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R E P O R T

BARRIE-BRYNE DEVELOPMENTS LTD

15 HARVIE ROAD

CITY OF BARRIE

MARCH 2022  
FILE #9683

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# 1. INTRODUCTION

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Weston Consulting has been retained by Barrie-Bryne Developments Limited, the registered owner of the lands municipally addressed as 15 Harvie Road in the City of Barrie (the “subject lands”), to prepare this Planning Justification Report in support of an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application (the “Applications”). The Applications are being submitted to the City of Barrie to facilitate the development of a mixed-use development comprised of residential and employment uses on the subject lands.

The subject lands are approximately 33.261 hectares in size and located on the west side of Highway 400, south of Harvie Road and east of Thrushwood Drive. The subject lands are bifurcated by the future extension of the Bryne Drive Right-of-Way (ROW), which has been conveyed to the City of Barrie. The western portion of the subject lands is currently designated General Industrial, Environmental Protection and Open Space according to the City of Barrie’s Official Plan. This side of the future Bryne Drive extension is proposed to incorporate a mix of residential uses that will provide an appropriate transition from the existing low-rise community to the west along Thrushwood Drive. The eastern portion of the subject lands abutting Highway 400 is currently designated General Commercial and Environmental Protection and is proposed to be comprised of employment related uses.

In 2019, Weston Consulting submitted an Employment Conversion request to the City of Barrie for a portion of the subject lands as part of the City’s Municipal Comprehensive Review (“MCR”) process. The purpose of the Employment Conversion request was to redistribute the location, proportions and form of the principal land use permissions of the subject lands. The Employment Conversion request was supported by Staff in a Memorandum to Council dated May 25, 2020 and is reflected in the new City of Barrie Official Plan, which received Council approval on February 14, 2022. The new Official Plan is not yet in full force and effect; however, this report has regard for the new policies and land use schedules.

The Applications are being submitted to permit the proposed development. Site Plan Approval (SPA) Applications will be filed at a later date under separate cover to facilitate the development of the subject lands where required. This report provides the planning rationale in support of the proposed Applications. The Applications and supporting materials are submitted in accordance with communications received from Planning Staff at the City of Barrie and constitute a complete Application as describe in Section 22(4), Section 34(10), and Section 51(16) of the Planning Act.



## 2. PURPOSE OF THE REPORT

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The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020, the City of Barrie Official Plan, the City of Barrie's new Official Plan, and the City of Barrie Zoning By-law 2009-141.

This report provides planning analysis and justification in accordance with good planning principles as the basis for the advancement of the proposed applications through the planning approval process.



### 3. SITE DESCRIPTION AND CONTEXT

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### 3.1 DESCRIPTION OF SUBJECT LANDS

The subject lands are located on the west side of Highway 400, south of Harvie Road and east of Thrushwood Drive in the south end of the City of Barrie. The subject lands have been vacant for over 10 years and are approximately 33.261 hectares (82.2 acres) in size, with approximately 346 metres of frontage along Thrushwood Drive and 783 metres of frontage along Highway 400 (Figure 1).

The subject lands are comprised of two individual parcels bifurcated by the future Bryne Drive ROW extension. The legal descriptions are:

West of the future Bryne Drive extension: PART OF LOTS 5, 6 & 7 PLAN 67 AND PART OF LOT 7 CONCESSION 12 INNISFIL; S/T IN27834 & LT180101; SUBJECT TO AN EASEMENT IN GROSS OVER PART 1 PLAN 51R37280 AS IN SC1010404; CITY OF BARRIE

East of the future Bryne Drive extension: PART OF LOT 7 CONCESSION 12 INNISFIL, S/T LT180101 & LT96445; CITY OF BARRIE

### 3.2 SURROUNDING LAND USE CONTEXT

Land uses in the vicinity of the subject lands include:

NORTH: Directly north of the subject lands is an Environmental Protection (EP) referred to as Whiskey Creek. Single detached dwellings are located on the east side of Thrushwood Drive and south of Harvie Road. A woodlot is present directly north of Harvie Road.

SOUTH: A variety of non-industrial employment related uses are located directly south of the subject lands and extend south of Maplevue Drive generally towards Salem Road. These uses include commercial, retail, and automotive uses.

EAST: Highway 400 abuts the subject lands to the east. The lands East of Highway 400 have been redeveloped to include a shipping terminal. The natural area referred to as “Lover’s Creeks” also extends east from the subject lands to this side of Highway 400.

WEST: An existing low-rise residential community comprised of single detached dwellings and townhouses is located on the west side of Thrushwood Drive and extends generally towards Essa Road. The Trillium Woods Elementary School and parkland is also located west of the subject lands.



Figure 1: Aerial Photo of Subject Lands



### 3.3 ACCESS TO TRANSIT

The subject lands are situated in an area of the City that is highly accessible to major transportation routes and has good access to public transit. Harvie Road is classified as an Arterial Road with a Planned ROW of 34 metres according to Schedule D (Road Plan) and Schedule (E Road Widening Plan) of the Barrie Official Plan. According to the Official Plan, Arterial Roads are primarily traffic carrying facilities, providing through routes across and within the city. Bryne Drive is classified as a Collector Road according to Schedule D (Road Plan) and Schedule (E Road Widening Plan). Collector Roads are intended to carry traffic between the Arterial Roads and Local Roads and may also be used to service individual properties. It should be noted that Bryne Drive currently dead ends at the southern edge of the subject lands and will be extended north, through the subject lands, and connect to Harvie Road. These lands have been conveyed to the City and are shown on the Draft Plan of Subdivision prepared by Weston Consulting as “Future Right-of-Way”.

Highway 400 is a Provincial Highway that provides connection to Barrie’s regional trade area. The Official Plan states Barrie’s highway system “contributes to the provision of a sound arterial framework regarding intra-urban traffic movements within the City” (Section 2.1).

The subject lands are well served by Barrie Transit through Route 2A (Dunlop) and 2B (Park Place), which have a southern terminus at Park Place and a northern terminus in Downtown Barrie (Figure 2).

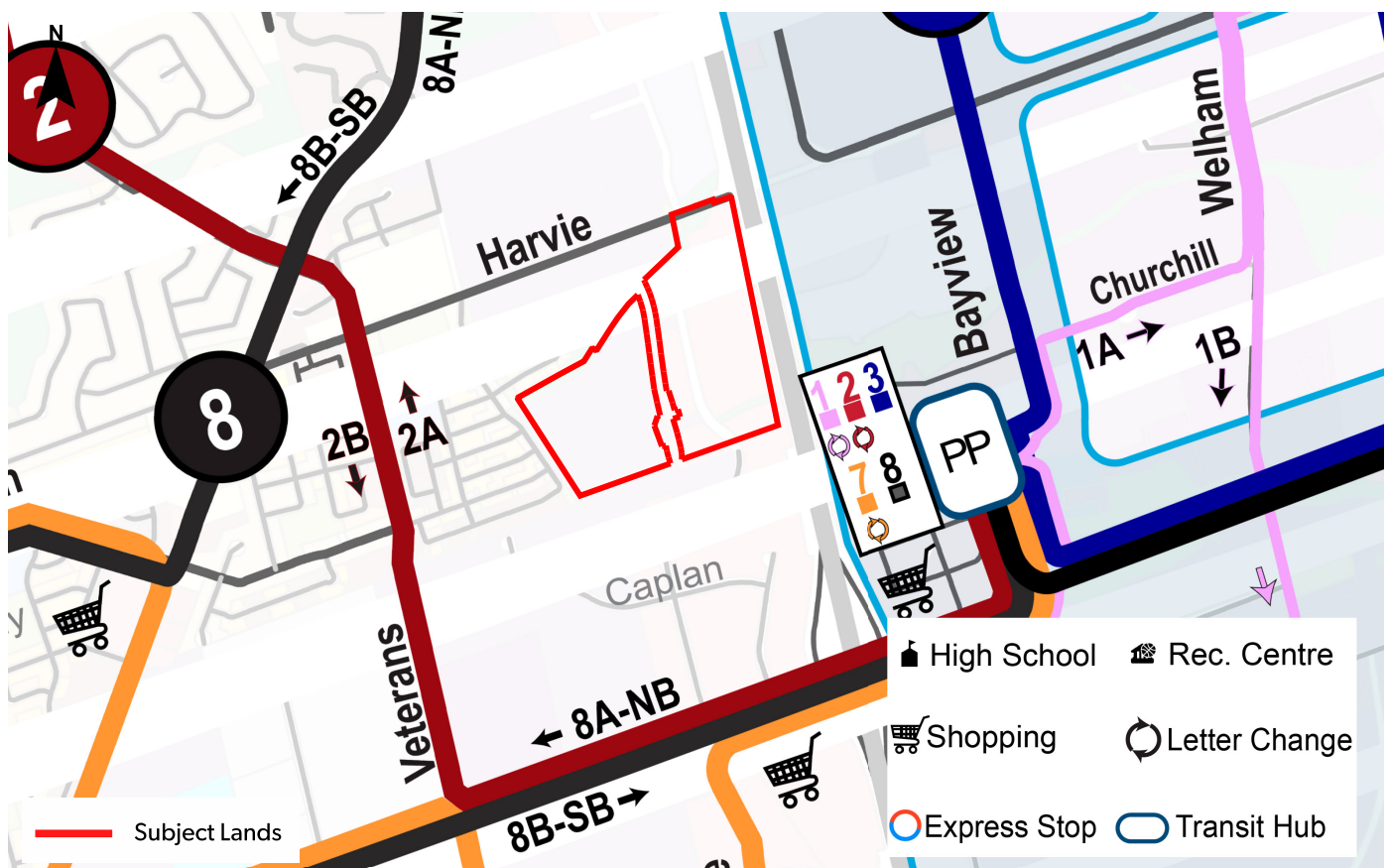


Figure 2: Barrie Transit Routes 2A and 2B

### 3.4 NEARBY DEVELOPMENT APPLICATION

As shown in Table 1, there are a number of active development applications in the vicinity of the subject lands. The adjacent development applications identified in Table 1 are located in proximity to the subject lands and establish a precedence for residential intensification in the area and demonstrate the way in which this area of the City of Barrie is accommodating growth. The proposed development is generally consistent with development applications in the area as the proposed development incorporates a similar scale and development form.

No.	Address	Application Type	Description	Status
1.	124, 180, 228 McKay Road West  Site Area: 150.17 acres 60.77 hectares	Rezoning Subdivision	Proposed to rezone from Agricultural General to Open Space (OS), Residential (R5), Neighbourhood Mixed Use (NMU), and Institutional Education (I-E) to permit the development of 839 residential units, one neighbourhood park, one elementary school, and one high density mixed-use block.	Rezoning (Approved) Subdivision (Draft approved)
2.	229 McKay Road West & 980 Veteran's Drive  Site Area: 218.74 acres 88.52 hectares	Rezoning Subdivision	Development of 1,104 single detached residential lots, 157 street townhouses, 241 laneway townhouses, one future commercial block, one elementary school, one neighbourhood park, and one village square.	Zoning in full force and effect  Draft plan conditions issued
3.	910 Veteran's Drive  Site Area: 1.8 acres 0.73 hectares	Rezoning Subdivision	Proposing to rezone to permit development of 9 street townhouses and 44 back-to-back townhouse units on a 12-metre laneway.	Approved Draft Approved
4.	400 Lockhart Road  Site Area: 90.73 acres 36.72 hectares	Zoning By-law Amendment Draft Plan of Subdivision	Permit the creation of 470 to 594 residential units in a mix of housing types, along with a public elementary school, mixed-use block, three (3) village squares, an environmental protection area, stormwater management blocks, and roads.	Approved
5.	560 Lockhart Road Site Area: N/A	Zoning By-law Amendment (D30-021-2021) Plan of Subdivision (D30-021-2021)	Proposed development of 190 single-detached dwelling units together with 8 future lots, 2 stormwater management facility blocks and 2 environmental protection blocks.	Under review

Table 1: Adjacent Development Applications within proximity of the subject lands

No.	Address	Application Type	Description	Status
6.	620 Lockhart Road Site Area: 69.06 acres 27.95 hectares	Zoning By-law Amendment (D30-012-2021) Plan of Subdivision (D30-012-2021) Site Plan Control	Development of 347 single detached dwelling units, 172 street townhome dwelling units, 66 back-to-back townhome dwelling units; together with one (1) mixed use block, one (1) open space block and one (1) stormwater management block for a total of 613 dwelling units.	ZBA (Under Review) Plan of Subdivision (Under Review) Site Plan Control (Pending Submission)
7.	680 Lockhart Road  Site Area: 63.43 acres 25.67 hectares	Re-zoning Draft Plan of Subdivision	Proposed development of 142 single-detached dwelling units, 100 semi-detached dwelling units and 154 street townhouse units; together with a public elementary school block and a community centre/community park block.	Draft Plan approved
8.	989 Yonge Street  Site Area: 25.08 acres 10.15 hectares	Zoning By-law Amendment Exemption from Plan of Condominium Site Plan Control	Exemption from Plan of Condominium and Zoning By-law Amendment to amend the current zoning of the property from Agricultural General (AG) to Neighbourhood Mixed Use (NMU). The effect of the applications would be to permit the future development of the lands for 60 townhouse units, 4 mixed-use residential and commercial buildings with approximately 1,218 residential condominium units and 3,000m <sup>2</sup> of commercial space, ranging in height from 3 to 12 storeys.	ZBA: Approved Plan of Condominium Exemption Site Plan Control

No.	Address	Application Type	Description	Status
9.	1012 Yonge Street Site Area: 3.9 hectares	Official Plan Amendment (D30-005-2021) Zoning By-law Amendment (D30-005-2021)	Create a Defined Policy Area to permit a density greater than 120 units per hectare on the subject lands (250 units per hectare proposed). The proposed Zoning By-law Amendment Application seeks to rezone the subject lands from 'Agricultural General' (AG) to 'Neighbourhood Mixed Use – Special' (NMU)(SP-XXX) with site-specific provisions, to permit the development 1,029 residential units in the form of three 6-storey and two 3-storey multi-residential buildings and 10 townhouse units, together with 1,281 square metres of ground floor commercial space along Yonge Street and underground and surface parking.	OPA (Under Review) ZBA (Under Review)
10.	40 Harvie Road  Site Area: 94.05 acres 38.06 hectares	Draft Plan of Subdivision (D12-439)	Proposed development of 20 Lots for General Commercial, Highway Industrial and Light Industrial development and for roads, widenings, reserves, ravine access and stormwater management purposes.	Approved
11.	116-122 Harvie Road  Site Area: 6.12 acres 2.48 hectares	Zoning By-law Amendment, Draft Plan of Subdivision	Proposed development consisting of a residential subdivision, containing two medium blocks permitting the development of 115 townhouse and apartment lots/units that would be fully designed/approved as part of a future Site Plan approval application.	Pre-Consultation Stage





Figure 3: Map of Nearby Development Applications



## 4. PROPOSED DEVELOPMENT

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## 4.1 EMPLOYMENT CONVERSION REQUEST

In 2019, Weston Consulting submitted an Employment Conversion request for a portion of the subject lands as part of the City's MCR process in order to redistribute the location, proportions and form of the principal land use permissions. Prior to the conversion, the subject lands were designated as General Commercial and Environmental Protection on the eastern portion abutting Highway 400. The western portion of the subject lands, abutting the existing low-density residential uses were designated as General Industrial, Environmental Protection and Open Space. The conversion request sought to redesignate the eastern portion of the subject lands for employment uses and the western portion of the subject lands for residential uses.

