



# PLANNING BRIEF

642 DUNLOP STREET  
WEST

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR:

2507517 ONTARIO INC.

APRIL 2022



**INNOVATIVE PLANNING SOLUTIONS**  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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# INTRODUCTION

1

Innovative Planning Solutions has been retained by 2507517 Ontario Inc. to complete a Planning Justification Report in support of Site Plan and Minor Variance applications to permit a mixed-use development along the Dunlop Street West Secondary Intensification Corridor and within the Dunlop Street-Tiffin Street Secondary Intensification Node.

The subject lands are legally described as VESPRA CON 7 PT LOT 25 RP 51R14958 PT PART 3 and municipally known as 642 Dunlop Street West, in the City of Barrie. The subject lands have an area of approximately 0.80 hectares (8,084 square metres), with 69.7 metres of frontage along Dunlop Street West and approximately 72.0 metres of frontage on Miller Drive. See Figure 1.

The subject lands are currently designated 'General Commercial' in the City of Barrie Official Plan. The subject lands are zoned 'General Commercial (C4)' in the City of Barrie Zoning By-Law.

The purpose of this report is to obtain approval for Site Plan and Minor Variance applications to facilitate the future development of a 5-storey mixed-use building with grade related commercial/retail uses along the Dunlop Steet West Secondary Intensification Corridor and within the Dunlop Street-Tiffin Street Secondary Intensification Node.

This report will review the applicable policies found within the documents noted below to demonstrate consistency and good planning principles:

- Planning Act, 2022 Consolidation
- City of Barrie Official Plan, 2018 Consolidation
- City of Barrie Zoning By-Law, 2021 Consolidation



Figure 1. Subject Site



# LOCATION & CONTEXT

## 2

### 2.1 Subject Site

The subject lands are located within the Built-up Area of the City of Barrie, and along the Dunlop Street Secondary Intensification Corridor and within the Dunlop Street-Tiffin Street Secondary Intensification Node. The subject lands are a corner lot, located at the northeast corner of the intersection of Dunlop Street West and Miller Drive. The subject lands have an area of approximately 0.80 hectares (8,084 square metres), with 69.7 metres of frontage along Dunlop Street West and approximately 72.0 metres of frontage on Miller Drive. See Figure 1.

The subject lands currently accommodate three (3) General Commercial uses on-site: an automotive sales establishment, an automotive repair establishment, and a restaurant.

Two existing accesses currently facilitate vehicular access to the site, with one access off Dunlop Street West and a second access off Miller Drive. The site is serviced by existing municipal water, sanitary, and stormwater infrastructure.

The southern portion of the site has been largely cleared and paved to accommodate the existing commercial uses, while trees and vegetation can be found along the northern boundary of the site in association with unevaluated wetlands and a woodland feature. The subject site is within the Lake Simcoe watershed, and thereby subject to the Lake Simcoe Protection Plan (LSPP). The topography of the site is generally flat with little change in elevation.

The lands are designated 'General Commercial' in the City's Official Plan (Figure 2). The lands are also identified as lying along the Dunlop Street West Secondary Intensification Corridor, within a Secondary Intensification Node, and within the built-up area of the City (Figure 3). A small portion in the northeast corner of the lands lies the 'Level 1 with Existing Development' designation (Figure 4). The subject lands are zoned 'General Commercial (C4)' in the City's Zoning By-Law (Figure 5).





