

140 LOCKHART ROAD

DRAFT PLAN OF SUBDIVISION, OFFICIAL PLAN & ZONING BY-LAW AMENDMENT

PLANNING JUSTIFICATION REPORT

IPS NO. 18-779

March 2021



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140 Lockhart Road

**City of Barrie
County of Simcoe**

APPLICATIONS FOR

**DRAFT PLAN OF SUBDIVISION, OFFICIAL PLAN AMENDMENT AND
ZONING BY-LAW AMENDMENT**

PREPARED BY

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1.0 Introduction

Innovative Planning Solutions has been retained by 2640085 Ontario Inc. (Ram Iron) to complete a Planning Justification Report (PJR) in support of Applications for Draft Plan of Subdivision, Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit the development of an industrial subdivision containing 33 lots and 5 blocks, including the extension of Welham Road and the creation of a new municipal road identified as “Street A”, on lands known municipally as 140 Lockhart Road, City of Barrie.

The subject lands have a total area of 37.15 hectares (91.7 acres), with a combined frontage of 115.9 metres (380.2 feet) on Welham Road (cul-de-sac) and 406.27 metres (1,332.9 feet) on Lockhart Road, in the City of Barrie. **Figure 1** provides a Key Map of the subject lands.

The purpose of this Planning Justification Report is to review the merits of the development proposal. This Report will review the Application in the context of the applicable policies found within the documents noted below to provide the rationale necessary for the approval of the industrial subdivision development:

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- Lake Simcoe Protection Plan (2009)
- City of Barrie Official Plan (Office consolidation – January 2018)
- City of Barrie Zoning By-law (Office consolidation – January 2020)

2.0 Site Description and Surrounding Land Uses

The property is located on the north side of Lockhart Road, approximately 700 metres east of Highway 400. Welham Road terminates in a cul-de-sac at the north limit of the subject lands. The Barrie Collingwood Railway traverses the site along the east property line.

The subject lands are designated ‘General Industrial’ and ‘Environmental Protection Area’ as per Schedule A Land Use in the Official Plan. **Figure 2** below illustrates the Official Plan designation of the subject lands and lands in the immediate vicinity.



LEGEND



Subject Lands

Figure 1
Key Map – Subject Lands

Source: Simcoe Maps

Drawn By: VS

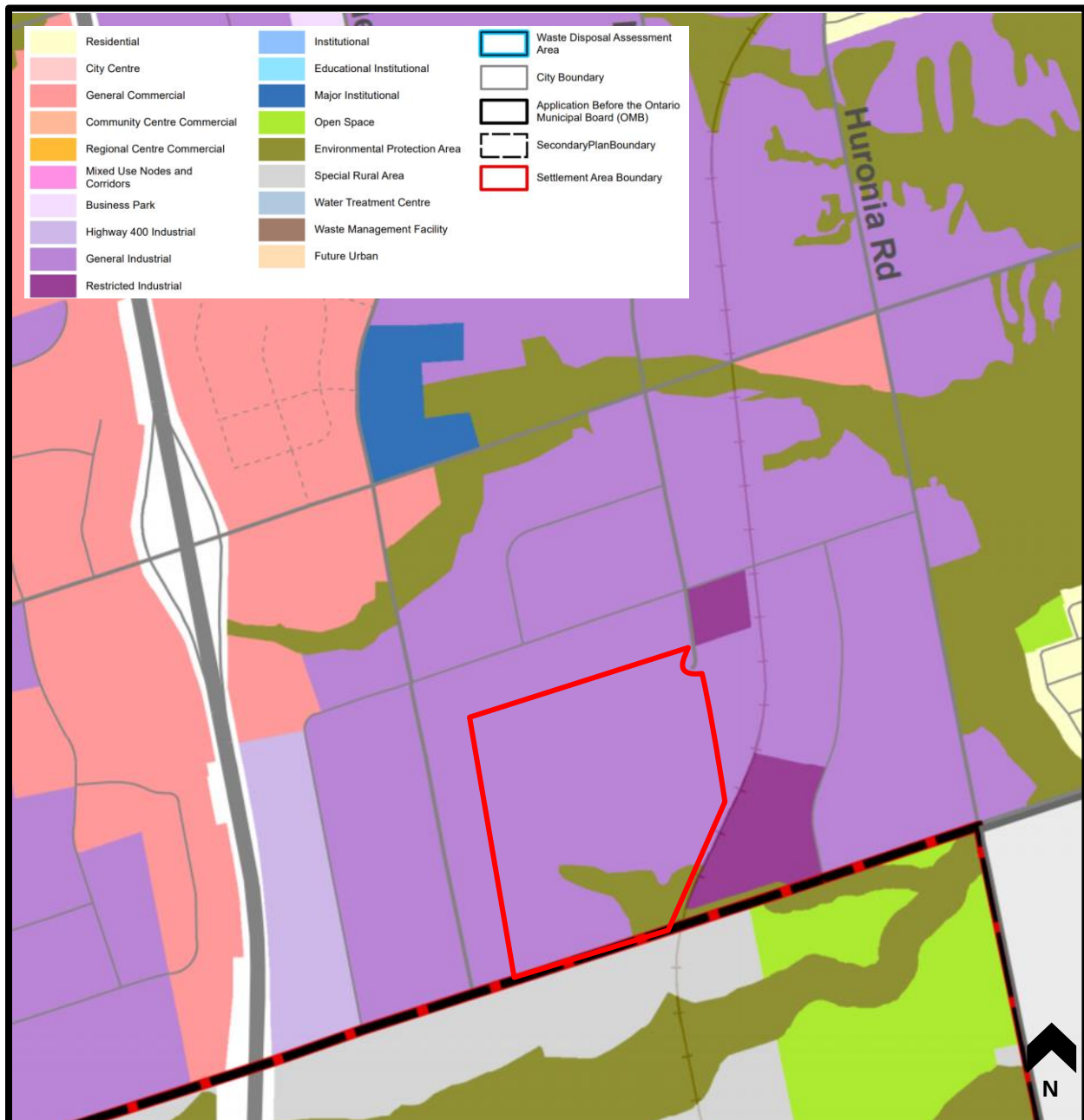
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Draft Plan of Subdivision, OPA, ZBA
City of Barrie



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 Subject Lands

**Figure 2
Official Plan, Land Use Schedule**

Source: City of Barrie, Official Plan, Schedule A Land Use

Drawn By: VS

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The subject lands are currently zoned 'General Industrial (GI) Zone' and 'Environmental Protection (EP) Zone' as per the City of Barrie Zoning By-law 2009-141. **Figure 3** below illustrates the current zoning of the subject lands and that of properties within the general vicinity.

The lands are located within the 400 East Industrial Planning Area, as per Schedule B Planning Areas in the Official Plan.

Lockhart Road is identified as an Arterial Road on Schedule D Roads Plan, with a planned width of 27 metres as per Schedule E Road Widening Plan in the City Official Plan. Welham Road is identified as Minor Collector on Schedule D Roads Plan, with a planned width of 34 metres as per Schedule E Road Widening Plan in the City Official Plan. Welham Road is planned to extend through the subject lands.

The lands are within the Lake Simcoe Regional Conservation Authority jurisdiction as per Schedule F and contain regulated areas which include a watercourse that runs through the subject lands.

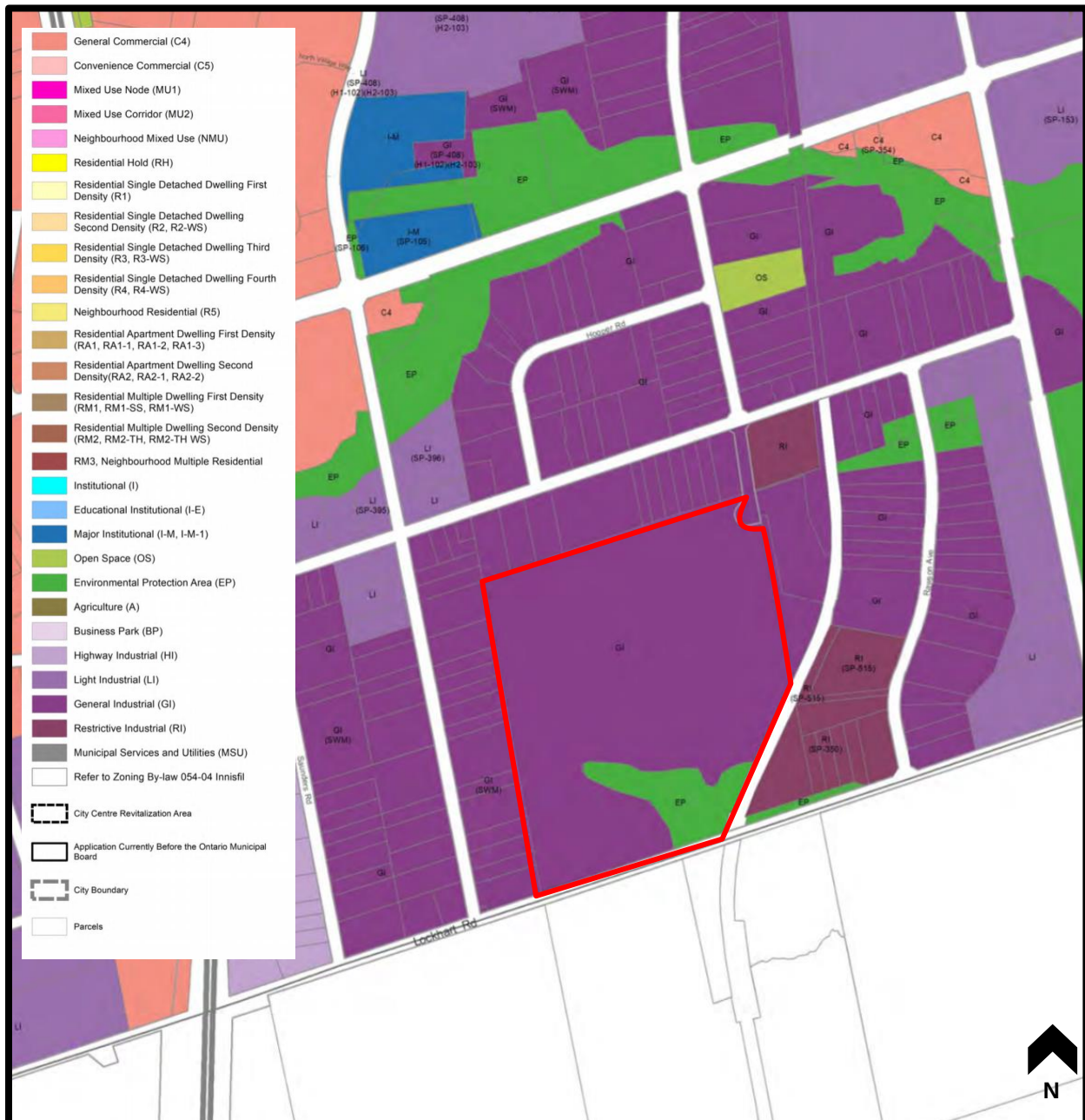
Schedule H Natural Heritage Resources identify Level 1, Level 1 per 3.5.2.4 d), Level 2, and Level 3 Categories within the subject lands, which can be seen in **Figure 4** below. For further details regarding the Natural Heritage Resources/Features within the subject lands please refer to the Environmental Impact Study, prepared by Cambium, dated January 28, 2021.

The lands are not within the built-up area as per Schedule I Intensification Areas; however, they are within the City Boundary.

Municipal water services, sanitary services and stormwater services are all located within the cul-de-sac on Welham Road. However, only municipal water services and stormwater services are provided along Lockhart Road. The municipal sanitary pipes end west of the subject lands and will be extended as a result of this development.

For further details regarding municipal services, please refer to the Functional Servicing and Preliminary Stormwater Management Report, prepared by WMI & Associates, dated January 2021.

Draft Plan of Subdivision, OPA, ZBA City of Barrie



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Subject Lands

Figure 3 Zoning By-law Schedule

Source: City of Barrie, Zoning By-law

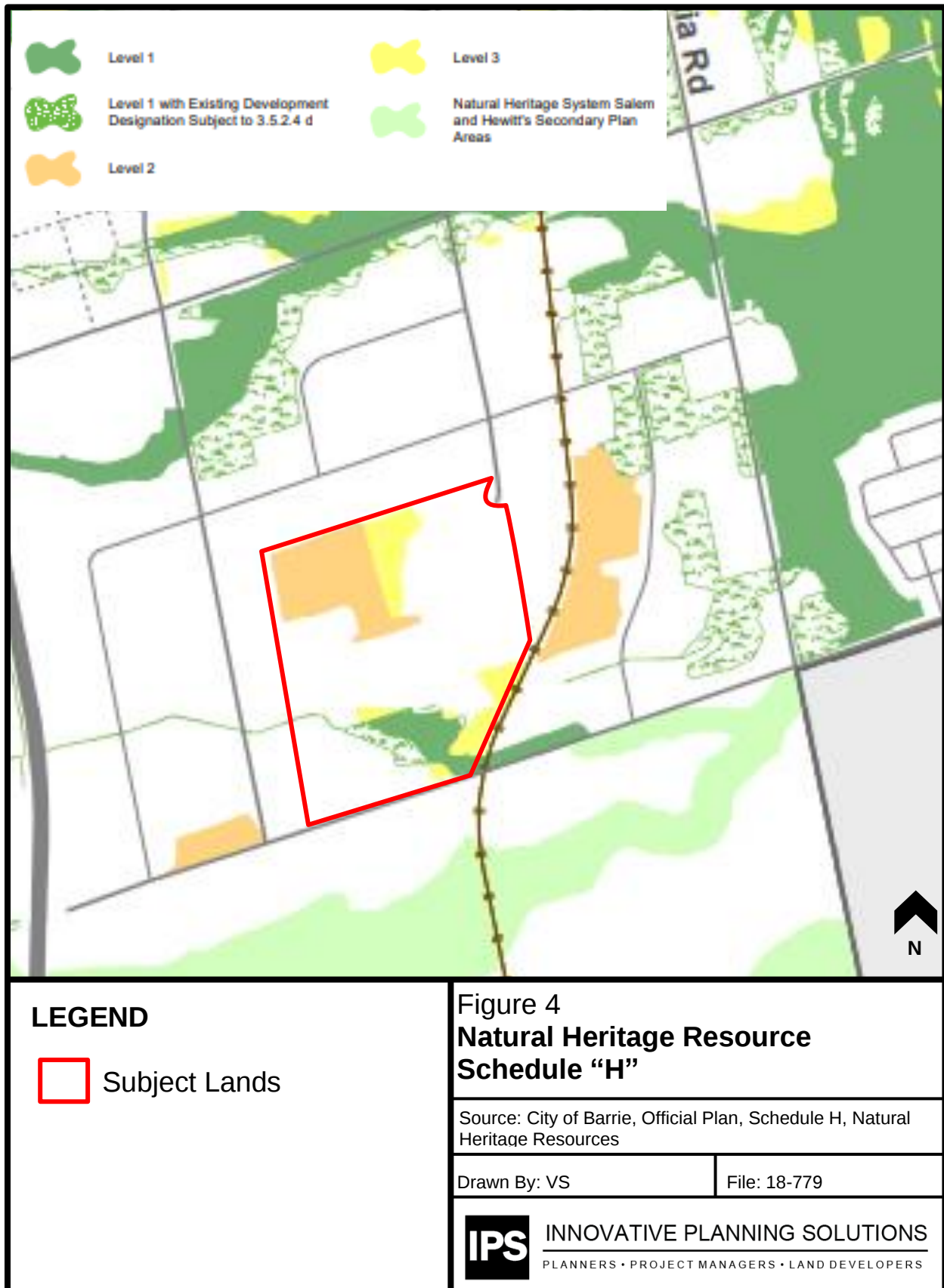
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The property possesses grade changes from the north west corner toward the watercourse and south east corner of the site. The south west corner of the site along Lockhart also falls towards the watercourse with approximately 10 metres grade difference. The lands generally drain naturally towards to the watercourse.