Employment uses were justified for the eastern portion of the subject lands given the proximity of existing large-scale commercial uses directly south of the subject lands and exposure to Highway 400. The residential uses for the western portion of the subject lands were justified on the premise that they bear a closer relationship to the immediately adjacent residential community west of the subject lands, and provides an opportunity for community enhancement and connectivity through the open spaces and future road connections. Additionally, the proposed residential lands would serve as an extension of the existing residential neighbourhood to located west of the subject lands towards the future extension of Bryne Drive. This also serves to mitigate any potential land use compatibility issues as the future extension of Bryne Drive serves as a logical divide between residential and employment uses.

The City's intended General Industrial designation on the western portion of the subject lands would restrict industrial expansion, and limit the types of industrial uses that may be permitted in proximity to residential lands, and ultimately impact the ability to attract employment users to those lands. Additionally, given the commercial uses south of the site, the subject lands would not function as a traditional employment district, and therefore would not present a conflict with the proposed residential uses located on the west side of the future Bryne Drive extension.

The Employment Conversion request was supported by Staff in a Memorandum to Council dated May 25, 2020, which states:

The subject lands has two existing land uses: residential and employment uses. The proposal essentially results in a swap of these two designations and results in a minor expansion of employment lands. The proposed new residential lands create a logical expansion from the adjacent residential neighbourhood directly to the west, and provide a greater range of housing types transitioning in scale and intensity from the west to the east. Additionally, the proposed relocation of the employment lands to the eastern half of the subject lands, will provide for a better transition and connection to the commercially designated lands to the south and increases the viability of employment lands along the Highway 400 corridor. Staff support the proposed land swap and re-designation.

The conversion request is reflected in the City of Barrie's new Official Plan, as seen in Map 1 (Community Structure) and Map 2 (Land Use Designations), which was approved by the City of Barrie Council on February 14th, 2022.

## 4.2 CITY OF BARRIE EMPLOYMENT LAND STRATEGY

On April 19, 2021, the City of Barrie's General Committee endorsed a Staff Report the Employment Lands Strategy, which includes the five scenarios with the greatest potential for accelerating the availability of serviced, shovel-ready larger parcels of employment land to the marketplace (Staff Report DEV007-21). The purpose of the Employment Lands Strategy was to identify opportunities for making larger parcels of employment land shovel-ready, including a servicing assessment and associated fiscal implications, to the extent known at this time. Five scenarios encompassing larger parcels of employment lands were identified to allow the City

of Barrie to meet the wider market demand for larger, municipally-services employment land parcels. The City of Barrie intended to ensure there is available employment land ranging in size for a variety of commercial and industrial uses to meet the City of Barrie's employment targets of 150,000 jobs by 2051 (nearly one job for every two residents) and wider growth management vision. City staff provided an assessment of the City's current employment areas to determine the most feasible scenarios for larger employment sites that could be made shovel-ready. The eastern portion of the subject lands were identified in scenario 2b as shown on the Scenario Map (Figure 4).

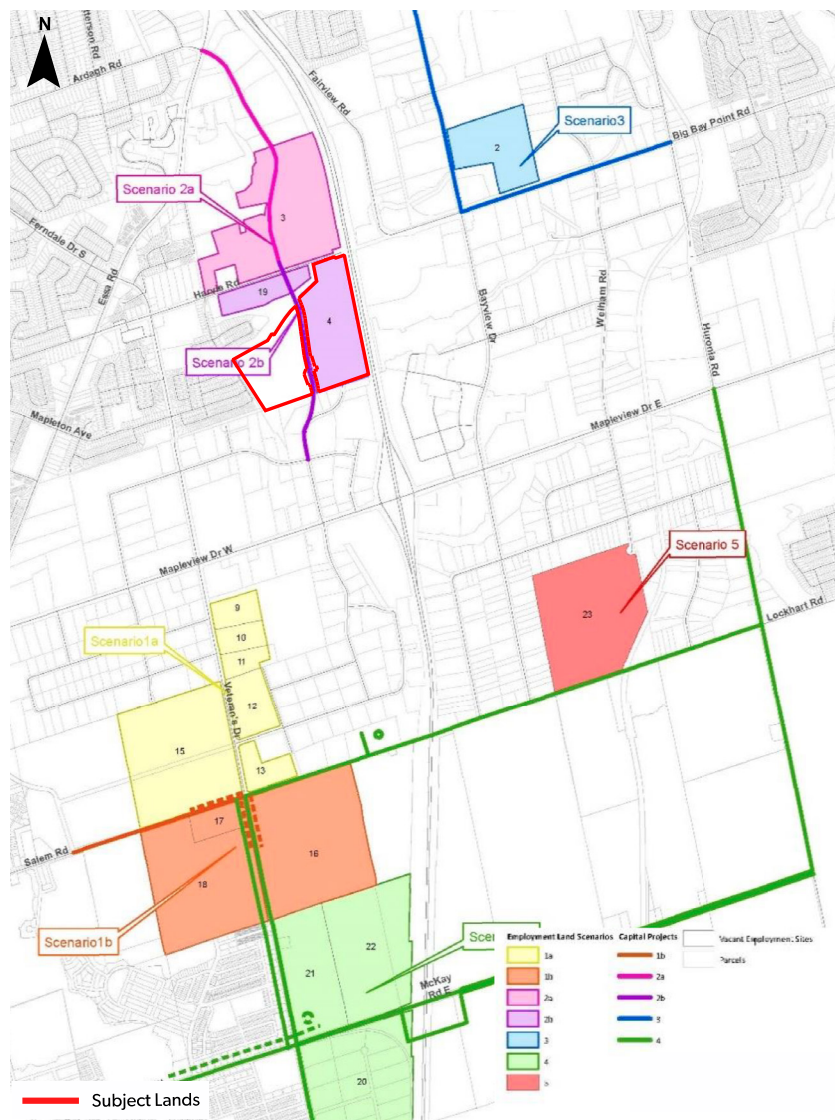


Figure 4: Scenario Map from the Employment Land Strategy Report



Scenario 2b consists of employment lands in the built boundary south of Harvie Road, identified as Parcels '19' and '4' on the Scenario Map. Infrastructure, capital investment and local servicing needs were identified as follows:

#### Infrastructure, Capital Investment and Local Servicing Needs

Infrastructure Required	Construction of 5-lane Bryne Drive, including storm sewer, sidewalk, streetlights, watermain and sanitary sewer (within the ROW)
Estimated Infrastructure Cost(s):	\$11.8 million (construction costs)
Local Servicing Component:	Subject to internal servicing (local benefit roads, sewer and water; details to be determined and are development dependent)
Estimated Local Servicing Cost(s):	Details for servicing costs are to be determined once development takes place
Current Timing Proposed in 2021 Capital Plan	Aligned with project EN1277 (2022-24 Project Construction)

According to the Staff Report,

*The estimated high level cost estimate for immediate capital infrastructure investment is \$11.8 million. This area is included in the 2021 Capital Plan...The Bryne Drive south area is scheduled for construction start in 2022 subject to SmartCentres conveying the necessary property dedications and while pre-construction activity can commence in 2021, project construction cannot be advanced.*

The future extension Bryne Drive is contemplated on the Draft Plan of Subdivision and these lands have already been conveyed to the City. The General Committee recommendations were approved by Council on April 26, 2022.



## 4.3 DESCRIPTION OF DEVELOPMENT PROPOSAL

The proposed development contemplates a mix of residential and employment uses. The western edge of the proposed development is formed by an existing Hydro Corridor and the eastern edge of the site is formed by the Highway 400 Right-of-Way. The proposed uses are situated in a manner that provides for an appropriate transition from the existing low rise residential neighbourhood to the west, along the future Bryne Drive extension, and the proposed employment uses adjacent to the Highway 400 Corridor. Please refer to the Urban Design Brief, prepared by Weston Consulting, for additional information with respect to the design of the proposed development.

The residential component of the proposed development is comprised of semi-detached, street townhouses, back-to-back townhouses, and mid-rise apartments. A proposed 0.90 hectare park is located in the centre of the site that will provide outdoor amenity space and recreational opportunities for existing and future residents of the area. Three open space blocks are also provided that will enhance outdoor amenity space for the proposed development. Details of the proposed block pattern are provided in Table 2 and shown in Figure 5.

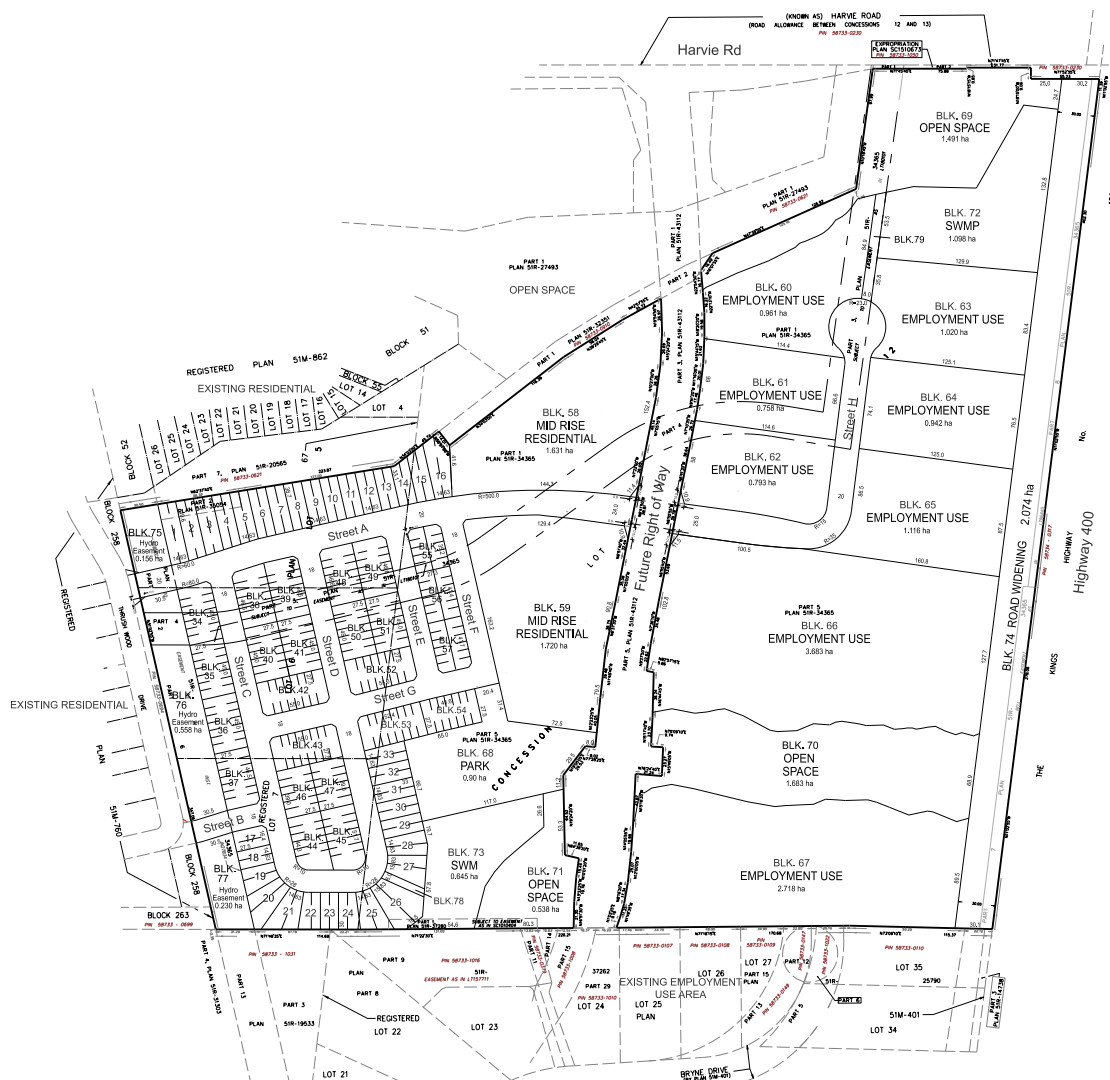


Figure 5: Draft Plan of Subdivision prepared by Weston Consulting

Access to the residential portion of the proposed development will be gained from two locations off Thrushwood Drive. The northerly access will be an extension of Cranberry Lane that will provide an east-west connection through the site and connect to Bryne Drive. The southern access will be an east-west extension of Thrushwood Drive that connects to the internal road network of the proposed development. The proposed development will also be accessible from the future extension of Bryne Drive, which bifurcates the site.

An internal road network is contemplated that will connect the subject lands to the broader road network in a logical and efficient manner. The future Bryne Drive ROW extension will provide access from the south towards Harvie Road at the north and will provide convenient access to the residential and employment uses. A cul-de-sac is contemplated at the northern portion of the subject lands to provide access to the employment uses. Please refer to the Urban Design Brief, prepared by Weston Consulting, for additional information with respect to the design of the proposed development.

The proposed development has been designed with the intent to promote economic development, by concentrating employment uses along the Highway 400 corridor, while providing a mix of residential opportunities adjacent to the existing residential neighbourhood. The subject lands are situated near a generous amount of shopping, recreation and amenities, including numerous restaurants, a movie theatre, and a Rec Room further south. According to the City's Proposed 2041 Transit Route Network Concept, in the City of Barrie Master Transportation Plan, Bryne Drive will accommodate a support bus route, which will provide future access to downtown Barrie and the waterfront area. Additionally, the site is adjacent to Highway 400, which provides convenient access to Highway 400 at the Maplevue Drive interchange.