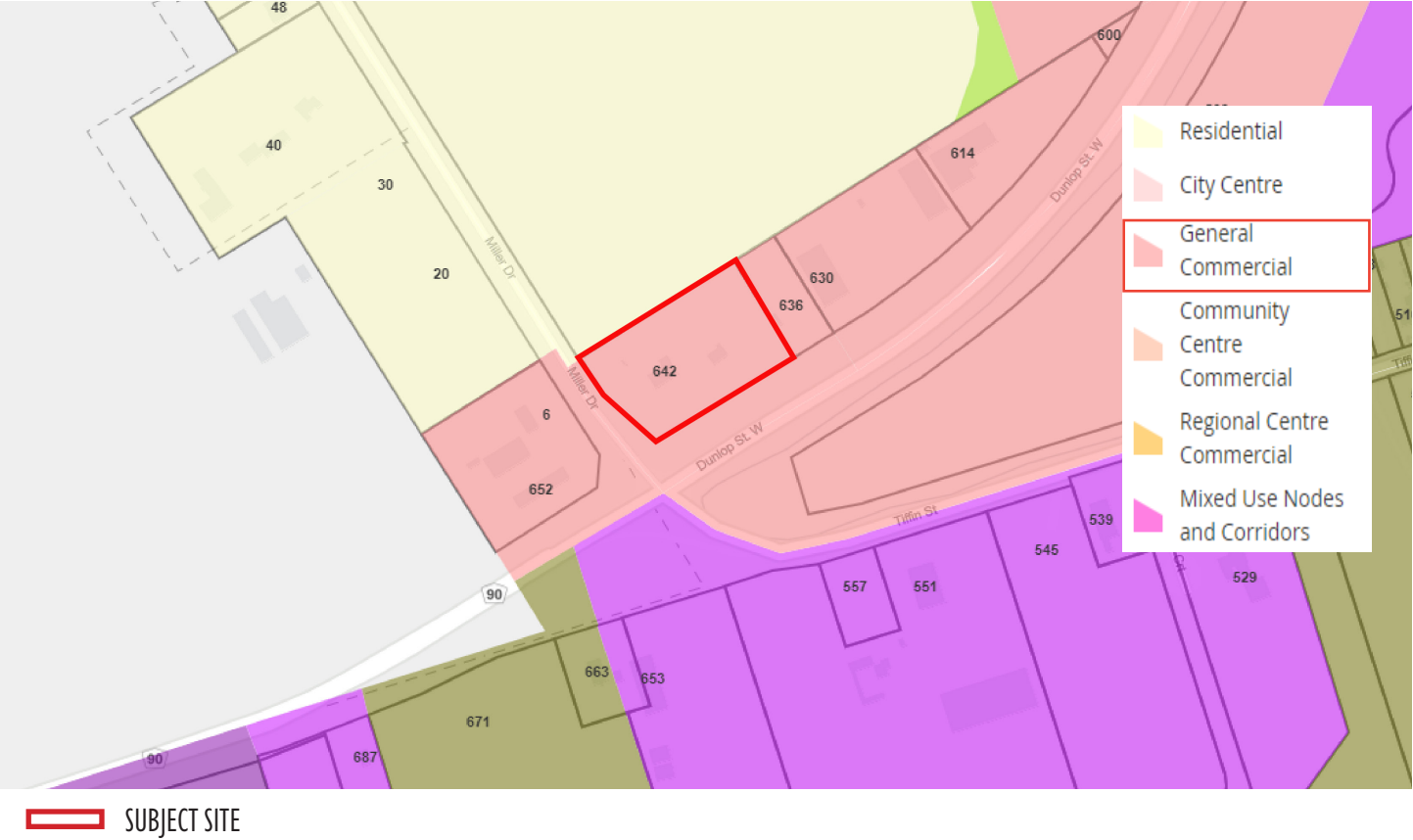


Figure 2. City of Barrie Official Plan Designation - Schedule A



Figure 4. City of Barrie Natural Heritage Resources - Schedule H

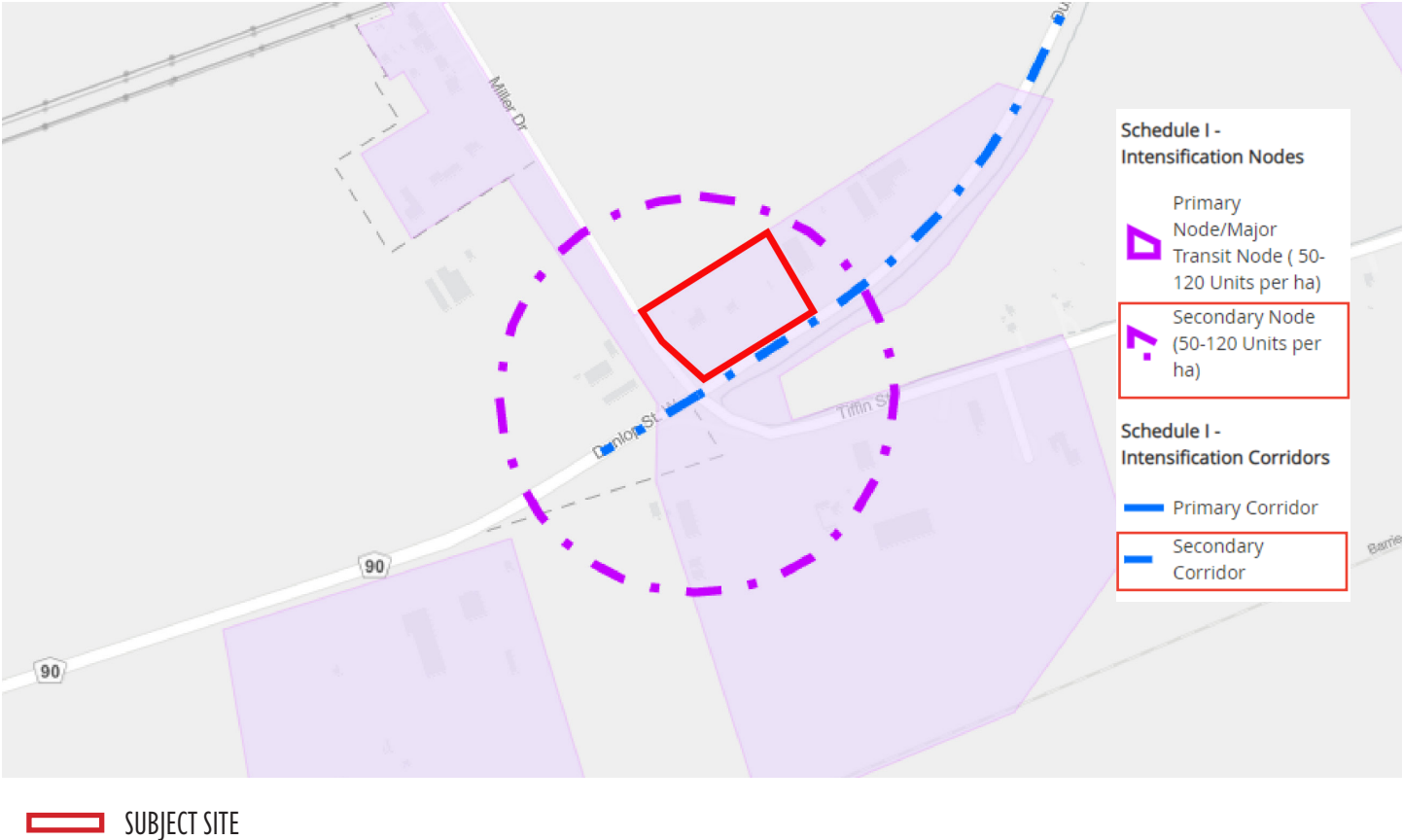


Figure 3. City of Barrie Official Plan Special Policy Areas - Schedule C

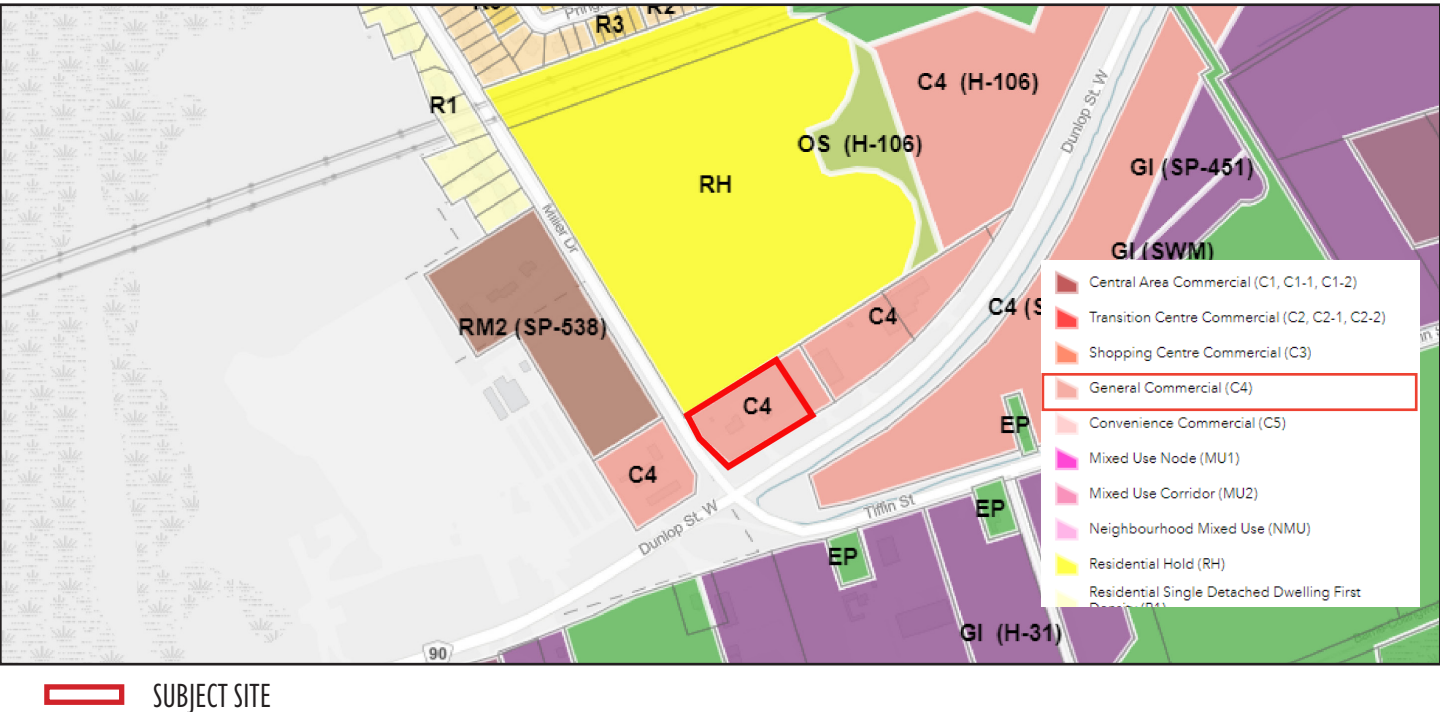


Figure 5. City of Barrie Zoning By-Law

# PRE-CONSULTATION MEETING

# 3

The City requires a Pre-consultation Meeting to be held prior to a formal application submission. The Pre-consultation Meeting provides the applicant an opportunity to present details of the proposal to City Staff and ask questions regarding Staff Technical Review Comments .

A Pre-consultation Meeting was held on January 13, 2022. Through the Pre-consultation Meeting, City Staff confirmed that a Site Plan application would be required to facilitate the proposed development, alongside a Minor Variance application to permit variations to the standards to City of Barrie Zoning By-law 2009-141.