A large portion of the property is currently used for agricultural crop farming, approximately 20.60 ha (50.90 acres). The north west corner of the site is tree covered. The lands along the watercourse are made of up wetland areas and are covered with vegetation including trees and brush. The original single detached dwelling is located at the south east corner of the site, along with a driveway and some outbuildings.

The subject lands and surrounding uses are illustrated in **Figure 5**.

North: General Industrial, Restricted Industrial (Lafarge Canada), Light Industrial
East: Rail line right-of-way, General Industrial, Restricted Industrial (Champlain Ready Mix Inc., Coco Paving)
South: Rural lands, Agricultural Lands, Innisbrook Golf Course
West: General Industrial, Highway Industrial, Highway 400

3.0 Description of Development and Draft Plan of Subdivision Application

The draft plan proposes to extend Welham Road from the existing cul-de-sac at the north east corner of the property southward to connect with Lockhart Road. The industrial subdivision will contain 33 industrial lots and 5 blocks, of which Block 1 is proposed for the industrial use for Ram Iron, Block 2 is for Stormwater Management, Block 3 and 4 are for environmental protection and Block 5 for a proposed road widening along Lockhart Road. **Figure 6** below illustrates the Draft Plan of Subdivision it can also be found under **Appendix 1**.

The extension of Welham Road runs north and south, intersecting and crossing a watercourse, which runs east and west through the property. Welham Road will provide municipal access to all the proposed Lots and Blocks and to Street 'A' as shown on the plan. Welham Road is proposed to be a width of 34 metres and will be built to the City Urban Road Cross Section Standards. The extension of Welham Road divides the lands into four quadrants.

Draft Plan of Subdivision, OPA, ZBA
City of Barrie



LEGEND

 Subject Lands

Figure 5
Subject Lands and Surrounding
Land Uses

Source: Simcoe Maps

Drawn By: VS

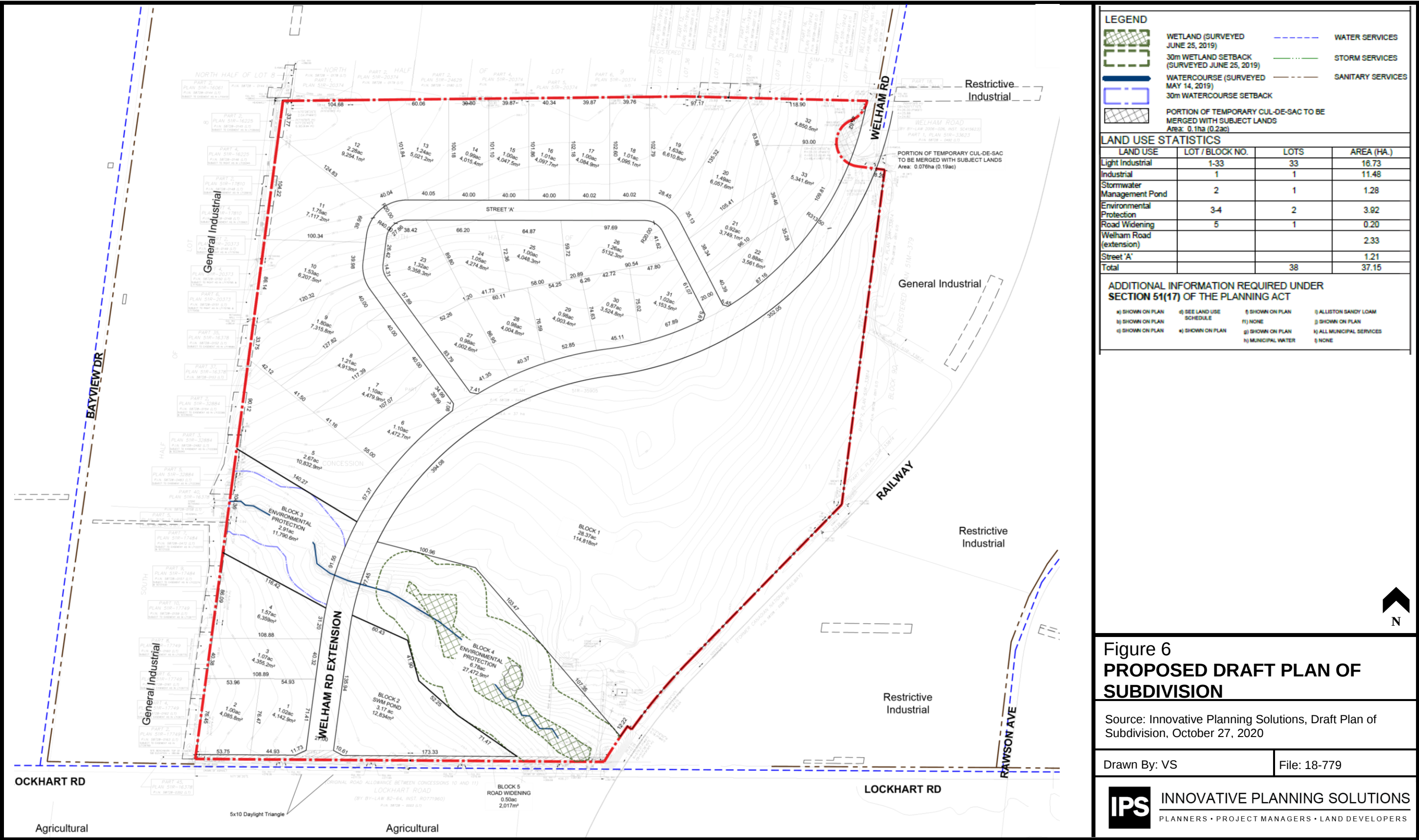
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The lands north of the watercourse will be subdivided into 29 lots and 1 block which the creation of one additional municipal road.

Block 1 – Conceptual Site Plan

Block 1 is the future location for Ram Iron. **Figure 7** below provides a Conceptual Site Plan for Block 1; it can also be seen in **Appendix 2**. Ram Iron is primarily a metal recycling facility which recycles both Ferrous and Non-Ferrous metals. It is anticipated that the Ram Iron will create approximately 80 jobs.

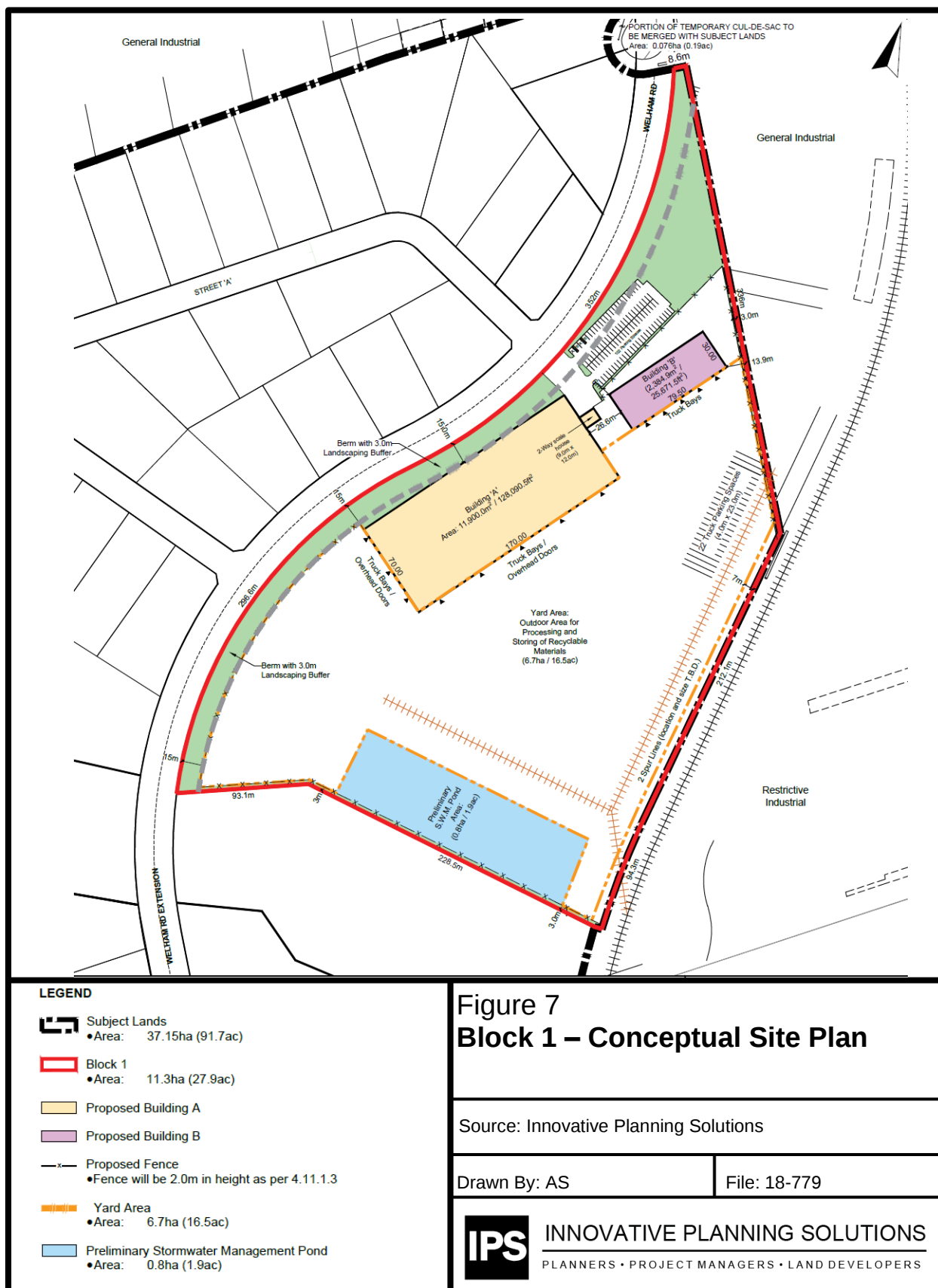
Ferrous Metals are deemed metals that have a large percentage of iron in its composition and are known for their strength, some of which include Steel (Iron and Carbon), Carbon Steel, Cast Iron and Alloy Steel. At Ram Iron, they utilize the latest in specialized equipment to collect, sort and process all varieties of Ferrous metals. They have streamlined recycling techniques, which maximize the recovery of iron to increase the value to various mills and foundries in Canada and abroad.

A Non-Ferrous Metal is not prone to rusting, making them ideal materials for roofing, pipework and electrical installations. Generally, non-ferrous metals are non-magnetic, malleable and much lighter. Some examples include copper, tin, lead, aluminum and zinc. At Ram Iron, they meticulously sort and eliminate contaminants, increasing the integrity of the final product while allows client to be paid for its true value.

Block 1 has lot frontage of 746.13 metres (2,447.9 feet) along Welham Road and an area of 11.48 ha (28.37 ac). At this time, it is unknown when this block would be developed.

Block 1 proposes a single access off Welham Road, which will be in alignment with the new “Street A”. To the north of the entrance is a large parking area, which will provide 102 parking spaces. This parking area will be used for staff as well as public.

Draft Plan of Subdivision, Official Plan and Zoning Bylaw Amendments
City of Barrie



To the south of the entrance is Building A, Manufacturing Building, providing 11,900m². This building will contain the scale house near the entrance of the site, an area for offices, a cafeteria, and an employee area. The majority of the building will be used for business operations and will contain specific pieces of equipment which cut and crush metals including bailers and shearer's, as well as associated equipment for processing and sorting materials. The building will have a minimum of 8 truck bays with overhead doors along the south and west building facades, which will provide access for dump trucks to move in and out of the building during the processing and sorting operations. The main entrance of the building will face Welham Road and be in close proximity to the entrance and parking area.

To the north east of Building A is Building B, Mechanic Building, providing 2,384.9 m². This building will be used to service the vehicles/trucks and equipment/machinery used within the site. There will be a minimum of 5 truck bays along the rear of this building. To the rear of this building is a truck parking area, providing space to park 22 trucks.

Along the entire frontage of the property, sufficient space has been provided to construct a fence and/or berm, and to provide landscaping as required to buffer the operations from the street.

A stormwater management pond is proposed in the south east corner of the site, along Block 4. This pond will manage the water within Block 1 only.

The remaining area of the site is noted 'Yard', which will provide a wide range of uses for the operations. Equipment/machinery will be stationed throughout the Yard each providing unique use to the operations. The equipment will include a shredder, torch pit, shear, bailer and associated equipment and machinery for sorting and separating materials. This equipment will cut and crush large materials into small, more manageable sizes. Stockpile areas will be provided throughout the Yard as the materials are processed. The Yard provides sufficient space for the equipment required as well as areas to provide drive aisles for dump trucks and equipment to move the materials throughout the site.

Block 1 abuts the rail line and is intended to be used by Ram Iron to transport materials to and from the site. Spur lines will come into the site off the main rail line to provide access. Two potential locations have been shown on the Site Plan. The location of these spur lines will be further refined through the Site Plan process as the detailed design of the site takes place.

While this Conceptual Site Plan is preliminary it does provide the intended use of the block and buildings required for the operations. The block design will be further refined through the Site Plan process.

The lands west of Welham Road are divided and accessed by Street 'A', providing access/frontage to 21 lots while Welham Road provides frontage for the remaining 8 lots. The frontage of these lots range from 28.45 metres to 66.20 metres (on average 40 metres), and range in lot area from 0.87 acres to 2.28 acres.

The lands south of the watercourse will be subdivided into 4 lots and 1 block. Two of these lots will have frontage on Lockhart, while the remaining have frontage on Welham Road. The lot frontage of these lots range from 31.2 metres to 128.37 metres, and range in area from 0.97 acres to 1.57 acres.

Based on the City of Barrie's Official Plan Growth Management Policies, 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. Therefore these 33 industrial lots anticipate creating approximately 836.50 new jobs, which equates to approximately 25 jobs per lot (16.73 ha x 50 jobs = 836.50 total jobs / 33 lots = 25.3 jobs per lot).

The Stormwater Management Pond is also located on the south side of the watercourse. This Block manages all stormwater for the development except for Block 1, which will contain its own private Stormwater Management facility within the block itself.

Block 3 and 4 contain the watercourse and the required setbacks as per the Environmental Impact Study, prepared by Cambium, dated January 28, 2021. These blocks also contain “fringe” lands, which will be used for enhancement planting as per the EIS recommendations.

