

PLANNING JUSTIFICATION REPORT PARK PLACE NORTH INDUSTRIAL LANDS

SITE PLAN APPLICATION

APRIL 29, 2022

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1.0 Introduction

RG Richards & Associates (RGR) has been retained by North American (Park Place North) Corporation and 9613714 Canada Inc. (the Proponents) to prepare this Planning Justification Report (PJR) in support of its application for site plan approval for the development of a four multi-tenant single-storey building employment complex ranging in size from 8,526 square meters to 14,519 square meters as illustrated in the site plan (Architectural Drawings prepared by Ware Malcomb, dated April 29, 2022).

The subject lands (the Site) are legally described as Pt Lt 8 Con 12 Innisfil Being Pts 13, 17 TO 26 51R39619; Pt Lts 7 & 8 Con 12 Innisfil Being Pt 27 51R39619 and municipally known as 410 Bayview Drive. The Site has an area of 13.05 hectares with 230.4 meters of frontage on the west side of Bayview Road. The Site is situated east of Highway 400 and is immediately adjacent to the north boundary of the Lovers Creek Open Space that is approximately mid-point between Harvie Rd. and Mapleview Road in the City's south end.

The Site is part of the original 200 acre Master Plan approved Park Place development which has been developed in phases starting 2010. A portion of the north lands are developed with a 90,000sf medical office building in 2016 which also conforms with the original intent of the Master Plan and associated approvals.

The Site is designated Business Park in the City of Barrie Official Plan and Business Park BP (SP-407) (H2-100) (H2-101) in the City of Barrie Zoning Bylaw, both of which permit the proposed development.

The Project team first met with City Staff on Dec. 9, 2021 at a formal Pre-Application Consultation Meeting (D28-053-2021) to discuss the initial development proposal and confirm items for submission.

Together, these reports and studies provide for a comprehensive assessment and justification for the development of the Site. This report will review the applicable policies found within the documents listed below to demonstrate consistency and good planning principals:

- Provincial Policy Statement, 2020 Consolidation
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Lake Simcoe Protection Plan, 2009
- City of Barrie Official Plan, 2018 Consolidation
- City of Barrie Zoning By-law, 2021 Consolidation

Based on the review and analysis contained herein, this report concludes that the proposed development is consistent with the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Horseshoe, Lake Simcoe Protection Plan, and the policies of the City of Barrie Official Plan and Zoning By-law.

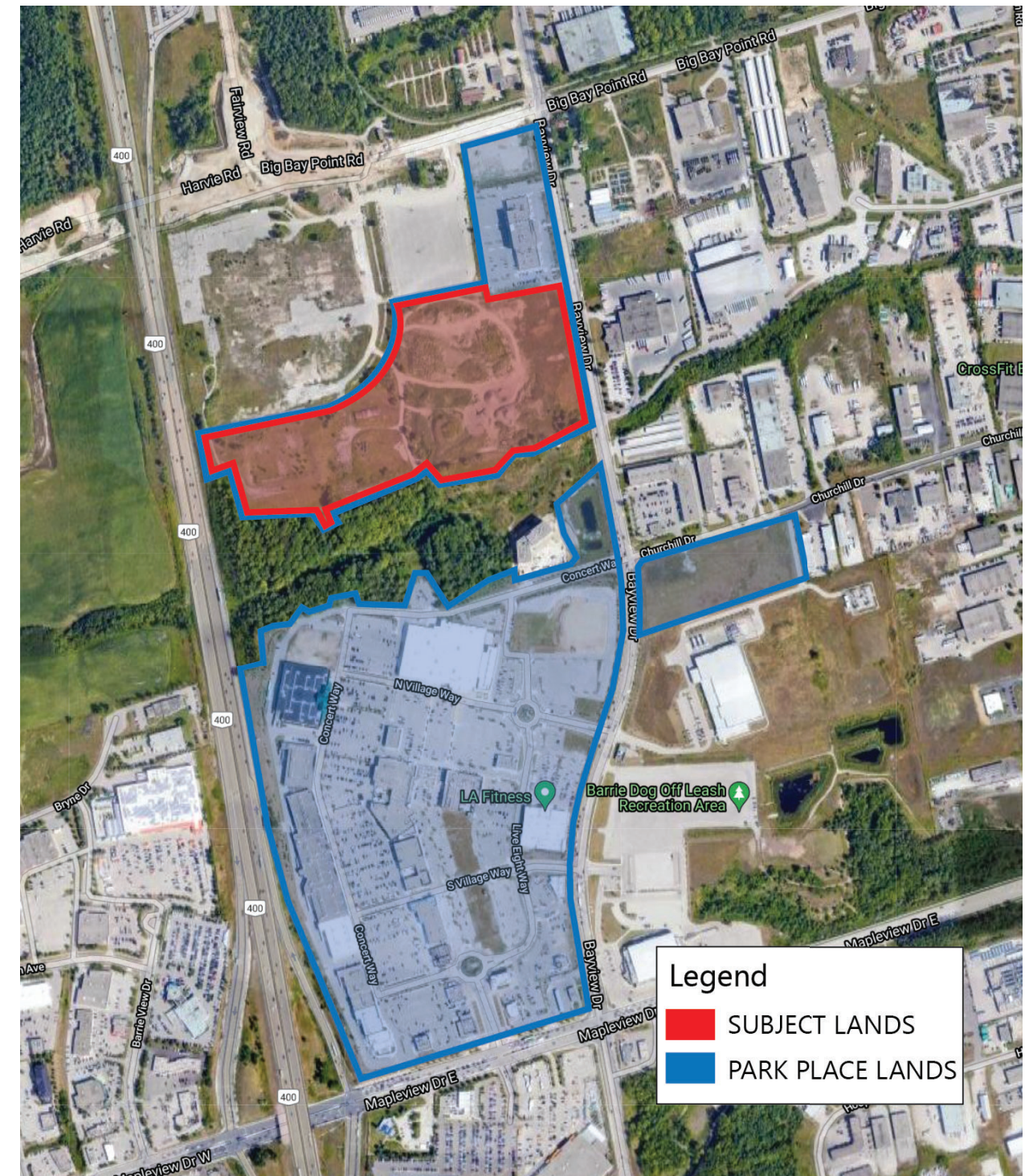


FIGURE 1 – PARK PLACE LANDS AND SUBJECT LANDS

2.0 Location and Context

2.1 SITE DESCRIPTION

The Site is currently vacant with a total area of 13.05 hectares. In addition to the Site the Proponent owns a significant amount of land located east of Highway 400, north of Maplevue Drive, predominately west of Bayview Road and south of Big Bay Point Road. The lands are largely developed and collectively are referred to as the Park Place Lands. Figure 1 below illustrates the Park Place (PP) lands and the location therein of the Site under consideration.

The Site is well served by the existing road network with nearby interchange access to Highway 400.

2.2 SURROUNDING AREA

The surrounding uses are described as follows:

North: To the north of the Site is the Barrie Medical building and a FedEx terminal

South: To the south is Lovers Creek and the Park Place lands that have been developed as a regional scale retail and service commercial centre that also includes a senior's residence and proposed hotel. The Barrie South Transit Park Place Hub is also located on the Park Place lands offering convenient access to the City's Regional and MetroLinx transit system.

East: To the east of the Site are employment lands, largely developed, that include users such as Coca Cola

West: To the west of the Site is Highway 400 and vacant lands.

An aerial photograph showing the Site and surrounding uses is included in this report as Figure 2.



