



PLANNING JUSTIFICATION REPORT

651, 659, 665, 669, 673

Mapleview Drive East

City of Barrie

Date:

April 12, 2022

Prepared for:

Sobeys

Prepared by:

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1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained Sobeys Developments Limited Partnership and Sobeys Capital Incorporated (the “Applicant”) to assist with planning applications to develop the property municipally addressed as 651, 659, 665, 669 and 673 Mapleview Drive East in the City of Barrie (the “Subject Lands”).

This Planning Justification Report (“report”) has been prepared in support of a proposed Zoning By-law Amendment application and future corresponding Site Plan Approval application to facilitate the development of the Subject Lands with a retail plaza comprised of six buildings, including one food store, and five multi-tenant commercial retail establishments, representing a total gross floor area of approximately 7,636 square metres. The proposal also includes 445 surface parking spaces, including 14 accessible spaces. 12 bicycle parking spaces are also proposed.

The Subject Lands are within the Hewitt’s Secondary Plan, City of Barrie Official Plan Amendment 39. Through Minutes of Settlement, the Subject Lands have been approved as part of a phased mixed use development. The proposed application addresses phase 1 of this development.

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 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 May 13, 2021 at a Conformity Review Meeting to discuss the initial development proposal and confirm conditions for the submission of a Zoning By-law Amendment application on the Subject Lands (D28-059-2020). The Conformity Review notes have been included in **Appendix A**.

The following reports and materials were identified as required for a “complete application” for a Zoning By-law Amendment through the conformity review process and are included as part of this application submission:

- Planning Justification Report;
- Comment Response Matrix;
- Archaeological Study;
- Urban Design Report;
- Linear Infrastructure Overview Memo;
- Functional Servicing Report;
- Geotechnical Report;
- Hydrogeological Study;
- Noise/Vibration Impact Analysis;
- Stormwater Management Report;
- Traffic Impact Study;
- Tree Preservation Plan/Inventory;
- Source Water Protection Screening
- Topographic Survey;
- Natural Heritage Evaluation;
- Species at Risk Screening;
- Phosphorus Budget & Water Balance;
- Erosion & Sediment Control Plan;
- Grading & Drainage Plan.

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 Zoning By-law Amendment application 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.

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 3.52 hectares (8.71 acres). The Subject Lands have approximately 171 metres of frontage along Mapleview Drive East and approximately 133 meters of frontage on Yonge Street. The Subject Lands are located on the south side of Mapleview Drive East, approximately 4.5km east of the interchange with Highway 400.

The Subject Lands are legally described as:

Part of Lot 15, Concession 11, Part 1, 2, 3, and 4 Plan (51r40113), Except Part 1, 2, 3, and 4 Expropriation Plan (Sc1640881), Geographic Township of Innisfil, 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.

2.2 Surrounding Land Uses

The Subject Lands are located on the south side of Mapleview Drive East approximately 4.5 km east of the Highway 400 interchange. The surrounding area is predominantly characterized by commercial, residential, and institutional land uses, including various neighbourhoods, automobile repair service shops, schools, neighbourhood plazas, and a church. 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, north, and east and residential uses to the west of the Subject Lands.

The surrounding uses are also described as follows:

North: A residential community with single, semi and townhouse dwellings is located north of Mapleview Drive. At the north east corner of Yonge St and Mapleview Dr. is Barrie South GO, as well as a Scotiabank, a Tim Hortons, and a Mr. Lube + Tires. Further north is Saint John Paul II Separate School and St. Peters Catholic Secondary School.

- South:** South of the Subject Land is generally agricultural lands and single detached homes. The community of Stroud is further south along Yonge Street.
- East:** East of the Subject Lands is St. Paul's Anglican Church-Innisfil, adjacent to several automobile services. Further east are future residential developments, along with existing residential communities. Beyond the existing residential neighbourhood is generally agricultural lands.
- West:** Immediately to the west of the Subject Lands is a proposed residential development with 288 single detached dwellings, 32 street townhouses and 196 apartment units on 2 mixed use blocks. Beyond this is an existing neighbourhood including Catherine Park, and the Lovers Creek Ravine.

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

2.3 Neighbourhood Context

The area surrounding the Subject Lands is characterized by a mix of vacant land and commercial, residential, and institutional land uses. The Subject Lands are located near several commercial retail developments and facilities located along Mapleview Drive East which meet residents' daily and weekly needs, as summarized in Table 1. The Subject Lands' proximity to existing neighbourhoods provides opportunities for residents to meet additional commercial needs in a shorter distance.

Table 1: Adjacent Community and Commercial Facilities

Destination	Travel Distance (km)	Travel Time (min)		
		Walk	Cycle	Car
Mr. Lube + Tires (837 Yonge St)	0.19	3	1	1
St. Paul's Anglican Church – Innisfil (3294 St Paul's Cres)	0.22	3	1	1
Sweethearts Tails (68 St Paul's Cres)	0.30	4	3	1
Scotiabank (688 Mapleview Dr. E)	0.35	4	2	1
The Tire Shop (84 St Paul's Cres)	0.40	5	3	1
Eisses Bros Excavating (920 Yonge St)	0.50	6	2	1
D & J Fralick Park (116 Jessica Dr.)	0.65	8	3	2
Barrie South GO (833 Yonge St)	0.75	9	4	2
St. Peter's Catholic Secondary School (201 Ashford Dr.)	1.3	16	5	2
Hasty Market (174 Prince William Way)	1.5	19	6	2
Cicco's Ristorante (170 Prince William Way)	1.5	19	6	2
Coronation Park (38 Coronation Pkwy)	1.6	20	7	3
Saint John Paul II Separate School (211 Ashford Dr.)	1.6	20	6	3
KFC (644 Yonge St)	1.8	22	6	2
Shoppers Drug Mart (649 Yonge St)	1.8	22	7	3
Dollarama (632 Yonge St)	1.9	27	7	4

Heritage Square (623 Yonge St)	2.0	27	7	4
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Note: Distances and travel times are approximate.

2.4 Transit & Transportation

2.4.1 Road Network

The Subject Lands currently have approximately 171 metres of frontage along Mapleview Drive East and approximately 133 metres of frontage along Yonge Street. As shown on the proposed Site Plan drawing (Figure 4), access to the Subject Lands is proposed along both Mapleview Drive East and Yonge Street.

Mapleview Drive East currently supports two lanes of two-way vehicular traffic, a centre turning lane and no sidewalks. Mapleview Drive East is identified as an Arterial Road in accordance with Schedule 9D-1 (Transportation Plan) of the City of Barrie Official Plan. It has been identified as having a planned right-of-way of 41 metres in accordance with Map 5 (Right-of-Way Widths). The right-of-way width for Mapleview Drive East is approximately 25 metres along the frontage of the Subject Lands.

Yonge Street currently supports two lanes of two-way vehicular traffic, a centre turning lane and no sidewalks. Yonge Street is identified as an Arterial Road in accordance with Schedule 9D-1 (Transportation Plan). It has been identified as having a planned right-of-way of 34m. The right-of-way width for Yonge Street ranges from approximately 35m at Mapleview Drive East to approximately 30m at the south edge of the property.

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 East	Arterial	± 33.77 m	41 m
Yonge Street	Arterial	± 29.85 m	41 m

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 transit stops just north (in front of the existing Scotiabank) and east of the Subject Lands (in front of the Church). The Subject Lands are serviced by the 3B Painswick, which offers southbound service from downtown Barrie to Barrie South GO via Mapleview Drive.

Transit stop 3B is located to the east of the Subject Lands at the north east corner of Yonge Street and Mapleview Drive east.

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 Maplevue Drive East and Yonge Street. Allendale Waterfront is located within a 10-minute drive and Barrie South GO is located within a 2-minute drive of the Subject Lands. The GO Stations provide direct rail service to East Gwillimbury, Newmarket, Aurora, Vaughan, and Toronto, including Union Station. The Subject Lands are serviced by the 68 Aurora GO, which offers northbound/southbound service via Maplevue Drive.

The Downtown Barrie Terminal is also serviced by Greyhound and 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 located along Maplevue Drive East or Yonge Street adjacent to the Subject Lands. However, there are dedicated cycling lanes located along Maplevue Drive East, east of Yonge Street.

2.5 Surrounding Development Activity

Several development applications surround the Subject Lands, summarized in Table 3 below. The majority of surrounding development activity is associated with residential 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.	338 Maplevue Drive East MHBC, on behalf of Loon Avenue Lands OP Inc.	Official Plan Amendment Zoning By-law Amendment Site Plan Control	Re-designate subject lands to 'Residential' and 'Environmental Protection'; Development of 107 townhouse units with private road connection	Official Plan Amendment in pre-application public consultation phase Zoning By-law Amendment in pre-application public consultation phase Site Plan Control in pre-application public consultation phase
2.	515 Maplevue Drive East Bemp Holdings 2 Inc.	Re-zoning & Draft Plan of Subdivision	Development of 288 single-detached dwelling units, 32 street townhouse units, and 196 apartment units in two mixed-use blocks	Draft Plan approved on March 24, 2017
3.	658 & 662 Maplevue Drive East	Rezoning	Rezoning two lots from Residential Single Detached	By-law 2020-074 in Full Force and Effect

	Development	Current Application	Application Details	Status
	1701390 Ontario Ltd. & 1701391 Ontario Ltd.		(R1) to Mixed Use Node (MU1)	
4.	620 Lockhart Road Mattamy Homes & The Jones Consulting Group Ltd.	Zoning By-law Amendment, File D30-012-2021 Plan of Subdivision Site Plan Control	Development of 347 single detached dwelling units, 172 street townhome units, 66 back to back townhome units; with one mixed use block, one open space block, and one stormwater management block	Zoning By-law Amendment is under review Plan of Subdivision is under review Site Plan Control is pending submission
5.	667-675 Yonge Street Planning Solutions	Zoning By-law Amendment, File D28-089-2021 Site Plan Control	Develop 8 storey mixed use building with residential units (condominium) and commercial space on ground floor	Zoning By-law Amendment is in pre-application public consultation phase Site Plan Control is in pre-application public consultation phase
6.	681 & 685 Yonge Street Queensgate Homes (Barrie) Inc.	Site Plan Control, File D11-013-2019	7-story mixed-use building with 176 residential units, ground floor commercial space and associated surface and underground parking	Site Plan Control registered June 18, 2019
7.	989 Yonge Street Jones Consulting Group, on behalf of ASA Development Inc.	Zoning By-law Amendment Exemption from Plan of Condominiums Site Plan Control	Amend current zoning of property to Neighborhood Mixed Use; Development of 60 townhouse units, 4 mixed-use residential and commercial building with 1,218 condominium units	Zoning By-law Amendment approved by Council on April 8, 2020 Exemption from Plan of Condominiums is under review Site Plan Control pending submission
8.	1012 Yonge Street Innovative Planning Solutions Inc., on behalf of Crown (Barrie) Developments Inc.	Official Plan Amendment, File D30-005-2021 Zoning By-law Amendment	Permit density greater than 120 units per hectare on subject lands; Rezone subject lands to 'Neighborhood Mixed Use'; Development of 1,029 residential units from three 6-storey and two 3-storey multi-residential buildings, 10 townhouse units, and 1,281 m ² for commercial space	Official Plan is under review Zoning By-law Amendment is under review

	Development	Current Application	Application Details	Status
9.	20 St Paul's Crescent (835 & 837 Yonge St) Yonge and Mapleview Developments Ltd.	Amendment to a Site Plan Agreement (SPA), File D11-010-2020	Amendment to existing Site Plan Agreement to remove one of previously approved building, and reconfigure east portion of site to increase stacking for approved drive-thru	Amendment to a Site Plan Agreement (SPA) approved on April 6, 2020
10.	70 Dean Avenue The Landmark Tower Ltd.	Rezoning, File D14-1644 Site Plan, File D11-014-2018	Develop 199 residential rental units in building of varied heights (3-9 storeys)	Rezoning approved on January 4, 2018 Site Plan registered on October 11, 2018

3.0 HISTORY AND BACKGROUND

3.1 Minutes of Settlement

The City of Barrie adopted Official Plan Amendment 39 (OPA 39), known as the Hewitt's Secondary Plan in 2016. OPA 39 contained detailed policies for the development of a complete community, which includes the Yonge Street Mixed Use Corridor. These policies contained wording to contemplate interim uses and minimum density standards where developments are intended to be phased.

Sobeys appealed site specific policy 9.5.5.4 of OPA 39. Sobeys and the City of Barrie reached an agreement through Minutes of Settlement regarding the deletion of policy 9.5.5.4 in OPA 39. This agreement acknowledges that the Subject Lands can be developed in keeping with Schedule A of the Minutes of Settlement, which reflect minimum interim density requirements. The City also confirms that Schedule A meets the requirements for an intensification plan and the density proposed on the Subject Lands is appropriate.

The Subject Lands are part of a phased development. The lands subject to this development application are phase one of the overall development and are intended to be developed as commercial uses. The phase two lands are immediately south of the Subject Lands and consist of future commercial and residential uses, as outlined in the approved Minutes of Settlement.

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 Maplevue Drive East and the broader commercial and residential areas of Barrie.

The proposal is for a comprehensively developed commercial plaza. Figure 4, below, provides a conceptual Site Plan for the proposed development. It is intended to introduce a range of commercial uses on the Subject Lands through the incorporation of six building footprints, including a food store. The proposal contains a total commercial gross floor area of 7,636 square metres. A total of 445 surface parking spaces are also provided, including 14 accessible parking spaces. A total of 12 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 a commercial shopping centre. The six 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-store standalone food store (4,024 m²)
- Building B: 1-storey multi-tenant retail store (732 m²)
- Building C: 1-storey multi-tenant retail store (905 m²)
- Building D: 2-storey built form multi-tenant retail store (732 m²)
- Building E: 2-storey built form multi-tenant retail store (738 m²)
- Building F: 1-storey single-tenant retail store (505 m²)

Buildings B, C, and D are situated closest to Maplevue Drive East with a front yard setback of 5 metres. Buildings E and F are located along Yonge Street and provide a 6 metre setback. Building A is located on the western edge of the Subject Lands and provides a 2 metres internal side yard.

Buildings D and E are multi-tenant retail stores that will have a 2-storey built form. This built form is consistent with the approved Schedule A of the Minutes of Settlement.

Collectively, the proposal includes a total of 7,636 square metres of ground floor coverage, representing a total lot coverage of 19.98%.

4.1.2 Parking, Ingress and Egress

As previously mentioned, the proposal envisions six commercial buildings oriented around a central parking area. A total of 445 parking spaces are proposed, including 14 accessible parking spaces.

A total of 12 bicycle parking spaces are also provided. Bicycle parking spaces are located adjacent to the Building A.

Sidewalks and pedestrian crossings are provided throughout the site, allowing pedestrians safe access between commercial buildings.

Vehicular access to the site will be provided through three entrances. A full-moves access at the western limit of the site along Mapleview Drive East and a right-in only entrance between Building B and C, also along Mapleview Drive East. A second full-moves access is proposed at the southern limit of the site along Yonge Street, closest to Building F.

The full moves access along Mapleview Drive East will allow for a public road to connect to the 'Rainsong Phase 1' development via Street 'V'. Further south of this connection on the Subject Lands, this road will remain private. The balance of the vehicular connections to Mapleview Drive East and Yonge Street will also be private.

4.1.3 Landscaping

High-quality landscaping has been incorporated into the proposal across the entire Subject Lands. The proposal includes a total of 9,604.34 square metres of landscaped area and 18,615 square metres of paved area.

Along Mapleview Drive East, a 5 metre landscape buffer has been provided, with a 6 metre landscape buffer provided along the Yonge Street frontage. The corner of Yonge Street and Mapleview Drive East provides a landscaped amenity area. This amenity space will have a unique seating area, a feature wall and a perennial meadow surrounded by interlocking pavers and planters. This area will act as a gateway feature to the Subject Lands, as well to the City of Barrie. Arterial streets are also intended to serve as gateways to the City, having the highest standard of design through plantings, street furniture, pacing, lighting and signage.

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	
Phase 1	35,267.34 m ²
Phase 2	45,557.40 m ²
Total Lot Area	80,824.74 m²
Building Area	
Building A	4,024 m ²

Building B	732 m ²
Building C	905 m ²
Building D	732 m ²
Building E	738 m ²
Building F	505 m ²
Total Gross Floor Area	7,636 m²
Other Site Statistics	
Coverage	19.98%
Parking Provided	445 cars
Accessible Parking Provided	14 cars
Bicycle Parking Provided	12 bicycles
Landscape Area	9,604.34 m ²
Paved Area	18,615 m ²

4.2 Required Applications

4.2.1 Zoning By-law Amendment

The Subject Lands are currently zoned Agricultural General (AG) Zone in Innisfil Zoning By-law 2004-05. The proposed Zoning By-law Amendment will propose the General Commercial (C4) Zone in the City of Barrie Zoning By-law 2009-141, with the following site specific provisions:

- i. That a front yard setback of 5m be permitted;
- ii. That a side yard setback of 2m be permitted;
- iii. That a side yard setback adjacent to a road of 2m be permitted;
- iv. That a height of 13.6m be permitted, inclusive of any rooftop mechanical, ventilation or other similar equipment and/or parapets;
- v. That encroachments of 1.0m for awnings/canopies be permitted;

A request to amend the existing zoning provisions of the General Commercial Zone as they apply to the Subject Lands is warranted and appropriate as demonstrated throughout this report. The proposed rezoning application would implement land uses currently permitted on the Subject Lands in the City's Official Plan and the Hewitt's Secondary Plan.