3.1 Official Plan Amendment Application

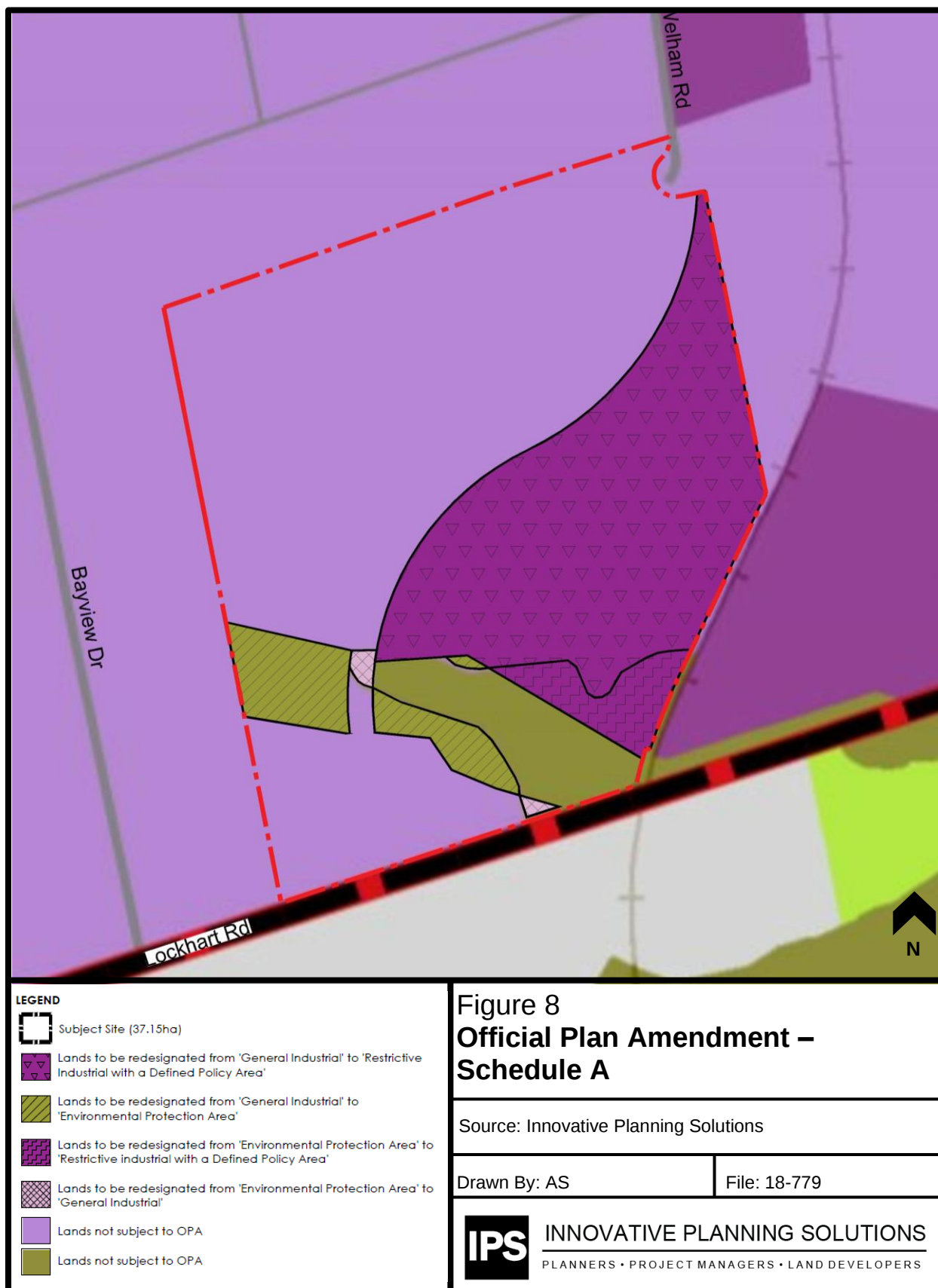
The subject lands are currently designated ‘General Industrial’ and ‘Environmental Protection Area’ as per Schedule A Land Use in the Official Plan. **Figure 2** above illustrates the Official Plan designation of the subject lands and lands in the immediate vicinity.

To facilitate the proposed development, an Official Plan Amendment is required for Block 1, to permit the Ram Iron use. This Block will be redesignated from ‘General Industrial’ to ‘Restricted Industrial’ with a Defined Policy Area. This designation will align with the proposed Zoning By-law Amendment, described below in Section 3.2. In addition, the designation of ‘Restricted Industrial’ provides a consistent designation to adjacent uses including Lafarge Canada, Coco Paving and Champlain Ready Mix Inc.

The Defined Policy Area outlines provisions which support and facilitate the proposed use, as a large portion of the work done at Ram Iron is done outside of a building. The Defined Policy Area provision, is as follows:

The outdoor ‘Yard’ or lot will permit a wide range of uses for the operations, of which include, however, are not limited to the following: a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed.

In addition, the OPA will also modify the Environmental Protection Area surrounding the watercourse. Blocks 3 and 4 will be redesignated to Environmental Protection Area, as per the findings and recommendations within the Environmental Impact Study, prepared by Cambium, dated January 28, 2021. The proposed Official Plan Schedule A Land Use Schedule can be found in **Figure 8** below.



In addition to the amendments required for Schedule 'A' Land Use, Official Plan Schedule 'H' Natural Heritage Resources is required to be amended. Schedule 'H' Natural Heritage Resources identify Level 1, Level 1 per 3.5.2.4 d), Level 2, and Level 3 Natural Heritage features on the lands. As per the recommendations of the Environmental Impact Study, prepared by Cambium, dated January 28, 2021, Schedule 'H' will recategorize the lands to Level 1 and Level 2.

The discussion regarding the requested Amendments is included in **Section 4.4**. The proposed Official Plan Amendment text and Schedules can be found in **Appendix 3**.

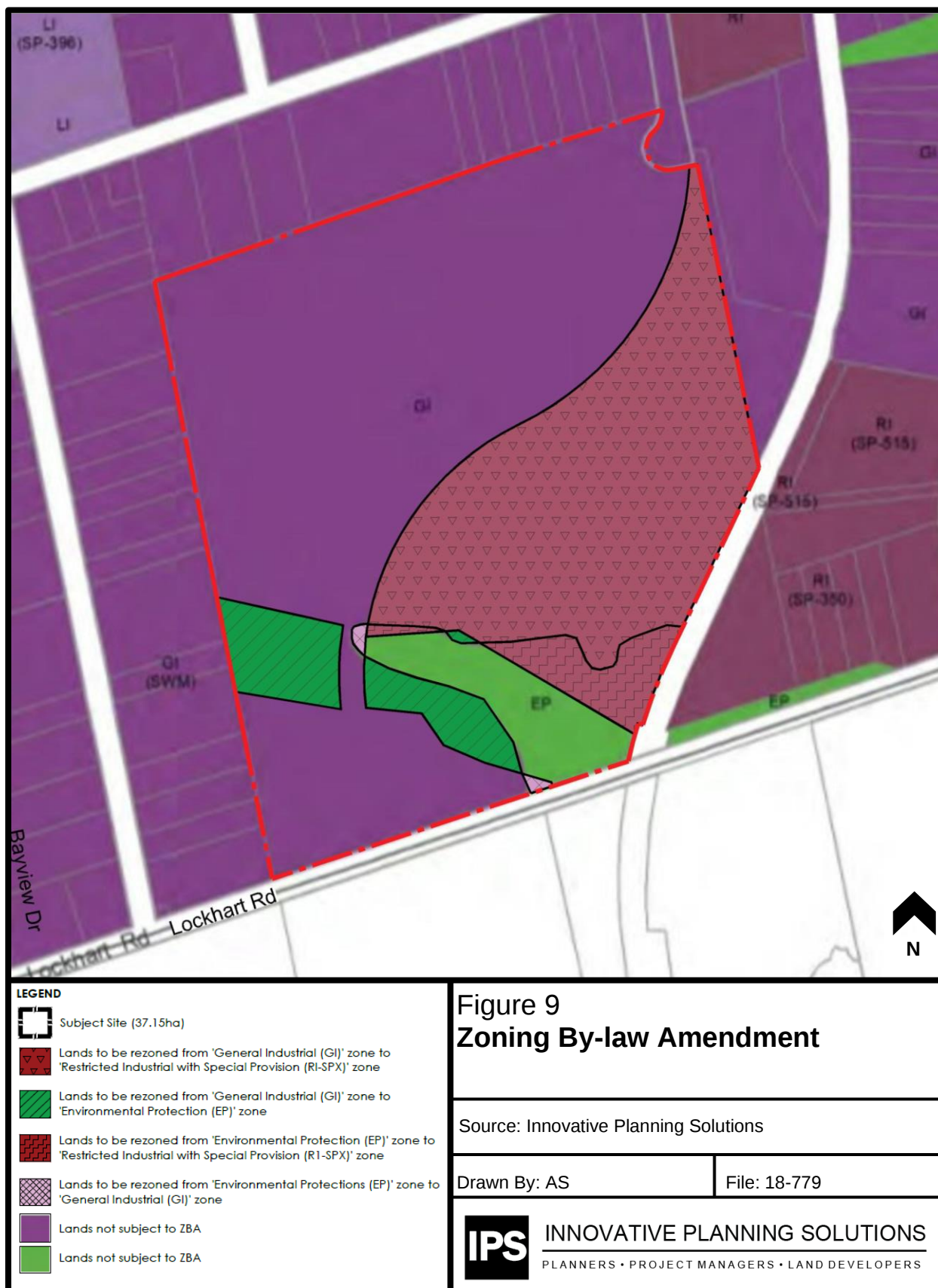
3.3 Zoning Bylaw Amendment Application

The subject lands are currently zoned 'General Industrial (GI) Zone' and 'Environmental Protection (EP) Zone' as per the City of Barrie Zoning By-law 2009-141. **Figure 3** above illustrates the current zoning of the subject lands and that of properties within the general vicinity.

Similar to the OPA, a Zoning By-law Amendment (ZBA) is required to rezone a portion of the lands from 'General Industrial (GI) Zone' to 'Restricted Industrial with special provisions (RI-SPX) Zone' to facilitate the proposed development for Block 1, and to modify the zone boundary for the 'Environmental Protection (EP) Zone' as supported through the Environmental Impact Study, prepared by Cambium, dated January 28, 2021. **Figure 9** below, illustrates the proposed ZBA.

Section 7.0 Industrial Provisions

Section 7.0 provides the provisions for Industrial zones including 'General Industrial (GI) Zone' and 'Restricted Industrial (RI) Zone'.



The uses permitted within the 'General Industrial (GI) Zone' include but are not limited to the following:

- Industrial uses:
 - Animal Shelter
 - Bakery
 - Concrete Product Manufacturing
 - Foundry
 - Manufacturing and Processing in Wholly Enclosed Buildings
 - Material Recovery Facility (1)
 - Cannabin Production Facility
 - Outdoor Storage
 - Printing and Publishing
 - Pail Transfer Facility
 - Recyclable Materials Transfer Station (1)
 - Rental Store Excluding Video and Electronic Rentals
 - Research/Development Facility
 - Self Storage
 - Truck Terminal
 - Warehousing Establishment
- Commercial uses:
 - Accessory Employee Use
 - Accessory Retail
 - Adult Entertainment Parlour
 - Automotive Repair Establishment
 - Building Supply Centre (2)
 - Car Wash
 - Custom Workshop
 - Data Processing Centre
 - Drive Through Facility
 - Dry Cleaning Establishment
 - Nursery or Garden Supply Centre

- Outdoor Display and Sales Area
- Restaurant (3)
- Service Store
- Transmission Establishment, Cellular and Electronic
- Veterinary Clinic
- Agricultural Uses
 - Heavy Equipment Dealer
 - Kennel
- Institutional Uses
 - Industrial School

- 1) *Shall be conducted only within a fully enclosed building. No outdoor storage or accessory outdoor storage will be permitted in association with these uses.*
- 2) *Shall be restricted to a multi-tenanted building, to a maximum of 25% of the gross floor area of the total gross floor area of the building, to a maximum of 1000m², and that the provisions of Section 7.2.2 “Accessory Retail Uses” shall not apply. (By-law 2015-068)*
- 3) *Shall only be permitted as part of a multi-tenanted building. (By-law 2019-115)*

The GI Zone provisions are as follows in **Table 1** below.

Table 1 – Required GI Zoning Provisions		
Provision		General Industrial (GI) Zone
Lot Area (min.)		700m ²
Lot Frontage (min.)		15m 30m (fronting Lockhart)
Front Yard (min.)		7m
Side Yard (min.)		3m
Side Yard Adjoining	Residential Zone (min.)	10m
	Street (min.)	7m
Rear Yard (min.)		7m
Rear Yard Adjoining	Residential Zone (min.)	15m

	Street (min.)	7m
Lot Coverage (max.)		60%
Building Height (max.)		--
Landscape Buffer Areas (4.8.2.2) – Industrial Zone adjacent to EP Zone		3m, along abutting lot line

As noted previously, the end users of the new lots are unknown, therefore the lots have been laid out in conformance with the Zoning By-law Provisions in regard to minimum lot frontage and area.

Zoning By-law Amendment for Block 1

The ZBA Application proposes to rezone Block 1 from 'General Industrial (GI) Zone' to 'Restricted Industrial with special provisions (RI-SPX) Zone' to permit the Ram Iron use as described below.

The uses permitted within the 'Restricted Industrial (RI) Zone' include but are not limited to the following:

- Industrial Uses:
 - Abattoir
 - Concrete Ready Mix Plant
 - Excavation and Processing of Mineral Aggregate Resources
 - Foundry
 - Manufacturing and Processing in Wholly Enclosed Buildings
 - Manufacturing, Refining, or Rendering of Noxious Products
 - Material Recovery Facility (1)
 - Outdoor Storage
 - Outdoor Storage of Sand, Gravel, Stone, Soil or Salt
 - Recyclable Materials Transfer Station (1)
 - Recycling Facility Concrete and/or Asphalt
- Commercial Uses:
 - Accessory Employee Use

- Transmission Establishment, Cellular and Electronic
- 1) *Shall be conducted only within a fully enclosed building. No outdoor storage or accessory outdoor storage will be permitted in association with these uses.*
 - 2) *Shall be restricted to a multi-tenanted building, to a maximum of 25% of the gross floor area of the total gross floor area of the building, to a maximum of 1000m², and that the provisions of Section 7.2.2 “Accessory Retail Uses” shall not apply. (By-law 2015-068)*
 - 3) *Shall only be permitted as part of a multi-tenanted building. (By-law 2019-115)*

As described in Section 3 above, Ram Iron is primarily a metal recycling facility, which recycles both Ferrous and Non-Ferrous metals. Based on the description and operations of Ram Iron, the use aligns with several definitions within the zoning by-law including an *Automotive Wrecking Establishment*, *Material Recovery Facility* and a *Recyclable Materials Transfer Station*.

As per the Zoning By-law, an *Automotive Wrecking Establishment* shall mean a building and lot, or either in singular, used for the wrecking or dismantlement of vehicles and for the storage and sale of scrap material, salvage and parts obtained there from.