A number of required Reports/Drawings were identified through the Pre-consultation to support formal application submission of the proposed development. The required Reports/Drawings have been submitted in support of these applications, and are noted below:

- Planning Justification Report/Brief (to support variances from the Zoning By-law)
- Shadow Study
- Tall Building Submission Requirements
- Urban Design Report
- Phase 1 ESA
- Geotechnical/Soil Report
- Hydrogeological analysis, including a Water Balance
- Noise/Odour/Dust Impact Analysis
- Water Service Supply/Demand Analysis
- Stormwater Management Report - including Phosphorus Loading Budget and Water Balance
- Traffic Impact Study
- Tree Preservation Plan/Inventory
- Landscape Plans
- Landscape Cost Estimate
- Environmental Impact Study
- Topographic Survey
- Site Servicing Drawing
- Site Grading Drawing
- Storm Drainage Catchment Drawing
- Erosion & Sediment Control Plan
- Signage & Pavement Marking Drawing
- Construction Management Plan
- Turning Template
- Exterior Lighting and Photometric Plan.



## 2.2 Surrounding Context

Dunlop Street West is considered an arterial road and a Secondary Intensification Corridor. Dunlop Street offers direct access to Highway 400 (2.0 kilometres east) and a straight connection to the City of Barrie downtown main street (4.0 kilometres east). Located along Dunlop Street and towards the downtown area, lie commercial plazas, restaurants, service shops, and other commercial uses.

A Secondary Intensification Node encompasses the subject lands. As per Section 2.3(d) of the City's Official Plan, intensification is an integral part of the City's growth management strategy to minimize infrastructure requirements of new developments and to utilize existing services.

The area immediately surrounding the site is comprised of a variety of commercial, residential, and industrial uses. Aerial imagery of the immediate area is shown in Figure 6, and described as follows:

**North:** Abutting the lands to the north is a large, vacant parcel zoned with a residential hold. This parcel contains woodlands and unevaluated wetlands. Further north exists a residential subdivision characterized by predominantly single detached dwellings and the inclusion of open space lands (Pringle Park). To the northwest lie additional lands zoned for residential development at 40 Miller Drive.

**South:** Abutting the lands to the south is Dunlop Street West. Further south lie general industrial uses along Tiffin Street and environmental protection lands.

**East:** Abutting the lands to the east are general commercial lands used for outdoor storage by a full service general contractor (Southshore Group). Further east are additional general commercial uses along Dunlop Street West, including an equipment rental agency and construction equipment supplier (Bobcat of Barrie).

**West:** Abutting the lands to the west is Miller Drive. Opposite Miller Drive, at the northwest corner of Miller Drive and Dunlop Street West, lies a service station including a gas station, car wash, and restaurant (Subway Sandwich Shop). Further west are highway commercial uses located along Dunlop Street West within the Township of Springwater, including a self-storage facility (Access Storage) and a wood supplier (Miller Lumber).



SUBJECT SITE

Figure 6. Surrounding Land Uses



# DESCRIPTION OF THE PROPOSAL

## 3

### 3.1 The Proposal

The intent of these applications is to obtain approval for Site Plan and Minor Variance applications to facilitate the redevelopment of the lands for a mixed-use residential building with at-grade commercial uses. The proposal represents an opportunity to provide for new residential growth and intensification along the Dunlop Street West Secondary Intensification Corridor and within a Secondary Intensification Node. The proposed Site Plan is included as Appendix 1 and seen in Figure 7.

The proposal is for a 5-storey mixed-use building providing a total of 72 residential units and ground floor commercial space. The proposal will result in a total gross floor area (GFA) of approximately 7,071.35m<sup>2</sup>, including 6,233.08m<sup>2</sup> of residential GFA and 778.89m<sup>2</sup> of retail/commercial GFA. The proposal will also provide approximately 1,306.95m<sup>2</sup> total amenity space (combined indoor and outdoor).

The development is sited towards the intersection of Dunlop Street West and Miller Drive. The building thereby provides building face along both street frontages. Two vehicular access points are provided to the site: one full movement access off Miller Drive and a second right-in-right-out access off Dunlop Street West. Parking is provided through a combination of at-grade covered parking and surface parking. Access to the covered parking is provided internally to the site. A total of 112 parking spaces are provided, comprising of 90 residential parking spaces and 22 commercial/retail parking spaces.

Amenity space is provided through a combination of balconies, rooftop terraces, and a 5th floor gym and party room. The rooftop terraces have been designed to provide a range of programming opportunities, including areas for lounging, recreation, tanning and dining. Indoor amenity areas (gym and party room) provide an additional 395.6m<sup>2</sup> of amenity space for the site.

The massing, siting, and design of the proposed building demonstrates consideration for the principles of good urban design. The building is human-scaled and has been brought forward and sited towards the intersection of Dunlop Street West and Miller Drive thereby framing this intersection and supporting an activated street edge. Inset balconies contribute to building design and articulation. Consideration for the principles of good urban design are further detailed within the Urban Design Report (UDR).

The proposed density for the site of approximately 89 units per gross hectare is also in keeping with the vision for the Dunlop Street Secondary Intensification Corridor and Dunlop Street-Tiffin Street Secondary Intensification Node as outlined within the City's Official Plan.