A copy of the proposed draft Zoning By-law Amendment can be found attached to this report as Appendix B, while a detailed summary and rationale respecting the Zoning By-law concerning the requested Amendment are provided in Section 5.7 of this report.

4.2.2 Site Plan Approval

As previously mentioned, a conformity review meeting was held with City Staff on May 13, 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 at the appropriate time through the planning process.

4.3 Supporting Studies

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

4.3.1 Archaeological Study

A Stage 1 and 2 Archaeological Assessment (the 'Assessment') was prepared by AMICK Consultants Limited and has been provided with the application package. The purpose of the Assessment was to evaluate the archaeological potential of the Subject Lands. The Assessment concludes that as a result of the physical assessment of the study area, no archaeological resources were encountered. Consequently, it is recommended no further archaeological assessment of the property is required.

4.3.2 Urban Design Brief

An Urban Design Brief (the 'Brief') was prepared by MHBC Planning in support of this development. The Brief notes that the proposed development represents placemaking and investment of underutilized lands located along an intensified mixed-use corridor. The proposal will be compatible with the surrounding uses and will assist the City in achieving its growth and development objectives.

4.3.3 Linear Infrastructure Overview Memo

A Linear Infrastructure Memorandum (the 'Memo') was prepared by R.J. Burnside & Associates Limited in support of the proposed development. The Memo outlines the proposed linear infrastructure based on the preliminary engineering design for road work, sanitary sewer, storm sewer and watermain. Lengths noted in the Memo are subject to change based on detailed design.

4.3.4 Functional Servicing Report and Stormwater Management Implementation Report

A Functional Servicing Report and Stormwater Management Implementation Report (the 'Report') was prepared by R.J. Burnside & Associates Limited and has been provided with the application package. The purpose of the Report is to evaluate and confirm adequate supply, capacity are available for the proposed development. The Report determines that the site can be serviced by the surrounding municipal infrastructure with the construction of an on-site stormwater management system capable of satisfying the applicable stormwater management criteria. As part of this report, phosphorus reductions were noted to exceed the LSRCA removal requirements.

4.3.5 Geotechnical Report

A Geotechnical Report (the 'Report') was prepared by Pinchin in support of this development. The Report provides geotechnical data and engineering design recommendations based on the 12 borehole samples that were completed on the site.

4.3.6 Noise Impact Analysis

An Environmental Noise Feasibility Study (the 'Study') was prepared by Valcoustics Canada Ltd. and has been provided with the application package. The purpose of the Study was to assess the potential noise impacts from the proposed commercial/retail development onto the nearby noise sensitive receptors. The Study

determined that with the appropriate site design and mitigation measures, it would be feasible to meet the noise guideline limits at the neighbouring sensitive receptors.

4.3.7 Traffic Impact Study

A Traffic Impact Study (the 'Study') was prepared by BA Group in support of this application. A copy of the report has been provided with this submission. The Study concluded that the existing and planned transportation networks can support the proposed development, and the planned site-related transportation networks will provide for efficient circulation of pedestrians, cyclists and vehicles on the site and surrounding neighbourhoods.

4.3.8 Arborist Report

An Arborist Report (the 'Report') was prepared by IBI Group in support of this application and provided with the application package. The proposed development is anticipated to remove 31 individual trees, 18 tree groupings and 3 woodlot compartments. It was determined that there are no endangered species and/or endangered species habitat or heritage trees on or adjacent to the Subject Lands. Tree protection fencing shall be erected prior to the start of demolition and construction and maintained for the duration of the work.

4.3.9 Natural Heritage Evaluation

A Natural Heritage Evaluation (the 'Evaluation') was prepared by Pinchin in support of this application. The Evaluation notes that the assessed impacts can be avoided or mitigated through effective stormwater and environmental management measures. Ensuring the recommendations provided in the report are taken into account and diligently implemented on the site, no adverse negative impacts to the ecological integrity of the adjacent natural features south of the site will result from the proposed development.

4.3.10 Hydrogeological Investigation

A Hydrogeological Investigation (the 'Investigation') was prepared by Pinchin in support of this application. The purpose of the Investigation was to characterize the soil and groundwater conditions at the Site, identify potential impacts of the proposed development on local groundwater and surface water resources and provide environmental impact assessment and mitigative options, if required. It was determined that water level monitoring should continue through 2022 to confirm the depth of the water table.

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 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 February 16, 2022 as part of this Zoning By-law Amendment application. This meeting was hosted in conjunction with Planning Services. Approximately 10 residents were in attendance, including the local councillor, Councillor Morales, for the virtual meeting.

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. **What is the expected timing for completion?** It was noted that the Zoning By-law Amendment application has not yet been formally submitted, but is anticipated to occur in Q1 of 2022. Following the review and circulation process a Site Plan Application will also be required, along with permitting and construction. It would be expected that it would be a few years before the project was completed.
2. **Confirmation that the plan has taken into consideration the widening on Yonge Street?** MHBC confirmed that through the required materials, a Traffic Report will be prepared that will address this concern.

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

As required under the Planning Act, a formal Public Meeting regarding the application will be held in front of Planning 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 AND 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 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 Zoning By-law Amendment application is consistent with these policies, is provided as herein.

Applicable policies from Part V of the PPS 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 Zoning By-law Amendment will allow for the implementation of the proposed commercial development on the Subject Lands which will support the financial well-being and long-term needs of future residents in the area for commercial retail in the City of Barrie. The proposal supports the objectives for healthy, livable, and safe communities, and is intended to the first phase of a multi-phase development whereby future residential land uses will also be implemented. The proposed commercial development is located adjacent to future residential development currently under construction to the west.

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.

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

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

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. Through participation in the landowners group, it is understood that servicing main extensions to this area will allow future development potential to be realized as envisioned through the Hewitt Secondary Plan policies. The proposal will introduce commercial retail land uses in an area with proximity to public transit and proposed 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.

Section 1.6 of the PPS contains policies related to infrastructure and public services, including:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

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

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

1.6.4 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

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 compact built-form that maximizes the efficient use of the land while efficiently utilizing existing municipal infrastructure without requiring additional servicing. As demonstrated in the SWM/FSR submitted in support of this application, the Subject Lands can be serviced by the surrounding infrastructure, which will support the protection of the environment and minimize potential risks to human health and safety. As demonstrated on the associated landscape plans, the proposal contains significant amounts of landscaping and pervious surfaces totalling 9,604 square metres.

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.

Section 1.6.8 addresses the relation between transportation and infrastructure corridors:

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

1.6.8.5 The co-location of linear infrastructure should be promoted, where appropriate.

The Subject Lands are accessible by active transportation as they are located in proximity to regional and local transit routes and proposed cycling infrastructure. Both Allendale Waterfront and Barrie South GO Stations are located within a 10-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 serviced by transit including routes 3B Painswick, 68 Aurora GO. The proposal also implements active transportation infrastructure in the form of 12 bicycle parking spaces. Appropriate road widening's are also anticipated to allow for future right-of-way upgrades.

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;*
- 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 to 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 Barrie. The proposed development will, therefore, decrease vehicular travel time for residents and businesses to fulfill their retail needs.

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;*
- 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 12 bicycle parking spaces are proposed on the Subject Land. The proposed development will incorporate low impact development techniques across the site, 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).

Section 2.6 of the PPS addresses policies related to Cultural Heritage and Archaeology:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

The Subject Lands do not have any significant built heritage resources or landscapes. An Archaeological Assessment has been completed on the Subject Lands and submitted in support of this application. It was determined that no archaeological resources were encountered and therefore no further archaeological assessment of the property is required.

Conclusion/Conformity Statement

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

- 1. The proposed Zoning By-law amendment will support the financial well-being and long-term needs for employment in the City of Barrie by providing commercial retail uses which will create jobs for the City.**
- 2. The proposal will offer additional commercial retail services to residents and employers in the City of Barrie.**
- 3. 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.**
- 4. 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.**
- 5. The proposed development will incorporate low impact development techniques, to assist the Province and City to become resilient to climate change.**
- 6. 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 (2019)

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 to the proposed development are analyzed and evaluated below.

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;*
- 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 Zoning By-law amendment will provide for an appropriate built-form within the settlement area of the City of Barrie and will provide commercial retail 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.

Section 2.2.4 provides policies for Transit Corridors and Station Areas and how they are to be supported by existing and new developments:

1. *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

2. *For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
3. *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
 - a) *200 residents and jobs combined per hectare for those that are served by subways;*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
 - c) *150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*
10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

Section 2.2.5 focuses on Employment policies:

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 100 metres of three transit stops serviced by two transit lines which provide direct access between the Downtown Barrie Transit Terminal and Barrie South GO Station, located along Maplevue Drive East, approximately 750 metres north of the Subject Lands. The City of Barrie Draft Official Plan designates these lands as within a Major Transit Station Area and adjacent to proposed cycling networks.

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 445 parking spaces, exceeding the minimum number of parking required under Zoning By-law 2009-141. The proposal incorporates a transit-supportive built form by placing important commercial retail uses including a food store within proximity to transit stops. In addition, the proximity of the proposed commercial uses to under construction residential uses will support alternate modes of travel other than single-trip motor vehicles.

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.*

The proposed development implements commercial retail employment uses in accordance with the planned function of the Subject Lands based on the policies of the Hewitt Secondary Plan and as supported by the Minutes of Settlement.

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 3B Painswick and 68 Aurora GO, along with proposed cycling infrastructure.**
- **Further, the proposed development allows for the efficient use of the Subject Lands and available infrastructure.**

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.

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 tripmaking 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;*
 - f) *provide for the safety of system users.*

The proposed development will assist in achieving co-ordination of transportation infrastructure investment by increasing ridership on multiple transit networks, including Barrie Transit Routes 3B Painswick, 68 Aurora GO, and by routes 3A, 4A, 8A, and 8B from the Barrie South GO station. The proposal will assist in supporting the use of transit and active transportation through the provision of 12 bicycle parking spaces on the site. The proximity of the Subject Lands to planned cycling routes along Yonge Street and Maplevue Drive East provides opportunities for multimodal access to nearby residential areas as well as other key commercial areas throughout the City.

Sub-section 3.2.5 addresses policies connected to existing and new planned corridors, while supporting other facilities:

1. *In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:*
 - a) *encourage the co-location of linear infrastructure where appropriate;*
 - b) *ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS;*
 - d) *where applicable, demonstrate through an environmental assessment, that any impacts on key natural heritage features in the Natural Heritage System for the Growth Plan, key hydrologic*

features and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated; and

2. *The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas*

As part of the development process, the Subject Lands will dedicate the appropriate right-of-way widenings to the City of Barrie, allowing for the adjacent corridors to be upgraded. These areas will include cycling infrastructure, sidewalks and roadway reconfigurations, as proposed through the City of Barrie Draft Official Plan.

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 the municipal water and wastewater system will be able to accommodate the development and does not anticipate negative impacts as a result of the development.

Stormwater Management considerations are outlined in Sub-section 3.2.7:

1. *Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:*
 - a) *are informed by watershed planning or equivalent;*
 - b) *protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
 - c) *characterize existing environmental conditions;*
 - e) *incorporate appropriate low impact development and green infrastructure;*
 - g) *identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term;*

The Functional Servicing Report and Stormwater Management Report prepared in support of this development proposal demonstrates that low impact development techniques will be used across the site. Additionally, erosion and sediment control measures will be implemented on site to ensure that sediment loading is minimized. Appropriate infiltration facilities will be provided to manage on site volume control.

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.

Sub-section 4.2.2 addresses the Natural Heritage System and how the policies aim to conserve and protect the region's environmental diversity:

3. *Within the Natural Heritage System for the Growth Plan:*
 - a) *new development or site alteration will demonstrate that:*
 - i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. *connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
 - iii. *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

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.

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 Archaeological Assessment completed in support of the proposed development indicates that the site does not contain any cultural heritage resources. The Subject Lands do not contain structures listed on the City's Municipal Heritage Register nor any that are designated under Part IV of the *Ontario Heritage Act*.

Conclusion Statement

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

1. **The proposed Zoning By-law amendment will provide for an appropriate built-form within the settlement area of the City of Barrie and will implement commercial retail 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 commercial uses on the Subject Lands as implemented through the Official Plan and more specifically the Hewitt's Secondary Plan, supporting and enhancing the directives of the Growth Plan.**
3. **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.**
4. **The proposed development is compatible with the surrounding land uses and will serve nearby residential neighbourhoods. The proposal will assist in meeting the daily needs of residents and businesses.**

5. **The proposed development allows for the efficient use of the Subject Lands and available infrastructure.**
6. **The proposed development will incorporate low impact development techniques to assist the Province and City in meeting sustainability goals.**

5.3 Lake Simcoe Protection Plan

As the proposed gross floor area of the development exceeds 500 square metres, the development is considered to be major development per the Lake Simcoe Protection Plan, the Lake Simcoe Phosphorus Offsetting Policy, and the South Georgian Bay Lake Simcoe Source Protection Plan. As such, we have reviewed the relevant sections of these Plans below.

The Lake Simcoe Protection Plan was approved under the Lake Simcoe Protection Act in 2008 and took effect on June 2, 2009. The Plan addresses long term environmental issues in Lake Simcoe and its watershed by promoting immediate action to address threats to the ecosystem, such as excessive phosphorus, targeting new and emerging causes of stress such as invasive species and climate change, protecting and restoring important natural areas such as shorelines and wetlands, and restoring the health of fish and other aquatic life. The Subject Land are located within the Lake Simcoe Watershed and within the Hewitts and Lovers Creeks subwatersheds.

Policy 4.8 of the Lake Simcoe Protection Plan requires that applications for major development be accompanied by a stormwater management plan that addresses certain criteria. These criteria require that the stormwater management plan demonstrates consistency with stormwater management master plans and subwatershed evaluations, provides an integrated treatment train approach, and provides an evaluation of anticipated changes in the water balance and phosphorus loadings between pre- and post-development.

A stormwater management plan has been submitted as part of this application and are summarized in Section 4.3.4 of this report.

The Subject Lands do not contain any tributary, riparian area, or other significant natural heritage feature nor is it near the shoreline of Lake Simcoe. Any future proposal will be fully serviced and proper stormwater techniques will be employed which conform to the policies of the Lake Simcoe Protection Plan.

Conclusion Statement

In our opinion, the proposed Zoning By-law Amendment conforms to the Lake Simcoe Protection Plan.

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 “Mixed Use Nodes and Corridors” in Schedule A of the Official Plan (see Figure 5).

5.4.1 City-wide Goals and Objectives

Sub-section 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 7,636 square metres of commercial GFA and will contribute to provide a greater mix of retail, and local services in the City of Barrie to achieve a complete community. 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;*

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 12 bicycle parking spaces encourages access to the site by active transportation which will reduce vehicle trips and reduce emissions associated with automobiles. As demonstrated on the associated landscape plans, 9,604 square metres of landscaping will be provided on the site.

5.4.2 Environmental Sustainability

As previously mentioned, the Subject Lands are situated within the Lake Simcoe Protection Plan Area and the Lake Simcoe watershed. The Official Plan contains goals and objectives related to the Lake Simcoe Protection Plan under Section 3.9, which are summarized below:

3.9.1 Goals:

- a) To protect, improve or restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including, water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions.*
- b) To promote environmentally sustainable land and water uses, activities and development practices.*

Under policy 3.9.4.2, an application for development or site alternation shall, where applicable:

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

The Subject Lands are located outside of the 120-metre buffer surrounding Lake Simcoe and is not located within any riparian areas. The proposal will not have any unnecessary negative impacts on the health of the lake or surrounding watercourses. The provided landscaping will include a mix of plantings that are native to the area.

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:

- h) The provision and expansion of services, taking into account the utilization of existing services, whenever feasible, shall be co-ordinated with planned future development to ensure that growth and redevelopment take place in an efficient, cost effective and environmentally sound manner.*

- 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.*
- o) *The design of services shall comply with the approved standards of the City and its electrical power utility as revised from time to time.*

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 by the surrounding municipal infrastructure, with the construction of an on-site stormwater management system.

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 FSR and site servicing and grading plans, the proposal has been designed with adequate stormwater management facilities to minimize stormwater peak flows and contaminant loads including phosphorous.

Section 5.4 of the Official Plan contains the City's transportation goals and policies. Mapleview Drive East and Yonge Street are identified as arterial roads under Schedule D (Roads Plan) with a planned right-of-way width of 34 metres under Schedule E (Road Widening Plan). 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.

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 three entrances for vehicular traffic. The primary entrances are proposed to be un-signalized intersections. The first full-moves access is along the west edge of the Subject Lands along Mapleview Drive East, with the second full-moves access being along the southern edge of the Subject Lands along Yonge Street. A third access, right-in only, will be provided along Mapleview Drive East, east of the proposed un-signalized intersection. Further to this, the subject lands are located immediately adjacent to future residential uses on the west and south of the subject lands, which will make the location walkable for many of the future surrounding residents. The proposed development is also within proximity to various bus routes that connect the Subject Lands to downtown Barrie and other major commercial areas. As demonstrated in the associated Traffic Impact Study, the vehicular traffic associated with the development, including the

proposed full-moves entrances, 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:

- a) The City shall promote the use of existing and the development of new public transit routes, wherever possible to link communities in the interests of fiscal responsibility, energy conservation and environmental protection.*
- 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 East and is serviced by three transit stops within 50 metres of the site. The current transit routes provide direct access to the Downtown Barrie Transit Terminal and Barrie South GO station. 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 12 dedicate bicycle parking spaces which are located beside the main entrances of Buildings A. The provision of bicycle infrastructure 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 Sub-section 6.5.2.2. The Design Guidelines address items related to building and siting, parking areas, landscaping, environmental features, signage and energy efficient urban design.

