large units individually accessible by car or truck for the storage of larger items such recreational vehicles or equipment that replicate the function of personal garages. Other facilities have single-door entries to corridors that lead to several smaller units accessed by foot, more akin to storage units in the basement of apartment buildings. The proposed facility would fall into the latter category.

Barrie's Zoning By-law defines Self-Storage in Section 3.0 as follows:

"A building, structure or land used for the temporary storage of household items and seasonal, recreational or commercial vehicles, boats and trailers in storage areas or lockers which are generally accessible by means of individual loading doors."

The proposed storage facility would be insufficiently large to store vehicles, boats or trailers and the storage units would not be accessible by means of individual exterior loading doors. Given the characteristics of the proposed self-storage facility, it merits consideration due to the differences between it and the zoning by-law definition.

3.3 Whitby Shopping Mall

Several examples of shopping malls being converted into self-storage uses exist. In 2017, the owners of the Whitby Shopping Centre (located at 1615 Dundas Street East) required planning approvals to permit the retrofitting of interior mall space for the purpose of a self-storage tenant.

Similar to the proposed development, it was proposed at the rear of the shopping mall and provided the owners with some immediate tenant maneuverability. It was found that the proposal was compatible with the permitted uses and that it would fulfill both existing tenant and consumer needs. Further, the approvals were granted as it was demonstrated that the required infrastructure was less than the previous tenant and in particular required less parking. It was ultimately determined that the proposed use was compatible with the wide variety of existing uses on site without creating adverse effects on adjacent lands.

Figure 4: Whitby Shopping Mall (Rear Façade)



3.4 Pre-Consultation

On March 4, 2021 a pre-consultation meeting was held between the project team and City of Barrie staff. On March 16, 2021 The Development Services Department issued a preliminary review of the policy implications of the proposed Official Plan and Zoning By-law Amendment applications required to implement the proposed tenant improvement for a self-storage facility at Bayfield Mall. Development Services staff identified the following submission requirements:

- Application for an Official Plan Amendment
- Application for a By-Law Amendment (Rezoning)
- Planning Justification Report
- MTO Permit for exterior signage
- Neighborhood meeting presentation

Appendix A includes the full pre-consultation response received from city staff.

3.4 Public Consultation Strategy

The project team will engage in a public engagement strategy based on the following:

- Consultation with staff and local councilor;
- Satisfaction of statutory requirements; and,
- Informal engagement session.

In accordance with the requirements in the Planning Act, once the application has been deemed complete, the following actions will commence:

- A notice of application will be posted on the property;
- Notices for the public meeting will be mailed out to property owners within radius of the subject lands;
- A public open house will be held prior to the statutory public meeting; and,
- A Statutory public meeting will be held in accordance with the Planning Act requirements.

As set out in the pre-consultation package, the City of Barrie requires the completion of a neighbourhood meeting to be conducted before planning applications are submitted. An Open House was convened on January 11, 2022 which was attended by 10 residents, the local councillor and members of the City's planning staff. The presentation included high level details of the proposal, a summary of the applicable policies, the approval process and an approximate timeline. Stakeholders in attendance shared questions and provided feedback on the proposal to address:

- Noise
- Long-term plans for the shopping centre
- Traffic & Parking
- Compatibility

In response to the comments received, the following is provided:

- Noise:
 - The proposed use would not result in any adverse impacts as it relates to noise. As set out in the previous sections, today's self-storage not only require minimal infrastructure to operate but existing buildings can be easily retrofitted with minimal disruption to the surrounding environment. Additionally, the area

contemplated for the self-storage use contains the necessary heating, cooling and loading facilities and therefore no change in noise levels is anticipated.

- Long-term plans for the shopping centre:
 - The proposed development will not preclude the long-term plans of the mall which are to eventually intensify once the market conditions are appropriate. The proposed use simply provides additional tenant opportunities to satisfy current vacancies in a manner which does not preclude but in fact would be compatible with its current or future operations.
- Traffic & Parking:
 - Self-storage uses require much lower levels of parking due to the typical timing of when customers frequent the facilities. Most often, customers will deposit goods and not return until the goods are needed. The typical use of the facilities occurs opposite to work commute travel timing where drop-offs will frequently occur on weekends and evenings. Additionally, with the proximity to transit, as is the case with the proposed mall, the facility can be accessed by using transit. Therefore, self-storage uses typically result in reduced traffic impacts when compared to other commercial uses.
- Compatibility:
 - The proposed development is currently conceived to be located at the rear of the shopping mall. This location is optimal because its location at the rear maintains full visibility of the mall and its current tenants from Bayfield Street. It would also be located closest to existing apartment buildings which will benefit most from its services. The location is also beneficial as it will ensure improved lighting and security along the rear of the mall. Further, as no exterior improvements are necessary to permit the use, aesthetic improvements will ensure the proposed use remains compatible to both the existing uses of the shopping mall as well as the adjacent apartments to the immediate south.

4.0 PROPOSAL

The applications for Official Plan and Zoning By-Law amendments are to permit site-specific self-storage uses on the subject lands. This would permit the development of a 45,000 square foot self-storage facility at the rear of the Bayfield Mall. The storage facility would include interior space allocated to storage units and accessory customer service/management office storefront. The facility would occupy vacant retail units and would be integrated into the mall's existing delivery/loading functions at the rear of the mall.

Amendments to allow the self-storage use on the Subject Land would assist in realizing the city's and provinces stated goals of intensification and the achievement of complete communities. As more compact living is developed across the city, residents will need access to more storage. Multi-dwelling residential and apartments do not offer the same versatility of storage as those found in detached, semi-detached or town homes. As such intensification areas like Bayfield Street would benefit by more allowing storage opportunities in closer proximity to future high-density areas. Therefore, by providing more opportunities for self-storage, the City will better be able to expand its intensification efforts.

This proposal provides an opportunity for the mall to expand its tenancy opportunity and to fill several spaces which have remained vacant at the Bayside Mall. Particularly over the course of COVID-19, many small businesses have faced challenges in maintaining consistent revenues or have turned to digital operations to sell their products. Barrie has not been insulated to these struggles and the Bayside Mall has subsequent empty space within it.

The proposed self-storage use would facilitate access following the same travel routes that are currently used by delivery vehicles that service the mall. No changes to travel lane surfaces or vehicular routing are proposed other than appropriate parking stall and directional markings that will be identified during the project's design development.

Modifications to the mall's west (rear) elevation could include:

- Introduction of new entry doors and windows for the office component of the facility
- Relocation and modification of existing loading bays/doors and stairs
- Introduction of loading doors for the self-storage facility
- Installation of canopies over entry and loading doors
- Installation of new façade materials
- Installation of signage and exterior lighting (to be determined through design development)

The figures below illustrate the concept plan, elevations and perspective sketches for to the mall.

Figure 5: Location of Proposed Development

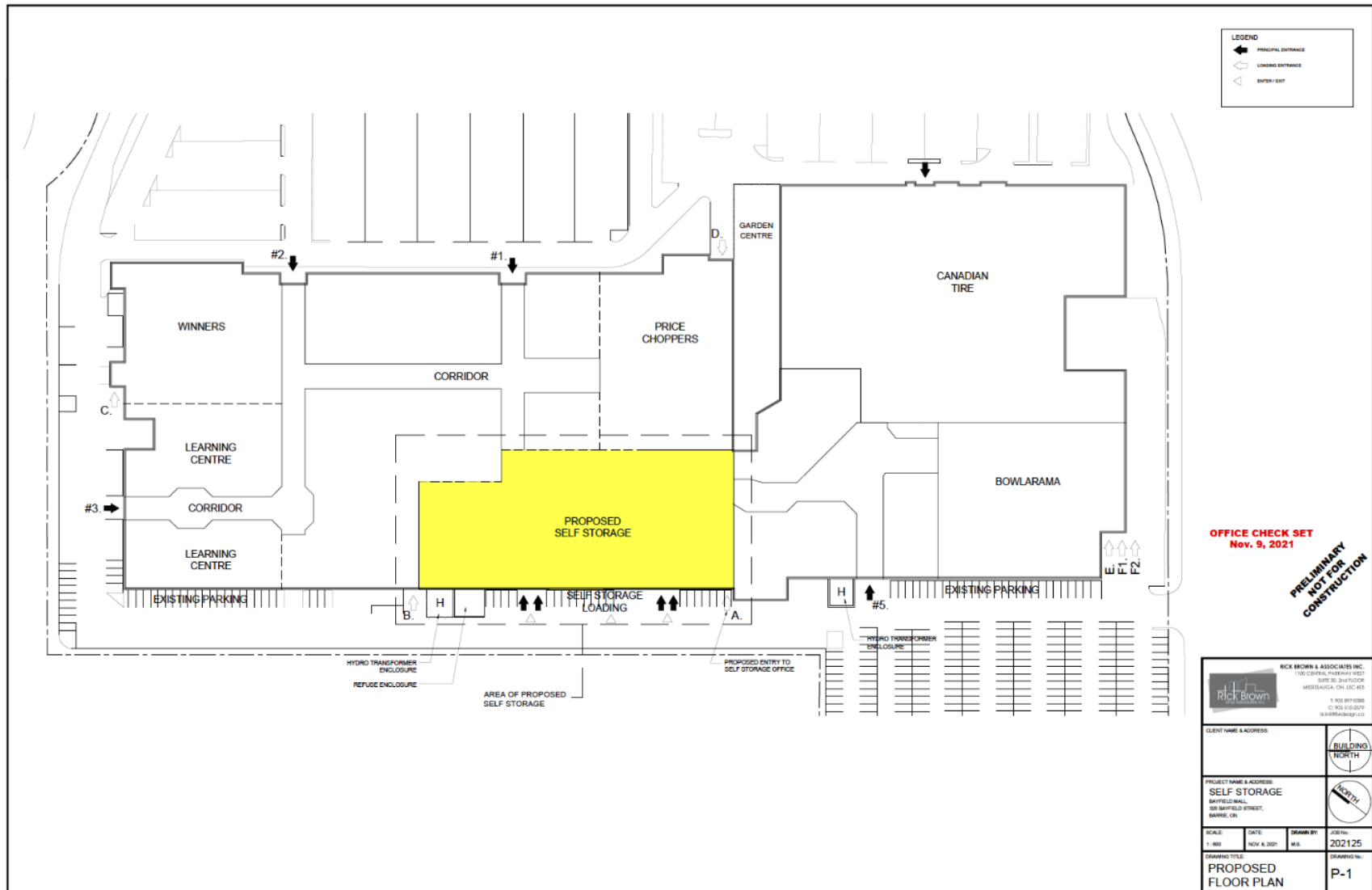


Figure 7: Concept Perspective



Figure 8: Concept Perspective



5.0 PLANNING POLICY AND REGULATORY REGIME

Planning in Ontario is guided by provincial and regional policy mandates that shape local official plans and the implementation measures contained in local zoning by-laws. The planning policy and regulatory framework for Barrie includes the following:

- Provincial Policy Statement (2020)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)
- City of Barrie Official Plan Office (2010) (Office Consolidation January 2021)
- City of Barrie Official Plan Update (2021)
- City of Barrie Comprehensive Zoning By-Law 2009-141 (August 2009, Office Consolidation January 2021)

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (the “PPS 2020”) 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.

Section 1.1.1 provides direction on healthy, liveable and safe communities:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- 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;*
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*
- 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;

- f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) Promoting development and land use patterns that conserve biodiversity; and*
- i) Preparing for the regional and local impacts of a changing climate.*

This development achieves the directions on promoting efficient development and land use patterns, promotes the integration of transit-supportive development, improves accessibility for persons with disabilities and older persons as the allowance of self-storage facilities near existing residential and commercial reduces the need to travel to access these types of facilities and provides a use that is especially important to denser residential forms.

The PPS provides direction on the promotion of economic development and competitiveness (Sec. 1.3.1):

- a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) Ensuring the necessary infrastructure is provided to support current and projected needs.*

The proposed development will further expand the malls abilities to provide a mix and range of employment uses and ensures the City is capable of supporting a broad range of economic activities. As a defined requirement for compact development, the proposal supports the area's transition into a more intensified area.

While the PPS 2020 does not make specific references to fine-grained land use decisions such as tenant improvements for existing commercial buildings, leaving this a matter to be addressed by local municipalities, it does make the following statement in support of economic development and competitiveness in Ontario communities:

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- 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;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and 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;*
- f) promoting the redevelopment of brownfield sites;*
- 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;*
- h) providing opportunities for sustainable tourism development;*
- 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;*
- j) promoting energy conservation and providing opportunities for increased energy supply;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- l) encouraging efficient and coordinated communications and telecommunications infrastructure.*

The proposal seeks to provide a service that is in high demand. No new buildings will be constructed and therefore the proposal would not impede the realization of PPS objectives. Given that the proposed use would occur in an existing building, environmental impacts would be minimal, and no new additional pressure would be put on existing infrastructure. The new facility will provide an opportunity for households and small businesses in Barrie to meet the storage needs that comes with home renovations, entrepreneurship, active lifestyle preferences, changes to household composition and the trend towards smaller dwelling units with less storage space in intensifying urban areas.

