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**TO:** GENERAL COMMITTEE

**SUBJECT:** AMENDMENT TO THE ZONING BY-LAW – 15 HARVIE ROAD  
(BARRIE-BRYNE DEVELOPMENTS INC.)

**WARD:** 7

**PREPARED BY AND KEY CONTACT:** CELESTE KITSEMETRY, RPP, SENIOR PLANNER, EXT. 4430

**SUBMITTED BY:** M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

**GENERAL MANAGER APPROVAL:** B. ARANIYASUNDARAN, P. ENG., PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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### **RECOMMENDED MOTION**

1. That the Zoning By-law Amendment Application submitted by SmartCentres REIT on behalf of Barrie-Bryne Developments Inc. for lands legally known as Part of Lots 5, 6 & 7, Plan 67 and Part of Lot 7, Concession 12, Geographic Township of Innisfil, City of Barrie, known municipally as 15 Harvie Road from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP), be approved as illustrated in Appendix "A" attached to Staff Report DEV027-23.
2. That the following site specific standards be referenced in the implementing Zoning By-law for the subject lands, as described and illustrated in Appendix "A" attached to Staff Report DEV027-23:
  - a) 'General Commercial with Special Provisions' (C4)(SP-WWW) to permit additional employment type uses, including:
    - i) Manufacturing and Processing in Wholly Enclosed Buildings
    - ii) Printing and Publishing
    - iii) Rental Store Excluding Video and Electronic Rentals
    - iv) Research/Development Facility
    - v) Self Storage
    - vi) Truck Terminal
    - vii) Warehousing in wholly enclosed buildings excluding self-storage
    - viii) Wholesale Establishment
  - b) 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX) to permit specific site and built form standards:
    - i) Apartment Buildings
      - Lot Frontage (min.): 24.0 metres

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- Front Yard Setback (min.): 3.0 metres
  - Interior Side Yard (min.): 5.0 metres
  - Exterior Side Yard (min.): 2.0 metres
  - Rear Yard Setback (min.): 5.0 metres
  - Gross Floor Area (max % of lot area): 250%
  - Lot Coverage (max. % of lot area): 50%
  - Landscaped Open Space (min % of lot area): 25%
  - Minimum General Amenity Area per Unit: 10 square metres
- c) 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY) to permit specific site and built form standards:
- i) Back-to-Back Townhouses
    - Lot Area (min.): N/A
    - Lot Frontage (min.): 5.5 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.) 0.0 metres
    - Exterior Side Yard (min.) 2.0 metres
    - Rear Yard Setback (min.) 0.0 metres
    - End Unit Interior Setback (min.) 1.2 metres
    - Lot Coverage (max. % of lot area): N/A
    - Landscaped Open Space (min % of lot area): N/A
    - Maximum Height: 14.0 metres (3 storeys)
  - ii) Street Townhouses
    - Lot Area (min.): 160 square metres
    - Lot Frontage (min.): 6 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.) 0.0 metres
    - Exterior Side Yard (min.) 2.0 metres
    - Rear Yard Setback (min.) 5.0 metres
    - End Unit Interior Setback (min.) 1.2 metres
    - Lot Coverage (max. % of lot area): 70%
    - Landscaped Open Space (min % of lot area): 20%
    - Maximum Height: 12.0 metres (3 storeys)
  - iii) Semi-detached Dwellings
    - Lot Area (min.): 190 square metres
    - Lot Frontage (min.): 7.2 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard – one side (min.): 0.0 metres
    - Interior Side Yard – other side (min.): 1.2 metres
    - Exterior Side Yard (min.): 2.0 metres
    - Rear Yard Setback (min.): 5.0 metres
    - Lot Coverage (max. % of lot area): N/A
    - Landscaped Open Space (min % of lot area): 25%
    - Maximum Height: 12.0 metres (3 storeys)

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- d) 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ) to permit an alternate use if a school is not constructed, in accordance with the specific site and built form standards outlined in the (RA1-3)(SP-XXX) and (RM2)(SP-YYY) zones.
  3. That the written and oral submissions received relating to this application have been, on balance, taken into consideration as part of the deliberations and final decision related to the approval of the application as amended, including matters raised in those submissions and identified within Staff Report DEV027-23.
  4. That pursuant to Section 34 (17) of the *Planning Act*, no further public notification is required prior to the passing of this By-law.

## **PURPOSE & BACKGROUND**

### Report Overview

5. The purpose of this report is to recommend approval of a Zoning By-law Amendment application to facilitate the future development of a 33.255 hectare site located on the west side of Highway 400, south of Harvie Road. A portion of the land was previously dedicated to the City to construct the [Bryne Drive South Extension](#). The proposed zoning will permit approximately 12 hectares of commercial and light industrial uses along Highway 400 to the east of the Bryne Drive extension, and 155 residential units in the form of semi-detached dwellings and townhouses, as well as two blocks for midrise apartment buildings, a school block, and a public park, to the west of the Bryne Drive extension. The development plan will be formalized through a Draft Plan of Subdivision, as well as Site Plan Control if/as applicable under the *Planning Act*.
6. With the conclusion of the technical review and public consultation process, which included a Neighbourhood Meeting on January 7, 2021, and Public Meeting on June 14, 2022, staff have determined that the proposal has regard for matters of provincial interest as outlined in the *Planning Act*, is consistent with the Provincial Policy Statement (2020), conforms to the Growth Plan for the Greater Golden Horseshoe (2019), as amended, and to the City of Barrie Official Plan (2010) and City of Barrie Official Plan (2023). As such, staff are recommending approval of the rezoning application as outlined in the draft by-law attached to Staff Report DEV027-23 as Appendix "A".

### Official Plan Amendment Application

7. The applications submitted to the City included an Official Plan Amendment, as well as a Zoning By-law Amendment and Draft Plan of Subdivision. In accordance with the transition provisions, active applications are to be reviewed and recommendations provided based on the Official Plan in effect at the time of submission, which would be Official Plan (2010). As noted in sections below, the zoning by-law amendment application will be reviewed under Official Plan (2010), however the intent of the new Official Plan (2023) is also being met with this recommendation.
8. The land uses sought in the Official Plan Amendment application were to change the designation of the property to permit residential uses on the west side of the Bryne Drive extension, previously designated as 'General Industrial' and relocate the industrial and employment use permissions to the lands on the east side of the Bryne Drive extension adjacent Highway 400, previously designated as 'General Commercial'. The owner/applicant also submitted an Employment Land Conversion request for the 'General Industrial' designated lands west of the future Bryne Drive extension in December 2019, as part of the City of Barrie's Official Plan review process.