Two Stormwater Management Ponds have been provided, one located at the southern end of the subject lands that will primarily serve the residential uses and one located at the northern end to serve the employment uses. The proposed development also contemplates two Open Space blocks that will protect and enhance the existing Lover's Creek and Whisky Creek Natural Heritage Areas. Please refer to the Urban Design Brief, prepared by Weston Consulting, for additional information with respect to the design of the proposed development.

Use	Lot and Block #s	Size
Semi-Detached (66 units)	1 to 33	1.914 ha
Street Townhouse (148 units)	34 to 54	2.721 ha
Back-to-Back Townhouse (34 units)	55 to 57	0.322 ha
Mid Rise Residential	58 to 59	3.351 ha
Employment	60 to 67	11.992 ha
Park	68	0.90 ha
Open Space	69-71	3.712 ha
SWM	72 and 73	1.743 ha
Road Widening	74	2.074 ha
Hydro Corridor	75 to 77	0.944 ha

Table 2: Block Descriptions

## 4.4 SUPPORTING DOCUMENTS

This Planning Justification Report is intended to be read alongside the accompanying reports and drawings that have been submitted in support of the Applications. The following reports and drawings have been prepared alongside this Planning Justification Report:

### Prepared Reports and Drawings

Report	Consultant
Archaeological Assessment	Archeoworks
Noise/Vibration Impact Analysis	HGC Engineering
Urban Design Report	Weston Consulting
Functional Servicing Report, Stormwater Management Report, and Floodplain Analysis	Tatham Engineering
Geotechnical Study	WSP
Hydrogeological Study	WSP
Traffic Impact Study	Tatham Engineering
Environmental Impact Study	Beacon Environmental
Tree Preservation Plan	JDB Associates

Additionally, a Pre-Application Consultation (PAC) meeting was conducted with the City of Barrie on September 17th, 2020. The material for this application is being submitted in accordance with the comments received from the City (PAC D28-041-2020). In addition, a virtual Neighbourhood Meeting was held on January 12th, 2022 to present the proposed development, and to receive public input.

### Stage 1 Archaeological Assessment prepared by Archeoworks

A stage 1 archaeological assessment was prepared by Archeoworks. The objectives of the assessment are to provide information about the subject lands geography, history, previous archaeological fieldwork and current land condition; evaluation the property's archaeological potential; and make recommendations for additional required investigations and mitigations. The assessment makes the following recommendations:

- The findings of the Stage 4 mitigation report and associated addendum have not been verified, and the immediate area of the Molson (BcGw-27) site is provisionally considered to still have outstanding archaeological concerns, and will require Stage 4 mitigation prior to development impacts;
- Any soil-intrusive work must be monitored by a licensed archaeologist

#### Noise/Vibration Impact Analysis prepared by HGC Engineering

A noise feasibility study was prepared by HGC Engineering. The purpose of the study is to predict the impacts of sound levels on the proposed development. The report makes recommendations including, but not limited to:

- Minimum building and glazing constructions will be required for the proposed mid-rise residential buildings, and a review should be conducted to verify acoustical requirements for glazing and building façade constructions;
- Warning clauses should be used to inform future residents of the traffic noise excesses and the proximity to nearby commercial uses;
- There are no specific mitigation measures required for the proposed industry/commercial stationary noise sources at the east side of the subject lands.

#### Urban Design Brief prepared by Weston Consulting

An Urban Design Brief was prepared by Weston Consulting. The Urban Design Brief provides an overview of how the proposed development meets and conforms to the City of Barrie's urban design policies, and how the proposed development implements good urban design principles. The report makes recommendations including, but not limited to:

- The proposed development represents thoughtful intensification, considering the existing surrounding built form and land uses;
- The design benefits from the close proximity to commercial and retail services, and transit infrastructure;
- The design proposes a range of housing opportunities and building typologies, creating a variation and options for residents.

Functional Servicing, Stormwater Management Report, and Floodplain Hazard Study prepared by Tatham Engineering

A Functional Servicing (FSR) and Stormwater Management (SWM) Reports and Natural Hazards Assessment was prepared by Tatham Engineering in order to demonstrate the servicing feasibility of the proposed development with respect to civil servicing, including site grading, stormwater management, sewage collection and treatment, water supply and distribution, transportation and utility distribution. Tatham Engineering determines the following:

- The site will be serviced with municipal watermain in accordance with City standards. The existing municipal system has sufficient pressures, capacity and storage volumes to provide service to the proposed development.
- The existing 375 mm diameter sanitary trunk sewer traversing the site will be relocated within the proposed municipal road allowance where possible. Local sanitary sewers will service the site in accordance with City standards. The local sewers will outlet to the realigned sanitary trunk. Block 67 will be serviced by the existing sanitary service located within the Bryne Drive cul-de-sac. The Barrie WWTP has sufficient capacity to service the proposed development.
- The Natural Hazards Assessment confirms the proposed site will be developed with consideration of the Whiskey Creek and Lovers Creek floodplains. A cut/fill exercise is proposed to optimize the developable area of the site.
- The Stormwater Management Report demonstrates the proposed development will not result in negative impacts with respect to stormwater. Appropriate water quantity, quality and infiltration controls are provided.
- The proposed municipal local and industrial road allowances will be designed in accordance with the City's Engineering Standards and in accordance with the recommendations of the geotechnical consultant.
- The concept grading design was prepared in accordance with the City's Engineering Standards to achieve the objectives of the SWM plan and tying into existing grades.

Geotechnical Review prepared by WSP

WSP has prepared a geotechnical desktop review of the subject lands to provide an evaluation of anticipated soil and groundwater conditions for the development of the site. The report provides recommendations with respect to roads, stripping, sub-excavation and grading, construction, and drainage. The recommendations include, but are not limited to the following:

- Any fill required for re-grading the site or backfill should be select, clean material, free to topsoil, organic material or other foreign and unsuitable material;
- The grading of material should conform to current OPS Specifications;
- Installation of full-length sub-drains is required on all roads, and the sub-drains should be properly filtered to prevent the loss of (and clogging) soil fines.



#### Preliminary Hydrogeological Investigation prepared by WSP

A preliminary hydrogeological investigation was prepared by WSP. The objective of the study is to characterize the preliminary hydrogeological conditions on-site, assess groundwater quality, complete a water balance assessment, and identify potential construction dewatering needs. The conclusions of the report include, but are not limited to:

- The expected daily groundwater taking rate will depend on the construction plan/schedule and will need to take into consideration the number and size of excavations being dewatered at a given time;
- It is anticipated that a PTTW will be required for a long-term discharge;
- All tested parameters of the groundwater analytical results met PWQO criteria.

#### Traffic Impact Study prepared by Tatham Engineering

Tatham Engineering prepared the Traffic Impact Study (TIS) to review potential transportation impacts of the development on the local road network. The TIS provides a summary of findings, related to traffic operations, turn lane requirements, construction staging plan, and the neighbourhood traffic calming management plan. The findings include, but are not limited to the following:

- Traffic signals are recommended and warranted at the intersection of Bryne Drive and Cranberry Lane by 2033;
- No road or intersection improvements are required to support the future background and future total traffic volumes;
- Right exclusive turn lanes are not necessary for Bryne Drive and Cranberry Lane;
- All construction activities, including parking provision for trades people, will be accommodated within the site, and no impacts are anticipated to Bryne Drive or adjacent road network.

#### Preliminary Environmental Impact Study prepared by Beacon Environmental

A preliminary environmental impact study (EIS) was conducted by Beacon Environmental. The goals of the EIS are to determine the development opportunities and environmental constraints within the subject lands; ensure that the proposed development can proceed in a manner that will not result in negative impacts to significant ecological features and functions; and demonstrate conformity to the applicable natural environment regulations and policies. The study provides a summary of findings, which includes, but not limited to:

- The proposed residential and commercial development is not anticipated to have significant impacts on the adjacent natural areas. This is also achieved through the proposed mitigation measures outlined in the study;
- The proposed development, inclusive of the mitigation measures, can occur without adversely affecting either Whiskey Creek or Lovers Creek, or their associated fish communities;

The EIS has determined that the development plan as proposed, is consistent with the relevant policies of the Provincial Policy Statement, City of Barrie Official Plan (2010 and 2021), Lake Simcoe Protection Plan (2009), and Lake Simcoe Region Conservation Authority (LSRCA) Watershed Regulation and Policies, and will not adversely impact the natural areas on the subject lands.

#### Tree Inventory & Preservation Plan prepared by JDB Associates

A Tree Inventory and preservation plan was prepared by JDB Associates. The plans outline the locations of where existing trees on the subject lands are to be removed, and provides information to the location of the tree preservation fences and sign.



## 5. HOUSING AFFORDABILITY STATEMENT

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The City of Barrie Official Plan provided policy direction related to housing under Sections 3.3.1, 3.3.2.2, and 4.2. The proposed development implements the housing policies of the Official Plan through the provision of a range of unit types and sizes, including back-to-back townhouses and apartment dwellings which are more affordable housing options. The introduction of high-quality built form will also ensure that the quality and variety of the housing stock is maintained and improved, thereby contributing to the creation of a complete community. A detailed analysis of these housing policies are provided in Section 6.4 of this Report.

Section 3.3.2.2 of the OP provides direction related to housing affordability. In accordance with Provincial Policy, the following policies shall apply for the provision of affordable housing throughout the City:

- a. *It is a goal of this Plan to achieve a minimum target of 10 percent of all new housing units per annum to be affordable housing in accordance with the following criteria:*
  - i. *In the case of home ownership, the least expensive of:*
    - 1. *housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or*
    - 2. *housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.*
  - i. *In the case of rental housing, the least expensive of*
    - 1. *A unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or*
    - 2. *A unit for which the rent is at or below the average market rent of a unit in the regional market area.*

- b. *Low, medium and high-density housing that will facilitate the availability of affordable housing will be encouraged where it is in accordance with the intent of the Official Plan.*
- c. *Affordable housing will be encouraged to locate in close proximity to shopping, community facilities, and existing or potential public transit routes such as arterial or collector roads.*

The minimum target outlined in Policy 3.3.2.2(a) is for the City as a whole. It is not anticipated that this objective is achieved for a specific site. In accordance with Policy 3.3.2.2(b) and 3.3.2.2(c), the proposed development is providing a range and mix of dwelling types on land that is currently vacant and located in close proximity to shopping, community facilities, and existing or potential public transit routes. The details of these locations have been discussed in this report.

While the entirety of the residential development does not meet the City's definition of affordable as per Section 3.3.2.2.a of the OP, the mix of units will add diversity to the City's existing housing stock, and provide more options to residents which may have a positive impact on affordability. According to rental data from the Canadian Mortgage and Housing Corporation, the average rent for a one-bedroom and two-bedroom apartment in the City of Barrie as of October 2021 is \$1,286 and \$1,502 respectively. The expected rental range for a one-bedroom apartment in the proposed development is \$1,040 to \$1,690, and the expected rental range for a two-bedroom apartment is \$1,820 - \$2,340. In order to meet the definition of affordable, a unit must be at or below the average market rent. Based on the average monthly rent of \$1,286 for a one-bedroom apartment, it is expected that some units may be within the range of affordable.

The City of Barrie OP states a unit is deemed affordable if the purchase price is at least 10 percent below the average purchase price of a resale unit under Section 3.3.2.2.a of the OP. According to data from the Canadian Real Estate Association, the benchmark price for a townhouse in the City of Barrie, as of February 2022 is \$696,000. The expected price range will be \$585,000 to \$855,000. Based on this definition, the price of a townhouse unit would need to be sold at a price of \$626,400. Based on the aforementioned sale range for the townhouse dwellings, it is expected that some units may be within the range of affordable.

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## 6. PLANNING POLICY FRAMEWORK

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*The following section outlines the applicable planning policy regime and provides an evaluation of the proposed development in the context of the existing statutory policy framework. The following policies have been considered: the Provincial Policy Statement (2020) (the “PPS”), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the “Growth Plan”), The Lake Simcoe Protection Plan (2009), the City of Barrie Official Plan (the “OP”), the City of Barrie’s new Official Plan “the new OP”, and the City of Barrie Zoning By-law 2009-141 (the “Zoning By-law”).*

## 6.1 THE PLANNING ACT, R.S.O. C.P.13

Section 2 of the Planning Act must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

### Section 2 Provincial Interest

*The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

- a. the protection of ecological systems, including natural areas, features and functions;*
- b. the protection of the agricultural resources of the Province;*
- c. the conservation and management of natural resources and the mineral resource base;*
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e. the supply, efficient use and conservation of energy and water;*
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g. the minimization of waste;*
- h. the orderly development of safe and healthy communities;*

- h.1. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j. the adequate provision of a full range of housing, including affordable housing;*
- k. the adequate provision of employment opportunities;*
- l. the protection of the financial and economic well-being of the Province and its municipalities;*
- m. the co-ordination of planning activities of public bodies;*
- n. the resolution of planning conflicts involving public and private interests;*
- o. the protection of public health and safety;*
- p. the appropriate location of growth and development;*
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1.*

The proposed development has regard to matters of provincial interest, particularly with respect to the orderly development of safe and healthy communities, the adequate provision of a full range of housing and the adequate provision of employment opportunities.

With respect to the orderly development of safe and healthy communities, the proposed residential uses will complement the existing residential community to the west and is designed with an appropriate transition in density across the site. The low-rise units are located towards the west of the site and the mid-rise buildings are located along the future Bryne Drive extension. In addition, the residential uses are buffered from existing employment uses to the south by the existing stormwater management pond which abuts the southern property line. The mid-rise blocks are adjacent to the future Bryne Drive extension will mitigate conflicts between these uses. The proposed employment uses are appropriately located along the Highway 400 corridor and, in our opinion, these uses do not adversely impact the commercial lands to the south.

With respect to the adequate provision of housing and employment opportunities, the proposed development will provide a mix and range of housing and unit types and contribute to the diversification of Barrie's housing stock and an appropriate level of intensification.

The matters of provincial interest are provided in greater detail in the PPS, which is informed by Section 2 of the Planning Act and is discussed in Section 6.2 of this report.