### 3.2 Minor Variance Applications

Six (6) Minor Variances are proposed to facilitate the development. Three (3) of the proposed variances for a reduced front yard setback, reduced side yard setback, and reduced commercial GFA, support development that is consistent with the policies and vision for development within Intensification Nodes and Corridors. Two (2) variances for reduced residential and commercial parking ratios look to support compact development, while encouraging alternative forms of transportation. One (1) variance for an increased building height accommodates covered rooftop amenity space to support year-round amenity space usage. The following sections provide an analysis of the variances required, in relation to Section 45(1) of the Planning Act.

#### 3.2.1 Is the variance minor?

Factors to consider when evaluating the proposed Minor Variances include: whether the Minor Variances are minor from a numerical perspective, compatibility with the site and surrounding lands, and consistency with planning and urban design policies.

The variances requested for deficient front yard and exterior side yard setbacks are minor in nature, being consistent with the vision and goals for development in Intensification Nodes. Urban design policies for corner lots in Intensification Nodes support building massing towards the intersection to frame the street, and also encourage opportunities for corner lot developments to act as visual landmarks (City of Barrie Intensification Area Urban Design Guidelines, Section 4.3.1.a & 5.4.g). This is further discussed in the Urban Design Report submitted in support of these applications. Given consistency with City of Barrie Intensification Area Urban Design Guidelines, the requested deficient front yard and side yard setbacks are minor in nature.

The variances requested for deficient residential and commercial parking ratios are minor in nature. A Parking Justification Study has been submitted in support of these applications to demonstrate the functionality of the proposed residential and commercial parking ratios. The study includes consideration for comparable mixed-use residential developments. The study also includes consideration for commercial/retail uses that would support reduced parking requirements. Consideration is had for opportunities to implement shared parking, allowing commercial users to utilize resident parking spaces during day-time hours when resident parking requirements are typically lower. Given the results of the Parking Justification Study that demonstrate the appropriateness of the proposed parking ratios in relation to the site and surrounding lands, the requested variances are minor in nature.



The variance requested for deficient commercial GFA is minor in nature. The proposed commercial GFA provides commercial uses with frontage onto both Miller Drive and Dunlop Street West, maintaining the intent of meeting the convenience commercial needs of residents to support a vibrant public realm, in alignment with City of Barrie Intensification Area Urban Design Guidelines (Sections 5.4.d & 6.1.1) and City Urban Design Guidelines (Section 12.0.B). Notwithstanding, majority of the ground floor area of the proposed building contains commercial uses, which is consistent with the policies and vision for development in the Intensification Nodes and Corridors. Given consistency with City of Barrie Intensification Area Urban Design Guidelines, the requested deficient commercial GFA is minor in nature.

The variance requested for an increased maximum building height is minor in nature, representing a less than 6% increase from the permitted height of 14.0 metres. A shadow study, wind study, and urban design brief have been submitted in support of these applications, confirming no adverse impacts from the proposed increase in maximum building height. Minimal shadowing occurs on the surrounding built form, with shadowing occurring for minimal time periods and outside of regular business hours. The wind study confirms that calm and acceptable wind conditions are provided throughout the year at grade-level, given the proposed height. The urban design brief reviews the proposed height in relation to the City Official Plan policies and Urban Design Guidelines, as discussed in Section 3.2.4 of this Report, and finds that the proposed height maintains the design directives for development within Intensification Nodes and Corridors.

### 3.2.2 Is the variance desirable for the appropriate development of the area or use of the land?

The requested variances seek to facilitate redevelopment and intensification on lands appropriately designated for new growth within the built-up area of the City of Barrie Settlement Area. Settlement Areas have been identified by Provincial planning policies as the preferred location for growth, and municipalities are encouraged to permit more compact and efficient development on lands within Settlement Areas (PPS Section 1.1.3 & Growth Plan Section 2.2.1). The proposed variances will facilitate development that is well-aligned with the direction for development within the City of Barrie Settlement Area along Secondary Intensification Corridors and within a Secondary Intensification Node. The development would make efficient use of the land and available infrastructure, including existing municipal water, sewage, and stormwater infrastructure. New growth provided through the proposal offers densities that would support future expansions to transit infrastructure. The development would also maximize use of surrounding schools, parks, and public service facilities. Given the above, the proposed Minor Variances are desirable and appropriate for the area and use of the land.

### 3.2.3 Does the variance maintain the general intent and purpose of the City of Barrie Zoning by-law 2009-141?

Rationale demonstrating how each variance maintains the general intent and purpose of the City of Barrie Zoning By-law 2009-141 is as follows:

#### *Reduced Minimum Front Yard Setback*

A minimum front yard setback of 3.5 metres is provided, where 6.0 metres is permitted by the 'General Commercial (C4)' zone. The general intent of the minimum front yard setback provision is to ensure an appropriate relationship between the built form and the street. A minimum front yard setback of 3.5 metres would provide a building facade adjacent to the street, to foster development in alignment with the visions and goals for development in Intensification Nodes (City of Barrie Intensification Area Urban Design Guidelines, Section 4.3.1.a & 5.4.g). Given that at-grade commercial uses are proposed, a reduced minimum front yard setback would support the activation of these uses. A reduced minimum front yard setback would also have the effect of increasing separation between the proposed mixed-use building and abutting outdoor storage lands to the east. Given the above, a reduced minimum front yard setback on-site would create an appropriate relationship between the building facade, at-grade commercial uses, and the street edge with respect for development within a Secondary Intensification Node.