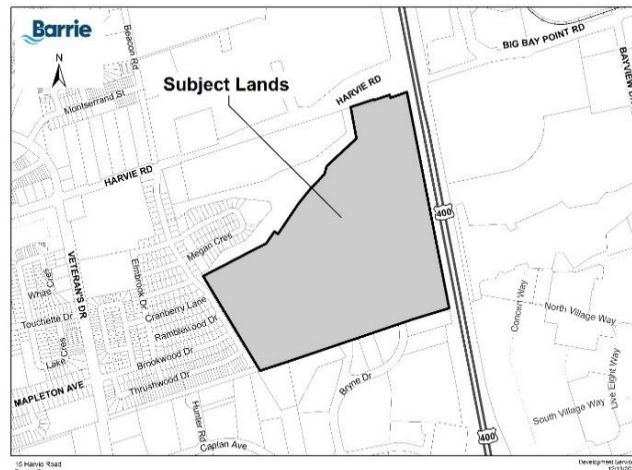
9. The change in the principle of land use to the west of the Bryne Drive extension from employment and industrial type uses to permit residential development was supported by staff in a Memorandum to General Committee dated May 25, 2020 (Direction 20-G-087), and is now reflected in the newly approved Official Plan (2023). The current designations of the subject lands include 'Neighbourhood Area' to the west of the Bryne Drive extension, 'Employment – Non Industrial' to the east of the Bryne Drive extension, and segments of 'Natural Heritage System' to recognize the two creek systems on the site. The Official Plan designations are illustrated on Appendix "B" attached to Staff Report DEV027-23.
10. The land use designations shown in Official Plan (2023) for the subject lands represents what was originally requested in the proposed amendment application to Official Plan (2010), and are subsequently reflective of the zoning permissions requested and recommended for approval by staff in Staff Report DEV027-23. Therefore, the application to amend the Official Plan (2010) is no longer required to facilitate the future development of these lands as proposed, and it is subsequently withdrawn from consideration by Council.

#### Site and Location

11. The subject lands are approximately 33.255 hectares in size and located on the west side of Highway 400, south of Harvie Road and east of Thrushwood Drive. The lands are now divided by the future extension of Bryne Drive, which was previously conveyed to the City of Barrie.

12. The immediate surrounding land uses include:

- North: Whiskey Creek, single detached and townhouse residential units, Harvie Road
- East: Highway 400
- South: Existing and proposed commercial uses, Bryne Drive
- West: Thrushwood Drive, single detached residential



#### Existing Policy

13. As noted above, the subject lands were redesignated from 'General Industrial', 'General Commercial' and 'Environmental Protection Area' in Official Plan (2010) to 'Neighbourhood Area', 'Employment – Non Industrial' and 'Natural Heritage Feature' with the approval of the new Official Plan (2023) on April 11, 2023. The current zoning for the lands under Comprehensive Zoning By-law 2009-141 is 'Light Industrial' (LI), 'General Commercial' (C4) and 'Environmental Protection' (EP), which is generally reflective of the land uses identified in Official Plan (2010).
14. The subject property has been farmed for field crops, permitted as a temporary use By-law 2020-090 which is in effect until October 5, 2023. Use of the property for agricultural production was initiated in 2014 as an interim use pending the future development of the lands to prevent the parcel from being fallow and reduce the opportunity for trespassing. To ensure protection of the existing

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creek systems during farming operations, staff required the preservation of a 30 metre naturalized buffer around Lover's Creek and Whiskey Creek.

#### Background Studies

15. In support of the application, the following plans, reports, and studies were submitted. Details of the application and submission materials are available online on the City's Development Projects webpage under [Ward 7 – 15 Harvie Road](#).
- a) Planning Justification Report, including Affordable Housing Review (Weston Consulting) March 2022
  - b) Urban Design Brief (Weston Consulting) April 2022
  - c) Functional Servicing Report (Tatham Engineering) March 24, 2022, Revised February 17, 2023
  - d) Traffic Impact Study (Tatham Engineering) March 18, 2022, Addendum March 1, 2023
  - e) Preliminary Stormwater Management Report (Tatham Engineering) March 24, 2022, Revised February 17, 2023
  - f) Preliminary Environmental Impact Study (Beacon Environmental) March 2022
  - g) Environmental Impact Study (Beacon Environmental) February 2023
  - h) Natural Hazards Assessment (Tatham Engineering) March 24, 2022
  - i) Stage 1 Archaeological Assessment (Archeoworks Inc.) March 28, 2022
  - j) Archeological Clearance Letter from the Ministry of Tourism and Culture dated March 17, 2011 regarding "Report on the 1999-2000 Stage 4 Excavation of the Molson Site dated March 2003 with Addendum September 22, 2010"
  - k) Noise Feasibility Study (HGC Engineering) March 25, 2022, Revised January 31, 2023
  - l) Geotechnical Desktop Review (WSP) March 18, 2022
  - m) Preliminary Hydrogeological Investigation (WSP) March 22, 2022, Revised March 6, 2023
  - n) Tree Inventory/Preservation Plan (JDB Associates Ltd.) March 10, 2022, Revised March 1, 2023
  - o) Phase 1 Environmental Site Assessment (EXP Services Inc.) November 29, 2022

#### Public Consultation

16. A Neighbourhood Meeting was held virtually on January 12, 2022, with approximately forty seven (47) attendees, including Ward 7 Councillor Gary Harvey, Planning staff and representatives for the owner/applicant.
17. A statutory Public Meeting was held on June 15, 2022, to present the subject application to Planning Committee and the public. The Committee heard verbal comments from three (3) members of the public. Staff have also received general inquiries in response to this proposed development, as well as a petition against the proposal with 130 signatures received on May 23, 2023.
18. The comments and concerns expressed by the public at both the neighbourhood meeting and the public meeting, as well as those received in writing related to this proposal, are outlined in the Public Comments section of Staff Report DEV027-23. This list provides a summary of the comments as well as a corresponding response from staff to demonstrate that the issues have been considered in the review of this application to the greatest extent possible.
19. It should that further to the Public Meeting and staff review of the proposal, changes have been made to the development, and are represented in the current submission as illustrated in the Proposed Draft Plan of Subdivision attached to Staff Report DEV027-23 as Appendix "C". These changes include:

- a) Adding an elementary school site;
- b) A reconfigured/expanded public park block;
- c) Reduction of residential units from 248 to 155; and,
- d) A revised road network to accommodate standard road widths, modified intersections, and the school block.