Section 51(24) of the Planning Act provides the criteria to be considered for a draft plan of subdivision. Regard shall be had to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- b. whether the proposed subdivision is premature or in the public interest;*

- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- d. the suitability of the land for the purposes for which it is to be subdivided;*
- d.1. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- f. the dimensions and shapes of the proposed lots;*
- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- h. conservation of natural resources and flood control;*
- i. the adequacy of utilities and municipal services;*
- j. the adequacy of school sites;*
- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

The enclosed Draft Plan of Subdivision prepared by Weston Consulting has regard to the matters outlined in Section 51(25) of the Planning Act.

## 6.2 PROVINCIAL POLICY STATEMENT, 2020

The PPS provides the overarching policy direction on matters of provincial interest related to land use planning and development in Ontario and supports the province's goal of building strong and healthy communities and enhancing the quality of life of all Ontarians. The PPS provides for a planning horizon of up to 25 years, and the most recent version of the PPS came into effect on May 1, 2020. All planning decisions in Ontario must be consistent with the PPS.

Efficient use of land and wise management of resources is a priority of the PPS. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

In accordance with Policy 1.1.1, healthy, liveable and safe communities are sustained by:

- 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.*

The proposed development satisfies the criteria of Policy 1.1.1 and supports healthy, liveable and safe communities by providing an efficient development and land use pattern that includes a variety of housing types and unit sizes on land that is currently vacant. Approximately 66 semi-detached dwellings, 148 townhouse units, 34 back-to-back townhouses, along with two mid-rise blocks, are proposed. The proposed development will add diversity to Barrie's housing stock and provide a range of housing options for a variety of households. The layout provides for an appropriate transition from the existing residential neighbourhood to the west by orienting the highest densities along the future Bryne Drive extension that will bifurcate the subject lands. Furthermore, the proposed development will be built in phases to ensure a gradual introduction of density.

The proposed development is located within a settlement area and Policy 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 requires land use patterns within settlement areas to be based on densities and a mix of land uses which:

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

The proposed development satisfies the policies related to settlement areas as it represents an appropriate and efficient use of land that has been vacant for over ten years. The proposed development will introduce an appropriate level of density within the City of Barrie, thereby avoiding sprawl and contributing to the intensification targets within the built boundary area, and promoting public transit and active transportation mobility options.

Section 1.2.6 of the PPS provides direction for land use compatibility between Major Facilities and sensitive land uses. A Major Facility is defined as a facility,

*which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.*

In accordance with Policy 1.2.6.1, Major Facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and ensure the long-term operational and economic viability of major facilities. Policy 1.2.6.2 provides direction to planning authorities where avoidance is not possible.

The proposed employment related uses are located on the east side of the future Bryne Drive extension, which will act as a divide between the proposed residential and employment uses and provide adequate buffering and separation. In our opinion, the proposed employment uses do not meet the definition of a Major Facility as defined by the PPS. The employment uses have been appropriately situated along the Highway 400 corridor. In our opinion, the proposed uses are compatible and therefore consistent with Section 1.2.6 of the PPS.

Promoting economic development and competitiveness across the province is another key priority of the PPS. In accordance with Policy 1.3.1, planning authorities shall achieve this by:

- 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 employment policies of the PPS support and encourage a mix and range of employment uses which provide opportunities that contribute to the local and regional economy. The proposed development provides for approximately 11.992 hectares of employment lands, which will provide an opportunity for a range of employment uses that will serve the community.



Section 1.4 of the PPS provides policy direction related to housing. In accordance with Policy 1.4.3, planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a. *establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b. *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c. *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

- f. *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

In accordance with Policy 1.4.3(b) and 1.4.3(d), the proposed development will provide a range of housing unit types and sizes including back-to-back towns and apartments that are more affordable forms of housing and will be located in proximity to employment opportunities, community services and facilities and public transit. The proposed development provides an appropriate level of density on land that has been vacant for over ten years. The Functional Servicing Report prepared by Tatham Engineering outlines the servicing strategy for the proposed development in accordance with Policy 1.4.3(c). The intensification of the subject lands is transit-supportive and in proximity to the Highway 400 corridor thereby satisfying the criteria of Policy 1.4.3(e). A Zoning By-law Amendment is submitted to provide residential intensification in a compact form in accordance with Policy 1.4.3(f).

In accordance with Section 1.5 of the PPS, healthy, active communities should be promoted by:

- a. *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b. *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c. *providing opportunities for public access to shorelines; and*
- d. *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*



In accordance with Policy 1.5(a), the proposed development incorporates an internal street network that connects to the broader residential community and will provide access in a manner that is safe for pedestrians. Approximately 0.9 hectares of park space and approximately 3.7 hectares of “open space” will provide outdoor amenity space and opportunities for recreation, thereby implementing to the policy goals of Policy 1.5(b). Policy 1.5(c) and 1.5(d) are not applicable. In our opinion, the proposed development is consistent with the policies of Section 1.5 of the PPS.

Section 1.6 of the PPS provides policy direction related to Infrastructure and Public Service Facilities. Policy 1.6.1 states that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- e. financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- f. available to meet current and projected needs.*

In accordance with Policy 1.6.6.1, planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 
  - 1. municipal sewage services and municipal water services; and*
  - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;**
- b. ensure that these systems are provided in a manner that:
 
  - 1. can be sustained by the water resources upon which such services rely;*
  - 2. prepares for the impacts of a changing climate;*
  - 3. is feasible and financially viable over their lifecycle; and*
  - 4. protects human health and safety, and the natural environment;**
- c. promote water conservation and water use efficiency;*
- d. integrate servicing and land use considerations at all stages of the planning process; and*

- e. be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

According to the Functional Servicing Report and Stormwater Management Report prepared by Tatham Engineering, the site will be serviced with municipal watermain and the existing municipal system has sufficient pressures, capacity and storage volume to provide service to the proposed development. The proposed development is not expected to result in negative impacts with respect to stormwater and appropriate water quantity, quality and infiltration controls are provided. The reports by Tatham Engineering also determine that the proposed municipal local and industrial road allowances will be designed in accordance with the City's Engineering Standards.

#### Conclusion

The proposed development provides an appropriate level of density and intensification in area of the City that has been vacant for over ten years. The proposed development will incorporate a mix of residential and employment uses that are appropriately situated with adequate separation distances, thereby avoiding any potential adverse effects, and will provide adequate park, open space and outdoor recreation facilities for current and future residents. In our opinion, the proposed development is consistent with the policies of the PPS.

## 6.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

The Growth Plan builds on the policies of the PPS and provides regional-specific direction for growth management within the Greater Golden Horseshoe (the “GGH”). All planning, development and land use decisions for lands located within the GGH must conform to the Growth Plan.

The Growth Plan’s policies are based on a number of guiding principles as outlined in Section 1.2.1. These include:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

The proposed development conforms to the guiding principles of the Growth Plan by providing residential density on land that has been vacant for over ten years. A variety of housing options and unit sizes will be provided to support a range of income levels and significant employment opportunities along the Highway 400 corridor thereby supporting the principle of complete communities.

The Growth Plan also directs the vast majority of growth to settlement areas that have a delineated built boundary and can support the achievement of complete communities in accordance with Policy 2.2.1.2(a). Complete communities are defined as,

*Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.*

In accordance with Policy 2.2.1.4, applying the policies of the Growth Plan will support the achievement of complete communities that:

- a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c. provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d. expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e. provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f. mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g. integrate green infrastructure and appropriate low impact development.*

The mix of residential and employment uses are being provided in a compact form and will provide residents with convenient access to local stores and services in accordance with Policy 2.2.1.4(a) and 2.2.1.4(b). The residential density will provide a compact built form, specifically the mid-rise blocks, on vacant land thereby making a significant contribution to Barrie's housing stock, which satisfies Policy 2.2.1.4(c). Park and open space areas are provided throughout the site to ensure future and existing residents have convenient access to outdoor amenity space that will contribute to improved overall quality of life. The proposed development also supports active and public transportation options in accordance with Policy 2.2.1.4(d) and 2.2.1.4(e). Policy 2.2.1.4(f) is satisfied through intensification, which reduces the need for urban sprawl and promotes a car free lifestyle by situating employment uses within walking distance of residential uses. It is our opinion that the proposed development conforms to the policies of the Growth Plan with respect to creating and supporting complete communities.

Economic development is another key priority of the Growth Plan and Policy 2.2.5.1 provides that economic development and competitiveness in the GGH will be promoted by:

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

The proposed development includes approximately 11.992 hectares of employment land that will contribute to the local and regional economy. The employment related uses are located adjacent to the Highway 400 corridor on the eastern edge of the site which supports the integration of the proposed development with the surrounding area. As such, it is our opinion that the proposed development conforms to the employment policies of the Growth Plan.

The Growth Plan also provides policy direction related to housing in Section 2.2.6. In accordance with Policy 2.2.6.1, municipalities will:

- a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
  - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
  - ii. *establishing targets for affordable ownership housing and rental housing;*
- b. *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
- c. *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
- d. *address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and*
- e. *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.”*

The proposal development provides approximately 8 hectares of residential uses that includes a range and mix of housing types and dwelling sizes to support a mix of densities for the subject lands. Policy 2.2.6.3 directs municipalities to “*consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*” The Zoning By-law Amendment submitted in support of this application will implement the proposed residential densities and satisfies this policy requirement.

Section 3.2 of the Growth Plan provides policies for infrastructure to support growth. Infrastructure is defined as:

*Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.*

According to Policy 3.2.1, infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement the Growth Plan. As discussed in this report, the reports prepared by Tatham Engineering determine that the proposed development is serviceable using existing infrastructure resources.

Policy 3.2.7.2 directs that development proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

- a. is informed by a subwatershed plan or equivalent;*
- b. incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
- c. establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
- d. aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

A Stormwater Management Report has been prepared to demonstrate the proposed development will not result in negative impacts with respect to stormwater. Appropriate water quantity, quality and infiltration controls are provided.

In accordance with Policy 4.2.5.1, municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:

- a. clearly demarcates where public access is and is not permitted;*
- b. is based on a co-ordinated approach to trail planning and development; and*
- c. is based on good land stewardship practices for public and private lands.*

Municipalities are also encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks, in accordance with Policy 4.2.5.2. The proposed development will contribute to the objectives and intent of Policies 4.2.5.1 and 4.2.5.2 as it provides a 0.9 hectare park in the centre of the site and approximately 3.7 hectares of open space throughout the site. The open space will also enhance and protect the existing Whiskey Creek and Lover's Creek.

### Conclusion

The proposed development contemplates housing density on land that is currently vacant, which will reduce the need to expand the urban boundary and contribute to the City's overall density targets. Significant employment use is also proposed for the subject lands and is appropriately situated along the Highway 400 corridor. In our opinion, the proposed development conforms to the policies of the Growth Plan and will support the goal of achieving complete communities in the City of Barrie.



## 6.4 THE LAKE SIMCOE PROTECTION PLAN

The subject lands are located within the Lake Simcoe Protection Act Watershed Boundary. The Lake Simcoe Protection Plan (the “LSPP”) was prepared and approved under the Lake Simcoe Protection Act, 2008, to take effect on June 2, 2009. The objective of the plan is to

- *protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions;*
- *restore a self-sustaining coldwater fish community in Lake Simcoe;*
- *reduce loadings of phosphorus and other nutrients of concern to Lake Simcoe and its tributaries;*
- *reduce the discharge of pollutants to Lake Simcoe and its tributaries;*
- *respond to adverse effects related to invasive species and, where possible, to prevent invasive species from entering the Lake Simcoe watershed;*
- *improve the Lake Simcoe watershed’s capacity to adapt to climate change;*
- *provide for ongoing scientific research and monitoring related to the ecological health of the Lake Simcoe watershed;*
- *improve conditions for environmentally sustainable recreation activities related to Lake Simcoe and to promote those activities;*
- *promote environmentally sustainable land and water uses, activities and development practices;*
- *build on the protections for the Lake Simcoe watershed that are provided by provincial plans that apply in all or part of the Lake Simcoe watershed, including the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, and provincial legislation, including the Clean Water Act, 2006, the Conservation Authorities Act, the Ontario Water Resources Act, and the Planning Act; and*
- *pursue any other objectives set out in the Lake Simcoe Protection Plan.*

The goals of the LSPP are guided by a number of principles to protect and restore the ecological health of the Lake Simcoe watershed. An ecosystem approach is used that treats Lake Simcoe and its watershed as an interconnected system and a subwatershed approach is used to focus effort in selected parts of a subwatershed and provide more detailed guidance for specific water resource issues such as the development of certain targets and actions at the subwatershed level.

According to the LSPP, “*economies and communities in the Lake Simcoe watershed will need to continue to grow, but must do so in conformity with provincial plans including this Plan, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, as well as in keeping with the Provincial Policy Statement, so that growth is managed in a manner that sustains a healthy ecosystem, healthy communities and healthy economies.*”

The proposed development has regard for the policies of the LSPP and supports the stated goals and principles of the Plan.

## 6.5 CITY OF BARRIE OFFICIAL PLAN

The Barrie Official Plan (OP) was approved by the Ministry of Municipal Affairs and Housing on April 23rd, 2010, and provides land use and development goals, objective and policies to guide development decision in the City of Barrie. According to Schedule A (Land Use) of the Official Plan, the eastern portion of the subject lands abutting Highway 400 is designated General Commercial and Environmental Protection and the western portion of the subject lands adjacent to the existing low-rise residential neighbourhood is designated General Industrial, Environmental Protection and Open Space. An Official Plan Amendment is being submitted to implement the approved employment conversion and facilitate the development of the subject lands.

