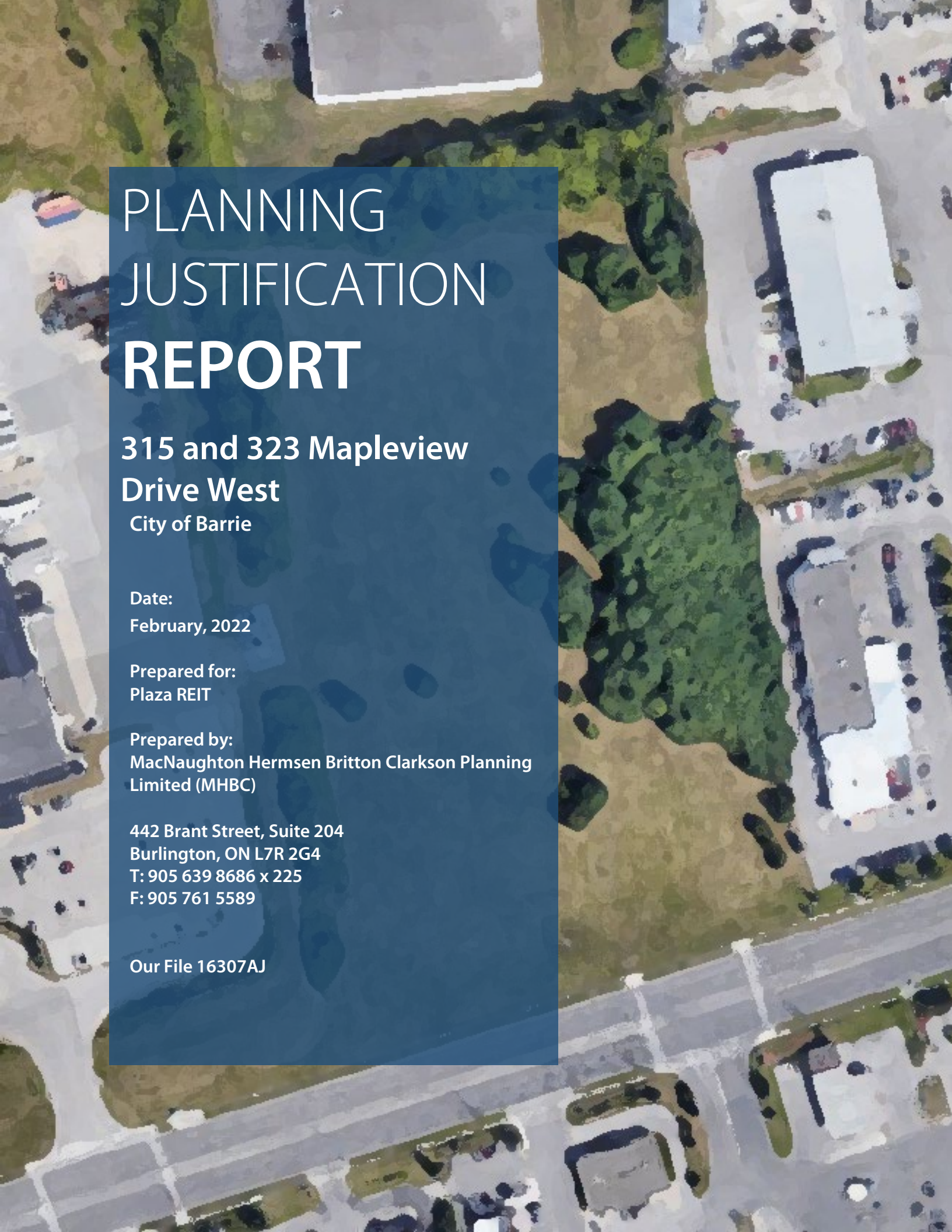




PLANNING JUSTIFICATION REPORT

**315 and 323 Mapleview
Drive West**
City of Barrie

Date:
February, 2022

Prepared for:
Plaza REIT

Prepared by:
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Our File 16307AJ

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1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by Plaza Retail REIT (the “Applicant”) to assist with planning applications to develop the property municipally addressed as 315 and 323 Mapleview Drive West in the City of Barrie (the “Subject Lands”).

This Planning Justification Report (“report”) has been prepared in support of a proposed Official Plan and Zoning By-law Amendment application and corresponding Site Plan Approval application to facilitate the development of the Subject Lands with a mixed employment and commercial centre comprised of 3 buildings, including one standalone restaurant, one multi-tenant commercial retail and restaurant with drive through, and one multi-tenant commercial retail establishments, one of which includes a food store, representing a total gross floor area of approximately 5,789.6 square metres. The proposal also includes 289 surface parking spaces, including 12 accessible spaces. 22 bicycle parking spaces are also proposed.

This report provides the following:

- A general description of the Subject Lands, existing conditions, surrounding uses and nearby developments to provide an understanding of the physical and locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports prepared to support the proposal;
- A description of the proposed planning instruments to amend the City of Barrie Official Plan and Zoning By-law 2009-141 to implement the redevelopment;
- A review of the existing and evolving policy and regulatory framework and an assessment of the proposed development’s consistency and conformity with Provincial and City policies, regulations, and guidelines;
- An assessment of the impacts of the redevelopment and how they are addressed as well as how the proposal is compatible; and,
- A summary of key conclusions and recommendations related to the proposed development.

Our Project Team first met with City Staff on April 1, 2021 at a formal Pre-Consultation Meeting to discuss the initial development proposal and confirm conditions for the submission of an Official Plan and Zoning By-law Amendment application and corresponding Site Plan Approval application on the Subject Lands (File No. D28-019-2021). The Pre-Consultation comments have been included in **Appendix A**.

The following reports and materials were identified as required for a “complete application” for an Official Plan and Zoning By-law Amendment and Site Plan Application through the pre-consultation process and are included as part of these applications submission:

- Planning Justification Report;
- Draft Official Plan Amendment Document;
- Draft Zoning By-law Amendment Document;

- Conceptual Site Plan;
- Conceptual Building Elevations;
- Photometric Plan;
- Stormwater Management and Functional Servicing Report;
- Geotechnical Study;
- Water Demand Analysis;
- Traffic Impact Study;
- Landscape Plan;
- Application Fees;
- Application Form; and,
- Survey.

Together, these reports and studies provide for the comprehensive assessment and justification for the development of the Subject Lands. This Report provides justification for relevant planning policy and regulations applicable to the proposal in support of the Official Plan Amendments and Zoning By-law Amendment applications to permit the proposed development. **Based on the review and analysis contained herein, this report concludes our opinion that the proposed amendments are consistent with the Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe, and conform to the general development policies of the City of Barrie's Official Plan as it relates to the recent City of Barrie Employment Review.**

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The following sections of the report provide an assessment of the Subject Lands including the surrounding physical context and proposed and recently approved developments.

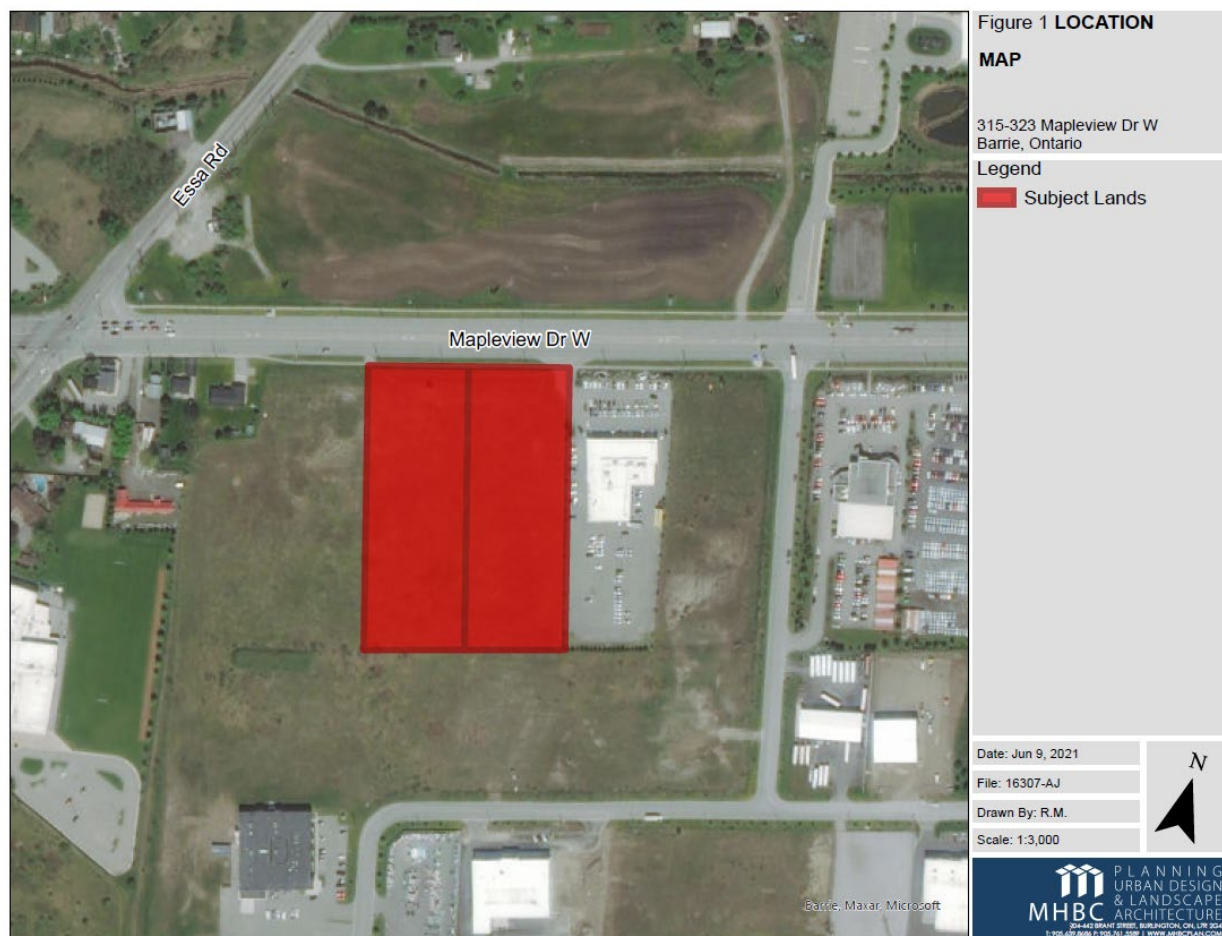
2.1 Site Description

The Subject Lands are currently vacant and situated on a generally rectangular-shaped lot with a total area of approximately 2.45 hectares (6.06 acres). The Subject Lands have approximately 132 metres of frontage along Mapleview Drive West. The Subject Lands are located on the south side of Mapleview Drive West, approximately 250 metres east of Essa Road. The Subject Lands are bound by Mapleview Drive West to the North.

The Subject Lands are legally described as:

Part of Block 39 (0.30 Reserve) and all of Block 41, Registered Plan 51M-882, Within Lot 6, Concession 12, City of Barrie, County of Simcoe.

A location map that identifies the Subject Lands within the context of the City of Barrie is included in this report as **Figure 1**.



The Subject Lands are located on the south side of Maplevue Drive West approximately 250 metres east of Essa Road. The surrounding area is predominantly characterized by commercial uses to the east, neighbourhood uses to the west, and industrial uses to the south. The surrounding area is undergoing transition and the mix of existing and planned land uses is generally organized with commercial retail uses to the south and east and residential uses to the north and west of the Subject Lands. In particular, proposed residential uses directly to the north will bring a number medium to high density development to the area, and will be reviewed in greater detail in **Section 2.5** of this report.

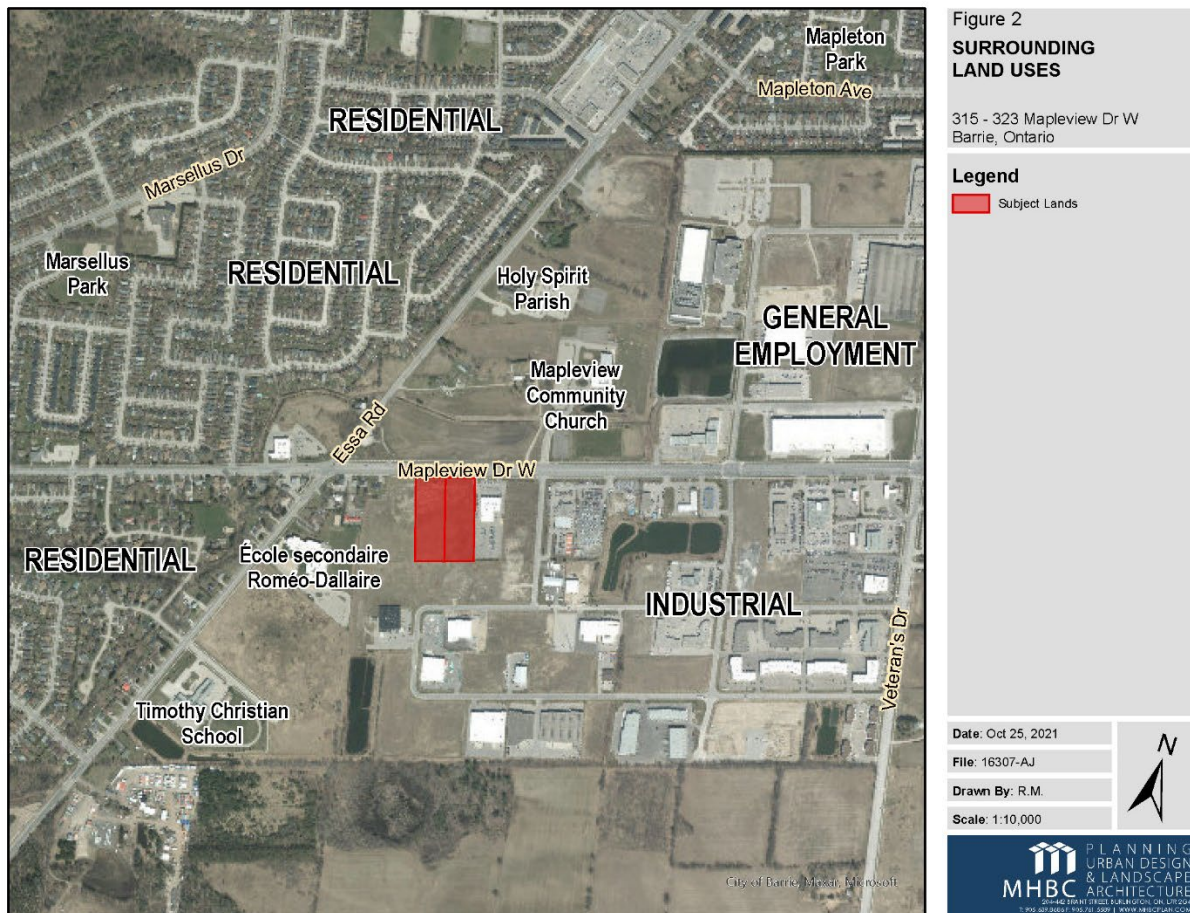
The surrounding uses are also described as follows:

North: Maplevue Drive West is located directly north of the subject lands. To the north of Maplevue Drive West is Bear Creek and two single detached dwellings. Other uses include two community church's (Maplevue Community Church, and Holy Spirit Parish), and a residential neighbourhood further afield.

- South:** Various standalone manufacturing and commercial establishments including Galaxy Plastics, Shelcore Canada Ltd., SBS Drivetec Inc., Nutrafarms, and Richelieu Neos Hardware. Further south is agricultural lands.
- East:** East of the Subject Lands is a number of car dealerships, including Lexus of Barrie located directly east, and Mazada, Mitsubishi, Kia, Hyundai and Toyota dealership following respectively along the South side of Maplevue Drive West. On the north east side of Maplevue Drive West, there are several commercial units including Jack's Pancake Factory and Mr. Sub, and Matsu Manufacturing facility.
- West:** Immediately to the west of the Subject Lands is single detached homes, featuring home offices including Caroline Montpelier Mortgage Lender. Commercial uses including Phatboy E-Vapes and Fireworks, and Pushing Inc. Tattoo Emporium are located on the southeast corner of Essa Road and Maplevue Drive West, with French immersion secondary school (École Secondaire Roméo-Dallaire) located just south along Essa Road. To the west of Essa Road along Maplevue Drive West is a Tim Hortons, Ultramar Gas Station and Car Wash and Shoppers Drug Mart followed by a residential neighbourhood.

In terms of built form, surrounding sites along Maplevue Drive West are generally characterized by various sizes of box format and low-rise buildings that are set back significantly from the street to accommodate an abundance of front and side-yard surface parking. Main facades of nearby buildings front onto surface parking areas, providing blank or featureless facades adjacent to the street. There are frequent curb-cuts associated with parking areas for plaza entrances, with minimal landscaping and pedestrian amenities along Maple view Drive West. A block plan has been attached in **Appendix B** which showcases the surrounding uses and compatibility.

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



The area surrounding the Subject Lands is characterized by a mix of vacant land and commercial and industrial land uses, with residential uses to the west. The Subject Lands are located near several commercial retail developments and facilities located along Maplevue Drive West which meet residents' daily and weekly needs, as summarized in **Table 1**. The Subject Lands' proximity to other existing commercial developments is compatible with the proposal described herein and provides opportunities for residents to meet additional commercial needs in a shorter distance. Additionally, workers on the Subject Lands, and adjacent industrial sites will have close access to a variety of restaurant and retail options within a 10-minute walk to meet daily needs.

Table 1: Adjacent Community and Commercial Facilities

Destination	Travel Distance (km)	Travel Time (min)		
		Walk	Cycle	Car
Tim Hortons & Ultramar Gas Station	0.30	4	2	1

(375 Mapleview Drive West)				
Shoppers Drug Mart (380 Mapleview Drive West)	0.35	5	2	1
Mr. Sub & Jack's Pancake Factory (222 Mapleview Drive West)	0.6	7	2	1
Popeyes Louisiana Chicken (161 Mapleview Drive West)	1.2	12	3	1
Vererans Village Plaza - Including A&W, Cora's, Big Pho, Retro Planet (135-147 Mapleview Drive West)	1.3	15	4	1
Linx Kitchen @ Social (312 King Street)	1.3	16	4	2
RBC Bank & Starbucks (99 & 103 Mapleview Drive West)	1.5	19	5	3
Plaza including Jack Astor's Bar and Grill, Wendy's, and TD Bank (60 & 70 Mapleview Drive West & 450 Bryne Drive)	1.8	22	6	3
McDonald's (80 Barrie View Drive)	2.2	26	8	4
Smart Centres Barrie - Including Indigo, Walmart, Sobey's, Scotiabank, and CIBC (19, 23, 33, 35 & 37 Mapleview Drive West)	2.2	27	7	3

Note: Distances and travel times are approximate.

2.4 Transit & Transportation

A traffic and pedestrian circulation plan has been attached in **Appendix B** of this report, providing an overview of the general road network, accesses, transit operations, and pedestrian circulation within the area. The following sections provide an overview of the subject lands in conjunction with the surrounding transportation networks.

2.4.1 Road Network

The Subject Lands currently have approximately 132 metres of frontage along Mapleview Drive West. As shown on the proposed Site Plan drawings, access to the Subject Lands is proposed through two entrances, one of which is intended to be signalized and provide cross connections to the adjacent proposed residential development.

Mapleview Drive West currently supports six lanes of two-way vehicular traffic, a centre turning lane, and two sidewalks. Mapleview Drive West is identified as an Arterial Road in accordance with Schedule D (Roads Plan) of the City of Barrie Official Plan. It has been further identified as having a planned right-of-way of 41 metres in accordance with Schedule E (Road Widening Plan). The right-of-way width for Mapleview Drive West is approximately 39.7 metres along the front lot line of the Subject Lands, indicating that approximately 1 metre of land along Mapleview Drive West from the original centreline may be requested by the City through the development process to achieve the proposed right-of-way width.

The Subject Lands are located close to other major arterial roadways, including Essa Road and Veterans Drive. The following table (**Table 2**) summarizes the surrounding road network in terms of classification and existing and planned right-of-way width.

Table 2: Surrounding Road Network Designation and Existing and Planned ROWs

Street	Class (Schedule D)	Existing ROW	Planned ROW (Schedule E)
Mapleview Drive West	Arterial	± 40 m	41 m
Essa Road	Arterial	± 28 m	27m
Veterans Drive	Arterial	± 36 m	41 m

It should be noted that per section 5.4.2.2 c) of the Official Plan ‘where driveways are provided on Arterial Roads six lanes or greater, access shall be restricted to right in and right out.’

2.4.2 Local Public Transit

Transit service is provided by Barrie Transit. The Subject Lands are located within close proximity to local public transit facilities with east bound transit stops located just east (at the corner of Mapleview Drive West and Hollyholme Farm Road) and west of the subject lands (in front of the Pushing Inc. Tattoo Emporium). West bound transit stops are located directly across from the Subject Lands (on the North side of Mapleview Drive West in front of the vacant lot and Bear Creek) and to the east on the north side of Mapleview Drive West (In front of the Maple View Community Church). The Subject Lands are directly serviced by the following transit routes:

- 7A Grove (Offers northbound service from Park Place to Georgian College)
- 7B Bear Creek (Offers southbound service from Georgian College to Park Place)
- 8A RVH/Yonge (Offers northbound service from Park Place to Royal Victoria Hospital via Mapleview Drive)

The following routes are within a 15 minute walk of the subject lands, and provide greater connections to Downtown Barrie:

- 2A Dunlop (Offers northbound service from Park Place to the Downtown Barrie Terminal via Mapleview Drive)
- 2B Park Place (Offers southbound service from the Downtown Barrie Terminal to Park Place via Mapleview Drive)
- 8B Crosstown/Essa (Offers northbound service from Park Place to Georgian College)

As of September 2020, the above-mentioned transit routes offer hourly service.

2.4.3 Regional Public Transit

Barrie is serviced by two GO Transit stations, including Allendale Waterfront located south of Kempenfelt Bay along Lakeshore Drive and Barrie South located at the northeast corner of Mapleview Drive East and Yonge Street. Allendale Waterfront and Barrie South GO Stations are each located within a 10 and 15-minute drive

to the north and east from the Subject Lands, respectively. The GO Stations provide direct rail service to East Gwillimbury, Newmarket, Aurora, Vaughan, and Toronto, including Union Station.

The Downtown Barrie Terminal is also serviced by GO Bus Routes 68, 68B, and 68C which provide direct bus service to East Gwillimbury, Newmarket, Aurora, Vaughan, and Toronto, including Union Station.

The Downtown Barrie Terminal is also serviced by Ontario Northland bus services which provide bus services throughout southern and northern Ontario.

2.4.4 Cycling Infrastructure

There are currently no dedicated cycling lanes or facilities located along Maplevue Drive West in proximity to the Subject Lands. Urban shoulders marked by painted white edge lines are located along Veterans Drive, approximately 1.1 km east of the Subject Lands, to provide a separate travel lane from vehicle travel and offset from roadside obstructions such as catch basins.

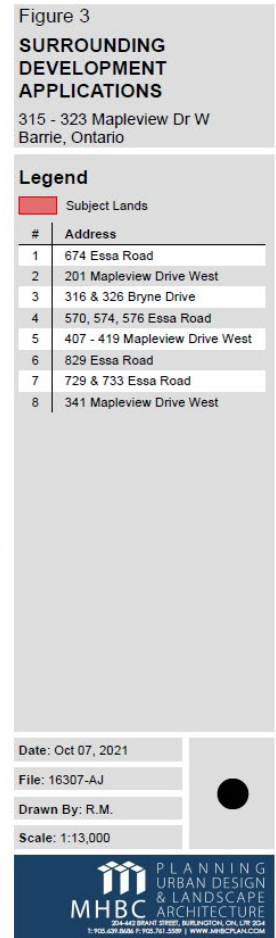
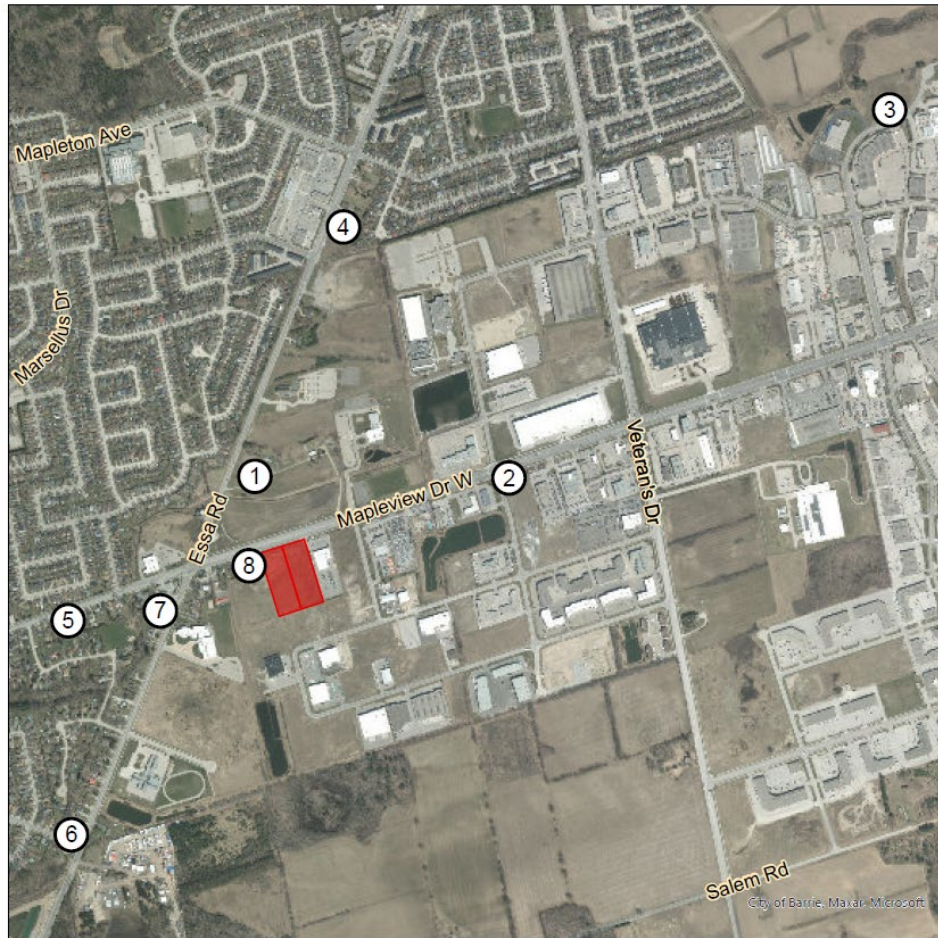
2.5 Surrounding Development Activity

Several development applications are surrounding the Subject Lands, summarized in **Table 3** below. The majority of surrounding development activity is associated with industrial and commercial projects which are compatible with existing surrounding land uses. These development applications are also shown on **Figure 3**.

Table 3: Surrounding Development Applications

	Development	Current Application	Application Details	Status
1.	674 Essa Road (File #D30-002-2020)	Official Plan and Zoning By-law Amendment	Development of the 10.19 hectare property with a high-density, mixed-use development containing 12 buildings that integrate a variety of residential, commercial and institutional uses. The buildings range in height from 1 to 27 storeys.	Application Submitted November 2, 2020 and is currently under review
2.	201 Maplevue Drive West (File #D11-014-2019) ISM Architects Inc.	Site Plan Approval	Site Plan application for the development of an Automotive Sales Establishment (Cadillac Dealership)	Site Plan Approval application under review
3.	316 & 326 Bryne Drive (File #D11-025-2019)	Site Plan Approval	Six (6) storey Holiday Inn Express hotel	Site Plan Approval application approved in December 2019

	Development	Current Application	Application Details	Status
	Mataj Architects		building with 100 rooms	Revisions Required – Currently under review
4.	570,574,576 Essa Road (File #D11-012-2018) Saverino Developments Inc.	Site Plan Approval	Six (6) storey multi-residential building with fifty-two (52) condominium units.	Site Plan Approval application under review
5.	407-419 Maplevue Drive West (File# D30-003-2020)	Zoning By-law Amendment	Four blocks of 22-unit back-to-back townhouses, 4.5 storeys in height for a total of 88 residential units.	Zoning By-law Application under review
6.	829 Essa Road (File# D11-022-2020)	Site Plan Approval Rezoning Approved August 10, 2020	Eight (8) unit street townhouse block	Site Plan Approval application under review
7.	729 & 733 Essa Road	Zoning By-law Amendment	5-storey residential building containing 46 units and rear yard parking.	Pre-application Public Consultation Phase
8.	341 Maplevue Drive West (D11-011-2021)	Site Plan Approval	A self-storage facility is proposed with a small office component at the front of the property.	Site Plan Approval application under review.