## Public Comments

### 20. **Density and Built Form**

Concerns were raised related to the proposed density for this development and how it fits with the surrounding low density neighbourhood.

Staff acknowledge that no single detached housing is proposed in the residential quadrant of this development, however the unit types currently identified are ground related semi-detached and townhouse built form which are considered low density development. There are some medium density blocks proposed for midrise apartment buildings adjacent to Bryne Drive, which is an appropriate location for more intensified development and is not in direct proximity to the existing residential uses.

As part of the review process, a Residential Density Analysis was generated, and is attached to Staff Report DEV027-23 as Appendix "D". The current density of this community is 4.88 residential units per hectare, 12.42 units per hectare when calculated for residentially zoned properties only. With the build out of this new development, the general rate will increase to 7.6 residential units per hectare, 19.36 units per hectare for residential zoned properties only. This is low density.

### 21. **School Capacity**

Questions were raised about the ability of local schools to accommodate the proposed density.

To ensure a complete review, all school boards are circulated new development applications for comment. As part of this review, the Simcoe County District School Board (SCDSB) did identify the need for a future school site as part of this project. The plan has subsequently been revised to include an elementary school site. The site has been sized and located to the satisfaction of SCDSB staff, the applicant, and the City, shown as future Block 54 on the Proposed Draft Plan of Subdivision attached to Staff Report DEV027-23 as Appendix "C". In addition, general comments were provided from SCDSB as well as from the Simcoe Muskoka Catholic District School Board (SMCDSB) noting that pupils residing in this development may not be accommodated in local schools due to accommodation limitations. This statement is provided as a condition of Draft Plan Approval and noted in all agreements of purchase and sale to advise future residents.

### 22. **Open Space and Recreation**

Questions were raised about the opportunity to devote the lands as open space and/or provide additional recreation uses such as hiking trails and soccer fields.

As noted previously in this report, the lands have been farmed for field crops as an interim use. The subject property was historically identified for industrial and commercial development and not intended to remain vacant. Staff agree that public space is needed through the proposed development of the site, and have required the parkland contribution be dedicated to the City as land rather than cash-in-lieu of parkland to meet this requirement. The public park is shown as future Block 55 on the Proposed Draft Plan of Subdivision attached to Staff Report DEV027-23 as

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Appendix "C". The park is adjacent to the future school site, and may also be incorporated into a passive recreational use or trail connecting with the stormwater management area and/or Bryne Drive.

With regard to the natural heritage resources on site, an Environmental Impact Study (EIS) was required as part of this application. An EIS is required to provide detailed review and mitigation/preservation measures for the natural features on site. In coordination with the Lake Simcoe Region Conservation Authority, the EIS was used to demonstrate the 'Environmental Protection' (EP) zone boundaries for Lover's Creek and Whiskey Creek, as well as the recommended buffer area. Additional review will also continue and be implemented through the Draft Plan of Subdivision process.

23. **Traffic**

Questions were raised regarding the potential impacts of increased traffic on the existing road network, and alternatives for connection points for the new development.

A Traffic Impact Study (TIS) was received in support of this development, and has been updated as required to support the application and subsequent revisions to the concept to include a school site. The TIS has been reviewed and the recommendations are supported by staff. This study evaluated existing and future conditions for traffic generated by new development, and demonstrates that there is appropriate capacity in the existing road network, as well as designing for the new road widths, daylighting and signalization as required by the City. The road network has been planned to integrate this new residential development into the existing neighbourhood in accordance with the principles of good community building.

Staff are supportive of the revision to the plan that removed the extension of Brookwood Drive east to Bryne Drive, in favour of an extension of Thrushwood Drive. This change in alignment avoids the redesign and relocation of major hydro infrastructure, reduces the potential for cut through traffic from creating a formal connection from Veteran's Drive to Bryne Drive, and provides access to the existing and future neighbourhood to support Fire and Emergency Services. Brookwood Drive was not designed to provide a connection from Veteran's Drive to Bryne Drive. Any construction and/or improvements required to accommodate vehicular, multimodal, and pedestrian traffic to facilitate this development will be part of detailed design through the Draft Plan of Subdivision process.

24. **Archaeological Resources**

Comments were made to highlight the existence of archaeological finds on the property, and the importance of an Archaeological Study prior to development.

Staff are aware and agree that this aspect of the project is important to investigate. The applicant has been in contact with the Ministry of Citizenship and Multiculturalism ("the Ministry") as well as directly with the Huron-Wendat Nation regarding the significance of the site, and the potential for archaeological resources. The subject property has been historically farmed, in addition to the agricultural production permitted as a temporary use since 2014. As part of the permitting process, a search for historic archaeological records was initiated by SmartCentres and the potential for archaeological finds was well documented, including a Stage 4 Assessment for the "Molson Site" registered with the Ontario Archaeological Site Database. Staff also confirmed with an Archaeological professional that regular farm practices would not be detrimental to any archaeological finds, and it was identified that a new study of the entirety of the site would be required to be completed to the Stage necessary for clearance by the appropriate Ministry at the

time of development application. Clearance from the Ministry is a standard requirement of the Draft Plan of Subdivision process prior to registration.

In the interim, the City has also completed the Environmental Assessment for the extension of Bryne Drive, which included a Stage 1 and Stage 2 Archaeological Assessment (February 9, 2021). The lands subject to the extension of Bryne Drive have been fully examined for archaeological potential and cleared by the Ministry for the future road construction. The specific study area was only for the roadway; however, it was confirmed through the review process that the Ministry has record of ancestral Huron-Wendat villages in proximity to the study area. During the construction of the Bryne Drive extension, a licensed archaeologist will be required to be on site to monitor and minimize the risk of impacting any resources, if found, within the Bryne Drive extension construction site. A similar requirement is also anticipated for the further development of the subject lands.