The Provincial Policy Statement seeks to promote an Ontario focused on intensification and green practices. In the spirit of this vision, the proposal will satisfy many goals outlined in the PPS. This proposal promotes efficient development and seeks to utilize land use patterns which will enhance the well-being of the city by supporting the projected growth in Barrie between now and 2051.

As the city grows, the PPS encourages intensification through higher density living and the redevelopment of existing lands to multi use for the intention of creating complete communities. To support this, the proposal will introduce new land uses and supplement storage needs for the evolving area. There will be no expansion of the already existing built form and the proposal will not impede residential intensification within the city. The integration of this land use will not conflict with the existing mall as self-storage facilities can be used by existing tenants and do require extensive levels of parking, will not generate high levels of traffic, produce noxious odours or noises.

The proposal therefore conforms to the policies of the Provincial Policy Statement.

5.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Provincial Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides the framework to implement the Provincial vision for the establishment of strong, equitable, prosperous, and complete communities poised to accommodate forecasted growth to the year 2051. The Greater Golden Horseshoe has been identified as one of North America’s fastest growing regions and it is important that growth be managed and directed in an appropriate manner. The Growth Plan supports the achievement of complete communities by establishing minimum intensification and density targets that recognize the diversity of communities across the GGH.

The Growth Plan seeks to guide decision-making on several matters including transportation, infrastructure planning, land use-planning, urban form, housing, natural heritage, and resource protection. Included in the Growth Plan are population and employment projections for the Golden Horseshoe area that are to be implemented by Regional and local municipalities. The relevant policies are as follows:

“2.2.1.2 a) the vast majority of growth will be directed to settlement areas that:

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;*

2.2.1.4. 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. *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 a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*

2.2.2.1 Delineated Built-Up Areas

- a) *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:*
- b) *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;"*

2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

2.2.5 Economic development and competitiveness in the GGH will be promoted by:

15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

The proposed change to the subject property's land use is consistent with a growing population, a trend towards smaller more compact living and growing number of small enterprises. The proposed use does not impact the realization of the development policies under the Growth Plan.

To address key concerns in the Growth Plan, this proposal will satisfy numerous guiding outlines and practices as prescribed. By the nature of the existing land use, this development will bring land use diversity to the Bayside Mall. As a primarily retail space, with some dining options, the addition of a storage facility will diversify the land use.

As the Bayside Mall is already serviced by local transit, Routes 1A, 1B, and 4A, emissions from the mall as a result of this proposal can be expected to be reduced from the previous commercial uses which otherwise have higher infrastructure needs. Commonly, warehouse depots are located on dedicated parcels of land, often away from urban centres, thus receiving limited transit service. A typical self-storage depot does not receive direct Transit service.

The proposal will also take advantage of the existing infrastructure present at the Bayside Mall. The storage facilities will be contained within the existing mall building, which is already climate controlled. This will result in lower energy demands to regulate the storage conditions of the units.

The proposal will also support the Growth Plans stated objective of intensification. One of the most pressing concerns for residents of apartments and condominiums is the lack of dedicated storage space found in apartment units. As these dwelling units become more prevalent in cities of Ontario, more infrastructure is needed to support it. The addition of the self-storage facility at the Bayside Mall will support and advance intensification in Barrie, by providing residents with nearby transit serviced storage facilities.

The proposed development therefore conforms to the Growth Plan.

5.3 The City of Barrie Official Plan (2010)

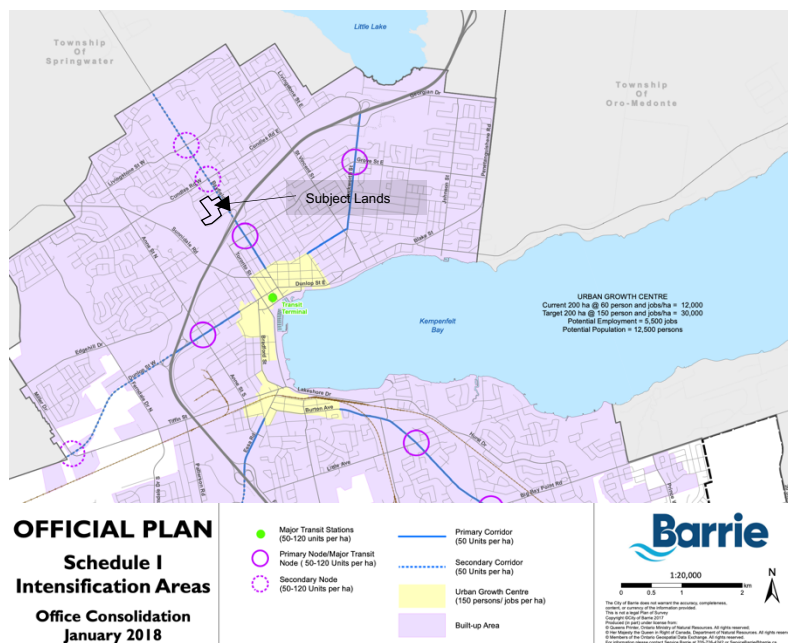
Barrie's Official Plan is a public statement by the Council of The Corporation of the City of Barrie of land use and development goals, objectives and policies for the guidance of public and private development decisions within the City of Barrie. The Official Plan provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded.

The Official Plan includes growth management goals which seek to accommodate the projected needs for residential, employment and other lands in order to achieve a complete community, encourage and accommodate the continued expansion and diversification of the City's economic base with regard to the industrial and commercial sectors to strengthen the City's role as a principle employment centre, to direct growth to take advantage of existing services and infrastructure where possible and to minimize the cost of infrastructure extension (Sec. 3.1.1). The proposed development supports the achievement of these goals as it will complement employment opportunities in an existing facility and result in the diversification of its tenancy to enhance its economic function. Further, by converting an existing facility, the construction of new services can be avoided.

In accordance with Schedule I of the Official Plan, the abutting stretch of Bayfield Street is identified as a Secondary Corridor which is classified as an Intensification Area. This areas are intended to support high density residential and mixed-use development. The schedule identifies that development within the Secondary Corridor area can achieve densities of 50 units per hectare and are to be designed to be transit supportive.

It is important to note that through Sec. 4.2.2.6.(c), intensification is identified to contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and service, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency. As the development is proposing a "residential-adjacent" sector, it conceivably achieves all stated goals of the Official Plan regarding intensification. Specifically, the proposal will efficiently use vacant space currently under-utilized by the mall, would be located to the rear of the mall to ensure it does not interrupt the areas closest to transit and would utilize existing infrastructure.

Figure 9: Official Plan Schedule I Intensification Areas



The Official Plan provides Commercial land use goals which seek (Sec. 4.3.1):

- a) *To maintain, enhance and support the City's role as the primary commercial/service centre of the region.*
- b) *To encourage the maintenance and expansion of commercial/service sector activity through the adoption of land use designations and policies which will complement and enhance the efforts of the private sector in the provision of goods, services and employment opportunities.*
- c) *To promote a distribution of commercial facilities that provide a high level of convenience and accessibility for residents and limit the need for travelling extensive distances for minor purchases and local service facilities.*
- d) *To minimize the impacts of retail and other service development on adjacent land uses and, on the traffic, carrying capacity of area roads.*

The proposed development achieves these goals as the use enhances the vitality of the mall but also provides additional services for its customers and visitors, is a complementary use to the commercial sector which enhances the malls opportunity to provide goods, services and employment opportunities. Further, due to the location of the mall, the proposal would ensure a high level of convenience and accessibility for residents who would frequent the space.

The Official Plan designates the subject property as “Community Centre Commercial” in accordance with “Schedule A Land Use”. The following permitted and desirable uses for lands designated “Community Centre Commercial”:

“4.3.2.4 COMMUNITY CENTRE

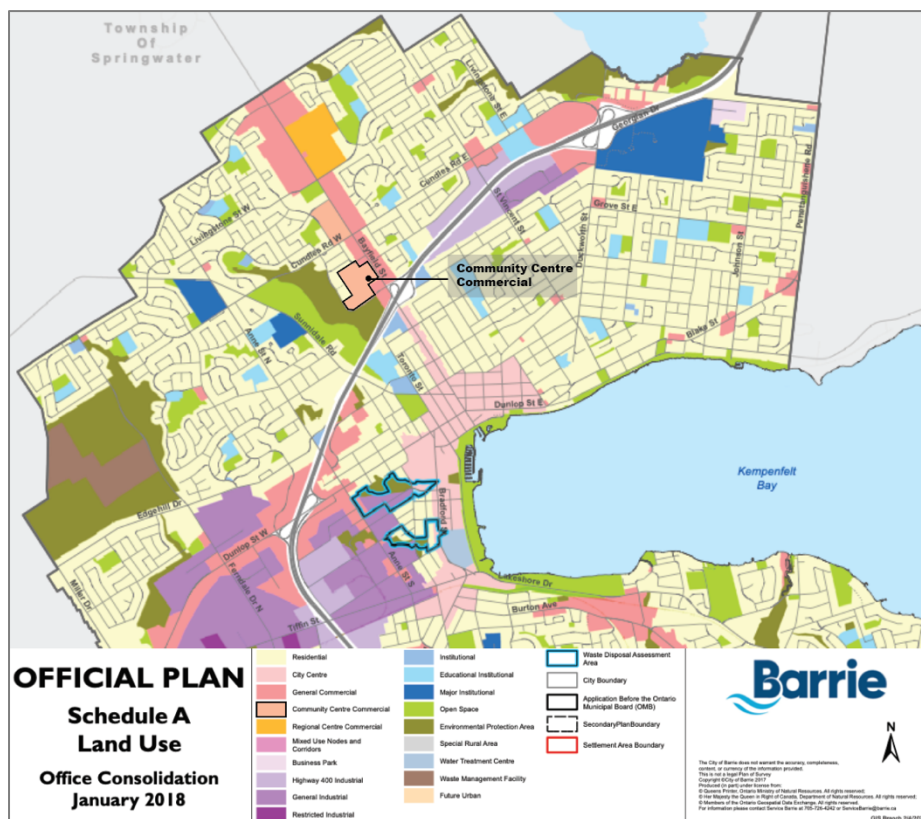
- (a) Lands designated Community Centre are intended to provide a broad range of retail and service commercial uses and community facilities. Office and residential uses may also be permitted. These shopping areas are smaller in size and function than a Regional Centre.*
- (b) The following uses may be permitted within the Community Centre designation: all types of retail uses; supermarkets and food stores; service commercial and personal service uses; financial institutions and services; business, professional and medical offices; entertainment, recreation and other community facilities such as libraries and day care centres; and medium and high density residential uses.”*
- (c) Development in a Community Centre designation shall be a planned shopping centre as outlined in Section 4.3.2.3(c) and/or a grouping of separate buildings. Freestanding buildings shall be permitted.*
- (d) Residential uses shall be located within a shopping centre complex or in freestanding buildings. Office uses shall be located in freestanding buildings or within a shopping centre building.*
- (e) Community Centres shall have a maximum retail building area of 45,000m².*
- (f) The planned size and function of Community Centres is designed to serve one or more residential planning areas.*
- (g) Community Centre Areas shall be located on arterial roads and shall be fully served by public transit services.*

The proposal seeks to include self-storage as a permitted use within Bayfield Mall. This is consistent with the Community Centre Commercial designation intent, which is to provide a broad range of commercial and service uses that address the needs of residents within the service radius of the shopping centre. The type of facility proposed, the likely user-base and the commercial versus industrial nature of the use make it compatible with the service offerings available at a commercial centre.

As the proposed development, will not require expansion of the shopping malls size, nor will it conflict with the maximum building area requirements set out by the Official Plan.

It is also important to acknowledge that through Sec. 4.4.2.1.c), the Official Plan directs that lands within the vicinity of existing major highway interchanges and rail yards be designated and preserved for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate. Although the subject lands are not designated under the industrial land use categories, it is located near the highway interchange of Highway 400 and Bayfield which makes it conducive to self-storage uses.