FIGURE 2 - AERIAL OF SUBJECT SITE AND SURROUNDING AREA



3.0 The Proposal

3.1 BUILDING FORMAT AND SITE LAYOUT

The development proposal is the result of careful consideration and design work undertaken by the project team to introduce four multi-tenant single storey warehouse type buildings to be occupied primarily by industrial/logistics related uses and accessory office space. The proposed development is illustrated on Figure 3 – Site Plan below. In total, 47,699 square meters of gross floor area is proposed, broken down as follows:

Industrial Building 1: 10,491 sq.m (112,924 sf)
Industrial Building 2: 8,526 sq.m (91,773 sf)
Industrial Building 3: 14,308 sq.m (154,010 sf)
Industrial Building 4: 14,519 sq.m (156,281 sf)

Industrial Building 4 is located closest to Bayview Drive with a minimum front yard setback of 77.5 meters and buildings 3, 2 and 1 are located parallel to Building 4 further into the site. Industrial buildings 4 and 3 share a drive-aisle that is intended to service these buildings primarily through truck traffic. Buildings 3 and 2 share an employee/visitor parking lot and buildings 1 and 2 share another truck drive-aisle to assist with the consolidation of truck flow movement to be separate from the standard vehicular traffic on the Site. The Site promotes active-transportation by providing 72 bicycle stalls at two of the entrances on each of the buildings as well as a pedestrian network that connects to Bayview Dr and pedestrian trails through the woodlot to the south of the Site to access the major commercial/retail development at Park Place.

The subject lands have access to bus route 3 (3A travelling southbound and 3B travelling northbound). Bus stops are located on the west side of Bayview Dr (3A: Stop #968) approximately 15m north of the subject lands and on the east side of Bayview Dr (3B: Stop #969) across from the northern entrance to the subject lands.

3.2 PARKING INGRESS AND EGRESS

Access to and from the Site will be from Bayview Road through the existing entrance to the medical building, to be shared, and a new access proposed from Bayview Road to the south. The main (north) site access is proposed to be signalized as was envisaged during the development of the medical building and conceptual development of the Site. This access was designed to be shared with the medical building site.

Parking on the Site has been provided at a rate of 1 space per 99 square meters for a total of 514. The parking standards suggested for the Site are based on ratios of 1 space per 1,000 square meters of warehouse use and 1 space per 30 square meters of accessory office use; whereas the bylaw would require 1,194 spaces if the multi-tenant parking standards were applied. In our opinion the amount of parking required by the bylaw, in these circumstances, is excessive. A minor variance will be required to support this amount of parking. A parking study will be provided to support the variance.

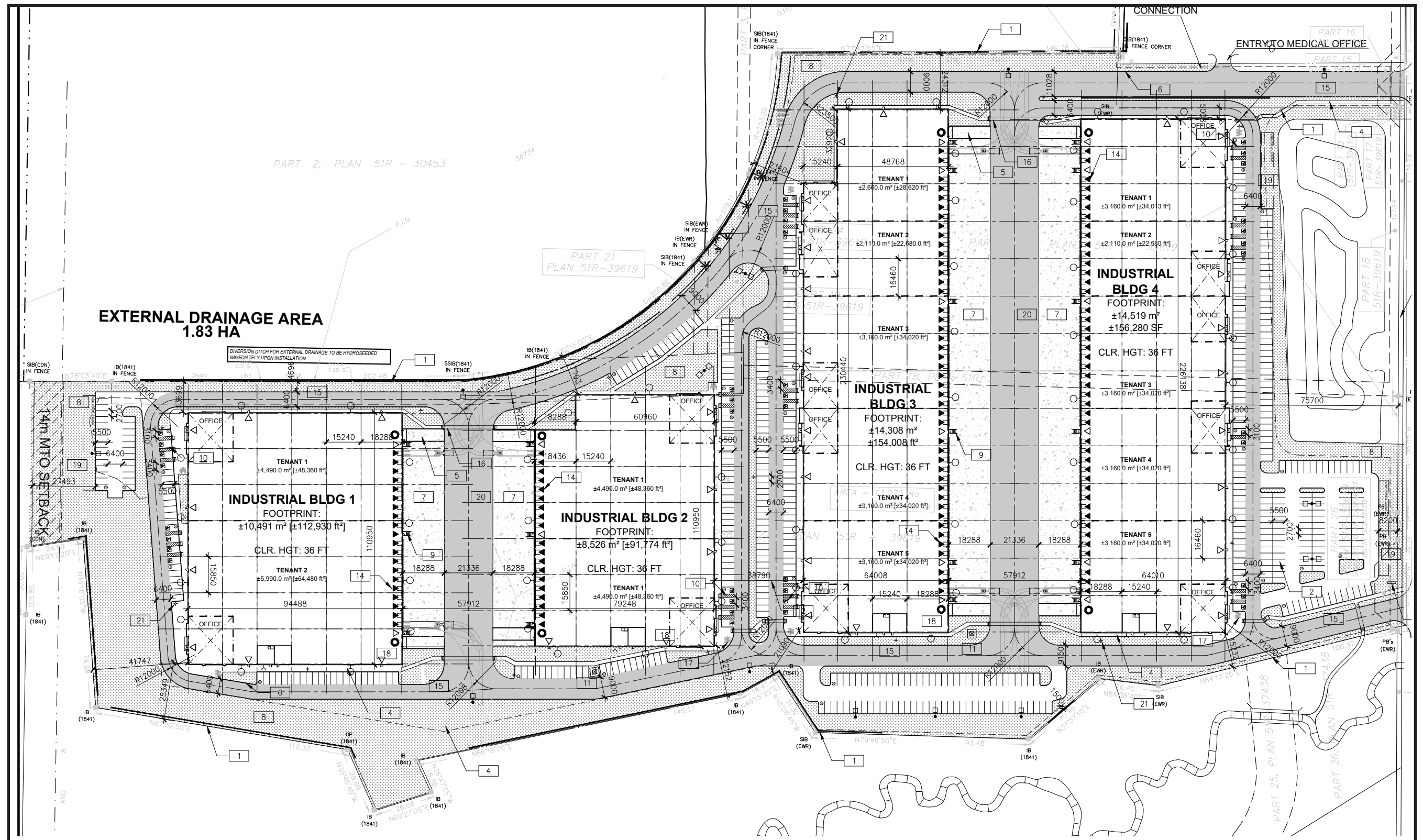
3.3 BUILDING PLANS

Building elevation plans illustrate the proposed buildings and reveal attractive, modern design consistent with the quality of development throughout Park Place and the medical building to the north. High quality materials will be incorporated into the building design and will be enhanced by substantial landscaping, particularly along the Bayview frontage.

3.4 LANDSCAPE

High-quality landscaping has been incorporated into the proposal across the entire Site. The proposal includes a total of 28,733sm of landscape area. The proposed landscaping is in accordance with City of Barrie guidelines and consistent with the landscaped environment created throughout Park Place. Adjustments to the landscape plans may be required upon completion of the EIS.

In support of the application a full set of Landscape Plans and Details has been prepared by TLA Studios and submitted with this application. Please refer to the Landscape drawing set for details.