The Urban Design Brief prepared in support of this application notes that the proposal will utilize both high-quality architectural and landscape design that complements its surroundings and will create a visually appealing, appropriately scaled structure that is welcoming to visitors. The proposal will be compatible with the surrounding uses and will assist the City in achieving its growth and development objectives. Loading areas have been designed to be located along the sides of their respective buildings to screen these areas from view of the public. Proposed landscaping also incorporates native tree species to provide for a visually pleasing compact urban environment while supporting environmental sustainability.

Conclusion Statement

Based on the above, it is concluded that the proposed 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 intensification area within its Official Plan.

- The proposal represents an 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.
- As demonstrated in the associated Traffic Impact Study, the proposal will not result in negative impacts on traffic on the surrounding area through the three proposed access points or additional trips.
- The Subject Lands are serviced by various 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 to encourage access to the site by alternative modes of transportation.
- The proposal incorporates a significant amount of landscaping and environmental design throughout the site, incorporating low-impact development techniques where possible.
- 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 East.

5.5 Hewitt's Secondary Plan

The City of Barrie adopted Official Plan Amendment 39 (OPA 39), known as the Hewitt's Secondary Plan in 2016. The Hewitt's Secondary Plan is a gateway to the City of Barrie, providing a range of employment, housing, and a mix of other uses that allow residents to live, work and play in their community.

Sobeys appealed site specific policy 9.5.5.4 of OPA 39. Sobeys and the City of Barrie reached an agreement through Minutes of Settlement regarding the deletion of policy 9.5.5.4 in OPA 39. This agreement acknowledges that the Subject Lands can be developed in keeping with Schedule A of the Minutes of Settlement, which reflect minimum interim density requirements. The City also confirms that Schedule A meets the requirements for an intensification plan and the density proposed on the Subject Lands is appropriate.

Schedule 9A – Community Structure designates the lands as 'Mixed Use Nodes and Corridors', while Schedule 9C – Land Use further refines this designation to 'Yonge Street Mixed Use Corridor', shown in Figure 6. 'Mixed Use Nodes and Corridors' are the most urban component of the area, providing for the densest development, including service commercial uses.

Section 9.4 provides direction on Community and Sustainable Design Strategies. More specifically:

9.4.4.2 Community Design

- a) *All development, particularly in the Mixed Use Mixed Use Nodes and Corridors identified on Schedule 9A, shall be design to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.*

9.4.4.4 Streetscape Design

- a) *General Street Design Objectives*
 - i. *Arterial Streets are high capacity streets which serve as major gateways to the City. A balance must be achieved between their transportation function, including the accommodation of transit and cycling and their ability to provide access to flanking land uses and to provide a socially vibrant public space. It will also be important to minimize their barrier effect. To assist in achieving this balance, these streets will have the highest standard of design including features such as wide sidewalks, centre medians, special tree and feature planting, street furniture, paving, lighting and signage particularly in the Yonge Street Mixed Use Corridor and Neighbourhood Mixed Use Nodes.*
- b) *Pedestrian/Cyclist Comfort*
 - i. *In Mixed Use Nodes and Corridors, in particular, an enhanced streetscape and sidewalk environment will be provided, in addition more frequent signalization may be considered.*
- c) *Street Frontage*
 - iv. *Buildings on corner lots on Arterial and Collectors should be sited and massed towards the intersection.*

9.4.4.5 Parking

- b) *Locating the parking lot to the side or rear of the main building and prohibiting parking...However, where large retail stores are proposed, design alternatives will be considered, including the location of large retail stores in the interior of the development with smaller stores located butting the public street... while prohibiting parking in front of buildings.*
- d) *Providing pedestrian walkways in parking areas adjacent to buildings, between building clusters and to provide access from the building to transit stops, public sidewalks and other developments. These walkways may be required to cross parking lots, particularly larger lots, to provide required access and to ensure the safety and comfort of pedestrians.*

The Subject Land is at the corner of two Arterial roads and provides three vehicular access points to the property. The proposed development will configured towards the intersection with proximity to sidewalks and transit stops. Active transportation, in the form of 12 bicycle spaces, have been provided on the property. The proposed parking area will be located internal to the site and provide appropriate safety measures, including cross walks, as well as landscaping.

Section 9.5 provides the policies for the planned land uses set out in Schedule 9C. As the Subject Lands are designated as Mixed Use Nodes and Corridors, Section 9.5.4 is applicable, as noted below.

9.5.4.2 Permitted Uses, Buildings, and Structures

- f) *Retail and service commercial uses which will be primarily located on the ground floor of mixed use buildings but which may also be located in stand-alone buildings;*

9.5.4.3 Land Use Policies

- d) *Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5;*
- h) *Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint access shall be encouraged;*

The proposed development is intended to be focused on retail and service commercial uses. The configuration of the site allows for these uses to be clustered in buildings on the perimeter of the property. Surface parking will be provided internal to the site, generally screened from the public roadway.

The Subject Lands are also within the Yonge Street Mixed Use Corridor and should have regarding for Section 9.5.5, below.

9.5.5.1 General

- a) *Retail and commercial uses shall generally not exceed a combined total gross floor area of 45,000 square metres for the lands in the Yonge Street Mixed Use Corridor designation. A market impact study will not be required unless the maximum is proposed to be exceeded by 25 percent or more;*

The proposed development is intended to be developed with 7,636 m² of gross floor area.

With regards to the provision of transportation, water, wastewater, stormwater management, waste management, recreation, utilities and other services in this area, Section 9.6 provides guidance.

9.6.3.1 Transportation General

- c) *Potential street widenings to existing streets are identified on Schedule 9D2. The identified widenings represent the maximum potential widening. The City will use its best efforts to reduce or delay required widening. The City shall require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed to the City to provide the right-of-way width established on Schedule 9D2.*
- e) *The reconstruction of existing roads to an urban cross section and the construction of the remainder of the transportation facilities will be planned as part of the development review process, recognizing that where applicable, municipal road projects and transit facilities may be subject to Environmental Assessment Approvals requirements.*

9.6.4 Water and Wastewater Services

- a) *All new urban development in the Hewitt's Secondary Plan Area shall be connected to municipal water and wastewater systems, with the exception of development as noted in Section 9.6.2.*

A Transportation Impact Study (TIS) has been prepared in support of this application. The TIS outlines the required road widenings, which have been shown on the Site Plan in Figure 4. A Functional Servicing and Stormwater Management Report have been submitted in support of this application, which confirms that the site can be adequately serviced by surrounding infrastructure.

All development applications shall be subject to review in accordance with the policies of Section 9.7, Development Review and Growth Management. This Section outlines additional reports and studies that may be required for a complete application, Agreements required prior to proceeding with development and ensuring that applications follow the appropriate phasing, set out in Schedule 9E.

The Subject Lands are within Phase 1 of Schedule 9E and are proceeding at an appropriate time. As outlined in the Conformity Review Document (Appendix A), the required materials have been submitted in support of this application.

The proposed development is in keeping with the policies and designations of the Hewitt's Secondary Plan and is appropriate.

5.6 Draft City of Barrie Official Plan

On February 14, 2022 the City of Barrie adopted the Draft Official Plan. The updated Official Plan seeks to provide clarity for the urban structure to better plan for complete communities, certainty for investment and align policy direction with the shared vision for Barrie's future. Until such time as the Ministry of Municipal Affairs and Housing provides approval of this plan, the current City of Barrie Official Plan remains in force and effect.

As Barrie's 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.

The Draft Official Plan proposes to designate the Subject Lands as 'Major Transit Station Area' and 'Commercial District' as shown in Figure 7 and Figure 8.

Section 2.3.4 of the Draft Official Plan outlines that Major Transit Station Areas (MTSA) are planned to have a diverse mix of uses. These areas are generally within a 500m – 800m radius of a transit station, representing about a 10-minute walk. The primary importance in these areas is convenience and walkability. The Barrie South Go Station is located immediately northeast of the Subject Lands and this MTSA shall help achieve an average minimum density target of 145 persons and jobs per hectare.

The Draft Official Plan proposed right-of-way widths ranging from 34 metres to 45 metres around the perimeter of the site, as shown in Figure 9.

As outlined in Section 2.6.5, Commercial Districts permit retail, including major retail and commercial uses. A combination of two or more primary permitted uses is encouraged, either within one building or in multiple building on the same property or parcel. The proposed development would maintain the intent of this designation.

The proposed commercial development is in keeping with the proposed policies and designations of the approved Draft Official Plan. The proposed development is an appropriate form of intensification for the Subject Lands.

5.7 Town of Innisfil Zoning By-law 054-04 (December 2018 Consolidation)

The Subject Lands are identified as being in the Agricultural General (AG) in the Town of Innisfil Zoning By-law 054-04 (Figure 10).

To facilitate the proposed development, the General Commercial zone (C4) is proposed with site-specific provision to permit reduced front and side yard setbacks, increased building height, and provisions to recognize encroachments (General Commercial Special Provision ## (C4) (SP-*)).

As this development is an amalgamation of parcels having frontage on Maplevue Drive East and Yonge Street, for the purpose of this By-law Maplevue Drive East is to be considered the frontage.

5.7.1 Permitted Uses

The Town of Innisfil Zoning By-law 054-04, Section 10.1, Table 10.1.1 and 10.1.2 outline the current Agricultural General (AG) uses permitted on the Subject Lands as follows:

Permitted Principal Uses:

- Agriculture;
- Conservation uses (Forestry, reforestation, etc.);
- Nursery, Garden Centre;
- A public use;
- Kennels;
- Veterinary Clinic/Hospital;
- A communications tower.

Permitted Accessory Uses:

- Accessory building to any principal use
- Dwelling or dwelling unit as accessory use
- Home occupation or industry

As previously discussed, the proposal is to develop the Subject Lands with six retail buildings. Based on the aforementioned permitted uses, it is our understanding that retail stores, including food stores are 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.*"

The purpose of the Zoning By-law Amendment is to propose the General Commercial Zone (C4) and permit site-specific provision to the Subject Lands to allow a reduced front and side yard setbacks, and increased building heights.

5.7.2 Zoning Provisions

Table 5 outlines the regulations that are applicable to C4, based on Table 6.3 in Section 6.3.1 of the City of Barrie By-law 2009-141 and the proposed provision:

Table 5: Zoning Compliance Comparison

Requirement		By-law Regulation	Proposed
Minimum Lot Area		450 m ²	35,267.34 m ²
Minimum Lot Frontage		15m	171m (Mapleview Dr. E.)
Minimum Front Yard		6m	5m
Minimum Side Yard		3m	2m
Minimum Side Yard Adjoining	Residential Zone	6m	22.1m
	Street	5m	2m
Minimum Rear Yard		7m	7m
Minimum Rear Yard Adjoining	Residential Zone	10m	-
	Street	6m	-
Maximum Lot Coverage		50%	19.98%
Maximum Gross Floor Area		-	-
Maximum Building Height (2)		9m	13.6m

(2) Where a C4 Zone property does not abut a residential zoned property the height of the building may be increased to a maximum of 14m.

By-law 2009-141 does not speak to permitting encroachments in Commercial Zones. The Subject Site is proposing awnings/canopies for buildings adjacent to the street line. This projection is intended to be 1.0m. A site specific request has been included in the proposed Zoning By-law in Appendix B.

5.7.3 Parking and Loading

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

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

Table 6: Minimum Parking and Loading Requirements

Regulation	Requirement	Provided	Compliance
Parking Spaces	255 spaces	445 spaces	Yes
Barrier-Free Parking Spaces	9 spaces	14 spaces	Yes
Loading Spaces	2 spaces	5 spaces	Yes

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. **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.**

Drive-through facilities are permitted within the General Commercial (C4) Zone, however these facilities are required to be a minimum of 15m from any abutting Residential Zone. The proposed drive-through facility is over 100m away. **The proposed drive-through facility meets the separation requirement.**

Conclusion Statement

The proposed amendment to General Commercial is appropriate and implements the intended use for the Subject Lands as designated through the Official Plan. The site specific provisions requested are to allow relief from the rear yard set back and building height. 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 B.

6.0 SUMMARY AND CONCLUSIONS

As outlined in this report, together with the supporting technical reports, the proposed development and associated 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 residential 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;
4. The proposal is consistent with the Provincial Policy Statement;
5. The proposal conforms to the Growth Plan;
6. The proposal conforms to the Lake Simcoe Protection Plan;
7. The proposal conforms to the South Georgian Bay Lake Simcoe Source Protection Plan;
8. The proposal maintains the general intent of the policies of the City of Barrie Official Plan;
9. The proposal maintains the general intent of Zoning By-law 2009-141;
10. The proposal can be adequately serviced and does not create any adverse impacts on the existing site and surrounding area; and,
11. The proposed development is in keeping with the character of the surrounding area, provides an opportunity for intensification within the built-up area 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 a Zoning By-law Amendment is appropriate and recommended for approval.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Oz Kemal', written in a cursive style.

Oz Kemal, BES, MCIP, RPP
Partner

A handwritten signature in black ink, appearing to read 'Katherine Rauscher', written in a cursive style.

Katherine Rauscher, MCIP, RPP
Senior Planner



Figure 1
LOCATION MAP

651, 659, 665, 669, 673 Maplevue Dr E
Barrie, Ontario

LEGEND

 Subject Lands

Date: Mar 28, 2022

File: 07159 - CW

Drawn By: RM

Scale: 1:5,000



City of Barrie, Maxar, Microsoft



Figure 2
CONTEXT MAP

651, 659, 665, 669, 673 Maplevue Dr E
Barrie, Ontario

LEGEND

Subject Lands

Date: Mar 28, 2022

File: 07159 - CW

Drawn By: RM

Scale: 1:16,000





Figure 3
SURROUNDING DEVELOPMENT APPLICATIONS

651, 659, 665, 669, 673 Maplevue Dr E
Barrie, Ontario

LEGEND

Subject Lands

#	Address
1	338 Maplevue Dr E
2	515 Maplevue Dr E
3	658 & 662 Maplevue Dr E
4	620 Lockhart Rd
5	667-675 Yonge St
6	681 & 685 Yonge St
7	989 Yonge St
8	1012 Yonge St
9	20 St Paul's Cres (835 & 837 Yonge St)
10	70 Dean Ave