#### *Reduced Minimum Side Yard Setback Adjoining the Street*

A minimum side yard setback adjoining a street of 1.5 metres is provided, where 6.0 metres is permitted by the 'General Commercial (C4)' zone. The general intent of the minimum side yard setback provision is to support an appropriate relationship between the built form and the street. A minimum side yard setback of 1.5 metres would provide a building facade adjacent to the street, to foster development in alignment with the visions and goals for development in Intensification Nodes (City of Barrie Intensification Area Urban Design Guidelines, Section 4.3.1.a & 5.4.g). Given that at-grade commercial uses are proposed, a reduced minimum side yard setback would support the activation of these uses. A reduced minimum side yard setback would also have the effect of increasing separation between the proposed mixed use building and the environmental protection features to the north. Given the above, a reduced minimum side yard setback on-site would create an appropriate relationship between the building facade, at-grade commercial uses and the street edge with respect for development within a Secondary Intensification Node.

#### *Reduced Required Residential Parking Ratio*

A residential parking ratio of 1 space per dwelling unit is provided, where 1.5 parking spaces per dwelling unit are required for residential buildings containing more than 3 dwelling units. The general intent of the required

residential parking ratio is to ensure parking is available to support the proposed use, and in this case to ensure that sufficient residential parking is available to meet resident needs. A Parking Justification Study has been submitted in support of these applications to demonstrate how the proposed residential parking ratio is appropriate to the site and use of land, including consideration for comparable mixed-use developments. A reduced residential parking ratio to 1 space per dwelling unit is also reflective of new development standards to support compact development within Secondary Intensification Nodes. Given the above, a reduced residential parking ratio will support the proposed use and will provide sufficient parking to meet resident needs.

#### *Reduced Required Commercial Parking Ratio*

A commercial parking ratio of 1 space per 35m<sup>2</sup> of commercial GFA is provided, where 1 parking space per 24m<sup>2</sup> of commercial GFA is required. The general intent of the required commercial parking ratio is to ensure parking is available to support the proposed use, and in this case to ensure that sufficient commercial parking is available to meet commercial tenant needs. A Parking Justification Study has been submitted in support of these applications to demonstrate how the proposed commercial parking ratio can be appropriate to the site and use of land, including consideration for comparable mixed-use developments. A reduced commercial parking ratio to 1 space per dwelling unit is also reflective of new development standards to support compact development within Secondary Intensification Nodes. Given the above, a reduced commercial parking ratio can be supported on-site to meet commercial tenant needs.

#### *Reduced Required Commercial GFA*

A minimum commercial gross floor area on the ground floor of 770m<sup>2</sup> is provided, where 1414.2m<sup>2</sup> is required. The general intent of the required commercial GFA provision is to ensure that development maintains an appropriate amount of commercial uses to maintain compatibility with the surrounding lands and maintain the intent of the 'General Commercial' designation of the lands. The proposed minimum commercial GFA is consistent with the vision and goals for Intensification Nodes, providing commercial uses over majority of the ground floor area. This maintains opportunities to cater to the commercial needs of residents and opportunities to support a vibrant public realm. Given the above, the reduced commercial GFA provides an appropriate level of commercial uses in respect of the mixed-use development encouraged within Intensification Nodes and Corridors.

#### *Increased Maximum Building Height*

A maximum building height of 14.8 metres is proposed, where 14.0 metres is required. The general intent of the maximum building height provision is to ensure that the development is compatible with and results in no adverse impacts (related to wind, shadowing, and built form transition) to the surrounding uses. The impact of the proposed building height has been assessed through the urban design brief, wind study, and shadow study

submitted in support of these applications, concluding that the proposed height is appropriate to and compatible with the surrounding uses. Further more, the proposed maximum building height will allow for the development of covered amenity areas within the rooftop amenity space, supporting year-round amenity use. Given the above, the increased maximum building height is appropriate for the mixed-use residential development of the site.

### 3.2.4 Does the variance maintain the general intent and purpose of the City of Barrie Official Plan?

The subject lands are designated as 'General Commercial' in the City of Barrie Official Plan, and are also identified as lying along the Dunlop Street West Secondary Intensification Corridor and within the Dunlop Street-Tiffin Street Secondary Intensification Node. The general intent and purpose of the 'General Commercial' land use designation is to provide a range of retail and service commercial uses that are accessible to the travelling public and connected to various points within the City. Medium density residential uses are permitted within the 'General Commercial' designation in conjunction with at-grade commercial or office uses.