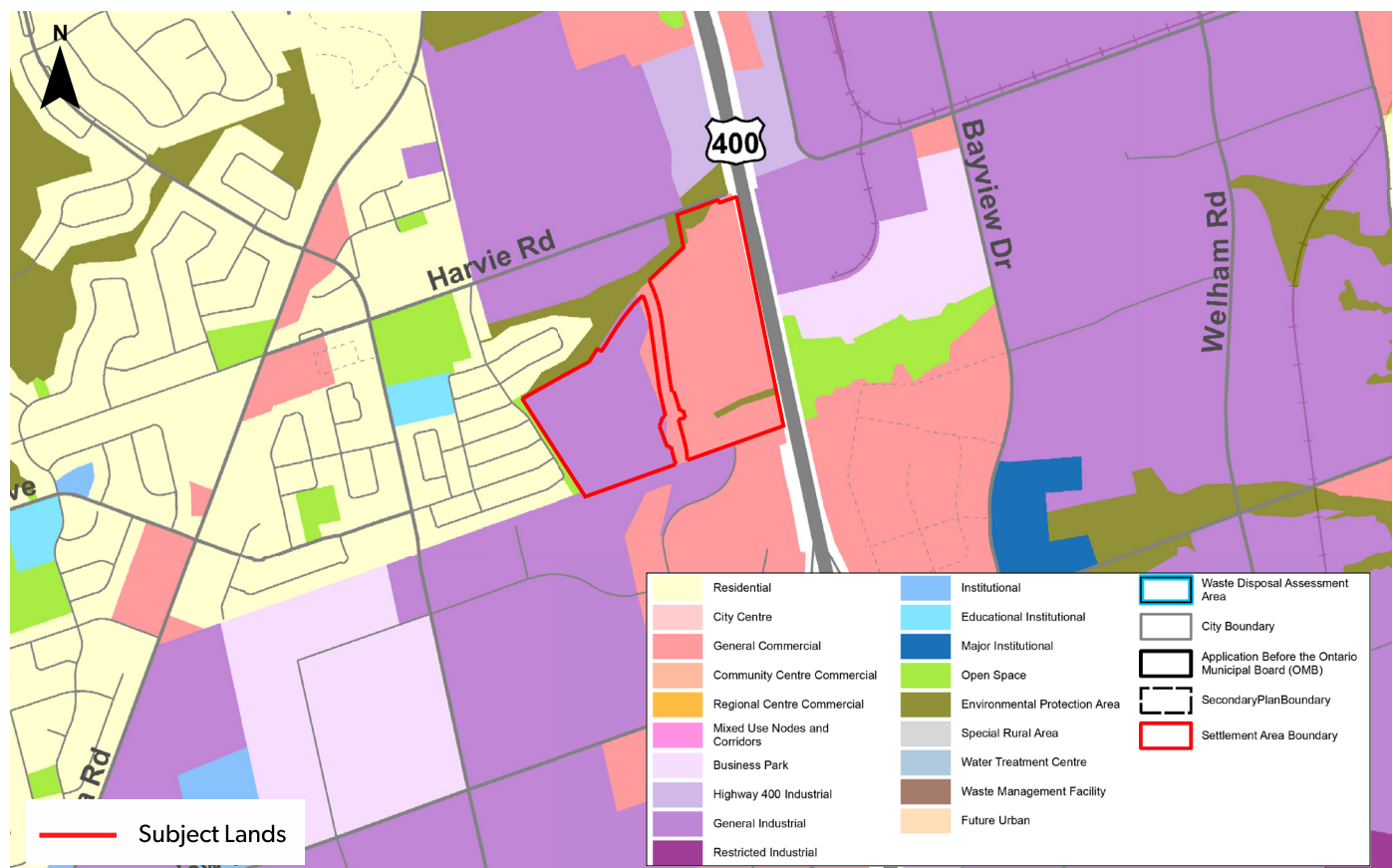


Figure 6: Schedule A (Land Use) of the Barrie Official Plan

General policies related to Growth Management in the City of Barrie are contained within Section 3 of the OP. According to Policy 3.1.1, the Growth Management goals include:

- a. To accommodate projected needs for residential, employment, and other lands in order to achieve a complete community with an appropriate mix of jobs, local services, housing, open space, schools, and recreation opportunities*
- b. To encourage and accommodate the continued expansion and diversification of the City's economic base with regard to the industrial, commercial, tourism, and institutional sectors in order to strengthen the City's role as the area's principal employment centre and to achieve an appropriate balance between employment and residential land uses*

The proposed development will support the goals of the OP by providing a range and mix of residential dwelling types and significant employment opportunities in order to achieve a complete community. Approximately 248 units are contemplated within the low-rise residential dwelling as shown on the Draft Plan of Subdivision prepared by Weston Consulting. The proposed development will also include mid-rise development situated along the future Bryne Drive Right-of-Way extension. Approximately 11.992 hectares of the subject lands will be dedicated for employment use, which will support the OP's goal to accommodate the continued expansion of the City's economic base. This proposed development will also contribute to the balanced growth objective of Policy 3.1.2.1(a).

Section 3.1.2.1 provides policy direction related to employment land conversions. As discussed previously in this report, an employment lands conversion request for the subject lands was submitted through the City of Barrie's MCR process and has been approved by Council.

Policy 3.1.2.3 provides direction related to density and intensification in order to achieve balanced growth. According to Policy 3.1.2.2(a), "Development of the City's designated greenfield area shall be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare as measured by the Growth Plan." The proposed development will contribute to this minimum density target by providing residential intensification on land that is currently vacant and underutilized and is also identified for residential growth. The lands comprising of semi-detached residential units will result in 96 residents per hectare, where as the townhouses will have 155 residents per hectare. It is anticipated that the proposed development will meet the minimum density target of 50 residents and jobs per hectare.

Policy 3.1.2.3(b) provides direction for at least 40 percent of residential dwelling unit development be directed to the built-up areas identified on Schedule I (Intensification Areas). The subject lands are located within the built-up areas identified on Schedule I. In addition, Policy 3.1.2.3(d) outlines the city's Growth Management Strategy and the ability for the built-up area to accommodate an additional 13,500 housing units. The residential component of the proposed development will contribute to the growth targets provided under Policy 3.1.2.3.

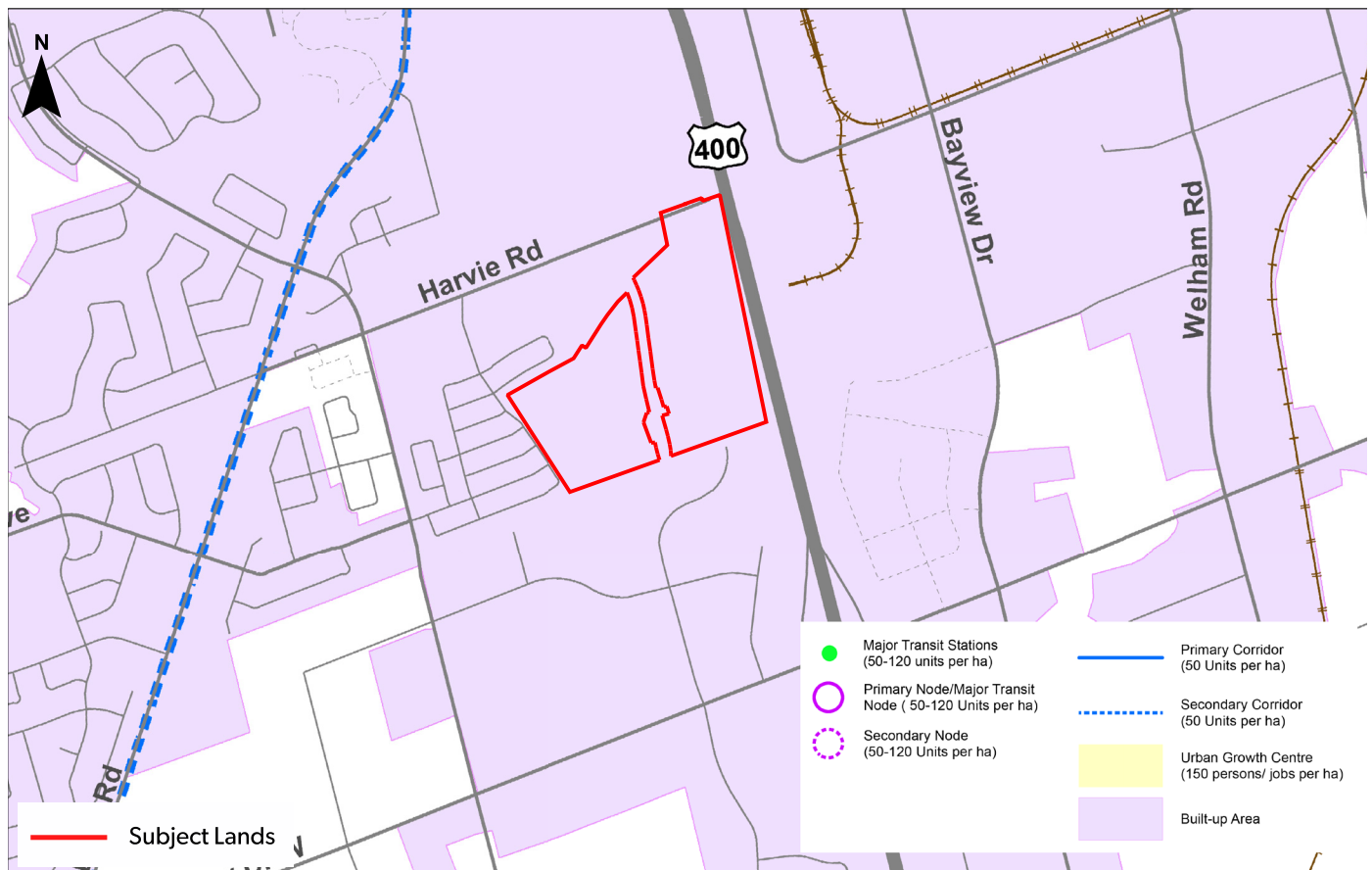


Figure 7: Schedule I (Intensification Areas) of the Barrie OP

General housing policies are outlined in Section 3.3 of the OP. According to Policy 3.3.1, the housing goals of the OP include:

- To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents.
- To ensure that the quality and variety of the housing stock is maintained and improved.
- To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.
- To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.
- To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements.
- To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.

The proposed development supports the housing goals of the OP by providing for a mix and range of dwelling types and unit sizes that will improve the quality and variety of the City's housing stock, in accordance with Policies 3.3.1(a) and 3.3.1(b) and 3.3.1(e). The subject lands are currently vacant and the proposed development represents a more efficient use of land and infrastructure that will provide an appropriate level of density in accordance with Policy 3.3.1(c). The proposed development satisfies Policy 3.3.1(d) and 3.3.1(f) by providing a mix of residential and employment uses in a manner that appropriately transitions from the lower-density neighbourhood to the west towards the Bryne Drive ROW extension. The proposed development also contemplated a centrally located park and other open spaces throughout the subject lands.

The proposed development conforms to the general housing policies contained within section 3.3.2 of the OP. Specially policies 3.3.2.1(c), 3.3.2.1(d), 3.3.2.1(g), and 3.3.2.1(h):

- c. The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification includes secondary suites, conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features.*
- d. The City shall promote the creation of residential units in conjunction with retail and office commercial uses within the City Centre as identified on Schedule A of this Plan.*
- g. The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed-use communities that include the integration and use of transit and active transportation.*
- h. The City shall maintain a 10-year supply of designated land and a 3-year supply of draft approved and registered lots through residential intensification and redevelopment sufficient to provide an appropriate range of housing types and densities to meet projected requirements of current and future residents.*



It is our opinion that the proposed development conforms to the general policies of the OP with respect to housing.

The Residential land use designation policies of the OP are provided under section 4.2. According to Policy 4.2.1, the goals of this land use designation include:

- a. *To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- b. *To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.*
- c. *To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.*
- d. *To develop high quality, well-linked public open spaces in residential areas.*
- e. *To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*
- f. *To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*
- g. *To plan for new development in the medium and high-density categories which encourage mixed use and high-quality urban design for medium and high-density development within the Intensification Areas as identified on Schedule I – Intensification Areas while continuing to support the integrity of stable neighbourhoods.*

An Official Plan Amendment is being submitted to redesignate the western portion of the subject lands from General Industrial to Residential in order to permit the redevelopment of the site. The requested Official Plan Amendment is consistent with the proposed land use designation under the new City of Barrie Official Plan, which has been approved but is not yet in full force and effect.

Section 4.2.2.2 of the OP outlines the permitted density for lands designated Residential.

- c. *Low density residential development shall consist of single detached, duplexes, or semi-detached dwellings with frontage on a public street*
  - i. *Average densities in low density residential development shall range between 12 and 25 units per net residential hectare unless otherwise specified in this Plan.*
  - ii. *The average density within this range shall generally be achieved by combining a mix of housing/built form and densities within these ranges.*
- d. *Medium density residential development shall consist of multiple dwelling types such as triplexes, fourplexes, apartments, and street, stacked and cluster townhouses.*
  - i. *Medium density residential development relating to triplexes and fourplexes shall range between 26 and 35 units per net residential hectare.*
  - ii. *Medium density residential development relating to a "walk-up" apartment shall range between 26 and 53 units per net hectare.*
  - iii. *Medium density residential development relating to street townhousing shall range between 45 and 53 units per net hectare.*
  - iv. *Cluster and /or block townhousing shall be no more than 53 units per net hectare.*
- e. *High density residential development shall consist of developments which are in excess of 54 units per net hectare.*



Policy 4.2.2.6 provides direction concerning intensification. This section states the following:

(d) Development applications that propose residential intensification outside of the Intensification Areas will be considered on their merits provided the proponent demonstrates the following to the satisfaction of the City:

- i) that the scale and physical character of the proposed development is compatible with, and can be integrated into, the surrounding neighbourhood;
- ii) that infrastructure, transportation facilities, and community facilities and services are available without significantly impacting the operation and capacity of existing systems;
- iii) that public transit is available and accessible;
- iv) that the development will not detract from the City's ability to achieve increased densities in areas where intensification is being focused;
- v) that sensitive, high quality urban design will be incorporated into the development including the efficiency and safety of that environment; and
- vi) that consideration is given to the preservation of heritage resources.

Schedule I of this Plan identifies the intensification areas of focus. Applications outside these areas will be considered on their merits subject to the planning principles and policies of this Plan. Applications that propose higher densities than existing conditions will not be treated favourably simply because they satisfy the definition of 'intensification' and contribute towards the City achieving its intensification and density targets. (Mod E (u))

The subject lands are not located within an Intensification Area, as such, the policies of 4.2.2.6d) have been evaluated in support of the applications. The proposed development is well integrated with the surrounding neighbourhood by proposing lower density uses adjacent to the existing neighbourhood to the west and locating the mid-rise residential blocks along the future collector road. Further, the proposed dwelling units and employment uses will have access to nearby community services, infrastructure and transportation, particularly convenient access to Highway 400 for the benefit of the employment uses. The proposed development will also have access to local transit located along Mapleview Drive West and Veterans Drive which includes Routes 2A, 2B, 7A, 7B, and 8A and 8B. Lastly, it is our opinion the development of the subject lands with employment and residential uses will not detract from the City achieving intensification targets in designated intensification areas. The urban design features have been contemplated and evaluated in the Urban Design Brief which is summarized in Section 4.4 of this report.