Date: Mar 28, 2022

File: 07159 - CW

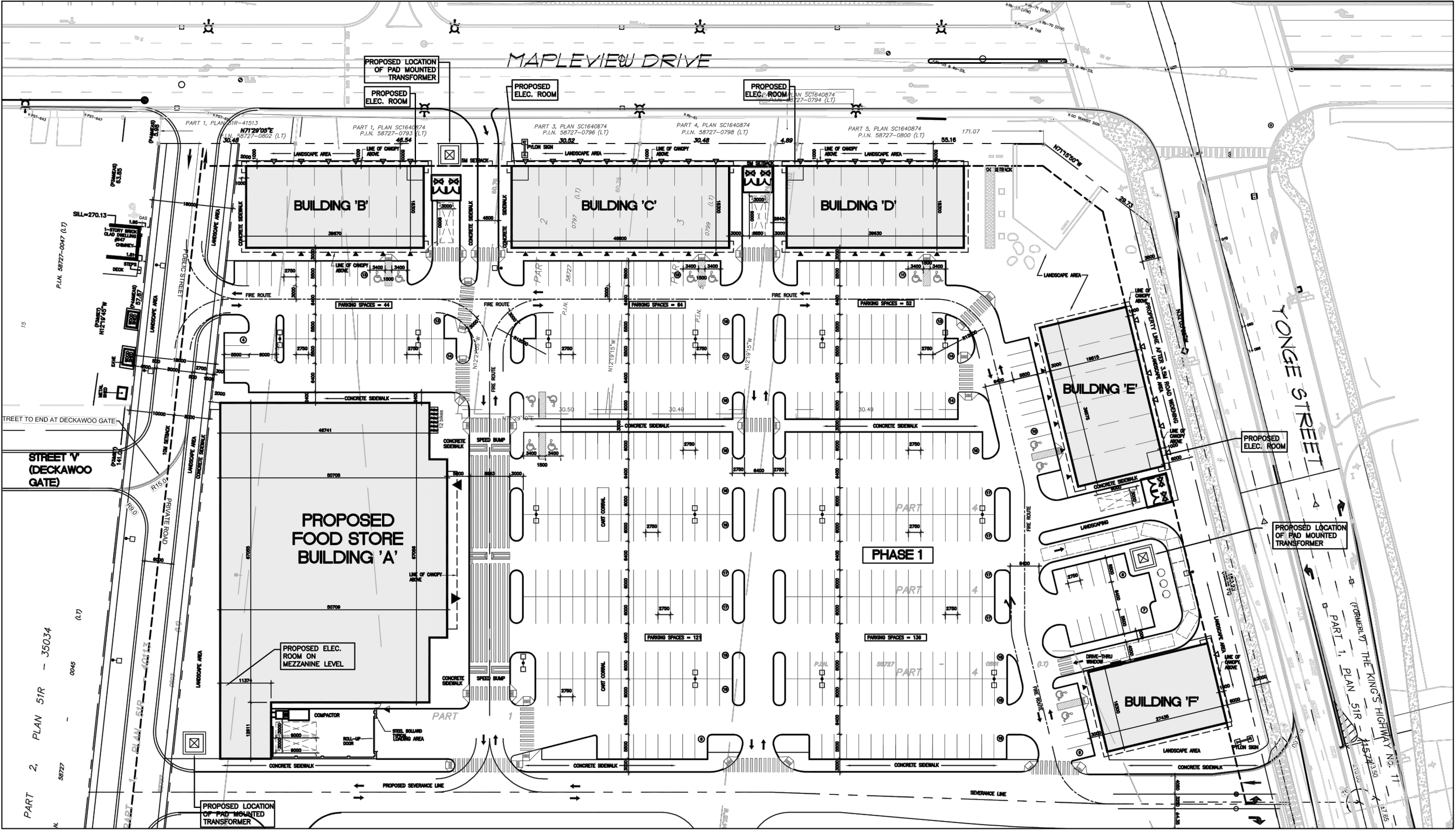
Drawn By: RM

Scale: 1:15,000



Figure 4
SITE PLAN

651, 659, 665, 669, 673 Maplevue Dr E,
Barrie, Ontario



Date: March 29, 2022

Scale: NTS



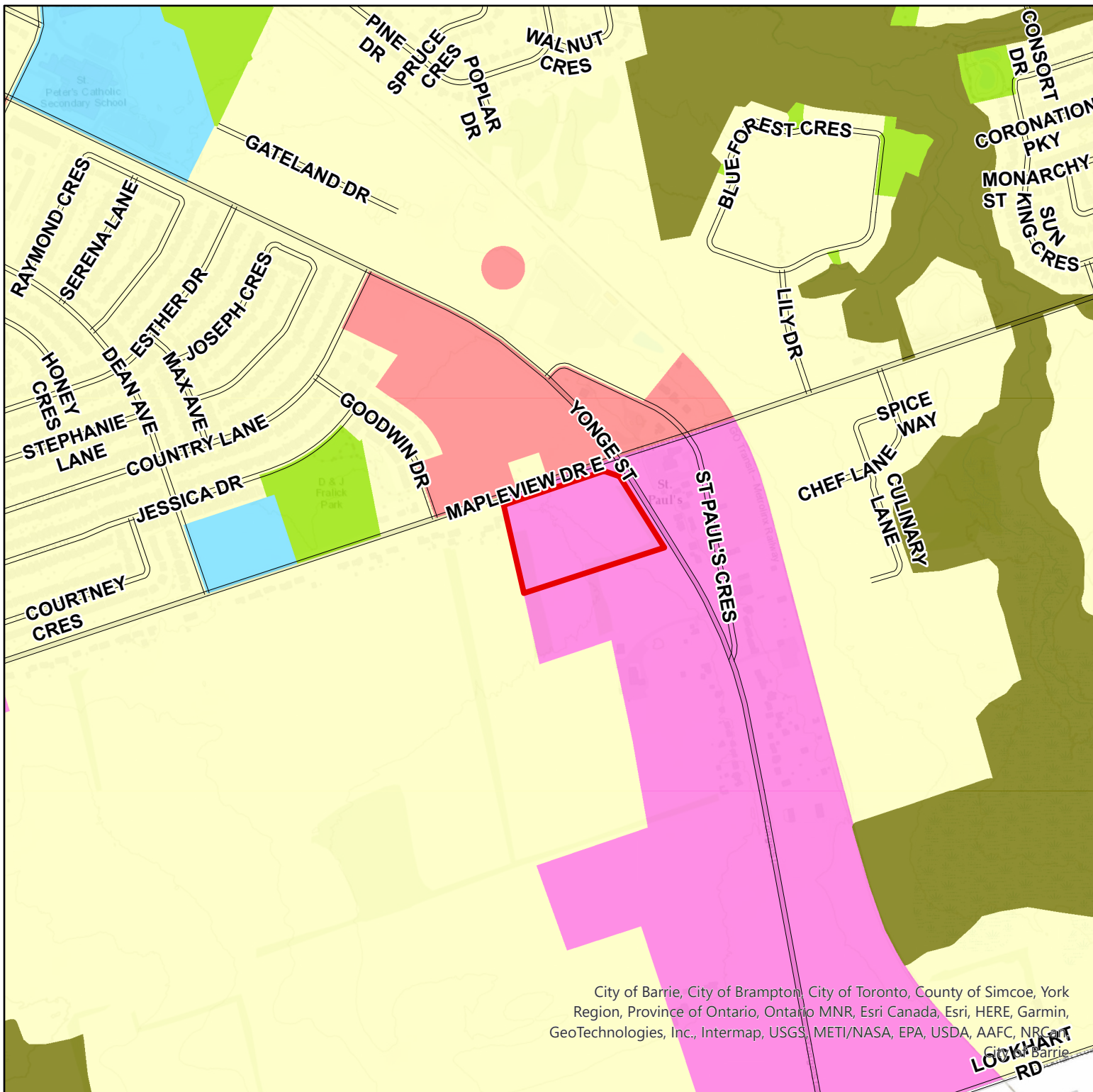


Figure 5
**CITY OF BARRIE OFFICIAL
 PLAN (IN-EFFECT)**
 Schedule A: Land Use

651, 659, 665, 669, 673 Maplevue Dr E
 Barrie, Ontario

LEGEND

- Subject Lands
- Residential
- City Centre
- General Commercial
- Community Centre Commercial
- Regional Centre Commercial
- Mixed Use Nodes and Corridors
- Business Park
- Highway 400 Industrial
- General Industrial
- Restricted Industrial
- Institutional
- Educational Institutional
- Major Institutional
- Open Space
- Environmental Protection Area
- Special Rural Area
- Water Treatment Centre
- Waste Management Facility
- Future Urban
- Application Before the Ontario Municipal Board (OMB)

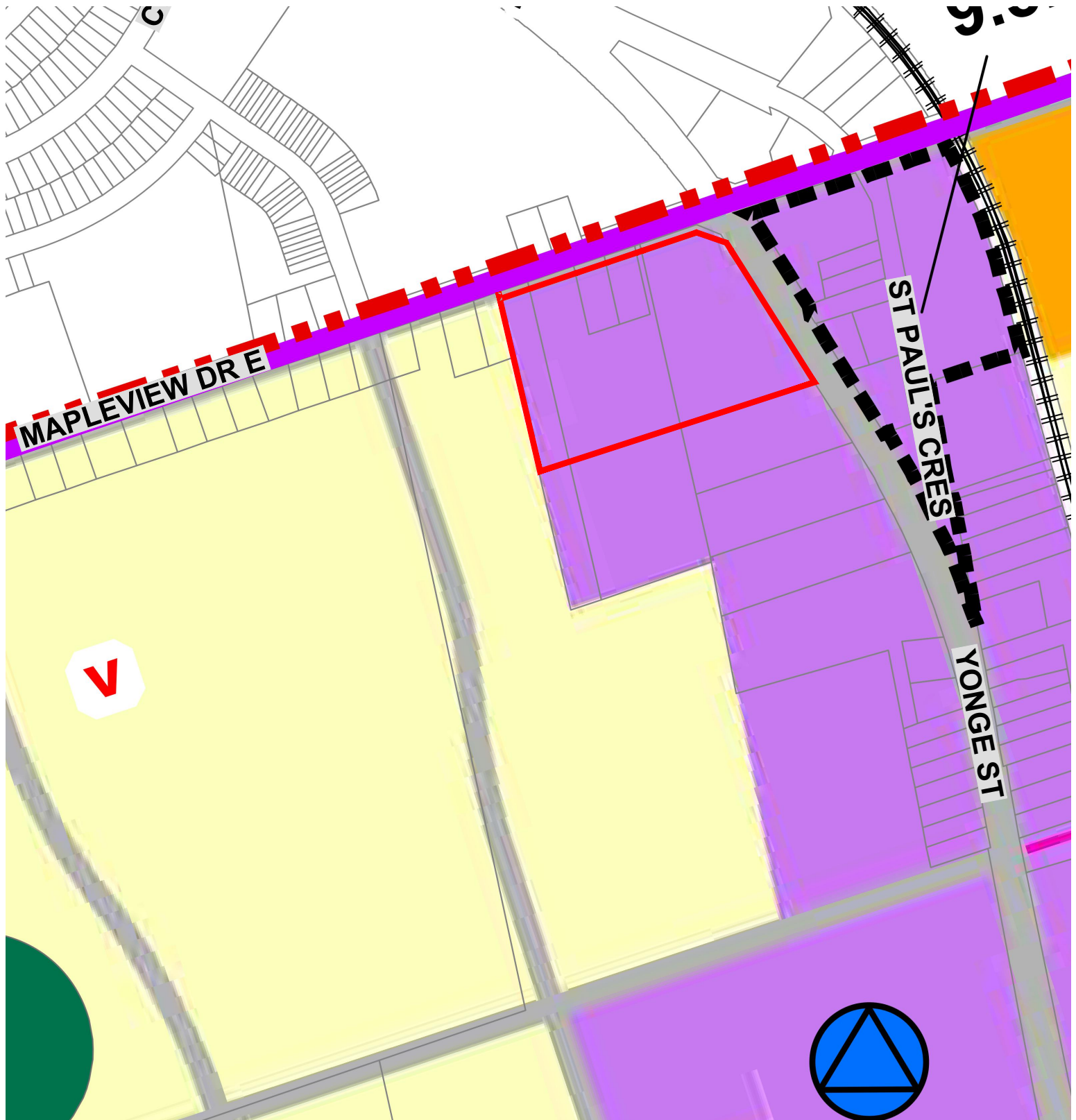
Date: Mar 29, 2022

File: 07159 - CW

Drawn By: RM

Scale: 1:10,000





Data Source: City of Barrie

Figure 6

CITY OF BARRIE HEWITT'S SECONDARY PLAN Schedule 9C: Land Use

651, 659, 665, 669, 673 Maplevue Dr E,
Barrie, Ontario

LEGEND

 Subject Lands	 Existing Parcel Fabric	 Residential Area
 City Boundary	 Railway	 Med/High Density Residential Area
 Secondary Plan Area	 Existing & Proposed Roads	 Yonge Street Mixed Use Corridor
 Settlement Area Boundary	 Pathway System	 Defined Policy Area

Date: March 29, 2022

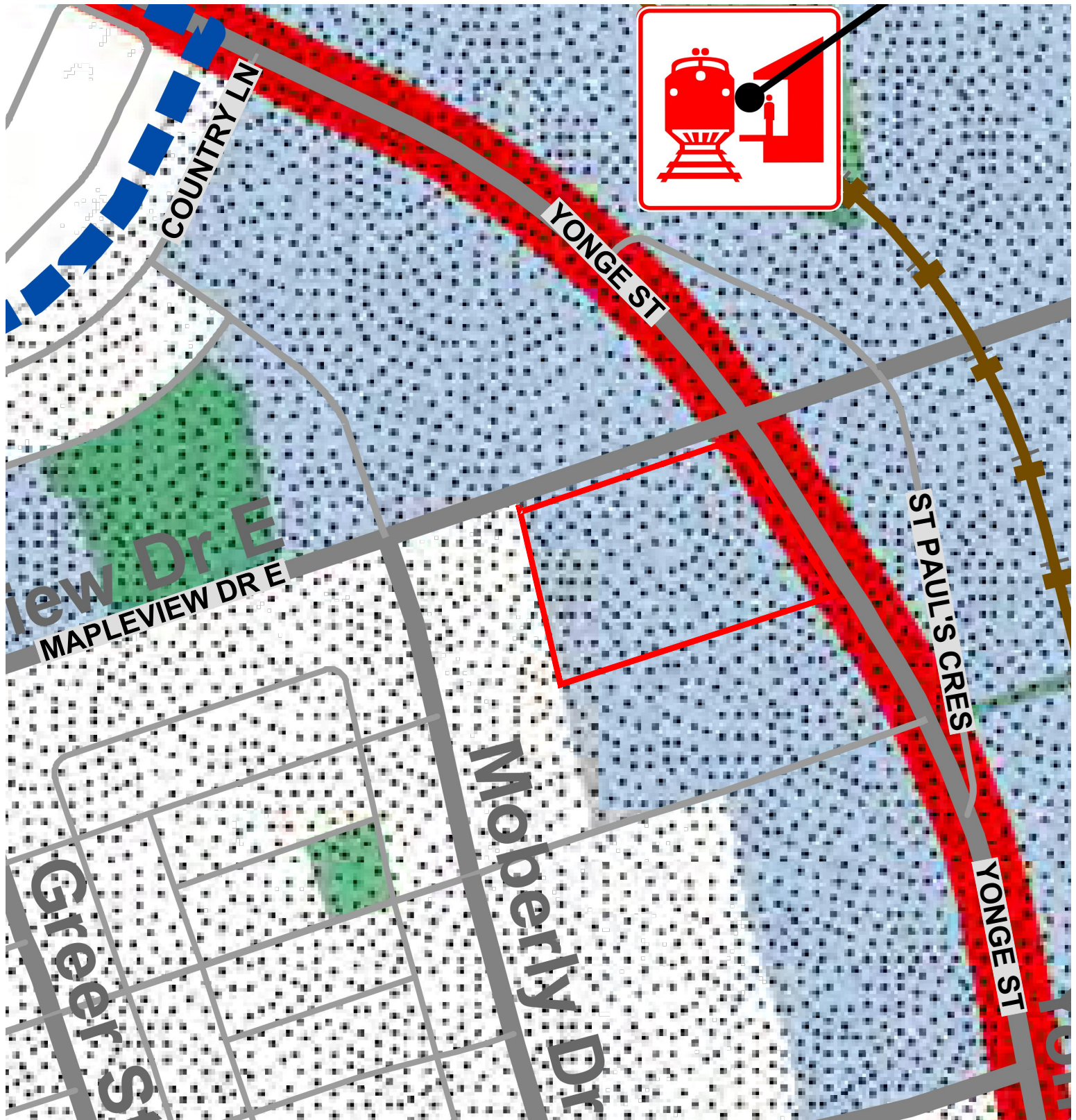
Scale: 1:5000



-  Recreation Centre/Community Park/ School
-  School/ Neighbourhood Park Area
-  Village Square

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
204-442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8682 F: 905 761 5589 | WWW.MHBCPLAN.COM

N:\01719310 - SW CORNER YONGE & MAPLEVUE, BARRIE - MHBC DOCUMENTS\PLANNING JUSTIFICATION REPORT\FIGURES\FIGURE 6 SECONDARY PLAN.DWG



Data Source:

Figure 7

CITY OF BARRIE OFFICIAL PLAN (DRAFT) Map 1 - Community Structure

651, 659, 665, 669, 673 Maplevue Dr E,
Barrie, Ontario

LEGEND

 Subject Lands

 Major Transit Station

 Intensification Corridor

 Proposed Urban Growth Centre (UGC)

 Major Transit Station Area (MTSA)

 Strategic Growth Area (SGA)

 Employment Area

 Natural Heritage System and Greenspace

 Built-up Area

 Designated Greenfield Area (DGA)

* The built-up area was released on April 2, 2008 and corresponds to any area within the settlement area boundary that is not designated greenfield area.

** Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.

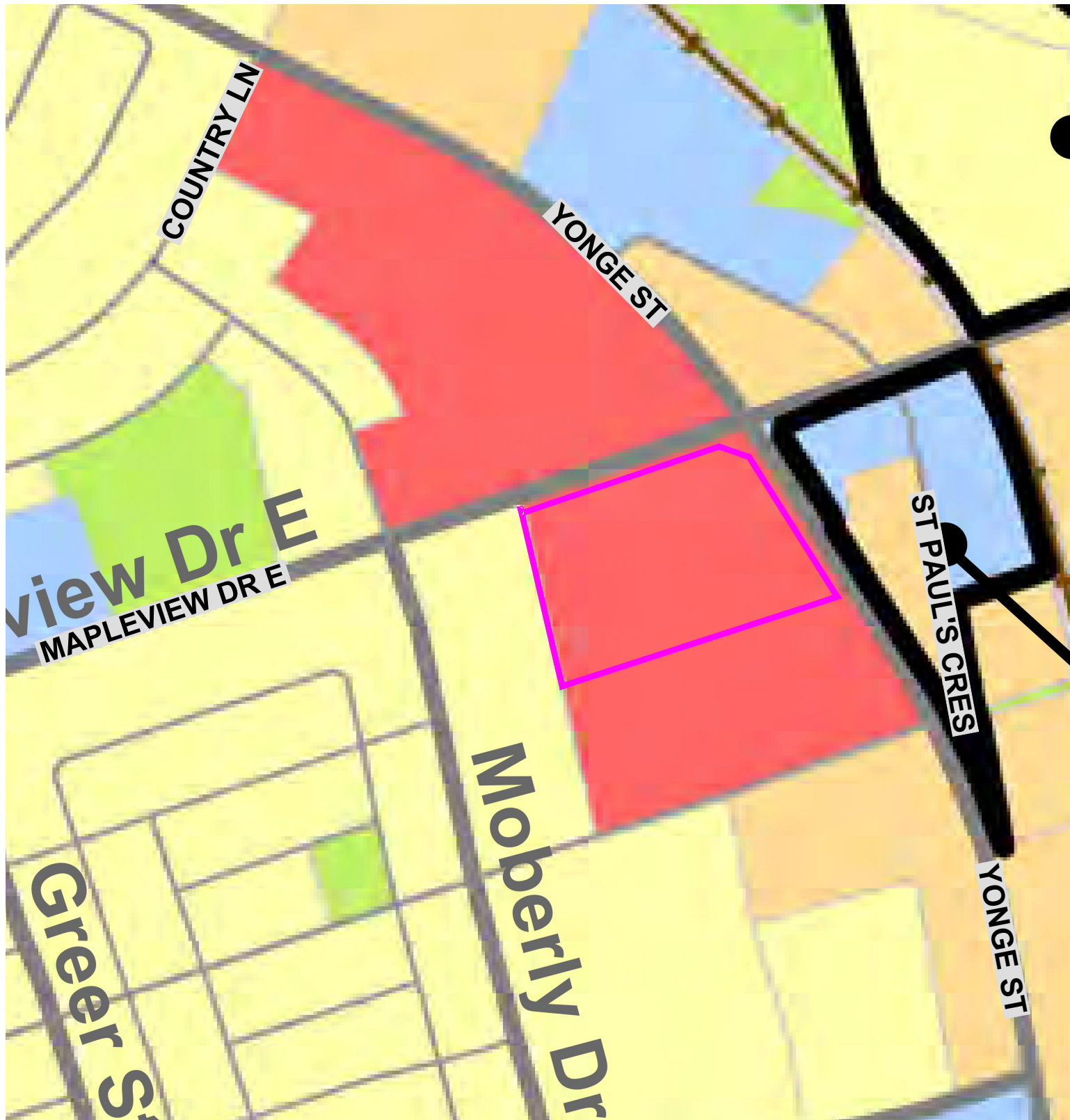
Date: March 29, 2022

Scale: 1:5000



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& LANDSCAPE
ARCHITECTURE
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Data Source:

Figure 8

CITY OF BARRIE OFFICIAL PLAN (DRAFT)

Map 2 - Land Use Designations

651, 659, 665, 669, 673 Maplevue Dr E,
Barrie, Ontario

LEGEND

Subject Lands

 Neighbourhood Area	 Employment Area - Non Industrial	 Waste Disposal Assessment
 Medium Density	 Employment Area - Industrial	 Extractive Industrial
 High Density	 Employment Area - Restrictive Industrial	 Defined Policy Area
 Strategic Employment and Economic District (SEED)	 Natural Heritage System	 Application Before the Local Planning Appeal Tribunal (LPAT)
 Commercial District	 Greenspace	 TransCanada Pipeline Right-of-way
 Community Hub	 Infrastructure and Utility	

* All land use designations extend to the centre line of the right-of-way for streets. Land use designations, where applicable, extend to terminate at the boundary of the right-of-way for provincial highways, rail corridors and utility corridors.

** Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.

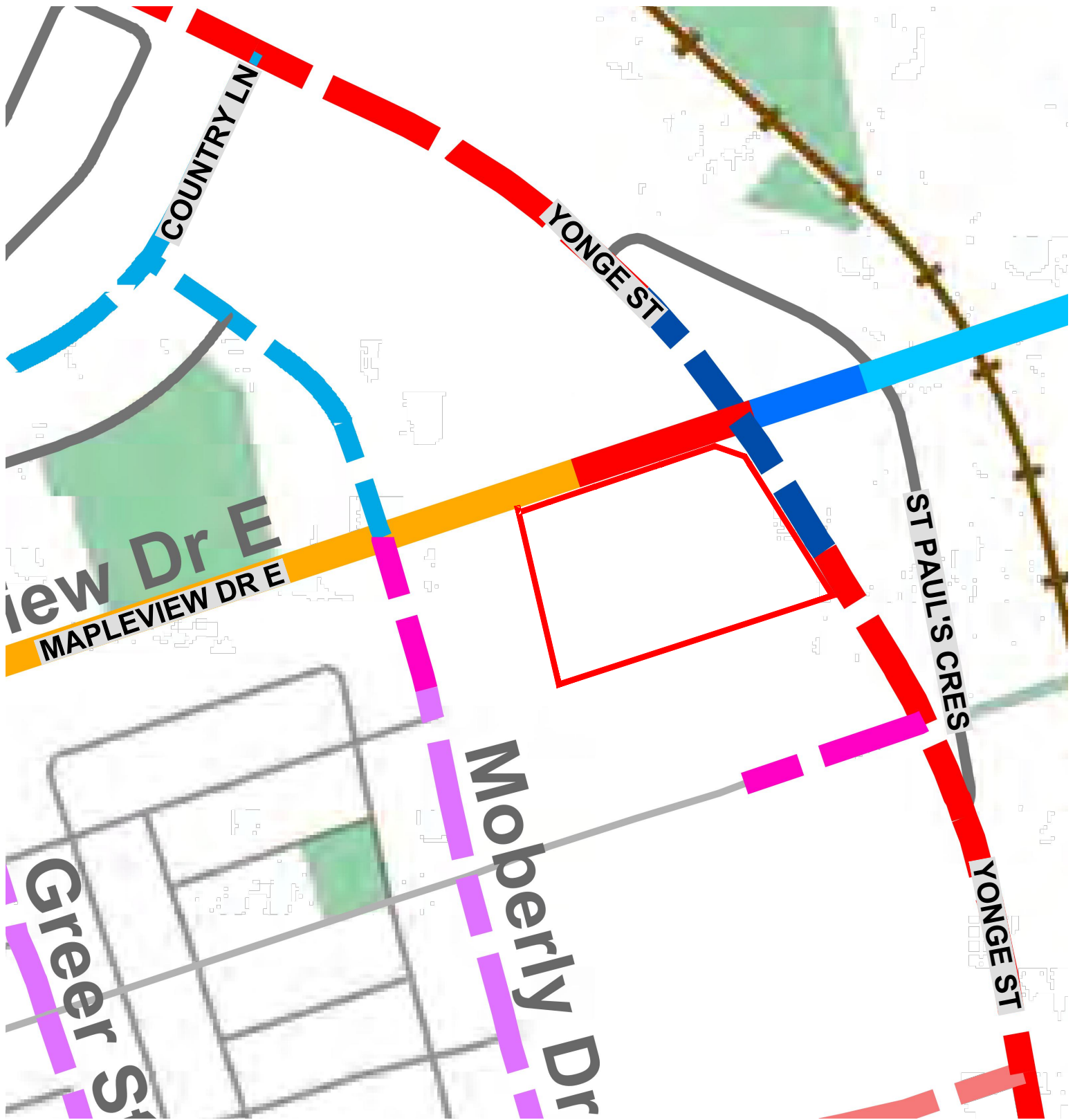
Date: March 29, 2022

Scale: 1:5000



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& LANDSCAPE
ARCHITECTURE
204-442 BRANT STREET BURLINGTON, ON, L7R 2C4
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Data Source:

Figure 9

CITY OF BARRIE OFFICIAL PLAN (DRAFT) Map 5 - Right-of-Way Widths

651, 659, 665, 669, 673 Mapleview Dr E,
Barrie, Ontario

LEGEND

 Subject Lands

Maximum Right-of-Way Width

18 m	25 m	30 m	41 m	47 m	54 m
20 m	26 m	34 m	43 m	48 m	56 m
23 m	27 m	38 m	45 m	49 m	60 m
24 m	29 m	40 m	46 m	50 m	

* Additional right-of-way widths may be required to accommodate intersection improvements and other corridor enhancements; refer to Official Plan Section 4 for additional information.

** Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.

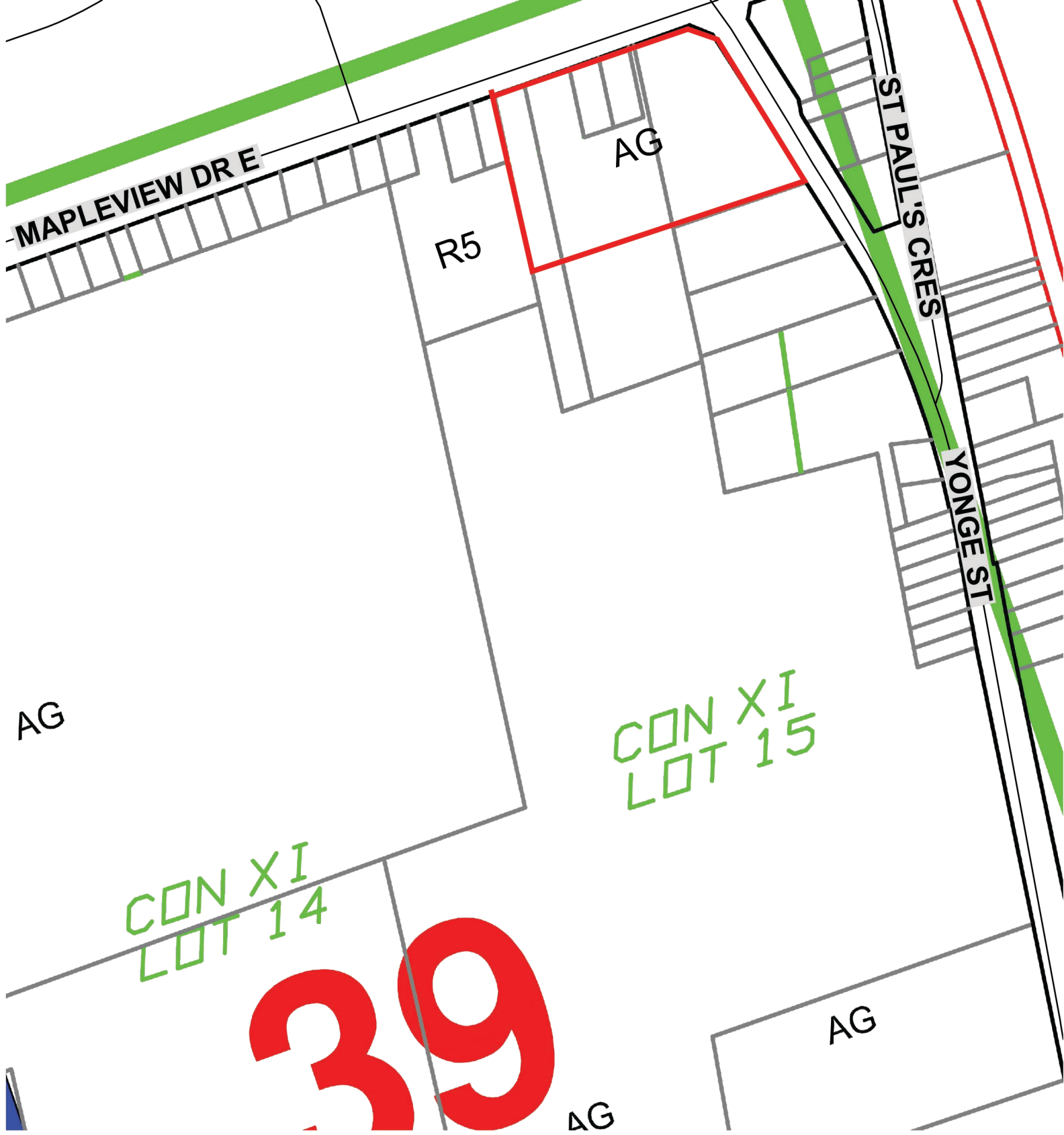
Date: March 29, 2022

Scale: 1:5000



MHBC PLANNING
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& LANDSCAPE
ARCHITECTURE
204-442 BRANT STREET BURLINGTON, ON, L7R 5G4
P: 905 639 8882 F: 905 761 5589 | WWW.MHBCPLAN.COM

N:\01151801 - 5111 CORNER YONGE & MAPLEVIEW, BARRIE - MHBC DOCUMENT\PLANNING JUSTIFICATION REPORT\FIGURES\CAD\BOP (DRAFT)\MAP 5.DWG



Data Source:

Figure 10

Innisfil Zoning By-Law 054-04

LEGEND

Subject Lands

Date: March 29, 2022

Scale: 1:5000



651, 659, 665, 669, 673 Mapleview Dr E,
Barrie, Ontario

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URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
204-442 BRANT STREET BURLINGTON, ON, L7R 2G4
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APPENDIX A

Pre-Consultation Notes



CITY HALL
70 COLLIER STREET
TEL. (705) 739-4208
FAX (705) 739-4270

THE CORPORATION OF THE CITY OF BARRIE
DEVELOPMENT SERVICES DEPARTMENT
"Committed to Service Excellence"

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

June 28, 2021

File: D28-059-2020

Oz Kemal, MCIP, RPP, Partner
MHBC Planning, Urban Design & Landscape Architecture
442 Brant Street, Suite 204
Burlington, ON L7R 2G4
okemal@mhbcplan.com

Dear Mr. Kemal,

**RE: CONFORMITY REVIEW – ZONING BY-LAW AMENDMENT
673 Mapleview Drive East (Sobeys Canada), Hewitt's Secondary Plan Area, City of Barrie**

Please be advised that in accordance with the Interim Concept Plan attached to the Minutes of Settlement (May 30, 2016) for Phase 1 development (see Appendix 'A'), and the Concept Plan submitted for Conformity Review dated May 3, 2021 (see Appendix 'B'), submitted by MHBC Planning Partners on behalf of Sobeys Canada for lands known municipally as 673 Mapleview Drive East, Barrie, the proposal has been deemed to generally conform to the Hewitt's Secondary Plan, subject to the following conditions:

- 1) The Applicant/Owner shall address any technical review comments provided through the Conformity Review process, as identified in Appendix 'C', including but not limited to confirmation of design options for exit/egress at full build-out for Mapleview Drive East as demonstrated in the Minutes of Settlement (May 30, 2016), and in cooperation with the City project team for the Mapleview Drive East reconstruction.
- 2) The Planning Justification Report (PJR) submitted in support of the formal Zoning By-law Amendment application(s) shall discuss the Yonge Street Mixed Use Corridor Policies of the Hewitt's Secondary Plan and provide justification for the size and configuration of Phase 1 of this development, how it relates to the full build-out of the project and the surrounding neighbourhood(s), as well as the aforementioned Settlement Decision.
- 3) The Applicant/Owner shall participate in a Design Charette with the Lake Simcoe Region Conservation Authority (LSRCA) prior to the submission of a formal *Planning Act* application for the subject lands.

While the plan has been deemed to generally conform to the policies and schedules of the Hewitt's Secondary Plan, formal applications will be reviewed in greater detail and revisions may be required. Further to Condition No. 1 above, please see the technical comments attached as Appendix 'C' to this letter which identify matters that shall be addressed through the formal application submission.

This conformity letter is valid for a period of two (2) years, expiring on **June 28, 2023**. Should the development proposal change or if a formal application is not received by the date noted above, the applicant may be required to submit a new conformity application.

If you have any questions or concerns, please contact the Planning File Manager, Celeste Kitsemetry, at 705-739-4220 ext. 4430 or celeste.kitsemetry@barrie.ca.