A *Material Recovery Facility* shall mean the use of a building primarily for the reprocessing of waste recyclable materials directly into usable products or into raw materials for further processing in an ongoing manufacturing or industrial operation. Such facilities may also collect, sort and separate materials including incidental materials such as petroleum products.

A *Recyclable Materials Transfer Station* shall mean a building used primarily for the collection, sorting and separation of recyclable materials, and the processing or preparation thereof in the form of densification for the efficient storage and/or shipment to a material recovery facility or directly to end users.

Recyclable Materials as noted in the above definitions is defined as, materials that have been sorted and separated from the waste stream at a recyclable materials transfer station or material recovery facility for the purposes of reprocessing such materials directly into useable products or into raw materials for further processing in an ongoing manufacturing or industrial operation and shall not include putrid waste.

While these definitions capture the majority of the operations of Ram Iron & Metals Inc., they omit the operations which will occur outside of a building. As per Table 7.2 and Section 7.2.1 footnote (1), of the Zoning Bylaw, both the Material Recovery Facility and a Recyclable Materials Transfer Station, require that all operations *shall be conducted only within a fully enclosed building. No outdoor storage or accessory outdoor storage will be permitted in association with these uses.*

As noted above, a large portion of the work done at Ram Iron is done outside of a building. The yard includes areas for machinery including a shredder, torch pit, sheerer and bailer, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile to another. In addition, outdoors storage of materials will occur as they are being sorted, separated and processed.

Based on the intended use of the site by Ram Iron, site specific special provisions are required. The following definitions shall be used to describe and permit the Ram Iron use and operations:

MATERIAL TRANSFER CENTRE is an industrial activity and means premises used for the packaging, recovering, recycling, reselling, salvaging, and/or transferring of materials from commercial, consumer, and industrial products. Operations and storage can occur within a building and in an outdoor yard; and

SALVAGE OPERATION means premises used for the crushing, dealing, processing, receiving, recovering, recycling, reusing, salvaging, or storing of scrap or salvage material. It may include an *Automotive Wrecking Establishment* and a *Material Recovery Facility* and, as an accessory use the resale or remanufacture of salvage material. A general salvage operation or a salvage yard is a salvage operation.

A number of comparable sites/operations across Ontario were reviewed. Based on the zoning provisions of these comparable site, the above definitions are proposed which encompass the wide range of operations that Ram Iron intends to perform on site.

The RI Zone provisions are as follows in **Table 2** below. A zoning review has been done based on the Site Plan for Block 1. The provisions noted in yellow require site specific special provisions.

Draft Plan of Subdivision, Official Plan and Zoning Bylaw Amendments
City of Barrie

Table 2 – Required and Proposed RI Zoning Provisions			
Provisions		Restricted Industrial (RI) Zone	Proposed
Lot Area (min.)		2000m ²	114,818m ²
Lot Frontage (min.)		45m	746.13m
Front Yard (min.)		15m 30m – along Lockhart (arterial road)	15m
Side Yard (min.)		3m	3m
Side Yard Adjoining	Residential Zone (min.)	40m	n/a
	Street (min.)	7m	n/a
Rear Yard (min.)		7m	7m
Rear Yard Adjoining	Residential Zone (min.)	40m	n/a
	Street (min.)	15m	n/a
Lot Coverage (max.)		60%	13%
Building Height (max.)		--(3)	--
Setback from building to Rail Lines (min.) (4.5.8) – to BCRY rail spurs		15m	>15m
Parking Standards (4.6.1) – Material Recovery Facility & Recyclable Materials Transfer Station or Recycling Facility		204 parking spaces 1 space per 70 m ² of gross floor area	102 spaces 1 spaces per 140 m ² of gross floor area
Size of Parking Spaces (4.6.2.5)		2.7m by 5.5m, with an aisle width of 6.4m (for 90 degree parking)	To conform
Barrier Free Parking (4.6.4) – over 100 spaces		4 Type A (3.4m wide) and 3 Type B (3.1m wide) 1 space plus 3% of required parking spaces	2 Type A (3.4m wide) and 2 Type B (3.1m wide)
Loading Spaces (4.7.1) –		Building A – 3 spaces Building B – 1 space	Building A – 8 spaces

Draft Plan of Subdivision, Official Plan and Zoning Bylaw Amendments
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		1,000-2,999m ² = 1 spaces 7,500-13,999m ² = 3 spaces	Building B – 5 spaces
Size of Loading Spaces (4.7.1.2)		3m wide by 9m length and 4m vertical clearance	To conform
Landscape Buffer Areas (4.8.2.2) – Industrial Zone adjacent to EP Zone		3m, along abutting lot line	3m, along abutting lot line
4.11.1 Outdoor Storage Standards	4.11.1.1 Setbacks Any outdoor storage use permitted shall maintain the same setbacks as required for the zone in which it is permitted. No outdoor storage use or outdoor storage is permitted in the front yard or the minimum exterior side yard of any lot.	Front – 15m Interior Side – 3m Rear – 7m	Front – 15m Interior Side – 3m Rear – 7m
	4.11.1.2 Height Any outdoor storage permitted, shall be restricted to a maximum height of 4m except for outdoor storage of machinery or equipment.		Outdoor storage – maximum height of 12.25 metres. Machinery and/or equipment – maximum height of 21.5 metres
	4.11.1.3 Fencing Outdoor storage which adjoins a street or lot shall be screened from view through a fence and landscaping, no less than two (2) metres in height. Where the height of the outside storage exceeds the height of the fence,		To conform

	coniferous planting shall be provided between the fence and the lot line along the street.		
	4.11.1.5 Parking Any area used for outdoor storage shall be separate from and in addition to parking areas required by Section 4.		To conform

The proposed RI-SPX zone would permit the special provisions noted in Table 2 above. The special provisions requested are not anticipated to have an adverse impact on proposed development. Below is a detailed summary and justification for the requested site-specific zoning provisions.

Reduced minimum parking standard per Section 4.6.1 of the By-law (*1 space per 70m² of gross floor area is required, whereas 1 space per 140m² of gross floor area is proposed*)

Rationale: The proposed parking ratio is reflective of the specific use which is proposed from Block 1, Ram Iron. As described throughout this Report, Ram Iron's use is machinery and equipment orientated which takes up the majority of the space throughout the site as well as the space within the building. A reduced parking ratio is reflective of the daily activity that will occur on site. In addition, it is expected that approximately 80 jobs will be created at this location and therefore, the parking ratio can support the employee base expected. Based on this reduced ratio, 102 parking spaces will be provided on site, which will provide sufficient parking for employees as well as potential visitors/general public. Along with the reduced parking ratio, the number of barrier free parking spaces will be reduced, however the required ratio will remain the same.

Increased maximum height requirement for outdoor storage per Section 4.11.1.2 of the By-law (*outdoor storage maximum height of 4m is permitted, whereas 12.25 metres is proposed*)

Rationale: The proposed use of the Ram Iron Block is unique, as described above. The operations use large equipment and machinery to process a wide range of materials which

can range in size and shape. The machinery is fed from infeed piles which, at times, can be up to 12.25 metres in height (40 feet). This height provision is a critical component to the daily operations of this industrial use. It is noted that adjacent land uses (Coco Paving, Champlain Ready Mix, Lafarge Canada) also have machinery and equipment that is of a height that is greater than 4 metres. The proposed use and operations will be consistent with the surrounding area and will provide landscaping, buffering and fencing as required.

Section 10.0 Environmental Protection

Section 10.0 provides the provisions for the Environmental Protection (EP) Zone. The following uses are permitted within the Environmental Protection (EP) Zone:

- Ecological management measures, environmental monitoring
- Environmental Conservation
- Environmental Interpretative Facility
- Lookout points
- Naturalized Buffer
- Natural Restoration
- Nature Trails, bicycle trails, cross country skiing
- Picnic Area

The Zoning By-law Amendment will modify the 'Environmental Protection (EP) Zone' boundary as shown on **Figure 10**. The modified EP Zone will align with the Official Plan Amendment and is supported through the Environmental Impact Study, prepared by Cambium, dated January 28, 2021. The modified EP Zone aligns with the findings and recommendations provided within the EIS. The use of the EP Zone will conform with the permitted uses as noted above.

Therefore, based on the above, the Zoning By-law Amendment for the subject lands is supported. A detailed illustration of the proposed zoning can be seen under **Appendix 4**.

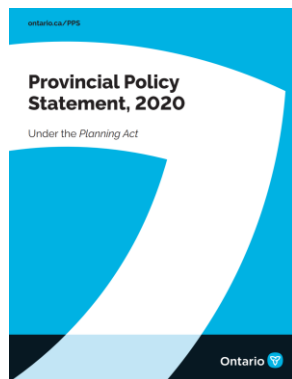
3.3 Technical Reports

A series of technical reports have been completed to ensure the following proposal is feasible. Reports that are included with the following application are as follows:

- Functional Servicing and Preliminary Stormwater Management Report, prepared by WMI & Associates, dated January 2021
- Environmental Impact Study, prepared by Cambium, dated January 28, 2021
- Woodlot Assessment, prepared by Cambium, dated December 15, 2020
- Preliminary Geotechnical Investigation Report, prepared by Cambium, dated February 2, 2021
- Stage 1 & 2 Archaeological Assessment & Stage 3 Archaeological Assessment of the Lockhart West Site, prepared by Irvin Heritage Inc, dated December 8, 2020
- Traffic Impact Study, prepared by JD Northcote Engineering, dated February 3, 2021

4.0 PLANNING POLICY AND ANALYSIS

This Section will outline the applicable planning and development policies impacting this application. Each sub-section will outline the policies and provide a planning analysis with respect to conformity of this application.



4.1 Provincial Policy Statement

The Provincial Policy Statement (2020) (PPS) has been reviewed relative to this proposal with specific attention paid to:

Section 1.1	Managing and Directing Land Use
Section 1.1.3	Settlement Areas
Section 1.3	Employment Areas
Section 1.6	Infrastructure and Public Service Facilities
Section 1.7	Long-Term Economic Prosperity
Section 2.1	Natural Heritage

The proposed development is within the Settlement Area of the City of Barrie. **Section 1.1.1** of the PPS outlines policies which sustain a healthy, liveable and safe communities. The proposed development is consistent with these policies, specifically:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

- 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; and
- h) promoting development and land use patterns that conserve biodiversity.

The applications propose a development which supports and sustains economic development and growth within Barrie, not only through the development of Block 1 'Ram Iron' but also through the development of 33 industrial lots which will provide jobs to the surrounding area on lands that are within the settlement area and designated for industrial development. The proposal makes efficient use of the subject lands while maintaining and protecting the natural environmental features which run through the property. The proposal will utilize the existing infrastructure within the area, while building upon these services through the extension of Welham Road.

Section 1.1.3 of the PPS states that settlement areas will be the focus of growth and development. The vitality and regeneration of settlement areas is critical to the longer-term economic prosperity of our communities. Land use patterns are 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 subject lands are designated for industrial development as surrounded by industrial and employment uses. The lands are to be divided in a way that is efficient, extending the necessary infrastructure to each subdivision lot. The subject lands are well connected to the surrounding road network which will support the movement of goods. In addition, the lands abut the rail line, which is intended to be used by Block 1.

Section 1.3 outlines policies related to Employment and Employment Areas. Economic development and competitiveness is to be promoted 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 proposed development provides 33 lots within an existing industrial area. It provides the opportunity to create new employment uses contributing to the mix and range of use, which diversify the economic base providing land for future job creation and business opportunities. The lands are located in a strategic area within an existing larger established industrial/employment area and are well connected to the surrounding road network. In addition, the subject lands have adequate separation from sensitive land uses, such as residential uses, therefore ensure the long-term operational and economic viability of the uses and area.

Section 1.6 provides policy related to Infrastructure and Public Service Facilities, which are to be provided in an efficient manner.

Section 1.6.6 relates specifically to sewage, water and stormwater. Municipal sewage services and water services are the preferred form of servicing settlement areas. Municipal services are located within the general vicinity of the subject lands. Policy related to stormwater management is provided which ensures that systems are optimized, feasible and financially viable over the long term, minimize contaminant loads, minimize erosion and changes in water balance, maximize the extent and function of vegetative and pervious surfaces, and promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development. A Functional Servicing and Preliminary Stormwater Management Report, prepared by WMI & Associates, dated January 2021 has been included with this submission, which provides the stormwater management plan for the subject lands.

Section 1.6.8 relates to Transportation and Infrastructure Corridors, which are to be planned and protected for the long term. The proposed development is adjacent to an existing rail corridor. The proposed development does not hinder the ability to utilize this corridor, rather it strengthens the future use of the rail corridor for land users who may wish to use it as a form of transportation.

Section 1.7 relates to Long-Term Economic Prosperity, which should be supported. The proposed development contributes to economic development within the City of Barrie. It creates 33 lots and 1 block, which promote the opportunity for future economic development and

investment-readiness. The lands provide a variety of opportunity for general industrial uses, utilizing the land, resources, infrastructure and public service facilities.

Section 2.1 relates to Natural Heritage features, which are to be protected for the long term. An Environmental Impact Study, prepared by Cambium, dated January 28, 2021 has been submitted in support of this application. The Study states:

Section 2.1 of the Provincial Policy Statement (PPS) protects the form and function of natural heritage features as defined by the PPS. Natural heritage features included in the PPS are provincially significant wetlands (PSW), significant coastal wetlands, significant woodlands, significant valley lands, significant wildlife habitat (SWH), significant areas of natural and scientific interest (ANSI), fish habitat, and the habitat of endangered and threatened species. Given their significance, development is prohibited within PSWs in Ecoregions 5E, 6E, and 7E and within significant coastal wetlands. Development in fish habitat and the habitat of endangered and threatened species shall only be permitted in accordance with provincial and federal requirements. Development within other natural heritage features and on lands adjacent to all natural heritage features are permitted only if demonstrated that there will be no negative impacts on the feature or their ecological function. Development includes the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act.

Refer to the enclosed Study for further review and details regarding the evaluation of the subject lands.

Based on the above, the proposed development is consistent with the Provincial Policy Statement and supports economic development and growth within the City of Barrie.



4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe has been prepared and approved under the Places to Grow Act. The Government of Ontario recognizes that in order to accommodate future population growth, support economic prosperity and achieve a high quality of life for residents of Ontario, planning must occur in a rational and strategic way.

The Growth Plan, has been reviewed in conjunction with this application with emphasis placed on the following;

Section 1.2.1 Guiding Principles

Section 2.2.1 Managing Growth

Section 2.2.5 Employment

Section 3.2.7 Stormwater Management

Section 4.2.2 Natural Heritage System

Section 4.2.3 Key hydrologic features, key hydrologic areas and key natural heritage features

Section 4.2.4 Lands adjacent to key hydrologic features and key natural heritage features

Section 6 Simcoe Sub-area

The Growth Plan is based on several guiding principles listed in **Section 1.2.1**. The most applicable of these with respect to the subject applications are:

- 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.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Protect and enhance natural heritage, hydrologic, and landform systems, features and functions.

The proposed applications provide additional lands for economic growth and employment opportunities, while protecting the natural features within the subject lands. The applications provide the necessary services to these lands to facilitate this growth which in turn supports the achievement of complete communities.