Figure 10: Official Plan Schedule A Land Use



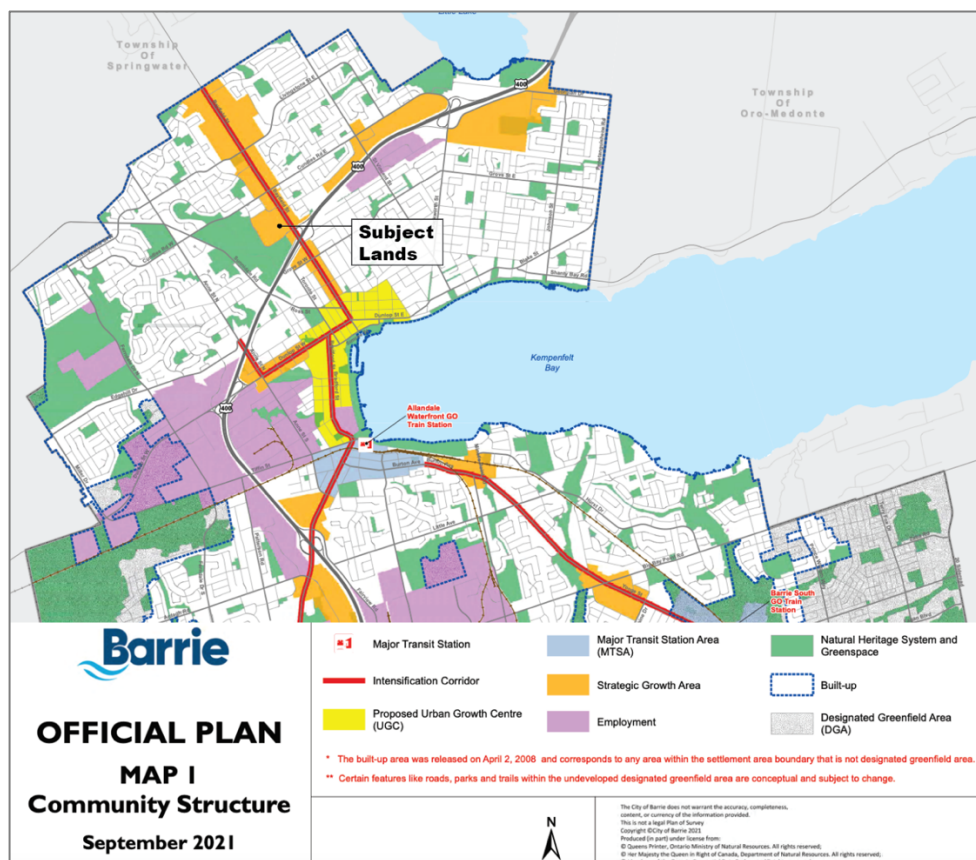
5.4 New City of Barrie Official Plan

Barrie's Official Plan was last approved in 2010 and since then the Province has updated much of the provincial land use policies including updates to the Provincial Policy Statement, 2020 (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan). Barrie recently approved the New City of Barrie Official Plan on February 14, 2022 which has been submitted to the Ministry of Municipal Affairs and Housing for approval. Next steps include Barrie Council enacting the Official Plan and receiving approval from the Ministry.

The New Official Plan refreshes planning policies, growth targets and development strategies that are better aligned with the Provincial Policy Statement and the Growth Plan. This initiative will guide how Barrie evolves as a community over a 30-year horizon to 2051.

The New Official Plan identifies the subject lands as a “Strategic Growth Area” and adjacent to “Intensification Corridor” as identified on Map 1.

Figure 11: Official Plan Map 1 Strategic Growth Areas



Policies specific to lands within the Strategic Growth Areas designation are as follows:

**“2.3.3
Strategic
Growth Areas
(SGAs)”**

Strategic Growth Areas have been identified at key locations throughout the city as shown on Map 1 to this Plan. Strategic Growth Areas are intended as focal points and long-term centres of residential growth, commerce, jobs and social interaction. In addition to other policies of this Plan, the following policies shall apply to Strategic Growth Areas:

- a) Strategic Growth Areas will be planned to become complete communities.*
- b) To enable each Strategic Growth Area to become a complete community, the City will plan a critical population mass for the Strategic Growth Area that will attract food retailers to provide residents with access to fresh food options within the Strategic Growth Area.*
- c) Strategic Growth Areas shall accommodate higher levels of intensification, tall buildings, higher densities, and will be planned to evolve over the long-term as distinct places of major activity around planned transit facilities, primary gateways into the City, and existing regional shopping destinations.*
- d) To serve both local residents and the city as a whole, Strategic Growth Areas will be planned over the long-term as mixed-use areas that incorporate residential development as well as a wide range of other uses.*
- e) 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, as shown on Map 1, 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).*
- f) Development in Strategic Growth Areas will be planned to be transit-oriented, shall maximize the use of existing and planned transit infrastructure with appropriate transit- supportive densities and mix of uses, and be pedestrian-friendly to support active*

transportation. This will be achieved through comprehensive design in accordance with the policies in Section 3 of this Plan and will incorporate winter city design elements, in accordance with the City-Wide Urban Design Guidelines.

- g) The City will connect Strategic Growth Areas with higher order transit by establishing dedicated transit facilities along Intensification Corridors.*
- h) Higher densities and taller built form will be encouraged within Strategic Growth Areas and particularly at major intersections of Intensification Corridors. Higher densities will ensure sensitive transition to adjacent areas in accordance with the policies of Section 3 and the respective land use designation policies.*
- 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.”*

The proposed improvements are typical of mall tenancy changes and would not interfere with Barrie’s long-term development intentions for the subject property or other lands along Bayfield Street. No new buildings are proposed that would occupy land that would otherwise be dedicated for urban intensification in pursuit of a complete community within the property boundaries and beyond. It is likely that land values and the future economic viability of more compact forms of development will trigger the redevelopment of the mall over a longer-term time horizon. However, in the short to medium term, Bayfield Mall and its tenants will continue to provide goods and services to Barrie residents in the mall’s current shopping centre format.

It is crucial that malls such of the Bayfield Mall, be afforded the opportunity to transition into more intensified developments. As such, the proposed development will ensure greater opportunity to the mall to secure tenants from a broader mix of uses which are compatible to both currently permitted uses and the envisioned intensification of the subject lands.

**“2.3.6
Intensification
Corridors**

Intensification Corridors are areas planned for higher-density and mixed-use development along arterial streets that connect Barrie’s growth centres. Intensification Corridors are illustrated on Map 1. In addition to other policies of this Plan, the following policies shall apply to the Intensification Corridors:

- a) The function of Intensification Corridors is to support transit-oriented development in areas outside of Strategic Growth Areas, Urban Growth Centre, and Major Transit Station Areas, and take a forward-looking approach to development that is*

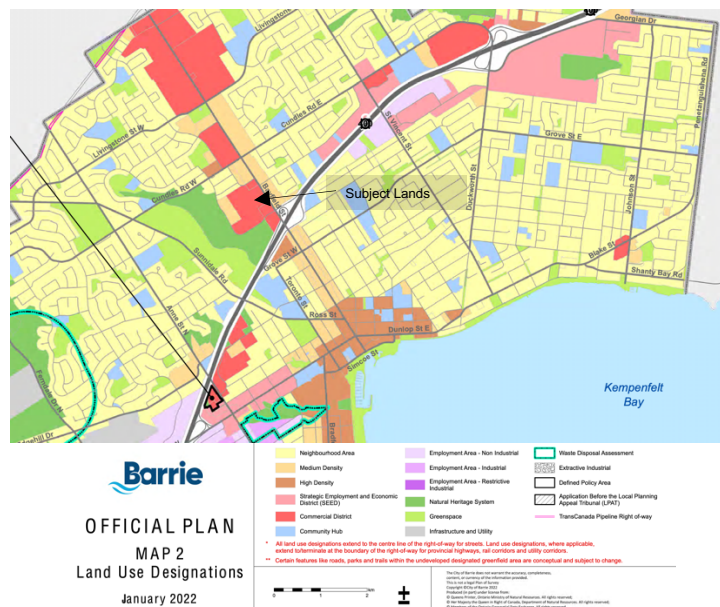
walkable and with a range of uses that support transit users in accordance with the respective land use designation.

- b) It is expected that the level of intensification will vary along the length of an Intensification Corridor to reflect different contexts. The scale of built form along Intensification Corridors must conform with the applicable land use designation and Section 3 policies.*
- c) Intensification Corridors will be planned so that all new development and redevelopment within these corridors are supported by public transit infrastructure and active transportation infrastructure. This infrastructure will also incorporate winter city design elements, as detailed in the City-Wide Urban Design Guidelines.*
- d) For those street segments identified as Intensification Corridors:
 - i) The properties fronting those streets are the properties envisioned for development or redevelopment; and,*
 - ii) Development or redevelopment, where possible, must be oriented towards those street segments.**
- e) New drive-thrus will be discouraged on Intensification Corridors.*

The proposed development will not interrupt the planned function of the Intensification Corridor. The proposed location of the use is set back to the farthest limits of the subject lands to ensure that it does not impede to implementation of the planned function which seeks to attract higher-density and mixed-use development along arterial streets.

The New Official Plan identifies the subject lands as “Commercial District” on Map 2 (see Figure 11). This designation permits a variety of uses including retail (including major retail); commercial, office and institutional (amongst others). Residential is permitted as part of a mixed-use development containing retail or commercial uses (Sec. 2.6.5.1). Development adjacent to residential uses is to mitigate potential impacts.

Figure 12: Official Plan Map 2 Land Use Designations



As per the OP update, the subject lands will become a Strategic Growth Area. With the updated OP, the City is striving to incorporate both intensification and more complete communities. As per Section 2.3.3, complete communities need to be capable of servicing residential communities. As the city intensifies, and moves towards higher density living, self-storage will become a key service needed to ensure the feasibility of higher density living. Condominium and apartment dwellings do not offer significant storage space, and residents often require external storage for off season belongings such as holiday decorations or sporting equipment.

The New Official Plan includes direction on urban design. Through Section 3.2, the Official Plan provides policies which seek to create human scale neighbourhoods that accommodate development applications. Where applicable, they must demonstrate:

v) Appropriate transitions between the private and public realm. This shall 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.

It is believed that the conceptual design of the proposed development achieves this objectives as it improves the appearance of the rear section of the existing mall through new facilities which are anticipated to add lighting, façade treatments and improved access. It is believed that it will improve this area and create a positive visual environment.

Through Sec. 3.3.6, the New Official Plan provides urban design policies for Shopping Malls and Major Retail. Accordingly, the relevant policies are as follows:

- a) The design of shopping malls and major retail stores should consider accessibility and access for pedestrians, cyclists and transit users, and incorporate landscaping and streetscape elements that promote the integration of public open space.*
- e) Where possible, smaller retail units should line part of the principal building and have display windows and separate entrances.*
- g) Buildings should frame public and private streets and principal entrances should be provided from sidewalks along those streets.*

The proposed development has only been subject to preliminary design considerations. However, through future detailed exercises further consideration on accessibility and landscaping to ensure an improved design will occur. Further, it will be designed to be in line with the principal building, particularly as it is not planned to require any exterior expansions. Although it will not frame public street due to the existing context, it will frame the private street and ensure suitable pedestrian access through sidewalks and or demarcated space.

Through the OPA proposed, the envisioned self-storage facility would support these higher density living arrangements. Further, as Bayfield Mall is existing, it satisfies other conditions of the New OP including that it the use be serviced by Barrie transit, and thus the proposed self-storage would be as well. Further, this has the opportunity to expand Bayside Malls tenancy to new industries. By developing self-storage, trends conducive to compact living may be facilitated such as through car sharing or other urban-services that often appear in close proximity to areas serviced by transit, denser residential areas, retail and dining.

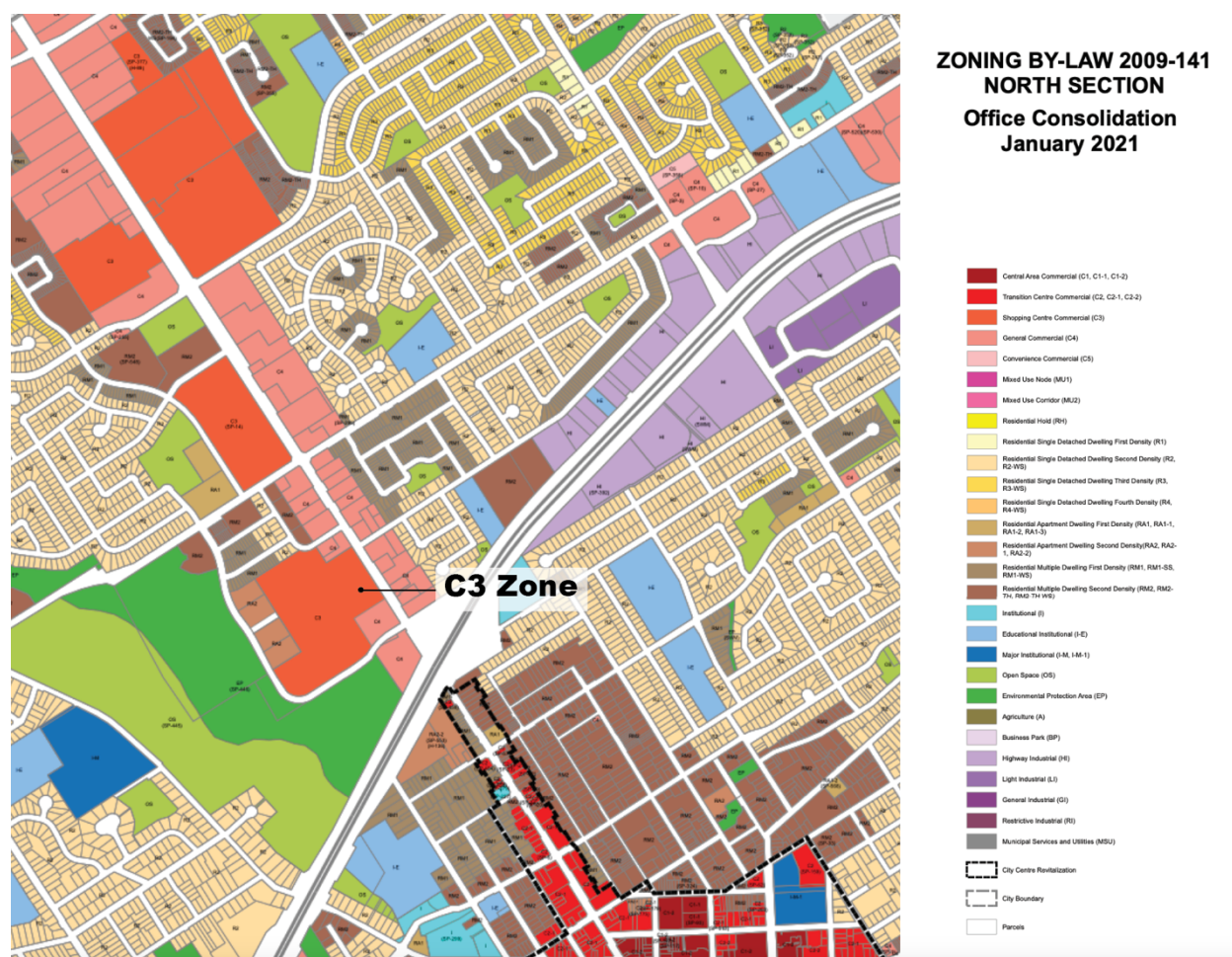
5.5 City of Barrie Comprehensive Zoning By-Law 2009-141

The Comprehensive Zoning By-law 2009-141 came into effect on August 10, 2009 (office consolidation as of January 2021) and applies to all lands within the present boundaries of the City of Barrie. No lands are to be used, and no buildings or structures are to be erected, altered, enlarged or used within the City of Barrie except in conformity with the provisions of the By-law.