3.0 HISTORY & BACKGROUND

3.1 Employment Land Conversion

Through the Municipal Comprehensive Review (MCR) currently underway to support the preparation of a new Official Plan, the City of Barrie has considered proposals for the conversion of sites designated for industrial-type employment land uses in the existing Official Plan.

As per the Land Needs Assessment Report (LNAR) prepared in May 2019 for the City by Watson and Associates Economists Ltd., it was identified that Barrie needs additional industrial employment land to accommodate future job growth to the year 2041. As such, the City would need to make available additional

employment area land by expanding the Settlement Area boundary. In addition to the projected additional land need, there are several existing industrial employment land parcels within the current Settlement Area boundary of the City which may no longer be suitable for industrial employment uses, meaning the need for additional employment land could be more than the amount identified in the LNAR. To address this, Council directed staff to explore opportunities for converting industrial employment lands within the current settlement area boundary to allow for conversions to non-industrial uses (e.g. residential, commercial, mixed-use).

The City's preferred approach to deal with the recommended conversions is to re-designate the affected parcels through the work being undertaken on the preparation of the City's new Official Plan. Those new designations would come into effect after the City's new Official Plan is approved by the Minister of Municipal Affairs and Housing. These conversions would be subject to public consultation and input through the rest of the new Official Plan approval process.

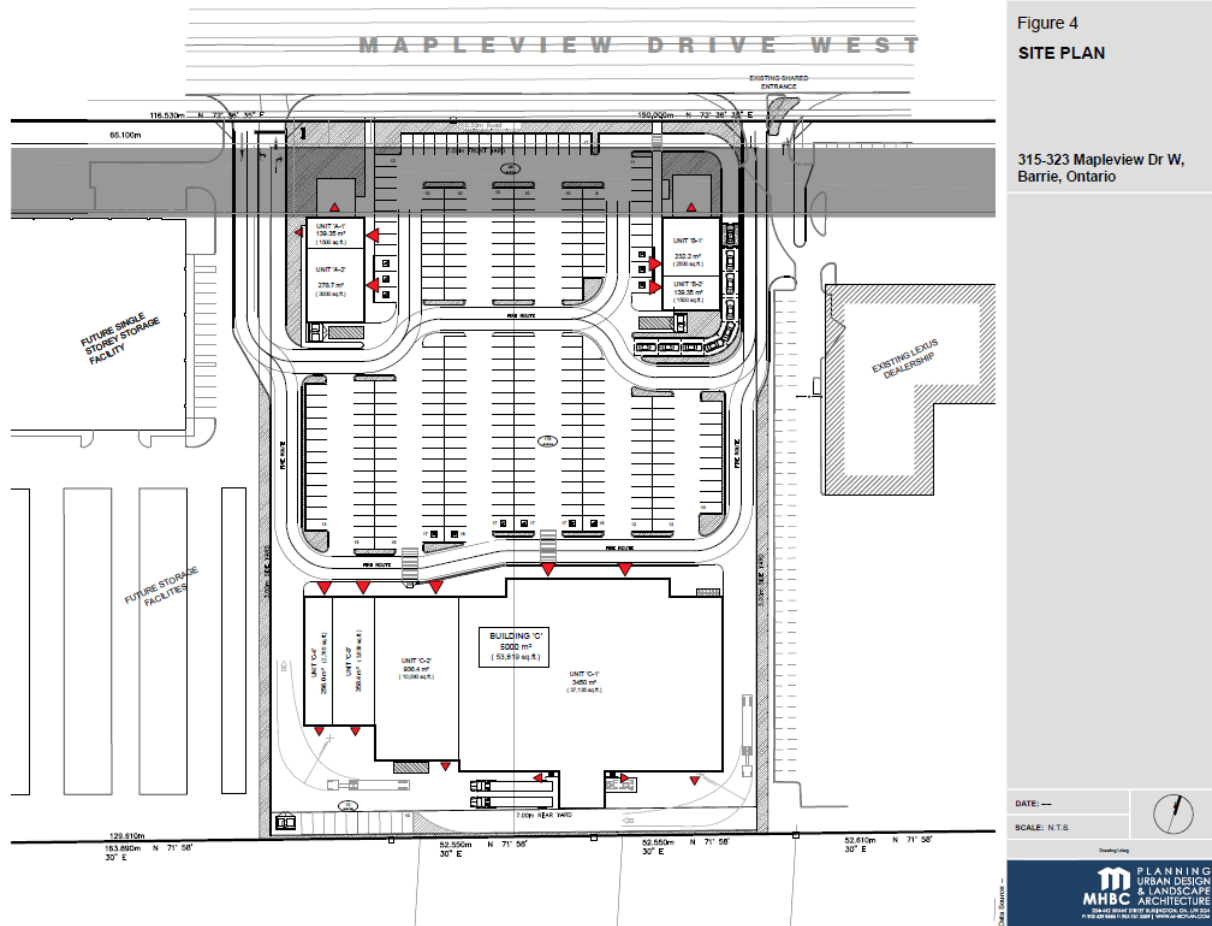
Through the initial discussions with City Staff and the Pre-Consultation, City Staff highlight that the proposal described herein illustrates non-industrial employment uses, similar to other sites that have developed along Mapleview Drive West. **Consequently, through the Second Draft of the Official Plan City Staff support the proposed uses through a redesignation to non-industrial employment, and as such, this does not constitute an employment land conversion. This justification forms the basis for the Official Plan and Zoning By-law Amendment application contained herein.**

4.0 THE PROPOSAL

4.1 Description of the Proposal

The current development proposal is the result of careful planning analysis and design work undertaken by the Project Team, including consideration of Provincial and local policies for managing and directing growth, the local land use policy context, as well as the evolving physical landscape of the surrounding area along Mapleview Drive West and the broader commercial and employment areas of southern Barrie. The block plan provided in **Appendix B** provides an overview of the surrounding area in relation to the Subject Lands.

The proposal is for a comprehensively developed mixed employment and commercial shopping centre on the Subject Lands. **Figure 4** provides a conceptual Site Plan for the proposed development. The proposal includes introducing a range of non-residential uses on the Subject Lands, the majority of which are permitted under the current planning framework and zoning. The proposal includes three building footprints, including a 1- storey multi-unit building including a restaurant with a drive through to the northeast; a 1-storey multi-unit commercial retail building to the northwest; and one 1-storey multitenant commercial retail building including a food store and other commercial retail stores to the south. The proposal contains a total commercial gross floor area of 5,789.6 square metres. A total of 288 surface parking spaces are also provided, including 12 accessible parking spaces. A total of 22 bicycle parking spaces are also provided. The proposal, including a breakdown of proposed land uses and site layout, is provided below.



4.1.1 Building Format and Site Layout

The proposal represents a comprehensive development of the Subject Lands into an employment and commercial shopping centre. The 3 proposed building footprints are located along the perimeter of the Subject Lands and arranged around a central parking area that is divided into smaller components to service each building.

Based on the current conceptual site plan, the following buildings and corresponding gross floor areas are proposed:

- Building A: 1-storey multi-tenant commercial retail building (418.05 m²)
- Building B: 1-storey multi-tenant building featuring a restaurant with drive-through (371.55 m²)
- Building C: 1-storey multi-tenant building including a food store and retail stores (5,000.00 m²)

Buildings A and B are situated closest to Maplevue Drive West with a minimum front yard setback of 22.32 metres from the front lot line to Building B. Building C is located on the southern end of the subject lands. Minimum internal side yards of 11.52 and 11.63 metres is provided along the eastern and western lot lines, respectively. A minimum rear yard of 7.0 metres is provided between the rear lot line and Building C.

Collectively, the proposal includes a total of 5,789.6 square metres of ground floor coverage, representing a total lot coverage of 23.58%.

4.1.2 Parking, Ingress and Egress

As previously mentioned, the proposal envisions 3 employment and commercial buildings oriented around a central parking area. A total of 288 parking spaces are proposed, including 12 accessible parking spaces. Parking on the site has been organized into two main arrangements to adequately support each proposed building. A total of 100 parking spaces are provided adjacent to Building A and B; and 188 parking spaces are provided adjacent to Building C.

A total of 22 bicycle parking spaces are also provided. Bicycle parking spaces are located adjacent to the main entrances of Buildings A, B, and C.

Access to the site will be provided through a formalized approach at the signalized intersection access at the western limit of the site. The proposal envisions a primary vehicular entrance via the signalized intersection that also services the proposed mixed use development to the North of Maplevue Drive West. A two-way driveway 7.0 metres in width bi-sects the Subject Lands and provides direct vehicular access throughout the Subject Lands. All other drive aisles and parking areas are accessed via this central driveway. A secondary vehicular entrance is proposed to be located along the eastern side of the Subject Lands, east of Buildings A. This driveway provides direct vehicular access along the eastern portion of the Subject Lands, and provides a right in right out access.

4.1.3 Landscaping

High-quality landscaping has been incorporated into the proposal across the entire Subject Lands. The proposal includes a total of 2,478.1 square metres of landscaped area (10.10%).

Along the front lot line, a 3 metre landscape buffer has been provided on Maplevue Drive. Minimum landscaping buffers have also been provided along the perimeter of the Subject Lands and throughout the proposed parking areas.

4.1.4 Site Statistics

Table 4 below displays the proposed development in terms of land use and proposed commercial GFA.

Table 4: Site Statistics of Proposed Development

Provision	Provided
Lot Area	
Total Lot Area	24,556.6 m²
Building Area	
Building A-1	139.35 m ²
Building A-2	278.7 m ²
Building B-1	232.2 m ²
Building B-2	139.35 m ²
Building C-1	3,450.0 m ²
Building C-2	936.4 m ²
Building C-3	358.4 m ²
Building C-4	256.0 m ²
Building C Total	5,000.0 m ²

Total Gross Floor Area	5,789.6 m²
Other Site Statistics	
Coverage	23.58% (5,789.6 m ² / 24,556.6 m ²)
Parking Provided	288 cars
Accessible Parking Provided	12 spaces (including Type A and B)
Bicycle Parking Required	15 bicycles (288 parking spaces x 5%)
Bicycle Parking Provided	22 bicycles
Landscape Area	2,478.1 m ² (10.10%)

4.2 Required Applications

4.2.1 Official Plan Amendment

The Subject Lands are currently designated as General Industrial and have been included in the Industrial Planning Area. Lands designated as General Industrial shall predominantly be used for manufacturing, processing, servicing, storage of goods and raw materials, industrial warehousing, and similar such uses. Commercial uses that serve the industrial area may also be permitted (i.e. restaurants, banks, etc.). Ancillary/accessory retail uses may also be permitted as long as they are accessory/ancillary to the primary use in function and floor space occupancy. Commercial uses, including retail stores, not directly related to the function of the surrounding industrial area or which are more appropriate in a designated commercial area are not permitted.

The proposed Official Plan Amendment will retain the existing General Industrial designation and will add a new site-specific policy to permit additional commercial uses on the Subject Lands. The existing General Industrial designation policies that apply to the Subject Lands are proposed to be amended by adding “commercial uses, including a retail store and restaurant uses” and “food store and supermarket” as permitted uses on the Subject Lands.

A request to amend the existing Official Plan designation as it applies to the Subject Lands is warranted and appropriate, as demonstrated throughout this report.

A copy of the proposed draft Official Plan Amendment can be found attached to this report as **Appendix C**, while a detailed summary and rationale respecting the Official Plan concerning the requested Amendment are provided in **Section 5.4** of this report.

4.2.2 Zoning By-law Amendment

The Subject Lands are currently zoned Light Industrial (LI) with special provision 367 by Zoning By-law 2009-141. Under the existing zoning, commercial uses are listed as permitted uses only if they are accessory to permitted employment and industrial land uses. A retail store is not permitted within the LI zone.

The proposed Zoning By-law Amendment will retain the existing zoning and will add a new special provision to accommodate the proposed development (LI SP XXX). The new special provision will include the following:

- Add “retail store”, “personal service store”, “food store”, and “supermarket”, as well as “standalone restaurant” as permitted uses on the Subject Lands. For reference, Zoning By-law 2009-141 defines “retail store” as “*a building where goods, merchandise, substances, articles or things are offered for retail sale without an intermediary to the general public, including establishments that require membership and includes storage on the store premises of limited quantities of such goods, merchandise, substances, articles or things sufficient only to service such store,*” and “personal service store” as “*a building offering such services as a barbershop, hair salon, spa services, shoe repair shop, self-service laundry or depot for the collection of dry cleaning and laundry.*”

A request to amend the existing zoning provisions as they apply to the Subject Lands is warranted and appropriate, as demonstrated throughout this report. The proposed rezoning application aligns land uses currently permitted on the Subject Lands in the City’s Official Plan and those proposed to be added through the aforementioned Official Plan Amendment with those in the Zoning By-law which are compatible with the immediate and surrounding site context of Maplevue Drive West.

A copy of the proposed draft Zoning By-law Amendment can be found attached to this report as **Appendix D**, while a detailed summary and rationale respecting the Zoning By-law concerning the requested Amendment are provided in **Section 5.5** of this report.

4.2.3 Site Plan Approval

As previously mentioned, a pre-consultation was held with City Staff on April 1, 2021 which established the requirements for a complete Site Plan Approval application for the Subject Lands. An application for Site Plan Approval will be submitted to facilitate the proposed development in tandem with the Official Plan and Zoning By-law Amendment discussed herein.

4.3 Supporting Studies

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

4.3.1 Functional Servicing Report

The Functional Servicing and Stormwater Management Report was prepared by R.J. Burnside & Associates Limited and outlines a proposed strategy for servicing and stormwater management. There are two existing watermain located within the site area. An existing 400mm diameter watermain is located within the Maplevue Drive Right-of-Way and a 200mm diameter watermain within the easement of the site. The existing municipal water supply network will not be affected by the proposed development and can sufficiently service the site. Two sanitary connections are proposed for this development. The proposed development will connect to the existing 1350mm diameter storm sewer within the easement at the north side of the site. The storm sewer has been designed to convey the 100-year flood of the external drainage area.

4.3.2 Geotechnical Study

A Geotechnical Investigation was completed by Terraprobe in October 2006, which was peer reviewed by Pinchin in April 2021. Both the report and the peer review found that the soil conditions near the site are suitable for the proposed development.

4.3.3 Transportation Impact Study

A Transportation Study was completed by R.J. Burnside & Associates Limited. The Transportation Study reviewed the surrounding intersections and site access to handle the future traffic conditions. It was confirmed that under existing and future conditions, all intersections operate with excess capacity with a level of service (LOS) E or better with the exception of Mapleview Drive/Essa Road, Mapleview Drive/Veterans Road and proposed West Driveway on Mapleview Drive.

The site plan is well designed to accommodate all modes of travel. A maneuvering analysis confirms that a front-end loader refuse truck, delivery truck (HSU) and tractor trailer (WB-20) design vehicles can access the proposed loading/refuse spaces via the proposed driveway.

There are 288 vehicle parking spaces, 12 accessible spaces and 4 loading spaces for the proposed site. A number of proposed TDM measures have been included in this development, including shared parking between land uses, cycling and pedestrian connections and bicycle parking.

4.4 Public Consultation Strategy

Effective July 1, 2016, changes to the *Planning Act* (O.Reg 545/06 and 543/06) require that applicants submit a proposed strategy for consultation with the public concerning the application as part of the “complete” application requirements.

The public consultation process for the proposed Official Plan and Zoning By-law Amendment will follow the *Planning Act* statutory requirements and the City’s practices as outlined in the City’s planning documents and Official Plan Amendment/Rezoning process flow chart. Throughout the duration of this process, commenting agencies, members of the public, and stakeholders will be allowed to provide written comments concerning the application.

As required by the City, an informal Neighbourhood Meeting was held on January 27, 2022 as part of this Official Plan and Zoning By-law Amendment application. The meeting was hosted in conjunction with Planning Services. Approximately 12 residents attended the virtual meeting, including the local councillor, Councillor Harvey.

After a brief presentation by MHBC, a question and answer period was held where a handful of questions arose from residents. The questions focused on:

1. **Access to the proposed development, specifically regarding a signalized intersection at Mapleview Drive and access from the rear of the parcel.** It was confirmed that two access points were being provided along Mapleview Drive, with the potential for a signalized intersection in the future, pending Staff’s review. Access through the south of the site would not be possible due to the configuration of the parcels and lack of connection to an exiting roadway.
2. **The timeline for the buildout of the proposed development.** MHBC confirmed that before staff is an Official Plan and Zoning Amendment Application. A subsequent Site Plan application will be

required. It would be anticipated that construction could begin in 2023, pending tenants and various deliverables as determined through the planning process.

3. **How tall the buildings will be and their anticipated use.** MHBC advised that the buildings will be a single storey in height and will be used for commercial uses, not residential purposes.

As part of the complete application process, a Public Notice sign has been posted on the Subject Lands indicating the nature and purpose of the Official Plan and Zoning By-law Amendment application.

As required under the Planning Act, a formal Public Meeting regarding the application will be held in front of General Committee. Notice of the Public Meeting will be sent by regular mail to property owners located within 120 metres of the Subject Lands.

5.0 POLICY FRAMEWORK & PLANNING ANALYSIS

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework related to the Subject Lands and the proposed redevelopment. Each subsection describes the applicable policies and regulations and identifies how the proposed redevelopment and proposed Official Plan and Zoning By-law amendment is consistent with and implements Provincial and local policy.

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) is issued under Section 3 of the *Planning Act* and the most recent Statement came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting a planning matter ‘be consistent with’ the policies of the PPS. As such, the PPS provides a vision for land use planning in Ontario that encourages efficient use of land, resources, and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health, and social wellbeing. These directives depend on the efficient use of land and development patterns that support strong, livable, and healthy communities that protect the environment and public health and safety, and facilitate economic growth. The 2020 PPS applies to planning decisions made on or after the effective date and applies to the proposed Zoning By-law Amendment.

An analysis of Provincial policies contained within the PPS, and how the proposed Official Plan and Zoning By-law Amendment application is consistent with these policies, is provided as herein.

Part V of the PPS contains the Provincial policy framework to guide land use planning across Ontario. Accordingly, the policies are organized according to a series of fundamental principles, including:

- Building Strong Healthy Communities (**Section 1**);
- Wise Use and Management of Resources (**Section 2**);
- Protecting Public Health and Safety (**Section 3**); and,
- Implementation and Interpretation (**Section 4**).

Applicable policies from each of the above noted fundamental principles are analyzed and evaluated below.

Building strong healthy communities within settlement areas is one of the key policy directives of the PPS, as found in **Section 1.0**. The policy direction promotes efficient development and land use patterns for

accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses. The policies support the promotion of healthy, livable, and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The proposed development is located within a Settlement Area, as defined by the PPS, and will be provided on full municipal services. The proposed Official Plan and Zoning By-law Amendments will allow for the implementation of the proposed employment and commercial development on the Subject Lands which will support the financial well-being and long-term needs for employment and commercial retail in the City of Barrie. The proposal supports the objectives for healthy, livable, and safe communities in the following ways:

- The proposed amendments will intensify underutilized lands in a designated settlement area at increased densities that represent community building intended to sustain the financial well-being of the province and the City of Barrie;**
- The proposed amendments will provide for a range commercial uses within the City of Barrie on a site designated for employment and ancillary retail use in the Official Plan to serve the population of the City and to meet the long-term commercial needs;**
- The proposal takes advantage of existing and planned infrastructure within the built-up area, reducing land consumption and servicing costs;**

- **By providing a mix of employment and retail uses in an area well served by transit to encourage transit usage and active transportation; and,**
- **By locating commercial retail uses within proximity to regional and inter-regional transportation networks including Highway 400 to encourage efficient land use patterns.**

The PPS directs that Settlement Areas shall be the focus of growth and development (**Policy 1.1.3.1**). Under **Policy 1.1.3.2**, the PPS states that land-use patterns within Settlement Areas shall be based on densities and a mix of land uses which:

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

The proposed development represents an efficient use of land and resources in the area. The proposed development is located within a Settlement Area, as defined by the PPS, and will be developed on existing full municipal services, avoiding the need for unjustified and uneconomic expansion. The proposal will introduce additional commercial retail land uses in an area characterized by commercial shopping centres and will be serviced by several transit lines and both existing and planned active transportation infrastructure. Introducing commercial retail land uses on the Subjects Lands that are already characteristic of the surrounding area will encourage efficient travel behaviors by residents and consumers by reducing the number of vehicle trips to meet daily and weekly retail needs and encouraging the use of active transportation to access the Subject Lands.

Policies related to employment and employment areas are contained within **Section 1.3** of the PPS. Under **Policy 1.3.1**, the PPS states that planning authorities shall promote economic development and competitiveness 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 implements employment and ancillary retail uses to assist the City of Barrie in meeting their long-term employment needs. The proposed development also implements the retail use intended for the Subject Lands through the Zoning By-law, as it was deemed a suitable site for commercial land uses within the broader employment area. The proposed development represents an economic investment in the City of Barrie and will introduce new retail stores that do not currently operate in the City, providing opportunities for a diversified economic base that can accommodate a range of innovative commercial retail uses amid shifting market demands. The proposed development is proposed on a site ready for development and will utilize existing infrastructure that has been determined and planned for through appropriate planning processes.

With respect to Employment Areas, the PPS states the following:

1.3.2.1 *Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.*

1.3.2.3 *Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.*

1.3.2.4 *Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.*

1.3.2.5 *Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:*

- a) *there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) *the proposed uses would not adversely affect the overall viability of the employment area; and,*
- c) *existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

1.3.2.6 *Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.*

The Subject Lands are located within the Highway 400 West Industrial Area, which is not identified as being provincially significant. The proposed development implements non-industrial employment and commercial retail uses in accordance with the planned function of the Subject Lands for employment and ancillary retail uses. The Subject Lands are proposed to be zoned to allow for additional retail commercial uses which will provide for an appropriate buffer between the existing industrial lands along King Street and existing residential neighbourhood west of the Subject Lands and Essa Road.

The proposal will offer additional commercial and retail services to residents and employers. Given the Subject Lands already contemplates some retail uses through the existing zoning, the proposal does not represent a conversion of employment land. The proposal supports and reinforces the use of the lands for employment uses and will accommodate approximately 146 jobs.

Section 1.6 of the PPS contains policies related to infrastructure and public services, including transportation systems. Specifically, **Section 1.6.6** addresses sewage, water, and stormwater and states the following:

1.6.6.1 *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - i. *municipal sewage services and municipal water services; and*
 - ii. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
 - i. *can be sustained by the water resources upon which such services rely;*
 - ii. *prepares for the impacts of a changing climate;*
 - iii. *is feasible and financially viable over their lifecycle; and*
 - iv. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and,*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

1.6.6.7 *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development will allow for a built form that maximizes the efficient use of land while efficiently utilizing existing municipal infrastructure without requiring additional servicing. The Subject Lands will be fully serviced by municipal infrastructure which will support the protection of the environment and minimize potential risks to human health and safety. As demonstrated on the associated site plan, the proposal contains a significant amount of landscaped and pervious surfaces totaling 2,478.1 square metres, representing coverage of 10.1%.

With respect to transportation systems, **Section 1.6.7** of the PPS contains the following relevant policies:

***1.6.7.1** Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

***1.6.7.2** Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

***1.6.7.3** As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*

***1.6.7.4** A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The Subject Lands are accessible by active transportation as they are located in proximity to regional and local transit routes and cycling infrastructure. Both Allendale Waterfront and Barrie South GO Stations are located within a 15-minute drive from the Subject Lands. Both GO Stations provide bus and rail service between Barrie and Union Station in Toronto. The Subject Lands are also well serviced by local transit including routes 7A Dunlop, 7B Park Place, 8A RVH/Yonge which service transit stops 530, 533, 537 and 538 located on the northern and southern side of Mapleview Drive West within 1 km of the Subject Lands.

The proposal also implements active transportation infrastructure in the form of 22 bicycle parking spaces which are conveniently located in proximity to entrances of five of the proposed buildings.

Policy 1.7.1 of the PPS states that long-term economic prosperity is to be supported, in part, by promoting opportunities for economic development and investment-readiness; encouraging a sense of place through

well-designed built form; and providing for an efficient, cost-effective, reliable multimodal transportation system, including:

- a) *promoting opportunities for economic development and community investment-readiness;*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- g) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- j) *promoting energy conservation and providing opportunities for increased energy supply; and,*
- k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature.*

The proposed development promotes economic development in the City of Barrie through the creation of jobs and by introducing additional retailers that are not currently present in the City. The proposal represents an intensification of vacant land that will support economic activities that are compatible with nearby existing and planned land uses and will contribute to the existing mix of unique commercial retail uses in southern Barrie. The proposed development will, therefore, decrease vehicular travel time for residents and businesses to fulfill their retail needs. The proposed development implements energy conservation measures in its design through a compact development concept that represents the intensification of a development-ready site.

Section 1.8 of the PPS speaks to matters related to energy conservation, air quality, and climate change.

Policy 1.8.1 of the PPS states that:

***1.8.1** Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible.*

The proposed development will allow a compact built-form that maximizes the efficient use of the land. The Subject Lands are located within proximity to various bus routes that connect the Subject Lands to downtown Barrie and other major commercial areas. A total of 22 bicycle parking spaces are proposed which are thoughtfully located at the entrances of most of the proposed buildings. The Subject Lands are also surrounded by a mix of commercial retail land uses which are easily accessible by active transportation by future residents and workers on the site. The proposed development will incorporate low impact development and other sustainable measures, to assist the Province and City to become resilient to climate change. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

Conclusion/Conformity Statement

In our opinion, the proposed Official Plan and Zoning By-law Amendment is consistent with the PPS for the following reasons:

1. The proposed Official Plan and Zoning By-law amendment will support the financial well-being and long-term needs for employment in the City of Barrie by providing employment and ancillary retail employment uses which will create jobs and will support existing and planned businesses in the Highway 400 West Employment Area.
2. The proposed Official Plan and Zoning By-law amendment will permit additional employment and major retail employment uses on lands zoned for employment and retail uses. Therefore, it does not represent a conversion of employment land and supports and reinforces the use of the lands for employment uses through the creation of approximately 146 jobs.
3. The proposed development will ensure land use compatibility between existing industrial and commercial retail land uses. The proposal will represent a transition from the industrial land uses located along King Street to the existing commercial retail land uses situated along Maplevue Drive West, and surrounding residential neighbourhoods to the West. The proposal will offer additional commercial retail services to residents and employers in the City of Barrie.
4. The proposed development will allow for a compact built-form that maximizes the efficient use of the land while efficiently utilizing existing infrastructure without requiring additional servicing.
5. The proposed development does not cause undue environmental or public health and safety concerns and further contributes to a healthy community as it is accessible via public transit and incorporates active transportation infrastructure.

6. **The proposed development will incorporate a storm sewer system located within the parking lot for attenuation and treatment of runoff that is compliant with the City of Barrie's Guidelines.**
7. **The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).**

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") was prepared and approved under the *Places to Grow Act, 2005*. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved by the Province of Ontario on August 28, 2020. A Place to Grow establishes a long-term framework for growth and development in the Greater Golden Horseshoe ("GGH") region which encourages the efficient use of land through the development of complete communities that are compact, transit-supportive and provide a range of housing and employment opportunities. A Place to Grow currently utilizes a land-use planning horizon to 2051.