A Stage 1 Archaeological Assessment was submitted by the applicant as part of the complete application for the subject zoning by-law amendment. This Archaeological Assessment has identified the historic research for this property, including up to the Stage 4 level in some areas. Notwithstanding the existing study, additional Stages of assessment are proposed to be completed to the satisfaction of the Ministry. Staff have confirmed that this process is ongoing, and it is acknowledged by both the City and the applicant that additional study will be required to document any archaeological resources prior to final approval of the Draft Plan of Subdivision.

25. **Construction and Timing**

Questions were raised regarding the timing for the Bryne Drive extension and general construction activity for the project.

The [Bryne Drive South Extension](#) construction works are underway, with anticipated completed in December 2024. This work will involve the appropriate intersection and service locates for the subject development. As part of the Draft Plan of Subdivision process, if zoning is approved by Council, development phasing and construction management plans are required to be submitted and reviewed by staff. A Construction Management Plan includes details for truck movement, general traffic, and parking plans, as well as best management practices for the contractor to respect the existing community during the construction period.

Department and Agency Comments

26. The subject application was circulated to staff in various departments and to external agencies for review and comment.
27. **Ministry of Transportation (MTO)** staff have identified no concerns with the proposed rezoning, and further that the Traffic Impact Study and Stormwater Management Report are acceptable. Some questions of clarification and additional detail was requested, as well as providing conditions to be implemented as part of Draft Plan of Subdivision process and further addressed at detailed design for development in proximity to Highway 400. MTO Building and Land Use permits will be required for development within 400 metres of MTO lands unless otherwise confirmed.
28. **Lake Simcoe Region Conservation (LSRCA)** staff advised that they have no objection to the proposed Zoning By-law Amendment moving forward, and that the Environmental Protection (EP) zoned areas generally represent the Lover's Creek and Whiskey Creek watercourse and buffer areas. Engineering and hydrogeology comments will be finalized at detailed design through the Draft Plan of Subdivision process and staff have provided Draft Plan of Subdivision conditions for



implementation of those aspects of the review. Staff acknowledge that Natural Heritage expertise is no longer offered by LSRCA staff, and the City will take on those responsibilities as needed.

29. **Development Services – Approvals** staff have reviewed the Functional Servicing Report submitted to support the proposed Zoning By-law Amendment and concur it effectively demonstrates that adequate services (i.e., water, sanitary, storm) will be available for the subject development and that through subsequent detailed design will be able to satisfy all relevant design requirements. Servicing will be reviewed further through subsequent Draft Plan of Subdivision process and/or detailed design submission at the time of Site Plan Control. The owner shall be responsible for the provision of all works and services, including connection to the existing municipal services, in accordance with current City of Barrie development standards and policies, and to the satisfaction of the municipality.
30. **Infrastructure Services Department (Water Operations Branch)** staff requested modifications to the Functional Servicing Report relating to the looping of watermains and removal of dead end connections. Further review and comments will be provided at detailed design through the Draft Plan of Subdivision process. The proposed municipal water service is required to be designed as per current City of Barrie, Water Transmission and Distribution Policies and Design Guidelines.
31. **Development Services – Parks Planning** staff advised of no concerns with the proposed Zoning By-law Amendment. As part of the zoning application, a public park block has been identified and will form the residential and commercial/industrial parkland dedication requirement for this proposal. If the zoning is approved, additional technical matters such as the park treatment, trail connections, landscaping and fencing will be addressed through the subsequent Draft Plan of Subdivision and Site Plan Control applications, if applicable. It is also anticipated that the HydroOne easement adjacent Thrushwood Drive will be dedicated to the City, shown as Blocks 62, 63 and 64 on the Proposed Draft Plan of Subdivision attached to Staff Report DEV027-23 as Appendix “C”. The hydro corridor will not form part of the required dedication of lands for a public park as part of this development, but will be kept in its natural state and/or for use as permitted by HydroOne.
32. **Development Services – Transportation Planning** staff have reviewed the Transportation Impact Study (TIS) and are supportive of the proposed Zoning By-law Amendment. It is acknowledged that an ultimate right of way of 34.0 metres has been identified for Bryne Drive, and these lands were conveyed in advance of this application process to facilitate the extension to Harvie Road. As part of the Draft Plan of Subdivision process, proposed plan attached as Appendix “C” to Staff Report DEV027-23, the following road network specifications and future dedications will be required:
  - a) Street ‘A’ shall be classified as a minor collector with a road allowance width of 24.0 metres to support two (2) vehicular lanes and two (2) buffered bicycle lanes.
  - b) Street ‘E’ shall be classified as a minor collector allowance width of 25.0 metres to support two (2) vehicular lanes, a centre turn lane and two (2) buffered bicycle lanes.
  - c) Daylighting triangles as follows:
    - i) 3.0 metres x 3.0 metres at the intersections of all local streets;
    - ii) 3.0 metres x 5.0 metres at the intersection of all local streets and minor collector road;
    - iii) 3.0 metres x 7.0 metres at the intersection of all local streets and major collector road;

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- iv) 5.0 metres x 5.0 metres at the intersection of minor collector road and minor collector road; and,
  - v) 5.0 metres x 10.0 metres at the intersection of minor collector road and arterial road.
33. **Transit Operations** staff provided comments to ensure pedestrian connections are included, and will review the development plan for potential routes, stops and transit support measures through the Draft Plan of Subdivision and the Site Plan Control applications as applicable.
34. The City's **Fire and Emergency Services Department** advised that they have no comments on the proposed rezoning. If approved, locations of fire routes, site servicing and fire department connections will be reviewed as part of the Draft Plan of Subdivision and the Site Plan Control application as applicable.
35. **Finance Department** staff provided applicable development charges/fees associated with the future development of this site. These comments are outlined in the Financial section of Staff Report DEV027-23.
36. **Building Department** staff have provided general comment that the buildings and the site features must comply with the regulations of the Ontario Building Code and will be reviewed in detail when an application and construction drawings has been submitted for a building permit. In addition, clearance from the Ministry confirming in writing that all archaeological licensing and technical review requirements have been satisfied, as well as clearance from the MTO and LSRCA are required to be submitted with permit applications.
37. **Waste Management and Environmental Sustainability** staff have advised that the subject property is located within a Significant Groundwater Recharge Area, a Highly Vulnerable Aquifer, and is in the 250 metre buffer of a site flagged with suspected contaminants. Comments were provided to address requirements necessary for review and analysis as conditions of the Draft Plan of Subdivision process, such as ensuring there is no permanent dewatering proposed, hydrogeological details, and a foundation methodology demonstrating that building supports shall not puncture the municipal aquifer if/as required prior to building permit. Staff noted that a Site Alteration Permit, Discharge Agreement, and a Fill Management Plan will be required. In addition, staff provided comments indicating the available options and applicable standards for municipal waste collection in multi-residential buildings.
38. Planning staff at the **Simcoe County District School Board** requested that a school site be identified as part of the future development of these lands. A school site has been incorporated into the plan as demonstrated in the draft zone provisions attached to Staff Report DEV027-23 as Appendix "A" and shown on the Proposed Draft Plan of Subdivision attached to this report as Appendix "C". School Board staff have provided comment agreeing to the identified size and location of the school block as well as the standard provision that pupils residing in this development may not be accommodated in local schools due to accommodation limitations.
39. Planning staff at the **Simcoe Muskoka Catholic District School Board** provided a comment of no objection to the proposal, however noted that pupils residing in this development may not be accommodated in local schools due to accommodation limitations.
40. **Development Services (Addressing)** staff advised that street names and municipal addressing for the proposed lots and blocks will be confirmed through the Draft Plan of Subdivision process.