By-law provisions can be subject to amendment with acknowledgement that special circumstances warrant modifications or exceptions. To do so, the By-law is amended through a public process that considers the merits of proposed changes and their consistency with applicable planning policy.

The subject lands are zoned “Shopping Centre Commercial (C3)” as identified in Figure 13. The Zoning By-law does not permit self-storage in the C3 zone. Self-Storage as a land use is only permitted in the (LI) Light Industrial & (GI) General Industrial zones as identified in Table 7.2 of the By-law.

Figure 13: Zoning By-Law Map



The By-law defines self-storage in Section 3.0 as follows:

A building, structure or land used for the temporary storage of household items and seasonal, recreational or commercial vehicles, boats and trailers in storage areas or lockers which are generally accessible by means of individual loading doors.

Shopping Centre Commercial (C3) – Permitted Uses and Development Standards	
Permitted Uses (not complete list)	Arcade or Game Establishment, Automotive Repair Establishment, Automotive Service Station, Bake Shop, Bank, Bed and Breakfast Establishment(1), Bingo Hall, Building Supply Centre, Entertainment Establishment, Drive-Through Facility, Fitness or Health Club, Office, Medical, Personal Service Store, Rental Store, Restaurant, Retail Store, Shopping Centre, Theatre, Community Centre, Library, Residential uses permitted in the Second Density RA2 Zone
Lot Area (Min).	5000 square metres
Lot Frontage (Min)	45 metres
Front Yard (Min)	15 metres
Side yard (Min)	5 metres
Side Yard Adjoining Residential Zone (Min.)	15 metres
Rear Yard (min.)	9 metres
Rear Yard Adjoining	15 metres
Lot Coverage (max.)	30%
Gross floor area (max. % of lot area)	60%
Building Height (max.)	14m

Please see below section for further details on the proposed amendment.

6.0 IMPLEMENTATION

This report has been prepared in support of the following applications for Official Plan and Zoning By-law amendments for a proposed self-storage facility.

Official Plan Amendment

The Subject Lands are currently designated for “Community Commercial Centre” uses. The Official Plan amendment seeks to introduce a site-specific exception to the “Community Commercial Centre” designation that would permit self-storage uses.

Zoning By-law Amendment

The Subject Lands are currently zoned C3 – “Shopping Centre Commercial” within Barrie’s Comprehensive Zoning By-law 2009-141. An application for a Zoning By-law amendment is required to allow a site-specific zoning exception to permit a self-storage facility at Bayfield Mall.

Implementation of the proposed tenant improvements would be subject to the City of Barrie’s Development Services planning and building permit approvals along with all other authorizations from relevant authorities and service providers.

Please note, as the proposed development is proposing on interior renovations, with minor façade treatment, a site plan control application will not be required.

7.0 CONCLUSION

It is our opinion that the proposed development and associated Official Plan and Zoning By-law amendments represent good land use planning and should be approved for the following reasons:

- The proposed tenancy is consistent with the Provincial Policy Statement (2020) by supporting the needs of current and future residents of Barrie.
- The proposed tenancy is in compliance to and conformity with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) by supporting the needs of current and future residents of Barrie.
- The proposed tenancy advances the general intent and policies of City of Barrie Official Plan (2010) by supporting a broad range of services to Barrie residents in commercial districts without precluding the long-term objectives of the applicable intensification policies.
- The proposed tenant improvement does not impede the New City of Barrie Official Plan (2021) policy objectives of achieving intensification and evolution of complete communities in strategic growth areas as the proposed tenancy is a conversion of existing space in an existing commercial building.
- Only minor modifications to the City of Barrie Comprehensive Zoning By-Law 2009-141 (August 2009, Office Consolidation January 2021) are necessary to facilitate the implementation of the project and therefore the proposal is largely consistent with the overall direction of the Zoning By-law.

The proposed self-storage facility is appropriate and desirable in that it:

- Requires minimal facility improvements to achieve the construction of the proposed development;
- Is generally supported by residents, as indicated through the conducted open house;
- Expands the malls list of permitted uses to ensure greater opportunity to secure tenants;
- Ensures existing neighbourhoods and future intensification projects in the area benefit from additional storage opportunities; and,
- Will not result in undue impacts to the local area.

Approved By:

Nick Wood

Nick Wood, M.C.I.P., R.P.P., MES(PI)
Vice-President
nick@corbettlandstrategies.ca

APPENDIX A

Pre-Consultation Meeting Package

City Hall
70 COLLIER STREET
TEL (705) 739-4208
FAX (705) 739-4270



P.O. Box 400
BARRIE, ON
L4M 4T5

THE CORPORATION OF THE CITY OF BARRIE
DEVELOPMENT SERVICES DEPARTMENT

ZONING BY-LAW/OFFICIAL PLAN AMENDMENT PRE-CONSULTATION REVIEW PLANNING COMMENTS

File: D28-003-2021

To: Nick Wood, Corbett Land Strategies Inc.
From: Logan Juffermans, Planner
Date: March 16, 2021
Subject: Pre-Consultation Review – 320 Bayfield Street
Conversion of existing interior retail/commercial spaces into proposed self-storage uses

Pre-Consultation Review Meeting Date: March 4, 2021, 1:30pm (via Microsoft Teams)

The Development Services Department has completed a preliminary review of the policy implications of the proposed Official Plan and Zoning By-law Amendment application to implement the concept plan submitted. The following comments are for consideration only and do not represent a full technical review of a formal application under the *Planning Act*.

Comments

***Please note that these comments are valid for one year from the date of issuance and Planning staff reserves the opportunity to provide further comments on any revised submissions and may require a new pre-consultation application when the concept plan or subject site significantly changes.**

1.	Official Plan Designation	Existing: Community Centre Commercial Proposed: Community Centre Commercial with a Defined Policy Area to permit self-storage Located within the Bayfield Planning Area on Schedule 'B'
2.	Zoning	Existing: Shopping Centre Commercial (C3) Proposed: Shopping Centre Commercial with Site Specific Provisions (C3 SP-XXX) to permit self-storage

3.	Context Review	City planning staff have considered the proposal with regard for changing commercial demands and the long-term land use planning intent for the Bayfield Street Corridor. Given the current Official Plan designation, recognition of Bayfield Street as an Intensification Corridor, and new Draft Official Plan designation for the site and identification of the area as a Strategic Growth Area, staff are of the opinion that the proposed industrial use does not represent or support the highest and best use for the site. Further, staff note that the proposed use does not align with the City's vision for this area as a mixed-use corridor where existing large scale commercial uses would transition toward mixed-use developments through the introduction of residential uses.
4.	Applications required:	
	OPA	☒ The current Official Plan designation does not permit the proposed storage use which the City of Barrie directs to Industrial designations. An application for an Official Plan Amendment, with the creation of a Defined Policy Area (amendment to Schedule C) for those portions of the site where the proposed use would occur, would be the most appropriate process should the applicant proceed with the application.
	Rezoning	☒ The current zoning for the proposed development does not permit a self-storage use and a Zoning By-law Amendment to include site-specific provisions for the self-storage conversion would be required should the applicant proceed with the application.
	Site Plan	☒ Properties which are zoned Shopping Centre Commercial (C3) are designated as site plan control areas (as per By-Law 99-132). A Site Plan Approval/Amendment/Exemption may be required prior to the submission of a building permit.
	Other:	☐
5.	Official Plan Conformity	The applicant will be required to submit a Planning Justification Report, prepared by a Registered Professional Planner, which demonstrates how the development proposal and requested site specific provisions conform to the policies of the Official Plan including but not limited to: 3.1 – Growth Management 3.7 – Energy Conservation and Renewable Energy Systems 4.3 - Commercial 5.0 – Servicing and Transportation 6.5 – Urban Design Guidelines
6.	Intensification	The subject lands are located within an Intensification Corridor (Bayfield Street Secondary Corridor) as identified on Schedule 'I' of the Official Plan. Further, the City's Draft Official Plan, identifies the site as occurring within a Strategic Growth Area, where the focus shall be in accommodating intensification and higher-density mixed uses to achieve a more walkable and compact built form. The applicant will be required to address the intent and density provisions of the OP in the required Planning Justification Report.
7.	Site Specific Provisions (SP)	In accordance with the Zoning comments provided, the proposed use is not permitted on the subject property. In this regard, the applicant will be required to submit a Planning Justification Report which outlines all site-specific zoning provision(s) being requested and provides rationale as to how the request is considered to be appropriate and represents the principles of good planning.

8.	Road Widenings	Staff have identified as part of the City's Transportation Master Plan and MTO TESR and Environmental Assessment for the Highway 400 Corridor and Bayfield Street interchange that roadway changes will be occurring on the subject property and adjacent lands. City staff have identified that a dedication will be required along the entire properties Bayfield Street frontage and intersection with Coulter Street. Should Council approve the proposed Official Plan and Rezoning application, the road widening would be required to be conveyed to the City at the time of site plan control approval. (See comments by J. MacDonald).
	Site Plan Comments	The below Site Plan related matters are being provided for consideration at this time. Applicant may want to consider the below items to ensure Zoning compliance, where applicable. Additional comments may be provided through review of subsequent submissions.
9.	Loading Spaces	As per the City's Zoning By-law, (Section 4.7.1) a loading space is required for any industrial or commercial use, with the number of spaces determined in accordance with the gross floor area of the proposed use and with further location and sizing criteria defined in sections 4.7.1.1 and 4.7.1.2 of the City's Comprehensive Zoning By-law. Further details regarding the proposed loading spaces as shown in the concept plans will be required as part of any subsequent applications.
10.	Signage	The location and setbacks of all proposed signage is required to be identified on the plans. This includes building signage and any proposed free standing/pylon and entry feature signage. Signage will not be permitted to encroach within any required widenings(s)/day lighting triangle(s). Detailed elevations (including dimensions) of all proposed signage shall be provided. Appropriate landscaping shall also be provided at the base in accordance with the City's Sign By-law.
11.	Waste	If any new waste enclosures are proposed, City staff advise that all waste/recycling/organics are required to be stored within the main building or an accessory building constructed of similar materials to the main building(s), fully enclosed with a roof and roll-up door and shall comply with all minimum zoning standards (setbacks/size/height). The size and location of any proposed indoor waste storage areas shall be reflected on provided plans.
12.	Fire and Emergency Services	As part of a subsequent Site Plan Amendment or Building Permit application matters relating to dead end corridors, access to exits, early warning and evacuation systems, occupant load, sprinkle system and fire separation will need to be addressed (see comments by D. Lalonde)

13.	Neighbourhood Meeting	A Neighbourhood Meeting will be required in advance of a formal application being submitted. All comments received at the Neighbourhood Meeting will be required to be addressed in the PJR. Should the applicant wish to proceed with a formal application, a Neighbourhood Meeting will be required to be scheduled within one year of the issuance of these comments, being March 16, 2022. At this time, neighbourhood meetings will be conducted virtually via Zoom (video conference) and will be scheduled by Planning staff upon receipt of an acceptable presentation being provided by the applicant. Scheduling of the neighbourhood meeting will be coordinated with the Ward Councillor and other City staff.
14.	Comments/Response Matrix	Subsequent submissions, if required, shall be accompanied by a comment/response matrix which clearly identifies how each City/Agency comment has been addressed. This shall be submitted digitally through the City's APLI system.

Urban Design Manual Compliance

The Site Plan Application submission is to be provided in accordance with the Urban Design Manual. Highlights of the matters to be identified and addressed are as follows:

- legal boundary survey and any easements
- roof top mechanical units and screening
- external garbage bin enclosure (materials to match main building, with roll up door and roof)
- internal garbage room
- loading area – screen wall and details
- retaining walls and cross section details (with decorative rail)
- dark sky lighting and no light spillage on electrical plan
- transformer and landscape screening
- pylon sign and base landscaping – one per property
- Agency circulation (CA, MTO, Metrolinx, etc.)