Sincerely,

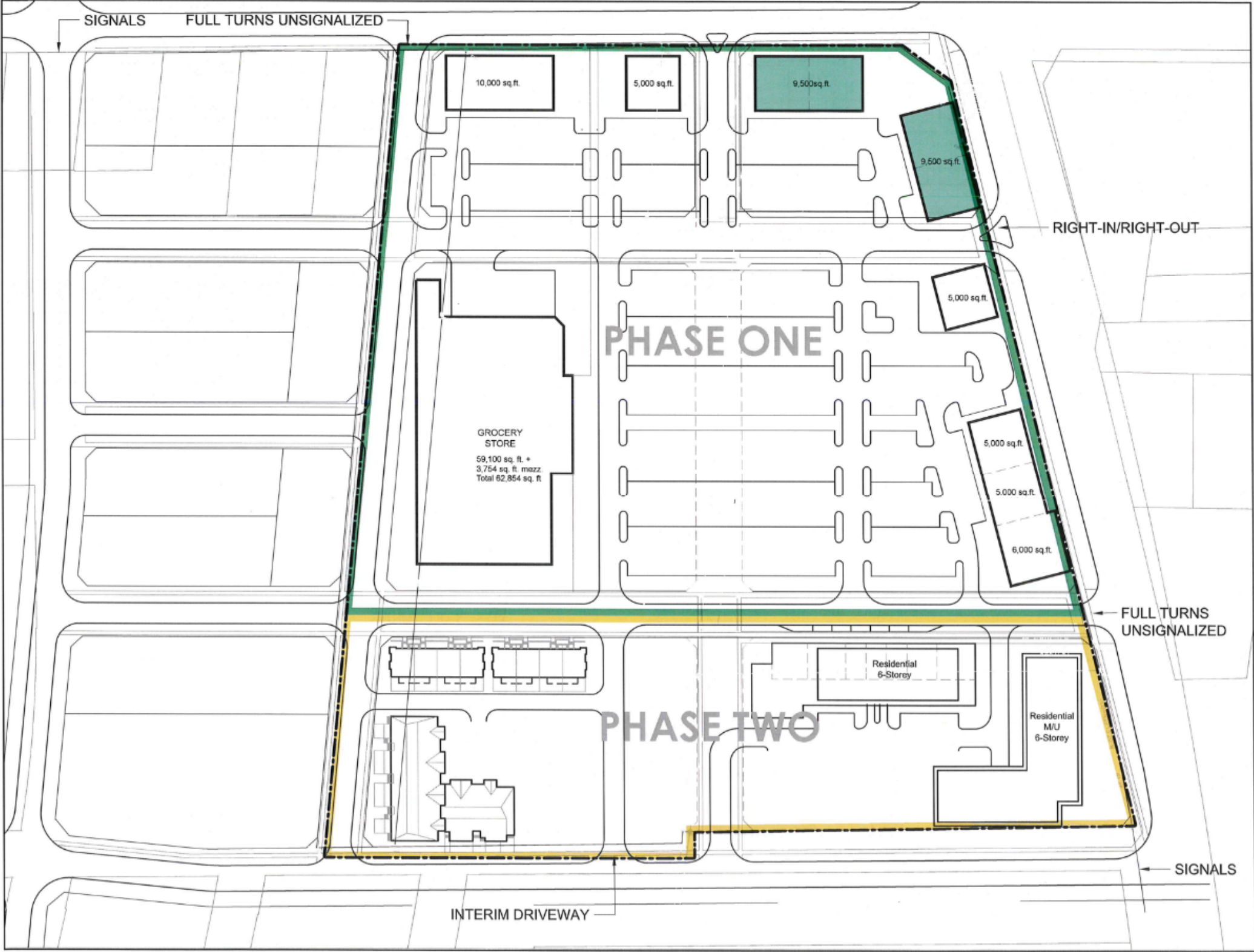


Michelle Banfield, RPP
Director of Development Services

Attach. Appendix 'A' – Interim Concept Plan
Appendix 'B-1', 'B-2' – Concept Plan
Appendix 'C' – Technical Review Comments

cc: Frank Palka, Senior Manager of Development Services
Tiffany Thompson, Manager of Growth and Development
Carlissa McLaren, Supervisor of Planning
Barb Perreault, Manager of Approvals
Kevin Bradley, Manager of Parks Planning
Brett Gratrix, Senior Project Manager – Transportation Planning, Development Services
Marc Villeneuve, Supervisor of Development Charges
Melinda Bessey, Lake Simcoe Region Conservation Authority

APPENDIX 'A' – INTERIM CONCEPT PLAN



YONGE STREET AND MAPLEVIEW DRIVE EAST
BARRIE, ONTARIO

INTERIM
DEVELOPMENT
CONCEPT &
PHASING

DEVELOPMENT SUMMARY

Interim Scenario			
Total Site Area	82,000 sm	882,641 sf	20.26 ac
Total GFA	40,035 sm	430,933 sf	
Total Commercial	14,685 sm	158,068 sf	
Total Residential	25,350 sm	272,865 sf	
Total FSI	0.49		
Parking Provided	435	spaces	
Sobeys	235	spaces	
Retail	200	spaces	

BY PHASE

Phase One			
P1 Site Area	55,900 sm	601,703 sf	13.81 ac
P1 GFA	12,410 sm	133,580 sf	
Commercial	12,410 sm	133,580 sf	
Residential	-	-	-
P1 FSI	0.22		

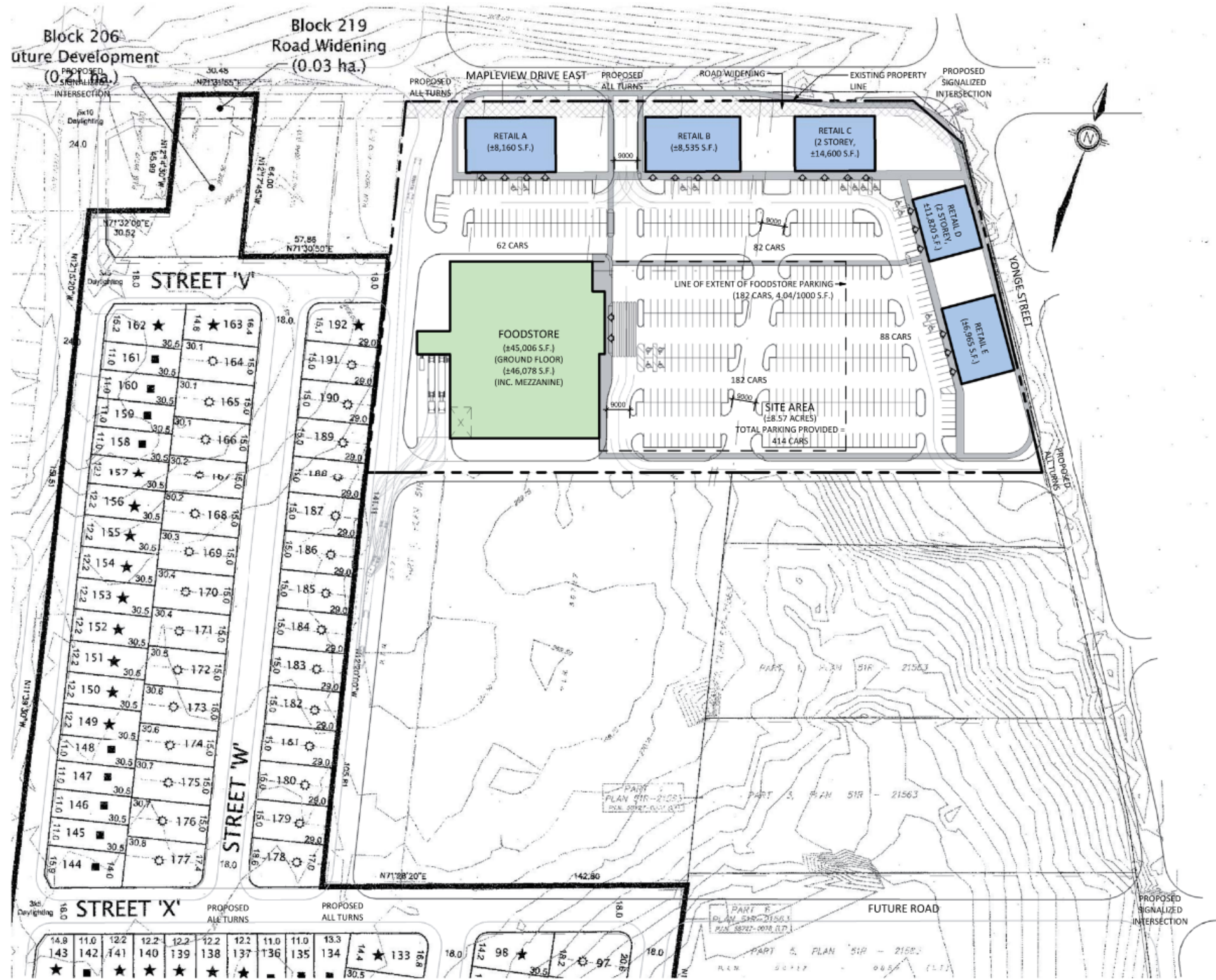
Phase Two			
P2 Site Area	26,100 sm	280,938 sf	6.45 ac
P2 GFA	27,625 sm	297,353 sf	
Commercial	2,275 sm	24,489 sf	
Residential	25,350 sm	272,865 sf	
P2 FSI	1.06		

- Study Area
- Phase One
- Phase Two
- Two-Storey Retail



SCALE: 1:1500

APPENDIX 'B-1' – CONCEPT PLAN



TURNER FLEISCHER

STATISTICS

SITE AREA	±28.57 ACRES (±12.18 HA)
COMMERCIAL	±96,158 S.F.
FOOD STORE AREA	±46,078 S.F.
GROUND FLOOR AREA	±45,006 S.F.
MEZZANINE AREA	±1,072 S.F.
RETAIL A AREA	±8,160 S.F.
RETAIL B AREA	±8,535 S.F.
RETAIL C AREA	±14,600 S.F.
RETAIL D AREA	±11,820 S.F.
RETAIL E AREA	±6,965 S.F.
TOTAL GROUND FLOOR AREA	±81,876 S.F.
TOTAL PROPOSED GFA	±96,158 S.F.
PROPOSED FSI	0.26
PARKING REQUIREMENTS	
PARKING REQUIRED (RETAIL, 1 PER 30 S.M.)	298 CARS
PROPOSED PARKING PROVIDED (N.L.C. FOODSTORE MEZZANINE)	414 CARS (4.35/1000 S.F.)
COVERAGE	21.93 %
YONGE STREET MIXED-USE CORRIDOR (HEWITT'S SECONDARY PLAN)	
REQUIRED FSI	MIN 0.5 - MAX. 2.5
RESIDENTIAL DENSITY	MIN 50 - MAX 120 UNITS / HA
MAX. GFA (COMMERCIAL)	45,000 S.M. (±484,376 S.F.)



YONGE STREET & MAPLEVIEW DRIVE EAST

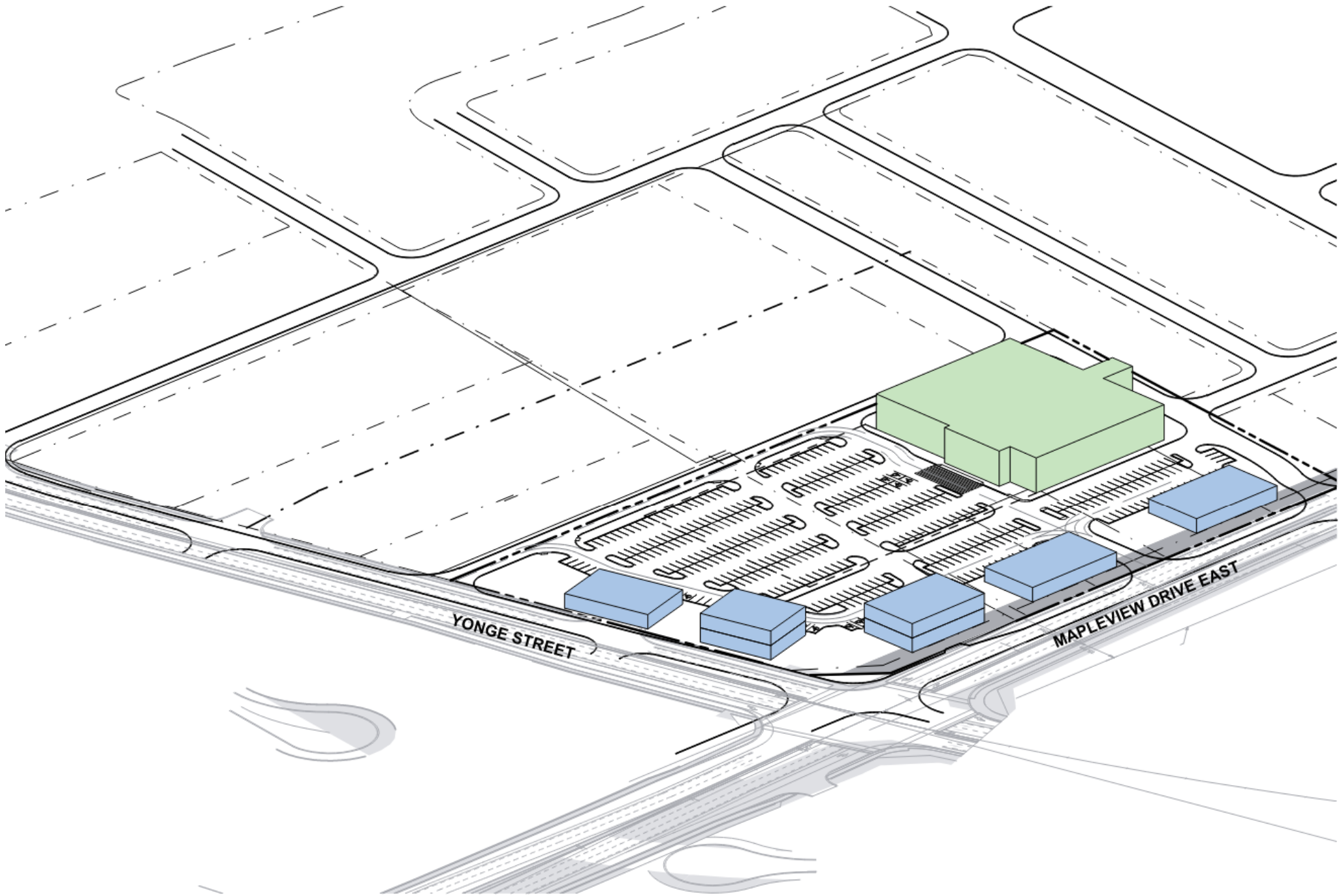
BARRIE, ONTARIO
12.320
PHASE 1B SITE PLAN

PRELIMINARY

DWG #: A1-22
2020-11-11
SCALE = 1 : 1500



APPENDIX 'B-2' – CONCEPT PLAN



TURNER
FLEISCHER

STATISTICS

SITE AREA

18.57 ACRES
(13.47 HA)

COMMERCIAL

±96,158 S.F.

FOOD STORE AREA

±46,078 S.F.

GROUND FLOOR AREA

±45,006 S.F.

MEZZANINE AREA

±1,072 S.F.

RETAIL A AREA

±8,160 S.F.

RETAIL B AREA

±8,535 S.F.

RETAIL C AREA

±14,600 S.F.

RETAIL D AREA

±11,820 S.F.

RETAIL E AREA

±6,965 S.F.

TOTAL GROUND FLOOR AREA

±81,876 S.F.

TOTAL PROPOSED GFA

±96,158 S.F.

PROPOSED FSI

0.26

PARKING REQUIREMENTS

PARKING REQUIRED
(RETAIL, 1 PER 30 S.M.)

298 CARS

PROPOSED PARKING PROVIDED
(N.I.C. FOODSTORE MEZZANINE)

414 CARS
(4.35/1000 S.F.)

COVERAGE

21.93 %

YONGE STREET MIXED-USE CORRIDOR
(HEWITT'S SECONDARY PLAN)

REQUIRED FSI

MIN.0.5 - MAX. 2.5

RESIDENTIAL DENSITY

MIN.50 - MAX.120 UNITS / HA

MAX. GFA (COMMERCIAL)

45,000 S.M.
(1484,376 S.F.)

YONGE STREET &
MAPLEVIEW DRIVE
EAST

BARRIE, ONTARIO
12.320
PHASE 1B MASSES

PRELIMINARY

DWG #: A1-22.1
2020-11-11
SCALE =

APPENDIX 'C' – TECHNICAL REVIEW 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

CONFORMITY REVIEW PLANNING COMMENTS

File: D28-059-2020

To: Oz Kemal, MHBC on behalf of Sobeys Developments Limited, Sobeys Capital Inc.

From: Celeste Kitsemetry, RPP, Senior Planner

Date: May 12, 2021 // Final June 25, 2021

Subject: Conformity Review – 673 Maplevue Drive East

Technical Meeting Date: Thursday, May 13, 2021 @ 1:30 pm (via Microsoft Teams)

The Development Services Department has completed a preliminary review of the policy implications of the proposed Zoning By-law Amendment and Draft Plan of Subdivision application(s) 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*.

Please note that these comments are valid for one year from the date of issuance and Planning staff reserves the opportunity to provide further comments on any revised submissions.

Comments

1.	Official Plan Designation	'Yonge Street Mixed Use Corridor'
2.	Zoning	'Agriculture General' in Innisfil Zoning By-law 2004-05
3.	Applications required:	
	OPA	☐
	Zoning	❖
	Consent/Minor Variance	☐
	Site Plan	❖
	Deeming By-law	☐
	Plan of Subdivision	☐
	Part Lot Control	☐
	Condominium Exemption	☐
	Holding Provision	☐
	Other	☐
4.	Official Plan Conformity	The applicant will be required to submit a Planning Justification Report, prepared by a Registered Professional Planner, which

		demonstrates how the development proposal and any requested site-specific provisions conform to the policies of the Official Plan and the Hewitt's Secondary Plan, including but not limited to: City of Barrie Official Plan 3.1 – Growth Management 3.3 – Housing (including Affordable Housing Policies) 3.7 – Energy Conservation and Renewable Energy Systems 3.9 – Lake Simcoe Protection Plan 5.0 – Servicing and Transportation Hewitt's Secondary Plan 9.2 – Community Vision and Structure 9.4 – Community and Sustainable Design Strategy 9.5 – Land Use Strategy 9.5.4 – Mixed Use Nodes and Corridors 9.5.5 – Yonge Street Mixed Use Corridor 9.6 – Community Services Strategy 9.7 Development Review and Growth Management
5.	Community Form – Section 9.4.2 Hewitt's Secondary Plan	The Hewitt's Master Plan in Appendix 9B is intended to illustrate graphically the design of the Hewitt's Secondary Plan Area, and how the policies and Schedules of the Plan are to be implemented. Staff will require confirmation that the proposal is consistent with the Master Plan, as well as the Minutes of Settlement with the City dated May 30, 2016, for this Phase 1 - Interim Development proposal. The concept submission appears to conform to these policies.
6.	Mixed Use Nodes and Corridors: Interim and Ultimate Development – Section 9.4.5 Hewitt's Secondary Plan	The applicant will be required to demonstrate that the Phase 1 - Interim Development proposal complies with the policies of Section 9.4.5 as it relates the future transition of the Interim Development concept to include Phase 2, as well as additional considerations for intensification and a mix of land uses at this location as identified in the Minutes of Settlement with the City dated May 30, 2016. The concept submission appears to conform to these policies.
7.	Mixed Use Nodes and Corridors – Section 9.5.4 Hewitt's Secondary Plan	Lands in the Mixed Use Nodes and Corridors designation shall be developed in accordance with the policies of Section 9.5.4. According to Section 9.5.4.2 of the Hewitt's Secondary Plan, the main uses permitted in the mixed-use nodes shall include a variety of residential, institutional and office uses and community facilities in single use and mixed-use buildings, including single use commercial buildings. Policy 9.5.4.3(f) states that buildings should be located on or close to the street line and massed at intersections to establish a strong street edge. Policy 9.5.4.3(g) states that provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey

		locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets. The concept submission appears to conform to these policies.
8.	Yonge Street Mixed Use Corridor – Sections 9.5.5 Hewitt's Secondary Plan	The applicant will be required to ensure compliance with policy section 9.5.5.1 regarding the maximum combined gross floor area (45,000 square metres) for the identified corridor and restrictions on permitted uses unless otherwise identified in the Minutes of Settlement with the City dated May 30, 2016. The concept submission appears to conform to these policies.
9.	Accessibility	The applicant shall ensure compliance with the City's Zoning By-law 2009-141 and Design Standards for barrier-free design and accessibly parking spaces. Consideration shall also be given to The Accessibility for Ontarians with Disabilities Act, 2005 (AODA). A detailed review will be completed at time of site plan.
10.	Comments/Response Matrix	The formal application submission shall be accompanied by a comment/response matrix which clearly identifies how each City/Agency comment has been addressed. Applications shall be submitted digitally through the City's APLI Portal.