The Growth Plan builds upon the policy foundations of the PPS, 2020 and previous Plans and responds to key challenges in the GGH region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive and make efficient use of investments in infrastructure and public service facilities while ensuring the protection of agricultural and natural areas and supporting climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

The Growth Plan provides policies for where and how to grow, stating that population and employment growth be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan designates two different areas of growth: the built-up area, where growth is to be directed and accommodated through intensification; and, designated greenfield areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form. The Subject Lands are located within the City of Barrie Settlement Area and built boundary under the Growth Plan.

Schedule 3 of the Growth Plan forecasts a population of 298,000 and 150,000 jobs for the City of Barrie for 2051. Census data indicates that the population of the City of Barrie was 145,614 in 2016.

Applicable policies from each of the above noted fundamental principles are analyzed and evaluated below alongside a summary of policies applicable to the proposed development and how they have been addressed.

Where and How to Grow

Section 2.2 of the Growth Plan contains policies for where and how to grow and discuss the management of growth to accommodate a greater number of people and jobs to build complete, compact, and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

Under **Sub-section 2.2.1** (Managing Growth), the Growth Plan states the following:

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
 - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
 - e) *development will be generally directed away from hazardous lands;*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
 - e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
 - f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
 - g) *integrate green infrastructure and appropriate low impact development.*

The proposed Official Plan and Zoning By-law amendment will provide for an appropriate built-form within the settlement area of the City of Barrie and will implement employment and commercial retail employment uses that will contribute to creating a complete community. The proposed built form represents an efficient and appropriate utilization of land and represents an optimization of infrastructure. The proposed development will increase access for residents and businesses to food, commercial retail, and general business services to meet daily and weekly needs.

The proposed development will represent a compact built form that efficiently utilizes existing infrastructure. Buildings and landscaping have been situated on the Subject Lands to frame Mapleview Drive West and provide an enhanced pedestrian experience. Buildings A and B are situated within 15 metres of the front lot line to frame the street while a 3-metre landscape buffer is proposed to create a vibrant streetscape.

The proposed development will implement low impact development measures to assist the Province, Region, and Municipality in meeting sustainability goals, including the proposed 2,478.1 square metres of landscaped area which provide pervious surfaces to minimize the impacts of stormwater runoff and also contribute to environmental sustainability.

Section 2.2.5 on Employment states that economic development and competitiveness in the GGH will be promoted by making more efficient use of employment lands, providing a variety of employment to accommodate forecasted growth, aligning employment densities with transit and ensuring that economic goals and strategies are considered to retain and attract investment and employment. Employment areas will be planned to direct retail uses to locations that support active transportation and have existing or planned transit. Major retail uses are prohibited in employment areas unless a size or scale threshold is established and municipalities shall plan for the provision of an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.

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

The Subject Lands are currently vacant and the proposed development makes more efficient use of the land by introducing new employment and commercial retail land uses in an area predominately characterized by similar land uses. The proposed land uses on the Subject Lands will support approximately 146 jobs, which will be directly serviced by various local transit routes and planned active transportation infrastructure along Mapleview Drive West and Veterans Drive. As previously mentioned, regional transit connections are also located within a 15-minute drive of the Subject Lands.

3. *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*

The Subject Lands are located within 300 metres of three transit stops serviced by two transit lines which provide direct access between the Downton Transit Terminal and Park Place, a major commercial shopping centre located along Mapleview Drive East, approximately 3.2 kilometres east of the Subject Lands. Active transportation infrastructure in the form of dedicated bicycle lanes are provided along Veterans Drive and are proposed along Mapleview Drive West in accordance with the City's Active Transportation Master Plan.

4. *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

The proposal contains 288 parking spaces, exceeding the minimum number of parking required under Zoning By-law 2009-141. However, the proposed parking areas have been designed with high-quality landscaping features throughout the site to reduce stormwater runoff and provide increased canopy cover the site. The proposed parking areas provide opportunities for future intensification on the site through infill development.

The proposal incorporates a transit-supportive built form by placing important commercial retail uses including a food store within proximity to transit stops.

7. *Municipalities will plan for all employment areas within settlement areas by:*
 - a) *prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
 - b) *prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
 - c) *providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*
8. *The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.*

The proposed development will not result in adverse impacts on the surrounding industrial and manufacturing land uses. The proposed development is consistent with existing land uses in the surrounding area and is not located adjacent to heavy industrial or other land uses vulnerable to encroachment. The proposed commercial retail land uses are ancillary to the overall employment function of the surrounding area and is compatible with other commercial developments located to the south and east.

9. *The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:*
 - a) *there is a need for the conversion;*
 - b) *the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
 - c) *the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
 - d) *the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*
 - e) *there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

10. *Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:*
 - a) *satisfy the requirements of policy 2.2.5.9 a), d) and e);*
 - b) *maintain a significant number of jobs on those lands through the establishment of development criteria; and*
 - c) *not include any part of an employment area identified as a provincially significant employment zone.*

Through the ongoing municipal comprehensive review, the City's has opted to maintain the Employment Land designation on the subject site. However, under the Draft Official Plan the subject lands are to be designated 'Employment Area - Non Industrial' permitting major retail up to 25% of the net land area within its respective contiguous cluster of lands designated Employment Area – Non-Industrial. As such, the proposal would not be considered an employment conversion and the redesignation and rezoning of the Subject Lands to include commercial retail land uses conforms to the aforementioned conversion criteria.

11. *Any change to an official plan to permit new or expanded opportunities for major retail in an employment area may only occur in accordance with policy 2.2.5.9 or 2.2.5.10.*
13. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all employment areas within settlement areas that:*
 - a) *are measured in jobs per hectare;*
 - b) *reflect the current and anticipated type and scale of employment that characterizes the employment area to which the target applies;*
 - c) *reflects opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and d) will be implemented through official plan policies and designations and zoning by-laws.*
14. *Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.*
15. *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*
17. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, are encouraged to undertake a co-ordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are major trip generators, on matters such as transportation demand management and economic development. If necessary, the Minister may identify certain areas that meet these criteria and provide direction for a co-ordinated approach to planning.*

The proposed development implements employment and commercial retail employment uses in accordance with the planned function of the Subject Lands for employment and major retail uses. The proposal aligns with the aforementioned policies, as summarized below:

- **The proposal supports economic development in the City of Barrie through the creation of jobs and by limiting the travel of residents to meet daily and weekly retail/service needs.**

- The proposed development is close to bus routes 2A Dunlop, 2B Park Place, 8A RVH/Yonge and 8B Crosstown/Yonge and cycling infrastructure, allowing for access via forms of active transportation.
- Although the proposed uses on the Subject Lands are considered a major retail use per the definition of the Growth Plan, the current policy framework in the City of Barrie allows for ancillary retail uses in the General Industrial designation. In addition, the proposed Employment Area – Non Industrial designation under the Draft Official Plan permits major retail uses. The implemented Light Industrial zoning for the Subject Lands allows commercial/retail uses on the Subject Lands as ancillary to the employment uses permitted. Therefore, the proposed development does not represent an employment conversion.
- Further, the proposed development and its location at the periphery of existing industrial uses to the south and northeast throughout the Highway 400 Employment Area, which provides for an appropriate interface and buffer to the existing commercial uses on the lands to the east along Maplevue Drive West to maintain land use compatibility between the commercial and employment areas.
- Further, the proposed development allows for the efficient use of the Subject Lands and available infrastructure. The proposed development will not cause any adverse impacts on the future industrial and manufacturing uses permitted to the east and south of the Subject Lands as the proposed buildings are well setback from side and rear lot lines and are generally oriented away from neighbouring properties. Given the Subject Lands are already zoned for ancillary retail uses, the proposal does not represent a conversion of employment land and supports and reinforces the use of the lands for employment uses through the creation of approximately 146 jobs.

Infrastructure to Support Growth

Part 3 of the Growth Plan contains policies to ensure that infrastructure is well-planned and integrated within land-use planning and environmental protection. Co-ordination of these different aspects of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to support the achievement of complete communities. The Growth Plan states that it is estimated that “over 30 percent of infrastructure capital costs, and 15 percent of operating costs, could be saved by moving from lower density development to a more compact built form” (**Preamble, Section 3.1**).

Under **Policy 3.2.2**, the Growth Plan states the following with respect to transportation:

1. *Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.*
2. *The transportation system within the GGH will be planned and managed to:*
 - a) *provide connectivity among transportation modes for moving people and for moving goods;*
 - b) *offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
 - c) *be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;*

- d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;
 - e) accommodate agricultural vehicles and equipment, as appropriate; and,
 - f) provide for the safety of system users.
3. *In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.*
 4. *Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:*
 - a) *reduce trip distance and time;*
 - b) *increase the modal share of alternatives to the automobile, which may include setting modal share targets;*
 - c) *prioritize active transportation, transit, and goods movement over single-occupant automobiles;*
 - d) *expand infrastructure to support active transportation; and*
 - e) *consider the needs of major trip generators*
- b) 7A Grove (Offers northbound service from Park Place to Georgian College)
 - c) 7B Bear Creek (Offers southbound service from Georgian College to Park Place)
 - d) 8A RVH/Yonge (Offers northbound service from Park Place to Royal Victoria Hospital via Mapleview Drive)

The following routes are within a 15 minute walk of the subject lands, and provide greater connections to Downtown Barrie:

- e) 2A Dunlop (Offers northbound service from Park Place to the Downtown Barrie Terminal via Mapleview Drive)
- f) 2B Park Place (Offers southbound service from the Downtown Barrie Terminal to Park Place via Mapleview Drive)
- g) 8B Crosstown/Essa (Offers northbound service from Park Place to Georgian College)

The proposed development will assist in achieving co-ordination of transportation infrastructure investment by increasing ridership on multiple transit networks, including Barrie Transit Routes 7A Gove, 7B Bear Creek, 8A RVH/Yonge, and 8B Crosstown/Yonge. The proposal will assist in supporting the use of transit and active transportation through the provision of 22 bicycle parking spaces on the site. The proximity of the Subject Lands to existing transit stops along Mapleview Drive West provides opportunities for multimodal access to nearby residential areas as well as other key commercial areas throughout the City, including the Park Place shopping centre.

Sub-section 3.2.6 contains policies related to the coordinated planning for water and wastewater systems and states that municipal water and wastewater systems will be planned, designed and constructed to serve growth in a manner that supports the achievement of the minimum intensification and density targets of the Plan (**Policy 3.2.6.2 b**)).

The Functional Servicing Report and Stormwater Management Report prepared in support of this development proposal demonstrates that municipal water and wastewater system will be able to

accommodate the development and does not anticipate negative impacts as a result of the development.

Protecting Resources

Part 4 of the Growth Plan emphasizes the importance of protecting resources including hydrologic and natural heritage features and areas, agricultural land base, cultural heritage resources, and valuable renewable and non-renewable resources. Collectively, these resources provide essential ecosystem services that are crucial to the sustainability of future development.

The development proposal is located in a built-up area of Barrie where no natural heritage resources presently exist. It is not anticipated that there will be any negative impacts on natural heritage resources and features or the agricultural land base as a result of the proposed development.

In terms of cultural heritage resources, **Policy 4.2.7.1** states that cultural heritage resources will be conserved to foster a sense of place and benefit communities.

The Subject Lands are currently vacant and contain no structures listed on the City's Municipal Heritage Register nor any that are designated under Part IV of the *Ontario Heritage Act*. The completed Ministry of Tourism, Sport and Culture Archaeological Assessment checklist submitted in support of this application indicates that the site does not contain heritage resources that are culturally significant.

Conclusion/Conformity Statement

In our opinion, the proposed Official Plan and Zoning By-law Amendment conform to the Growth Plan for the following reasons:

- 1. The proposed Official Plan and Zoning By-law amendment will provide for an appropriate built-form within the settlement area of the City of Barrie and will implement employment and retail employment uses that will contribute to creating a complete community. The proposed built form represents an efficient and appropriate utilization of land and represents an optimization of infrastructure.**
- 2. The proposal implements the planned vision for employment and ancillary retail employment uses on the Subject Lands as implemented through the Zoning By-law, supporting and enhancing the employment directives of the Growth Plan for this area of the City of Barrie.**
- 3. The proposal provides for a higher employment density than a traditional lower density employment use. Given that the anticipated employment for the proposed employment major retail use is approximately 146 employees, this results in an overall employment density of approximately 60 jobs per hectare. This exceeds the 50 residents and jobs per hectare by 10 job per hectare. Therefore, the proposal is a high employment generating use that will assist the City in meeting their forecasted employment growth.**

4. The proposal will support economic development through the creation of jobs and by limiting the travel of Barrie residents to visit other commercial retail locations elsewhere in the City and neighbouring municipalities.
5. Although the proposal is considered a major retail use per the definition of the Growth Plan, and the Draft Official Plan, the current policy framework in the City of Barrie allows for ancillary retail uses in the General Industrial designation. The implemented Light Industrial zoning allows for ancillary retail on the Subject Lands and therefore, the proposed development does not represent an employment conversion.
6. The proposed development is compatible with the surrounding employment and commercial land uses and will serve nearby residential neighbourhoods to the north and west. The proposal will assist in meeting the daily needs of residents and businesses within the Highway 400 West Employment Area.
7. The proposed development allows for the efficient use of the Subject Lands and available infrastructure.
8. The proposed development will incorporate low impact development measures to assist the Province and City in meeting sustainability goals.

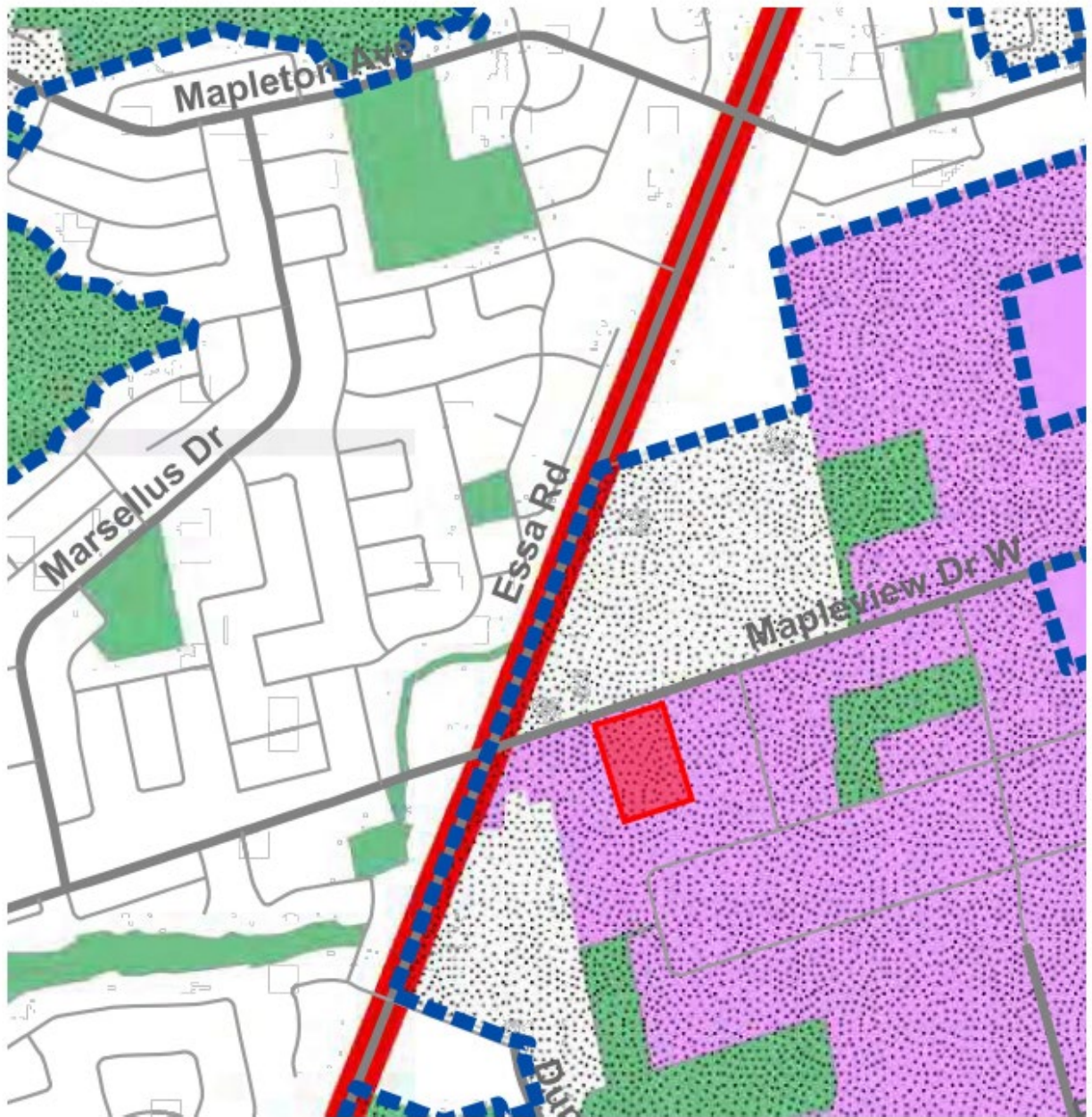
5.3 City of Barrie Draft New Official Plan (Draft 2 – May 6, 2021)

The City of Barrie Official Plan is currently undergoing a comprehensive municipal review and has produced a Draft Official Plan. The updated Official Plan seeks to provide clarity for the urban structure to better planning of complete communities, certainty for investment and align policy direction with the shared vision for Barrie's future. Under the September 2020 Draft Two of Official Plan the Subject Lands are within the 'Employment Area' within the 'Designated Greenfield Area' per Map I Community Structure (**Figure 5**). Additionally the Subject Lands have been designated as 'Employment Area – Non Industrial' – per Map 2 Land Use Designations (**Figure 6**).

As Barrie urban area is rapidly growing, the Draft Official Plan aims to guide growth in an efficient and economically sustainable way through the creation of community land use, development, and conservation goals. As part of the City's compressive approach, City staff, in consultation with the community have prepared the following vision statement to guide the land use policies of this plan:

"By 2051, Barrie will be a more vibrant and attractive medium-sized city. It will boast a wide range of lifestyle options, access to unparalleled recreation for healthy living, and linkages to a premiere waterfront. New and old blend harmoniously, creating a cultural richness amongst a backdrop of flourishing natural areas. A high standard of urban design expresses Barrie's maturity and its modernity is seen in mobility choices, sustainable development, and resiliency. The downtown's vibrancy comes from focussed, dense, mixed-use development while employment areas accommodate many economic drivers. Barrie's transformation is evidenced by investment in all areas of the city, greater diversity, greater accessibility, and greater economic prosperity."

The vision statement is supported by a number of founding principals that manage and direct growth to create Healthy, complete, and safe communities; provide for design excellence; recognize the need for connectivity and mobility; protect the city's natural heritage; fuel economic prosperity and growth; and, lastly enhances the City's vibrant and diverse culture.



Data Source: First Base Solutions; City of Barrie Open Data

Figure 5

**CITY OF BARRIE
OFFICIAL PLAN
[DRAFT]**

**Map 1: Community
Structure**

**315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

Subject Lands

Intensification Corridor

Strategic Growth Area (SGA)

Employment Area

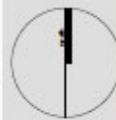
Natural Heritage System & Greenspace

Built-up Area

Designated Greenfield Area (DGA)

DATE: June 9, 2021

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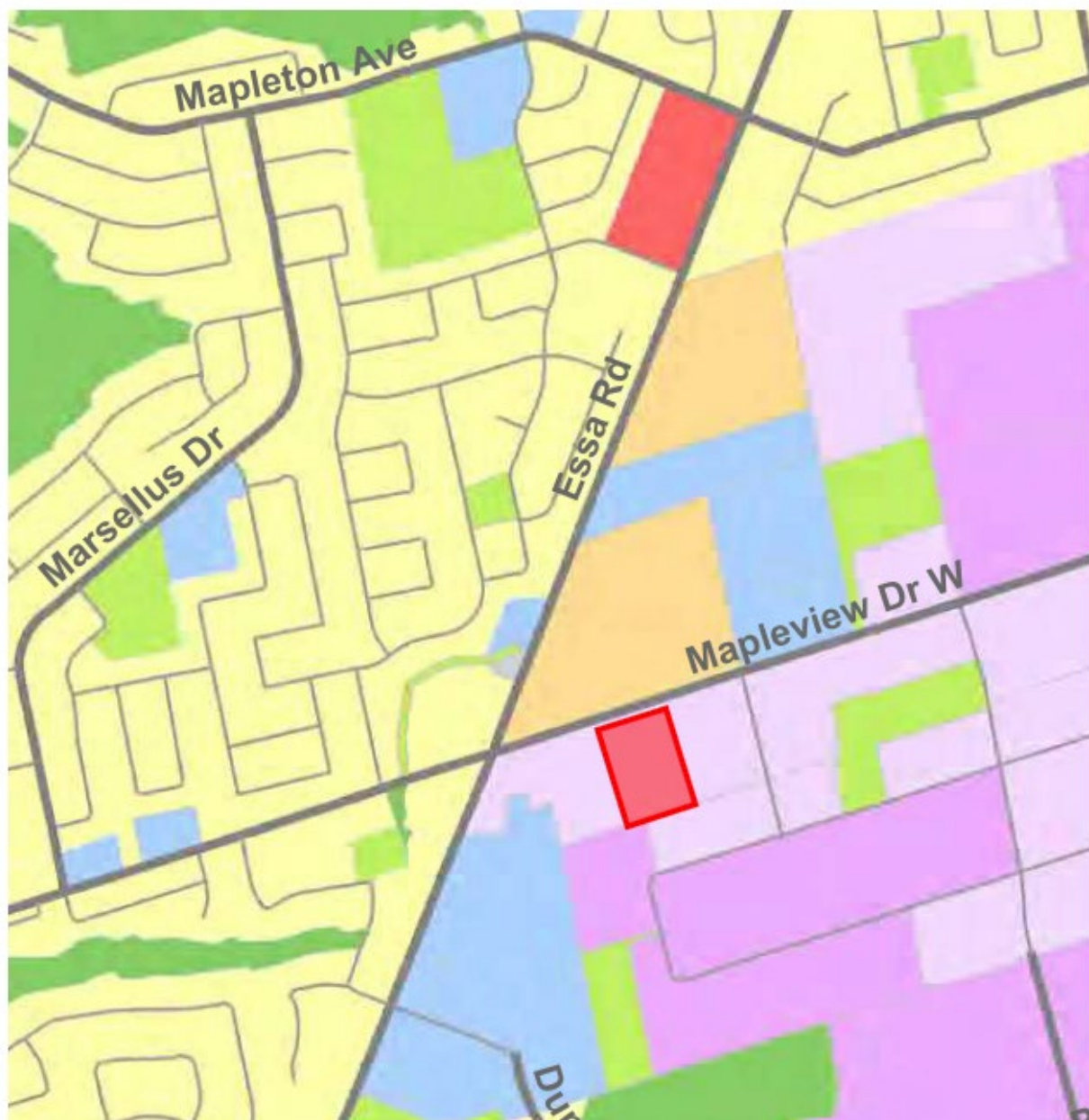


315-323 Mapleview Dr W Barrie, Ontario (highlighted in red on map)



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Data Source: First Base Solutions; City of Barrie Open Data

Figure 6

**CITY OF BARRIE
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**Map 2: Land Use
Designations**

**315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

- Subject Lands
- Neighbourhood Area
- Medium Density

- High Density
- Commercial District
- Community Hub
- Employment Area (Non Industrial)

- Infrastructure & Utility
- Employment Area (Industrial)
- Natural Heritage System
- Green Space

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5.3.1 Community Structure

Section 2.3 provides guidance on the community structure designations applied on Map I of the Draft Official Plan. This includes general growth management policies designated Greenfield Areas, and community structure policies for Employment Areas.

Employment Areas aid in the continued success and economic growth of the City. General Employment Area policies are contained within **Section 2.3.5**. Policies applicable to the subject lands 'Employment Area are as follows:

- a) Employment Areas will support economic activity in Barrie by supplying land for a range of industrial, manufacturing, warehousing, Major Office and, where appropriate, retail, Major Retail, commercial uses, and other ancillary/accessory uses.*
- d) Employment Area lands designated for non-industrial uses shall accommodate employment uses that support the industrial uses and shall act as a buffer to sensitive land uses and non-Employment Areas.*
- f) Lands in Employment Areas shall be appropriately designated as to primarily encourage and protect Industrial-type uses.*
- g) New development within Employment Areas shall be planned to achieve an average minimum density of 31 jobs per hectare.*
- j) To accommodate and facilitate the provision of transit to and throughout Employment Areas, where such service does not yet exist, and to enhance and improve local transit where it does exist, development will be consistent with the City's transit service planning process and service standards and guidelines.*
- k) To facilitate the use of active transportation to and within Employment Areas, development on lands within Employment Areas which are adjacent to lands designated Natural Heritage System and Greenspace will be required to provide, where feasible, on or off-street cycling infrastructure/facilities, connected greenways, and bicycle parking facilities. Active transportation infrastructure will not be required along freight-supportive corridors.*

The proposal provides approximately 5,789 square metres of employment and commercial GFA and will contribute to provide a greater mix of jobs, and local services in the City of Barrie to achieve a complete community that is supported by a mix of employment and commercial land uses in the surrounding area. Overall, the proposed development is anticipated to generate approximately 146 jobs and will also introduce new commercial tenants to the City and further strengthen Barrie's role as a regional commercial centre in the Simcoe Area. The proposal will also facilitate the use of active transit through enhanced pedestrian connections and bicycle parking facilities.

Policies and objectives relating to Growth Management and the City of Barrie's Growth Management Strategy are contained within **Section 2.4**. The intention of Barrie's Growth Strategy is to guide how Barrie will grow, intensify, and mature into a medium-sized city by the year 2051, through the following objectives:

- a) Support the achievement of the community vision for Barrie by wisely managing the city's growth.*
- b) Establish and implement a long-term growth management strategy consistent with Provincial policy, while meeting the needs of the community.*
- c) Support the City's community structure to ensure Barrie's growth is coordinated and integrated.*
- d) Provide clarity, certainty, and direction regarding where and how Barrie will grow and intensify.*

- e) *Strengthen Barrie as a complete community where residents can live, work and connect within their neighbourhoods and across the community as a whole.*

Designated Greenfield Areas are new urban areas of Barrie that are intended to be developed around the interconnected Natural Heritage System, open space network, and transportation system that encourages active transportation and transit use. Policies relating to growth within Designated Greenfield Areas are contained within **Section 2.4.2.3**, the following are the policies applicable to the subject lands:

- a) The City's balanced approach to growth management means that 50% of annual residential growth will be directed towards the Designated Greenfield Area.
- c) Development on Designated Greenfield Area lands will follow a logical progression where new development is contiguous to or abuts against developed areas and progresses outward, except where physical barriers or significant natural heritage features and areas prohibit this development pattern.
- d) Designated Greenfield Area lands shall be planned to maximize the potential for the creation of a complete community and sustainable development. This will be achieved through:
 - i. The efficient use of land and infrastructure;
 - ii. Preservation of the Natural Heritage System;
 - iii. A varied land use arrangement including a mix of uses along Intensification Corridors and within Strategic Growth Areas, the provision of live-work opportunities, and a mix of housing options and employment opportunities;
 - iv. The opportunity to provide viable transit service and the provision of active transportation facilities;
 - v. The creation of neighbourhoods with parks, schools and the Natural Heritage System as their focal points within a five-minute walk of most residents; and,
 - vi. The implementation of measures to maintain the natural hydrologic cycle and function of the watersheds, and protect ground and surface water quantity and quality.