The proposed Minor Variances maintain the intent and purpose of the 'General Commercial' land use designation, by facilitating a medium density, mixed-use residential development (City of Barrie Official Plan, Sections 4.3.2.5.b & d). Through the provision of at-grade commercial uses, the proposed development that can accommodate a range of retail and service commercial uses to conveniently serve the surrounding residential areas (City of Barrie Official Plan, Section 4.3.2.5.e). The proposed applications appropriately direct development to the intersection of arterial and collector roads (City of Barrie Official Plan, Section 4.3.2.5.f), which is further supported by policies for Intensification Nodes, as discussed below.

The intent and purpose of Intensification Nodes and Corridors is to encourage medium and high density mixed-use, residential development that can support achievement of the City's intensification target (i.e. 40% of new residential development occurring within the built-up area of the City). Locating growth along Intensification Corridors and within Intensification Nodes also has the purpose of supporting the efficient use of land and resources, optimizing the use of existing and new infrastructure and services, and supporting public transit use and active transportation.

With regard to the intent and purpose of Intensification Nodes and Corridors, the proposed variances will facilitate development to support the achievement of the City's 40% intensification target. Through approval of the proposed variances, new residential growth will occur within a Secondary Intensification Node, which is intended to support greater population growth through higher density development. The proposed density of 89 units per



gross hectare aligns with the target density of 50-120 units per hectare for Intensification Nodes (City of Barrie Official Plan, Section 4.2.2.6.g), and thereby demonstrates the efficient use of land and resources as well as optimization of existing and new infrastructure and services in alignment with the vision and goals for Intensification Nodes.

Given that the proposal is greater than three (3) storeys in height, the proposed variances maintain the general intent and purpose of the City's Tall Buildings policies. The proposed variances will encourage a compact built form that brings the development closer to the street, to support building facades adjacent to the street and to support the activation of at-grade commercial uses (City of Barrie Official Plan, Sections 6.6.4.d.ii & iii). Bringing development closer to the intersection will also support separation and compatibility with the adjacent lower scale uses (City of Barrie Official Plan, Section 6.6.4.e). Given the above, the proposed Minor Variances will facilitate development that supports alignment with the City's Tall Building policies.

GENERAL COMMERCIAL (C4) ZONE		
Provisions	Required	Provided
Lot Area (min.)	450.0m <sup>2</sup>	Site Area - 8084.5m <sup>2</sup> Developable Area - 6041.6m <sup>2</sup> 71.3m (Miller Dr.)
Lot Frontage (min.)	15.0m	6.0m
Front Yard Setback (min.)	6.0m	3.5m
Side Yard Setback (min.)	3.0m	17.0m
Side Yard Setback Adjoining Street (min.)	5.0m	1.8m (Dunlop St. W.)
Rear Yard Setback (min.)	7.0m	20.9m
Lot Coverage (max.)	50%	Site Area - 30% Developable Area - 40%
G.F.A. (max.)	--	Site Area - 68% Developable Area - 117%
G.F.A. (min.) for Commercial (6.3.4.3.d)	1414.2m <sup>2</sup> (20% of the total G.F.A. of a 3 storey or more bldg. shall be used for commercial uses)	778.8m <sup>2</sup> (11%)
Dwelling Unit Floor Area (min.) (6.3.4.2)	35.0m <sup>2</sup> / dwelling unit + 10.0m <sup>2</sup> / bedroom	> 35.0m <sup>2</sup> / dwelling unit + 10.0m <sup>2</sup> / bedroom
Outdoor Amenity Area (min.)	864.0m <sup>2</sup> (72 units) (12.0m <sup>2</sup> per unit)	Roof-top Area: 961.3m <sup>2</sup>
Building Height (max.)	14.0m	14.8m
Required Parking: Residential	108 spaces (1.5 space / unit)	90 spaces (1.25 space / unit)
Required Parking: Commercial	33 spaces (1 space / 24.0m <sup>2</sup> of G.F.A.)	22 spaces (1 space / 35.0m <sup>2</sup> of G.F.A.)
B.F. Required Parking Spaces	5 spaces (2 Type 'A' and 3 Type 'B')	5 spaces (2 Type 'A' and 3 Type 'B')
Required Loading Spaces (4.7.1)	1 space	1 space
Location of Loading Spaces (4.7.1.1)	No loading space shall be located in the required min. front yard of any lot lot. Loading spaces shall be located adjacent to the structure for which they serve and shall be screen from view of any public street or hwy.	Complies