Attachments

Comments received from departments:

Department	Date Received
Development Services Zoning & Accessibility Approvals Transportation Planning Parks Planning	May 6, 2021 (M. Kowalchuk) > Appears to comply. May 6, 2021 (N. Rush) > Attached May 21, 2021 (J. MacDonald) > Attached No comments
Building	No comments
Fire	No comments
Finance	April 29, 2021 (N. Myers)



MEMORANDUM

TO: Celeste Kitsemetry
Senior Planner

FROM: Nadine Rush
Senior Development Services Technologist

DATE: May 6, 2021

RE: **673 Maplevue Drive**
Draft Plan of Subdivision
Conformity Review

Please be advised that the Development Services Department – Approvals Branch has completed a preliminary review of the concept plan and offers the following comments. Detailed review comments will be provided upon a formal Plan of Subdivision submission.

Approvals Branch

1. Servicing to the proposed development (stormwater, water, sanitary) is contingent on the development of the infrastructure in the surrounding area.
2. Coordination with the Yonge Street reconstruction will be required. Contact Alvaro Almuina at extension 4458.
3. Verify that clearance from the Ministry of Culture with regards to archeological assessment has been obtained for the lands to be developed.

Prepared by: 

Nadine Rush, C.E.T.
Senior Development Services Technologist

NR/sm



Transportation Planning Pre-Consultation Site Plan Application

To: C. Kitsemetry, RPP, Senior Planner

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

Date: May 21, 2021

Re: D28-059-2020 – 673 Maplevue Drive

Development Stage: Pre-Consultation

Introductory Statement:

Staff reviewed the proposed site plan (D28-059-2020) for 673 Maplevue Drive E 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 Traffic 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.
3. 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.
4. 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.
5. 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 applicant shall coordinate the removal with the appropriate City Staff.
6. 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 applicant is responsible to provide temporary illumination to meet preexisting conditions.

Construction Management and Parking Plan

7. The applicant shall prepare a construction management and parking 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.
8. This applicant shall identify current parking regulations along adjacent roadways to review where overflow parking for trades people may be accommodated without negatively impact the surrounding neighbourhood.

Intersections / Site Access / Access Management:

9. In accordance with Section 5.4.2.2 Road Classification of the Official Plan access onto arterial roadways with 6 lane or great, access shall be restricted to right in and right out. To this regard the proposed accesses onto both Mapleview Drive and Yonge Street shall be restricted to right in and right out only.
10. The applicant shall be required to coordinate with the adjacent landowners in to implement connection the internal roadway network to obtain connection to either Yonge Street or Mapleview Drive. Based on the current draft plan of subdivisions there shall be a future connection to Mapleview Drive via Moberly Drive and Yonge Street via the extension of Shephard Avenue.
11. All proposed restricted accesses onto Mapleview Drive shall be located west of the taper of the eastbound auxiliary right turn lane. Please refer to the provided AutoCAD for storage length of the eastbound right turn lane.

Property Conveyance / Corridor Protection:

12. In accordance with Amendment No. 39 to the Official Plan (Schedule 9D-2) an ultimate right of way of 41 metres has been identified for Mapleview Street with additional right of way requirements to accommodate auxiliary lanes have been identified at the intersection of Mapleview Drive and Yonge Street in accordance with the Class EA. Please refer to the provided AutoCAD file regarding the required right of way dedication.
13. In accordance with the Schedule E of the Official Plan an ultimate right of way of 34 metres has been identified for Yonge Street with additional right of way requirements to accommodate auxiliary lanes have been identified at the intersection of Mapleview Drive and Yonge Street in accordance with the Class EA. Please refer to the provided AutoCAD file regarding the required right of way dedication.
14. In accordance with city standards the following daylighting triangles are required.
 - a. A 10m by 10m at the intersection of Mapleview Drive and Yonge Street.
 - b. A 3m by 3m at the intersection of Street V and the internal spine road.
 - c. A 3m by 3m at the intersection of Street X and the internal spine road.
 - d. A 5m by 10m at the intersection of Street X / Internal spine road and Yonge Street.
15. According to Appendix 9B - Hewitt's Secondary Plan a municipal right of way connections is to be provided through the subject site; to this regard the southern 18m municipal right of way located with the Rainsong Plan of Subdivision shall extended and transition to a 25m municipal right of way (BSD-304) and connect to Yonge Street.

Transportation Demand Management:

16. Bicycling

- a. Multi-Residential – secure internal storage accessible to all residents is required.
- b. Employment – bicycle locking racks required; outdoor storage lockers or internal secured storage required.

17. 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.

Active Transportation – Internal & External:

- 18. The applicant shall ensure the proposed internal pedestrian circulation adheres with Section 3.1 of the Urban Design Manual and in accordance with AODA.
- 19. Provide internal pedestrian connections to existing or planned transit infrastructure.

Improvements within the Municipal ROW:

- 20. 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.

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 (6) 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. $0.95 - 0.89 = 0.06 \text{ stalls} \times \text{unit count} \times \$16,164.54 = \text{payment}$.

Internal Site Circulation:

- 23. Turning template shall be provided to demonstrate sufficient circulation to access loading zone/waste collection.
- 24. Label all barrier free parking stalls. All barrier free parking stalls shall be signed and marked in accordance with the Ontario Traffic Manual.

25. Clearly any proposed pedestrian crossing and ensure it is signed and marked in accordance with the Ontario Traffic Manual.

Exterior Lighting and Photometric Plan

26. 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.
27. The applicant is encouraged to use feature lighting to high-light building relief, landscape features, and monuments.
28. The applicant is to provide full details on the make, model and manufacturer and photometric plan of all proposed light fixtures for the site.
29. A photometric plan is required to ensure there is no light pollution on the adjacent properties.

General Development Plan Comments:

30. 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.
31. 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.
32. Pavement markings for parking stalls shall be painted white and conform to OPSS 1712.
33. All laneways shall be 6.4m in width.
34. A painted island or full curbed island shall be implemented at the termination of all parking rows.
35. Parking stall dimensions shall adhere to the Urban Design Manual:
- e. Perpendicular parking stalls shall be 2.7m by 5.5m
 - f. Parallel parking stalls shall be 2.7m by 6.7m
 - g. Type A barrier free stall shall be 3.1m x 5.5m and shall include a 1.5m hatch aisle.
 - h. Type B barrier free stall shall be 3.4m x 5.5m and shall include a 1.5m hatch aisle.
 - i. Adjacent barrier free stalls may share a 1.5m hatch aisle.



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



To: Celeste Kitsemetry,
Planner

From: Nicole Myers,
Development Charges Administrator

Date: April 29, 2021

Re: D28-059-2020 – 673 Maplevue Drive East

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 this application is to facilitate a concurrent Zoning By-law Amendment and Site Plan Approval for the first phase of a multiple phase development for a commercial plaza. Please be advised of the following development fees (amounts are subject to change):

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

Secondary Plan Area Development Charges:

- 1) Current development charge rates are as follows:
 - a. The current rate for the applicable development charges depends on the number of bedrooms in each apartment.
 - i. Apartments 2+ bedrooms are charged \$39,167 per unit
 - ii. Apartments Bachelor and 1 Bedroom are charged \$27,498 per unit
 - b. The current rate per Townhouse dwelling unit is \$55,357
 - c. The current fee for retail space is \$361.96 per square meter.
- 2) The MOU indicates that all DC's are to be paid at the time of execution of the subdivision agreement for the first 2000 single dwelling equivalent units (SDEs) based upon the number and type of residential lots created, and, in the case of subdivision blocks, based on the maximum zoned capacity of each block pursuant to the City of Barrie's Zoning By-law.
- 3) If the subdivision is registered after the first 2000 single dwelling equivalent units; the following DC's (roads, area-specific linear, water, area-specific linear wastewater, water and treatment debt and wastewater and treatment debt) will be payable immediately upon entering into a draft plan of subdivision/consent agreement, based upon the number and type of residential lots created, and, in the case of subdivision blocks, based on the maximum zoned capacity of each block pursuant to the City of Barrie's Zoning By-law. All other Development Charges will be payable at building permit issuance.
- 4) 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.

- 5) Hard services (referred to internally as DC 1) would be paid at the time of execution of the subdivision/site plan agreement.
- 6) As per the Memorandum of Understanding (MOU) with the Secondary Plan Area Owners, soft services (referred to internally as DC 2 and DC 3) are to be paid at the time of execution of the subdivision/site plan agreement for the first 2000 residential units registered within the secondary plan areas.

If registered after the first 2000 residential units have been registered, DC 2 and DC 3 will be payable at building permit issuance.
- 7) To calculate the Development Charges payable at execution of the site plan agreement, the Finance Department requires the breakdown of number of bedrooms in each apartment dwelling unit.
- 8) Non-residential development charges are payable at building permit issuance.
- 9) As per the MOU, Voluntary Capital Contributions will be payable at the time of building permit. Current rates are \$7,017 per single/semi detached dwelling, \$3,744 per apartment unit and \$5,246 per townhouse.

Capital Contributions are subject to an annual inflationary adjustment on January 1st of each year

- 10) Before DC credits are applied to any development, the applicable trustee shall provide written notice as to the distribution of such DC credits amongst the Owners within their applicable Secondary Plan Area.
- 11) Potential for deferral of development charge payments for any of the following types of development:

Deferral of Development Charge Payments

For Rental Housing that is Not Non-Profit Housing (minimum 4 units - all of which are intended for Rental use): DCs will be due in 6 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first

occupied. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

For Institutional Development: DCs will be due in 6 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

For Non-Profit Housing Development: DCs will be due in 21 equal annual payments plus interest commencing on the earlier of the date of the issuance of an occupancy permit or the date the building is first occupied. Interest is waived during the first 5 years of the deferral. The person required to pay development charges is required to notify the City within 5 business days of the building first being occupied. Failure to notify the City will result in the development charge, including any interest payable becoming due and payable immediately.

Interest 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.

The deferral of Development Charge payments does not apply to Education Levies, Cash in Lieu of Parkland, non-residential development charges, or the Finance Administration Fees.

- 12) 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 sq. ft., and \$3,559 per residential unit.
- 13) A cash in lieu of parkland contribution will be required.
 - a. The residential portion is currently \$5,726 per residential unit
 - b. The non-residential portion requires a land value appraisal and the gross floor area of the entire building(s) as well as the gross floor area of the non-residential portion(s). The current rate of 5% of the appraised land value will be applied proportionately to the non-residential development. The required appraisal should determine the market value of the entire parcel of land using highest and best use and be prepared in accordance with the Canadian Uniform Standards of Professional Appraisal Practice of the Appraisal Institute of Canada.

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.

The Residential Cash in Lieu of Parkland fees are subject to an annual inflationary adjustment on January 1st of each year.

- 14) A Finance Administration fee will be collected at the time of issuance of the building permit at a fee of \$77.50 per dwelling unit and \$155.00 per non-residential building.

The city is currently amending its current Development Charge By-law to include the recent legislative changes. The amendment is anticipated to be considered by Council on June 14th, 2021. This amendment could have an impact to the Development Charge rates. For additional information, for the latest information, please refer to www.barrie.ca/DevelopmentCharges.

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.



Technical Meeting Required Reports Checklist
Conformity Review - Zoning By-law Amendment,
Draft Plan of Subdivision and/or Condominium,
Site Plan Control

Meeting Date: May 13, 2021

Application Type: ZBA/SPC

File Manager: Celeste Kitsemetry, Senior Planner

File Number(s): D28-059-2020

Site Address: 673 Mapleview Drive East

✓ Indicates the noted study/report/plan is required to be submitted at the time of the formal application submission.

Please be advised that it is the applicant’s responsibility to review the Technical Review Comments to ensure that all required reports/studies/plans are submitted, including the level of detail required by the City or External Agency.

PLANNING		
	STUDY	NOTES
✓	Planning Justification Report (PJR)	Shall clearly identify how the project conforms to Provincial policy and the City’s Official Plan. More specifically the PJR shall include analysis of the proposal in terms of the secondary planning criteria for the Yonge Street Mixed Use Corridor and the Minutes of Settlement dated May 30, 2016.
✓	Comment Response Matrix	Shall clearly identify how all City and Agency comment have been addressed.
	Affordable Housing Report	
	Aggregate Potential Assessment and/or Aggregate License Compatibility Assessment	
✓	Archaeological Study	
	Heritage Report	
	Market Study	
	Shadow Study	
	Tall Buildings Submission Requirements ○ Block Plan ○ Context Plan ○ Microclimate Impact Report	
✓	Urban Design Report	Can be included in the PJR
	Wind Study	
ENGINEERING		
	STUDY	NOTES
✓	Linear Infrastructure Overview Memo	Shall identify the linear km’s of all infrastructure in the plan (watermains, sanitary & storm lines, roads, sidewalks, trails etc.)
✓	Functional Servicing Report	
✓	Geotechnical Report	
✓	Hydrogeological Study	
	Illumination Study	
✓	Noise/Vibration Impact Analysis	
	Nuisance Impact Analysis	
✓	Stormwater Management Report	
✓	Traffic Impact Study ○ Parking Needs Study	
✓	Tree Preservation Plan/Inventory	
OTHER		
	STUDY	NOTES
	Agricultural Assessment	
	Coastal Engineering Studies along the Lake Simcoe Shoreline	



Technical Meeting Required Reports Checklist
Conformity Review - Zoning By-law Amendment,
Draft Plan of Subdivision and/or Condominium,
Site Plan Control

	Energy Conservation Report	
	Environmental Impact Study	
	Fisheries Impact Study	
	Hazards Lands/Slope and Soil Stability Report	
SOURCE WATER PROTECTION QUALITY AND QUANTITY RISKS		
	STUDY	NOTES
✓	Completed Screening form for Source Water Protection for properties within Drinking Water Vulnerable Areas identified on Schedule "G" to the Official Plan (Source Water Information Form)	To be confirmed with Environmental Services Risk Management Official.
ADDITIONAL ITEMS / STUDIES		
	STUDY	NOTES
✓	Topographic Survey of existing conditions	
	Record of Site Condition (RSC)	
	A Site Risk Assessment	
✓	Natural Heritage Evaluation	
✓	Species at Risk Screening	
	Remediation Plan	
✓	Phosphorus Budget & Water Balance	To be confirmed with LSRCA
✓	Erosion & Sediment Control Plan	
✓	Grading & Drainage Plan	
	Market Study	
PUBLIC ENGAGEMENT		
✓	Neighbourhood Meeting	To be scheduled in coordination with City staff.

Notes:

Please refer to the Application Form for the number of required copies. A digital copy of all reports and plans is required.

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.**

A pre-consultation meeting will be required prior to the submission of a Site Plan Control application. Terms of Reference for the required reports can be found on the [Development Review Process](#) page under item '3. Complete Application', here:

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

APPENDIX B

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 Lot 15, Concession 11, Part 1, 2, 3, and 4 Plan (51r40113), Except Part 1, 2, 3, and 4 Expropriation Plan (Sc1640881), Geographic Township of Innisfil, City of Barrie, County of Simcoe, from Agricultural General (AG) in By-law 054-04 to General Commercial (C4) in By-law 2009-141"

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 651, 659, 665, 669 and 673 Maplevue Drive East;

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 Lot 15, Concession 11, Part 1, 2, 3, and 4 Plan (51r40113), Except Part 1, 2, 3, and 4 Expropriation Plan (Sc1640881), Geographic Township of Innisfil, City of Barrie, County of Simcoe, known as 651, 659, 665 and 673 Maplevue Drive East, in the City of Barrie from Agricultural General (AG) to General Commercial (C4), as shown of Figure 11 attached here to and which forms part of this By-law 2009-141 as amended;
2. **THAT** Special Provision ## under Section 13.2 of the Zoning By-law is hereby further amended by adding the following provision:
 - vi. That a front yard setback of 5m be permitted;
 - vii. That a side yard setback of 2m be permitted;
 - viii. That a side yard setback adjacent to a road of 2m be permitted;
 - ix. That a height of 13.6m be permitted, inclusive of any rooftop mechanical, ventilation or other similar equipment and/or parapets;
 - x. That encroachments of 1.0m for awnings/canopies be permitted;
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 **PASSES** this ____ day of _____, 2022.