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## **ANALYSIS**

### **Policy Planning Framework**

#### **Ontario Planning Act, R.S.O. 1990**

41. Section 2 of the *Planning Act* requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, shall have regard to, among other matters, matters of provincial interest such as, but not limited to, the protection of ecological systems, including natural areas; the adequate provision and efficient use of transportation, sewage and water services and waste management systems; the adequate provision of a full range of housing, including affordable housing; the resolution of planning conflicts involving public and private interests; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and the mitigation of greenhouse gas emissions and adaptation to a changing climate. The *Planning Act* can be found in its entirety at the following link: <https://www.ontario.ca/laws/statute/90p13>.
42. The proposed development is consistent with this legislation in that it is located within the settlement area of Barrie; will utilize planned and available infrastructure (water, waste management and stormwater management systems); provides for a variety of residential units, as well as commercial and industrial employment opportunities, and a new school site; is in a location supported by transit and active transportation initiatives; and will not impact the natural heritage features or their ecological function.

#### **Provincial Policy Statement (2020) (PPS)**

43. The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for managing growth for regulating the development and use of land. The PPS can be found in its entirety at the following link: <https://www.ontario.ca/page/provincial-policy-statement-2020>
44. The PPS contains policies that provide direction for communities to manage and direct land uses to achieve efficient development and land use patterns. This is achieved by ensuring that sufficient land is available through intensification to accommodate an appropriate range and mix of residential and employment uses; avoiding land use patterns which may cause public health and safety concerns and promotes efficient and cost-effective development.
45. The PPS further states that new development should occur adjacent to and within existing built-up areas, have a compact form, mix of uses and densities that allow for the efficient use of land, planned infrastructure and public service facilities (i.e., transit) to accommodate projected needs. Intensification and redevelopment are also promoted to meet projected population growth for the next 30 years.
46. Although not included in detail, staff have reviewed the relevant policies and are of the opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

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**A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended**

47. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as amended (Growth Plan) is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment and natural resources, and helps communities achieve a high quality of life. It provides a framework for implementing Ontario's vision for building strong, prosperous communities by managing growth and it establishes the long-term framework for where and how the region will grow. The Growth Plan can be found in its entirety at the following link: <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>.
48. The Growth Plan is intended to provide direction for municipalities in areas related to intensification of existing built-up areas. The primary focus of the plan is on building complete communities that are well-designed to meet people's daily needs, offer transportation choices, accommodate people at all stages of life by providing an appropriate mix of jobs, local services, public service facilities and a full range and mix of housing options to meet various incomes and household sizes.
49. The proposed plan includes approximately 12 hectares of commercial and industrial lands to promote employment uses adjacent Highway 400. The property has gone through a change in the principle of land use by adding employment/industrial type uses to the commercial uses previously designated adjacent Highway 400 by transferring the employment/industrial use previously designated to the west of the Bryne Drive extension in favour of residential development. This land use exchange was supported by staff in a Memorandum to General Committee dated May 25, 2020 (Direction 20-G-087), and is now reflected in the newly approved Official Plan (2023).
50. The Growth Plan further requires that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, 50% of all residential development occurring annually within the City must be within the existing built boundary. In addition, the Growth Plan promotes the wise management of resources through the utilization of existing services and transportation infrastructure.
51. The proposed residential development is in the existing built boundary and intended to contribute to the housing options available in this area. The residential density for this neighbourhood would be increased from 12.42 units per hectare to 19.36 units per hectare as demonstrated in the Residential Density Analysis included as Appendix "D" to Staff Report DEV027-23.
52. Based on the foregoing, staff are of the opinion that the proposed development conforms to the Growth Plan as it contributes to the opportunities for employment and adds both low and medium density residential units in the built boundary, will utilize existing and planned infrastructure, and supports the future growth of the community.

**Lake Simcoe Protection Plan (LSPP)**

53. The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. The subject application has been reviewed in detail by the Lake Simcoe Region Conservation Authority (LSRCA) for conformity with the LSPP. The LSRCA has provided comments noting that they do not have any objections to the approval of the zoning for this site, and that the subject application is consistent with the policies of the LSPP.

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### City of Barrie Official Plan

54. The Official Plan provides guidance for the consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning and the means for controlling growth so that the City's capacity to provide a healthy community environment is not exceeded.
55. As noted previously in this report, the application under consideration was submitted prior to the approval of Official Plan (2023), and is therefore subject to the policy direction of Official Plan (2010). Notwithstanding this transition provision, staff have also utilized the principle of land use granted as described and reflected in Official Plan (2023) for application review, as the identified land use permissions would have been recommended as an amendment concurrent to the subject Zoning By-law Amendment application.