The proposed represents an appropriate infill/contiguous development that will contribute to creation of a complete community. The proposed will contribute to meeting municipal and provincial employment targets, and strengthen Barrie's commercial sector. Lastly, the proposed will be developed on existing full municipal services for both water and sanitary sewage services and will not require an unnecessary expansion of City services, and represent a sustainable form development.

5.3.2 Employment Area – Non-Industrial

Employment Area – Non-Industrial policies are contained within **Section 2.6.9**, which allow for the following permitted uses:

- Office (including major office);
- Parks and other open space areas;
- Training centres;
- Research and development centres and laboratories;
- Adult entertainment;
- Food production and processing;
- Hospitality and tourism;
- Commercial;
- Major retail;

- Manufacturing and Fabrication;
- Distribution
- Facility/warehousing/storage; and,
- Assembly and processing

The following Employment area – Non-Industrial land use policies of **Section 2.6.9.2** can be applied to the subject lands:

- e) Each new major retail site must be a minimum of 3,500 of square metres and should generally not exceed 5,000 square metres. A mix of retail and major retail may be permitted, though together all uses on a site should not exceed a maximum of 5,000 square metres.
- f) New major retail will only be permitted:
 - i. Within a kilometre of Community Area lands, and fronting onto an Arterial Road; and,
 - ii. When less than 25% of existing uses within 500 metres are major retail.
- g) New retail uses within the Employment Area – Non-Industrial designation will only be permitted as follows:
 - i. A new retail use may be permitted as an ancillary use to any permitted use listed in Section 2.6.9.1 of this Plan excluding major retail, but it shall only be permitted in the same building or structure, and it should be no larger than 30% of the gross floor area of the building/structure within which it exists;
 - ii. A new retail use may be permitted in a multi-tenanted building, but it should be no larger than 30% of the gross floor area of the building/structure within which it exists; and,
 - iii. New standalone retail uses may be permitted on a site with existing retail uses, as long as the total gross floor area on that site does not generally exceed 5,000 square metres.
- h) Any retail use with a drive-thru service may be accommodated on lands designated Employment Area – Non-Industrial, subject to the Zoning By-law and any specific locational restrictions that may be applied from time to time to ensure minimal impacts of traffic congestion and prevent traffic queues on the street.

Additionally, development standards of **Section 2.6.9.3, and 2.6.10.3** limit building heights of up to 12 storeys, and encourage design that is supportive of active transportation, by providing facilities such as bus shelters, bike storage, and mobility connections.

The proposal involves introducing major retail uses on the Subject Lands to provide facilities which serve the surrounding employment area and broader commercial needs of the City of Barrie. The proposed uses on the Subject Lands are permitted within the Employment Area – Non-Industrial designation, and do not interfere with or detract from the primary employment function of the area. Additionally, the proposed uses are compatible with other existing commercial uses located along Maplevue Drive West in the surrounding area in terms of size, scale and uses proposed. The proposed major retail development does not exceed 5,000 square metres for retail uses per

building. The proposed drive-thru use will be established through the Zoning By-law, and will ensure no impacts to street traffic. Lastly, the proposed is supportive of active transportation by providing enhanced pedestrian connections to local transit, and through the provision of bicycle parking at the entrances of each building.

5.3.3 Design Excellence

The City's Urban Design Standards and design policies are contained within **Section 3.1** of the Draft Official Plan, and provide the following objectives:

- a) *Design for excellence by:*
 - i. *Prioritizing people;*
 - ii. *Elevating standards of sustainability and resilience; and,*
 - iii. *Celebrating local culture and place.*
- b) *Design for human scale by:*
 - i. *Creating compact, complete, and connected neighbourhoods;*
 - ii. *Scaling built form appropriately to its context and providing appropriate transitions between different types of built form; and,*
 - iii. *Creating a connected and vibrant public realm.*
- c) *Design for diversity, equity, and inclusivity by:*
 - i. *Designing with equity as the goal, and breaking through biases;*
 - ii. *Accommodating all users of public and private space;*
 - iii. *Creating diversity and choice; and,*
 - iv. *Incorporating universal design standards.*
- d) *Design for climate resiliency, sustainability, mitigation, and adaptability by:*
 - i. *Optimizing resource use and minimizing greenhouse gas emissions;*
 - ii. *Maximizing energy efficiency through building performance; and,*
 - iii. *Improving building and landscape performance and resiliency.*

Section 3.3.6 contains the Urban Design Guidelines for Shopping Malls and Major Retail buildings. The following policies are applicable to this development:

- a) *The design of shopping malls and major retail stores should consider accessibility and access for pedestrians, cyclists and transit users, and incorporate landscaping and streetscape elements to promote the integration of public open space.*
- b) *Shopping malls and major retail stores shall have a distinctive architectural design, so that:*
 - ii. *For major retail development as a grouping of multiple stores, the individual stores shall create visual interest and avoid monotony through variation in built form. For instance, individual stores should vary in height and roofline, and different stores should have exterior materials indicative of the store/merchant/tenant.*
- d) *Multi-level retail is strongly encouraged to reduce overall building footprints and increase retail density within the Urban Growth Centre, Strategic Growth Areas, and mixed use developments.*
- e) *Where possible, smaller retail units should line part of the principal building and have display windows and separate entrances.*

- f) *Private streets should be designed to a similar standard as public streets and include sidewalks, with principal entrances provided from sidewalks.*
- g) *Buildings should frame public and private streets.*
- i) *Where possible, restaurants in a shopping mall or major retail development should have a relationship to a street frontage with separate exterior entrances.*

Lastly, **Section 3.4** contains the following applicable policies for parking areas:

- c) *Surface parking lots should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking lots shall be designed in a manner that contributes to an attractive public realm by providing screening and landscaping.*
- d) *Walkways should be provided directly from parking lots and municipal sidewalks to the main entrance(s) of the building(s). Walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.*
- e) *Large surface parking areas should be divided into smaller and defined sections using landscape strips, islands and/or pedestrian walkways.*
- g) *Bicycle parking shall be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.*
- h) *Where possible, surface parking lots shall incorporate the use of pervious surfaces to the greatest extent possible.*

The proposal has incorporated high-quality design to create a unique sense of place on this comprehensively developed commercial retail site. The site has been designed to situate smaller building footprints closer to Mapleview Drive West to appropriately frame the street. Landscaping along Mapleview Drive West will provide an enhanced pedestrian experience by providing street trees and landscaped areas that provide shade, stormwater management, and contribute to a sense of place in an area characterized by otherwise monolithic commercial areas. The proposed parking areas are divided by landscaping buffers of at least 3 metres in width to provide dedicated and distinguished parking areas for each proposed building. Proposed landscaping also incorporates native tree species to provide for a visually pleasing compact urban environment while supporting environmental sustainability. Pedestrian linkages are provided throughout the site and connect all proposed buildings to the street safely and efficiently.

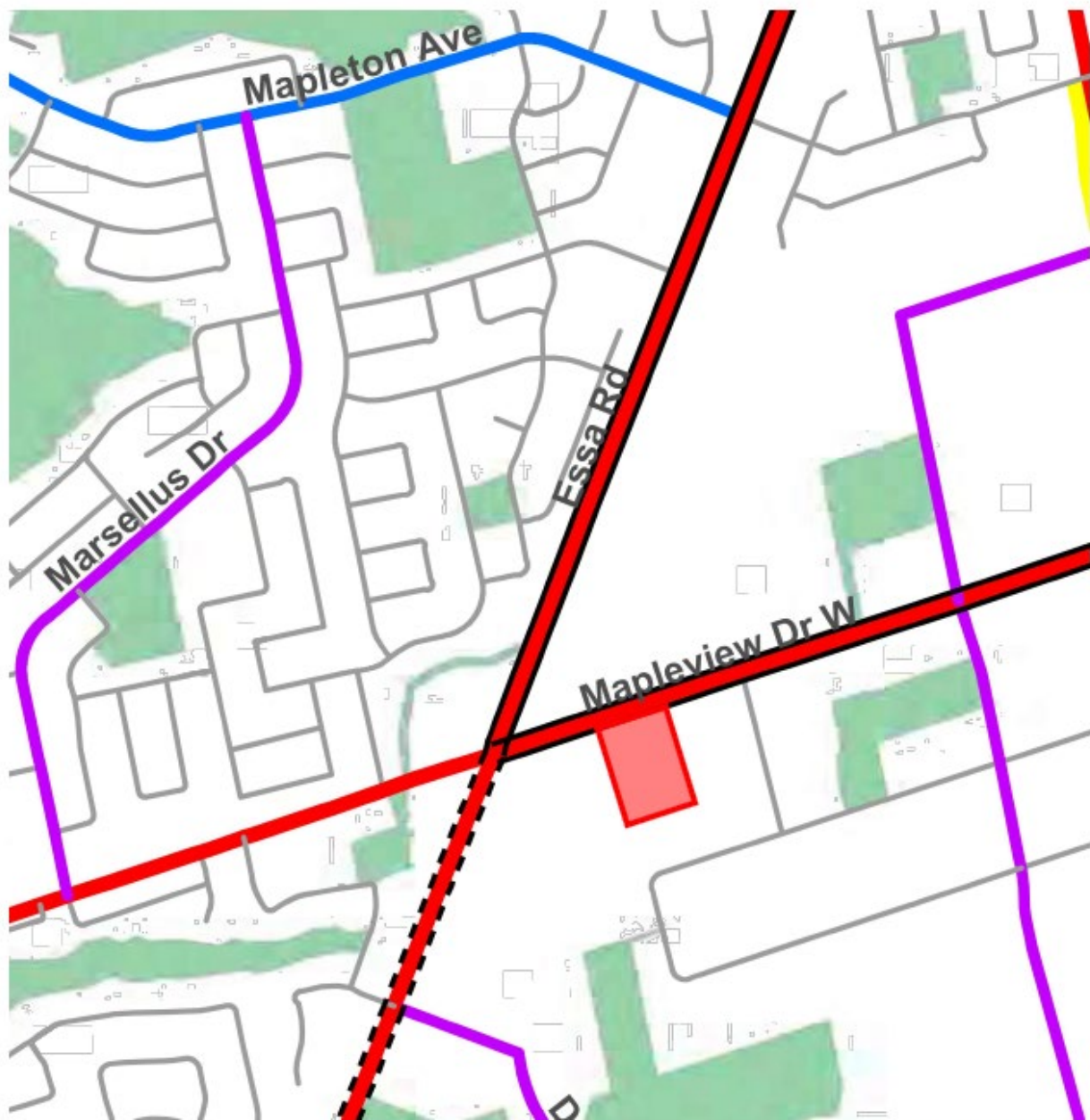
5.3.4 Transportation and Mobility Networks

Section 4.1 of the Draft Official Plan contains the City's transportation and mobility network goals and policies. Providing direction on establishing a comprehensive mobility network and promoting the development of complete streets. Mapleview Drive West is identified as an Arterial Road under Map 4B (Mobility Network) (**Figure 7**) with a planned right-of-way width of 41 metres under Map 5 (Road Widening) (**Figure 8**). Under **policy 4.3.1.2**, arterial roads are designed to carry the highest vehicle volumes and are strategic anchors for Strategic Growth Areas, and Intensification Areas. Arterial Streets are to be designed to accommodate all types of movement, including pedestrians, cyclists, transit and automobiles, and, where necessary, bus lanes and separate bike lanes.

Development of property adjacent to Arterial Roads should be encouraged to design access onto the site which would minimize the impact on the adjacent Arterial Road. Such designs may include shared access points, controlled directional access and the use of access points onto Collector or Local Roads. Where driveways are provided on Arterial Roads six lanes or greater, access shall be restricted to right in and right out.

As previously mentioned, the proposal has been designed with two entrances for both vehicular and loading traffic. The primary entrance will be developed with a signalized intersection on Mapleview Drive West which will also serve the proposed high-density residential neighbourhood opposite the Subject Lands. A second entrance located further east is proposed as a right in and right out entrance for controlled access. The vehicular traffic associated with the development, including the proposed full-moves signalized entrance, can be accommodated by the existing road network and will not result in negative impacts on traffic levels in the surrounding area, as demonstrated in the associated Traffic Impact Study.

The proposed also provides for alternative methods of travel, by providing a total of 22 dedicated bicycle parking spaces which are located at the main entrances of Buildings A, B, and C. In addition, providing enhanced pedestrian linkages to planned transit stops and throughout the site to encourage sustainable method of transport.



Data Source: First Base Solutions; City of Barrie Open Data

Figure 7

**CITY OF BARRIE
OFFICIAL PLAN
[DRAFT]**

**Map 4B: Mobility
Network**

**315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

Subject Lands

Road Classification

- Protected Highway
- Existing Highway Interchange
- Proposed Highway Interchange
- County Road
- Arterial

- Major Collector
- Minor Collector
- Parkway
- Local Road
- Freight Supportive Corridor

Transportation Features HOV

- Transit Priority Features
- HOV (Leftmost Lane) (MTO 2017 TESR)
- HOV (Rightmost Lane)
- Protected HOV beyond 2041 (Rightmost Lane)

DATE: June 9, 2021

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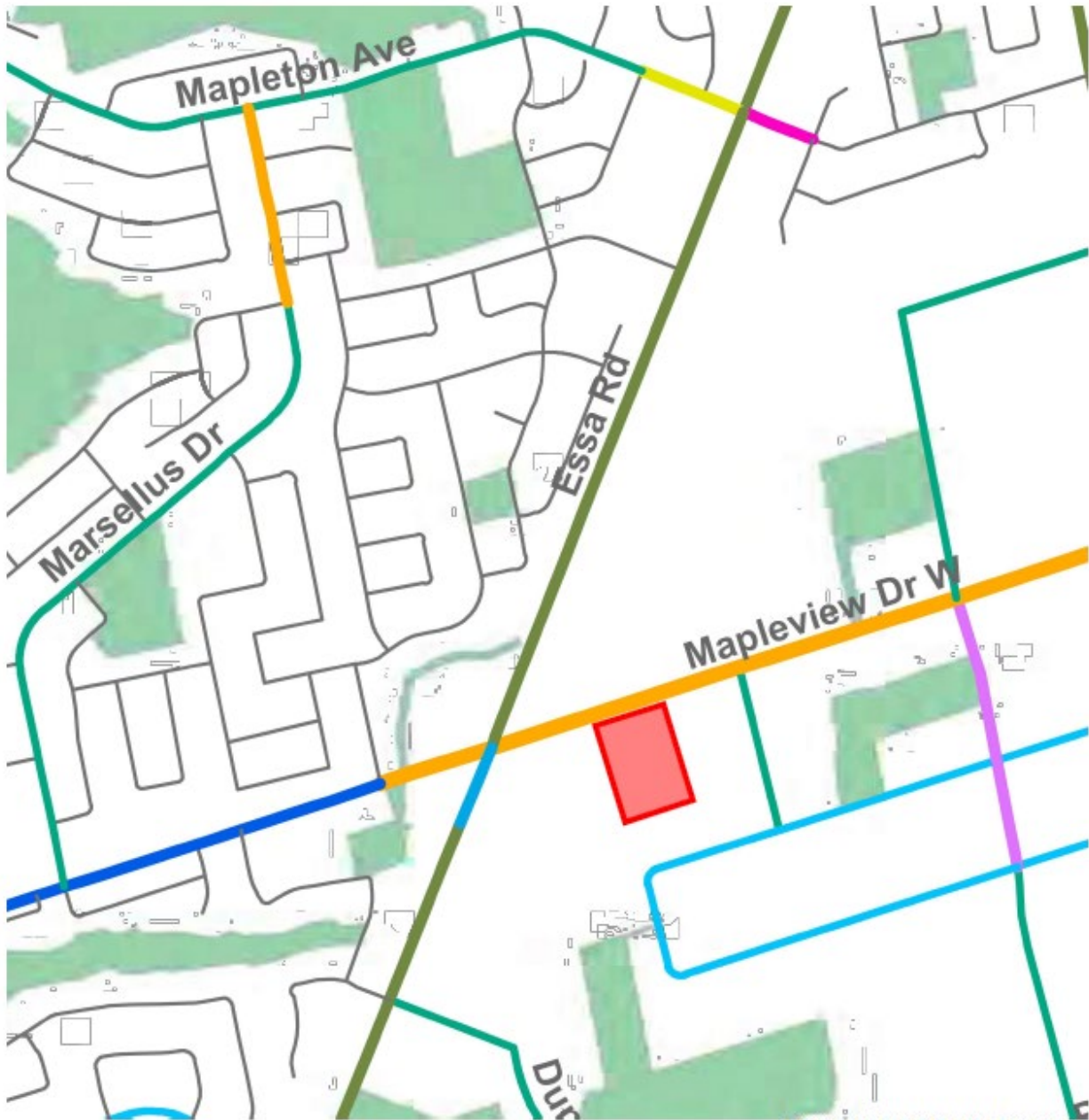


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Data Source: First Base Solutions; City of Barrie Open Data

Figure 8

**CITY OF BARRIE
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Map 5: Road
Widening

315 - 323 Mapleview Dr W,
Barrie, Ontario

LEGEND



Subject Lands



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W000000 - 100 Mapleview Dr W Barrie - Technical Investigation of Roadway Widening



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5.3.5 Infrastructure Resilience

Section 6 of the Draft Official Plan contains policies relating to resilience of the City, including climate sensitive design, services and resources, infrastructure, waste management and stormwater management.

Specifically, **Section 6.6.2** provides following development control measures that speak to servicing:

- c) *New development shall not be permitted on individual on-site sewage services where municipal sewage services and municipal water services are not provided. Expansions or additions to existing development on individual on-site sewage services may be permitted only when they do not exceed the capacity of the existing on-site system and where they do not constitute a significant drinking water threat. Development will be required to connect to municipal services when they become available.*
- e) *Development in the City shall be dependent upon the availability of sanitary sewage capacity in the City's wastewater treatment facility. Flows to this facility shall be monitored as new development proceeds and shall comply with provincial regulations.*
- f) *On lands within designated Employment Areas, industrial uses get precedence for servicing allocation over other land uses where it has been determined that infrastructure capacity limitations exist, subject to other applicable policies of this Plan*

Stormwater management policies are contained within **Section 6.6.4** and include the following:

- d) *Stormwater runoff volume and pollutant loadings from major development shall be reduced by:*
 - i. *Encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;*
 - ii. *Encouraging the implementation of innovative stormwater management measures;*
 - iii. *Allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;*

As previously noted, the Subject Lands will be developed on existing full municipal services for both water and sanitary sewage services and will not require an unnecessary expansion of City services. In addition the proposed includes the provision of 2,478.1 square metres of landscaping on the site will enhance opportunities for stormwater retention.

Conclusion/Conformity Statement

Based on the above, it is concluded that the proposed Official Plan and Zoning By-law amendment is appropriate for the Subject Lands and will implement the overall vision and policies that the City has provided for this Employment Area within its Draft Official Plan.

- **The introduction of commercial retail uses, including food stores and supermarkets, on the site is contemplated as major retail and is permitted within the Employment Area Non-Industrial designation. The proposed uses do not exceed the permitted total gross floor area of 5,000 square metres per building.**

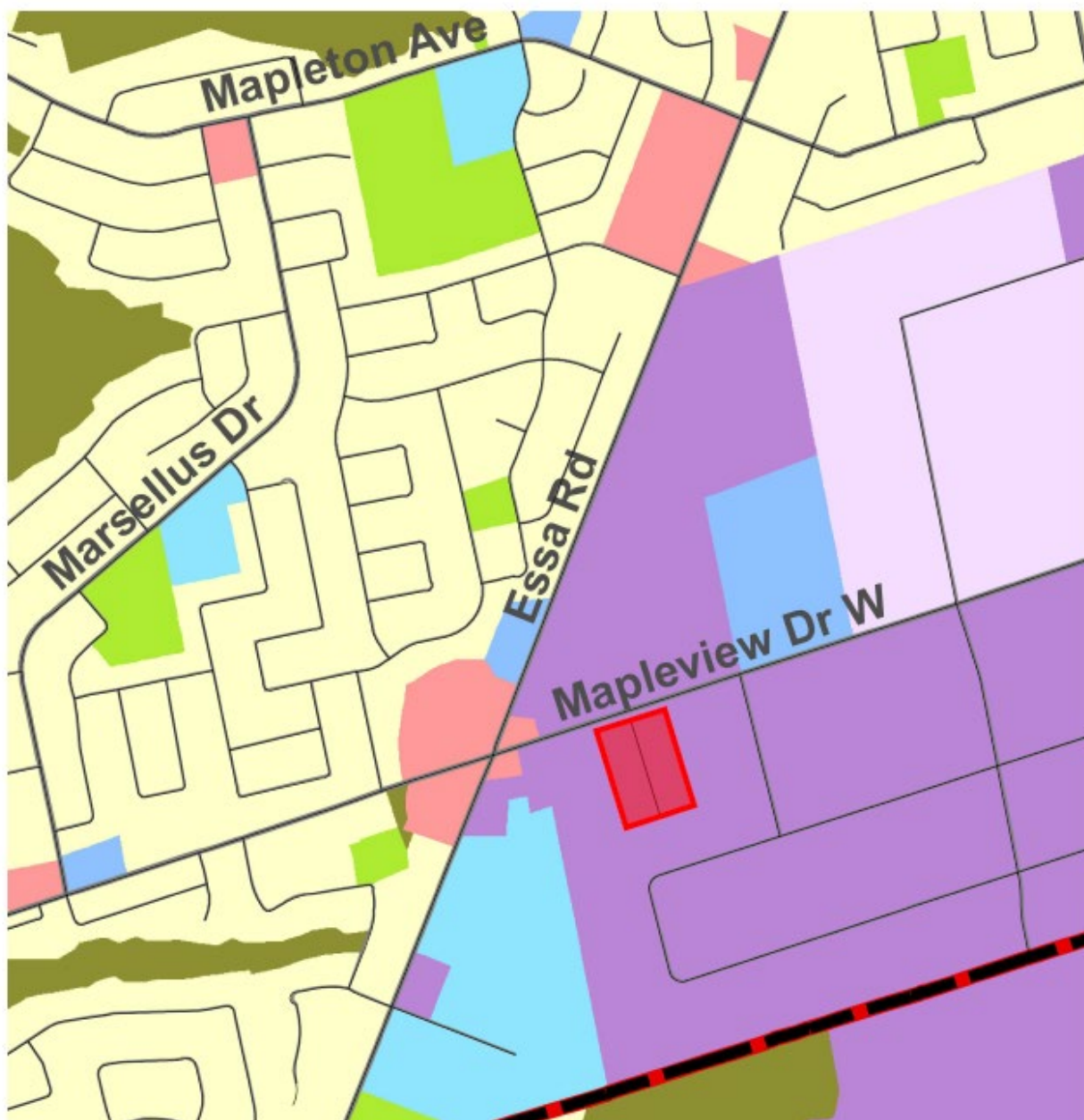
- **The proposal incorporates high-quality urban design features which include the articulation of commercial storefronts that utilize a variety of building materials, setbacks and façade features to provide a unique pedestrian experience within the site and along Mapleview Drive West.**
- **The proposal meets transportation and mobility network goals and policies by incorporating traffic management features including a signalized intersection and restricting ingress and egress movements.**
- **The proposal incorporates active transportation infrastructure including the provision of bicycle parking spaces and enhanced pedestrian connections to various local transit routes to encourage access to the site by alternative modes of transportation.**
- **The proposal will be provided with full municipal services. The proposal represents an efficient use of land that will implement a more compact form of development that is compatible with the surrounding area.**
- **The proposal incorporates a significant amount of landscaping and environmental design features to mitigate the impacts of stormwater management. The proposal also responds to the City's policies of section 6 for energy-efficient development by incorporating energy efficient buildings in the design.**

5.4 City of Barrie Official Plan (January 2018 Consolidation)

Through the City of Barrie Official Plan (2018) (the "Official Plan"), Barrie is recognized as the regional growth centre and urban area in terms of population, employment and the delivery of services, and recognizes its role as a Primary Settlement Area in terms of the Provincial Growth Plan framework. In implementing the goals and policies of the Official Plan, the City will strive for sustainable development which is defined as development that is sensitive to the environment, can be achieved through sound land use planning and transportation policies, and through the development of energy and resource conservation programs as well as other means.

From a specific policy context, the Subject Lands are designated "General Industrial" in Schedule A of the Official Plan (see **Figure 9**). The Subject Lands are within the Industrial Planning Area (Highway 400 West) and is within the Settlement Area boundary in Schedule B of the Official Plan (see **Figure 10**).

The Official Plan is based on various assumptions including but not limited to identifying that there will be a strong growing need to provide residential densities which are higher, more cost-effective, energy-efficient, and more environmentally sustainable than previous development in the City. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development and to utilize existing services including transit, schools, and open space.



Data Source: First Base Solutions; City of Barrie Open Data

Figure 9

CITY OF BARRIE OFFICIAL PLAN

Schedule A: Land Use

**315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

■ Subject Lands

■ Residential

■ General Commercial

■ Business Park

■ General Industrial

■ Institutional

■ Educational Institutional

■ Open Space

■ Environmental Protection Area

--- Secondary Plan Boundary

--- Settlement Area Boundary

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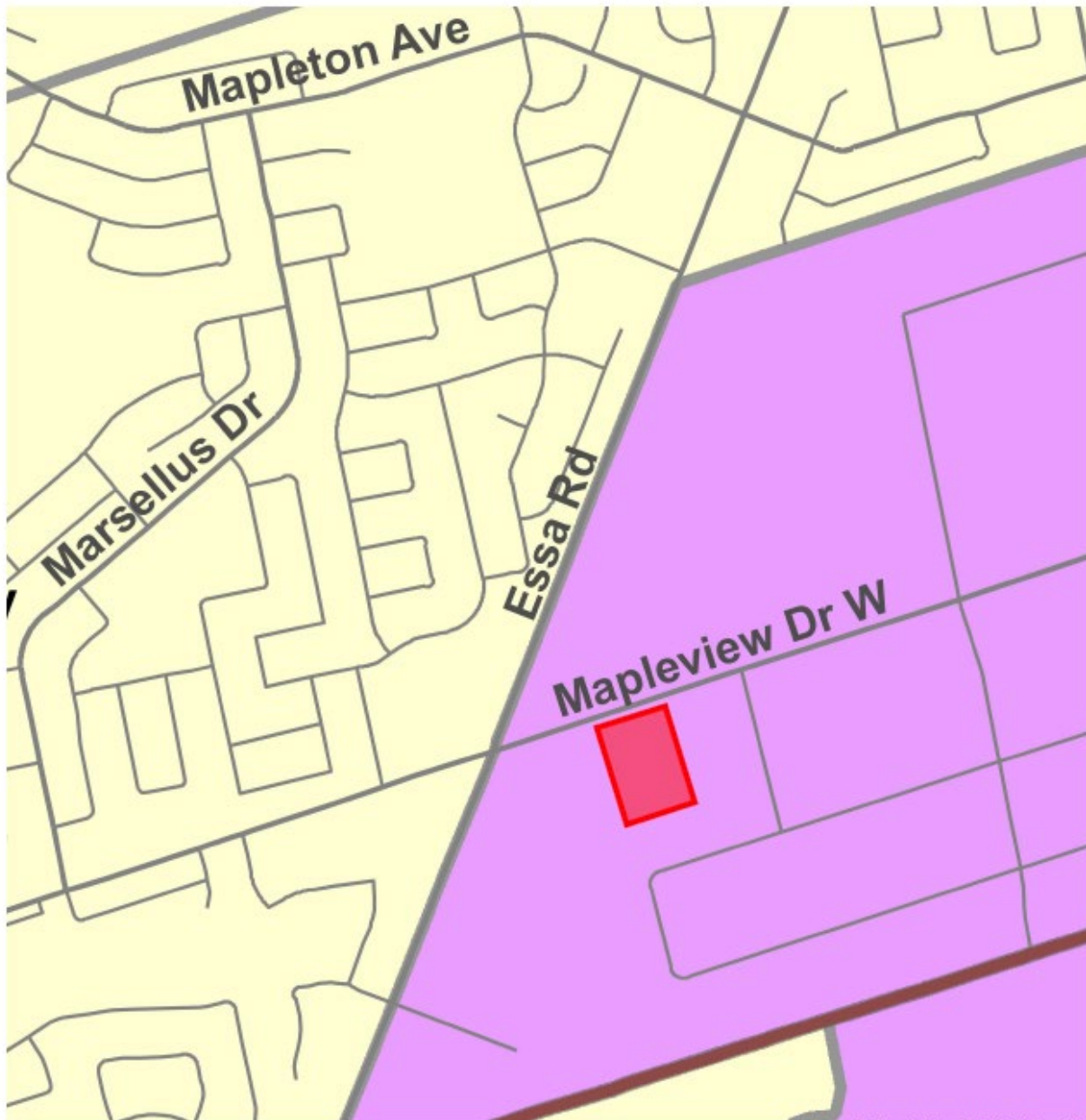


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Data Source: First Base Solutions; City of Barrie Open Data

Figure 10

CITY OF BARRIE OFFICIAL PLAN

Schedule B: Planning Areas

**315 - 323 Maplevue Dr W,
Barrie, Ontario**

LEGEND

Subject Lands

Settlement Area Boundary

Residential

Industrial

DATE: June 9, 2021

SCALE: 1:10000



315-323 Maplevue Dr W, Barrie, Ontario (City of Barrie Open Data)



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5.4.1 City-wide Goals and Objectives

Subsection 3.1.1 of the Official Plan contains city-wide goals for development in Barrie. The proposal addresses the following applicable goals:

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

The proposal provides approximately 5,789 square metres of employment and commercial GFA and will contribute to provide a greater mix of jobs, and local services in the City of Barrie to achieve a complete community that is supported by a mix of employment and commercial land uses in the surrounding area. Overall, the proposed development is anticipated to generate approximately 146 jobs and will also introduce new commercial tenants to the City and further strengthen Barrie's role as a regional commercial centre in the Simcoe Area. The proposal will also be developed using existing municipal services and will not require unnecessary expansion of City services.