Section 2.2.1 provides policy related to managing growth, providing population and employment forecasts for municipalities. Growth is to be directed to settlement areas which have existing or planned infrastructure and can support the achievement of complete communities.

“Complete communities” is 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.”

The proposed development contributes to the City of Barrie being a complete community, providing diverse mix of land use within the City while contributing to the employment base.

Section 2.2.5 relates to Employment, and economic development and competitiveness within the Greater Golden Horseshoe (GGH). Employment area is defined as, “areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.”

Economic development is to be supported by ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth. Lands located adjacent to or near major goods movement facilities and corridors, are to be areas for manufacturing, warehousing and logistics, and appropriate associated uses and facilities.

Municipalities are to establish minimum density targets for all employment areas within settlement areas which reflect the current and anticipated type and scale of employment that characterizes the employment area.

The subject lands are designated for industrial use and are within an industrial/employment area providing a wide range of economic activities including manufacturing, warehousing, offices, and associated retail and ancillary facilities. The applications propose to provide serviced lands available for economic development which will accommodate forecasted employment growth. The subject lands are located adjacent to major movement corridors which are necessary to support industrial and employment uses.

Section 3.2.7 provides policies related to Stormwater Management. Municipalities are to develop stormwater master plans for settlement areas.

Section 3.2.7.2 states, “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 *sub watershed 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 Functional Servicing and Preliminary Stormwater Management Report, prepared by WMI & Associates, dated January 2021 has been submitted in support of this application. This Report has reviewed the above and other applicable policies within the design of the stormwater system for the subject lands.

Section 4.2 provides policies for protecting what is valuable. **Section 4.2.2** speaks directly to the Natural Heritage System. This system has been mapped by the Province to support a comprehensive, integrate and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries. Municipalities are to protect any natural heritage features and systems in a manner that is consistent with the PPS, including those lands within settlement areas.

Section 4.2.3 speaks to key hydrologic features, key hydrologic areas and key natural heritage features and states that, outside of settlement areas, development or site alteration is generally not permitted in KNHFs that are part of the NHS and in KHF. **Section 4.2.4** speaks to lands adjacent to key hydrologic features and key natural heritage features and states that, outside of settlement areas, a proposal for new development or site alteration within 120 metres of a KNHF within the NHS or a KHF will require a natural heritage evaluation or hydrologic evaluation that identifies a suitable vegetation protection zone. For KHFs, fish habitat, and significant woodlands the vegetation protection zone can be no less than 30 metres measure from the outside boundary of the feature.

As noted within the Environmental Impact Study, prepared by Cambium, dated January 28, 2021, the site is located within the City's settlement area; as such, the more restrictive natural heritage policies of the Growth Plan do not apply; however, natural features must be protected in a manner that is consistent with the PPS.

Section 6 of the Growth Plan provides policy direction specifically to the Simcoe Sub-area which includes municipalities within the County of Simcoe and the cities of Barrie and Orillia, where significant growth has been directed. The City of Barrie is identified as a Primary Settlement area on Schedule 8 of the Plan. Therefore, it will be an area that experiences strategic growth, which is to support the achievement of complete communities and ensure that development is of high-quality urban form through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive. The proposed development contributes to the growth within Barrie and the achievement of a

complete community through the creation of industrial/employment lands support strategic economic growth.

Based on the above, the proposed development conforms with the policies of the Growth Plan for the Greater Golden Horseshoe.

4.3 Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP) was established in 2009, in response to the decline in the ecological integrity of Lake Simcoe. The LSPP applies to the Lake Simcoe watershed and focuses on issues such as aquatic life, water quality and quantity, ecosystem health at the watershed scale, invasive species, climate change, and recreational activities. The LSPP includes policies with respect to the Lake Simcoe shoreline, key natural heritage features (KNHF), and key hydrologic features (KHF). KNHF include wetlands, significant woodlands, significant valley lands, and natural areas abutting Lake Simcoe. KHF include wetlands, permanent and intermittent streams, and lakes other than Simcoe.

With respect to development and site alteration proposals, policies 6.1 – 6.3, 6.5, 6.11 and 6.20 – 6.29 of the LSPP provide enhanced protections for KNHF and KHF; however, policies 6.32 – 6.34 apply to existing settlement areas and provide exemptions to the above policies, as follows:

6.32-DP Policies 6.32 - 6.34 apply to *existing settlement areas* and areas of Lake Simcoe adjacent to these lands, including the *littoral zone*, and these areas are not subject to policies 6.1 – 6.3, 6.5, 6.11 and policies 6.20 - 6.29.

6.33-DP An application for *development or site alteration* shall, where applicable:

- a. increase or improve *fish habitat* in streams, *lakes* and *wetlands*, and any adjacent *riparian areas*;
- b. include landscaping and habitat restoration that increase the ability of native plants and animals to use *valley lands* or *riparian areas* as *wildlife habitat* and movement corridors;
- c. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, *lakes* and *wetlands*; and

- d. establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.

6.34-DP Where, through an application for *development* or *site alteration*, a buffer is required to be established as a result of the application of the PPS, the buffer shall be composed of and maintained as *natural self-sustaining vegetation*.

The Site is located within the City's settlement area and a watercourse and wetlands are present on the subject lands. The Environmental Impact Study, prepared by Cambium, dated January 28, 2021 has considered these policies within their Study of the subject lands. Based on the findings and recommendations of the EIS including the maintenance of vegetation protection zones (30 metre setback, and habitat enhancement works beyond the limit of development, the intent of these policies is maintained and satisfied.

4.4 City of Barrie, Official Plan

As noted, the subject lands are currently designated 'General Industrial' and 'Environmental Protection Area' as per Schedule 'A' Land Use in the Official Plan.

To facilitate the proposed development, an Official Plan Amendment is required for Block 1, to permit the Ram Iron use. This Block will be redesignated from 'General Industrial' to 'Restricted Industrial'.

In addition to the OPA required for Block 1, the OPA will also modify the Environmental Protection Area surrounding the watercourse. Blocks 3 and 4 will be redesignated to Environmental Protection Area, as per the findings and recommendations within the Environmental Impact Study, prepared by Cambium, dated January 28, 2021.

In addition to the amendments required for Schedule A Land Use, Official Plan Schedule 'H' Natural Heritage Resources is required to be amended. Schedule 'H' Natural Heritage Resources identify Level 1, Level 1 per 3.5.2.4 d), Level 2, and Level 3 Natural Heritage features on the lands. As per the recommendations of the Environmental Impact Study, prepared by Cambium, dated January 28, 2021, Schedule 'H' will recategorize the lands to Level 1 and Level 2.

General Policies – 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 and subdivision of the subject lands in alignment with policies to provide employment lands to provide economic growth and sustainability, contributing to a complete community.

General Policies – Natural Heritage, Natural Hazards and Resources

Section 3.5 provides policies to identify, protect and enhance natural heritage features and areas. The policies note that new development shall be directed to maintain the natural landscape that shapes and defines the City's landform features, natural watershed drainage patterns and vistas.

Section 3.5.2.4 relates to Natural Heritage Resources within the City as depicted on Schedule H and identifies the site as containing areas with the following Natural Heritage Resource classifications; Level 1, Level 1 with Existing Development Designation subject to 3.5.2.4 d), Level 2, and Level 3.

Level 1

Level 1 resources represent critical components of the Natural Heritage Resource network. No development shall be permitted within these areas.

- Provincially Significant Wetlands;
- Non-provincially significant wetlands greater than 0.5 hectares;
- Significant woodlands greater than 10 hectares;
- Significant habitat of endangered and threatened species;
- Watercourse, minimum vegetation protection zones and connectivity linkages;

- Lands through the site specific planning and development process identified as Environmental Protection

Section 3.5.2.4 (a)i) of the City of Barrie Official Plan also states:

- Environmental Protection Area policy 4.7.2.2 would apply to all properties identified as Level 1.
- The City will strive to designate all properties identified as having a Level 1 Natural Heritage Resource as Environmental Protection.
- An Environmental Impact Study (EIS) will be required for any development or site alteration within 120 metres of an area identified as Level 1 on Schedule H.

Section 3.5.2.4 (d) of the City of Barrie Official Plan states that, notwithstanding the land use limitations applicable to properties identified as Level 1 in Section 3.5.2.4 (a)i), where an existing designation permits other forms of development, such development may proceed subject to the policies of Level 2 in Section 3.5.2.4 (a) ii) and the appropriate planning application processes.

Level 2

Level 2 resources represent significant components of the Natural Heritage Resource network. The features and function of these areas should be retained, however, there is potential for development if no negative impact can be demonstrated or mitigated. Level 2 resources include:

- Significant valley lands;
- Provincially significant life science ANSI;
- Significant wildlife habitat, including but not limited to core winter deer yards, colonial water-bird nesting sites, rare vegetation communities (i.e. tall grass prairies), and significant areas of vernal pools;
- Watercourse, minimum vegetation protections zones, and connectivity linkages;
- Woodlands greater than 4 hectares and less than 10 hectares.

Section 3.5.2.4 (a) ii) states that an EIS will be required to be completed for any development or site alteration in or within 120 metres of an area identified as Level 2 on Schedule H.

Level 3

Level 3 resources represent significant and supporting components of the Natural Heritage Resource network. There is opportunity for development if the proposal ensures the protection and buffering of the significant feature and/or retains the supporting function of the feature. Level 3 resources include:

- Regionally significant life science ANSI;
- Woodlands greater than 0.5 hectares and less than 4 hectares;
- Woodlands within 30 m of a Level 1 or 2 features;
- Cultural thicket or cultural meadow communities contiguous with woodland or wetland patches;
- Connectivity linkages.

Section 3.5.2.4 (a) iii) states that an EIS will be required to be completed for any development or site alteration in or within 30 metres of an area identified as Level 3 on Schedule H.

Based on the policy noted above, a Woodlot Assessment, prepared by Cambium, dated December 15, 2020 and Environmental Impact Study, prepared by Cambium, dated January 28, 2021, have been prepared in support of the applications. The findings and recommendations of these reports, which are described below, propose amendments to the Official Plan Schedule 'H' Natural Heritage Resources.

The Woodlot Assessment, prepared by Cambium, dated December 15, 2020 has been submitted in support of the proposed application. The Woodlot Assessment has reviewed the woodland feature located in the northwest corner of the site, which is designated Level 2 and Level 3 Resource as described above.

The findings of the assessment are as follows; the subject woodland is bordered by existing commercial/industrial developments on Bayview Drive and Saunders Road to the north and west, as agricultural lands to the south and east. The woodland was classified as a FOD5-3 Dry – Fresh Sugar Maple – Oak Deciduous Forest. Two notable species were identified that inform the significance of the woodland: Eastern Wood-pewee was heard calling from within the woodland

during the spring breeding bird surveys. In addition, a single Butternut tree was identified in the northeast corner of the woodland. A Butternut Health Assessor (BHA) was conducted and identified the tree as a hybrid, which are not afforded protection under the Endangered Species Act, 2007 (ESA).

Based on the work carried out by Cambium, which is outlined in full detail within the Woodlot Assessment report, the subject woodland in the northwest corner of the property does not qualify as a Significant Woodland according to provincial criteria.

The Environmental Impact Study, prepared by Cambium, dated January 28, 2021 has been submitted in support of the proposed application. The EIS is required to address potential impacts to natural heritage features identified during the preliminary review process. The mapped natural features on the site include a watercourse, provincially significant wetlands, and woodlands. The EIS has been prepared to provide an evaluation of reasonably anticipated ecological impacts, positive or negative, that may arise as a result of this proposed development.

Based on the findings and data collected, refer to the EIS for full details, the EIS addresses the potential impacts to protected features identified on and adjacent to the site, Provincially Significant Wetlands, Significant Wildlife Habitat and Fish Habitat/Permanent Watercourse, that may result from the proposed development and site alteration. Mitigation measures and best management practices have been recommended to ensure that the integrity of the current existing natural features are protected and/or enhanced and furthermore that their functions are not negatively impacted during or following construction.

- Wetlands – a 30 m setback is recommended for the PSW and is considered sufficient to protect the existing form and function of local wetland features. The watercourse located within the wetland community will also be protected through the implementation of wetland setbacks/buffers and should be considered a Level 1 Resource as shown on Schedule H of the City of Barrie Official Plan.
- Erosion and Sediment Control – Prior to construction activities taking place on site, it is essential that perimeter sediment fencing be installed around construction areas.

- Stormwater Management – Runoff from the site is expected to increase with the introduction of impermeable surfaces and compacted surfaces with reduced infiltration capacity. Measures to increase infiltration run-off from these surfaces should be encouraged and, where possible, included in the Site Plan for the development.
- Significant Wildlife Habitat – Special Concern and Rare Wildlife Species SWH was documents in the southern community and the central community on site. Although these vegetation communities qualify as SWH based on the presence of special concern species, they are both common vegetation community types on the local landscape.
- Fish Habitat/Permanent Watercourse – Fish habitat is present on the Site. A 30 m watercourse setback is recommended to provide protection for this feature. The proposed development includes a road crossing of the watercourse. The proposed location is outside of the wetland setback but will require development within the watercourse and its setback. It is recommended that the proposed crossing be designed to space the entire watercourse channel and provide eco-passage function that maintains a suitable corridor for both aquatic and medium-size terrestrial wildlife.

The PSW and Lovers Creek are expected to remain intact in the proposed post-development condition. The application of a 30 m development setback to these features provides an opportunity for restoration and enhancement, particularly in areas that are currently of low ecological value. In addition, the lands located between the 30 m setback and the proposed lots, herein referred to as the “fringe lands”, have also been recommended as additional areas for restoration and enhancement. The fringe lands provide approximately 3550 m² of potential restoration area to the east of the Lovers Creek crossing and approximately 4035 m² to the west. It is recommended that these fringe lands be designated as Level 2 Resource on Schedule H. This area will be subject to planting of native trees, shrubs, and herbaceous plants. A portion of existing agricultural lands within the 30 m watercourse/wetland setback and fringe land should be converted to Old Field Meadow communities. The potential negative impacts associated with the proposed development and site alteration can be appropriately avoided and mitigated, provided that the recommendations outlined above are adhered to.

Therefore, it is proposed that Schedule H will recategorize the lands to Level 1 and Level 2 as shown on **Figure 9** below. The woodlot in the northwest, is proposed to be removed from the Natural Heritage Classification. In addition, lands along the rail line will also be removed from the Natural Heritage Classification. The watercourse and its vegetation protection zone (30 metre setback) are proposed to be designated as Level 1 Resource, while the 'fringe lands' are to be designated as a Level 2 Resource.