Building Elevations

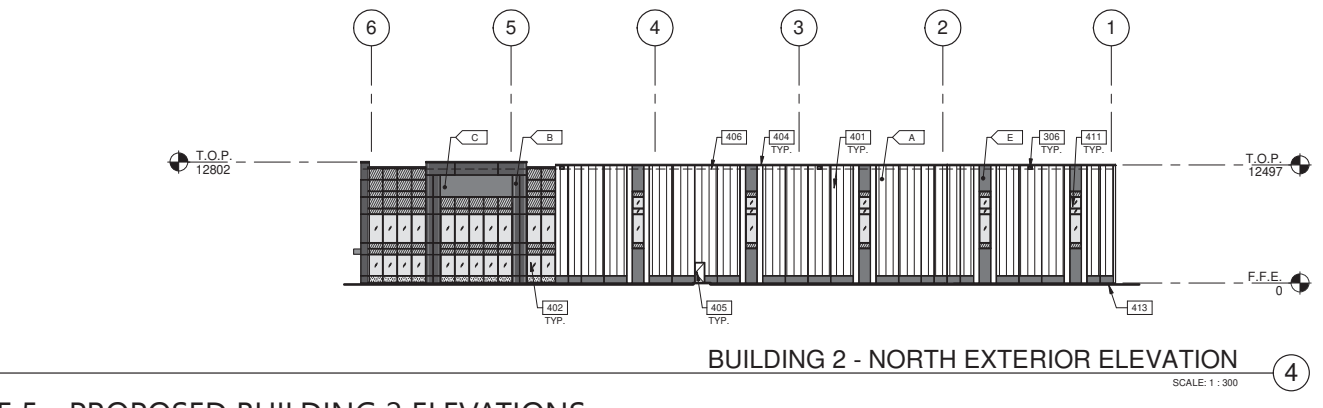
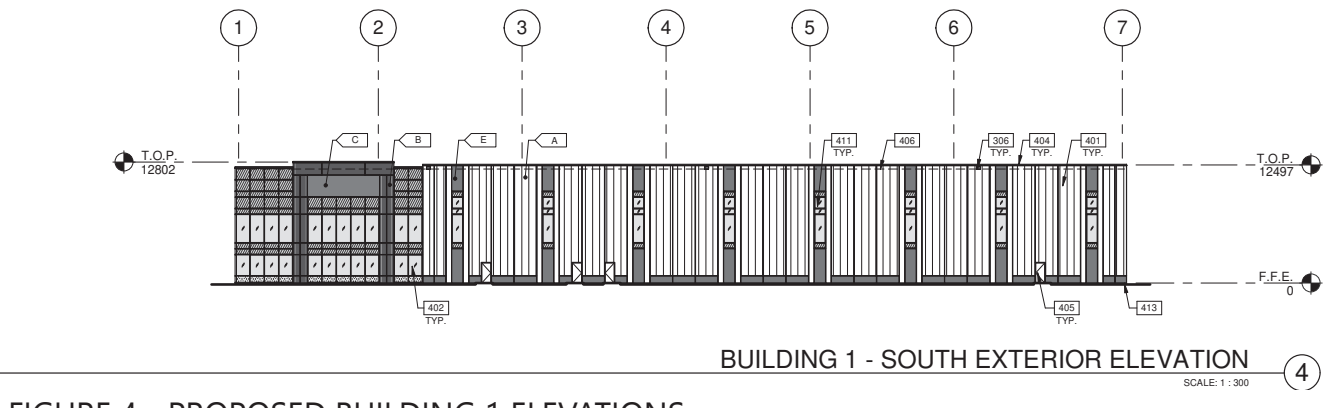
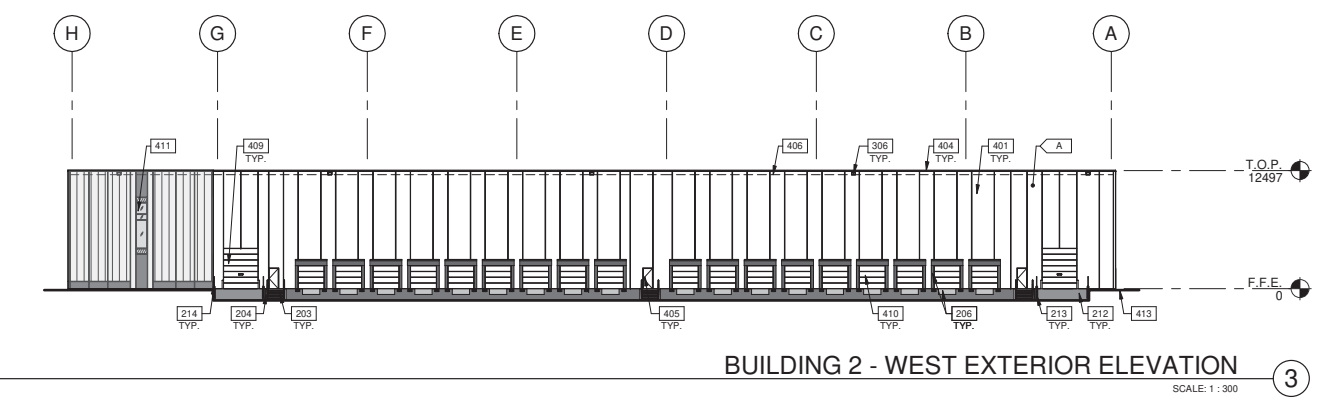
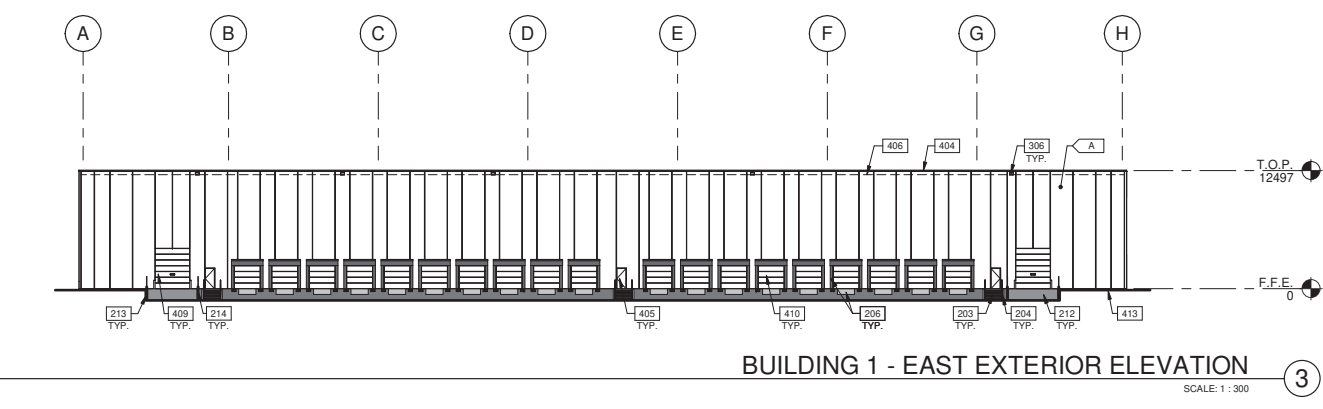
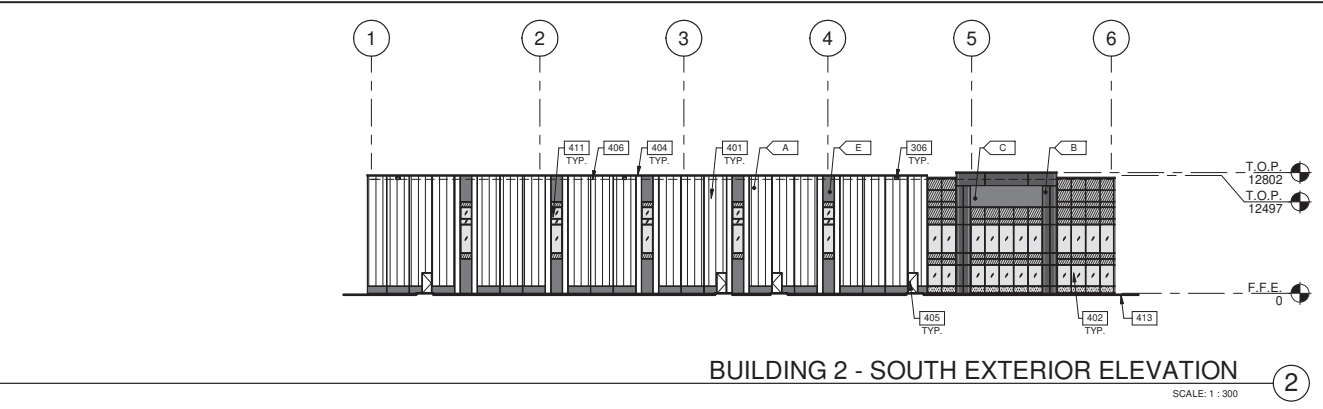
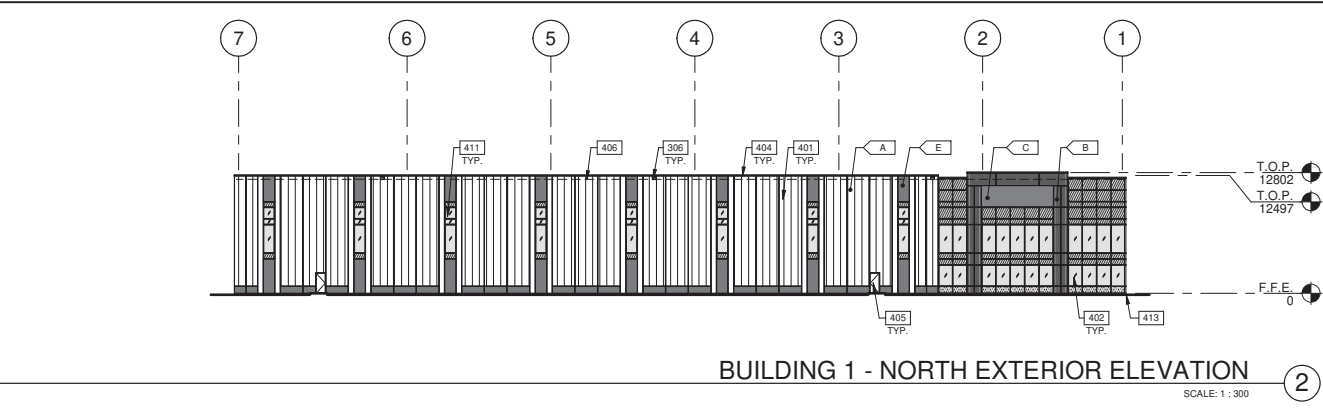
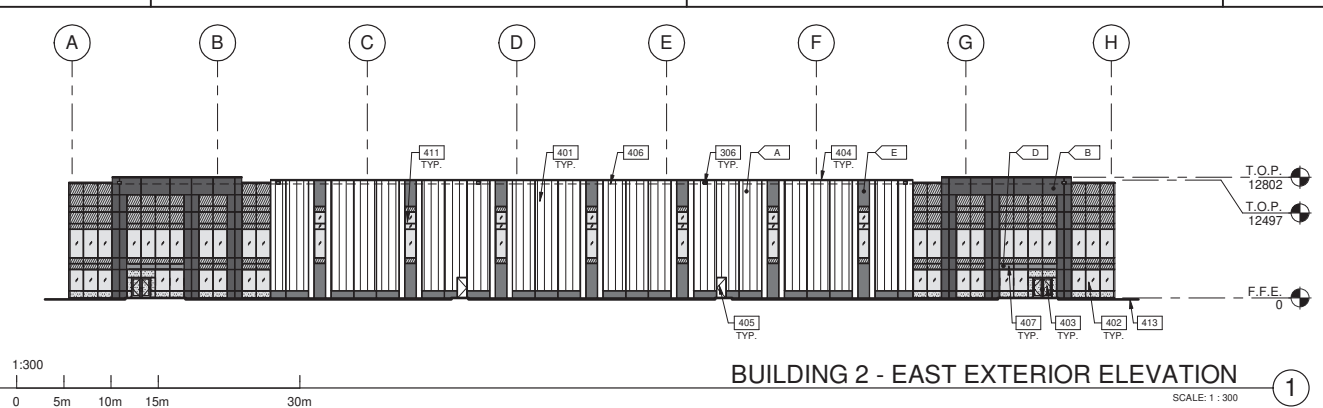
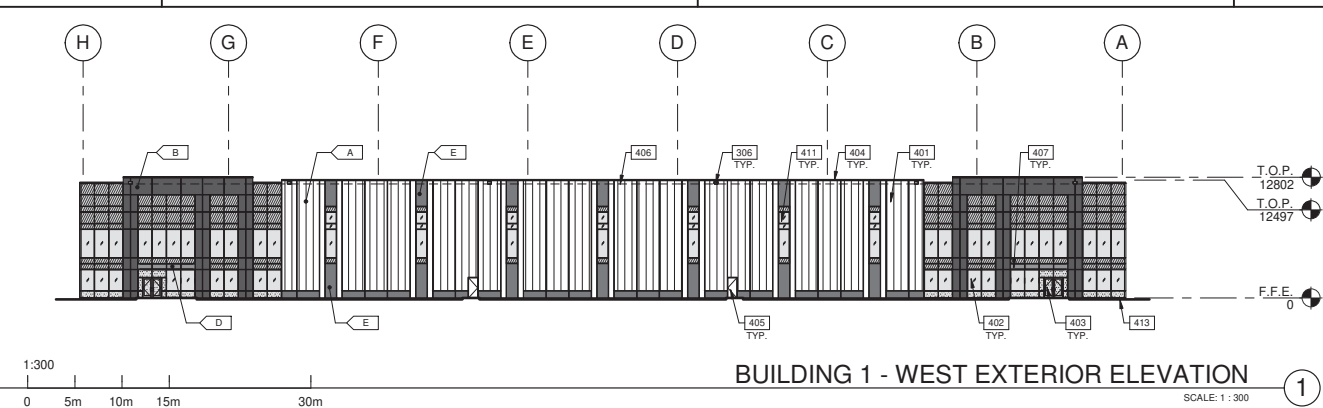