With respect to energy conservation and renewable energy systems, the Official Plan contains the following relevant goals under **Subsection 3.7.1**:

- a) *To ensure land use and development patterns support energy efficiency and improved air quality.*
- b) *To encourage conservation efforts that support energy conservation and the reduction of emissions from vehicles as well as municipal, residential, commercial and industrial sources.*

The aforementioned goals are supported by a number of directives under **policy 3.7.2.1**, which are summarized below as they relate to the proposal:

- a) *A compact urban form, which supports active transportation, transit use, and trip reduction as a means of reducing energy consumption and improving air quality will be promoted;*
- b) *Energy conservation shall be encouraged through community and site planning design and the use of energy-efficient materials and landscaping;*
- c) *In the review of development applications, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, and the use of landscaping and building materials;*
- d) *The retention of forests and tree planting will be encouraged to enhance and improve the "urban forest" and tree cover as a means of improving air quality and reducing energy use through shading, sheltering, and screening.*

The proposal addresses the above environmental goals and policies by providing a comprehensive commercial retail development in an area serviced by transit and active transportation infrastructure. The provision of 22 bicycle parking spaces encourages access to the site by active

transportation which will reduce vehicle miles traveled and reduce emissions associated with automobiles. As demonstrated on the associated landscape plans, nearly 2,478.1 square metres of energy-efficient landscaping will be provided on the site which will contribute to stormwater retention and provide increased tree canopy cover over the site.

5.4.2 General Industrial Designation

Industrial area land-use policies are contained under **Section 4.4** of the Official Plan. The goals of industrial areas are to:

- a) *To ensure that the policies and standards pertaining to the development of industrial land are sufficiently flexible to accommodate the changing and diverse needs of industry while ensuring that industrial development occurs in an environmentally sensitive manner; and,*
- b) *To participate in the provision of industrial land by suitable designation of both private and public land and by the servicing of publicly owned land in advance of specific need.*

Under the Official Plan, lands designated General Industrial area considered to be employment areas (**Policy 4.4.2.1 (a)**). The following general policies apply to the Subject Lands under **Sub-section 4.4.2:**

- c) *Lands within the vicinity of existing major highway interchanges and rail yards will be designated and preserved for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.*
- d) *Approval of development within industrial areas will be subject to the availability of required urban services including municipal sewer and water, adequate vehicular access, off-street parking and loading facilities.*
- e) *Commercial uses such as retail stores not directly related to the function of industrial areas, or which are more appropriate in designated commercial areas are not permitted.*
- f) *Non-industrial ancillary uses will only be permitted where they will not interfere with or detract from the primary industrial function of the area.*
- h) *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.*
- i) *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 purpose of the Official Plan Amendment is to introduce a site-specific policy to allow commercial uses, including retail stores, on the Subject Lands. In doing so, this will allow for a greater variety of employment generating uses to help ensure a sufficient number of jobs are being generated by the proposed development and in doing so achieves the overall general goal of the City to provide additional employment numbers in a flexible manner.

The proposal involves introducing retail uses on the Subject Lands to provide facilities which serve the surrounding employment area and broader commercial needs of the City of Barrie. The proposed uses on the Subject Lands do not interfere with or detract from the primary industrial function of the area and are compatible with other existing industrial and commercial uses located along Maplevue Drive West in the surrounding area in terms of size, scale and uses proposed.

Appropriate screening by planting, fences, buildings, and landscaping are incorporated to provide enhanced screening surrounding any proposed outdoor storage and waste collection facilities to remove them from public view. Further, given the development proposal is self-contained and does not require any surrounding land uses for access or servicing, interference or detracting of the primary industrial function of the surrounding area is not anticipated.

Policies specific to the General Industrial designation are contained under **Policy 4.4.2.2**:

- a) Where lands are designated as General Industrial on Schedule A, the predominant use shall be for manufacturing, processing, servicing, storage of goods and raw materials, industrial warehousing and similar such uses.*
- b) Commercial uses which serve the industrial area, such as a restaurant as part of a multi-tenant building, may be permitted. Uses which are ancillary and/or accessory to other permitted uses, such as accessory retail and accessory employee uses, may also be permitted as long as they are ancillary or accessory to the primary use in function and floor space occupancy...*
- c) Industrial areas adjacent to residential lands shall be placed in a separate category in the Zoning By-law and will permit a greater range of non industrial, service based uses such as recreational uses, sports facilities and other service-based industrial uses.*

As described above, commercial uses that serve the surrounding employment area are permitted within the General Industrial designation. The proposed commercial uses on the Subject Lands will serve the proposed residential development to the North of the subject lands and surrounding employment areas, by providing additional opportunities for dining, recreation, and serviced based uses. The proposed site specific Official Plan Amendment will allow the proposed commercial uses on the Subject Lands.

As stated in the City's Long-Term Urban Land Needs Study, approximately 562 hectares of vacant designated employment lands existed as of January 2018. Of that total, 444 hectares are considered developable, including 276 hectares which are serviced (approximately 53% of developable employment lands). The City's growth forecasts to 2041 state that an additional 116 hectares of employment lands are required. A total of 273 hectares of employment lands are identified in the Designated Rural Area under the Salem and Hewitt's Secondary Plans. As such, the introduction of commercial land uses through this application on the Subject Lands does not represent an employment conversion under the existing General Industrial designation policy framework and will not impact the City's ability to meet its anticipated employment land requirements to 2041.

5.4.3 Servicing and Transportation

Policies related to servicing and transportation are contained within **Part 5** of the Official Plan. With respect to servicing, the Official Plan contains the following goals (**Sub-section 5.1.1**):

- a) To ensure that adequate water supply, sewage collection, sewage treatment, electrical supply and stormwater management systems are provided to the residents of the City.*
- b) To ensure that development within the City is serviced by municipal sanitary and storm sewers, municipal water, electrical and other utilities.*

- c) *To ensure existing infrastructure and public service facilities are utilized wherever feasible, as part of considering development of new infrastructure and public service facilities.*

In support of the above policies, the Official Plan contains the following policies under **policy 5.1.2.1**:

- m) *All sanitary sewers should be designed to accommodate sewage flows from the ultimate development expected in the contributory area.*
- n) *No stormwater from any source including roof or foundation drains of buildings or parking lots shall be connected to the sanitary sewer system. Capture and reuse of stormwater will be encouraged. Separation of any stormwater systems attached to municipal sanitary sewer systems shall be a requirement of redevelopment.*

The Subject Lands will be developed on existing full municipal services for both water and sanitary sewage services and will not require an unnecessary expansion of City services. As demonstrated in the associated FSR, the proposal will be adequately serviced. The provision of 2,478 square metres of landscaping on the site will enhance opportunities for stormwater retention.

With respect to stormwater management, the Official Plan contains the following relevant goals and policies under **Section 5.3**:

5.3.1 Goals:

- b) *To encourage effective stormwater management in order to control flooding, erosion, sedimentation and maintain and enhance water quality in the receiving watercourses and water bodies.*
- d) *To ensure stormwater management practices minimize stormwater peak flows, contaminant loads including phosphorous, and maintain or increase the extent of vegetative and pervious surfaces.*

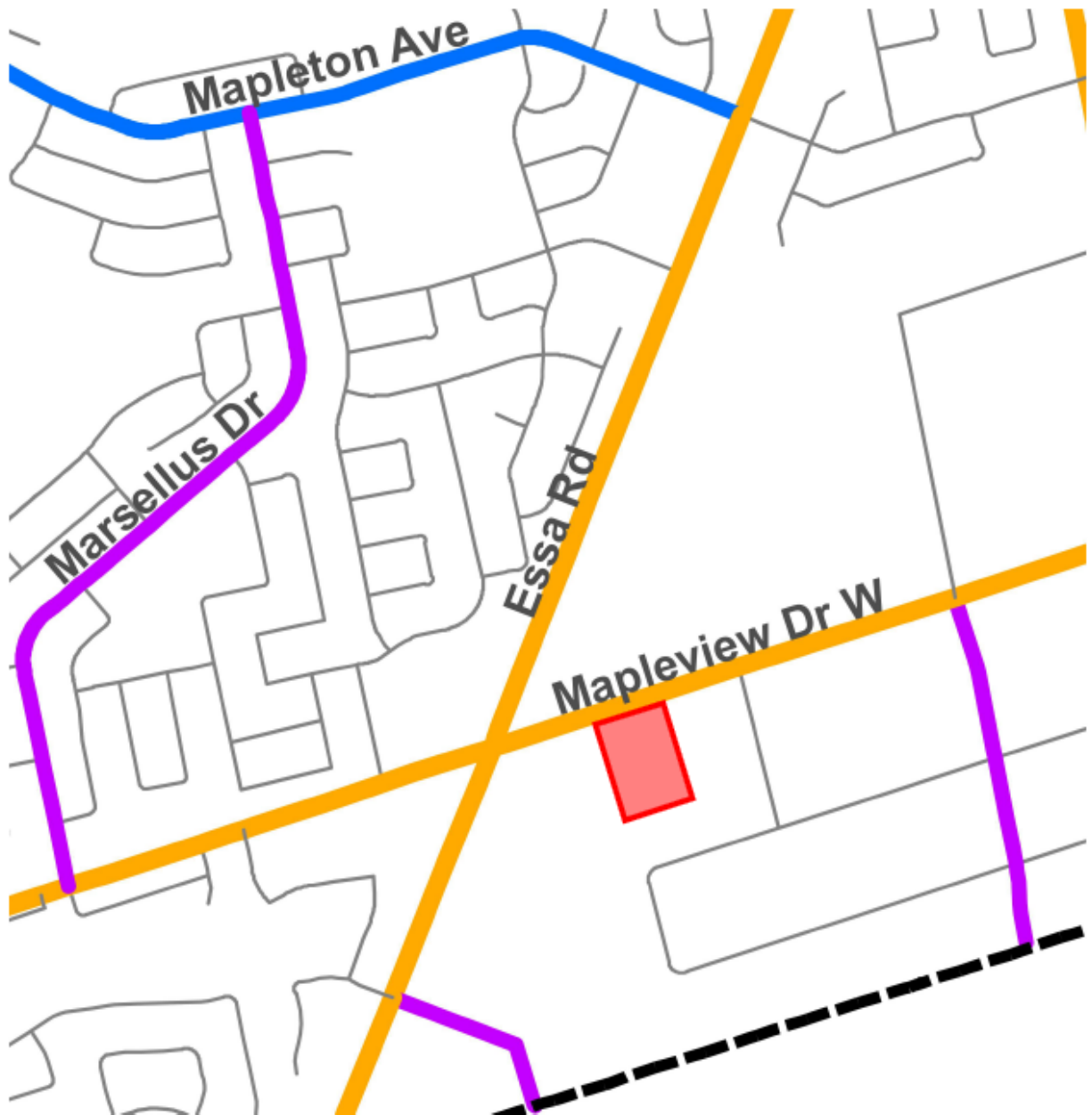
5.3.2.2 Policies:

- a) *An application for major development shall be accompanied by a stormwater management plan that demonstrates:*
 - i. *an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*
 - ii. *through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
 - iii. *through an evaluation of anticipated changes in phosphorus loadings between pre-development and post development, how the loadings shall be minimized.*
- b) *Stormwater runoff volume and pollutant loadings from major development and existing settlement areas shall be reduced by:*
 - i. *encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;*
 - ii. *encouraging the implementation of innovative stormwater management measures;*
 - iii. *allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;*
 - iv. *supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and*

- v. *support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.*

As demonstrated in the associated Stormwater Management Report the proposed development has been designed with suitable methods for attenuation and treatment of stormwater runoff, which demonstrate compliance with the City of Barrie's Storm Drainage and Stormwater Management and Design Guidelines for Stormwater Management Criteria.

Section 5.4 of the Official Plan contains the City's transportation goals and policies. Maplevue Drive West is identified as an Arterial Road under Schedule D (Roads Plan) (**Figure 11**) with a planned right-of-way width of 41 metres under Schedule E (Road Widening Plan) (**Figure 12**). Under **policy 5.4.2.2 (c)**, arterial roads are identified as primarily traffic carrying facilities, providing through routes across and within the City. Development of property adjacent to Arterial Roads should be encouraged to design access onto the site which would minimize the impact on the adjacent Arterial Road. Such designs may include shared access points, controlled directional access and the use of access points onto Collector or Local Roads. Where driveways are provided on Arterial Roads six lanes or greater, access shall be restricted to right in and right out.



Data Source: First Base Solutions; City of Barrie Open Data

Figure 11

**CITY OF BARRIE
OFFICIAL PLAN**

**Schedule D:
Roads Plan**

**315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

- | | |
|---|---|
| ■ Subject Lands | — Minor Collector |
| — Arterial | — Local |
| — Major Collector | |

DATE: June 9, 2021

SCALE: 1:10000



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Figure 12

**CITY OF BARRIE
OFFICIAL PLAN**

**Schedule E:
Road Widening Plan**

**315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

■ Subject Lands	— 27m
— 41m	- - - - 24m
— 34m	— Other Streets

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Relevant transportation goals and policies are summarized below:

5.4.1 Goals:

- c) *To promote healthy communities, active living and energy efficiency; public transit, carpooling, all forms of active transportation, safe integration and connectivity between these various modes of transportation will be encouraged. Public transit would be a first priority for transportation infrastructure planning and major transportation investments where financially feasible.*

5.4.2.1 Policies:

- c) *Numerous individual access points should be discouraged along existing and future arterial roads and alternative design options considered.*
- f) *Any development in any land use designation located within the Ministry of Transportation Highway 400 permit control area will be subject to Ministry approval. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm water management reports which assess site impacts on Highway 400 and identify the need for development-driven highway improvements in accordance with Ministry Guidelines.*
- g) *Approval of new industrial, commercial and institutional development; including new educational facilities, community facilities or new development within Industrial, Regional Centre, Community Centre and Institutional designations and other new high activity uses shall be subject to the provision of adequate transportation service for all modes of transportation including public transit, active transportation and vehicular modes. Such transportation services shall be designed for safe accessible routes and shall provide connectivity to existing and planned infrastructure for all modes of transportation.*

The proposal has been designed with two entrances for both vehicular and loading traffic. The primary entrance will be developed with signalized intersection on Maplevue Drive West which will serve the adjacent proposed residential neighbourhood opposite the Subject Lands. A second entrance located further east is proposed as a right in and right out entrance. As demonstrated in the associated Traffic Impact Study, the vehicular traffic associated with the development, including the proposed full-moves signalized entrance, can be accommodated by the existing road network and will not result in negative impacts on traffic levels in the surrounding area.

In addressing public transit, the Official Plan contains the following directives under **policy 5.4.2.3:**

- b) *High density residential development and major activity centres shall be encouraged to locate adjacent to public transit routes.*
- c) *New development shall offer convenient and direct access to public transit routes by integrating pedestrian walkways, trails and intersections of major roads with transit stops.*
- d) *Facilities that generate extensive use of public transit such as Major Institutional uses, senior citizen residences and Regional and Community Commercial Centres may be required to enhance public transit interface in the design of these facilities.*

As previously mentioned, the Subject Lands are situated along Maplevue Drive West and is serviced by four transit stops within 250 metres of the site. The current transit routes provide direct access to the Georgian College, Downtown Transit Terminal and Park Place shopping centre. Adequate facilities have been provided to enhance accessible pedestrian linkages to planned transit stops and throughout the site.

With respect to active transportation, the Official Plan contains the following relevant directive under **policy 5.4.2.4:**

- b) *Pedestrian, including barrier-free, and bicycle route linkages shall be encouraged in consideration of new development or redevelopment.*

The proposal contains a total of 22 dedicate bicycle parking spaces which are located at the main entrances of Buildings A, B, and C. The provision of bicycle infrastructure as part of the proposal will encourage the use of active transportation to access the site.

5.4.4 Urban Design Guidelines

Policies related to urban design are contained under **Section 6.5** of the Official Plan. Urban design policies provided under **Subsection 6.5.2** are as follows:

6.5.2.2 General Design Guidelines

- a) *Building and Siting*
 - i. *Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*
 - ii. *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*
 - iii. *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.*
 - v. *Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*
 - vi. *Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.*
- b) *Parking Areas*
 - i. *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*
 - ii. *Adequate disability parking spaces will be provided where required.*
 - iii. *Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*
 - iv. *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*
- c) *Landscaping*
 - i. *Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.*
 - iv. *Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*
- d) *Environmental Features*
 - i. *Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.*

- ii. *All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.*
 - iii. *The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.*
 - iv. *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.*
- g) *Energy Efficient Urban Design*
- i. *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.*
 - iv. *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 proposal has incorporated high-quality design to create a unique sense of place on this comprehensively developed commercial retail site. The site has been designed to situate smaller building footprints closer to Mapleview Drive West to avoid the presence of featureless walls along the street. Landscaping along Mapleview Drive West will provide an enhanced pedestrian experience by providing street trees and landscaped areas that provide shade, reduce the urban heat island effect, and contribute to a sense of place in an area characterized by otherwise monolithic commercial areas. Pedestrian linkages are provided throughout the site and connect all proposed buildings to the street safely and efficiently. The proposed parking areas are divided by landscaping buffers of at least 3 metres in width to provide dedicated and distinguished parking areas for each proposed building. In terms of accessible parking spaces, a total of 12 spaces are provided where 9 are required. All loading areas have been designed to be located along the rear or sides of their respective buildings to screen these areas from view of the public. Roofs and mechanical equipment will be screened from view from Mapleview Drive West and throughout the site. Proposed landscaping also incorporates native tree species to provide for a visually pleasing compact urban environment while supporting environmental sustainability.

Conclusion/Conformity Statement

Based on the above, it is concluded that the proposed Official Plan and Zoning By-law amendment is appropriate for the Subject Lands and will implement the overall vision and policies of the Official Plan.

- **The introduction of commercial retail uses, including food stores and supermarkets, on the site is contemplated as an ancillary use within the General Industrial designation. The proposal to introduce additional commercial retail uses on the site is minor in nature and upholds the general intent of the Official Plan and the General Industrial designation. Based**

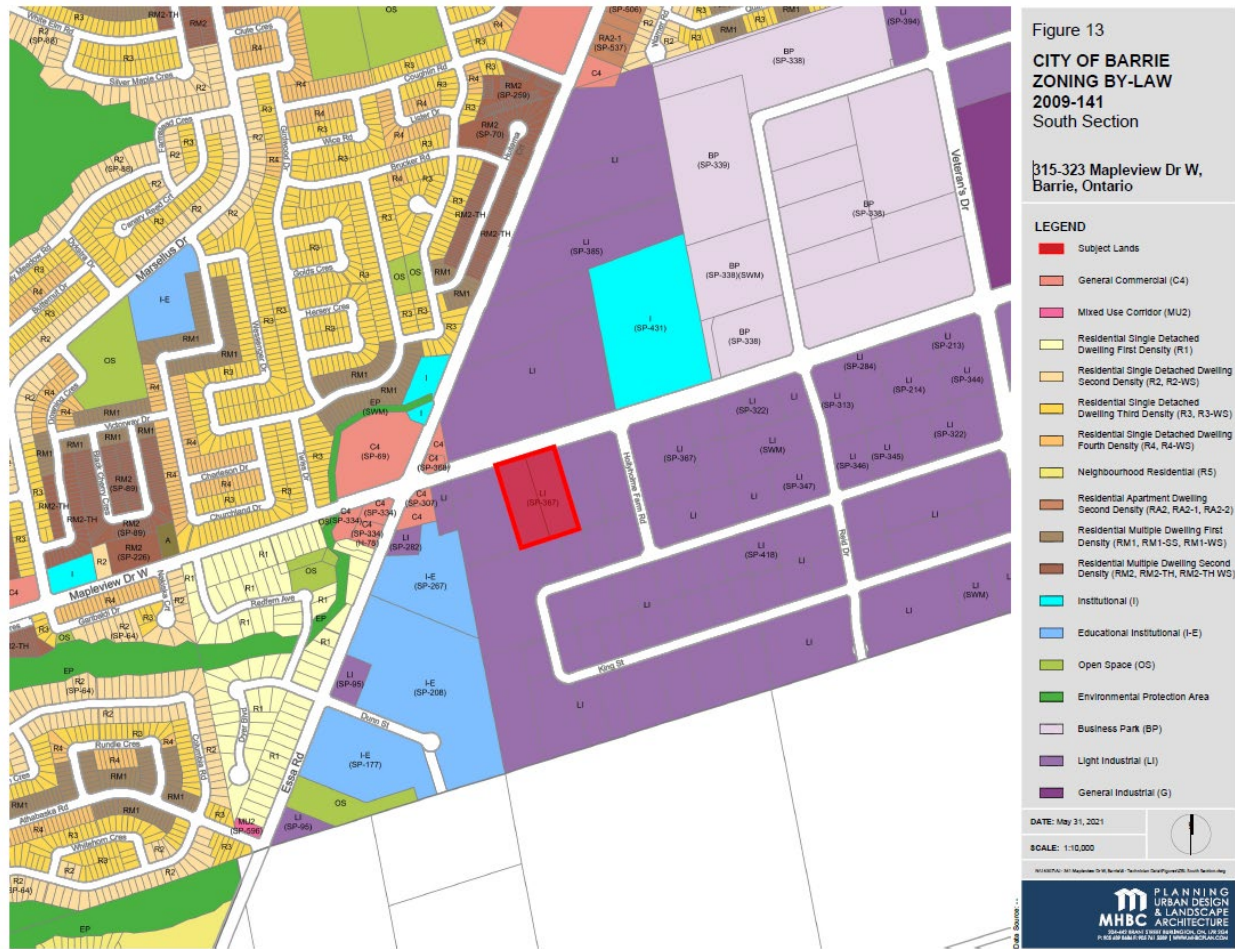
on ongoing discussions with City Staff, the introduction of additional commercial uses on the site does not negatively impact the surrounding employment area and will contribute to non industrial employment uses.

- The proposal represents a gentle intensification of the site and will be provided with full municipal services. The proposal represents an efficient use of land that will implement a more compact form of development that is compatible with the surrounding area.
- The proposal incorporates traffic management features including implementing a signalized intersection to manage the flow of vehicular traffic from both the subject lands and the adjacent proposed residential development. As demonstrated in the associated Traffic Impact Study, the proposal will not result in negative impacts on traffic on the surrounding area.
- The Subject Lands are serviced by various local transit routes and are located in proximity to various regional transportation hubs that provide access throughout the City and the broader Simcoe Area region. The proposal incorporates active transportation infrastructure including the provision of bicycle parking spaces and an enhanced transit stop to encourage access to the site by alternative modes of transportation.
- The proposal incorporates a significant amount of landscaping and environmental design features to mitigate the impacts of stormwater management. The proposal also responds to the City's policies for energy-efficient development as the proposal will incorporate industry standards for energy efficiency in all proposed buildings.
- The proposal incorporates high-quality urban design features which include the articulation of commercial storefronts that utilize a variety of building materials, setbacks and façade features to provide a unique pedestrian experience within the site and along Maplevue Drive West.

A copy of the draft Official Plan Amendment is contained in Appendix C.

5.5 City of Barrie Zoning By-law 2009-141 (December 2018 Consolidation)

The Subject Lands are identified as being in the Light Industrial (LI) zone in the City of Barrie Zoning By-law 2009-141 (**Figure 13**). Special Provision 367 also applies to the Subject Lands.



To facilitate the proposed development, the existing Light Industrial zone is proposed to be maintained while a site-specific provision to permit various commercial retail uses, including standalone restaurants, and a food store as permitted uses on the Subject Lands is to be added (Light Industrial Special Provision No. XXX (LI) (SP-XXX)).

5.5.1 Permitted Uses

Permitted uses on the Subject Lands are as follows:

- Animal Shelter;
- Bakery;
- Manufacturing and processing in wholly enclosed buildings;
- Outdoor storage;
- Printing and publishing;
- Rail transfer facility;
- Rental store excluding video and electronic rentals;
- Research development facility;
- Self-storage;
- Warehousing in wholly enclosed buildings excluding self-storage;
- Wholesale establishment;
- Accessory employee use;
- Accessory retail;
- Assembly hall;
- Automotive repair establishment;
- Bank;
- Building supply centre;

- Car wash;
- Conference centre;
- Custom workshop;
- Data processing centre;
- Drive-through facility;
- Dry cleaning establishment;
- Fitness or health club;
- Hotel, motel;
- Miniature golf;
- Nursery or garden supply;
- Office;
- Office, medical;
- Outdoor display and sales area;
- Photography studio;
- Private club;
- Recreational establishment;
- Restaurant as part of a multi-tenant building;
- Service store;
- Trade centre;
- Veterinary clinic;
- Kennel in wholly enclosed buildings;
- Childcare;
- Commercial school;
- Industrial school;
- Place of worship;
- Funeral service provider;

Site-specific provision 367 also permits the use of automotive sales.

As previously discussed, the proposal is to develop the Subject Lands with the following uses: two standalone restaurants; and, one multi tenant commercial retail building including a food store and other retail and personal service stores. Based on the aforementioned permitted uses, it is our understanding that personal service stores and retail stores, including food stores and supermarkets, are not currently permitted on the Subject Lands. For reference, Zoning By-law 2009-141 defines “retail store” as “*a building where goods, merchandise, substances, articles or things are offered for retail sale without an intermediary to the general public, including establishments that require membership and includes storage on the store premises of limited quantities of such goods, merchandise, substances, articles or things sufficient only to service such store.*” Further, standalone restaurants are not currently permitted on the Subject Lands.

The purpose of the Zoning By-law Amendment is to add a site-specific provision to the Subject Lands to allow “retail store”, “personal service store”, “food store” and “supermarket”, as well as standalone restaurants, as permitted uses.