The proposed development will provide an appropriate density across the entire residential portion of the subject lands in accordance with the OP. An Official Plan Amendment is required to implement the proposed density.

The eastern portion of the subject lands are designated General Commercial according to Schedule A of the OP. The goals of the Commercial land use designation are provided in Policy 4.3.1 and include:

- 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 supports the General Commercial policies contained in Section 4.3. In accordance with Policy 4.3.2.1(b), "the design, appearance and scale of new commercial development shall be in harmony with adjacent land uses and adequate screening, buffering and noise protection for adjoining residential uses shall be provided. Pedestrian accessibility, including barrier-free access, shall be considered in the design of new commercial development." The Noise Report prepared by HGC determines that the predicted sounds levels in the rear yards of the semi-detached units will be less than 55 dBA, and not require any physical mitigation measures. Pursuant to the report, detailed noise studies will be provided for the proposed apartment blocks through the formal Site Plan Approval process. The proposed employment related uses for the subject lands have been appropriately located along the Highway 400 corridor to position the lands away from the exposure to Highway 400. Adequate buffering and separation from the residential uses is provided by the future Bryne Drive extension. Detailed design of these buildings will be determined at a later date through formal Site Plan Approval applications.

Policy 4.3.2.1(c) and 4.3.2.1(d), requires new commercial development to provide adequate off-street parking and off-street loading facilities and to ensure commercial development does not impact safe and efficient traffic movements. It is the intention of the landowner to provide adequate off-street parking for future commercial development that will be determined through the formal Site Plan Approval process.

The proposed development conforms to the following policies of the OP under section 4.3.2.1:

- e. The City may require the proponents of any application for commercial development not provided for in this Plan and the Zoning By-law to submit detailed impact studies. Impact studies may, among other matters, include an analysis of the impact of new development on existing shopping areas, the downtown core, traffic and public transportation. In reviewing an application, Council shall place greater emphasis on the merits of the application based on sound land use planning principles including location criteria, compatibility with surrounding uses and compatibility with the goals and policies of this Plan.*
- f. Retail warehouse uses shall only be permitted on commercially designated lands. In recognition of their regional trade area, these uses will be encouraged to locate along County roads and major arterial roads.*
- g. Regional scale shopping may occur in different forms including a Regional Centre and freestanding developments.*
- h. The zoning of individual sites may not allow for a full range of commercial uses or the full extent of development intensity at every location based on site specific factors that may include traffic, land use compatibility, environmental and other factors.*
- i. Approval of development within commercial areas will be subject to the availability of required urban services including municipal sewer and water, sidewalks, access to public transit, adequate vehicular access, accessible and off-street parking and loading facilities.*

The details of future employment uses on the subject lands will be determined through the formal Site Plan Approval process, at which time these policies will be satisfied.

Section 5 of the OP deals with servicing and transportation. According to Section 5.1.1, the goals of the OP are:

- a. To ensure that adequate water supply, sewage collection, sewage treatment, electrical supply and stormwater management systems are provided to the residents of the City.*
- b. To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.*
- c. To ensure existing infrastructure and public service facilities are utilized wherever feasible, as part of considering development of new infrastructure and public service facilities.*
- d. To ensure that the expansion of urban services and development extends in a contiguous pattern from the established service system.*
- e. To ensure that servicing of development shall employ best management practices to ensure sensitivity to the natural environment and efficiency of City services and operations.*
- f. To minimize any negative impact that a public utility may have on human health, the natural environment and cultural heritage resources.*
- g. To ensure infrastructure is provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.*
- h. To ensure planning for infrastructure is integrated with planning for growth.*

Policy 5.3.2.2(a) requires development applications to include a stormwater management plan that demonstrates specific criteria. A Functional Servicing Report and Stormwater Management Report has been provided by Tatham Engineering that provides details of the servicing strategy for the proposed development in accordance with the policies and goals of Section 5.

Policy 5.1.2.1 provides that public utilities, including sanitary sewage facilities, stormwater management facilities, municipal water, the electrical power utility, or any other utilities may be permitted within any land use designation except for lands designated Environmental Protection or Open Space unless an preliminary Environmental Impact Study (EIS) is prepared. An EIS has been prepared by Beacon Environmental that finds the proposed residential and commercial development is not anticipated to have significant negative impacts on the adjacent natural areas.

A portion of the subject lands are designated Environmental Protection, which relate to the Whiskey Creek and Lover's Creek According to Policy 4.7.2 of the OP, the goal of this land use designation to protect, conserve and manage these lands as a long-term public resource. In accordance with Policy 4.7.2.2,

- i. *Environmental Protection Areas are intended primarily for preservation and conservation in their natural state. Such uses as passive outdoor recreation, forestry, and wildlife management may be permitted where appropriate.*
- j. *No buildings or structures shall be permitted in Environmental Protection Areas other than those necessary for flood or erosion control or for conservation purposes as approved by the City in consultation with the applicable agencies. (Mod E (iii)) Ancillary or accessory uses to permitted uses shall be located on adjacent lands outside of Environmental Protection Areas, unless their location within the Environmental Protection designation is efficient, cost effective and in the public interest, and consistent with protection of the environment; in all cases ancillary and accessory uses shall be developed in accordance with Provincial Policy.*

The proposed development does not contemplate any buildings or structures on land designated Environmental Protection. The Draft Plan of Subdivision prepared by Weston Consulting contemplates Open Space blocks that are intended to preserve the Natural Heritage lands, specifically the Whiskey Creek and Lover's Creek areas. Section 4.7.2.4 permits development and/or site alteration on lands adjacent to Environmental Protection if it has been demonstrated through an Environmental Impact Study (EIS) that it will not negatively impact the natural features or ecological functions for which the area is identified. The EIS prepared by Beacon Environmental Ltd states that development can proceed in a manner that is consistent with the City of Barrie Official Plans (2010 and 2021), Lake Simcoe Protection Plan (2009), and Lake Simcoe Region Conservation Authority (LRSCA) Watershed Regulation and Policies. Accordingly, the proposed development conforms to the Environmental Protection policies of the OP.

#### Conclusion

This Report has undertaken a detailed analysis of Barrie's OP with respect to the land use designation of the subject lands, housing and commercial policies, and servicing policies. In addition, the Report has considered the Environmental Protection policies associated with the subject lands and in consideration of the Lover's Creek and Whiskey Creek. These natural areas will be protected and preserved in accordance with the policies and direction of the OP. In our opinion, the proposed development supports key policies of the City of Barrie's in-force OP and in our opinion, the amendment proposed represents good planning.



## 6.6 NEW CITY OF BARRIE OFFICIAL PLAN

On February 14, 2022, the City of Barrie's new OP was adopted by Council and the implementing By-law was passed on March 7, 2022. However, the new OP is not yet in full force and effect as it required Minister approval. This Report has regard key policies within Barrie's new OP.

The Community Structure in the new OP is composed of the following elements:

- Natural Heritage System and Greenspace
- Urban Growth Centre
- Strategic Growth Areas
- Major Transit Station Areas
- Employment Areas
- Intensification Corridors
- Neighbourhoods

According to Map 1 (Community Structure), the eastern portion of the subject lands is identified as within the Employment Area.

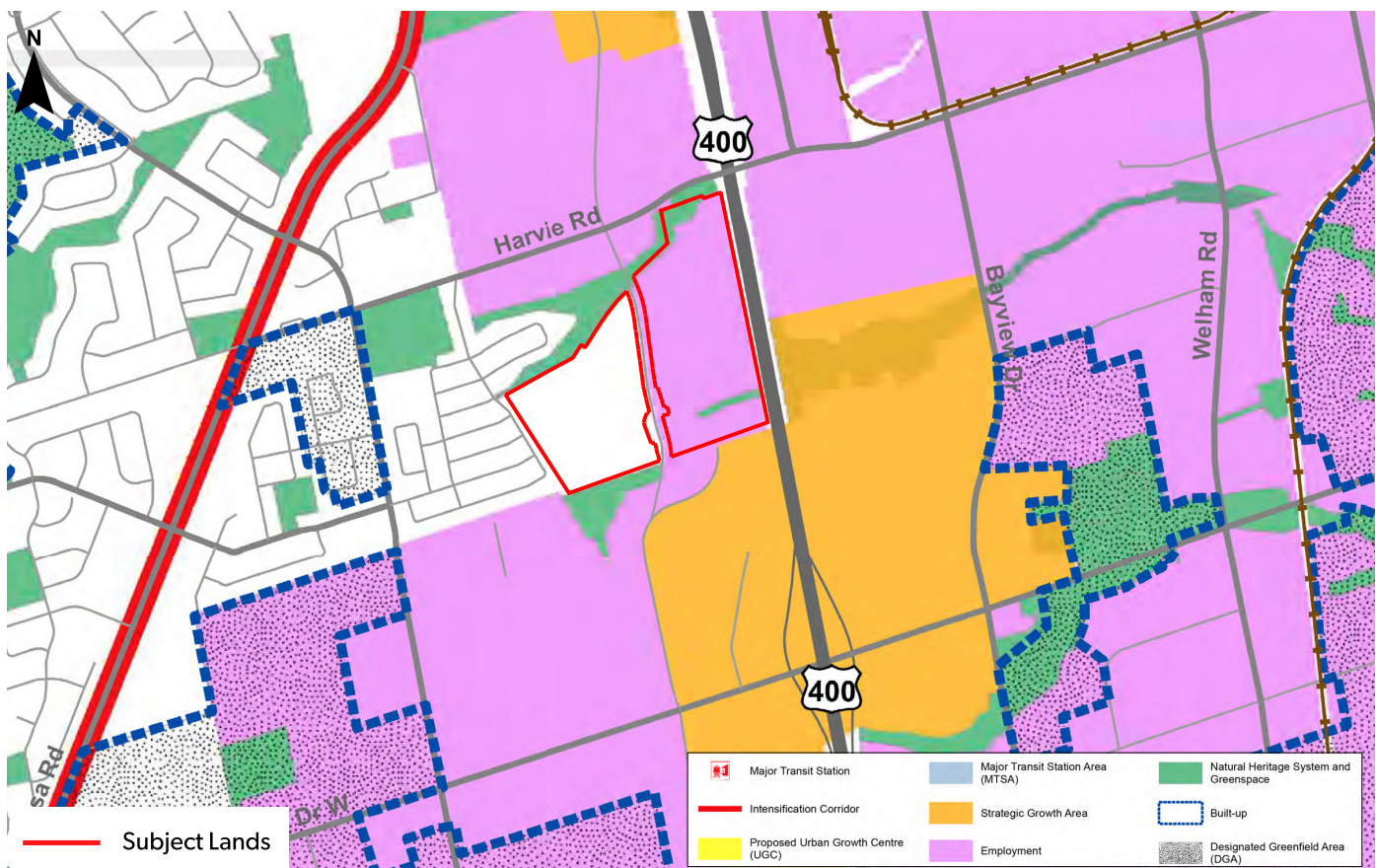


Figure 8: Map 1 (Community Structure) of the new Official Plan

According to Section 2.3.5 of the new OP, the following policies shall apply to Employment Areas:

- a. *Employment Areas will support economic activity in Barrie by supplying land for a range of industrial, manufacturing, warehousing, major office and, where appropriate, retail, major retail, commercial and other ancillary/ accessory uses.*
- b. *Employment Areas designated for industrial uses shall be serviced by freight-supportive corridors.*
- c. *Lands within Employment Areas designated for industrial uses shall be protected from encroachment by sensitive land uses.*
- d. *Employment Area lands designated for non-industrial uses shall accommodate employment uses that support the industrial uses and shall act as a buffer to sensitive land uses and non-Employment Areas.*
- e. *Employment Area lands near Duckworth Street/Bell Farm Road, as shown on Map 1, will in part be planned via the Strategic Employment and Economic District (SEED) designation to support non-industrial economic and employment functions. These lands shall provide for clusters of economic activity that foster innovation, business incubation and acceleration (see Section 2.6.8 for SEED policies).*
- f. *Lands in Employment Areas shall be appropriately designated as to primarily encourage and protect industrial-type uses.*
- g. *New development within Employment Areas shall be planned to achieve an average minimum density of 31 jobs per hectare.*
- h. *Lands within Employment Areas are subject to the conversion policies and provisions of the Planning Act, the Growth Plan, the Provincial Policy Statement, and this Plan. The conversion of Employment Area lands to non-employment uses outside of a municipal comprehensive review is not permitted.*
- i. *Employment Areas shall be planned, through appropriate plans of subdivision or other planning processes under the Planning Act, to provide a range of parcel sizes and street patterns to maintain the flexibility needed to attract a variety of businesses and allow for redevelopment and intensification.*
- j. *To accommodate and facilitate the provision of transit to and throughout Employment Areas, where such service does not yet exist, and to enhance and improve local transit where it does exist, development will be consistent with the City's transit service planning process and service standards and guidelines.*
- k. *To facilitate the use of active transportation to and within Employment Areas, development on lands within Employment Areas adjacent to lands designated Natural Heritage System and Greenspace will be required to provide, where feasible, on or off-street cycling infrastructure/facilities, connected greenways, and bicycle parking facilities. Active transportation infrastructure will not be required along freight-supportive corridors.*
- l. *In accordance with provincial guidelines, any sensitive land uses proposed on lands within the area of influence of industrial-type uses within Employment Areas must demonstrate how the sensitive land use will not negatively impact or prohibit the viability of developing lands within Employment Areas for their intended use(s). These considerations will be required to be addressed in an Employment Area Compatibility Assessment report completed in accordance with provincial guidelines, and the report will be required for any proposed sensitive land uses within the influence areas of 70.0 metres, 300.0 metres, and 1,000.0 metres for a Class I, Class II, or Class III industrial land use, respectively. The development of the sensitive land use may be required to register a warning clause on title to the property as a condition of approval.*



The proposed development conforms to these policies as follows:

- a. the proposed development will support economic activity by permitted a range of appropriate employment use to support existing and future residential uses;
- b. the employment component of the proposed development is situated along the Highway 400 Corridor and will be freight supportive;
- c. the propose development has been organized in such a way to ensure adequate separation between sensitive land uses and employment uses. The proposed employment uses are located on the eastern side of the future Bryne Drive extension which will form a natural separation between uses;
- d. the subject lands are designated Employment Area – Non-Industrial and will support light industrial uses;
- e. not applicable;
- f. the subject lands are designated Employment Area – Non-Industrial;

- g. future development of the employment component will achieve this density target;
- h. not applicable;
- i. a Draft Plan of Subdivision is being submitted to permit the development of the subject lands and Site Plan Approval applications will be submitted at a later date as required;
- j. the subject lands are well served by public transit and highly accessible to the broader City of Barrie, as discussed in this report;
- k. details pertaining to bicycle facilities and parking will be determined through a future Site Plan Approval application as required; and,
- l. details will be determined through future Site Plan Approval applications as required.