FIGURE 4 - PROPOSED BUILDING 1 ELEVATIONS

FIGURE 5 - PROPOSED BUILDING 2 ELEVATIONS



Building Elevations

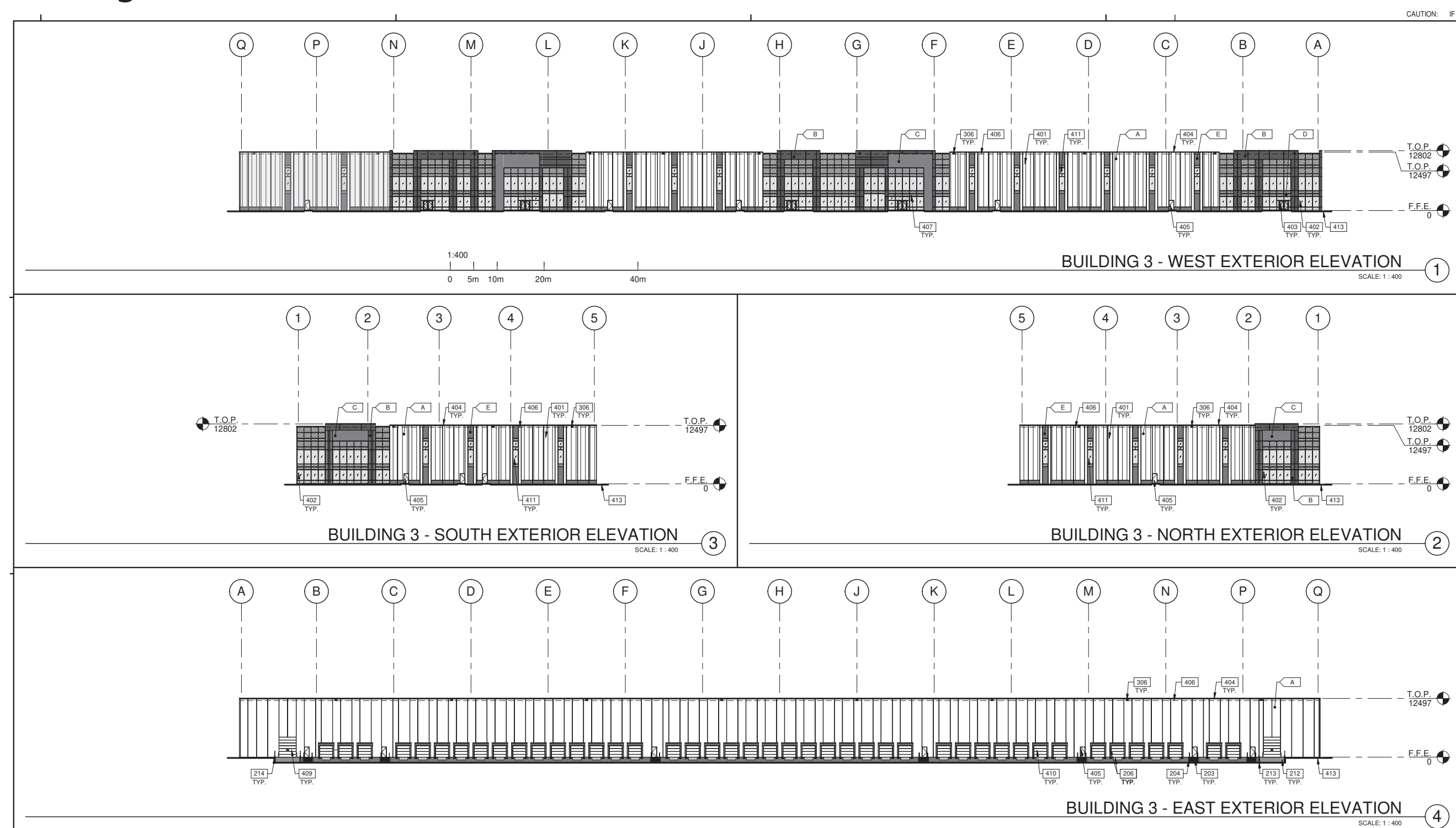


FIGURE 6 - BUILDING 3 ELEVATIONS



Building Elevations

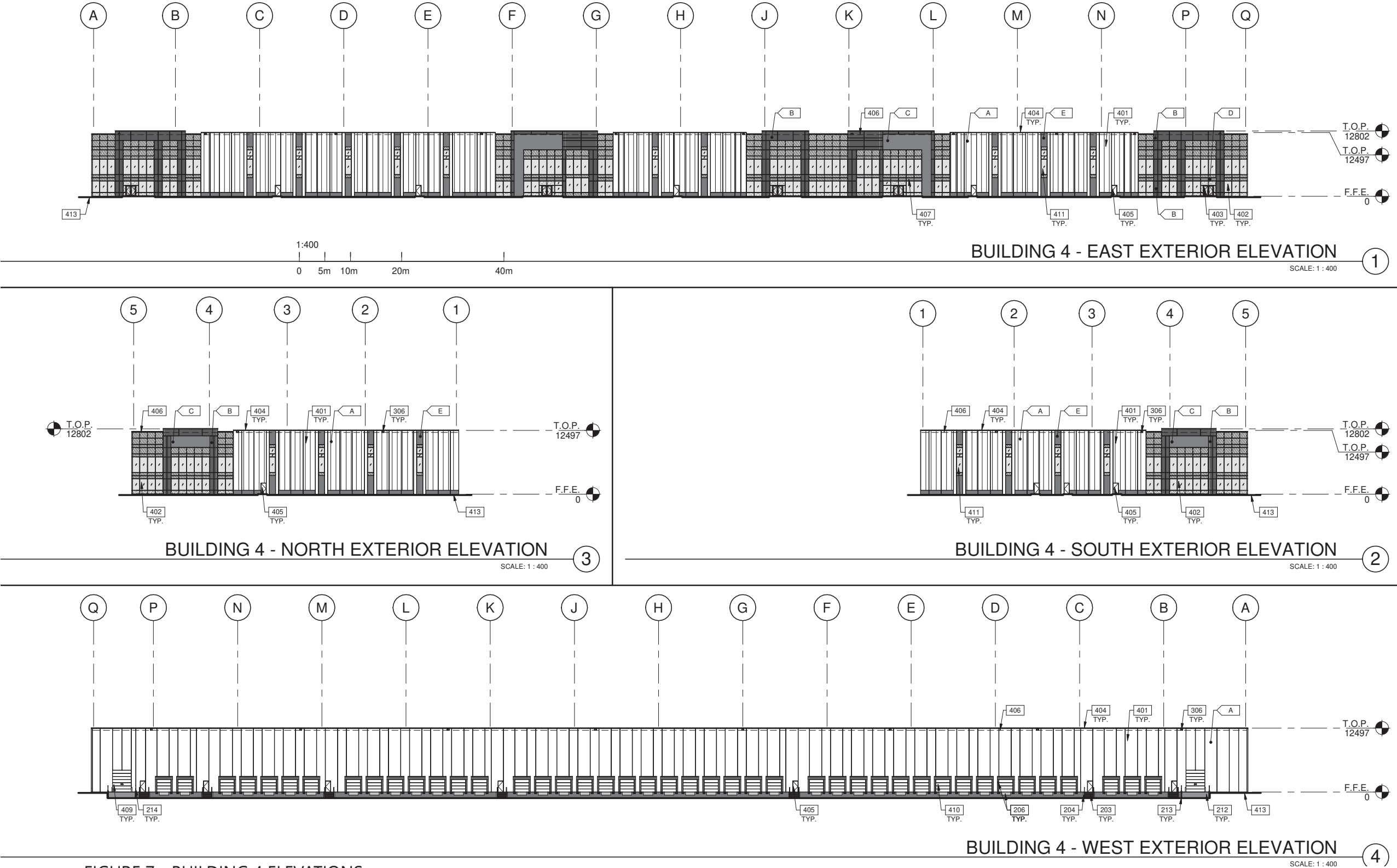


FIGURE 7 - BUILDING 4 ELEVATIONS



4.0 Supporting Reports and Studies

The following is a summary of all reports and studies submitted in support of this application.

4.1 ARBORISTS REPORT AND ENVIRONMENTAL IMPACT STUDY (EIS)

An arborist's report, included with the application, sets out the extent of current vegetation and identifies those trees and vegetation for removal to allow the development. Together with the EIS a drip line for the woodlot associated with the Lovers Creek Open Space woodlot will be established in consultation with the City and the LSCRA.

An EIS is currently underway and will be completed when spring flush occurs. At that time a bird habitat assessment can also be completed. An Environmental Impact Study Memo was prepared by R.J. Burnside (dated April 22, 2022), included with this application, and sets out the EIS terms of reference (agreed to by the LSRCA, City, and the Proponent) and the timing for completion is included with the application.

4.2 TRAFFIC IMPACT STUDY (TIS)

A traffic impact study is being prepared by Paradigm Traffic Solutions to support the application and will be completed in the next few weeks. A Traffic Impact Study Memo (dated April 22, 2022) has been included in this submission and sets the status of the TIS. It is expected that there will be similar findings to those revealed in the most recent TIS that was submitted by the Owners in support of the Stage 1 and 2 build-out received and accepted by MTO and the City.

4.3 SITE SERVICING AND GRADING

A Functional Servicing and Stormwater Management Report prepared by Sabourin, Kimble & Associates (dated March 31, 2022) is included with the application. The report explains and demonstrates how the site is to be graded and drained. As part of the development, a large storm water management pond is proposed to be built along the Bayview frontage. All aspects of site servicing are in compliance with the approved Master Site Servicing Plans for Park Place.

4.4 HYDROGEOLOGY AND GEOTECHNICAL STUDIES

Reports prepared by Palmer and Stantec respectively, included with the application, do not show any unusual constraints to development.

5.0 Policy Framework and Analysis

The following section of the PJR provides a review and assessment of the land use policy and regulatory framework related to the Site. Each subsection describes the applicable policies and regulations and identifies how the proposed development is consistent with and implements Provincial and local policy.

5.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statements (PPS) sets the policy foundation for regulating the development and use of land. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

This application proposes a development which supports and sustains economic development and growth within Barrie through the development of multi-tenanted industrial buildings that will provide jobs to the surrounding area. The proposal makes efficient use of the subject lands while maintaining and protecting the woodlot located to the south of the site. The proposal will utilize existing municipal services.