5.5.2 Zoning Provisions

Table 5, below, outlines the zone provisions applicable to the Subject Lands, the requested zone provisions, and the proposed development conditions in relation to these zone regulations:

Table 5: Zoning Compliance Comparison

Regulation	Requirement	Provided	Compliance
Minimum Lot Area	700 sq. m.	± 24,556.6 sq. m.	Yes
Minimum Lot Frontage	30m	± 132m	Yes
Minimum Front Yard	7m	± 22.3m	Yes
Minimum Side Yard	3m	± 12.3m	Yes
Minimum Rear Yard	7m	± 7.12m	Yes

Regulation	Requirement	Provided	Compliance
Maximum Lot Coverage	60%	± 23.58%	Yes
Maximum Building Height	24 m (4 storeys)	± 10m (1 storey)	Yes
Landscaping	Continuous landscaped buffer area of a minimum width of 3 m shall be provided along the abutting lot line	Continuous landscaped buffer area of a minimum width of 3 m	Yes

In addition to the above regulations, **regulation 7.3.2.1** requires that exterior walls fronting or flanking a street or the Highway 400 corridor shall be constructed of a material other than a non-decorative concrete block. Notwithstanding the foregoing provision, expansion of walls may be of concrete block provided the expansion wall is at a greater distance than 5 metres from the abovementioned required yard setbacks. **As demonstrated on the associated building elevations, all proposed buildings will be constructed with high-quality decorative materials and will not include non-decorative concrete blocks. A variety of colours and materials will be used to enhance the overall design of proposed buildings and provide visual interest from the street and within the site.**

5.5.3 Parking and Loading

Sections 4.6 and 4.7 of the Zoning By-law outlines the parking requirements lands in the City of Barrie.

The proposed parking and loading spaces are summarized below in **Table 6** against the requirements of Zoning By-law 2009-141:

Table 6: Minimum Parking and Loading Requirements

Regulation	Requirement	Provided	Compliance
Parking Spaces	271 spaces ¹	288 spaces	Yes
Barrier-Free Parking Spaces	9 spaces ²	12 spaces	Yes
Loading Spaces	2 spaces ³	4 spaces	Yes
Loading Ratio	GFA of commercial/industrial use	Required Loading	

¹ Parking calculations are based on the following parking ratios provided under **Section 4.6** of Zoning By-law 2009-14:

Use (Building)	Parking Ratio	Required Parking
Restaurant (Building A, B)	100 seats @ 1 space / 4 seats	104
Retail (Buildings C)	5,000 m ² @ 1 space / 30 m ²	167
Total Parking Required		271

² Minimum barrier-free parking spaces is calculated at 1 space plus 3% of required parking spaces.

³ Loading calculations are based on the following loading ratios provided under Section 4.7 of Zoning By-law 2009-14:

2 loading spaces for GFA between 3,000 m ² and 7,499 m ²	5,000.0 m ²	2
--	------------------------	---

Based on the above, the proposal complies with the minimum required parking and loading requirements.

Additionally, the required minimum dimensions of a parking space, with the exception of barrier free parking spaces and parallel parking spaces, is a width of 2.7 metres and a length 5.5 metres. Parking spaces at an angle of 90° shall have a minimum aisle width of 6.4 metres. **The proposal is compliant with these regulations.**

With respect to loading, **regulation 4.7.1.1** states that no loading space shall be located in the required minimum front yard of any lot. Loading spaces shall also be located adjacent to the structure for which they serve and shall be screened from view of any public street or highway. In terms of size, **regulation 4.7.1.2** states that any loading space shall have a minimum width of 3 metres, a minimum length of 9 metres with a minimum vertical clearance of 4 metres. **The proposed loading spaces meet these size requirements.**

Under **regulation 7.3.4.1**, loading spaces and maneuvering areas for any use in the Light Industrial zone but be constructed with asphaltic or concrete surface or decorative brick pavers and curbed with a continuous concrete curb. **The proposed loading spaces are proposed to be constructed with asphaltic surfaces and provided with a continuous concrete curb. Proposed loading spaces will also be screened from view from adjacent properties by a screening wall.**

Conclusion/Conformity Statement

The proposed amendment maintains the general intent of the Zoning By-law and the Light Industrial zone. The amendment required to Zoning By-law 2009-141 is to permit retail stores, personal service stores, food stores, and supermarkets, as permitted uses which are compatible uses in the area surrounding the Subject Lands both in nearby industrial and commercial areas. As demonstrated above, the proposal complies with all other applicable zoning regulations that apply to the Subject Lands.

A copy of the draft Zoning By-law schedule is contained in Appendix D.

6.0 SUMMARY & CONCLUSIONS

As outlined in this report, together with the supporting technical reports, the proposed development and associated Official Plan and Zoning By-law amendment represent an appropriate intensification of the

Subject Lands. Based on the existing physical context and the surrounding neighbourhood, technical assessment of the proposal, and an analysis of the proposal within the current policy and regulatory context, we conclude the following:

1. The proposal provides an enhanced range of permitted land uses on the Subject Lands in the form of commercial retail uses that are compatible with surrounding existing industrial and commercial uses as well as the planned function of the site in terms of the existing land use planning framework;
2. The proposal represents an efficient form of urban development as an intensification of a currently vacant site that will be fully serviced by existing municipal infrastructure;
3. The proposal provides an appropriately designed and compatible development for the area that will contribute to the provision of new commercial retail units and the achievement of a complete community, including transit-supportive employment densities;
4. The proposal is consistent with the Provincial Policy Statement;
5. The proposal conforms to the Growth Plan;
6. The proposal maintains the general intent of the policies of the City of Barrie Official Plan and conforms to the Draft Official Plan;
7. The proposal maintains the general intent of Zoning By-law 2009-141;
8. The proposal can be adequately serviced and does not create any adverse impacts on the existing site and surrounding area; and,
9. The proposed development is in keeping with the character of the surrounding area, provides an opportunity for intensification and upholds the overall urban structure as set out in the City of Barrie Official Plan.

The proposed development is appropriate, justified, and represents good planning. Based on these conclusions, the application for an Official Plan and Zoning By-law Amendment is appropriate and recommended for approval.

Respectfully Submitted,

MHBC



Oz Kemal, BES, MCIP, RPP

Partner

APPENDIX A

Pre-Consultation Comments

City Hall
70 COLLIER STREET
TEL (705) 726-4242
FAX (705) 739-4270



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

THE CORPORATION OF THE CITY OF BARRIE
DEVELOPMENT SERVICES DEPARTMENT

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

File: D28-019-2021

To: Plaza Retail REIT c/o OZ KEMAL (MHBC Planning)

From: Logan Juffermans, Planner

Date: March 31, 2021

Subject: OPA/ZBA Pre-Consultation Review – 315 and 323 Maplevue Drive West – Proposed Commercial Development including three (3) buildings with approximately 5,428.99m² in Gross Floor Area and associated parking.

Pre-Consultation Meeting Date: April 1, 2021 (via Microsoft Teams)

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

Comments

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

1.	Official Plan Designation	Current: General Industrial on Schedule 'A' Draft OP: Commercial District/Employment Area Industrial Proposed: General Commercial Located within the 400 West Planning Area on Schedule 'B'.
2.	Zoning	Current: Light Industrial (LI SP-367) Proposed: General Commercial (C4)
3.	Applications required:	
	OPA	☒ Required as the proposed use is not permitted within the current designation. Additional details regarding the Official Plan are detailed below.
	Zoning	☒ Required as the proposed use is not permitted within current zoning. Confirmation of proposed uses will be required.
	Consent/Minor Variance	☐

	Site Plan	☒ Should the applicant be successful with the proposed land use change, Site Plan Approval will be required prior to the submission of a building permit in accordance with By-Law 99-312. Pre-consultation is required prior to the submission of a formal site plan application.
	Deeming By-law	☒ May be required – applicant to confirm through their solicitor if a deeming by-law would be required to address the internal lot line.
	Part Lot Control	☐
	Holding Provision	☐
	Other	☐
4.	Official Plan Conformity	The proposed commercial uses are not permitted by the current General Industrial designation. An Official Plan Amendment would be necessary to allow for the proposed development of the site. The first draft of the New Official Plan designated the subject site 'Commercial District' where the proposed uses may be supported. However, this draft document continues to be revised, including the incorporation of additional employment forecasting to 2051 as mandated by the Province, and the second draft of the New Official Plan further emphasises the need for the protection and use of existing, serviced industrial employment lands. As such the second draft of the New Official Plan will likely identify the subject site as an employment land use, where the proposed development would not be supported in its current concept. Further, it is our understanding through direction from the Province, that no additional conversions to a non-industrial designation will be permitted outside of the City's Municipal Comprehensive Review, in line with Section 2.2.5.9 of the Growth Plan. There may be opportunities to incorporate commercial uses as part of an industrial development, however such commercial uses cannot be the predominant use on the site and would need to significantly provide employment opportunities for the community. Should the applicant continue to express interest in the development of the site for a combination of employment and accessory commercial uses as permitted by the current designation, a Planning Justification Report will be required, prepared by a Registered Professional Planner, which demonstrates how the development proposal conforms to the policies of the Official Plan including but not limited to: 3.1 – Growth Management 3.5 – Natural Heritage, Natural Hazards and Resources 3.7 – Energy Conservation and Renewable Energy Systems 4.3 – Commercial 4.4 – Industrial 5.0 – Servicing and Transportation 6.5 – Urban Design Guidelines

5.	Zoning Deficiencies/Site Specific Provisions (SP)	In accordance with the Zoning comments provided (dated March 29, 2021), the proposed uses including commercial and stand-alone restaurant uses are not permitted. The applicant has identified that they will be seeking to rezone the subject property to allow for the intended use, however Growth Plan and Official Plan conformity must also be addressed In this regard, the applicant will be required to submit a Planning Justification Report which outlines the proposed zone being sought, and any site-specific zoning provisions being requested, providing rationale as to how each is considered to be appropriate and represents the principles of good planning.
6.	Site Layout and Design	Planning staff recognize that Official Plan and Zoning matters must be addressed on this site prior to considering site layout and design considerations. The proposed concept conforms with existing development along Mapleview Drive, however consideration of the following is recommended: - Pedestrian access into and across the site; - Greater integration to the streetscape, particularly for Building C if it remains proposed for a food store; and - A reduction in the total number of provided parking spaces to align with Zoning requirements for the intended use.
7.	Road Widenings	A required road widening of 0.5m would be required to be conveyed to the City at the time of site plan control approval.
	Site Plan Comments	The below Site Plan related matters are being provided for consideration at this time. Applicant may want to consider the below items to ensure Zoning compliance, where applicable.
8.	Boundary Fencing/Landscaping	All fencing shall be identified on the plans in accordance with the Zoning By-law and in conformity with Parks Planning comments (dated March 26, 2021) .
9.	Building Elevations	Provision of detailed building elevations which clearly identify all building materials, colour, architectural form and detailing to establish a prominent streetscape appeal. In this regard, all exterior building finishes shall: - demonstrate high quality workmanship, durability and ease of maintenance. Building materials shall be used as they are intended (i.e. colour, texture, etc.) and should not be used to mimic other materials; - finished materials shall extend to all sides of the building, including building projections and mechanical penthouses; - building materials and finishes on building facades shall not include synthetic siding systems, mirror/heavily tinted glass panels, and/or unadorned concrete block; - blank walls or unfinished materials along property lines or adjacent to parking lots shall be avoided; All building dimensions and materials shall be referenced on the plans and all elevations are to be labelled with the appropriate directions (north/south/east/west).

10.	Parking/Accessible Parking	Parking details are to be confirmed through a determination of the intended site use and approval of necessary Official Plan and Zoning By-law Amendments. All parking spaces are required to be 2.7m x 5.5m minimum. As identified in Zoning comments included within this package, current requirements for multiple uses within industrial zones are for 1 space per every 40m² of GFA, with 136 spaces required including 2 Type A and 3 Type B barrier-free parking spaces. Should the applicant be successful in amending the Official Plan and Zoning of the subject property, for a retail store requirements are for 1 space per every 30m² of GFA (Building C), with 159 spaces required and for Buildings A and B, 1 space per every 4 seats with 25 spaces required. The total parking spaces would therefore be 184 including 3 Type A and 4 Type B barrier-free parking spaces. In this regard, Type A accessible parking spaces are required to be 4.9m wide in total (3.4m space, 1.5m hatched aisle) and Type B spaces are required to be 4.6m wide (3.1m space, 1.5m hatched aisle). All accessible parking spaces shall be accurately illustrated on the site plan drawings and appropriate curb cuts shall be provided for accessible access. Staff also recommend consideration of electric vehicle charging stations, and the inclusion of bicycle parking. To this regard, the concept plan details the provision of 21 bicycle parking spaces
11.	Loading Spaces	As per the City's Zoning By-law, a minimum of 2 loading space(s) shall be provided, as is shown in the provided concept drawing. No loading space shall be located in the required minimum front yard of any lot and shall be located adjacent to the structure for which they serve. All loading spaces shall be a minimum of 3m x 9m with a minimum vertical clearance of 4m and shall be screened from view of any public street or highway.
12.	Active Transportation - Bicycle Racks	Provision of bicycle racks for all site users are shown on the provided concept plan. City staff further encourage that bicycle rack locations be situated as near to building entrances as is feasible to encourage and support their use and further active transportation interest.
13.	Transit	Direct connection to municipal sidewalks leading to transit stops, as well as requirements for bus platforms and shelters will be reviewed at the time of detailed design.
14.	Pedestrian Connections	Provision of appropriate pedestrian connections within the development to access all units, amenity areas, waste areas and the municipal sidewalks.

15.	Waste Management	While this is a site plan related matter, applications shall consider refuse programming for the site in advance of the site plan process so as to avoid any potential variances that may be associated with the size and location of a centralized external refuse enclosure. The applicant is advised that all waste/recycling/organics is required to be stored within each building or an accessory building constructed of similar materials to the main buildings, fully enclosed with a roof and roll-up door and shall comply with all minimum zoning standards (setbacks/size/height). The size and location of any proposed indoor waste storage areas shall be reflected on the plans. In-ground waste enclosures may also be accepted, provided they are screened from view of the street. Industrial, Commercial, and Institutional Waste means waste originating from but not limited to retail, manufacturing/industrial, service, entertainment, recreation, offices, church, schools, clinics, hospitals, and nursing homes. Industrial, Commercial, and Institutional (ICI) properties are not eligible for the Municipally Provided Front End Bin Program. The property would be required to pay for waste collection services through a private collection contract.
16.	Fire Route & Connections	All proposed Fire Department connections, hydrants and access route/radii shall be identified on the plans and provided in accordance with the attached comments provided by Fire dated February 18, 2021.
17.	Service Utilities	All utilities (i.e. fire hydrants, transformers, gas/hydro metres, air conditioning units, etc.) shall be clearly identified on the plans. In this regard, the applicant shall demonstrate that there are no location conflicts between utilities. The applicant shall also demonstrate that utilities will be appropriately screened from public view without prohibiting access to operate and maintain said utilities. Provision of appropriate landscape screening of all transformers in accordance with Alectra guidelines. The owner shall comply with all requirements of Alectra Utilities Corporation as related to electrical servicing for the development, as stated in their "Conditions of Service" document. In this regard, the Owner shall submit an application for hydro service, receive approval from and execute an Offer to Connect agreement with Alectra Utilities Corporation prior to the issuance of site plan approval to ensure that the location of the hydro transformer does not change.
18.	Rooftop Mechanical Equipment	Any proposed rooftop mechanical units shall be identified on the plans and shall be appropriately screened by way of a parapet building extension and/or placement on the roof such that they are not visible.
19.	Snow Storage	Adequate snow storage areas shall be identified and labelled in appropriate locations on the plans. Special consideration shall be given to the proximity of natural heritage features and potential infiltration of salt in source protection areas.

20.	Dark Sky Lighting	Electrical Site Plan shall be submitted, including details of all exterior parking lot lighting and wall mounted fixtures to ensure dark sky compliance. A photometric plan will be required at the time of a subsequent Site Plan approval to ensure there is no light pollution on adjacent properties or streets. The lighting plan is to use full “cut-off” light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and streets. Feature lighting to high-light building relief, landscape features, and monuments is encouraged. The applicant shall provide full details on the make, model, and manufacturer of all proposed light fixtures to ensure dark sky compliance.
21.	Signage	The location and setbacks of all proposed signage is required to be identified on the plans. This includes building signage and any proposed free standing/pylon and entry feature signage. Signage will not be permitted to encroach within any required widenings(s)/day lighting triangle(s). Detailed elevations (including dimensions) of all proposed signage shall be provided. Appropriate landscaping shall also be provided at the base in accordance with the City's Sign By-law.
22.	Neighbourhood Meeting	A Neighbourhood Meeting will be required in advance of a formal application being submitted for an OPA/ZBA. All comments received at the Neighbourhood Meeting will be required to be addressed in the PJR. At this time, neighbourhood meetings will be conducted virtually via Zoom (video conference) and will be scheduled by Planning staff upon receipt of an acceptable presentation being provided by the applicant. Scheduling of the neighbourhood meeting will be coordinated with the Ward Councillor and other City staff.
23.	Comments/Response Matrix	Subsequent submissions shall be accompanied by a comment/response matrix which clearly identifies how each City/Agency comment has been addressed. This shall be submitted digitally through the City's APLI system.

Urban Design Manual Compliance

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

- legal boundary survey and any easements
- roof top mechanical units and screening
- external garbage bin enclosure (materials to match main building, with roll up door and roof)
- internal garbage room
- loading area – screen wall and details
- retaining walls and cross section details (with decorative rail)

- dark sky lighting and no light spillage on electrical plan
- transformer and landscape screening
- pylon sign and base landscaping – one per property
- Agency circulation (NVCA, MTO, Alectra, etc.)

Attachments

Comments received from departments:

Department	Date Received
Development Services Approvals Parks Planning Transportation Planning Zoning	March 26, 2021 (L. Klein) March 26, 2021 (K. Lui) March 30, 2021 (J. MacDonald) March 29, 2021 (M. Snow)
Building	March 26, 2021 (M. Rose)
Fire	February 18, 2021 (D. Lalonde)
Finance	March 22, 2021 (N. Myers)
Transit	March 29, 2021 (M. McConnell)
Risk Management Official	March 26, 2021 (K. Thompson and S. Sabeau)
Business Performance and Environmental Sustainability Environmental Services Waste Reduction	March 19, 2021 (S. Zoschke) March 26, 2021 (R. Stephens)
Water	February 16, 2021 (A. Miller)
Alectra	February 16, 2021 (S. Cranley)

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

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

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



Pre-Consultation Required Reports Checklist

Meeting Date: April 1, 2021
 File Manager: Logan Juffermans, Planner File Number(s): **D28-019-2021**
 Site Address: 315 and 323 Mapleview Drive West

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

*Please Provide Digital Copy of All Reports and Plans

Req.	REQUIREMENTS	NOTES
PLANNING / DESIGN / SURVEY		
Y	Planning Justification Report	
	Aggregate Potential Assessment and/or Aggregate License Compatibility Assessment	
	Affordable Housing Report	
	Archaeological Study/Assessment	
	Architectural/Cultural Heritage Report (built heritage and cultural heritage landscapes)	
	Heritage Impact Assessment/Evaluation	
Y	Photometric Plan	As per Transportation Planning comments dated March 26, 2021
	Odour/Dust/Nuisance Impact Analysis	
	Noise/Vibration Impact Analysis	
	Scoped Urban Design Brief	
	Tall Buildings Submission - o Block Plan - o Context Plan - o Shadow Impact Study - o Microclimate Impact Report - o Wind Study	
ENGINEERING		
	Fiscal Impact Analysis	
Y	Functional Servicing Report	As per Approvals comments dated March 26, 2021
	Water Service/Demand Analysis	
Y	Geotechnical Study	As per Approvals comments dated March 26, 2021
Y	Stormwater Management Report - Including LID Infiltration Information	Within the FSR as per Approvals comments dated March 18, 2021
	Topographical Survey of existing conditions	
Y	Hydrogeological Information required: a) Anticipated Maximum Depth of Excavation b) Anticipated Maximum Depth of Foundation c) Anticipated Percentage of site to be developed	As per Risk Management comments dated March 26, 2021 screening information is required which may lead to the need for a Hydrogeological Study
Y	Traffic Impact Study	As per Transportation Planning comments dated March 26, 2021

Y	Parking Justification Report	As per Transportation Planning comments dated March 26, 2021 – should a deviation from Zoning requirements be proposed
	MTO Permit	
ENVIRONMENTAL		
	Energy Conservation and Efficiency Evaluation	
	Environmental Impact Study	
	Market Study	
	Tree Inventory and Assessment	
Y	Landscape Plan with Plant List, Details and Cost Estimate	As per Parks Planning comments dated March 26, 2021
	Record of Site Condition (RSC)	
	A Site Risk Assessment	
	Remediation Plan	
SOURCE WATER PROTECTION QUALITY AND QUANTITY RISKS		
	Completed Screening form for Source Water Protection for properties within Drinking Water Vulnerable Areas identified on Schedule "G" to the Official Plan	
Y	Confirmation of Well locations and Management Plan	As per Risk Management comments dated March 19, 2021
	Phosphorus Budget	

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

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



MEMORANDUM

TO: Logan Juffermans
Planner

DATE: March 26, 2021

FROM: Larry Klein
Senior Development Services Technologist

RE: **Pre-Consultation (Rezoning) Application**
341 Mapleview Drive West (Commercial Uses - Plaza Retail REIT)
Review Comments

File: D28-019-2021

Please be advised that the Approvals Branch (Engineering Section) of the Development Services Department has completed a preliminary review of the application / concept plan and recommends that the following points be addressed upon submission of the formal rezoning application.

GENERAL INFORMATION

APPROVALS BRANCH

Engineering Section Comments

1. The proposed development is located within the approved Mapleview Industrial Park Ltd. Plan of Subdivision (City File: D12-345) and, therefore, must conform to the overall approved subdivision design with respect to lot grading, water distribution, storm and sanitary drainage.
2. Upon submission of a formal re-zoning application, the owner will be required to provide a Functional Servicing Report (FSR) (signed and stamped by a licensed Professional Engineer) that supports the proposed development and demonstrates that the existing municipal infrastructures (sanitary sewers, storm sewers, stormwater management, watermain, roadways) and utilities surrounding the property are adequate (size and condition) to support the development potential of the proposed rezoning. Any necessary improvements to the existing infrastructures or utilities would need to be identified within this report.
3. The FSR mentioned above shall include a section that effectively addresses Stormwater management, and the impact this development may have on the receiving system with respect to quality and quantity control, and shall address the following:
 - a) Compliance with the originally approved overall subdivision Stormwater Management Report prepared by Richardson Foster Ltd (March 2006).
 - b) Quantity control – Any required quantity control volumes must be provided by surface storage or below ground in pipes, open structures (MH, CB) or solid wall tanks. Void space within stone or soil media, and/or infiltration volumes will not be considered/permitted for quantity control volumes. Refer to City Storm Drainage Policies and Guidelines for hydrologic and hydraulic analyses requirements.
 - c) Quality control - Confirm compliance with the current Ministry of the Environment, Conservation and Parks Stormwater Management Practices and Design Manual as it relates to enhanced level protection, and water balance as per the policies and guidelines of the Nottawasaga Valley Conservation Authority (NVCA) and the City of Barrie. Any Low Impact Development (LID) initiatives must also be supported by a geotechnical investigation.

Logan Juffermans

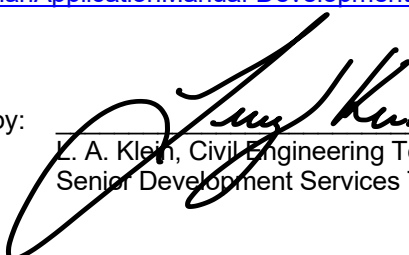
March 26, 2021

4. The sanitary portion of the above noted FSR may need to include a capacity analysis of the existing downstream sewage system based on any significant increases to the permitted flows under the current zoning.
5. The watermain portion of the above noted FSR shall include a fire flow analysis/report that effectively demonstrates/confirms that the site has adequate fire protection. The boundary conditions provided for this analysis must utilize results from a current fire flow test. This analysis shall also include calculations that determine the required fire flows in accordance with the Fire Underwriters Survey (FUS). The design fire flows shall be the greater of the calculated FUS flows and the City of Barrie's minimum fire flows. The results of the updated model will be checked against the City's system wide model.
6. In support of the formal rezoning application, the owner will be required to provide a preliminary servicing and grading plan in support of the proposed concept and its connection with the surrounding properties. The plans shall be based on a current topographical survey.
7. The owner will be required to provide a geotechnical report in support of this rezoning. This report must address groundwater levels, and any impact those levels may have on servicing and building foundations. This report shall also identify opportunities for LID initiatives.
8. It appears that the subject property is subject to various public and private easements. In this regard, upon submission of a formal site plan application, the owner shall search title and clearly identify and label (Purpose and whom in favour of) all existing easements on the proposed site plans; and shall provide a copy of the supporting legal plans and instrument descriptions of each easement.
9. Any private surface use of the existing municipal easements must not include structures and should be reserved for landscaping or parking to avoid interruption of development uses.
10. The owner is required to confirm, through the Finance Department, any outstanding local improvements, or City of Barrie Act Charges.
11. The owner will be responsible for obtaining the necessary approvals from any other applicable agencies with respect to their concerns.
12. The future development of the land will be subject to site plan control, at which time the Engineering Department will address parking, vehicle access / circulation, site servicing, and drainage through the provisions of a detailed engineering submission. Please refer to the Site Plan Application Manual and Urban Design Guideline in this regard. Below are the links for your reference:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/UrbanDesignManual-DevelopmentProcess.pdf>

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Documents/SitePlanApplicationManual-DevelopmentProcess.pdf>

Prepared by:



L. A. Klein, Civil Engineering Technologist
Senior Development Services Technologist

LAK/jkw



MEMORANDUM

TO: Logan Juffermans
Planner, Development Services

FILE: D28-019-2021

FROM: Karen Lui
Landscape Architectural Planner

DATE: March 26, 2021

SUBJECT: D28-019-2021 – 341 Maplevue Drive West
Pre-Consultation – Parks Planning Comments

Parks Planning has completed a preliminary review of the provided documents for the above-mentioned application and offers the following comments:

1) **Landscape Plans**

The Owner shall be required to provide landscape plans as Section 4.1.6 of the City of Barrie Site Plan Application Manual and shall be developed in accordance with the landscape design guidelines outlined in Section 9.0 of the City of Barrie's Urban Design Manual. Landscape plans shall include, but not limited to:

- Existing site conditions
- Proposed landscape areas and treatment (hardscape/softscape)
- Proposed planting
- Fencing plan
- Site furniture and lighting
- Amenity space details
- Garbage loading areas and associated screening/enclosures
- Snow loading areas
- Pedestrian circulation

2) **Landscape Strips & Planting Density Requirements**

Should re-zoning of the subject lands to Commercial District be granted, the following landscape strip and planting density requirements shall be applicable, as per Section 9.1 of the City of Barrie's Urban Design Manual:

Abutting Use	Minimum Landscape Strip Width Requirement	Landscape Treatment Guidelines
North Boundary – Maplevue Drive W (Arterial)	6 m	• Mixed Deciduous and Evergreen trees • Berming and shrubs to screen parking lot • Signage and entry feature shrub beds
East, South, West Boundaries – Industrial	3 m	• 2m high solid fence with Deciduous tree planting

341 Maplevue Drive West

March 26, 2021

Planting Density Formula Guidelines – Commercial Developments (Under 25,000 m²)

Total Site Area (m²) / 300 = # of Deciduous Trees (60mm CAL)

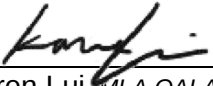
Total Site Area (m²) / 500 = # of Evergreen Trees (2m HT)

Total Site Area (m²) / 50 = # of Deciduous Shrubs (0.6-1.2m HT)

Total Site Area (m²) / 100 = # of Evergreen Shrubs (0.45m SPR/1.2m HT)

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

Sincerely,



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

CC: Kevin Bradley, Manager of Parks Planning, Development Services
William McGregor, Landscape Architectural Planner, Development Services



Transportation Planning Pre-Consultation Site Plan Application

To: L. Juffermans, Planner

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

Date: March 26, 2021

Re: D28-019-2021 – 315 and 325 Mapleview Drive W.