Land Use Policies – Industrial

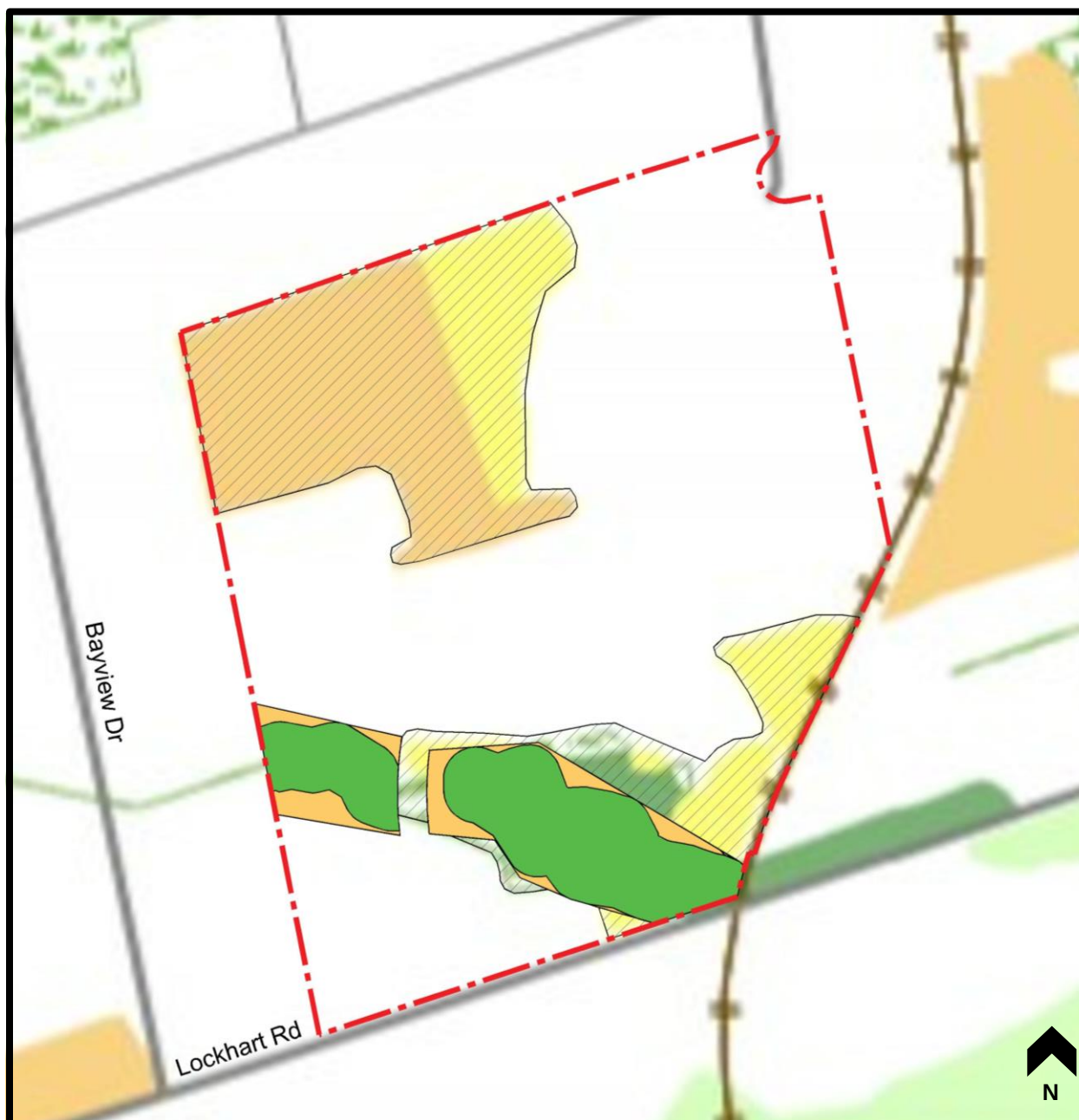
Section 4.4 provides policies to guide development in the 'Industrial' designation. The goal of these policies and standards pertaining to the development of industrial land are sufficiently flexible to accommodate the changing and diverse needs to industry while ensuring that industrial development occurs in an environmentally sensitive manner.

There are five categories of industrial land use with the Plan, and the two which pertain to this application are:

- General Industrial; and
- Restricted Industrial

As noted, the subject lands are currently designated 'General Industrial' and 'Environmental Protection Area' as per Schedule 'A' Land Use in the Official Plan. To facilitate the proposed development, an Official Plan Amendment is required for Block 1, to permit the Ram Iron use. This Block will be redesignated from 'General Industrial' to 'Restricted Industrial' with a Defined Policy Area.

A general policy of industrial land uses is to preserve lands adjacent to existing major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities.



LEGEND

-  Subject Site (37.15ha)
-  To be classified as Level 1
-  To be classified as Level 2
-  Lands to be removed from Natural Heritage classification

Figure 10 Natural Heritage Resources – Schedule H

Source: Innovative Planning Solutions

Drawn By: AS

File: 18-779



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The policy (Section 4.4.2.1 (h) and (i)) also notes that, where industrial development includes components, such as open storage, which may have a negative impact on adjacent non-industrial uses, this component shall be confined to areas removed from residential areas and screened from public view. And that where permitted, open storage areas shall be screened by planting, fences, buildings and/or landscaping, and shall generally only be located in the rear yard.

The subject lands shall not have a negative impact on adjacent uses, as adjacent uses are industrial. In addition, the intent for all future development within each lot or block would be to comply with the policy noted above and provide adequate screening through planting, fences, buildings and landscaping to any open storage areas.

General Industrial

The majority of the lands are currently designated 'General Industrial'. The predominant use within the 'General Industrial' designation shall be for manufacturing, processing, servicing, storage of goods and raw materials, industrial warehousing and similar such uses. Commercial uses which serve the industrial area, such as a restaurant as part of a multi-tenant building, may be permitted. Open storage activities on any lands shall be permitted subject to the appropriate landscaping and screening. The proposed applications conform with the 'General Industrial' designation.

Restricted Industrial

Block 1, Ram Iron, is to be redesignated from 'General Industrial' to 'Restricted Industrial' with a Defined Policy Area to permit and facilitate Ram Iron's specific land use, as described above in Section 3.3 of this Report. Uses within the 'Restricted Industrial' designation shall only be permitted on a site specific basis by amendment to this Plan. Restricted Industrial uses include those uses which are generally consider noxious or offensive, as defined by the City's Zoning By-law.

The Defined Policy Area outlines provisions which support and facilitate the proposed use, as a large portion of the work done at Ram Iron is done outside of a building. The Defined Policy Area provision, is as follows:

The outdoor 'Yard' or lot will permit a wide range of uses for the operations, of which include, however, are not limited to the following: a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed.

The proposed location for the Ram Iron uses has been selected for a number of reasons. Many of the adjacent land uses are currently designated 'Restricted Industrial', these include Lafarge Canada (to the north), Coco Paving and Champlain Ready Mix Inc (to the east). All lands adjacent to the subject lands, on the opposite side of the rail line, are designated 'Restricted Industrial', and zoned similar. These uses noted above, have similar operations to the proposed in regard to large equipment and machinery and outdoor stockpiles/use/operations.

While the location is adjacent to the rail line, which is intended to be utilized by Ram Iron, the site also provides natural buffering to the adjacent lands and surrounding area. The watercourse and related buffers provide an increased setback and buffer to lands and uses to the south. To the west, Welham Road provides a buffer between the site and lands to the west. In addition, a 15 metre buffer strip will be provided along the frontage of the site to provide increased buffering through the provision of landscaping and fencing, as required. To the east, the rail line provides an increased separation. In addition, the site can provide landscape and fencing along the property line for further buffering.

The subject site lends itself to natural buffering, while proposing additional buffering where required (i.e. along Welham Road). Through detailed design, the layout of the site will be further refined and landscaping and buffering measures will be reviewed and proposed.

Land Use Policies – Environmental Protection Areas

A portion of the subject lands are designated 'Environmental Protection Area', which protects, preserves and enhances land with environmentally significant natural features and ecological functions and to maintain and improve the diversity of natural features or ecological functions for which an area is identified.

Lands designated as Environmental Protection Areas include but are not limited to:

- a) Provincially or locally significant features or functions such as those areas containing the following:
 - i. aquifer recharges, headwaters;
 - ii. wetlands;
 - iii. rare species including unique plants;
 - iv. important ecological functions;
 - v. significant habitat of threatened and endangered species;
 - vi. areas of natural and scientific interest life science and earth science; (Mod E (ggg)(i))
 - vii. significant woodlands;
 - viii. significant valley lands;
 - ix. significant wildlife habitat; (Mod E (ggg)(ii))
 - x. surface water features, valley and stream corridors; and
 - xi. fish habitats.
- c) Natural hazard lands and sites including areas of flood plain, erosion, steep slopes and unstable soils.

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. No building or structures shall be permitted.

Development and site alteration in Provincially Significant Wetlands and the significant habitat of threatened and endangered species is contrary to the Provincial Policy Statement and will not be considered. The redesignation of Environmental Protection Areas to a designation that permits development and site alteration shall be discouraged. Where an application is made to redesignate Environmental Protection lands other than Provincially Significant Wetlands and the habitat of threatened and endangered species, the City shall require the completion of an Environmental Impact Study to the satisfaction of the City in consultation with the Ministry of Environment, the applicable Conservation Authority and any other relevant agency. An amendment to the Environmental Protection Area designation shall only be considered where the

results of an environmental study clearly demonstrate that there will be no negative impacts on the natural features or ecological functions for which the Environmental Protection Area has been identified.

The subject applications will modify the boundary of the Environmental Protection Area to align with the findings of the Environmental Impact Study, prepared by Cambium, dated January 28, 2021. The report has been prepared and submitted in support of the proposed applications. The scope of the EIS has been reviewed and confirmed by both the City and LSRCA. Blocks 3 and 4 have been create which contain the watercourse and the Environmental Protection Area. These Blocks will be dedicated to the City.

Servicing and Transportation

Section 5.0 provides policies to help ensure that development can be appropriately serviced by municipal water, sanitary, and stormwater systems, and can be integrated within the existing transportation system. The proposed development will extend appropriate municipal services to each lot and block within the proposed subdivision.

A stormwater management block has been provided which will serve the entire subdivision, other than Block 1 as Block 1 will contain its own stormwater management pond. A Functional Servicing and Preliminary Stormwater Management Report, prepared by WMI & Associates, dated January 2021, has been prepared and submitted in support of the proposal applications.

Welham Road will be extended, connecting the transportation system to Lockhart Road. In addition, a new Street 'A' is proposed which provides access to the lots within the north west quadrant of the site. Both streets will be built to a municipal cross section standard providing sidewalks within the right-of-way. The proposed development lies in close proximity to the City of Barrie's Transit Routes 1 and 11. A Traffic Impact Study (TIS), prepared by JD Engineering, dated February 3, 2021, has been prepared to analyze the impacts of the development on the road network.

The subdivision will be serviced by the City's Waste Management program.

Parkland Dedication Requirements

Development in the Industrial or Commercial land use designations, are required to provide two percent land dedication for park purposes or the equivalent cash-in-lieu in accordance with the Planning Act. Parkland dedications shall not include hazard lands, conservation areas or environmentally significant or sensitive areas, or requisite environmental buffer areas. Lands utilized for drainage purposes or stormwater management are not acceptable as part of the parkland dedication.

In calculating the parkland requirement, the Environmental Protection lands are to be excluded from the calculation, therefore for the subject development the parkland contribution will be based on net developable acres once confirmation from the City and LSRCA is provided on the limits of the Environmental features on site. No physical parkland location is shown on the proposed development. This is a result of the proposed restricted industrial land use proposed and surrounding the subject property. Parkland contributions will be in the form of cash-in-lieu for this development.

Urban Design Guidelines

Section 6.5 provides the City's Urban Design Guidelines, which provide a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. At this time, with end users unknown, applying urban design guidelines to specific sites and their layouts is not possible, however the guidelines have been reviewed through the layout of the subdivision plan and all future lots shall conform with the guidelines when completing the site plan process.

Building and Siting (6.5.2.2 a.)

Buildings are to be designed to complement and contribute to a desirable community character in terms of massing and conceptual design. The design of roof's should screen mechanical equipment from public view and contribute to an attractive streetscape. Large exposed blank wall should be avoided, and if required, screened through landscaping. Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities. Pedestrian links should be designed to promote the safety of the user.

Parking Areas (6.5.2.2 b.)

Linking parking areas, driveways and access points should be encouraged, and mutual entrances will be encouraged. Parking areas shall be divided by landscape to soften the visual impact through berming and planting. Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the building.

Landscaping (6.5.2.2 c.)

Landscaping planting strips along the street frontage are to be provided and contain planting materials and street furniture consistent with any themes established by the municipality. No Environmental Protection Areas should be included in the minimum landscaping standard. Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

Environmental Features (6.5.2.2 d.)

Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged. Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long term protection, subject to the results of an EIS.

Signage (6.5.2.2 e.)

Signs shall complement the architectural design and materials of the buildings and be located in accordance with the Sign By-law.

Utilities (6.5.2.2 f.)

Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

Energy Efficient Urban Design (6.5.2.2 g.)

Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, “green” roofs, and other methods. Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes. The proposed Official Plan Amendment will redesignate the lands within Block 1 which will be used for Ram Iron and it will modify the Environmental Protection Area of Block 3 and 4. Based on the review above, the proposed applications conform with the intent of the Official Plan.

5.0 Conclusion

The proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendment Applications would facilitate the development of 33 industrial lots and 5 blocks, consisting of 1 industrial block, 2 environmental protection blocks, 1 stormwater management block and 1 road widening block.

The lands are located in an industrial / employment area, within the City of Barrie. The subdivision would facilitate the extension of Welham Road through to Lockhart Road.

The proposed OPA and ZBA will permit the intended Ram Iron use within Block 1 as well as modify the Environmental Protection Area along the watercourse.

The OPA intends to redesignate Block 1 from ‘General Industrial’ to ‘Restricted Industrial’ with a Defined Policy Area. The Defined Policy Area provision, is as follows:

The outdoor ‘Yard’ or lot will permit a wide range of uses for the operations, of which include, however, are not limited to the following: a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed.

The OPA will also modify the Natural Heritage Resource Schedule 'H' to align with the findings and recommendations of the EIS.

The ZBA intends to rezone Block 1 from 'General Industrial (GI) Zone' to 'Restricted Industrial with special provisions (RI-SPX) Zone'.

Based on the intended use of the site by Ram Iron, site specific special provisions are required. The following definitions shall be used to describe and permit the Ram Iron use and operations:

MATERIAL TRANSFER CENTRE is an industrial activity and means premises used for the packaging, recovering, recycling, reselling, salvaging, and/or transferring of materials from commercial, consumer, and industrial products. Operations and storage can occur within a building and in an outdoor yard; and

SALVAGE OPERATION means premises used for the crushing, dealing, processing, receiving, recovering, recycling, reusing, salvaging, or storing of scrap or salvage material. It may include an *Automotive Wrecking Establishment* and a *Material Recovery Facility* and, as an accessory use the resale or remanufacture of salvage material. A general salvage operation or a salvage yard is a salvage operation.

In addition, a reduced minimum parking standard, per section 4.6.1 of the By-law, from the required 1 space per 70m² of gross floor area to 1 space per 140m² of gross floor area. And an increased maximum height requirement for outdoor storage, per Section 4.11.1.2 of the By-law, from the permitted maximum height of 4m to 12.25 metres.

These site-specific variances will permit Ram Iron's operations within Block 1.

The proposed industrial subdivision development conforms to the goals and objectives of the Provincial Policy Statement, Growth Plan, Lake Simcoe Protection Plan, City of Barrie Official Plan, and City of Barrie Zoning By-law. As such, these applications represent good planning.