5.1.1 Settlement Areas

The Site is located within a Settlement Area (Section 1.13) and will be developed on full municipal services. The proposed development will intensify currently underutilized lands. The prestigious campus-like industrial uses are a compatible use with the FedEx and medical buildings building to the north.

5.1.2 Employment

The PPS promotes economic development and competition by providing an appropriate mix and range of employment opportunities which promotes compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities. Section 1.3 outlines policies related to Employment and Employment Areas. The proposed development implements employment and ancillary office use to assist the City of Barrie in meeting their long-term employment needs. Furthermore, in alignment with Section 1.3a, the proposal supports economic development and competitiveness by introducing new industrial uses that will contribute to the mix and range of employment uses within the Park Place development.

Section 1.3.2.3 of the PPS states employment areas shall be protected in proximity to major goods movement facilities and corridors for employment uses. The proposed development has direct access to an arterial road, Bayview Dr, and is supported by access to Hwy 400 to the west. The highway and arterial road exposure suggests the site represents a prime opportunity to provide employment uses near these major corridors in Barrie.



5.1.3 Public Spaces, Recreation, Parks, Trails and Open Space

The PPS encourages healthy communities by planning public streets to be safe and meet the needs of pedestrians. The proposed development provides opportunities for pedestrian connections to Bayview Dr and internally to the site.

Section 1.5.1 notes development shall recognize provincial parks, conservation reserves, and other protected areas. A 23-acre woodlot located adjacent to the south of the Site was dedicated to the City of Barrie.

5.1.4 Transportation Systems & Transportation & Infrastructure Corridors

Section 1.6 of the PPS speaks to the provision of transportation systems. Land use and development patterns should be encouraged that minimize the length and number of vehicle trips, and support the use of transit and active transportation. Section 1.6.8 relates to transportation and infrastructure corridors. Transportation and infrastructure corridors shall be protected for current and future use and needs. New development proposed on adjacent lands to existing or planned corridors should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. The proposed development has separate standard vehicular traffic from goods flow movement to provide a safe access internal to the site. The Site supports active-transportation by locating 72 bicycle stalls throughout the site.

5.1.5 Energy Conservation, Air Quality and Climate Change

Section 1.8 of the PPS discussed energy conservation through active transportation, intensification, and sustainable development. The subject lands encourage transit-supportive development and intensification to improve the mix of employment and decrease transportation congestion by developing on underutilized lands that will provide an appropriate buffer between the existing retail /commercial uses to the south, and more intensive employment uses to the north. The lands are served by transit with direct access to Bayview Dr with local bus and the Park Place Transit Hub to the south. The Park Place Transit Hub is located 1km to the south, which is less than a 10-minute walk to the proposed subject lands. The Transit Hub will provide employees and visitors a means of active-transportation to access the site and additional bus service along Bayview Dr.

Bayview Dr is subject to two bus routes with bus route 3B (Stop #969) located on the west side of Bayview Dr, in front of the medical building to the north of the subject lands, and bus route 3A (Stop #968) is located on the east side of Bayview Dr, adjacent to the northern entrance onto the subject lands.

The proposed development is consistent with the Provincial Policy Statement.

5.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

A Place to Grow Plan builds on the PPS to establish a unique land use planning framework for the Greater Golden Horseshoe that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

5.2.1 Delineated Built-up Areas

Similar to the PPS, the Growth Plan uses an intensification approach for development in Settlement Areas. The Site is located within the City of Barrie Settlement Area and built boundary under the Growth Plan as per Section 2.2. Settlement Areas are identified as the focus of population and employment growth. Policy 2.2.1 promoted growth directed within settlement areas and locations with existing or planned transit. Directing growth to these areas encourages the achievement of complete communities.

5.2.2 Employment

The Growth Plan discusses planning for employment by making more efficient use of vacant and under-utilized lands to increase employment densities as per Section 2.2.5. This proposal makes use of a vacant lot.

Bus stops are located on Bayview Road near the Site and the Park Place Transit Hub is located nearby to the south. The direct access to transit will reduce the need for surface parking on the subject lands to provide a more intensified use of land on the underutilized site as promoted by Section 2.2.5.1. Section 2.2.5.4 recommends surface parking to be minimized while planning for employment use.

5.2.3 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features

Section 4.2.4.4 of the Growth Plan notes development shall be planned, designed, and constructed to protect hydrological functions, minimize erosion, and avoid contaminating local lakes and streams from pollutants. The proponent has engaged a civil engineer, ecologist, and arborist to work diligently with the City of Barrie and Lake Simcoe Region Conservation Authority to plan for and protect the key natural heritage features on the woodlot adjacent to the south boundary of the subject lands.

5.2.4 Public Open Space

The Growth Plan encourages development to include open spaces and provide a coordinated approach to trail planning and development. Section 4.2.5 recommends developing lands have a clear distinction from adjacent open spaces by providing clear distinction of where public access is permitted and prohibited.

The proposed development conforms to the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe.



5.3 LAKE SIMCOE PROTECTION PLAN

The Site is located within the Lake Simcoe Protection Watershed Boundary and is subject to the policies of the Lake Simcoe Protection Plan (LSPP) which is a watershed-based legislation to protect and restore the health of Lake Simcoe and its watershed.

The proposed development has undergone pre-consultation with the City of Barrie where comments from the LSRCA were provided. A number of reports and studies were requested by the LSRCA, which have been prepared in adherence with the LSPP and submitted in support of the proposal. The Owners are continuing ongoing conversations with the City and LSRCA to complete this Site Plan Application.

The proposed development conforms to the policies of the Lake Simcoe Protection Plan.

5.4 OFFICIAL PLAN

The City of Barrie Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises. The Official plan provides direction and guidelines to control growth and to not exceed the City's capacity to provide a healthy community environment. Growth and development within the City of Barrie is guided by the Provincial Planning Instruments, which identify the City of Barrie as a Primary Settlement Area.

General Policies

5.4.1 Growth Management

Section 3.1 provides policies to guide growth and development within the City of Barrie, with an overarching goal of achieving a cost-efficient and economically sustainable, complete community. Accommodating the projected needs for employment lands is required to achieve a complete community with an appropriate mix of jobs and local services. Growth is to occur in a balance between employment areas and residential lands for development in order to achieve and maintain a ratio of approximately 1 job in the city for every 2 residents. Development within 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.

The proposed development will contribute to achieving these development targets through appropriate development of the subject lands in alignment with policies to provide employment lands to provide economic growth and sustainability, contributing to a complete community.

5.4.2 Building and Siting

The Official Plan provides general design guidelines to ensure buildings are designed to contribute to a desirable community character in terms of massing and conceptual design. Section 6.5.2.2 states large exposed blank wall should be avoided and building entrances should be well-defined and barrier-free to be accessible to pedestrians.

The Site provides an internal pedestrian network connecting employees and visitors to Bayview Dr and external to the site. The building entrances have been provided with ample barrier-free parking at each entrance to the buildings and are well defined with architectural elements highlighting the entrances. Pedestrian and vehicular traffic has been separated to ensure safe egress for vehicles and people throughout the site.

5.4.3 Woodlands and Hedgerows

Section 4.7.2.6 of the Official Plan states development and site alterations shall not be permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features and ecological functions. A woodlot is located on public lands directly to the south of the Site. The proponent and its consultants are involved in discussions with City Staff and the LSRCA to ensure protection of the woodlot.

5.4.4 Servicing and Transportation

Section 5.1.1 of the Official Plan discusses servicing and transportation. Hwy 400 is identified in the City as providing excellent connections to Barrie's regional trade areas and beyond. The Highway system also contributes to the sound arterial framework regarding intra-urban traffic movements within the City.

The Site is located along an Arterial Rd, Bayview Dr, and has visibility and access to Highway 400 through close proximity to ramps making the development of this Site a great use of underutilized industrial lands.