### Official Plan (2010)

56. There are a number of policies in the Official Plan that generally support the proposed development of the Commercial/Employment area of the plan, located to the east of the Bryne Drive extension, including the intent of Sections 4.3 – Commercial, that notes the purpose of this designation to encourage the maintenance and expansion of commercial/service sector activity which will complement and enhance the efforts of the private sector in the provision of goods, services and employment opportunities, in combination with Section 4.4.2.4 - Highway 400 Industrial where the predominant use shall be for prestige industrial and office based uses such as corporate administration offices; business and professional uses; research and development facilities; and high technology manufacturing or assembling operations.
57. For the Residential portion of the plan, located west of the Bryne Drive extension, this development is supported by Official Plan policies in Section 2.3 Assumptions, 3.1 Growth Management, 3.3 Housing, and 4.2 Residential, which relate to the provision of increased densities, directing growth to take advantage of existing services and infrastructure and the provision of a range and mix of housing types at appropriate locations. More specifically:
- a) Section 2.3 (d) and (e) of the Official Plan identifies that there will be a growing need to provide higher residential densities than previous development within the City and Barrie and new housing stock will include a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options within the City. Intensification represents an essential component of the City's growth management strategy to minimize the infrastructure requirements of new development.
  - b) Policies 3.3.2.1 (a), (b), and (g) encourages a varied selection of housing types with regard to size, density, and tenure, and directs new residential development be at densities that are consistent with the Official Plan.

### Affordable Housing

- c) Section 3.3.2.2 identifies a goal that a minimum target of 10% of all new housing units be affordable with respect to home ownership. The criterion for affordable housing is identified as the least expensive of:

- Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or,
- Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

This policy represents a target of the Official Plan. Although no formal affordable housing units have been identified in this project, as noted above the developer has included more attainable forms of housing such as semi-detached dwelling units, townhouses, and apartments.

58. Based on the foregoing, Planning staff are satisfied that the proposed zoning amendment conforms to the Official Plan (2010), as it relates to permitted uses, land use compatibility, and servicing and infrastructure.

#### Official Plan (2023)

59. The new Official Plan (2023) designates the subject lands as 'Neighbourhood Area', 'Employment – Non Industrial', and 'Natural Heritage System'.
60. Lands designated 'Neighbourhood Area', noted on the subject lands as a continuation of the existing community for semi-detached and townhouse development, shall provide most of the City's low-rise housing stock. Development is intended to function as a complete community, and planned to encourage walking, cycling and transit use.
61. The 'Employment – Non Industrial' designation on approximately 12 hectares of lands adjacent Highway 400, is intended to support Barrie's economic competitiveness by primarily facilitating a wide range of non-industrial employment uses that either support industrial-type uses, serve the general public, or create new economic development opportunities.
62. Lands identified as 'Natural Heritage System', which include the Lover's Creek and Whiskey Creek tributaries, are designated to protect, and preserve the City's natural heritage resources while building climate resilience and combatting ecosystem and community vulnerability. The features and ecological functions of the Natural Heritage System shall be protected, preserved, and enhanced over the long term.
63. Based on the foregoing, Planning staff are satisfied that the proposed zoning amendment conforms to the City's new Official Plan (2023), as it relates to permitted uses, land use compatibility, and servicing and infrastructure.

#### City of Barrie Comprehensive Zoning By-law 2009-141

64. As noted above, a Zoning By-law Amendment application was submitted by SmartCentres REIT on behalf of Barrie-Bryne Developments Inc. for lands known municipally as at 15 Harvie Road from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP). The proposed zoning is illustrated in Appendix "A" attached to Staff Report DEV027-23.

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65. Comprehensive Zoning By-law 2009-141 can be found in its entirety at the following link: <https://www.barrie.ca/planning-building-infrastructure/development-planning/zoning-land-use>.
66. The site specific zoning standards requested to facilitate this plan are outlined below with a brief explanation and justification of support by staff.

#### Zoning Rationale for Special Provisions

67. As the current Zoning By-law is still in effect, but the standards are under review to implement the new Official Plan (2023), the applicant has requested that additional employment uses be included in the 'General Commercial' (C4) zone. Generally, the C4 zone permits a variety of commercial, institutional, and residential uses in conjunction with commercial uses. The proposed additional uses are found in the existing 'Light Industrial' zone and relate to the new 'Employment – Non Industrial' designation. These additional uses have been deemed appropriate due to the close proximity to Highway 400 and are compatible with nearby residential uses. These additional uses are as follows:
- a) 'General Commercial with Special Provisions' (C4)(SP-WWW) zone.
- i) Manufacturing, and Processing in wholly enclosed buildings
  - ii) Printing and Publishing
  - iii) Rental Store Excluding Video and Electronic Rentals
  - iv) Research/Development Facility
  - v) Self-Storage
  - vi) Truck Terminal
  - vii) Warehousing in wholly enclosed buildings excluding self-storage
  - viii) Wholesale Establishment
68. As the current Zoning By-law is still in effect, but under review to implement the new Official Plan (2023), the applicant has requested that site specific standards be referenced for the future development of the midrise apartment blocks to provide some assurance that the general expectations of the zone requested under the current permissions, will continue to apply, as well as for the proposed residential lots for the semi-detached and townhouse units, to provide some assurance that the proposed development can continue to be processed as proposed through the Draft Plan of Subdivision. The provisions outlined below are generally representative of the urban standards currently permitted for new builds in the south end of the City. Staff are supportive of this approach as the development of these lands is more representative of a greenfield situation than infill. These provisions are as follows:
- a) 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX) zone to permit specific site and built form standards:
- i) Apartment Buildings
    - Lot Frontage (min.): 24.0 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.): 5.0 metres
    - Exterior Side Yard (min.): 2.0 metres
    - Rear Yard Setback (min.): 5.0 metres
    - Gross Floor Area (max % of lot area): 250%
    - Lot Coverage (max. % of lot area): 50%
    - Landscaped Open Space (min % of lot area): 25%