Attachments: - Comments received from departments/agencies:

Department	Date Received
Development Services: Approvals Heritage Transportation Parks Zoning	February 26, 2021 (G. Matthie) February 11, 2021 (T. Wierzba) February 26, 2021 (J. MacDonald) February 26, 2021 (K. Liu) March 1, 2021 (M. Kowalchuk)
Finance – Development Charges	March 1, 2021 (N. Myers)
Environmental Sustainability	February 26, 2021 (R. Stephens)
Fire and Emergency Services	February 11, 2021 (D. Lalonde)
Source Water Protection	February 25, 2021 (K. Thompson and S. Sabeau)
Environmental Compliance	March 1, 2021 (S. Zoschke)

Water	February 8, 2021 (A. Miller)
Alectra	February 8, 2021 (S. Cranley)
MTO	February 23, 2021 (C. Blaney)
LSRCA	February 26, 2021 (S. Filson)

The **Urban Design Manual** and **Site Plan Application Manual** are available for purchase or download from the City of Barrie's website at:

www.Barrie.ca under Doing Business, link to Planning & Development and [Development Review](#)

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Pages/Development-Review-Process.aspx>



Pre-Consultation Required Reports Checklist

Meeting Date: March 2, 2021
 File Manager: Logan Juffermans, Planner File Number(s): **D28-003-2021**
 Site Address: 320 Bayfield Street

This list is valid for one year following the above noted meeting date

*Please Provide Digital Copy of All Reports and Plans

Req.	REQUIREMENTS	NOTES
PLANNING / DESIGN / SURVEY		
Y	Planning Justification Report	
	Aggregate Potential Assessment and/or Aggregate License Compatibility Assessment	
	Affordable Housing Report	
	Archaeological Study/Assessment	
	Architectural/Cultural Heritage Report (built heritage and cultural heritage landscapes)	
	Heritage Impact Assessment/Evaluation	
	Photometric Plan	May be required should exterior lighting changes be proposed.
	Odour/Dust/Nuisance Impact Analysis	
	Noise/Vibration Impact Analysis	
	Scoped Urban Design Brief	
	Tall Buildings Submission - o Block Plan - o Context Plan - o Shadow Impact Study - o Microclimate Impact Report - o Wind Study	
ENGINEERING		
	Fiscal Impact Analysis	
	Functional Servicing Report	May be required should any site servicing or grading changes be proposed.
	Water Service/Demand Analysis	
	Geotechnical Study	
	Stormwater Management Report - Including LID Infiltration Information	
	Topographical Survey of existing conditions	
	Hydrogeological Information required: a) Anticipated Maximum Depth of Excavation b) Anticipated Maximum Depth of Foundation c) Anticipated Percentage of site to be developed	
	Traffic Impact Study	



Pre-Consultation Required Reports Checklist

	Parking Justification Report	
Y	MTO Permit	If any signage proposed, an MTO Sign Permit required.
ENVIRONMENTAL		
	Energy Conservation and Efficiency Evaluation	
	Environmental Impact Study	
	Market Study	
	Tree Inventory and Assessment	
	Preservation/Landscape Plan with Plant List, Details and Cost Estimate	
	Record of Site Condition (RSC)	
	A Site Risk Assessment	
	Remediation Plan	
SOURCE WATER PROTECTION QUALITY AND QUANTITY RISKS		
	Completed Screening form for Source Water Protection for properties within Drinking Water Vulnerable Areas identified on Schedule "G" to the Official Plan	
	Phosphorus Budget	

Note: Please refer to the Application Form for the number of required copies.

It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, City of Barrie Planning staff will notify you of outstanding material required within the required 30 day period. Mandatory pre-consultation application will not shorten the City's standard processing timelines, or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application. This list is valid for one year following the above noted meeting date.



Transportation Planning Pre-Consultation Site Plan Application

To: L. Juffermans, Planner

From: J. MacDonald C.E.T., Senior Transportation Operations Technologist (Ext. 5178)

Date: February 26, 2021

Re: D28-003-2021 – 320 Bayfield Street

Development Stage: Pre-Consultation

Introductory Statement:

Staff reviewed the proposed site plan (D28-003-2021) for 320 Bayfield Street submitted to the City as part of the pre-consultation process. The purpose of this review is to outline provide high-level comments for the proposal based on the supplied information and identify requirements to support a subsequent site plan application.

The comments are not intended to address granular details as that will be completed as part of the site plan review process. Professionals completing the site design and traffic impact study must adhere to the following City guidelines.

- Urban Design Guideline ([Link](#))
- Transportation Development Manual ([link](#))
- Transportation Association of Canada Geometric Design Guide
- Relevant Ontario Traffic Manuals
- ITE

Property Conveyance / Corridor Protection:

1. In accordance with the Transportation Master Plan, MTO TESR and previously completed Environmental Assessment the ultimate mid-block right-of-way width for Bayfield Street is 44 metre and transitions to 47.5 metres at the intersection of Bayfield Street and Coulter Street \ Highway 400 Ramp. The owner shall be required to provide a dedication along the entire frontage of Bayfield Street, please refer the provided AutoCAD file for the identified right-of-way dedication. This dedication is required to accommodate the future mid-block seven (7) lane cross section, intersection auxiliary lanes and active transportation infrastructure.

The applicant shall enter into an encouragement agreement with the City for the existing parking bays which would be impacted by the required conveyance.

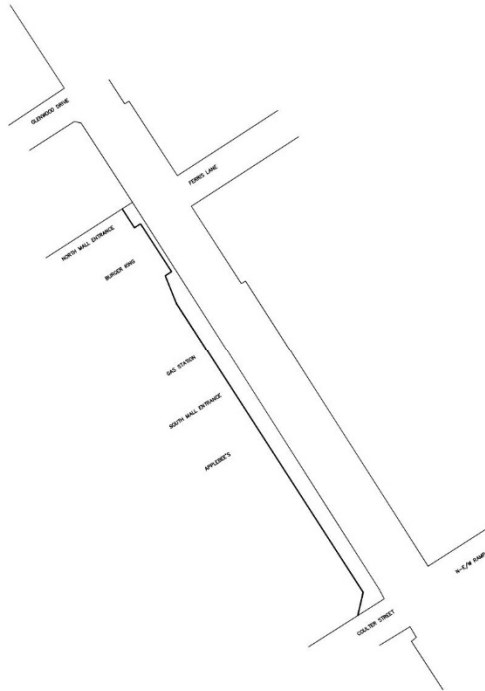
2. A 10 metre by 10 metre daylighting triangle shall be conveyed at the intersection of Bayfield Street and Coulter Street.

General Development Plan Comments:

3. Transportation has no comments, as it is to our understanding that all works are to be internal only. Should exterior works be included as part of this application, Transportation Planning shall review for these proposed changes as part of site plan submission.

Appendix A

Right of way Conveyance



J. MacDonald

Justin MacDonald, C.E.T.
Senior Transportation Operations Technologist



MEMORANDUM

TO: Logan Juffermans
Planner

DATE: February 26, 2021

FROM: Gary Matthie
Senior Development Services Technologist

RE: **Pre-Consultation Application (Rezoning)**
320 Bayfield Street
Review Comments

File: D28-003-2021

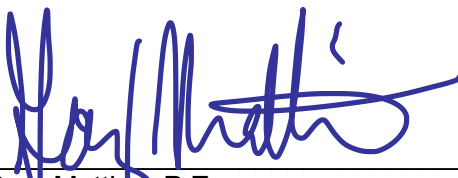
Please be advised that the Approvals Branch of the Development Services Department has completed a preliminary review of the concept plan associated with the proposed rezoning.

As it appears that only internal works are proposed and no servicing plans were provided, Approvals has no comment at this time. Should any changes to servicing or exterior grading be proposed associated with this application Approvals will require the opportunity to review the changes and comment.

For further information/clarification regarding the above comment, please contact the following staff:

Gary Matthie – Development Services, gary.matthie@barrie.ca

Prepared by:



Gary Matthie, P.Eng.
Senior Development Services Technologist

GM/



M E M O R A N D U M

TO: Logan Juffermans

FROM: David Lalonde

DATE: Feb 11 2021

FILE: D28-003-2021

SUBJECT: Pre consultation , 320 Bayfield St, storage units.

- I have no objections with the concept of converting portions of the public corridor and several retail spaces into a storage facility.
- The building permit application will need to address the impact on the existing building and tenants, i.e dead end corridors, access to exits, early warning and evacuation systems, occupant load, sprinkle system and fire separations.

**David Lalonde - Fire Prevention Officer
Barrie Fire & Emergency Service
705 728 3199 ext 3236**



Pre-Consultation Application
Zoning Comments
M. Snow, Planner - Zoning
March 1, 2021

Site: 320 Bayfield St

File: D28-003-2021

Zoning:

Present: Shopping Centre Commercial (C3)

Proposed Use: Shopping Centre Commercial (C3)

Standards

	Required by By-law (Section 8.3 of the Zoning Bylaw)	Proposed
Lot Area (min.)	450m ²	123,337m ²
Lot Frontage (min.)	45m	280m
Front Yard (min.)	6m	No change (appears to comply)
Side Yard (Min.) Street	15m	No change (appears to comply)
Side Yard (Min.) Residential Zone	15m	No change (appears to comply)
Rear Yard (min.)	15m	No change (appears to comply)
Lot Coverage (max.)	30%	No change (appears to comply)
Gross Floor Area (max.)	60%	No change (appears to comply)
Building Height (max.)	14m	No change (appears to comply)
Parking	1/18.6m ² of commercial space Total amount to be confirmed	To be confirmed
Loading Spaces	Amount to be confirmed	To be confirmed
Drive Aisle	6.4m	No change (appears to comply)
Landscape Buffer (min.)	3m wide, 2m high tight board fence to be provided on lot line that abuts residential	To be confirmed

Comments and Notes

Total GFA to be confirmed for parking and loading spaces.
Self storage not permitted in the C3 zone

MEMORANDUM

TO: Logan Juffermans, Planner

FROM: Stephanie Zoschke, Senior Environmental Officer

C.C.: Lenita Hywarren, Supervisor of Environmental Compliance

DATE: February 26, 2021

SUBJECT: D28 - 003 - 2021 – Pre-Consultation Site Plan – 320 Bayfield Street

Business Performance and Environmental Sustainability (BPES) has reviewed the documentation provided for 320 Bayfield Street (Site). In review of this documentation, BPES understands the construction is limited to the interior of the existing building and therefore offers the following comments and recommendations:

- Information regarding internal stormwater management and site drainage, erosion and sediment controls and sanitary connections must be provided for Environmental Compliance to provide full comments.
- Appropriate Erosion and Sediment Control devices are to be implemented and inspected on a regular basis, as well as, after every rain event and must be repaired as necessary to prevent any off-site environmental impacts (**City of Barrie Site Alteration By-law 2014-100**).
- Any temporary dewatering discharge should be directed to the storm sewer system, however due to the known contaminant plume originating from 320 Bayfield Street, contingency measures should be taken to ensure there is no off-site impact due to construction.
- A Discharge Agreement must be obtained from the City prior to any temporary construction dewatering discharge (as per **Sewer Use By-law 2021-002**). Please submit a completed Discharge Agreement Application to Environmental Compliance at least six weeks prior to discharge. Required documentation includes, but is not limited to:
 - Daily volumes;
 - Discharge locations;
 - Duration;
 - Water quality analysis and treatment methods to achieve compliance with Sewer Use By-law 2021-002 and Provincial Water Quality Objectives (PWQO);
 - Quality contingency plan, pre-treatment measures, etc.; and
 - Copy of a valid Ministry of Environment, Conservation and Parks Approvals, as applicable (ex. EASR or PTTW).
 - Demonstration that the discharge will not exceed the design flow capacity of the receiving storm sewer.
- The discharge of water from the potential dewatering shall be controlled in such a way as to avoid erosion and sedimentation in the receiving area.
- Discharge of water to City infrastructure may not be permitted based on the volume or quality of the discharge.

- Please note, **permanent dewatering to the storm and sanitary sewer shall not be permitted.**
At its sole discretion, the City may also deny a temporary discharge agreement.

S. Zoschke, B.Sc., C. Tech, CAN-CISEC
Senior Environmental Officer



To: Logan Juffermans

From: Richard Stephens,
Waste Reduction Coordinator

Date: February 26, 2021

Re: D28-003-2021 –320 Bayfield Street Pre-consultation Application

Municipally Provided Waste Collection Comments

The Environmental Sustainability Branch of Business Performance and Environmental Sustainability has reviewed the Pre-consultation Application for D28-003-2021 located at 320 Bayfield Street.

Environmental Sustainability offers the following comments and recommendations (refer to options 3):

Option 1 -Single Family Municipal Curbside Collection Services

Curbside Collection Services are afforded to Residential Units defined as a dwelling unit usually containing cooking, eating, living, sleeping and sanitary facilities, used or intended to be used by one or more persons permitted by law that is:

a) a single-detached residence
b) a semi-detached residence
c) A unit in a duplex, triplex, four-plex or five-plex
d) a unit in an apartment building, condominium complex, townhouse complex, co-op complex or similar residential complex containing five (5) or fewer dwelling units e) a second suite and f) does not include Boarding, Lodging and Rooming houses.