5.4.5 Land-use Designation and Special Policy Areas

The Site is designated in the Official Plan as 'Business Park' as per Schedule 'A' Land Use in the Official Plan. Section 4.4.2.3 of the Official Plan notes this designation is assessed based on the subject lands' high visibility with frontage along arterial roads or provincial highways. The Site is also subject to Special Policy Area "R" as per Schedule 'C' Special Policy Areas in the Official Plan. Section 4.8.9 of the Official Plan the predominant use of the lands in this designation shall be for prestige industrial and office-based uses in a landscaped "campus-like" setting. The Site will utilize the natural features of the site to reinforce the development of a campus-like setting. Uses shall include corporate administration offices, business and professional uses, research and development facilities, and high technology manufacturing or assembling operations.

The proposed development conforms to the policies of the Official Plan.

The proposal provides approximately 47,699 square meters of employment GFA and will contribute to provide a greater mix of jobs and local services in the City of Barrie to achieve a complete community that is supported by a mix of employment and commercial land uses in the surrounding area. Overall, the proposed development is anticipated to generate more jobs and tenants to the City and further strengthen Barrie's role as a regional commercial centre in the Simcoe Area. The proposal will also be developed using existing municipal services and will not require unnecessary expansion of City services.

The proposed development conforms to the policies of the City of Barrie Official Plan.