Development Stage: Pre-Consultation

Introductory Statement:

Staff reviewed the proposed site plan (D28-019-2021) for 315 and 325 Mapleview Drive W. submitted to the City as part the pre-consultation process. The purpose of this review is to outline provide high-level comments for the proposal based on the supplied information and identify requirements to support a subsequent site plan application.

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

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

Traffic Impact Study:

1. The applicant shall be required to prepare a Transportation Impact Study (TIS) in accordance with the City of Barrie TIS guidelines which can be found [here](#). Staff recommend the retained traffic consultant provide Transportation Planning with a proposed TIS scope for review prior to commencing the report.
2. The TIS shall also include the adjacent land usage presented within the required block plan.
3. In accordance with the Official Plan Section 5.4.2.2 Arterial Roadways movement restrictions are required on roadways with greater than 6 lane cross sections; to this regard the applicant shall assess the 2041 queue length for the intersections of Hollyholme Road, Essa Road, Lexus and subject site to ensure the channelized left turn median island is not impeded.
4. The Transportation Impact Study shall conduct a review for the requirements for turning lanes in accordance with Transportation Association of Canada Geometric Design Guide based on a design speed of 80km/h to accommodate the anticipated site generated traffic.
5. The TIS shall also include any nearby proposed site plans, including residential developments regarding the impacts the existing roadway network. Please consult with the Planning Department to confirm any nearby proposed site plans.
6. The TIS is to also include a construction staging plan as it relates to parking of trades people, delivery of construction material, impacts to existing on-street parking, maintenance of adjacent property access, pedestrian movements, City infrastructure, etc.

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7. The applicant is responsible for the removal and salvage of City infrastructure including but not limited to roadway and parking lot illumination, pay & display machine, parking meters, parking lot signage, etc. The Owner/Applicant shall coordinate the removal with the appropriate City Staff.
 8. The applicant is responsible for maintaining the existing roadway lighting levels adjacent to the proposed site. If the existing roadway illumination is to be removed or altered in any way due to construction the owner/applicant is responsible to provide temporary illumination to meet preexisting conditions.

Intersections / Site Access / Access Management:

9. In accordance with the Official Plan Section 5.4.2.2 Arterial Roadways which states where driveways are provided on arterial roads six lanes or greater, access shall be restricted to right in and right out. To this regard the proposed access may be restricted to a right turn in/right turn out only and shall be designed in accordance with TAC.
10. Should the applicant wish to permit inbound left turns a function design and cost estimate regarding implementing a channelized left turn median island along Maplevue Drive to restrict egress left turns from the subject site. The applicant shall be required to provide contributions for the future implementation of the median and design the proposed access to prevent egress left turns.
11. In accordance with 51R-36367 mutual shared accesses have been established for the balance of this block, to this regard the applicant shall coordinate with the adjacent parcels for access placement.

Block Plan:

12. The applicant shall prepare a block plan identifying how the adjacent lands shall be developed in conjunction with the subject site; this shall include cross boundary connections.

Transportation Demand Management:

13. Bicycling
 - a. Commercial – bicycle locking racks required; outdoor storage lockers or internal secured storage required.
14. Electric Vehicle Provisions
 - a. City Council has requested that the staff recommend to all new development to install or provide rough ins for Level II charging stations (motion 16-G-306). With anticipated planned prohibitions looming on the sale of ICE powered automobiles and the desire to be prepared to embrace the near term adoption (or legislated requirement) of electric vehicles and plug-in hybrid electric vehicles as well as to encourage transportation options that reduce/eliminate greenhouse gas emissions, it is strongly encouraged that 20% of parking spaces include Level II EV chargers and that an additional 30% of parking spaces are Level II EV charging ready (necessary ducting, electrical wiring and network servicing are pre-installed) to facilitate installation of Level II EV chargers in a non-cost prohibitive manner. This request is subject to change as part of future site plan submissions pending provincial or federal legislation or establishment of municipal requirements in the upcoming Official Plan update.

Improvements within the Municipal ROW:

15. Should the Traffic Impact Study conclude turning lanes are required the applicant shall be required to design and construct the intersection improvements. The intersection improvements shall be in accordance with Transportation Association of Canada Geometric Design Guide based on a design speed of 80km/h.

Active Transportation – Internal & External:

16. Provide more defined pedestrian circulation to network throughout the proposed site, this is to include:
 - a. Continuous north/south pedestrian connection from the municipal sidewalk to the rear building.
 - b. Continuous east/west pedestrian connection central to the site.
 - c. Consolidated pedestrian crossings through the drive trough to reduce the number of crossings.
 - d. Buffered a minimum of 0.5 metre offset from the travel lanes.
17. The applicant shall provide exterior bicycle parking at convenience locations evenly distributed throughout the site.
18. In accordance with the Urban Design Manual all sidewalks shall be a minimum of 1.5 metres in width and 1.8 metres adjacent to parking stalls.
19. Provide curb depressions for all proposed pedestrian crosswalks.
20. Provide details regarding the proposed pavement markings for all proposed pedestrian crosswalks.

Parking:

21. A parking justification report is required to provide support for any deviation from the zoning by-law requirement. The parking justification report shall include a review of a minimum of three (3) proxy sites; review of weekday (daytime and evening) and weekend peak demand; transportation demand management (such as unbundling parking stalls, access to transit, pre-purchased transit passes, car share, active transportation).
22. The applicant may be required to pay Cash-in-lieu (CIL) of \$16,164.54 per parking stall deficient from the minimum requirements within the zoning by-law should sufficient justification not be provided. Alternatively, should the applicant identify a parking utilization rate and is unable to provide the identified parking rate the applicant would be required to pay CIL for the difference. An example of this calculation is a parking utilization rate of 0.95 stalls per unit is identified and only 0.89 stalls per unit can be provided. A payment for the difference would be required. $0.95 - 0.89 = 0.06$ stalls x unit count x \$16,164.54 = payment.

Internal Site Circulation:

23. All barrier free parking stalls shall be signed and marked in accordance with Ontario Traffic Manuals.
24. The proposed drive through shall provide sufficient parking in accordance with Section 12.6 of the Transportation Impact Guidelines.
25. Turning template shall be provided to demonstrate sufficient circulation to access loading zone/waste collection.
26. All fire routes shall be signed in accordance with the Fire Route By-law 89-86 which states:
 - a. The signs shall be of a size not less than 30 cm in width and 45 cm in length.
 - b. Signs to be placed at the limits of the route and intermediate points no further apart than 30 metres.
 - c. The signs shall be mounted no less than 2 metres and no greater than 3 metres above the level of the roadway.
27. Stop signs shall be erected in conjunction with proposed stop bars for internal circulation.

28. Label way finding signage for the proposed drive through.

Exterior Lighting and Photometric Plan

29. The applicant is to use full "cut-off" light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and streets.
30. The applicant is encouraged to use feature lighting to high-light building relief, landscape features, and monuments.
31. The applicant is to provide full details on the make, model and manufacturer and photometric plan of all proposed light fixtures for the site.
32. A photometric plan is required to ensure there is no light pollution on the adjacent properties.

General Development Plan Comments:

33. That the applicant clearly identifies on the site plan that adequate stopping sight distance has been provided using the applicable design speed for all proposed access connections and verify that all sight lines are free of potential obstructions such as buildings, parking, signs or vegetation.
34. That the applicant provides a drawing that clearly identify on the site plan all proposed pavement markings and traffic signs. All pavement markings and traffic signs shall conform to the Ontario Traffic Manuals.
35. Pavement markings for parking stalls shall be painted white and conform to OPSS 1712.



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



Pre-Consultation Application
Zoning Comments
Prepared By M. Snow
March 29, 2021

Site: 323/315 Maplevue Dr W

File: D28-019-2021

Zoning:

Present: LI (SP-367)

Proposed: LI (SP-XXX)

Standards

	Required by By-law (Section 7.3 of the Zoning Bylaw)	Proposed
Lot Area (min.)	700m ²	24,510m ²
Lot Frontage (min.)	30m	132m
Front Yard Setback (min.)	7m	14m
Side Yard Setback (min.)	3m	13m/15m
Rear Yard (min.)	7m	12.3m
Lot Coverage (max.)	60%	22.1%
Building Height	14m	To be confirmed
Parking	1 space per every 40m ² of GFA 136 spaces required including 5 barrier-free	223 spaces provided including 27 barrier-free
Drive Aisle (min.)	6.4m	7m
Loading Spaces	3,000m ² – 7,499m ² – 2 spaces required at 3m wide, 9m long and 4m of vertical clearance	2 loading spaces provided on the rear of building 'C'

Comments and Notes

Parking needs to be curbed, painted and paved (4.6.2.6)

Stand alone restaurant use not permitted

Section 4.2.1.10 outlines standards for patios

Building Services Site Plan Comments

File Number D28-019-2021

Plans Examiner: Mathew Rose

Address: 341 Maplevue Dr.

Date: March 26, 2021

Fire Route

Fire Department access shall be designed in accordance with the Ontario Building Code. [3.2.5.]	Insufficient Information
Appears to comply	

Site Servicing

Size and Spacing of cleanouts and manholes (other than private sewers – private sewers per MOE PIBS 6879 – 2008) [7.4.7.2.]	Insufficient Information
None provided	

Hydrant

A hydrant is required to be located within 45m of the Siamese connection or within 90m of the entrance of a building not provided with a Siamese connection. [3.2.5.7.]	Insufficient Information
- Confirm distance of a hydrant to the Fire department connection at the commercial building	

Barrier Free

Number of barrier-free entrances – Principal entrance shall be one of the required entrances [3.8.1.1.(1) & 3.8.1.2.(2)]	Insufficient Information
Comments	
Every exterior barrier-free path of travel shall provide a min. unobstructed width of 1.1m for the passage of wheelchairs. [3.8.1.3.]	Insufficient Information
Comments	
Level area of at least 1 670 mm by 1 670 mm at entrance doorway [3.8.3.1.(1)(g) & 3.8.3.4.(1)(c)]	Insufficient Information
- Each barrier free entry requires a level area. - Ensure level area is accounted for on the site grading drawing.	
Every barrier-free path of travel less than 1.6 m in width shall be provided with an unobstructed space not less than 1.8 m in width & 1.8 m in length located not more than 30 m apart. [3.8.1.3.]	Insufficient Information
Comments	
Exterior walking surfaces that are within a barrier-free path of travel shall, (a) Have no openings that will permit the passage of a sphere more than 13mm in diameter, (b) Have any elongated openings oriented approximately perpendicular to the direction of travel, (c) Be stable, firm and slip resistant, (d) Be bevelled at a maximum slope of 1 in 2 at changes in level not more than 13mm, and	Insufficient Information

(e) Be provided with sloped floors or ramps at changes in level more than 13mm	
Comments	
A barrier-free path of travel shall be provided from the entrance to an exterior parking area & at least one parking level, where a passenger elevator serves an indoor parking level. [3.8.2.2.]	Compliant
Comments	
If an exterior passenger loading zone is provided, it shall have, (a) An access aisle not less than 2.4m wide and 7.4m long adjacent and parallel to the vehicle pull-up space, (b) A curb ramp, where there are curbs between the access aisle and the vehicle pull-up space, and (c) A clearance height of not less than 3.6m at the vehicle pull-up space and along the vehicle access and egress routes [3.8.2.2.]	Insufficient Information
Accessibility Signs showing location of entrance, ramps, & passenger loading zone if one is provided. [3.8.3.1.]	Insufficient Information
Comments	
Exterior Walks [3.8.3.2.] (a) be provided by means of a continuous plane not interrupted by steps or abrupt changes in level, (b) have a permanent, firm and slip-resistant surface, (c) except as required in Sentence 3.8.1.3.(4), have an uninterrupted width of not less than 1 100 mm and a gradient not exceeding 1 in 20, (d) be designed as a ramp where the gradient is greater than 1 in 20, (e) have not less than 1 100 mm wide surface of a different texture to that surrounding it, where the line of travel is level and even with adjacent walking surfaces, (f) be free from obstructions for the full width of the walk to a minimum height of 1 980 mm, except that handrails are permitted to project not more than 100 mm from either side into the clear area, (g) have a level area adjacent to the entrance doorway conforming to Clause 3.8.3.4.(1), and, (h) have a tactile attention indicator conforming to 3.8.2.18 that is located to identify an entry into a vehicular route or area where no curbs or any other element separate the vehicular route or area from a pedestrian route.	Insufficient Information
The curb ramps provided within the barrier-free path of travel where needed, min width of 1.5 m [3.8.3.2.]	Compliant
Comments	
Ramps provided within the barrier-free path of travel where needed. [3.8.3.4.]	Insufficient Information

Above Ground Electrical

Building not to be located beneath or within the maximum conductor swing for 750 V, 3m clearance for up to 46 kV, and 3.7m clearance for up to 69 kV. [3.1.19.1.]	Insufficient Information
- Confirm clearance to conductor swing of existing hydro lines.	

Building Code Matrix

Spatial Separation Calculations	Insufficient Information
- To be reviewed at permit application.	
Occupant Load	Insufficient Information
-To be reviewed at permit application	

Average Grade Calculation

Average Grade calculation complies with building department policy? <i>“Average grade means, with reference to a building, structure or part thereof, the average elevation of the finished grade of the ground measured 5 meters out from the foundation wall, or to a wall the projects beyond the foundation wall, or to the property line if closer than 5 meters.”</i>	Insufficient Information
Comments	

Building Height

Is the basement considered the 1 st storey in calculating building height? <i>1st Storey means, the storey that has its floor closet to grade and its ceiling more than 1.8 above grade.</i>	Insufficient Information
Comments	
This building will be considered to have the following number of storeys based on the average grade.	Proposed 1 storey

Building Permit Submission (Site Plan Only)

Does the project require a Shoring Permit? If so, will there be tie-back that encroach onto another property?	Insufficient Information
Comments	
Does the project require a crane for construction? If so, will the crane swing over another property?	Insufficient Information
Comments	
What is the schedule for permit submission and construction?	Please Identify.
Comments	

Additional Information Required for Building Permits

LSRCA Permit	Doesn't appear to be a regulated area
NVCA Permit	Doesn't appear to be a regulated area
MTO Permit	Applicant should check to see if a permit is required
MOE Permit	Applicant should check to see if a permit is required
Other	Click here to enter text.

Additional Comments

- Geotechnical evaluation and report required at permit application.

-The ability to install windows on walls adjacent to interior property lines will be determined by compliance with the Ontario Building Code for spatial separation calculations.

-Because of the proximity of walls to the property lines/ other buildings, the owner is reminded that the spatial separation requirements of the Ontario Building Code may require non-combustible wall construction achieving a fire resistance rating and may not permit unprotected openings.

-The buildings and the site features must comply with the regulations of the Ontario Building Code. These will be reviewed in detail when an application and construction drawings has been submitted for a building permit.

Separate building permits required for the following.

- Buildings 10m² or greater
- interior alteration (if required)
- Retaining walls – designated structure over 1m
- Building and pylon signage
- Site servicing
- Accessory structures

Notes: reference to the building code are for the purpose of convenience only. For the authoritative text please refer to the official volumes of the OBC.



M E M O R A N D U M

TO: Logan Juffermans, Planner **FILE:** D28-MAP
"341 Mapleview Drive West"

FROM: Stephanie Zoschke, Senior Environmental Officer

DATE: **March 19, 2021**

SUBJECT: **D28-019- 2021 – Pre-Consultation – 315 and 323 Mapleview Drive West**

Business Performance and Environmental Sustainability (BPES) has reviewed the documentation for 341 Mapleview Drive West (Site). In review of this documentation, BPES offers the following updated comments and recommendations.

- Information regarding internal stormwater management and site drainage, erosion and sediment controls and sanitary connections must be provided for Environmental Compliance to provide full comments.
- A property line maintenance hole and/or sampling port is required on the property for the purpose of collecting discreet sanitary sewer samples from the facility in compliance with **Sewer Use By-law 2021-002**.
- As the Site is greater than 0.5 hectares a Site Alteration Permit must be obtained from the Infrastructure Department (**City of Barrie Site Alteration By-law 2014-100**). Sediment and Erosion Control devices on the Site are to be inspected on a regular basis, as well as after every rain event, and must be repaired as necessary to prevent any off-site environmental impacts. Frequent inspections of catch basins must be conducted.
- Use of **Erosion Controls** (ex. *erosion control blankets/ mats, slope texturing/tracking, staging of construction, etc.*), in addition to sediment control, is expected to discourage movement of soil and sediment along the Site and prevent any off-site impacts. A lack of appropriate Erosion Controls may result in a violation of **City of Barrie Site Alteration By-law 2014-100 and the Environmental Protection Act** in the event of a spill from the Site.
- Temporary dewatering discharge that is compliant with **Sewer Use By-law 2021-002** should be directed to the storm sewer system. Contingency measures should be in place that do not rely on the City sanitary sewer system as a discharge location.
- A Discharge Agreement must be obtained from the City prior to any temporary construction dewatering discharge (as per **Sewer Use By-law 2021-002**). Please submit a completed Discharge Agreement Application to Environmental Compliance at least six weeks prior to discharge. Required documentation includes, but is not limited to:
 - Daily volumes;
 - Discharge locations;
 - Duration;
 - Water quality analysis and treatment methods to achieve compliance with Sewer Use By-law 2021-002 and Provincial Water Quality Objectives (PWQO);
 - Quality contingency plan, pre-treatment measures, etc.; and

- 2 -

- Copy of a valid Ministry of Environment, Conservation and Parks Approvals, as applicable (ex. EASR or PTTW).
 - Demonstration that the discharge will not exceed the design flow capacity of the receiving storm sewer.
- The discharge of water from the potential dewatering shall be controlled in such a way as to avoid erosion and sedimentation in the receiving area.
- Discharge of water to City infrastructure may not be permitted based on the volume or quality of the discharge.
- Please note, **permanent dewatering to the storm and sanitary sewer shall not be permitted.** At its sole discretion, the City may also deny a temporary discharge agreement.

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



To: Logan Juffermans,
Planner

From: Nicole Myers,
Development Charges Administrator

Date: March 22, 2021

Re: D28-019-2021 – 341 Mapleview Drive West

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

It is our understanding that the owner is proposing to construct three separate commercial buildings (one restaurant, one drive-through restaurant, and one multi-tenanted building with 3 units), for a total GFA of 5428 sq. m.

Please be advised of the following development fees (amounts are subject to change):

- 1) Current development charge rates are as follows:
 - a. The current rate for a non-retail use is \$219.62 per square meter and \$352.64 per square meter for retail uses.
 - i. If the non-residential portion is charged at the non-retail rate, any future retail use will be subject to a top-up of the Development Charges to the retail rate.
 - ii. Non-residential development may qualify for a 40% discount of City development charges if it meets a targeted use outlined under section 11(e) in Development Charges By-law 2019-055.
- 2) The following applies to complete Site Plan applications and Zoning By-law Amendment applications accepted by the City on/after January 1, 2020. The amount of development charges is determined on:
 - a) the day an application for an approval of development in a site plan control area;
 - b) if clause a) does not apply, the day an application for an amendment to the zoning by-law was made.
 - c) If neither clause a) nor clause b) applies, the day before the first building permit is issued.

If a) or b) applies, development charge amounts will remain crystallized for a maximum of two years. The crystallized development charge amount will be indexed and become payable at the time development charges are due. The indexing amount will accrue from the date of complete application.

The indexing rate is determined using the City's weighted average cost of capital (WACC). WACC is unique to each organization and considers both internal and external factors to evaluate the cost of delaying the receipt of funds. The City updates its WACC semi-annually or may do so at any other time should conditions so warrant. The current rate in effect is 3.84%. The applicable WACC rate will ultimately be the rate in effect at the time of complete application.

Development charges that are not crystallized are subject to an annual inflationary adjustment on January 1st of each year.

- 3) Non-residential development charges are payable at building permit issuance.
- 4) Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee for non-residential use is \$0.55 per square foot.
- 5) A cash in lieu of parkland contribution will be required and will be applicable to the entire parcel of land. The amount is currently 2% of the appraised land value. A recent land value appraisal will be required to complete the calculation.

It is a Condition of Site Plan Approval that as per the Cash-In-Lieu of Parkland By-law 2017-073, section 6(1), where the City's Site Plan Control By-law applied to the development or redevelopment of the land, that cash in lieu of parkland is payable prior to Site Plan Approval. Where the City's Site Plan Control By-law is not applicable, payment will be required at time of building permit issuance.

- 6) A Finance Administration fee will be collected at the time of issuance of the building permit at a fee of \$155.00 per non-residential building.

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



MEMORANDUM

TO: Logan Jeffermans

FROM: David Lalonde

DATE: Feb 18 2021

FILE: D28-019-2021

SUBJECT: Pre consultation conformity, 341 Mapleview Dr W

Concept site plan was reviewed for three commercial buildings:

- If the development will occur in phases, the phasing plan will require approval from BFES to ensure adequate fire fighting access and water supply.
- At site plan application stage, identify the fire hydrants and fire dept connections on the drawings.
- The municipal addressing scheme will need BFES approval.

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



To: Logan Juffermans

From: Richard Stephens,
Waste Reduction Coordinator

Date: March 26th, 2021

Re: D28-019-2021 – 323 W Mapleview Drive Pre-consultation Application

Municipally Provided Waste Collection Comments

The Environmental Sustainability Branch of Business Performance and Environmental Sustainability has reviewed the Pre-consultation Application for D28-019-2021 located at 323 W Mapleview Drive.

Environmental Sustainability offers the following comments and recommendations **(Refer to Option 3):**

Option 1 -Single Family Municipal Curbside Collection Services

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

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

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

Municipal Laneways

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

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

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

Option 2 - Municipally Provided Multi-Residential Collection Services

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

Requirements are subject to change.

Requirement #1:

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

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

Approximate Dimensions of Waste Collection Containers

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

Front End Bins:

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

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

95 Gallon Recycling Carts:

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

35 Gallon Organics Carts

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

Comments:

Requirement #2:

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

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

Comments:

Requirement #3

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

Comments:

Requirement #4:

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

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

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

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

Waste Collection Vehicle Approximate Dimensions

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

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

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

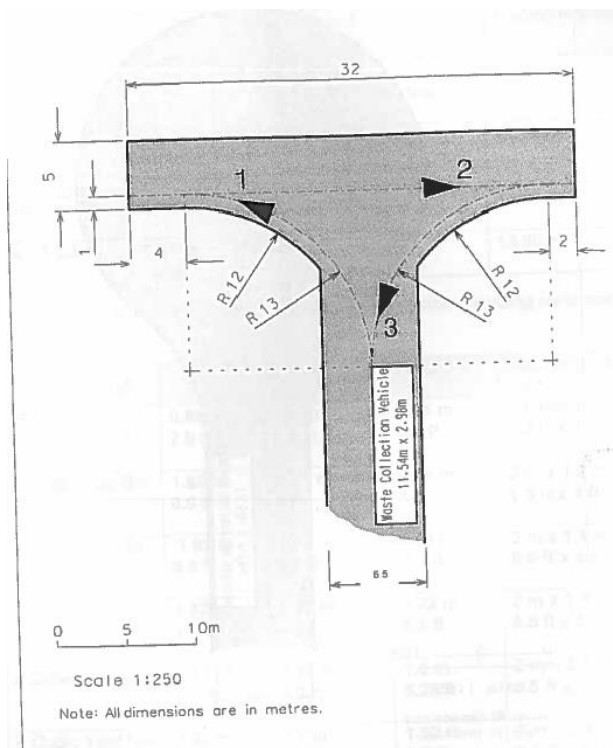
Front End Lift Garbage Collection Truck (collected 2-8yd bins):

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

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

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

Dimensions for “T” Turnaround



Comments:

Requirement #5:

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

Comments:

Requirement #6:

Develop and Submit a Waste Management Overlay Plan

A Waste Management Overlay Plan summarizes all of the requirements outlined above (Requirements 1-5) and highlights the waste management components for the design of the building.

This includes showing where the waste storage enclosures (internal/external) and collection/loading area(s) will be located, including truck ingress and egress. The overlay plan shall be included with the Site Plan Approval Applications.

This plan should show the functional design of waste handling and storage areas including the following:

- Location of doorway access to the waste storage enclosures;
- Size, capacity and function of waste storage enclosures (internal/external) and collection/loading area(s);
- Location and dimensions (including vertical clearance) of the waste collection/loading area(s); and
- Location, dimensions, door sizes, maneuvering and turning radii of the vehicle access routes to the waste collection/loading area(s).

The overlay plan should demonstrate that the developer has addressed all design requirements, provide a clear overview of how the design provides for effective waste storage, collection, loading services and addresses the City's goals and objectives for waste management in multi-residential properties.

Please Note:

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

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

Option 3 – Industrial, Commercial and Institutional Waste Collection Services

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

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

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



MEMORANDUM

TO: Logan Juffermans, Planner **File: D28-019-2021**

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

DATE: March 26, 2021

SUBJECT: D21-019-2021
Pre-Consultation
315 & 323 Mapleview Dr. West

This memorandum responds to the submission of D28-019-2021, 315 & 323 Mapleview Dr. West. The following documents have been reviewed regarding Environmental Risk Management:

- a) Site Plan – VGA – January 11, 2021

Upon reviewing above document, it has been determined that the subject property is located within a Highly Vulnerable Aquifer (HVA). This means that Groundwater is highly susceptible to contamination. The following comments have been provided to address Environmental Risk Management Concerns with the proposed application.

Hydrogeological Information Conditions:

1. The applicant is required to provide the following information to screen for risk management requirements at the next subsequent submission, or sooner:
 - a. Maximum Expected Depth of Excavation (masl or m below current grade)
 - b. Maximum Expected Depth of Foundation (masl or m below current grade)-
i.e.piles, caissons, etc.
 - c. Percentage of site to be developed
2. It is to be noted that based on the information provided in 1, the following may be required and may be subject to third party review at applicant's expense.
 - a. A hydrogeological study may be required for the site in accordance with the Terms of Reference.
 - b. The hydrogeological study may require detailed risk management plans within the Mitigation Measures section of the report including a dewatering management plan, a contaminant management plan and/or a recharge management plan.

3. **Site plan drawings will need to clearly note proposed elevations of foundation supports. Building supports shall be designed to stay above the municipal supply aquifer.**
4. Deep drilling and the undertaking of deep construction activities (piles, caissons, excavations, underground parking etc.) has the ability to create a transport pathway for contaminant migration potentially impacting or intercepting the municipal supply aquifer **We request that no deep drilling or construction activities occur without formal consultation with the City to ensure a plan is in place to address the risks to the drinking water supply aquifer, and off-site contaminant migration.**
5. **Please see Appendix A for information taken from the City of Barrie's Groundwater Management Strategy.**

Environmental Risk Management Conditions:

6. Barrie Official Plan Policy 3.5.2.3: Water Resource Management:

The following conditions are provided to address rising sodium and chloride concentrations within local groundwater resources. They are to be demonstrated at the Site Plan stage:

- a) Site grading shall reduce ponding and lots shall be graded away from building entrances in such a way that major drainage pathways do not cross heavily used areas of the parking lot.
- b) **Proposed snow storage location(s) shall be marked on the Site Plan Drawings.**
The selection of snow storage pile locations shall be optimized to reduce melt water refreezing and creating hazardous conditions. The location of snow storage areas shall consider:
 - i) Priority shall be given to locating snow storage piles along downgradient edges of the parking lot as to direct runoff to a pervious surface. If meltwater runoff is directed towards an impervious surface, it shall be directed away from high traffic areas and into catch basins. Catch basins or other stormwater collection design features shall be laid out directly downgradient from snow storage areas such that the distance meltwater travels before being removed from the lot's surface is minimized.
 - ii) Snow pile storage areas shall be located in areas receiving large amounts of solar radiation to promote melting.
 - iii) Snow pile storage areas shall be located where they are easily accessible for plows and other mechanical snow and ice removal machinery.
- c) Snow storage areas shall be clearly delineated and marked with signage to inform winter contractors and the public of the snow storage location. **Location of signage shall be marked on the Site Plan Drawings.**

d) Catch basin and MTD (Manufactured Treatment Device) locations shall be marked on the Site Plan Drawings. High concentrations of oil, sediment, and other contaminants can accumulate in snow storage piles over time. Contaminants released from snow piles can threaten drinking water sources when the snow melts if treatment is not provided. MTDs such as Oil Grit Separators and filtration devices can be used to reduce meltwater contaminant loads.