The eastern portion of the subject lands are designated Employment Areas – Non-Industrial and the western portion of the subject lands as Neighbourhood Area according to Map 2 (Land Use Designations) of the new OP (Figure 9). These land use designations are consistent with the Employment Conversion request for the subject lands.

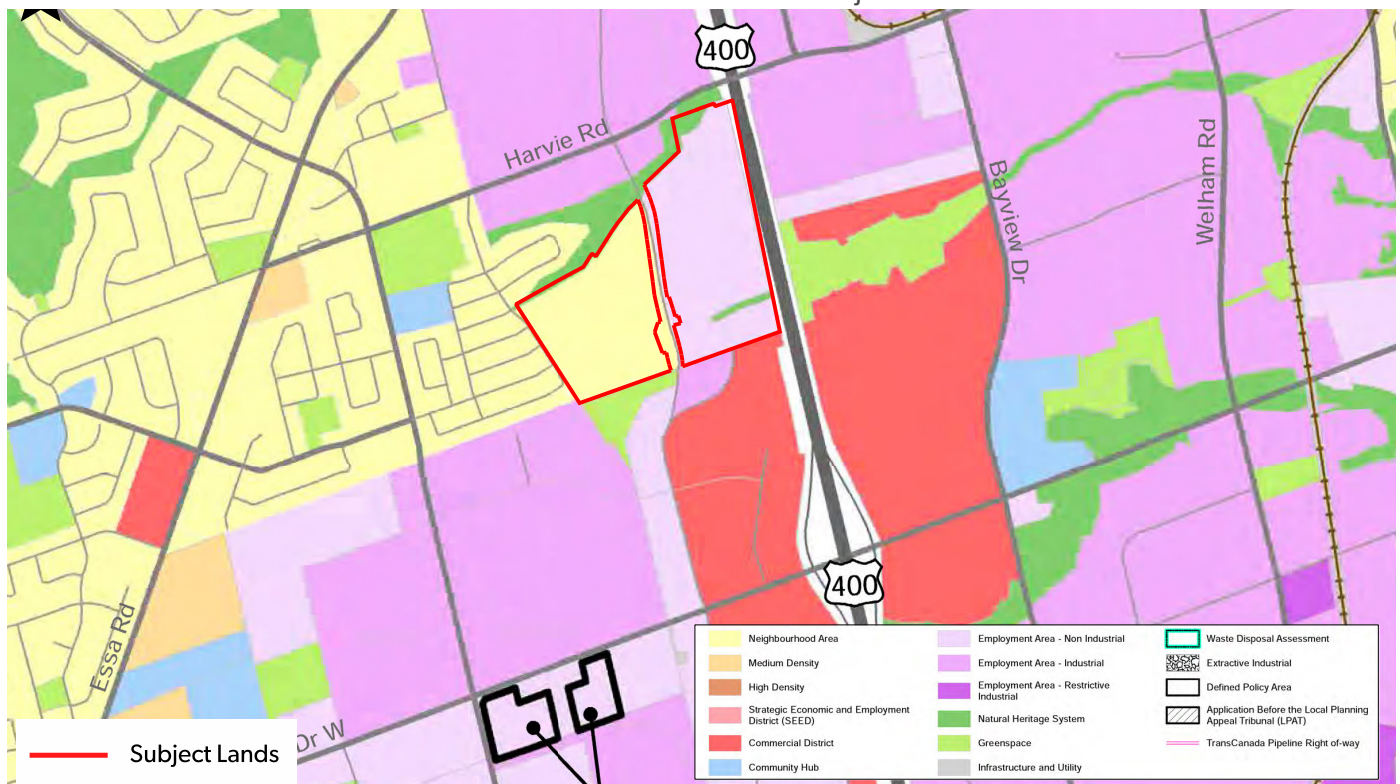


Figure 9: Map 2 (Land Use Designations) of the new Official Plan



According to Policy 2.6.1, the purpose of the Neighbourhood Area designation is to recognize new and existing neighbourhoods and communities. Permitted uses on land designated Neighbourhood Area include:

- a. Residential;*
- b. Home occupation;*
- c. Parks and other open space areas;*
- d. Assisted living, long-term care homes, and other co-housing opportunities;*
- e. Supportive housing;*
- f. Public service facilities;*
- g. Community facilities;*
- h. Commercial, including small scale office, provided the use is located on a collector or arterial street as indicated on Map 4b; and,*
- i. Retail provided the use is located on a collector or arterial street as indicated on Map 4b.*

The proposed development is permitted under the new OP and an amendment to the new OP would not be required to permit the development of the subject lands.

According to Policy 2.6.1.2, lands designated Neighbourhood Area shall:

- a. Provide most of the city's low-rise housing stock, offer neighbourhood-scale commercial uses to service immediate neighbourhoods, and provide a mixture of uses on arterial streets and Intensification Corridors to service the wider community.*
- b. Function as complete communities, and will be planned to encourage walking, cycling and transit use with guidance from Section 4.2.*
- c. Be considered established neighbourhoods that are not intended to experience significant physical change that would alter their general character, except for lands designated Neighbourhood Area within the Designated Greenfield Area, or located on an Intensification Corridor (Map 1), or lands fronting onto arterial or collector streets (Map 4a and Map 4b).*

- d. Permit new development in built-out neighbourhoods that appropriately respects the scale, height, massing, lot pattern, building type, orientation, character, form, and planned function of the immediate local area, as set out in Section 3 of this Plan.*
- e. Permit appropriate levels of intensification in accordance with Sections 2.3.6 and 2.3.7 of this Plan. Any proposed development must be sensitive to and compatible with the character, form, and planned function of the surrounding context, as per the policies in Section 3 of this Plan.*
- f. Promote intensification by permitting additional residential units, including detached ancillary dwelling units, second suites, shared accommodations, and other forms of low impact intensification, which can provide affordable housing options.*

Development policies for the Neighbourhood Areas are contained in section 2.6.1.3. According to Policy 2.6.1.3(d), new development of up to six storeys may be permitted on vacant lands designated Neighbourhood Area where:

- i. The lands are comprehensively planned through an Official Plan amendment, a draft plan of subdivision, a draft plan of condominium or a secondary plan to accommodate buildings of up to six storeys;*
- ii. The lands front onto and are oriented towards an arterial or collector street, as identified on Map 4b, or are accessed by a private road that is connected to an arterial or collector street;*
- iii. Appropriate transitions from lands planned for and occupied by ground-related built forms can be achieved, as per the Section 3 policies of this Plan; and,*
- iv. Servicing availability can be confirmed by the City.*

The proposed development satisfies the test outlined in Policy 2.6.1.3(d) in that the lands are being developed through a Draft Plan of Subdivision application. The proposed mid-rise apartment blocks front onto the future Bryne Drive extension, which is identified as an arterial street on Map 4b and represents an appropriate transition towards the existing low-rise neighbourhood. Finally, a Functional Servicing Report has been prepared by Tatham Engineering which confirms the serviceability of the site.

The eastern portion of the subject lands is designated *Employment Area – Non-Industrial*. Lands designated *Employment Area – Non-Industrial* are intended to support Barrie's economic competitiveness by primarily facilitating a wide range of non-industrial employment uses that either support industrial-type uses, serve the general public, or create new economic development opportunities. To maintain the flexibility of Barrie's Employment Areas, industrial type uses may also be accommodated on lands designated *Employment Area – Non-Industrial*. Permitted uses include:

- a. Office (including major office);
- b. Training centres, and alternative and continuing education;
- c. Research and development centres and laboratories;
- d. Food production and processing;
- e. Parks and other open space areas;
- f. Community facilities;
- g. Hospitality and tourism;
- h. Commercial and retail;
- i. Major retail; and,
- j. The land uses permitted in Section 2.6.10.1 of the Plan, except waste management.

An Amendment to the new OP would not be required to permit the proposed development.

## Conclusion

The new OP was approved on February 14, 2022 and is not yet in full force and effect. However, this report has regard for the policies of the new OP. The subject lands are designated *Employment Areas – Non-Industrial* and *Neighbourhood Area* according to Map 2 (Land Use Designations) and reflect the Council supported Employment Conversion Request for the site. An Amendment to the new OP would not be required to implement the proposed development. In our opinion, the proposed development conforms to the new OP.

## 6.7 CITY OF BARRIE ZONING BY-LAW 2009-141 (OFFICE CONSOLIDATION JANUARY 2021)

The City of Barrie Zoning By-law 2009-141 zones the subject lands General Commercial (C4), Light Industrial (LI), and Open Space (OS). Permitted uses in these zones are itemized in the chart below.

A Zoning By-Law Amendment is required to facilitate the proposed development. See Section 8 for further information.

### Permitted Uses

General Commercial	Light Industrial	Open Space
<p>Commercial Uses:</p> <ul style="list-style-type: none"> <li>• Adult Entertainment Parlour;</li> <li>• Automotive Leasing Establishment;</li> <li>• Automotive Repair Establishment;</li> <li>• Automotive Sales Establishment;</li> <li>• Automotive Service Station;</li> <li>• Bake Shop;</li> <li>• Bank;</li> <li>• Bed and Breakfast Establishment;</li> <li>• Bingo Hall;</li> <li>• Building Supply Centre;</li> <li>• Bus Terminal;</li> <li>• Bus Transfer Station;</li> <li>• Car Wash;</li> <li>• Conference Centre;</li> <li>• Custom Workshop;</li> <li>• Data Processing Centre;</li> <li>• Drive-Through Facility;</li> <li>• Entertainment Establishment;</li> <li>• Fitness or Health Club;</li> <li>• Florist;</li> <li>• Funeral Establishment;</li> <li>• Golf Driving Range (indoor);</li> <li>• Hotel, Motel;</li> <li>• Kennel in wholly enclosed building;</li> <li>• Laundry or Dry-Cleaning Depot;</li> <li>• Local Convenience Retail</li> <li>• Marina;</li> <li>• Miniature Golf (outdoor);</li> <li>• Nightclub;</li> <li>• Nursery or Garden Supply Centre;</li> </ul>	<p>Industrial Uses:</p> <ul style="list-style-type: none"> <li>• Animal Shelter;</li> <li>• Bakery;</li> <li>• Manufacturing and Processing in Wholly Enclosed Buildings;</li> <li>• Outdoor Storage;</li> <li>• Printing and Publishing;</li> <li>• Rail Transfer Facility;</li> <li>• Rental Store Excluding Video and Electronic Rentals;</li> <li>• Research/Development Facility;</li> <li>• Self-Storage;</li> <li>• Warehousing in wholly enclosed buildings excluding self-storage;</li> <li>• Wholesale Establishment;</li> </ul> <p>Commercial Uses:</p> <ul style="list-style-type: none"> <li>• Accessory Employee Use;</li> <li>• Accessory Retail;</li> <li>• Assembly Hall;</li> <li>• Automotive Repair Establishment;</li> <li>• Bank (By-law 2019-115);</li> <li>• Building Supply Centre (By-law 2019-115);</li> <li>• Car Wash;</li> <li>• Conference Centre;</li> <li>• Custom Workshop;</li> <li>• Data Processing Centre;</li> <li>• Drive Through Facility;</li> <li>• Dry Cleaning Establishment;</li> <li>• Fitness or Health Club;</li> <li>• Golf Driving Range (outdoor);</li> <li>• Hotel, Motel;</li> </ul>	<p>Active Uses:</p> <ul style="list-style-type: none"> <li>• Art Gallery;</li> <li>• Bandstand;</li> <li>• Boat House;</li> <li>• Bowling Green;</li> <li>• Golf Course;</li> <li>• Golf Driving Range;</li> <li>• Marina;</li> <li>• Interpretive Centre;</li> <li>• Miniature Golf;</li> <li>• Park;</li> <li>• Picnic Area;</li> <li>• Playground;</li> <li>• Playing Field/Court;</li> <li>• Community Centre;</li> <li>• Swimming Pool;</li> <li>• Skating Rink;</li> <li>• Wading pool;</li> <li>• Yacht Club</li> </ul> <p>Passive Uses:</p> <ul style="list-style-type: none"> <li>• Ecological management measures, environmental monitoring;</li> <li>• Environmental Conservation;</li> <li>• Lookout points;</li> <li>• Naturalized Buffer;</li> <li>• Natural Restoration and enhancement activities;</li> <li>• Nature Trails, bicycle trails, cross-country skiing</li> </ul>

General Commercial	Light Industrial	Open Space
<ul style="list-style-type: none"> <li>• Office</li> <li>• Office, Medical;</li> <li>• Outdoor Display and Sales Area;</li> <li>• Parking Lot;</li> <li>• Personal Service Store;</li> <li>• Photography Studio;</li> <li>• Private Club;</li> <li>• Recreational Establishment;</li> <li>• Rental Store;</li> <li>• Restaurant;</li> <li>• Retail Store;</li> <li>• Service Store;</li> <li>• Shopping Centre;</li> <li>• Theatre;</li> <li>• Trade Centre;</li> <li>• Veterinary Clinic</li> </ul> <p>Institutional Uses:</p> <ul style="list-style-type: none"> <li>• Arena;</li> <li>• Art Gallery;</li> <li>• Assembly Hall;</li> <li>• Commercial School;</li> <li>• Community Centre;</li> <li>• Child Care;</li> <li>• Library;</li> <li>• Place of Worship;</li> <li>• Social Services Facility;</li> </ul> <p>Residential Uses:</p> <ul style="list-style-type: none"> <li>• Dwelling Unit(s) in conjunction with permitted commercial uses except defined automotive uses</li> </ul>	<ul style="list-style-type: none"> <li>• Miniature Golf (outdoor);</li> <li>• Nursery or Garden Supply Centre;</li> <li>• Office;</li> <li>• Office, Medical;</li> <li>• Outdoor Display and Sales Area;</li> <li>• Photography Studio;</li> <li>• Private Club;</li> <li>• Recreational Establishment;</li> <li>• Restaurant;</li> <li>• Service Store;</li> <li>• Trade Centre;</li> <li>• Veterinary Clinic</li> </ul> <p>Agricultural Uses:</p> <ul style="list-style-type: none"> <li>• Kennel in wholly enclosed buildings</li> </ul> <p>Institutional Uses:</p> <ul style="list-style-type: none"> <li>• Child Care;</li> <li>• Commercial School;</li> <li>• Industrial School;</li> <li>• Place of Worship;</li> <li>• Funeral Service Provider</li> </ul>	



Figure 10: City of Barrie Zoning By-Law 2009-141

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## 7. PROPOSED OFFICIAL PLAN AMENDMENT

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An Official Plan Amendment is being submitted to redesignate the subject lands from *General Industrial, Environmental Protection and Open Space* to *Residential, General Commercial with site specific exceptions, Environmental Protection and Open Space*. The General Commercial with site specific exceptions will facilitate the development of the subject lands for commercial and light industrial use. No changes are proposed to the existing Environmental Protection and Open Space designations. The site-specific amendment is consistent with the Council endorsed Employment Conversion Request and reflects the land use designations under the City's new Official Plan, which has been adopted but is not yet in full force and effect.