- The Owner of the Eligible Property must place Collectable Waste (included garbage, recycling and organics) to the approved Collection Point in an accessible location not hidden from view as close as possible to the edge of the roadway without obstructing the roadway or sidewalk or interfering with road maintenance operations including but not limited to winter snow removal or street sweeping.
- The Owner of the Eligible Property shall only set out Collectable Waste for Curbside Collection at an approved Collection Point abutting the geographical boundaries of the property where the Collectable Waste has been generated.
- Collection vehicles will not back down roadways and the collector will not cross the street for waste collection additionally the roadway must be designed to include a turnaround area for the collection vehicles.

Municipal Laneways

In order to ensure eligibility for municipal waste collection services the municipal lane must be designed to accommodate large waste collection vehicles and have the required widths, turning radius, overhead clearance, means of access and means of egress required for the waste collection vehicles.

To help ensure eligibility for municipal waste collection services the following criteria must be met:

- Laneway must be constructed as a two (2) way street, allowing collection vehicles to safely collect waste material from both sides of the laneway
- Laneway entrances/turns must meet the minimum turning requirement of 13 meters
- The Laneway must be kept free of snow and other materials
- There must be safe unobstructed access during waste collection

Option 2 - Municipally Provided Multi-Residential Collection Services

Multi-Residential Property means any building/complex that contains six (6) or more residential dwelling units, and does not include buildings that provide central dining facilities.

Requirements are subject to change.

Requirement #1:

Under the Municipally Provided Front End Bin program, multi-residential development must make provisions for an internal or external waste enclosure designed to store waste according to each collection type/waste stream (Council Motion 15-G-223):

- i. **a front end garbage bin with a capacity of one cubic yard per ten (10) residential units (1 compacted yard is equal to three (3) loose yards):**
 - The City provides regular front end bins for use at eligible multi-residential developments
 - The City **does not** provide compactor bins or any specialised equipment required to move or store the material e.g. cart caddies, tractors, tri-sorters, compactors.
- ii. **rollout recycling carts, one 95 gallon cart for every seven residential (7) units:**
 - The City operates a dual stream recycling collection service collected via containers carts (blue) and paper carts (grey)
 - The City provides the required number of carts for use at eligible multi-residential developments
 - 50% of the required carts should be for containers and 50% should be for paper
- iii. **rollout organics carts, one 120 litre cart for every twenty (20) residential units:**
 - The City provides the required number of carts for use at eligible multi-residential developments

Approximate Dimensions of Waste Collection Containers

The dimensions are provided to assist with space requirements. Collection frequency, number, and size of waste containers to be determined by the City.

Front End Bins:

- 2-3yd³ Height: 1.22m Width: 2.03m Depth: 1.12m (available with castors)
- 4yd³ Height: 1.22m Width: 2.03m Depth: 1.37m (available with castors)

- 6yd³ Height: 1.52m Width: 2.03m Depth: 1.68m (not available with castors)
- 8yd³ Height: 2.03m Width: 2.03m Depth: 1.63m (not available with castors)

95 Gallon Recycling Carts:

- Height: 1.15m Width: .73m Depth: .86m

35 Gallon Organics Carts

- Height: .96m Width: .47m Depth: .62m

Comments:

Requirement #2:

Internal and external waste enclosures require that the recycling and organics carts as well as any front end bin(s) used for garbage are rolled out and placed in an area suitable for collection that has been approved by the City of Barrie and the Collection Contractor on a designated collection day;

- Collection/loading area must be relatively flat (+/- 2% grade)

Comments:

Requirement #3

The proposed location for internal or external waste enclosures must be accessible to all residents/occupants and cannot hinder residents/occupants from participating in Recycling and Organics diversion programs;

Comments:

Requirement #4:

The complex must be designed to accommodate large waste collection vehicles and have the required widths, turning radius, overhead clearance, means of access and means of egress required for the waste collection vehicles, the site plan must demonstrate that there will be safe unobstructed access to the waste enclosures;

Waste collection vehicles require 5m of vertical clearance throughout the vehicle access route;

Waste collection vehicles require 7m of vertical and 6m wide clearance in and around loading spaces and waste enclosures in order for waste collection containers to be serviced;

Internal roadways must be designed to permit continuous collection without reversing in order to access a waste enclosure or waste collection area. Where the requirement for continuous collection cannot be met, the roadway must be designed for the waste collection vehicle to turn around with a minimum turning radius of 13 meters;

Waste Collection Vehicle Approximate Dimensions

The dimensions are provided to assist with access requirements, size and type of collection vehicle are subject to change.

Side Loading Recycling Collection Truck (collects 95-gallon carts):

- Length – 11.5m
- Width – 2.6m (does not include side loading mechanism)
- Height – 4m (additional vertical clearance required to service 95-gallon carts)
- Wheelbase – 6.12m

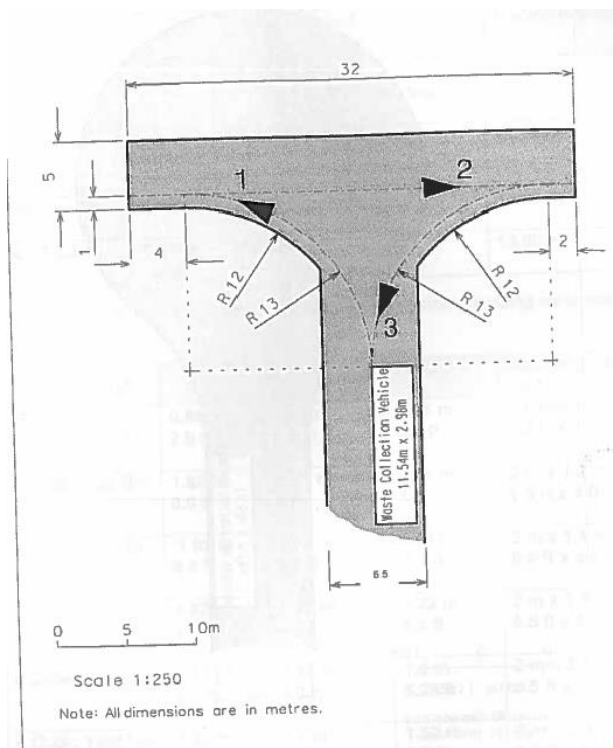
Front End Lift Garbage Collection Truck (collected 2-8yd bins):

- Length – 11m (does not include forks)
- Width – 2.6m
- Height – 4.1m (additional vertical clearance required to service front end bin)
- Wheelbase – 5.33m

Read Loading Organics Collection Truck (collects 35-gallon carts):

- Dimensions for this vehicle are like the front-end lift truck without the overhead clearance requirement.

Dimensions for “T” Turnaround



Comments:

Requirement #5:

The site plan must demonstrate that residential and commercial waste (mixed use) will not be combined in the same containers to ensure eligibility for the multi-residential front end bin garbage service. Internal and/or external waste enclosures must be designed and built to provide segregated areas for each sector to ensure commercial operators do not have access to the residential bins. This may require a separate enclosure for both the commercial and residential waste;

Comments:

Developments that do not meet the above requirements will not be eligible for any municipal waste collection services including recycling and organics programs and will require the Property Owner/Property Management Company to pay for waste collection services at their own expense.

Once the building has been completed and occupancy has reached 70% the City may conduct a final site visit to determine eligibility for the property to receive municipal waste collection services.

Option 3 – Industrial, Commercial and Institutional Waste Collection Services

Industrial, Commercial, and Institutional Waste means Waste originating from an Industrial, Commercial, or Institutional establishment used for the purpose of including but not limited to retail, manufacturing/industrial, service, entertainment, recreation, offices, church, schools, clinics, hospitals, and nursing homes.

Industrial, Commercial, and Institutional (ICI) properties are not eligible for the Municipally Provided Front End Bin Program. The property would be required to pay for waste collection services through a private collection contract

The property may be eligible to utilize regular curbside collection services, waste would be placed out to the nearest municipal curb in accordance with the City's curbside collection schedule. Service levels vary between commercial and residential curbside collection, please refer to the City of Barrie website for more information.



To: Logan Juffermans,
Planner

From: Nicole Myers,
Development Charges Administrator

Date: March 1, 2021

Re: D28-003-2021 – 320 Bayfield Street

In response to your invitation to provide comments, please be advised of the following from the Development Charges Division of the Finance Department.

It is our understanding that the owner is proposing an interior conversion to allow for self storage units in the back of the existing mall complex (behind Canadian Tire).

Please be advised that no additional Development Charges, Education Levies, or Cash in Lieu of Parkland will be applicable to this conversion.

While every effort is made to provide accurate information, please be advised that the foregoing is an estimate only based on our understanding of the development, current By-laws, agreements, and rates in effect as of the date of these comments. Development Charges are subject to an annual inflationary adjustment on January 1st of each year.



MEMORANDUM

TO: Logan Juffermans
Planner, Development Services

FILE: D28-003-2021

FROM: Karen Lui
Landscape Architectural Planner

DATE: February 26, 2021

SUBJECT: D28-003-2021 – 320 Bayfield Street
Pre-Consultation – Parks Planning Comments

Parks Planning has completed a preliminary review of the provided documents for the above-mentioned application. Parks Planning has no comment, as it is to our understanding that there are no proposed landscaping works and that the existing landscape is to remain unaltered (internal works only). Should exterior works be included as part of this application, Parks Planning shall review for landscape components.

Should you have any questions, please feel free to contact me via e-mail at karen.lui@barrie.ca.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Lui", written over a horizontal line.

Karen Lui, *MLA OALA CSLA*
Landscape Architectural Planner
Development Services – Parks Planning

CC: William McGregor, Landscape Architectural Planner, Development Services



MEMORANDUM

TO: Logan Juffermans, Planner **File: D28-003-2021**

FROM: Katie Thompson, Risk Management Official
Stephanie Sabean, Source Protection Co-op Student

DATE: February 25, 2021

SUBJECT: D28-003-2021
Pre-Consultation/Conformity
320 Bayfield St.

This memorandum responds to the submission of D28-003-2021 Pre-Consultation/Conformity, 320 Bayfield St. The following documents have been reviewed regarding Source Water Protection:

- a) Context Plan – January 5, 2021
- b) Pre-Consultation Application – January 6, 2021

Upon reviewing above documents, it has been determined that the subject property is located within Well Head Protection Area D, an Issues Contributing Area for Sodium & Chloride, and partially within a Highly Vulnerable Aquifer (HVA) This means that groundwater beneath this property is flowing towards municipal wells and could eventually be drawn up by these wells. Groundwater is also highly susceptible to contamination. The following comments have been provided to address Source Water Protection and Hydrogeological Concerns with the proposed application.

Source Water Protection Conditions:

1. The applicant should be aware that the South Georgian Bay Lake Simcoe Source Protection Plan policies apply to the proposed development. The following policies will need to be addressed:

Salt (ICA)-2, RLU-1, LUP-2

Please note the list of policies that apply may change as the site plan develops, and additional information is provided.

The South Georgian Bay Lake Simcoe Source Protection Plan can be accessed at the following link:

<http://ourwatershed.ca/assets/uploads/2018/02/Source-Protection-Plan.pdf>

Highly Vulnerable Aquifer Condition:

2. The property is located in an area overlaying a Highly Vulnerable Aquifer. Highly vulnerable aquifers are very susceptible to contamination because of their location near the ground's surface. The shallow soils/rocks and or thin, sandy soils above the aquifer are limited in their capacity to naturally filter out or be an effective barrier to contaminants.

In areas of high aquifer vulnerability, bulk fuels and chemicals have been identified as moderate drinking water threats. To help reduce the risk for these types of aquifers, preventative measures need to be implemented for proposed developments associated with bulk fuel and chemicals.

A spills management plan, spill response materials, and secondary containment are required to be in place prior to construction, should any bulk fuel storage be associated with the interior conversion. The Risk Management Office will provide a template for a spills management plan if required. The spills management plan shall be submitted to the Risk Management Official prior to Site Plan Agreement.

SS/kt

Appendix A

Address of Development

225 Essa RD

The results below are being provided for informational purposes only and represent an estimate of the anticipated hydrogeological conditions on site based on best available data to date. Site specific conditions should be confirmed by the applicant.

Depth to Water Table	20	m
Depth to Perched Water	17	m
Depth to Aquifer A1	5	m
Depth to Aquitard C1	28	m
Depth to Aquifer A2	55	m
Depth to Aquitard C2	62	m
Depth to Confined Municipal Aquifer	78	m
Depth to Uppermost Significant Aquifer	20	m
Cumulative Transmissivity to Base of A1	167	m ² /day
Cumulative Transmissivity to Base of A2	167	m ² /day
Cumulative Transmissivity to Base of A3	789	m ² /day
Transmissivity of Uppermost Significant Aquifer	Moderate	
Transmissivity of Most Significant Aquifer	High	

The City of Barrie, its employees or agents, will not be held liable for any loss, damage, or expenses incurred resulting from the use, interpretation or reliance of the information as presented.