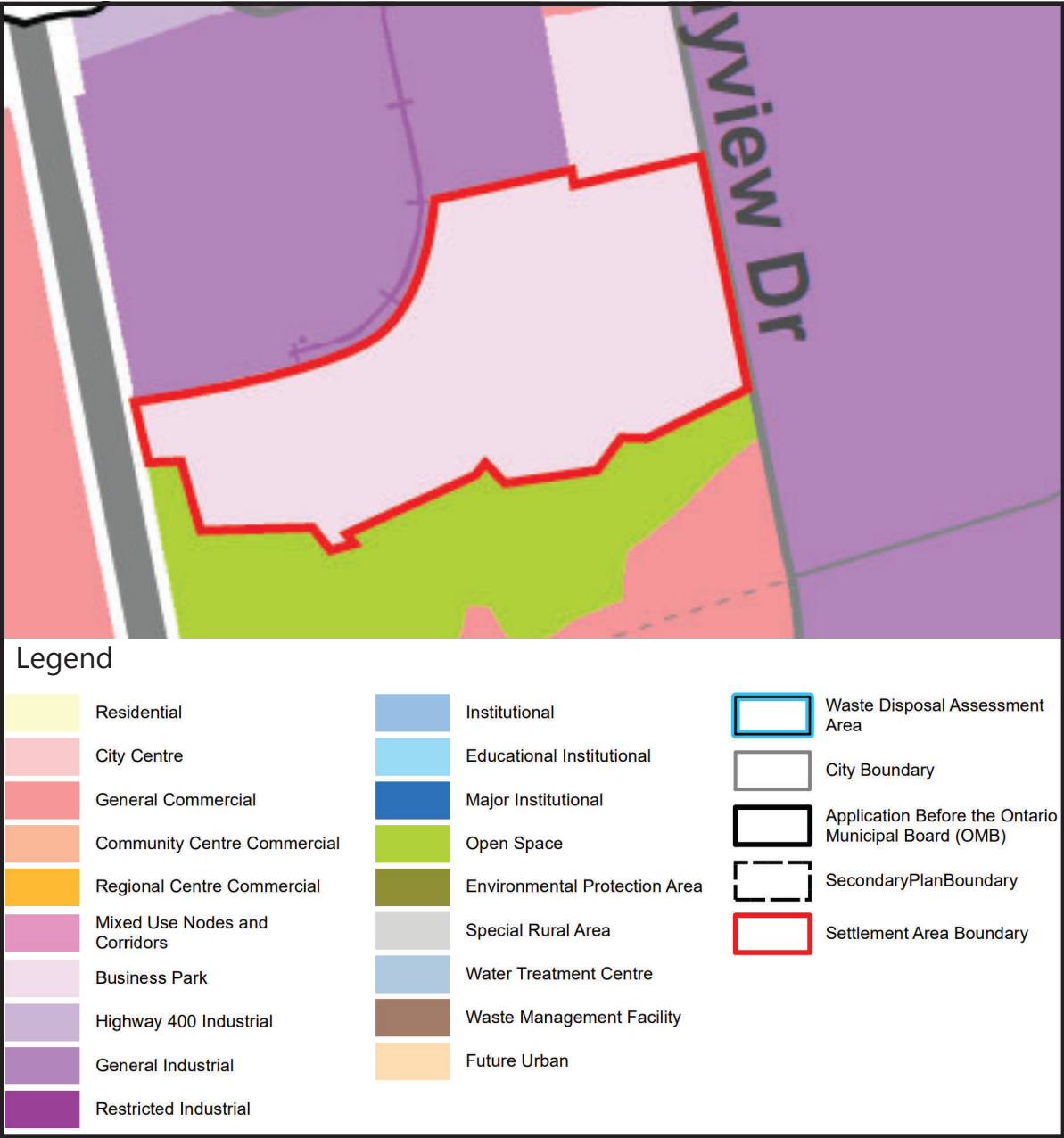


FIGURE 8 - OFFICIAL PLAN: SCHEDULE 'A' LAND USE DESIGNATION

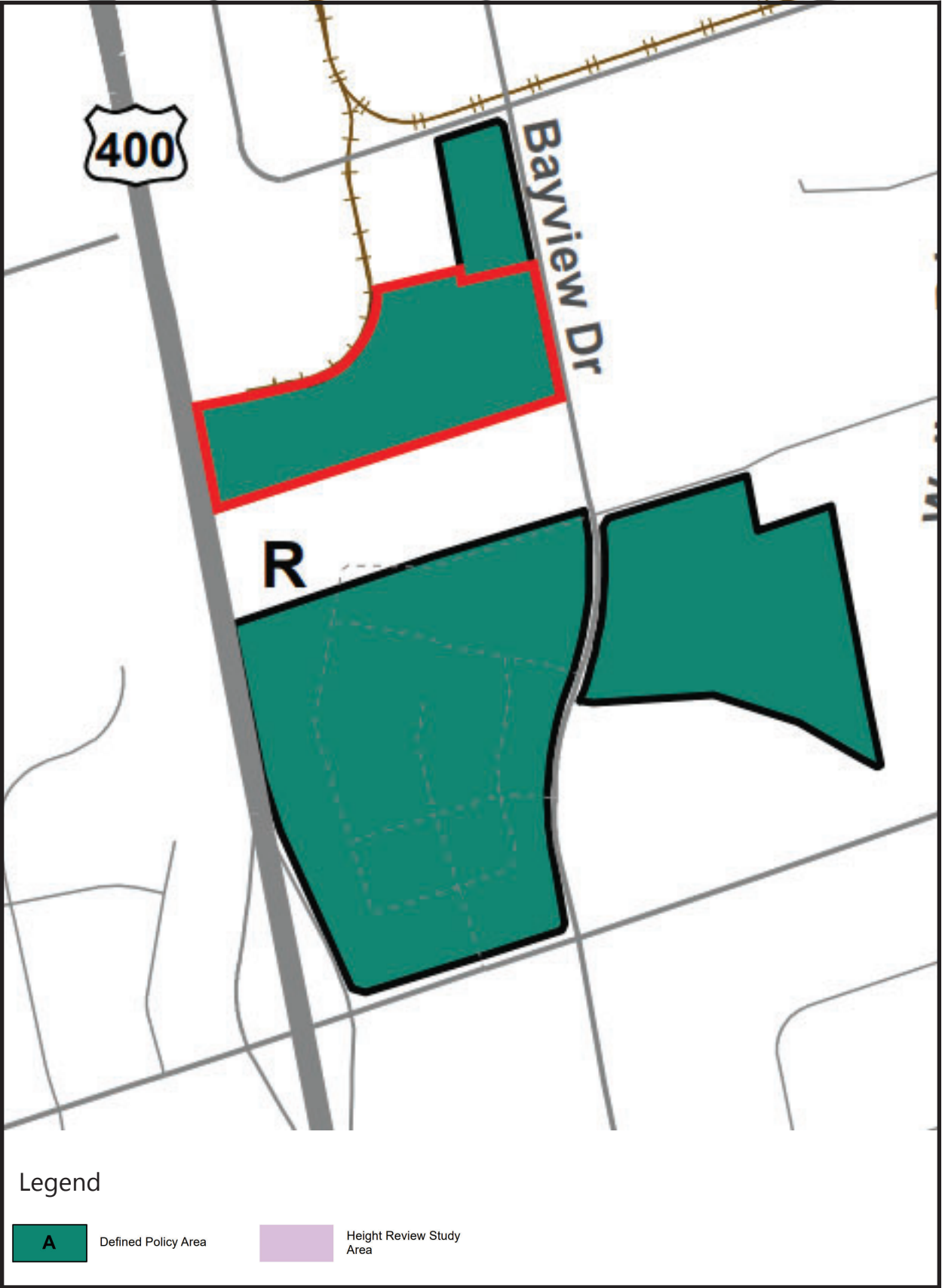


FIGURE 9 - OFFICIAL PLAN: SPECIAL POLICY AREA

5.5 ZONING BYLAW

The subject lands are zoned Business Park "BP (SP-407) (H2-100) (H2-101)" in the City of Barrie Zoning Bylaw. Permitted uses include manufacturing and processing in wholly enclosed buildings, printing and publishing, research & development facilities, banks, conference centres, data processing centres, drive-through facilities, fitness or health clubs, hotel, motel, office, photography studio, restaurant, service store, as well as accessory employment, office, and retail use.

Restaurants shall only be permitted as part of a multi-tenant building and shall not exceed 25% of the total gross floor area of the building to a maximum of 300 square meters. The proposed development is contemplating industrial uses as well as accessory office use.

The following standards shall apply:

- Lot Area (min) 1300m²
- Lot Frontage (min) 30m
- Front Yard (min.) – 6m
- Side Yard (min.) – 4m
- Side Yard (min.) – 10m, adjacent to a residential zone
- Side Yard (min) – 6m, adjacent a to a street
- Rear Yard (min) – 6m
- Rear Yard (min) – 15m, adjoining a residential zone
- Rear Yard (min) – 6m, adjoining a street
- Lot Coverage (max) – 50%
- Building Height (max) – 45m

The proposed development complies with the City of Barrie Zoning Bylaw.

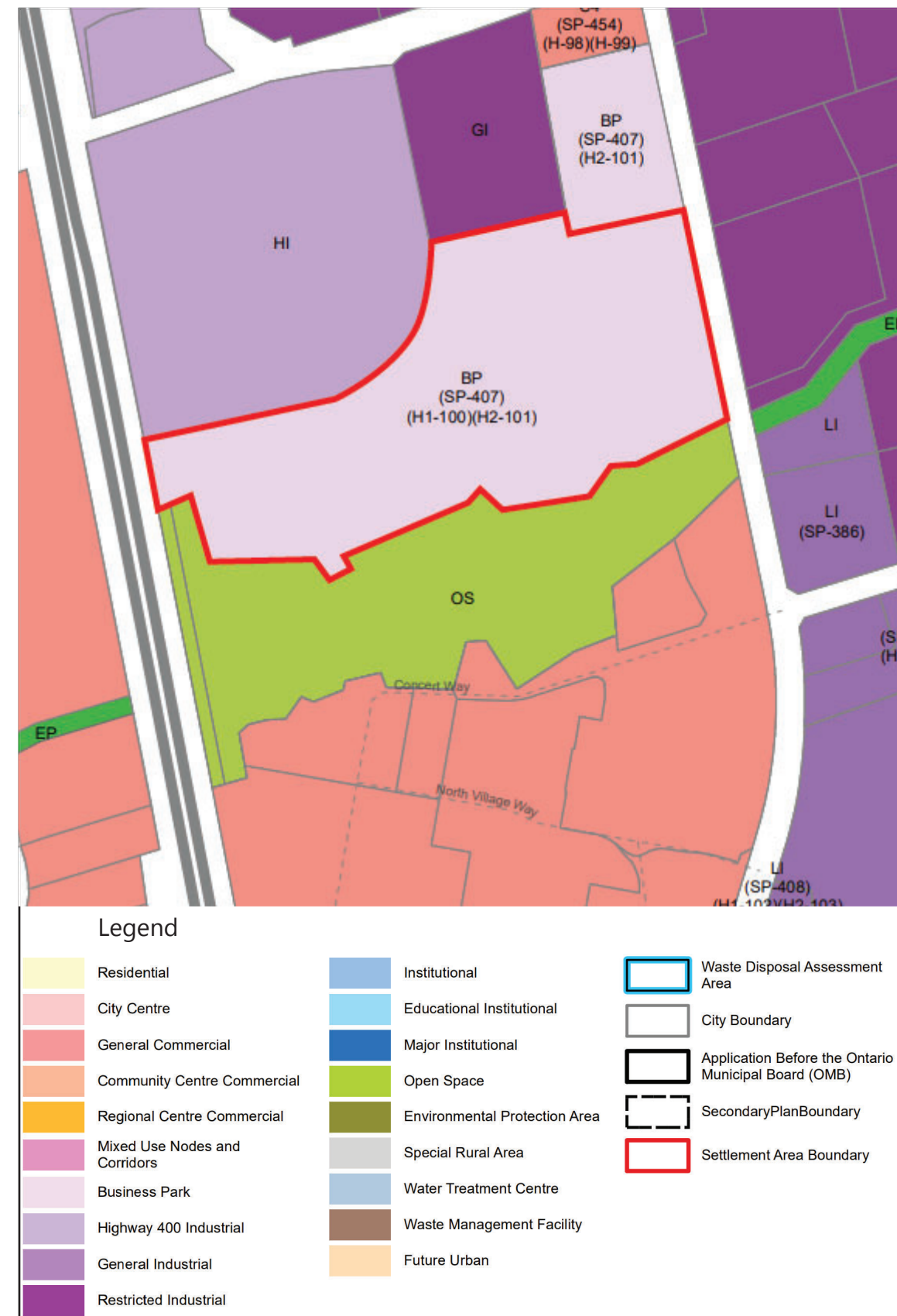


FIGURE 10 - CITY OF BARRIE ZONING BYLAW MAP

6.0 Conclusions