Respectfully submitted,

Innovative Planning Solutions

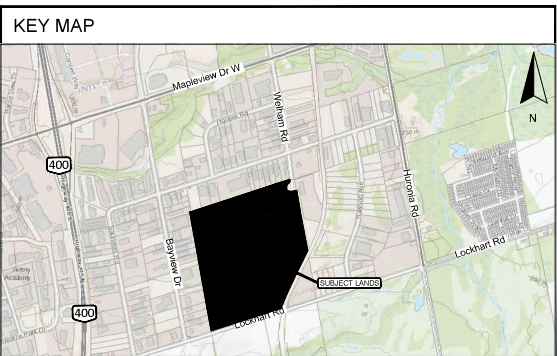
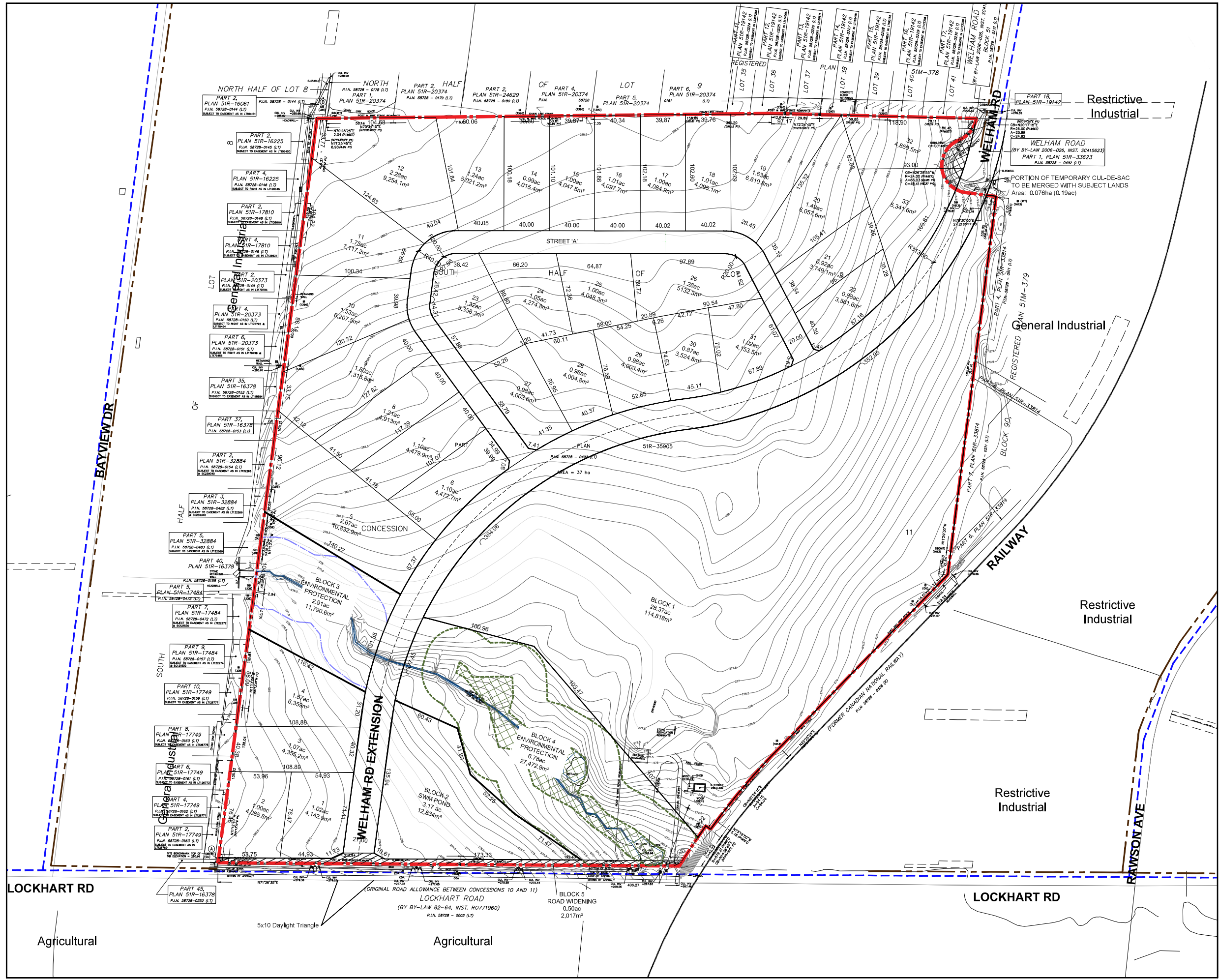
A handwritten signature in black ink, appearing to read 'D. Vella'.

Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'V. Simpson'.

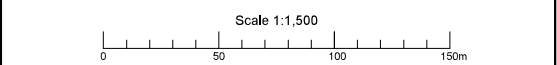
Vanessa Simpson, BID, MPI
Senior Planner

APPENDIX 1



DRAFT PLAN OF SUBDIVISION

PART OF THE SOUTH HALF OF LOT 9,
CONCESSION 11
MUNICIPALLY KNOWN AS
140 LOCKHART ROAD
CITY OF BARRIE



LEGEND	
	WETLAND (SURVEYED JUNE 25, 2019)
	30m WETLAND SETBACK (SURVEYED JUNE 25, 2019)
	WATERCOURSE (SURVEYED MAY 14, 2019)
	30m WATERCOURSE SETBACK
	PORTION OF TEMPORARY CUL-DE-SAC TO BE MERGED WITH SUBJECT LANDS Area: 0.1ha (0.2ac)
	WATER SERVICES
	STORM SERVICES
	SANITARY SERVICES

LAND USE STATISTICS			
LAND USE	LOT / BLOCK NO.	LOTS	AREA (HA.)
Light Industrial	1-33	33	16.73
Industrial	1	1	11.48
Stormwater Management Pond	2	1	1.28
Environmental Protection	3-4	2	3.92
Road Widening	5	1	0.20
Welham Road (extension)			2.33
Street 'A'			1.21
Total		38	37.15

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

a) SHOWN ON PLAN	d) SEE LAND USE SCHEDULE	f) SHOWN ON PLAN	h) ALLISTON SANDY LOAM
b) SHOWN ON PLAN	e) SHOWN ON PLAN	g) SHOWN ON PLAN	i) SHOWN ON PLAN
c) SHOWN ON PLAN	f) SHOWN ON PLAN	h) SHOWN ON PLAN	j) ALL MUNICIPAL SERVICES
		i) SHOWN ON PLAN	k) NONE
		j) SHOWN ON PLAN	l) NONE

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE: _____ PAUL RACCO
2640085 Ontario Inc. (Rain Iron)

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: _____ RUDY MAK SURVEYING LTD

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	Jan 27, 2021	Issued for Draft Plan Submission;	V.S.

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tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: May 6, 2020 Drawn By: VS

File: 18-779 Designed By: DV

APPENDIX 2

APPENDIX 3

**AMENDMENT No._____ TO THE
OFFICIAL PLAN FOR THE
CITY OF BARRIE**

The attached explanatory text and Schedule "A", "B", and "C" constituting Amendment No.____ to the Official Plan for the City of Barrie, was prepared and adopted by the Council of the Corporation of the City of Barrie by By-law No. 2021-_____ in accordance with the provisions of Section 17 and 22 of the Planning Act, R.S.O. 1990 c.P. 13 as amended.

MAYOR,

CORPORATE SEAL
OF CITY

CLERK,

THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the City of Barrie consists of three parts:

PART A – THE PREAMBLE

Consists of the purpose, location and basis for the Amendment and does not constitute part of the actual Amendment.

PART B – THE AMENDMENT

Consisting of the following text and Schedule “A”, “B”, “C” constitute Amendment No.____ to the Official Plan of the City of Barrie.

PART C – THE APPENDICES

Consists of the background information and planning considerations associated with this Amendment. This section does not constitute part of the actual amendment.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of the Official Plan Amendment is to alter Schedule 'A'; Land Use, Schedule 'C'; Defined Policy Area, and Schedule 'H'; Natural Heritage Resources, of the City of Barrie Official Plan. The amendments intend to redesignate lands known as Part of the South Half of Lot 9, Concession 11, in the City of Barrie, and known municipally as 140 Lockhart Road.

The amendment to Schedule 'A' intends to redesignate a portion of the subject lands from General Industrial and Environmental Protection Area to Restricted Industrial with a Defined Policy Area, General Industrial and Environmental Protection Area.

Schedule 'C' Defined Policy Area will be amended to add a Defined Policy Area to a portion of the subject lands.

The amendment to Schedule 'H' intends to reclassify the subject lands from Level 1, Level 1 per 3.5.2.4 d), Level 2, and Level 3 to Level 1 and Level 2 and remove lands from the Natural Heritage Classification.

2.0 LOCATION

The lands affected by this Amendment are known as Part of the South Half of Lot 9, Concession 11, in the City of Barrie. The lands consist of an area of 37.15 hectares (91.7 acres), with a combined frontage of 115.9 metres (380.2 feet) on Welham Road (cul-de-sac) and 406.27 metres (1,332.9 feet) on Lockhart Road. The municipal address is 140 Lockhart Road.

3.0 BASIS

The purpose of this Official Plan Amendment is to permit the proposed use of Block 1 / Ram Iron within the proposed industrial subdivision at 140 Lockhart Road. In addition, the OPA will redesignate lands along the watercourse to align with the findings and recommendations of the Environmental Impact Study.

The Official Plan Amendment application will alter Schedule 'A' of the City of Barrie Official Plan in order to redesignate a portion of 140 Lockhart Road from General Industrial and Environmental Protection Area to Restricted Industrial with a Defined Policy Area. In addition, the amendment will modify the designation boundaries of General Industrial and Environmental Protection Area designations to align the watercourse feature.

Schedule 'C' will apply a Defined Policy Area to the subject lands, on a site-specific basis, to permit the following: a Material Transfer Center and a Salvage Operation (as defined in the Zoning By-law Amendment) including an Outdoor 'Yard' or Lot, which includes but not limited to the following; a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile, to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed.

The Official Plan Amendment application to Schedule 'H' of the City of Barrie Official Plan, intends to reclassify the subject lands from Level 1, Level 1 per 3.5.2.4 d), Level 2, and Level 3 to Level 1 and Level 2 and remove lands from the Natural Heritage Classification.

Refer to Schedule 'A', 'B' and 'C' of this Amendment for identification of the subject lands.

Surrounding land uses include:

North: General Industrial, Restricted Industrial (Lafarge Canada), Light Industrial

East: Rail line right-of-way, General Industrial, Restricted Industrial (Champlain Ready Mix Inc., Coco Paving)
South: Rural lands, Agricultural Lands, Innisbrook Golf Course
West: General Industrial, Highway Industrial, Highway 400

There are various policies in the applicable planning documents including the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2020), Lake Simcoe Protection Plan (2009) and the City of Barrie Official Plan (Office Consolidation – January 2018) which offer support for the approval of this Official Plan Amendment.

These policy documents support economic growth and development, that is directed towards appropriate areas within the City of Barrie and meeting the objectives of creating a complete community, while protecting the natural features within the subject lands.

The applications propose a development which supports and sustains economic development and growth within Barrie, not only through the development of Block 1 'Ram Iron' but also through the development of 33 industrial lots which will provide jobs to the surrounding area on lands that are within the settlement area and designated for industrial development. The proposal makes efficient use of the subject lands while maintaining and protecting the natural environmental features which run through the property. The proposal will utilize the existing infrastructure within the area, while building upon these services through the extension of Welham Road.

The subject lands are designated for industrial development as surrounded by industrial and employment uses. The lands are to be divided in a way that is efficient, extending the necessary infrastructure to each subdivision lot. The subject lands are well connected to the surrounding road network which will support the movement of goods. In addition, the lands abut the rail line, which is intended to be used by Block 1.

The subject lands are currently zoned 'General Industrial (GI) Zone' and 'Environmental Protection (EP) Zone' as per the City of Barrie Zoning By-law 2009-141. Similar to the OPA, a Zoning By-law Amendment (ZBA) is required to rezone a portion of the lands

from “General Industrial (GI) Zone” and “Environmental Protection (EP) Zone” to “General Industrial (GI) Zone”, “Restricted Industrial with Special Provisions (RI-SPX) Zone” and “Environmental Protection (EP) Zone” to facilitate the proposed development for Block 1, and to modify the zone boundary along the watercourse.

In addition, the Zoning By-law Amendment proposes, notwithstanding the permitted uses listed in Table 7.2, the following uses shall also be permitted in the “Restricted Industrial with Special Provisions (RI-SPX) Zone”:

- a. Material Transfer Centre is an industrial activity and means premises used for the packaging, recovering, recycling, reselling, salvaging, and/or transferring of materials from commercial, consumer, and industrial products. Operations and storage can occur within a building and in an outdoor yard; and
- b. Salvage Operations means premises used for the crushing, dealing, processing, receiving, recovering, recycling, reusing, salvaging, or storing of scrap or salvage material. It may include an *Automotive Wrecking Establishment* and a *Material Recovery Facility* and, as an accessory use the resale or remanufacture of salvage material. A general salvage operation or a salvage yard is a salvage operation; and
- c. Outdoor ‘Yard’ or Lot, which includes but not limited to the following; a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile, to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed.

The ZBA also proposes the following special provisions for the “Restricted Industrial with Special Provisions (RI-SPX) Zone”; a reduced minimum parking standard, per Section 4.6.1 of the By-law, from 1 space per 70m² of gross floor area to 1 space per 140m² of gross floor area to the. And an increased maximum height requirement for outdoor

storage, per Section 4.11.1.2 of the By-law, from a permitted maximum height of 4m to 12.25 metres.

In addition, a Planning Justification Report has been prepared to further illustrate that the proposed Amendment is in keeping with the goals and objectives of the various planning policy documents.

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

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

1. Lands shown on Schedule A known as Part of the South Half of Lot 9, Concession 11, in the City of Barrie, and known municipally as 140 Lockhart Road shall be redesignated from 'General Industrial' and 'Environmental Protection' to 'Restricted Industrial with Defined Policy Area';
2. Lands shown on Schedule B shall permit a Material Transfer Center and a Salvage Operation (as defined in the Zoning By-law Amendment) including an Outdoor 'Yard' or Lot, which includes but not limited to the following; a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile, to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed; and
3. Lands shown on Schedule C, shall be reclassified from Level 1, Level 1 per 3.5.2.4 d), Level 2, and Level 3 to Level 1 and Level 2.

2.0 IMPLEMENTATION

The provisions of the Official Plan regarding the implementation of that Plan shall also apply to this Amendment.

3.0 INTERPRETATION

The provisions of the Official Plan as amended from time to time shall apply in regard to this Amendment.

PART C – THE APPENDICES

Consists of the background information and planning considerations associated with this Amendment. This section does not constitute part of the actual amendment.