- i. Meltwater collected by catch basins downstream from snow storage piles shall be routed through a MTD designed in accordance with Technical Bulletin PS-2019-03 Stormwater Pre-Treatment. A copy of the bulletin can be obtained by using the link below.

[PS-2019-03 Tech Bulletin - MTD Filtration.pdf \(barrie.ca\)](https://www.barrie.ca/Living/Environment/Conservation/Documents/2019-03-PS-2019-03-Tech-Bulletin-MTD-Filtration.pdf)

e. Downspout and/or Roof Drain and Leader locations shall be marked on the Site Plan Drawings. The location of downspouts shall consider:

- i. Priority shall be given to directing downspouts and/or roof drains and leaders to pervious surfaces. If downspouts are directed towards impervious surfaces, they shall be directed away from pedestrian pathways, vehicle thoroughfares and parking areas to reduce melt water refreezing and creating hazardous conditions.

- f. Sidewalk and walkway design shall consider plow routes as to not impair snow removal.

Low Impact Development Condition:

- 7. As the subject lands are located within a Source Protection Vulnerable Area any proposed infiltration LID features will need to be designed in accordance with Infiltration Low Impact Development Screening Process. A copy of the document can be obtained by using the link below.

<https://www.barrie.ca/Living/Environment/Conservation/Documents/2017-05-02%20LID%20Guidance-Final.pdf>

Based on the proposed zoning/land use of the property and the vulnerable area Highly Vulnerable Aquifer, infiltration of paved surface runoff is **not permitted**. Infiltration of rooftop runoff and vegetated surfaces is always permitted.

- 8. A spills management plan and spill response material is recommended for any infiltration LID proposed on public property. The spills management plan should detail how to access, clean, and maintain each unit in the event of a spill into the device.

Highly Vulnerable Aquifer Condition:

- 9. **A spills management plan, secondary containment and spill response materials are required to be in place prior to construction, should any bulk fuel storage be proposed on-site whether temporarily or permanently (i.e., back-up generators).**

- b. The applicant is required to confirm if a back-up generator is proposed for the development.

- c. The applicant is required to note the location of any proposed back-up generators on the site plan.
- d. A spills management plan is to be submitted to the Risk Management Official prior to site plan approval.

The Risk Management Office will provide a template for a spills management plan if required.

SS/kt

Appendix A

Address of Development

323 MAPLEVIEW DR W

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

Depth to Water Table	41	m
Depth to Perched Water	41	m
Depth to Aquifer A1	11	m
Depth to Aquitard C1	79	m
Depth to Aquifer A2	105	m
Depth to Aquitard C2	115	m
Depth to Confined Municipal Aquifer	132	m
Depth to Uppermost Significant Aquifer	41	m
Cumulative Transmissivity to Base of A1	495	m ² /day
Cumulative Transmissivity to Base of A2	500	m ² /day
Cumulative Transmissivity to Base of A3	614	m ² /day
Transmissivity of Uppermost Significant Aquifer	High	
Transmissivity of Most Significant Aquifer	High	

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



TRANSIT COMMENTS

FROM: Mike McConnell, Transit Planner,

CONTACT: Michael.mcconnell@barrie.ca

DATE: Monday, March 29, 2021

SUBJECT: Barrie Transit Comments
D28-019-2021
341 Mapleview

-
- Consider reducing surface parking as much as possible and bringing the main retail building closer to the street to make the development transit supportive.
 - The development is not mixed use as per the project drawing name.
 - It is strongly discouraged for Building C to be a food store due to its unwalkable environment to the street and the nearest bus stop.
 - A direct pedestrian path from the street to building C is required for transit riders.

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



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

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

341 Maplevue Dr W (D28-019-2021)

Date: Feb.16/21

Comments:

- There were no site servicing drawings submitted with document package. Detailed comments on proposed water servicing will be provided when site servicing drawings circulated for review.
- The proposed water servicing to be designed as per current City of Barrie, Water Transmission & Distribution Policies & Design Guidelines.
- City standard is 1 domestic and 1 fire (if applicable) service per ICI property and all domestic water to go through a single water meter. Where there are multiple buildings proposed on a single property, typically the domestic water service enters the largest user building where same sized water meter is installed. All other buildings on site are then subfed from that building. That design scenario only applies to domestic metered water.
- Both domestic and fire services will require backflow prevention installed as per City of Barrie bylaw 2017-121.
- Any existing water service(s) that currently front property and are not being utilized by proposed development, will need to be abandoned by cutting off at watermain connection.

Allan Miller
Water Operations Technical Advisor

Date: February 16th , 2021

Attention: Logan Jufferman

RE: Request for Comments

File No.: D28-019-2021

Related Files:

Applicant: Plaza Retail REIT c/o Bill Bilkas

Location 341 Mapleview Drive West



Discover the possibilities

COMMENTS:

☐

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

☒

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

☐

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

☐

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

☐

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

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

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

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

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

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

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

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

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

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

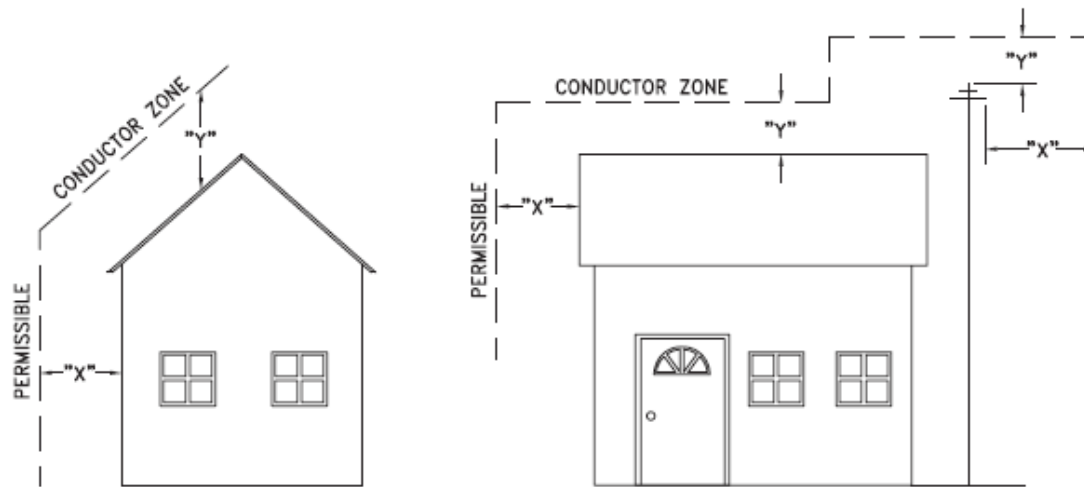
<https://alectrautilities.com/make-service-request>

References:

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

Regards,

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



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

NOTES

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

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

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

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

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
P:\System Planning and Standards\Standard Design\PowerStream Standards\PowerStream Standards working folder\Section 2/3-4/2WG 03-4 R0 May 5, 2010.dwg, 5/5/2010 9:27:03 AM, Adobe PDF

75-706 Primary and secondary lines clearances

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

75-708 Clearances of conductors from buildings

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

75-710 Clearances for other structures

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

75-712 Tree trimming

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

Grounding and bonding

75-800 Grounding of equipment mounted on steel poles

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

Urban Design Issues

October, 2013

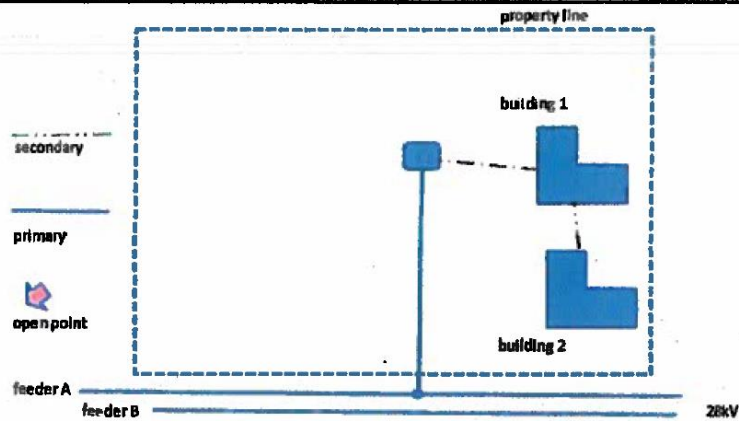


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

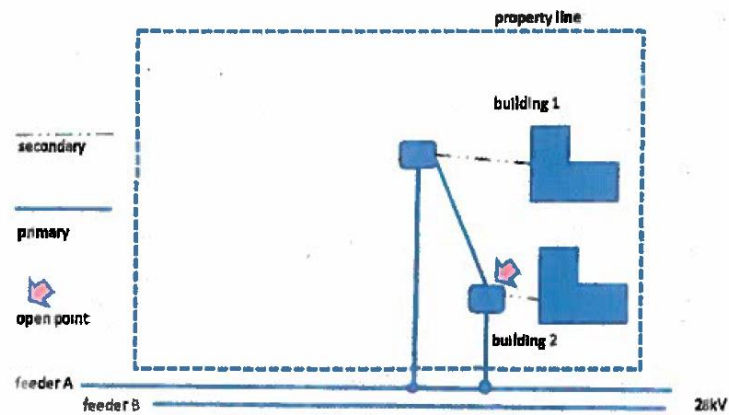


FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

Final Version, October 1, 2013



Urban Design Issues

October, 2013

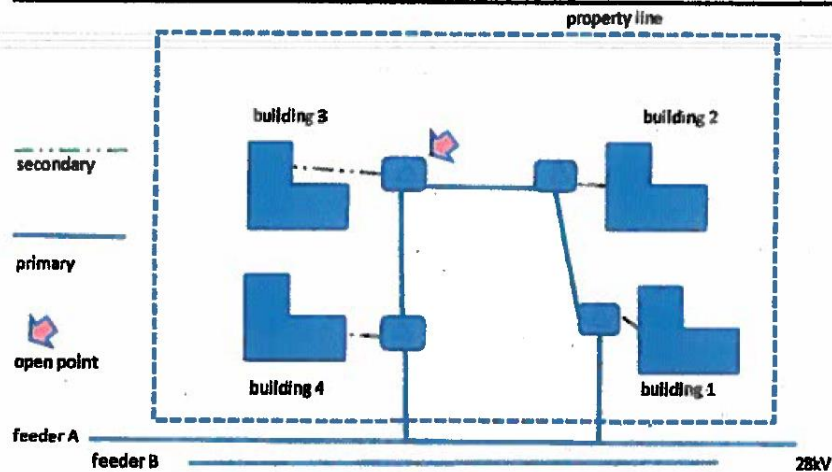


FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA

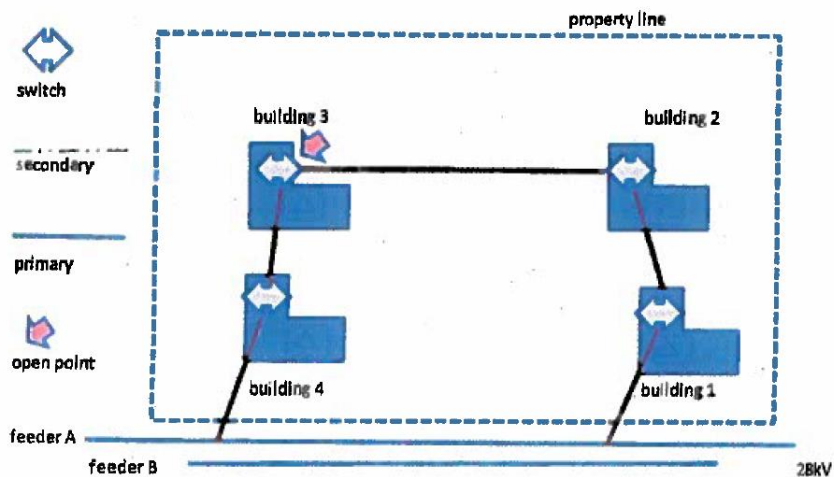


FIGURE 5: DRY TYPE TRANSFORMERS greater than 1,000kVA

Final Version, October 1, 2013

Power
Stream

alectra
utilities
Discover the possibilities

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

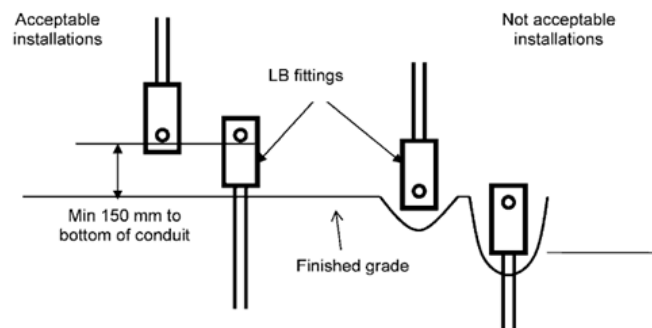
Subrule 6-300(3) requires that an underground consumer's service raceway enter a building above ground where practicable. If it is not practicable, then the raceway must be suitably drained or installed in such a way that moisture and gas will not enter the building.

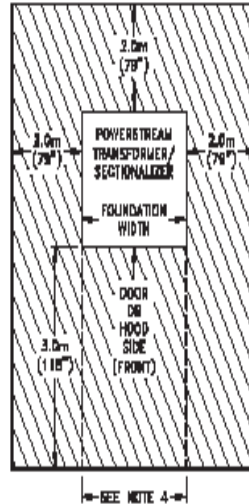
The intent of the Subrule is to prevent water leaking into either the building or the electrical service equipment and causing damage.

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

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

Figure B1 – Interpretation of "above ground"





NOTES

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

**PADMOUNT TRANSFORMER/SECTIONALIZER
CLEARANCES**

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

REFERENCES

UNDERGROUND SECTION 17

Certification of Approval

This document (Standard) meets the safety requirements of Section 4 of Regulation 2166

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

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

APPENDIX B

Block Plan

BLOCK PLAN LAND USE COMPATIBILITY



315 AND 323 MAPLEVIEW DRIVE WEST

BLOCK PLAN TRAFFIC AND PEDESTRIAN CIRCULATION



315 AND 323 MAPLEVIEW DRIVE WEST

BLOCK PLAN PARKING/LOADING



OCTOBER 2021
16307AJ

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

315 AND 323 MAPLEVIEW DRIVE WEST

BLOCK PLAN STREETSCAPING, LANDSCAPING, AND NATURAL FEATURES



OCTOBER 2021
16307AJ

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

315 AND 323 MAPLEVIEW DRIVE WEST

APPENDIX C

Draft Official Plan Amendment

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

The attached explanatory text and Figure “1” 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. 2020-_____ 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 two 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 Figure “1” constitute Amendment No.____ to the Official Plan of the City of Barrie.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of the Official Plan Amendment (the “Amendment”) is to introduce a site-specific policy to permit commercial land uses, including but not limited to retail stores, personal service stores, food stores, and supermarkets, on the lands known as 315 and 323 Mapleview Drive West within the City of Barrie (the “Subject Lands”).

The Amendment intends to maintain the existing designation of the property, however, a Defined Policy Area is to be added on a site-specific basis. Schedule C of the City of Barrie Official Plan is to be modified to identify the Subject Lands as a Defined Policy Area.

2.0 LOCATION

The Subject Lands are known as Part of Block 39 (0.30 Reserve) and all of Block 41, Registered Plan 51M-882 within Lot 6, Concession 12 in the City of Barrie, County of Simcoe (the “Subject Lands”). The Subject Lands consist of an area of 2.45 hectares (6.06 acres) with a frontage of approximately 132 metres on Mapleview Drive West. The municipal address of the property is 315 and 323 Mapleview Drive West.

3.0 BASIS

The decision to amend the City of Barrie Official Plan is based on the following considerations:

1. The Amendment facilitates the development of a vacant lot and promotes enhanced employment density within the City’s built boundary. The proposed development represents an intensification of the Subject Lands and will introduce approximately 5,789.65 square metres of commercial gross floor area within three (3) standalone buildings. The Subject Lands are in an area that is serviced by infrastructure that is existing, under construction, and planned, which efficiently utilizes land and resources at a density that would support the surrounding transit investments and surrounding commercial development.
2. The Provincial Policy Statement (“PPS”) 2020, provides the overall direction on matters of provincial interest related to land use planning and development, and includes policies that encourage new growth to urban areas. The PPS promotes efficient, cost-effective development and land use patterns. The development intensifies the existing underutilized site in a designated settlement area, at a

higher employment density than the existing surrounding land uses, and contributes to the overall range of employment and commercial options that would meet Barrie's economic needs. Furthermore, the proposed development will provide employment opportunities through a range of commercial uses on the site. The proposal utilizes the Subject Lands efficiently, takes advantage of existing and planned infrastructure within the built-up area, and reduces land consumption and servicing costs. This provides opportunities to reduce the negative impact of climate change by promoting active transportation through proximity to public transportation and pedestrian and bicycle friendly environments that encourage walking and cycling. The development is consistent with the long-term economic prosperity and housing policies of the PPS and it represents a significant investment that supports the economic prosperity and contributes to the urban environment in southern Barrie. The development is consistent with the policies of the PPS and promotes its goals and objectives.

3. The Provincial Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") is intended to guide the development of land; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing and employment opportunities. The development includes a mix of commercial retail uses that are accessible to the residents of Barrie, which would assist in achieving the employment targets set out in the Growth Plan within City's urban boundary. The development benefits from the existing and planned infrastructure. The development focuses new growth through the intensification on an underutilized site that provides a transit-supportive environment located adjacent to several transit lines that will reduce the demand for vehicular travel. The development conforms with the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure, is located adjacent to existing and under construction/planned higher-order transit and provides employment opportunities at a density that supports the transportation investments in Barrie.
4. According to the City of Barrie Official Plan Schedule A, the Subject Lands are designated General Industrial. The proposed development is located in an Industrial Planning area in an area characterized by a mix of industrial and commercial development. The Subject Lands are located along an arterial road. The Subject Lands are well serviced by public transit, including four (4) local bus routes and associated connections to regional transit opportunities. The size, location, and configuration of the Subject Lands makes the property best suited for the proposed development.
5. There are a variety of compatible land uses within the general vicinity of the Subject Lands. Surrounding uses include a mix of general industrial areas as well as commercial uses. Several other commercial plazas are located within a

short distance to the east and west, including a grocery store, a pharmacy, and several commercial establishments and other services. There are no sensitive land uses that are proximate to the Subject Lands. Proposed uses on the Subject Lands include a restaurant with a drive-through, another stand alone restaurant, and commercial retail uses, which provide enhanced employment opportunities for the City in order to meet provincial growth targets. As Mapleview Drive West is an arterial road within the City of Barrie, it is a significant corridor for public transit which will support the proposed employment opportunities.

6. The site layout of the proposed development has been designed with a high degree of architectural quality and landscaping, contributing to the architectural interest from the streetscape. The site will possess ground-related commercial and employment uses accessible from a central parking area with generous landscaping throughout the site in order to provide sustainable and climate-resilient development.
7. The statutory Public Hearing was held _____, 20___. The recommendation of the Committee of the Whole to receive the Public Hearing report _____, 20___, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Barrie Council on _____, 20___, when Barrie Council approved Official Plan Amendment File OP.____._____.

PART B – THE AMENDMENT

1.0 DETAILS OF THE AMENDMENT

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

1. Schedule “C” (Defined Policy Areas), is modified to include the lands known as Part of Block 39 (0.30 Reserve) and all of Block 41, Registered Plan 51M-882 within Lot 6, Concession 12 in the City of Barrie, County of Simcoe, known municipally as 315 and 323 Maplevue Drive West, within the City of Barrie, as a Defined Policy Area (Defined Policy Area [*]), as shown on the attached Figure “1”.
2. Section 4.8 of the Official Plan is modified to add the following Defined Policy Area:

4.8.X Defined Policy Area [*]

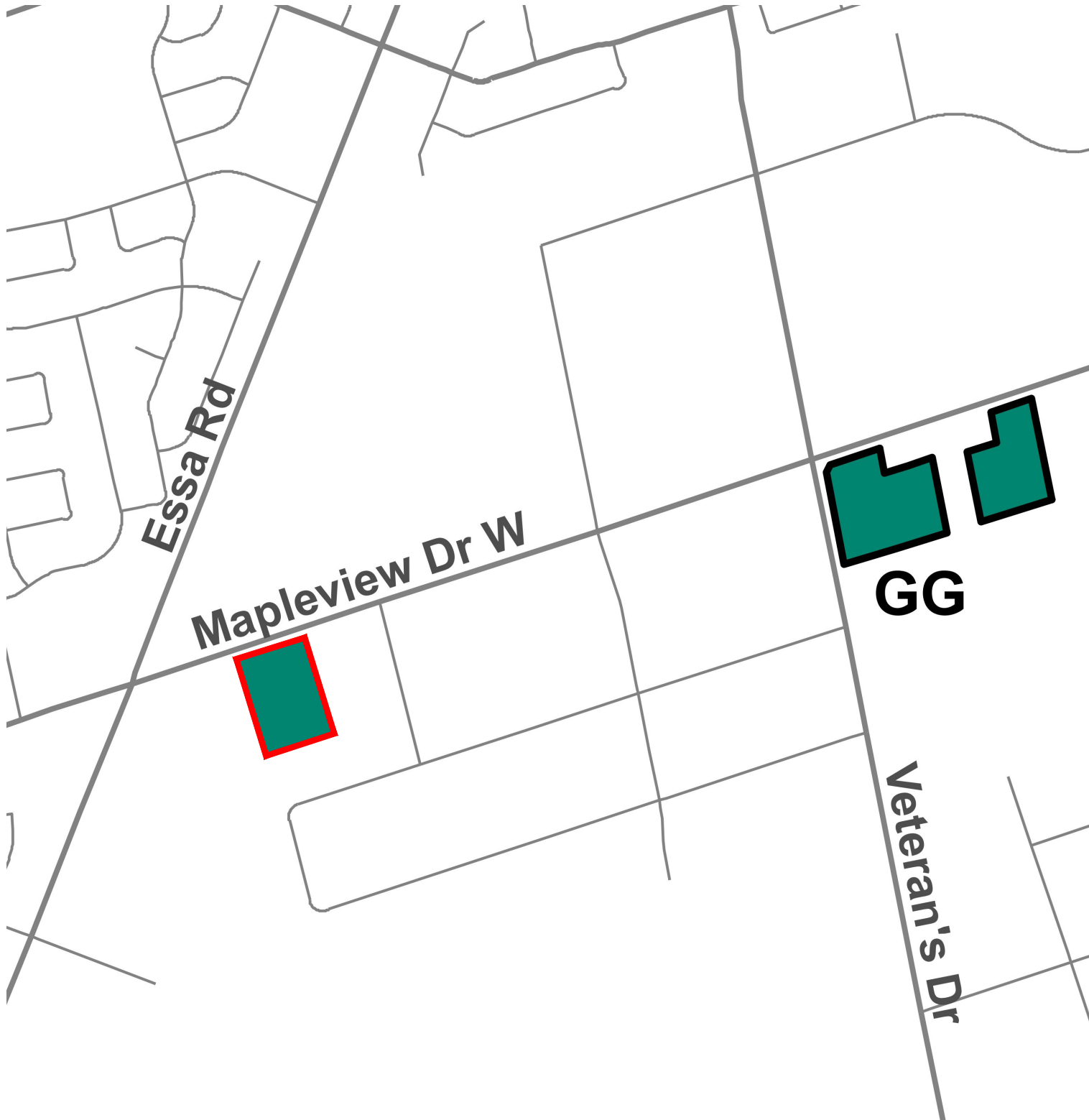
Lands shown on Schedule “C” on the south side of Maplevue Drive West, east of Essa Road, municipally known as 315 and 323 Maplevue Drive West, may include commercial retail uses, including but not limited to retail stores, personal service stores, food stores, and supermarkets, as permitted uses in addition to the list of permitted uses under Section 4.4.2.2 of the Official Plan.

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



Data Source: First Base Solutions; City of Barrie Open Data

Figure 1

CITY OF BARRIE OFFICIAL PLAN

Schedule C: Defined
Policy Areas
[AMENDMENT]

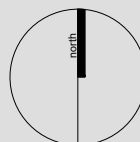
315 - 323 Mapleview Dr W,
Barrie, Ontario

LEGEND

-  Subject Lands
-  Defined Policy Area

DATE: October 25, 2021

SCALE: 1:10000



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PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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APPENDIX D

Draft Zoning By-law Amendment

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

“A By-law of the City of Barrie to amend Zoning By-Law No. 2009-141 by rezoning lands described as Part of Block 39 (0.30 Reserve) and all of Block 41, Registered Plan 51M-882 within Lot 6, Concession 12, known municipally as 315 and 323 Mapleview Drive West, in the City of Barrie, from Light Industrial with Special Provision 367 (LI SP-367) to Light Industrial with Special Provisions (LI SP-*)”.

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 parcel of land known municipally as 315 and 323 Mapleview Drive West;

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 those lands described as Part of Block 39 (0.30 Reserve) and all of Block 41, Registered Plan 51M-882 within Lot 6, Concession 12, known municipally as 315 and 323 Mapleview Drive West, in the City of Barrie from Light Industrial with Special Provision 367 (LI SP-367) to Light Industrial with Special Provisions (LI SP-*) as shown on Figure “2” attached hereto and which forms part of By-law 2009-141 as amended;
2. **THAT** Special Provision 367 under Section 13.3.8 of the Zoning By-law is hereby further amended by adding the following provision:

“In addition to the permitted land uses under Section 7.2 of the Zoning By-law, 315 and 323 Mapleview Drive West shall be permitted the following commercial uses:

 - Retail Store;
 - Personal Service Store;
 - Food Store;
 - Supermarket; and,
 - Standalone Restaurant.”
3. **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

Figure 2

CITY OF BARRIE ZONING BY-LAW 2009-141

**Amendment to Subject
Lands in South Section
315 - 323 Mapleview Dr W,
Barrie, Ontario**

LEGEND

-  Subject Lands
-  General Commercial (C4)
-  Mixed Use Corridor (MU2)
-  Residential Single Detached Dwelling First Density (R1)
-  Residential Single Detached Dwelling Second Density (R2, R2-WS)
-  Residential Single Detached Dwelling Third Density (R3, R3-WS)
-  Residential Single Detached Dwelling Fourth Density (R4, R4-WS)
-  Neighbourhood Residential (R5)
-  Residential Apartment Dwelling Second Density (RA2, RA2-1, RA2-2)
-  Residential Multiple Dwelling First Density (RM1, RM1-SS, RM1-WS)
-  Residential Multiple Dwelling Second Density (RM2, RM2-TH, RM2-TH WS)
-  Institutional (I)
-  Educational Institutional (I-E)
-  Open Space (OS)
-  Environmental Protection Area
-  Business Park (BP)
-  Light Industrial (LI)
-  General Industrial (G)

DATE: October 25, 2021

SCALE: 1:10,000



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