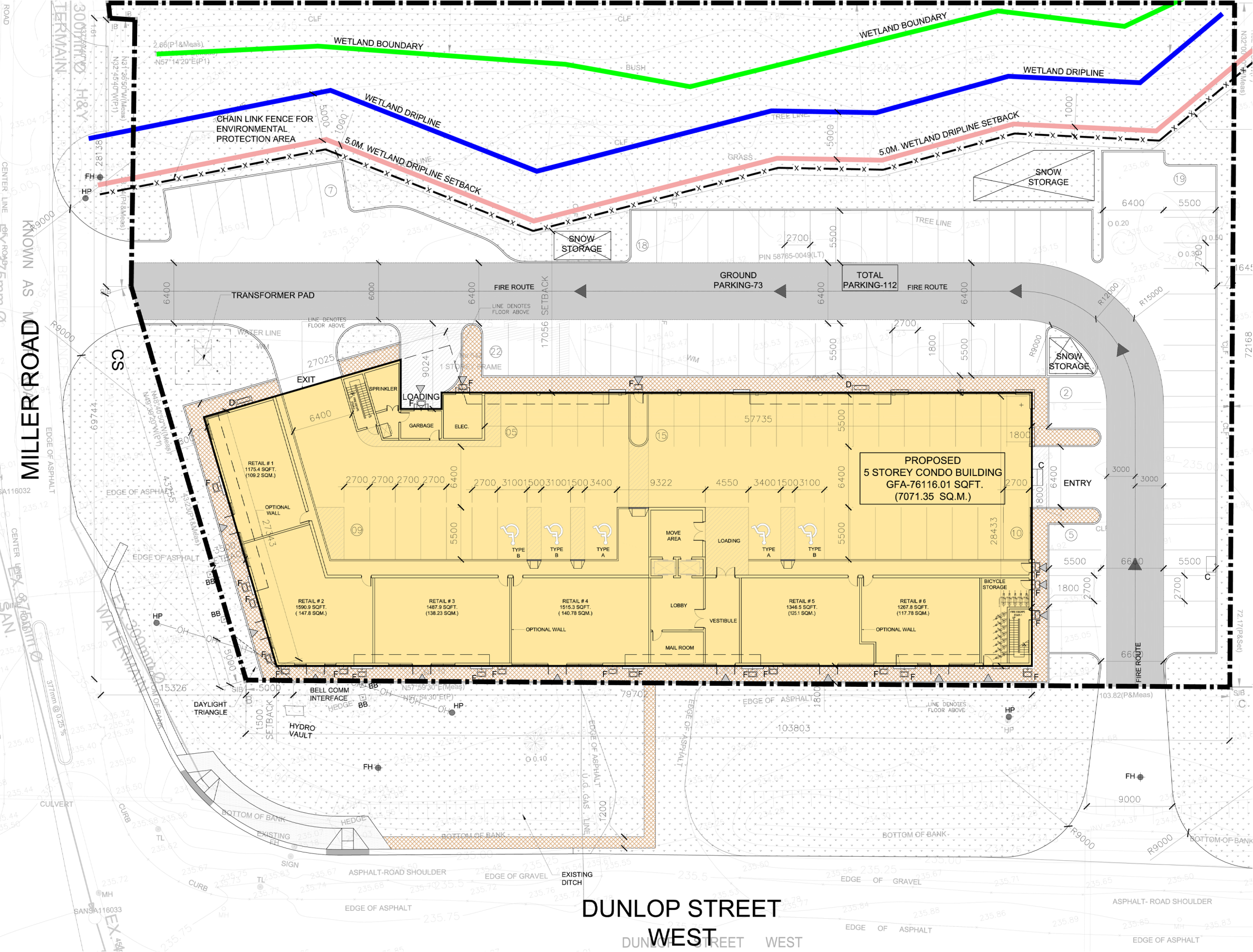


Figure 7. Site Plan



# CONCLUSION

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This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Site Plan and Minor Variance applications will facilitate the development of a 5-storey mixed-use building providing a total of 72 residential units and ground floor commercial space. The proposal will result in a total gross floor area (GFA) of approximately 7,071.35m<sup>2</sup>, including 6,233.08m<sup>2</sup> of residential GFA and 778.89m<sup>2</sup> of retail/commercial GFA. The proposal will also provide approximately 1,306.95m<sup>2</sup> total amenity space (combined indoor and outdoor). The proposal represents an opportunity to provide for new residential growth and intensification along the Dunlop Street West Secondary Intensification Corridor and within a Secondary Intensification Node.

Six (6) Minor Variances are required to facilitate Site Plan Approval for the proposed development, related to a reduced minimum front yard setback, reduced minimum side yard setback (adjoining street), reduced residential parking ratio, reduced commercial parking ratio, reduced minimum commercial GFA, and increased maximum building height. The proposed Minor Variances have been reviewed in relation to the four tests of a Minor Variance, in accordance with Section 45(1) of the Planning Act, and have been found to be minor in nature.

The proposal will assist the City of Barrie in achieving its targets for population growth, new housing units, jobs and employment. Redevelopment is directed to a location where growth and development is anticipated and encouraged. The subject location and proposed built form represent functional and appropriate development, through an intensification redevelopment project on underutilized lands. The proposed development would serve to revitalize the area, supporting future economic growth and encouraging other development.

Based on the results of the technical analysis and on an evaluation of the applicable planning policy noted above, the proposed applications:

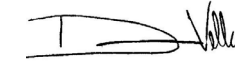
- are consistent with the Planning Act, 2022 Consolidation
- conform with the applicable policies of the City of Barrie Official Plan (Office consolidation - January 2018);
- comply with City of Barrie Zoning By-law (Office consolidation - January 2020);

For the preceding reasons, the proposed developments represent good planning in the public interest.

As such, it is respectfully requested that the City of Barrie approve the Site Plan and Minor Variance applications.

Respectfully submitted,

Innovative Planning Solutions



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Intermediate Planner



**IPS**

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