THE CORPORATION OF THE CITY OF BARRIE

Mayor

Clerk

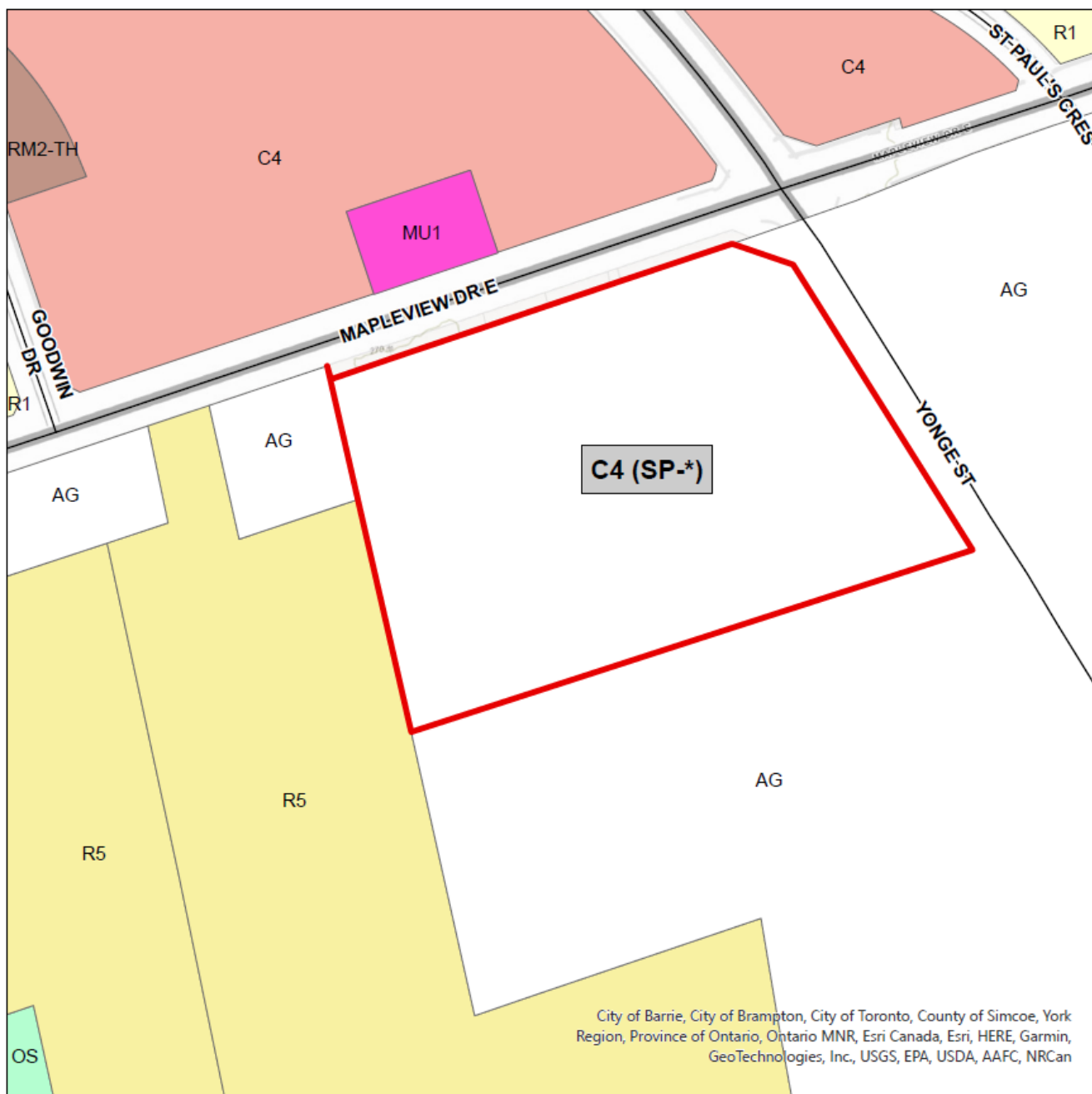


Figure 11
CITY OF BARRIE ZONING
BY-LAW 2009-141
 Amendment to Subject Lands

651, 659, 665, 669, 673 Mapleview Dr E
 Barrie, Ontario

LEGEND

 Subject Lands

ZONING

General Commercial (C4)

Mixed Use Node (MU1)

Open Space (OS)

Residential Single Detached Dwelling First Density (R1)

Neighbourhood Residential (R5)

Residential Multiple Dwelling Second Density (RM2, RM2-TH, RM2-TH WS)

Agricultural (AG)

Date: Mar 30, 2022

File: 07159 - CW

Drawn By: RM

Scale: 1:2,500



City of Barrie, City of Brampton, City of Toronto, County of Simcoe, York Region, Province of Ontario, Ontario MNR, Esri Canada, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, USDA, AAFC, NRCan

204-442 BRANT STREET, BURLINGTON, ON, L7R 2G4
 T: 905.639.6686 F: 905.761.5509 | WWW.MHBCPLAN.COM

APPENDIX C

Minutes of Settlement

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Crisdawn Construction Inc.
Appellant:	1580532 Ontario Limited
Appellant:	Ministry of Municipal Affairs and Housing
Appellant:	Simcoe County District School Board; and others
Subject:	Proposed Official Plan Amendment No. 39
Municipality:	City of Barrie
OMB Case No.:	PL140771
OMB File No.:	PL140771

**MINUTES OF SETTLEMENT
Between**

City of Barrie

And

Sobeys Capital Incorporated

WHEREAS: The City of Barrie (the "**City**") has adopted Official Plan Amendment 39 to its Official Plan ("**OPA 39**"), which is a comprehensive Secondary Plan known as the Hewitt's Secondary Plan; and

WHEREAS: OPA 39 contains detailed policies for the development of a complete community which includes the Yonge Street Mixed Use Corridor; and

WHEREAS: Policy 9.5.4.4 of OPA 39 contemplates interim uses where development is proposed to be phased to eventually achieve minimum density standards, and allows the City to consider reduced density for interim uses that generally comply with the design policies of OPA 39; and

WHEREAS: Sobeys Capital Incorporated ("**Sobeys**") is the owner of approximately 8.216 of Yonge Street and Maplevue Drive (the "**Subject Property**"); and

WHEREAS: Sobeys is proposing a phased development with Phase One consisting of commercial development with an FSI of .22, Phase 2 consisting of commercial and residential development with an FSI of 1.06 which will provide for an overall FSI for the 2 phases of .49; and

WHEREAS: Sobeys has appealed site specific policy 9.5.5.4 of OPA 39 that applies to the Subject Property; and

WHEREAS: The City and Sobeys have in good faith arrived at an agreement to resolve the within appeal:

NOW THEREFORE the City and Sobeys, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, agree that:

1. Sobeys will in due course file requisite Planning Act applications for the Subject Property which will generally reflect the distribution and orientation of building forms and achieve the minimum interim density as demonstrated through the Interim Development Concept and Phasing Plan attached hereto as Schedule "A".
2. Provided that the applications are consistent with the Interim Development Concept and Phasing Plan, the City confirms that Schedule "A" meets the requirements for an intensification plan set out in Policy 9.5.4.4 and that the density for Phase 1 is appropriate. The City and Sobeys will jointly request that OPA 39 be modified to delete policy 9.5.5.4.
3. The City and Sobeys shall each bear their own costs of this appeal.
4. These Minutes of Settlement may be executed by the City and Sobeys' respective solicitors, in counterpart, and if so executed, these Minutes shall be in force and effect.

DATED this 30 day of May, 2016

The City of Barrie


per: Mayor, J.R. Lehman

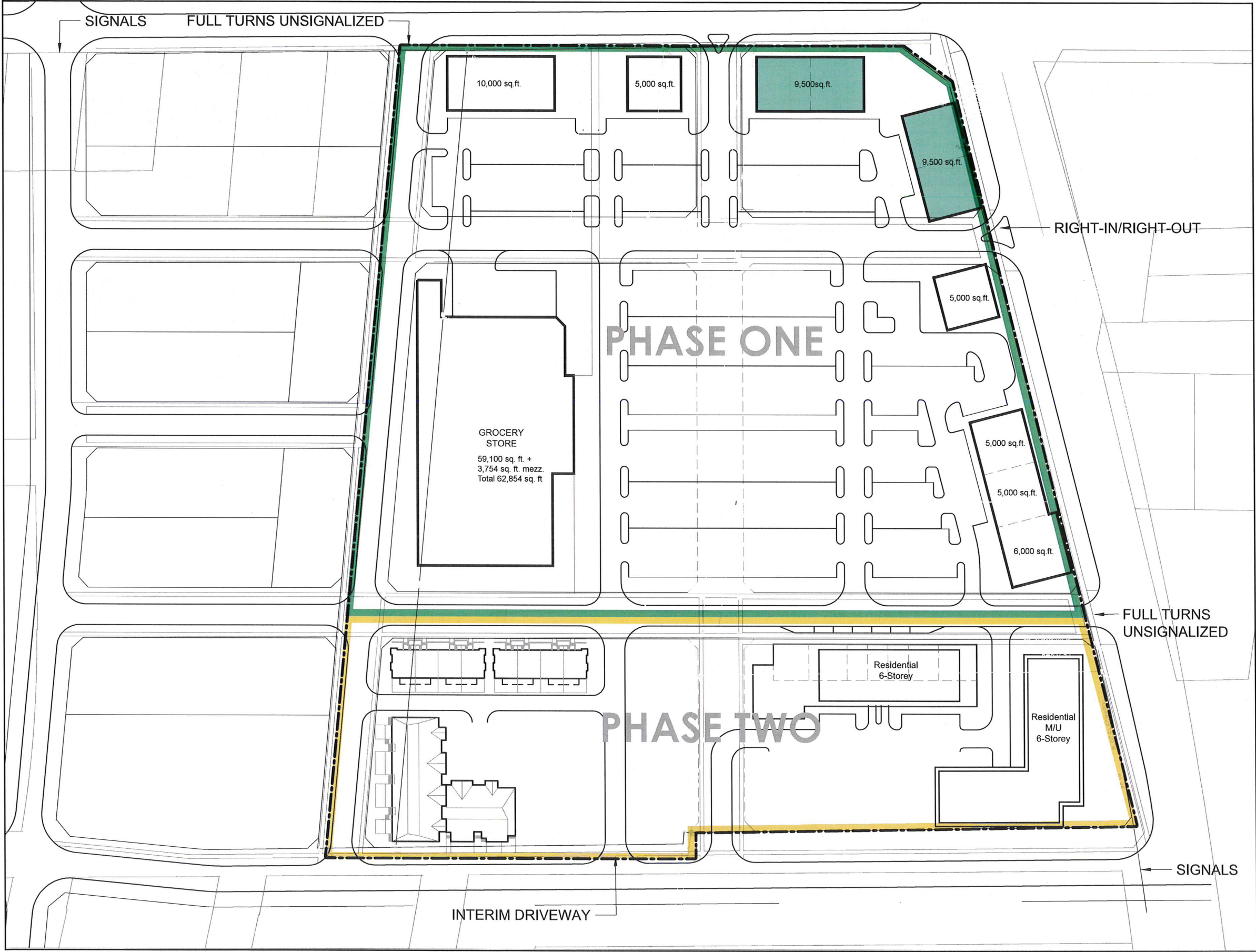

per: City Clerk Dawn A. McCulpine

Sobeys Capital Incorporated


per: **Trevor Bartlett**
General Manager, Sobeys Ontario


per: **Orlando Espinola**
Vice President, Real Estate (Ontario)

Schedule “A”



YONGE STREET AND MAPLEVIEW DRIVE EAST
BARRIE, ONTARIO

INTERIM DEVELOPMENT CONCEPT & PHASING

DEVELOPMENT SUMMARY

Interim Scenario			
Total Site Area	82,000 sm	882,641 sf	20.26 ac
Total GFA	40,035 sm	430,933 sf	
Total Commercial	14,685 sm	158,068 sf	
Total Residential	25,350 sm	272,865 sf	
Total FSI	0.49		
Parking Provided	435	spaces	
Sobeys	235	spaces	
Retail	200	spaces	

BY PHASE

Phase One			
P1 Site Area	55,900 sm	601,703 sf	13.81 ac
P1 GFA	12,410 sm	133,580 sf	
Commercial	12,410 sm	133,580 sf	
Residential	-	-	-
P1 FSI	0.22		

Phase Two			
P2 Site Area	26,100 sm	280,938 sf	6.45 ac
P2 GFA	27,625 sm	297,353 sf	
Commercial	2,275 sm	24,489 sf	
Residential	25,350 sm	272,865 sf	
P2 FSI	1.06		

- Study Area
- Phase One
- Phase Two
- Two-Storey Retail

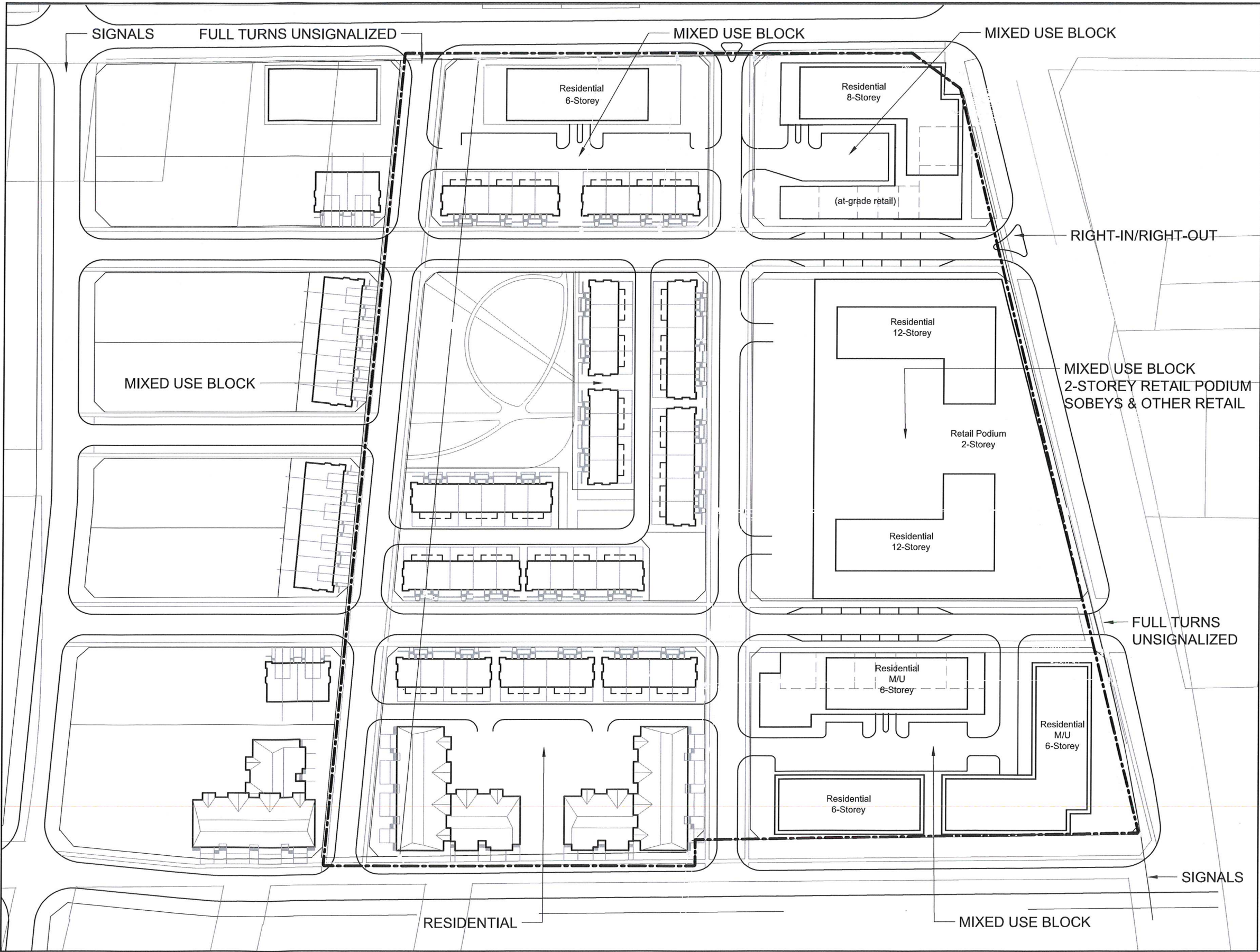


SCALE: 1:1500

ULTIMATE DEVELOPMENT CONCEPT

DEVELOPMENT SUMMARY

Ultimate Scenario			
Total Site Area	82,000 sm	882,641 sf	20.26 ac
Total GFA	123,745 sm	1,331,980 sf	
Commercial	29,500 sm	317,535 sf	
Residential	94,245 sm	1,014,445 sf	
Total FSI	1.51		



Study Area



SCALE: 1:1500