This report explores the merits of the proposed development as it relates to all levels of applicable planning policy. The proposed Site Plan Application seeks to permit the development of an employment complex featuring four multi-tenant single-storey buildings ranging in size from 8,500 square meters to 14,474 square meters.

The proposal will assist the City of Barrie in achieving its targets for population growth, jobs and employment. The proposal is directed to a location where growth and development are functional and appropriate, making efficient use of existing infrastructure and lands, in a manner that will support the longevity of the lands.

Together with the supporting technical reports and the evaluation of the applicable planning policy noted above, the proposed application supports development that:

- is consistent with the applicable policies of the Provincial Policy Statement 2020;
- conforms with the applicable policies of the Growth Plan for the Greater Golden Horseshoe 2020;
- conforms with the applicable policies of the Lake Simcoe Protection Plan;
- conforms with the applicable policies of the City of Barrie Official Plan (Office consolidation - January 2018);
- complies with City of Barrie Zoning By-law (Office consolidation - January 2020);

For the preceding reasons, the proposed development represents good planning and is in the public interest. As such, it is respectfully requested that the City of Barrie approve the proposed site plan application.



FIGURE 11 - AERIAL OF SUBJECT SITE



FIGURE 12 - CONCEPTUAL RENDERING OF INDUSTRIAL DEVELOPMENT