## 8. PROPOSED ZONING BY-LAW AMENDMENT

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A Zoning By-law Amendment is being submitted to rezone the subject lands to Residential Apartment Dwelling First Density Special Provision (RA1-3)(SP-XXX), Residential Multiple Dwelling Special Provision (RM2)(SP-XXX), Environmental Protection Area (EP), Open Space (OS) and General Commercial Special Provision (C4)(SP-XXX).

Permitted Uses in C4(SP-XXX) Zone

Institutional Uses	Commercial Uses	Industrial Uses
<ul style="list-style-type: none"> <li>• Arena</li> <li>• Art Gallery</li> <li>• Assembly Hall</li> <li>• Commercial School</li> <li>• Community Centre</li> <li>• Child Care</li> <li>• Library</li> <li>• Place of Worship</li> <li>• Social Services Facility</li> </ul>	<ul style="list-style-type: none"> <li>• Adult Entertainment Parlour</li> <li>• Assembly Hall</li> <li>• Automotive Leasing Establishment</li> <li>• Automotive Repair Establishment</li> <li>• Automotive Sales Establishment</li> <li>• Automotive Service Station</li> <li>• Bake Shop</li> <li>• Bank</li> <li>• Bed and Breakfast Establishment</li> <li>• Bingo Hall</li> <li>• Building Supply Centre</li> <li>• Bus Terminal</li> <li>• Bus Transfer Station</li> <li>• Car Wash</li> <li>• Conference Centre</li> <li>• Custom Workshop</li> <li>• Data Processing Centre</li> <li>• Drive Through Facility</li> <li>• Dry Cleaning Establishment</li> <li>• Entertainment Establishment</li> <li>• Fitness or Health Club</li> <li>• Florist</li> <li>• Truck Terminal</li> <li>• Funeral Establishment</li> <li>• Golf Driving Range (indoor)</li> </ul>	<ul style="list-style-type: none"> <li>• Animal Shelter</li> <li>• Bakery</li> <li>• Manufacturing and Processing in Wholly</li> <li>• Enclosed Buildings</li> <li>• Outdoor Storage</li> <li>• Printing and Publishing</li> <li>• Rail Transfer Facility</li> <li>• Rental Store Excluding Video and Electronic</li> <li>• Rentals</li> <li>• Research/Development Facility</li> <li>• Self-Storage</li> <li>• Warehousing in wholly enclosed buildings excluding self-storage</li> <li>• Wholesale Establishment</li> </ul>

Institutional Uses	Commercial Uses	Industrial Uses
	<ul style="list-style-type: none"> <li>• Hotel, Motel</li> <li>• Kennel in wholly enclosed building</li> <li>• Laundry or Dry-Cleaning Depot</li> <li>• Local Convenience Retail</li> <li>• Marina</li> <li>• Miniature Golf (outdoor)</li> <li>• Nightclub</li> <li>• Nursery or Garden Supply Centre</li> <li>• Office</li> <li>• Office, Medical</li> <li>• Outdoor Display and Sales Area</li> <li>• Parking Lot</li> <li>• Personal Service Store</li> <li>• Photography Studio</li> <li>• Private Club</li> <li>• Recreational Establishment</li> <li>• Retail Store</li> <li>• Restaurant</li> <li>• Restaurant as part of a multi-tenant building</li> <li>• Retail Store</li> <li>• Trade Centre</li> <li>• Veterinary Clinic</li> </ul>	





## 9. PROPOSED DRAFT PLAN OF SUBDIVISION

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A Draft Plan of Subdivisions is being submitted to facilitate the proposed development. The Draft Plan of Subdivision contemplates 70 lots and blocks for residential, employment, open space, and access and hydro easements. The Block Pattern is provided in Table 3 below:

Block Number	Proposed Use	Size (ha)
1-33	Semi Detached Dwellings	1.914
34-54	Street Townhouse	2.721
55-57	Back-to-Back Townhouses	0.322
58-59	Mid Rise Residential	3.351
60-67	Employment	11.992
68	Park	0.900
69-71	Open Space	3.712
72 and 73	SWM	1.743
74	Road Widening	2.074
75-77	Hydro Easement	0.092
78 and 79	Access Easement	0.092
-	Roads	3.496
<b>TOTAL</b>		<b>33.261</b>

Table 3: The Block Pattern

The proposed Draft Plan of Subdivision identifies a “Future Right of Way” that bifurcates the subject lands and has been conveyed to the City for the construction of the Bryne Drive extension.



## 10. PUBLIC CONSULTATION STRATEGY

This section of the Report describes the public consultation strategy for the proposed development. As part of a complete application under the Planning Act for an Official Plan Amendment, Zoning Bylaw Amendment and Draft Plan of Subdivision, a public consultation strategy is required to determine public opinion and address public concerns and questions that may arise due to the applications. The proposed public consultation strategy is outlined below:

- A virtual Neighbourhood Meeting held on January 12, 2022 to solicit early feedback from residents prior to submission of applications;
- A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject lands by the municipality detailing the nature of the applications and the requested amendments to the Official Plan and Zoning By-law within 30 days of the submission of applications;
- Application Notice Sign(s) will be posted on the subject lands by the proponent identifying the request for amendments to the Official Plan and Zoning By-Law and the intent of the proposed development;
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the subject lands; and.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.

In addition to the above, Barrie-Bryne Developments Ltd. and Weston Consulting will monitor the public response to the applications and engage in discussions with area owners, respond to local resident's inquiries and provide information as needed to interested parties. It is our understanding that the above noted public consultation strategy is consistent with the requirements under the Planning Act.

On January 12, 2022, a virtual Neighbourhood Meeting was held in order to present the proposed development to the public and to get early feedback in advance of submitting the Applications. A presentation was provided by a representative of the landowner followed by a question-and-answer period. A summary of the main questions, comments and responses is provided below.

#### Density/ Form of Development

Residents asked about the proposed density and how it fits with the surrounding neighbourhood. Residents asked if the proposed density and built form will match the existing surrounding neighbourhoods. The question of street parking came up. A resident also noted that they would like to see more open space, hiking trail, parkland, and soccer space.

Response: The proposed development provides for an appropriate level of density. The location of the low-rise built form will provide for an appropriate transition from the existing neighbourhood to the west towards the mid-rise development located along Bryne Drive. Similar to the adjacent community, there will be garages for residents to park their cars. The development is intended to proceed in phases which will introduce density to the area gradually overtime and not all at once. The parks will be programmed with the City in conjunction with City staff to ensure the programming meets the policy and parks needs of the community.

#### Schools

Residents asked if local schools will be able to accommodate the proposed density.

Response: School boards will have the opportunity to review the Applications and provide comments on the capacities and needs of the school board.

### Traffic

There was a question about safety of kids and people in neighbourhood with increased traffic.

Response: A Traffic Impact Study has been prepared by Tatham Engineering which finds the proposed development is acceptable from a traffic perspective.

### Archaeological

A resident asked a question about historical artifacts on the subject lands and whether the plan include any homage to the indigenous history?

Response: The landowner is aware of the historical findings on the property. A stage 1 archaeological assessment has been prepared by Archeoworks. The immediate area of the Molson site is provisionally considered to still have outstanding archaeological concerns, and will require Stage 4 mitigation prior to development impacts.

### Wildlife

A resident asked if there are plans to include wildlife features in the development.

Response: The proposal does not include any wildlife corridors. The Conservation Authority will provide formal comments through the application process.

The comments and questions raised by residents at the virtual Neighbourhood Meeting have been address in this Planning Justification Report. Weston Consulting, on behalf of the landowner, will continue to work with residents to ensure all comments are addressed throughout the planning process.

### Timing of Project

A resident asked about the timing and phasing of the project. Specifically, when will we have shovel to the ground?

Response: As we are at the beginning of the process, it is hard to provide an exact timeline for the project approvals and achieving shovel ready status. We do expect the project to be developed in phases. Some general timeframes were provided about the approval process. For example OPA/ZBA/SUB approvals can take approximately 12-18 months from submission. In addition, prior to being shovel ready subsequent approvals are required including detailed engineering design, site plan approval for the employment and mid-rise residential blocks, and building permits.

### Bryne Drive

Residents and adjacent business owners were curious about the timing of Bryne Drive and whether the City of Barrie will have discussions with property owners prior to the construction of the road.

Response: The Bryne Drive lands have been conveyed to the City of Barrie in November 2021. The implementation of the Bryne Drive extension is being managed by the City of Barrie. All questions on this project should be directed to City of Barrie staff.

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## 11. PLANNING ANALYSIS AND JUSTIFICATION

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The proposed development delivers a mixed-use development comprised of residential and employment uses on the subject lands. Applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision are being submitted to facilitate the proposed development. The following rationale provides justification for the proposal based on the current policy regime and various contextual considerations.

### **1. The proposed development supports Provincial goal of efficient development pattern and complete communities.**

The proposed development is consistent with the PPS as it represents an efficient development pattern and the wise management of resources on land that is currently vacant. The subject lands are located within a settlement area, which shall be a focus area for growth and development pursuant to Policy 1.1.3.1 of the PPS. Approximately 66 semi-detached dwellings, 148 townhouse units, 34 back-to-back townhouses, along with two mid-rise blocks, are proposed on the western portion of the subject lands, which will contribute to healthy, liveable and safe communities in accordance with Policy 1.1.1 of the PPS. The residential component of the proposed development also satisfies and is consistent with Section 1.4 of the PPS in that it will provide an appropriate range and mix of housing to meet the needs of current and future residents.

The proposed development provides for approximately 11.992 hectares of employment lands, which will provide an opportunity for a range of employment uses that will serve the community, and is consistent with the economic development goals of the PPS pursuant to Section 1.3.1. These policies support and encourage a mix and range of employment uses which provide opportunities that contribute to the local and regional economy.

The mix of residential and employment uses will contribute to the Growth Plan's goal of achieving complete communities. A variety of housing options and unit sizes will be provided to support a range of income levels and significant employment opportunities along the Highway 400 corridor thereby supporting the guiding principles of the Growth Plan. The proposed development is consistent with PPS and conforms to the Growth Plan with respect to sewage, water services, and infrastructure. According to the Functional Servicing Report and Stormwater Management Report prepared by Tatham Engineering, the site will be serviced with municipal watermain and the existing municipal system has sufficient pressures, capacity and storage volume to provide service to the proposed development. The proposed development is not expected to result in negative impacts with respect to stormwater and appropriate water quantity, quality and infiltration controls are provided. The proposed municipal roads are appropriately sized for the anticipated traffic volumes and land uses proposed and will be designed in accordance with the City's Engineering Standards.

### **2. The proposed development conforms to the Official Plan and is consistent with the new Barrie OP and reflects the Council approved Employment Conversion Request**

The Official Plan Amendment is consistent with Employment Conversion Request submitted in 2019 and supported by Council. Prior to the conversion, the subject lands were designated as General Commercial and Environmental Protection on the eastern portion abutting Highway 400. The western portion of the subject lands, abutting the existing low-density residential uses were designated as General Industrial, Environmental Protection and Open Space. In addition, the City's Employment Land Strategy identified the eastern portion of the subject lands as one of the five scenarios with the greatest potential for accelerating the availability of serviced, shovel-ready large parcels of employment land (20 acres+).

The Employment Conversion is implemented in the new Official Plan, which was approved by Council on February 14, 2022. According to Map 1 of the new Official Plan, the subject lands are designated Employment Area – Non-Industrial and Neighbourhood Area. The proposed development conforms to the new Official Plan, however an Official Plan Amendment is being submitted to amend the existing Official Plan.

The proposed Official Plan Amendment and Zoning By-law Amendment implements the Employment Conversion supported by Council. The draft Official Plan Amendment seeks to redesignate the subject lands from General Industrial, General Commercial, Environmental Protection and Open Space to Residential, General Commercial, Environmental Protection and Open Space. The draft Zoning By-law Amendment seeks to rezone the subject lands to Residential Apartment Dwelling First Density Special Provision (RA1-3)(SP-XXX), Residential Multiple Dwelling Special Provision (RM2)(SP-XXX), Environmental Protection Area (EP), Open Space (OS) and General Commercial Special Provision (C4)(SP-XXX).

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## 12.CONCLUSION

The development proposal outlined in this report will see the transformation of approximately 33.261 hectares of vacant lands into a complete community that provides for a range of housing forms, parks, opens spaces, and employment uses in a form that is sensitive to the surrounding context and appropriately connected into the City by extension of the existing road network. The proposed development will implement the employment conversion that was supported by Council and that was also implemented in the new Official Plan. The proposed development is consistent with the PPS and conforms to the policies of the Growth Plan and new City of Barrie Official Plan.

In our opinion, the proposed development represents good planning for the following reasons:

- Supports the General Policies of the Provincial Policy Statement;
- Is consistent with the policies for Housing and Employment of the Provincial Policy Statement;
- Conforms to the policies for Employment of the Growth Plan;
- Implements the Guiding Principles of the Growth Plan;
- Optimizes and makes efficient use of existing infrastructure and services;
- Supports the City of Barrie's Employment Lands Strategy;
- Supports City of Barrie's Growth and Development objectives;
- Supports the general intent and direction of the City of Barrie Official Plan; and
- Conforms to the new City of Barrie Official Plan.





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