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- Minimum General Amenity Area per Unit: 10 square metres
- b) 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY) zone to permit specific site and built form standards:
- i) Back-to-Back Townhouses
    - Lot Area (min.): N/A
    - Lot Frontage (min.): 5.5 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.) 0.0 metres
    - Exterior Side Yard (min.) 2.0 metres
    - Rear Yard Setback (min.) 0.0 metres
    - End Unit Interior Setback (min.) 1.2 metres
    - Lot Coverage (max. % of lot area): N/A
    - Landscaped Open Space (min % of lot area): N/A
    - Maximum Height: 14.0 metres (3 storeys)
  - ii) Street Townhouses
    - Lot Area (min.): 160 square metres
    - Lot Frontage (min.) 6.0 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.) 0.0 metres
    - Exterior Side Yard (min.) 2.0 metres
    - Rear Yard Setback (min.) 5.0 metres
    - End Unit Interior Setback (min.) 1.2 metres
    - Lot Coverage (max. % of lot area): 70%
    - Landscaped Open Space (min % of lot area): 20%
    - Maximum Height: 12.0 metres (3 storeys)
  - iii) Semi-detached Dwellings
    - Lot Area (min.): 190 square metres
    - Lot Frontage (min.): 7.2 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard – one side (min.): 0.0 metres
    - Interior Side Yard – other side (min.): 1.2 metres
    - Exterior Side Yard (min.): 2.0 metres
    - Rear Yard Setback (min.): 5.0 metres
    - Lot Coverage (max. % of lot area): N/A
    - Landscaped Open Space (min % of lot area): 25%
    - Maximum Height: 12.0 metres (3 storeys)
69. An elementary school site has been incorporated into the site design. School sites are zoned as 'Institutional – Education' (I-E). Through the rezoning process, staff recommend that an alternative use be included in the development permission for the site to ensure transparency in process if a school is not needed or constructed in the future. The site specific permissions have been recommended to be consistent with the proposed development of this neighbourhood as follows:
- a) 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ) zone to permit an alternate use if a school is not constructed, in accordance with the specific site and built form standards outlined in the (RA1-3)(SP-XXX) and (RM2)(SP-YYY) zones.



Draft Plan of Subdivision

70. Subject to Council approval of the proposed Zoning By-law Amendment application, the proposed development would proceed to Draft Plan of Subdivision approval through the delegated approval process (Council Motion 10-G-346), and staff would be in a position to approve the associated Draft Plan of Subdivision.
71. The Proposed Draft Plan of Subdivision with the associated land uses is attached to Staff Report DEV027-23 as Appendix “C”. As noted previously, the extension of Bryne Drive was established in coordination with the City. The roadway splits the property into two parcels, which has been further subdivided by the proposed Draft Plan of Subdivision as follows:

Land Use	Lot and Block	Size
Semi Detached (58 Units)	1 to 29	1.634 ha
Townhouses (97 Units)	30 to 43	1.792 ha
Mid Rise Residential	44 and 45	3.510 ha
Employment – Non Industrial	46 to 53	11.991 ha
School	54	2.226 ha
Park	55	0.524 ha
Environmental Protection	56 to 58	3.712 ha
Stormwater Management	59 and 60	1.834 ha
Hydro Corridor	62 - 64	0.932 ha
Roads and Road Widening		3.026 ha
	<b>TOTAL</b>	<b>33.255 ha</b>

72. In terms of the subdivision process, the developer will be responsible for the initial capital costs and maintenance for a two year period for all new infrastructure required to support this development. Following assumption of this subdivision at the end of the maintenance period, the infrastructure will then be transferred into City ownership. At this time, the costs associated with asset ownership including maintenance and operations, lifecycle intervention expenses, and the contributions to reserves to support the ultimate replacement and possible disposition of the assets in the long-term, will be carried by the community.

Site Plan Control

73. Some portions of the subject property will be subject to Site Plan Control as per Section 41 of the *Planning Act* and in accordance with By-law 99-312. Site Plan Control addresses the detailed design elements of the lands regarding access, servicing, stormwater management, landscaping, lighting, setbacks, building orientation/placement/massing, parking, etc.
74. Should Council approve the rezoning application, the applicant will be required to submit a Site Plan Control application for those lots/blocks zoned as ‘General Commercial with Special Provisions’ (C4)(SP-WWW), ‘Residential Apartment Dwelling First Density with Special Provisions’ (RA1-3)(SP-XXX), and ‘Institutional – Education with Special Provisions’ (I-E)(SP-ZZZ). Among other matters, this process will ensure the proposed development includes site design that is compatible with existing and/or proposed land use, and provides pedestrian, multi-modal and direct access to public streets/sidewalks and transit stops.

Summary

75. Planning staff are satisfied that the oral and written submissions along with all departmental and agency comments relating to this application have been considered and/or addressed and are of the opinion that the requested site specific provisions represent good planning and would facilitate development that is consistent with the City's policies, guidelines, and goals in effect at the time of submission of the application.
76. Planning staff therefore recommend approval of the Zoning By-law Amendment application to rezone the subject lands from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP) to facilitate the future development of commercial/employment type uses adjacent Highway 400, a variety of residential uses that transition to the existing development of the community, a school site and parkland dedication, as it is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), as amended, and City of Barrie Official Plan (2010) and (2023). The implementation of the requested site specific standards will be confirmed through the Draft Plan of Subdivision as well as at detailed design for lots/blocks that are subject to Site Plan Control.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

77. The 'Environmental Protection' (EP) zone boundaries have been modified to reflect the verified limits for both the Lover's Creek watercourse and the Whiskey Creek watercourse features, along with the related vegetative buffer areas in accordance with the Environmental Impact Study (EIS) completed in support of the applications. The blocks zoned as 'Environmental Protection' (EP) will be dedicated to the City through the Draft Plan of Subdivision process, resulting in long term preservation of these natural heritage features.

**ALTERNATIVES**

78. The following alternative is available for consideration by General Committee:

<p><b><u>Alternative #1</u></b></p>	<p>General Committee could deny the request to rezone the subject lands from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP) to permit the proposed residential development.</p> <p>This alternative is not recommended as the general parameters of an employment land conversion for the 'Light Industrial' (LI) zoned parcel to permit residential uses under the 'Neighbourhood Area' designation has been approved with the new Official Plan (2023), and the proposed site specific provisions for the 'General Commercial' (C4)(SP-WWW) zone have been recommended to permit a variety of employment type uses to represent the new 'Employment Area – Non Industrial' designation, which was implemented to justify the loss of industrial lands to the west of the Bryne Drive extension.</p>
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<p><b><u>Alternative #2</u></b></p>	<p>General Committee could approve the change in land use from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP) zones to facilitate the future Draft Plan of Subdivision but alter the Special Provisions identified for the built form and/or land uses presented for consideration with this application.</p> <p>Although this alternative is available, it is not recommended. The applicant has requested the site specific provisions to ensure the standards they have used for their current design, which are generally based on those currently permitted for development in the Salem and Hewitt's planning areas, are able to be utilized notwithstanding the introduction of a new Zoning By-law by the City. Removal or alteration to the site specific standards could require significant revisions to the proposed lotting configuration and density projected for the development.</p>
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**FINANCIAL**