The following reports have been submitted alongside this Amendment and serve as the background information and planning considerations associated with this Amendment:

- Planning Justification Report, prepared by Innovative Planning Solutions, dated March 2021
- Functional Servicing and Preliminary Stormwater Management Report, prepared by WMI & Associates, dated January 2021
- Environmental Impact Study, prepared by Cambium, dated January 28, 2021
- Woodlot Assessment, prepared by Cambium, dated December 15, 2020
- Preliminary Geotechnical Investigation Report, prepared by Cambium, dated February 2, 2021
- Stage 1 & 2 Archaeological Assessment & Stage 3 Archaeological Assessment of the Lockhart West Site, prepared by Irvin Heritage Inc, dated December 8, 2020
- Traffic Impact Study, prepared by JD Northcote Engineering, dated February 3, 2021



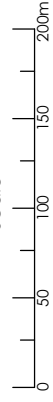
LEGEND

- Subject Site (37.15ha)
- Lands to be redesignated from 'General Industrial' to 'Restrictive Industrial with a Defined Policy Area'
- Lands to be redesignated from 'General Industrial' to 'Environmental Protection Area'
- Lands to be redesignated from 'Environmental Protection Area' to 'Restrictive Industrial with a Defined Policy Area'
- Lands to be redesignated from 'Environmental Protection Area' to 'General Industrial'
- Lands not subject to OPA
- Lands not subject to OPA

SCHEDULE "A" LAND USE OFFICIAL PLAN AMENDMENT

PART OF THE SOUTH HALF OF LOT 9,
CONCESSION 11
MUNICIPALITY OF KAWARTHA
1401 LOCKHART ROAD
CITY OF BARRIE

Scale



Source: City of Barrie Official Plan Schedule 'A' Land Use, Office Consolidation, Jan. 2018
Note: Information shown is approximate and subject to change.



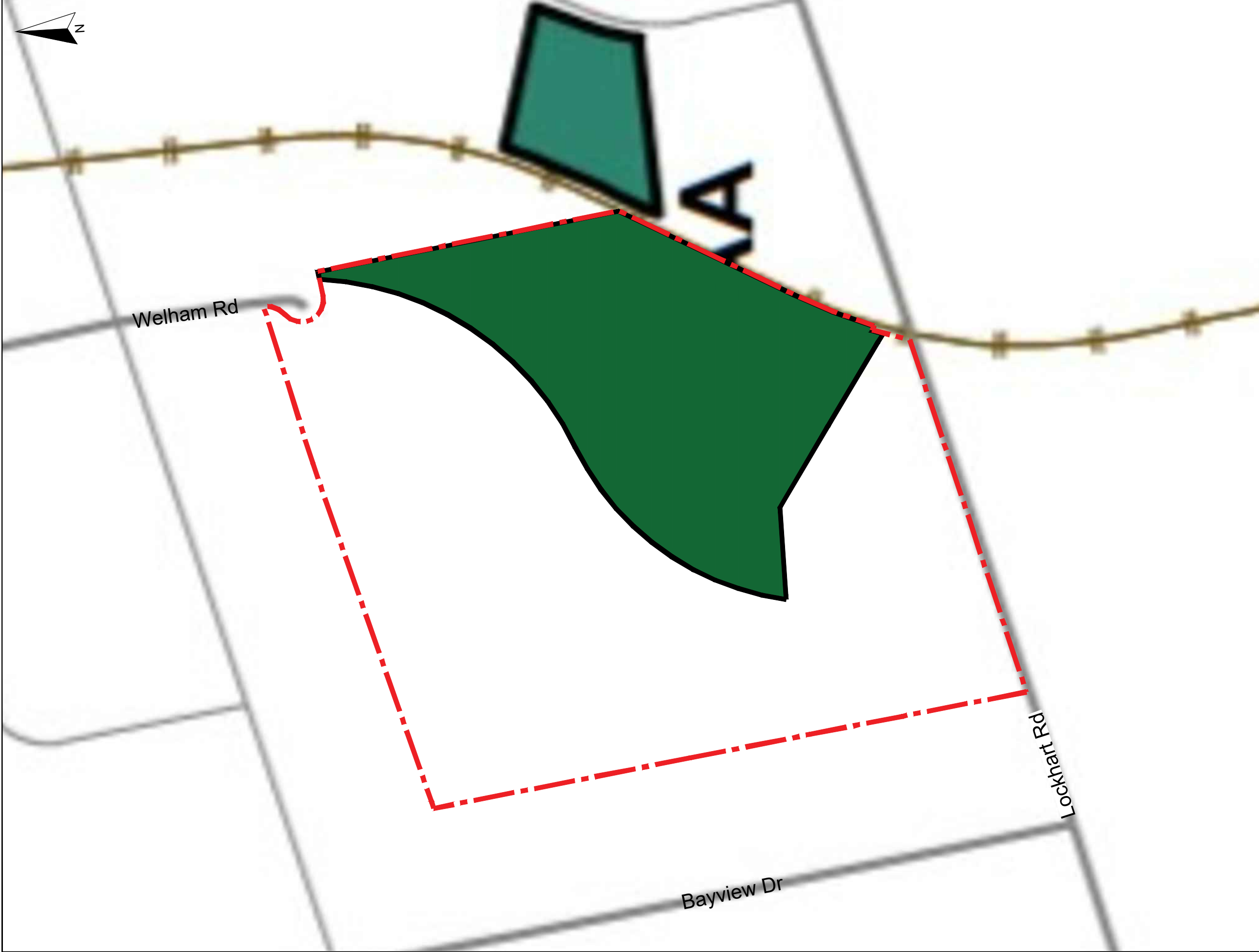
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tel: 705 • 812 • 3381 fax: 705 • 812 • 3454 e: info@innovativeplanning.com www.innovativeplanning.com

Date: Feb. 4, 2021

File: 18-779

Drawn By: A.S.

Checked: V.S.



LEGEND

 Subject Site (37.15ha)

 Defined Policy Area

SCHEDULE "B" DEFINED POLICY AREAS OFFICIAL PLAN AMENDMENT

PART OF THE SOUTH HALF OF LOT 9,
CONCESSION 11
MUNICIPALLY KNOWN AS
140 LOCKHART ROAD
CITY OF BARRIE

Scale



Source: City of Barrie Official Plan Schedule "C" Defined Policy Areas, Office Consolidation, Jan. 2018
Note: Information shown is approximate and subject to change.



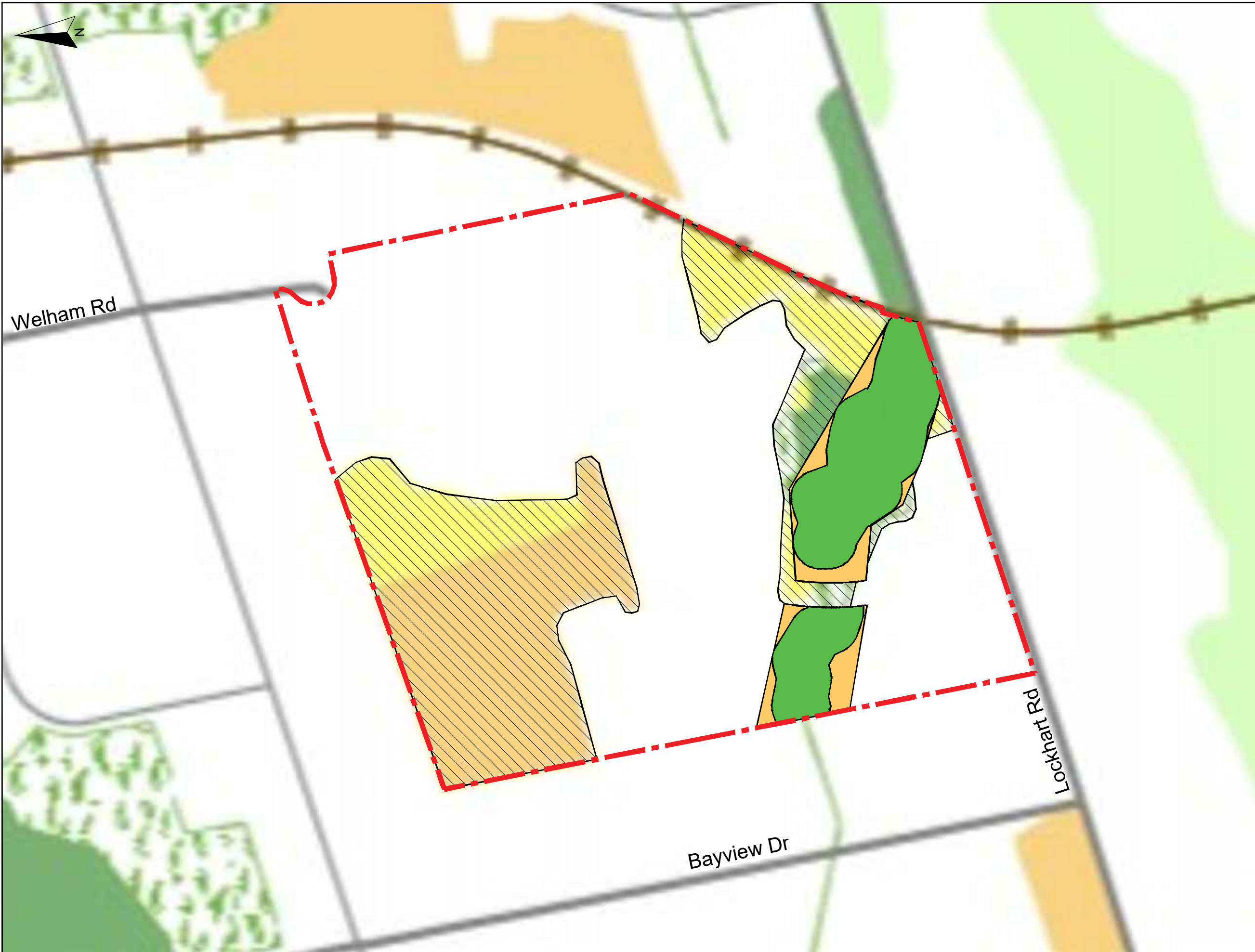
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tel: 705 • 812 • 3381 fax: 705 • 812 • 3454 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date: Feb. 4, 2021

Drawn By: A.S.

File: 18-779

Checked: V.S.



LEGEND

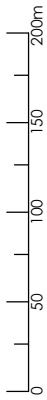
-  Subject Site (37.15ha)
-  To be classified as Level 1
-  To be classified as Level 2
-  Lands to be removed from Natural Heritage classification

SCHEDULE "C" NATURAL HERITAGE RESOURCES

OFFICIAL PLAN AMENDMENT

PART OF THE SOUTH HALF OF LOT 9,
CONCESSION 11
MUNICIPALLY KNOWN AS
140 LOCKHART ROAD
CITY OF BARRIE

Scale



Source: City of Barrie Official Plan Schedule 'H' Natural Heritage Resources Office Consolidation, Jan. 2018
Note: Information shown is approximate and subject to change.



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Date: Feb. 4, 2021

Drawn By: A.S.

File: 18-779

Checked: V.S.

APPENDIX 4

THE CITY OF BARRIE COMPREHENSIVE ZONING BY-LAW NUMBER 2009-141

“A By-law of the City of Barrie to amend Comprehensive Zoning By-Law No. 2009-141 by rezoning lands described as Part of the South Half of Lot 9, Concession 11, in the City of Barrie, County of Simcoe, known municipally as 140 Lockhart Road, from the “General Industrial (GI) Zone” and “Environmental Protection (EP) Zone” to “General Industrial (GI) Zone”, “Restricted Industrial with Special Provisions (RI-SPX) Zone” and “Environmental Protection (EP) Zone”.

WHEREAS the Council of the Corporation of the City of Barrie may pass by-laws pursuant to Section 34 of the Planning Act, R.S.O 1990, as amended;

AND WHEREAS the Council of the Corporation of the City of Barrie has determined a need to rezone a portion of land known municipally as 140 Lockhart Road;

AND WHEREAS the Council of the Corporation of the City of Barrie deems the said application to be in conformity with the Official Plan of the City of Barrie, as amended, and deems it advisable to amend By-law 2009-141.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BARRIE HEREBY ENACTS AS FOLLOWS:

1. **THAT** the Zoning By-Law Map, is hereby further amended by rezoning lands described as Part of the South Half of Lot 9, Concession 11, in the City of Barrie, County of Simcoe, known municipally as 140 Lockhart Road, from “General Industrial (GI) Zone” and “Environmental Protection (EP) Zone” to “General Industrial (GI) Zone”, “Restricted Industrial with Special Provisions (RI-SPX) Zone” and “Environmental Protection (EP) Zone”, as shown in Schedule “A” attached hereto, and Schedule “A” attached hereto forms part of By-Law 2000-02 as amended;
2. **THAT**, notwithstanding the permitted uses listed in Table 7.2, the following uses shall also be permitted in the “Restricted Industrial with Special Provisions (RI-SPX) Zone”:
 - a. Material Transfer Centre is an industrial activity and means premises used for the packaging, recovering, recycling, reselling, salvaging, and/or transferring of materials from commercial, consumer, and industrial products. Operations and storage can occur within a building and in an outdoor yard; and
 - b. Salvage Operations means premises used for the crushing, dealing, processing, receiving, recovering, recycling, reusing, salvaging, or storing of scrap or salvage material. It may include an *Automotive Wrecking Establishment* and a *Material Recovery Facility* and, as an accessory use the resale or remanufacture of

salvage material. A general salvage operation or a salvage yard is a salvage operation; and

- c. Outdoor 'Yard' or Lot, which includes but not limited to the following; a shredder, torch pit, shearer, bailer, and associated equipment and machinery for sorting and separating materials, as well as drive aisles for circulation to allow trucks to transport materials from one station or area of the site or stockpile, to another. In addition, outdoors storage of materials and stockpiles will occur as they are being sorted, separated, and processed
3. **THAT** the following shall be permitted to the "Restricted Industrial with Special Provisions (RI-SPX) Zone":
- a. A reduced minimum parking standard, per section 4.6.1 of the By-law, from 1 space per 70m² of gross floor area to 1 space per 140m² of gross floor area; and
 - b. An increased maximum height requirement for outdoor storage, per Section 4.11.1.2 of the By-law, from a permitted maximum height of 4m to 12.25 metres.
4. **THAT** this by-law shall take effect as of the date of passing, subject to the provisions of the Planning Act, R.S.O. 1990, Chap. P.13 as amended.

BY-LAW read a **FIRST**, **SECOND**, and **THIRD** time and finally **PASSED** this _____ day of _____ 2021.

The Corporation of the City of Barrie

Mayor

Clerk



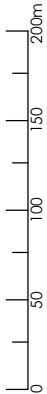
LEGEND

- Subject Site (37.15ha)
- Lands to be rezoned from 'General Industrial (GI)' zone to 'Restricted Industrial with Special Provision (RI-SPX)' zone
- Lands to be rezoned from 'General Industrial (GI)' zone to 'Environmental Protection (EP)' zone
- Lands to be rezoned from 'Environmental Protection (EP)' zone to 'Restricted Industrial with Special Provision (RI-SPX)' zone
- Lands to be rezoned from 'Environmental Protections (EP)' zone to 'General Industrial (GI)' zone
- Lands not subject to ZBA
- Lands not subject to ZBA

SCHEDULE "A" ZONING BY-LAW AMENDMENT

PART OF THE SOUTH HALF OF LOT 9,
CONCESSION 11
MUNICIPALLY KNOWN AS
140 LOCKHART ROAD
CITY OF BARRIE

Scale



Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown is approximate and subject to change.



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