SURFACE WATER
TREATMENT PLANT
20 ROYAL PARKSIDE DR
TEL. (705) 792 7920
FAX (705) 792 7921



P.O. BOX 400
BARRIE, ONTARIO
L4M 4T5

THE CORPORATION OF THE CITY OF BARRIE
Infrastructure Department
Water Operations Branch
"Committed to Service Excellence"

320 Bayfield St (D28-003-2021)

Date: Feb.8/21

Comments:

- There were no site servicing drawings submitted with document package. Detailed comments on proposed water servicing will be provided when site servicing drawings circulated for review.
- The proposed water servicing to be designed as per current City of Barrie, Water Transmission & Distribution Policies & Design Guidelines.
- Will need to ensure existing water servicing on site is not in conflict with proposed building and if so, will need to be relocated to city standard.
- Any proposed water service(s) to proposed building will be taken off the privately owned watermain.

Allan Miller
Water Operations Technical Advisor

Logan Juffermans

From: Tomasz Wierzba
Sent: Thursday, February 11, 2021 3:54 PM
To: Logan Juffermans
Subject: FW: Pre-Consultation Circulation - 320 BAYFIELD ST

Hi Logan,

No heritage comments from me!

Kindly,

Tomasz

Planner

Pronouns: He/Him/His

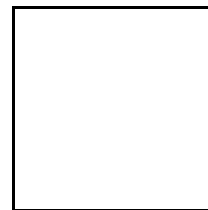
Development Services

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

Office: 705-739-4220 Ext: 4403 | Fax: 705-739-4270 | www.barrie.ca



From: eservices <eservices@barrie.ca>
Sent: Thursday, February 4, 2021 3:02 PM
To: Tomasz Wierzba <Tomasz.Wierzba@barrie.ca>
Subject: Pre-Consultation Circulation - 320 BAYFIELD ST



A Pre-Consultation application has been received from City of Barrie, that would permit Please see submitted cover letter at 320 BAYFIELD ST. The submission can be viewed at eservices.barrie.ca/apli (external) or apli.barrie.ca (internal) by searching for FileNumber D28-003-2021.

Please review the plans and provide any written comments no later than 02/26/2021.

A Pre-Consultation Technical Review meeting has been scheduled with applicant to be held on 03/04/2021, at 13:30. A meeting invitation will be sent out to technical staff and the applicant/consultant indicating the meeting style and location (remote or in person).

If you have any concerns or are unable to attend the Technical Review Meeting, please contact Logan Juffermans at Logan.Juffermans@barrie.ca no later than 02/26/2021.

Disclaimer

Due to the technical reasons beyond the control of the City of Barrie payment information may be incorrectly updated to your file. In such instances corrections would be made to the permit/file as soon as they are discovered.

From: Blaney, Cameron (MTO) <Cameron.Blaney@ontario.ca>
Sent: Tuesday, February 23, 2021 5:19 PM
To: Logan Juffermans
Subject: FW: Pre-Consultation Circulation - 320 BAYFIELD ST

Hello Logan,

The site is within MTO permit control area, but from what I gather all work will be internal to the existing structures?

If everything is internal, MTO has no concerns. If there is any proposed signage that is visible from MTO property then an MTO Sign Permit will be required.

Cameron Blaney | Corridor Management Planner | Simcoe & York

Highway Corridor Management Section – Central Operations

159 Sir William Hearst Avenue | Ministry of Transportation

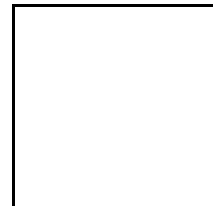
7th Floor, Building D | Downsview, Ontario | M3M 0B7

416-358-7871

Cameron.Blaney@ontario.ca

From: eservices <eservices@barrie.ca>
Sent: February 4, 2021 3:02 PM
To: Blaney, Cameron (MTO) <Cameron.Blaney@ontario.ca>
Subject: Pre-Consultation Circulation - 320 BAYFIELD ST

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.



A Pre-Consultation application has been received from City of Barrie, that would permit at 320 BAYFIELD ST. The submission can be viewed at eservices.barrie.ca/apli (external) or apli.barrie.ca (internal) by searching for FileNumber D28-003-2021.

Please review the plans and provide any written comments no later than 02/26/2021.

A Pre-Consultation Technical Review meeting has been scheduled with applicant to be held on , at . A meeting invitation will be sent out to technical staff and the applicant/consultant indicating the meeting style and location (remote or in person).

If you have any concerns or are unable to attend the Technical Review Meeting, please contact Logan Juffermans at Logan.Juffermans@barrie.ca no later than 02/26/2021.

Disclaimer

Due to the technical reasons beyond the control of the City of Barrie payment information may be incorrectly updated to your file. In such instances corrections would be made to the permit/file as soon as they are discovered.

© City of Barrie	APLI Portal	Privacy Statement
------------------	-------------	-------------------

This E-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this E-mail message immediately.

Date: February 8th , 2021

Attention: Logan Juffermans

RE: Request for Comments

File No.: D28-003-2021

Related Files:

Applicant: Corbett Land Strategies Inc.

Location 320 Bayfield St



Discover the possibilities

COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial, Institutional and High-Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall meet Alectra's Clearance Standards, the transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards* and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant. *(see attachment 4)

All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required.

Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below.

In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra, Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality.

When the Customer is ready to submit a request for a new service, please proceed to Alectra Utilities web site and under "New Customer Set Up" select "Building a New Home or Commercial or Industrial Facility" the link has been provided below.

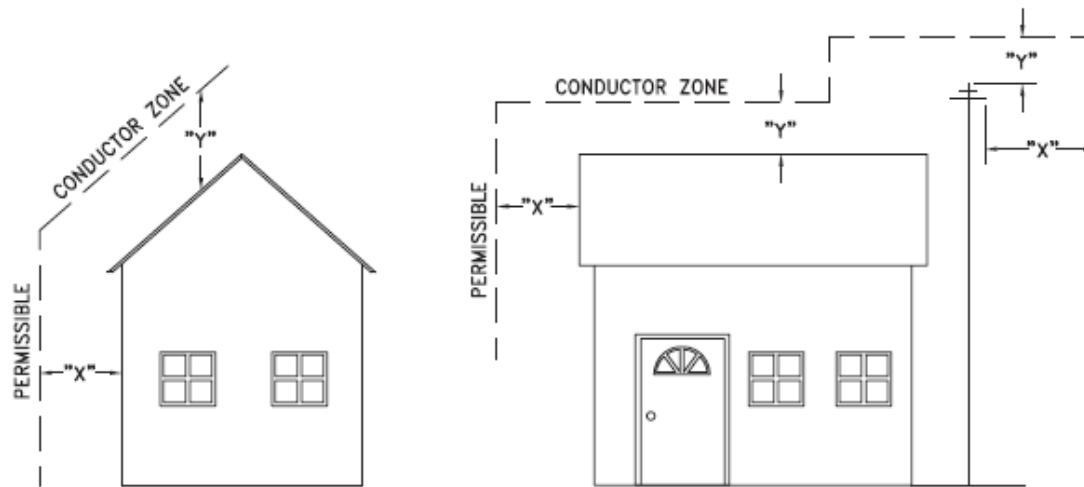
<https://alectrautilities.com/make-service-request>

References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings), attached
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

Regards,

Mr. Stephen Cranley, C.E.T
Supervisor, Design – ICI & Layouts (North)
Phone: 1-877-963-6900 ext. 31297
E-mail: stephen.cranley@alectrautilities.com



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

NOTES

- UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
- THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
- THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
- BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
- IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
- DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
- ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Debbie Dadwani, P.Eng.	2010-MAY-05
Name	Date
P.Eng. Approval By: <u>D. Dadwani</u>	

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
P:\System Planning and Standards\Standard Design\PowerStream Standards\PowerStream Standards working folder\Section 23-4\WG 03-4 R0 May 5, 2010.dwg, 5/5/2010 9:27:03 AM, Adobe PDF

75-706 Primary and secondary lines clearances

- (1) The poles that support the phase conductor of a primary line shall be so located and of such height as to afford a clearance of 7 m measured vertically between the conductors under maximum sag conditions and the ground.
- (2) Notwithstanding Subrule (1) for high voltage line installations where plans are submitted for examination to the inspection department, the clearances listed in Table 34 are acceptable.
- (3) The primary line neutral shall be considered a secondary conductor and shall have the same minimum vertical clearance as specified in Subrule (4).
- (4) Conductors of a secondary line shall have a minimum 6.1 m measured vertically between the conductors under maximum sag conditions and the ground.
- (5) Notwithstanding Subrule (1) for high and low voltage line installations on public right of ways, for the purpose of roadway lighting systems or traffic control systems, CSA C22.3 No. 1, Overhead systems, or the Ontario Provincial Standards shall be permitted.

75-708 Clearances of conductors from buildings

- (1) An overhead primary line conductor shall be kept at least 3 m at maximum conductor swing measured horizontally from a building.
- (2) Primary line conductors shall not be installed over buildings unless the installation is lawful under Rule 2-030, and work shall not begin until the plans and specifications for the work are approved in accordance with Rule 2-010.
- (3) No building, mobile home or structure shall be placed or constructed within at least 3 m at maximum conductor swing measured horizontally from the nearest conductor of an overhead primary line.
- (4) Where the conductor swing is not known, a distance of 1.8 m shall be used.
- (5) An overhead secondary line conductor shall be kept at least 1 m measured horizontally from any building except where necessary to connect to the electrical wiring of a building.

75-710 Clearances for other structures

- (1) Notwithstanding Rule 36-110, conductors of a primary line shall
 - (a) not be located closer than 12 m measured horizontally from silos to the closest conductors, with the conductor at rest;
 - (b) not be located over wells from which pump rods may be lifted and come in contact with the conductors;
 - (c) have sufficient clearance from free-standing poles that support flood or area lighting, flagpoles, antennae, or other similar structures so as to permit the structure to fall in an arc, without touching the conductors at rest;
 - (d) not be located within 6 m, measured horizontally from wind-mills or similar structures to the closest conductor, with the conductor at rest; and
 - (e) have a minimum vertical clearance of 3.1 m above fencing at maximum sag.
- (2) Conductors of a secondary line shall not be installed closer than 1 m measured horizontally from structures.
- (3) The poles and equipment associated with a primary or secondary line shall be located and suitably protected so as to avoid the possibility of damage from contact with vehicles.

75-712 Tree trimming

- (1) The owner of a private line shall provide clearance to the line from trees and other forms of woody growth in compliance with a code or standard under a rule or by-law of the supply authority concerning tree trimming.
- (2) Where there is no applicable code or standard under a rule or by-law of the supply authority concerning tree trimming, all trees and woody growth adjacent to a line shall be trimmed so that minimum clearance to the nearest conductor horizontally at maximum conductor swing and vertically at a maximum sag shall be
 - (a) 1 m for secondary lines; and
 - (b) 4 m for primary lines.

Grounding and bonding

75-800 Grounding of equipment mounted on steel poles

- (1) A steel pole shall be permitted to be used as the grounding electrode for equipment mounted on the pole where the steel pole is directly embedded in soil and the portion of the pole in contact with the soil is not coated with any non-metallic coating or covering and such an installation is in accordance with the manufacturer's recommendations.
- (2) Where a pole is used as the ground electrode for the transformer, the transformer shall be bonded to the pole and the neutral in accordance with Specification 44 or 45.

Urban Design Issues

October, 2013

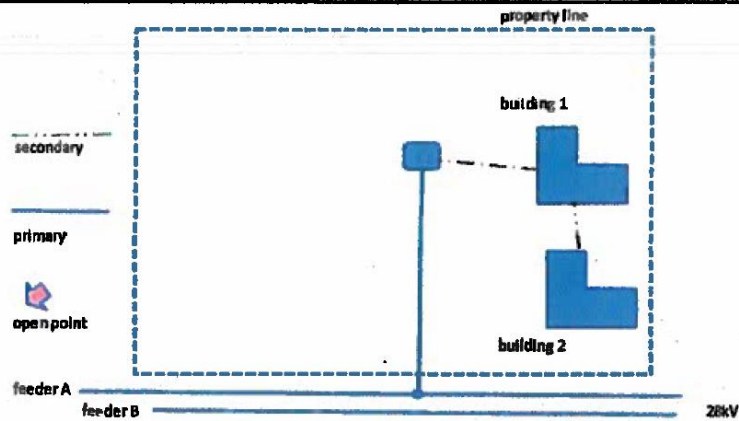


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

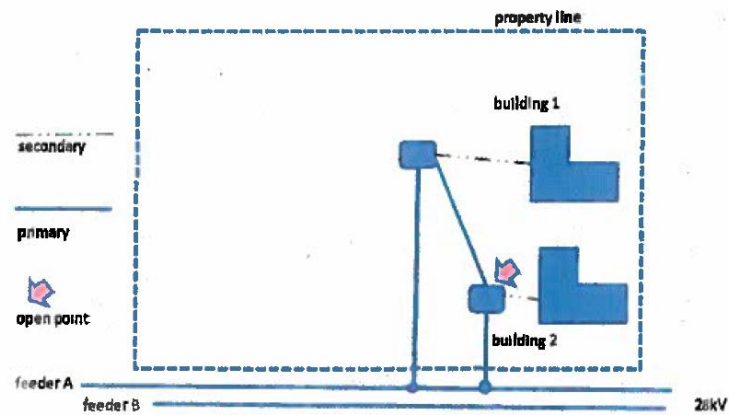


FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

Final Version, October 1, 2013



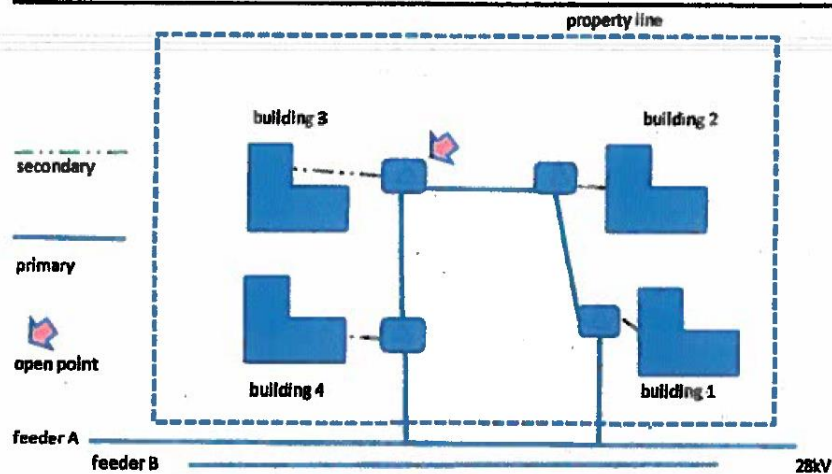


FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA

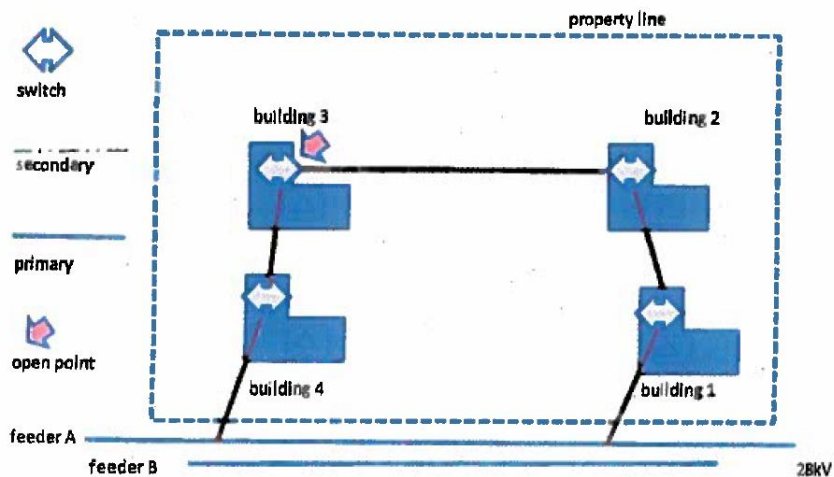


FIGURE 5: DRY TYPE TRANSFORMERS greater than 1,000kVA

Final Version, October 1, 2013



aletra
utilities
Discover the possibilities

(4) Underground consumer's service raceway entry into a building

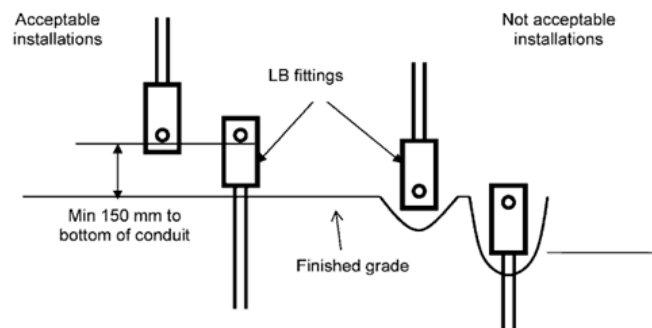
Subrule 6-300(3) requires that an underground consumer's service raceway enter a building above ground where practicable. If it is not practicable, then the raceway must be suitably drained or installed in such a way that moisture and gas will not enter the building.

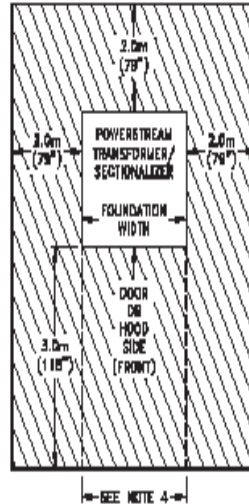
The intent of the Subrule is to prevent water leaking into either the building or the electrical service equipment and causing damage.

Questions have arisen as to how we determine "above ground" or "above grade".

Above ground or grade will be interpreted as any part of the building that is more than 150 mm above the finished grade. (See Figure B1)

Figure B1 – Interpretation of "above ground"





NOTES

1. FINAL GRADE WITHIN THE RESTRICTED OPERATIONAL CLEARANCE ZONE (SHOWN AS "HATCHED ZONES" ABOVE) MUST NOT BE ALTERED.
2. HATCHED ZONES AROUND THE APPARATUS AND IN FRONT OF ACCESS DOORS/HOODS TO REMAIN CLEAR OF ALL SHRUBS AND TREES. WHEN THE APPARATUS IS POSITIONED WITHIN THE HATCHED ZONE, THE ZONE WITHIN OR ABOVE MUST REMAIN CLEAR OF, INCLUDING BUT NOT LIMITED TO, BUILDINGS, STRUCTURES, FENCES OR OBSTRUCTIONS INCLUDING ANY LANDSCAPING FEATURES.
3. PREFERRED SURFACE COATING WITHIN THE HATCHED ZONES IS LAWN (SEEDED OR SOO) AND WITH PRIOR WRITTEN CONSENT OF POWERSTREAM GRAVEL AND/OR PAVED WITH ASPHALT OR PAVERS OR A CONCRETE FINISH MAY BE PERMITTED.
4. ACCESS TO ALL EQUIPMENT DOORS/HOODS MUST REMAIN PERMANENTLY CLEAR OF ALL OBSTRUCTIONS.

**PADMOUNT TRANSFORMER/SECTIONALIZER
CLEARANCES**

ORIGINAL ISSUE DATE: 2007-JAN-26 REVISION NO: N2 REVISION DATE: 2011-JUN-23

REFERENCES

UNDERGROUND SECTION 17

Certification of Approval

This document (Standard) meets the safety requirements of Section 4 of Regulation 21-06

By: **Chris J. Day** Date: **2011-06-23**
Title: **Chief**

By: **Chris J. Day** Date: **2011-06-23**

APPENDIX B

Draft Official Plan Amendment

DRAFT Official Plan Amendment

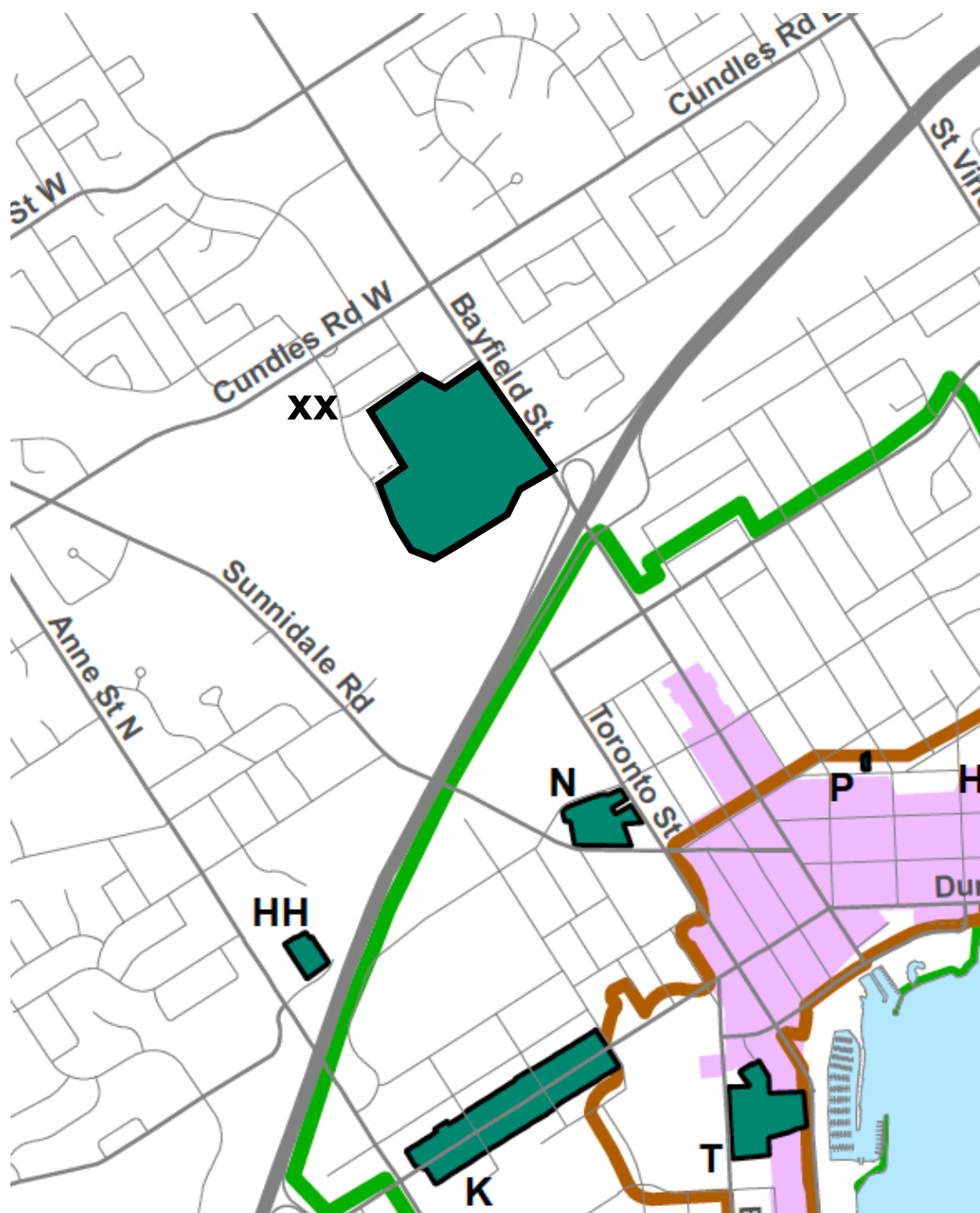
PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

The Official Plan of the City of Barrie, as amended is hereby further amended as follows:

1. Schedule C – Defined Policy Area to the Official Plan, as amended is hereby further amended by adding a new Defined Policy Area for the lands municipally located at 320 Bayfield Street, as shown on Schedule 'A' attached hereto and forming Part of this Amendment.

SCHEDULE 'A'



OFFICIAL PLAN
Schedule C
Defined Policy Areas
Office Consolidation
January 2018

A Defined Policy Area	P Height Review Study Area
H Historic Neighbourhood Defined Policy Area	U Urban Growth Centre

Barrie
 1:20,000
 The City of Barrie does not warrant the accuracy, completeness, or timeliness of the information provided.
 Copyright © 2018 The City of Barrie
 All rights reserved.
 No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from the City of Barrie.
 081-666-4300

APPENDIX C

Draft Zoning By-law Amendment

BY-LAW NUMBER 2022-

OF

THE CITY OF BARRIE

A By-law of the Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.

WHEREAS the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands known municipally as 320 Bayfield Street and as shown on Schedule "A" to this By-law, from Shopping Centre Commercial (C3) to Shopping Centre Commercial (C3 (SP-XXX)); and,

AND WHEREAS the Council of the Corporation of the City of Barrie have reviewed a recommendation to amend By-law 2009-141 and has approved the recommendation; and,

WHEREAS authority is granted pursuant to Section 34 of the Planning Act, R.S.O. 1990 to enact such amendments; and,

NOW THEREFORE be it enacted as a By-law of the City of Barrie the following:

1. **THAT** the Zoning map be amended to change the zoning from Shopping Centre Commercial (C3) to Shopping Centre Commercial (C3 (SP-XXX)); pursuant to Zoning By-law 2009-141, in accordance with Schedule "A" attached to this By-law being a portion of the zoning map.
2. **THAT** notwithstanding the provisions of Section 13.2 – Special Provisions for Commercial Zones, for the lands known municipally as 320 Bayfield Street, zoned as Shopping Centre Commercial (C3 (SP-XXX)), the following standards shall apply:
 - a) May be used for self storage.
3. **THAT** applications for minor variances for the lands as identified in Schedule A, be permitted prior to the second anniversary of the passing of any implementing Zoning By-law Amendment, pursuant to section 45 (1.4) of the Planning Act.
4. **THAT** the remaining provisions of By-law 2009-141, as amended from time to time, applicable to the above described lands generally shown on Schedule "A" to this By-law, shall apply to the said lands except as varied by this By-law.
5. **THAT** this By-law shall take force and come into force and effect immediately upon the final passing thereof and pursuant to the provisions and regulations made under the Planning Act, R.S.O. 1990, c.P.13.

READ a first and second time this _____ day of _____ 2022.

READ a third time and finally passed this _____ day of _____ 2022.

THE CORPORATION OF THE CITY OF BARRIE

MAYOR

CLERK

Schedule 'A'