79. It is not possible to estimate the assessed value of the subject property following development; however, the assessed value of the future development is anticipated to be far greater than the current assessed value of the property and will therefore increase the amount of property tax that is collected on the subject site as of the time of writing this staff report.
80. Development charge rates have been frozen with interest for a maximum of two years from the date of complete application, being May 5, 2022, at the below rates:
  - a) The frozen rate for the applicable development charges depends on the number of bedrooms in each apartment:
    - i) Apartments 2+ bedrooms are charged \$42,886 per unit
    - ii) Apartments Bachelor and 1 Bedroom are charged \$30,111 per unit
  - b) Townhouse dwelling unit is \$60,616
  - c) Single/Semi Detached dwelling unit is \$76,581
  - d) The current rate for a non-retail use is \$246.15 per square metre and \$394.83 per square metre for retail uses.
81. Education Levies will be calculated and collected at the time of issuance of the building permit. The current fee is \$4,283.00 per unit. (2023 rate, subject to an annual inflation adjustment on January 1<sup>st</sup> of each year)
82. A Finance Administration fee will be collected at the time of issuance of the building permit at a rate of \$85.00 per dwelling unit (2023 rate).
83. All costs associated with the approval and development of the site would be the applicant's responsibility. The applicant would be responsible for all capital costs for any new infrastructure required within the development limits and any of the costs associated with upsizing to municipal water and sewer mains already installed, and traffic turning lanes or signals if required.

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84. The building permit fees will be confirmed through the Site Plan Control process and will be collected at the time of submission of building permit applications.

**LINKAGE TO 2022-2026 STRATEGIC PLAN**

85. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:

- Affordable Place to Live
- Infrastructure Investments
- Thriving Communities

86. In accordance with Council's goals, the proposed development provides an important transportation linkage with the extension of Bryne Drive, will provide opportunities for employment as part of the designation of commercial/industrial lands, offers residential uses in a more attainable form of housing, promotes, and facilitates community connections by including a school site and public park, supports active transportation and public transit, and would support diverse and safe neighbourhoods.

Attachments:

- Appendix "A" – Draft Zoning By-law Amendment
- Appendix "B" – Official Plan Designations (2010 and 2023)
- Appendix "C" – Proposed Draft Plan of Subdivision
- Appendix "D" – Residential Density Analysis

APPENDIX "A"

Draft Zoning By-law Amendment



Bill No. XXX

BY-LAW NUMBER 2023-XX

**A By-law of The Corporation of the City of Barrie to amend By-law 2009-141, a land use control by-law to regulate the use of land, and the erection, use, bulk, height, location and spacing of buildings and structures in the City of Barrie.**

**WHEREAS** the Council of The Corporation of the City of Barrie deems it expedient to amend By-law 2009-141 to rezone lands legally described as Part of Lots 5, 6 & 7, Plan 67 and Part of Lot 7, Concession 12, Geographic Township of Innisfil, City of Barrie, known municipally as at 15 Harvie Road from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP).

**AND WHEREAS** the Council of The Corporation of the City of Barrie adopted Motion 23-G-XXX.

**NOW THEREFORE** the Council of The Corporation of the City of Barrie enacts the following:

1. **THAT** the zoning map be amended to change the zoning of the lands legally described as Part of Lots 5, 6 & 7, Plan 67 and Part of Lot 7, Concession 12, Geographic Township of Innisfil, City of Barrie, known municipally as at 15 Harvie Road from 'General Commercial' (C4), 'Light Industrial' (LI) and 'Environmental Protection' (EP), to 'General Commercial with Special Provisions' (C4)(SP-WWW), 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX), 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY), 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ), 'Open Space' (OS), and 'Environmental Protection' (EP) as illustrated in Schedule "A" attached to this By-law.
2. **THAT** the following site specific standards be referenced in the implementing Zoning By-law for the subject lands, as illustrated in Schedule "A" attached to this By-law:
  - a. Notwithstanding Table 6.2 of Zoning By-law 2009-141, the 'General Commercial with Special Provisions' (C4)(SP-WWW) zone will permit additional employment type uses, including:
    - i) Manufacturing, and Processing in wholly enclosed buildings
    - ii) Printing and Publishing
    - iii) Rental Store Excluding Video and Electronic Rentals
    - iv) Research/Development Facility
    - v) Self-Storage

- 
- vi) Truck Terminal
  - vii) Warehousing in wholly enclosed buildings excluding self-storage
  - viii) Wholesale Establishment
- b. Notwithstanding Table 5.3 of Zoning By-law 2009-141, the 'Residential Apartment Dwelling First Density with Special Provisions' (RA1-3)(SP-XXX) zone will permit specific site and built form standards as follows:
- i) Apartment Buildings
    - Lot Frontage (min.): 24.0 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.): 5.0 metres
    - Exterior Side Yard (min.): 2.0 metres
    - Rear Yard Setback (min.): 5.0 metres
    - Gross Floor Area (max % of lot area): 250%
    - Lot Coverage (max. % of lot area): 50%
    - Landscaped Open Space (min % of lot area): 25%
    - Minimum General Amenity Area per Unit: 10 square metres
- c. Notwithstanding Table 5.3 of Zoning By-law 2009-141, the 'Residential Multiple Dwelling Second Density with Special Provisions' (RM2)(SP-YYY) zone will permit specific site and built form standards as follows:
- ii) Back-to-Back Townhouses
    - Lot Area (min.): N/A
    - Lot Frontage (min.): 5.5 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.) 0.0 metres
    - Exterior Side Yard (min.) 2.0 metres
    - Rear Yard Setback (min.) 0.0 metres
    - End Unit Interior Setback (min.) 1.2 metres
    - Lot Coverage (max. % of lot area): N/A
    - Landscaped Open Space (min % of lot area): N/A
    - Maximum Height: 14.0 metres (3 storeys)
  - iii) Street Townhouses
    - Lot Area (min.): 160 square metres
    - Lot Frontage (min.): 6.0 metres
    - Front Yard Setback (min.): 3.0 metres
    - Interior Side Yard (min.): 0.0 metres
    - Exterior Side Yard (min.): 2.0 metres
    - Rear Yard Setback (min.): 5.0 metres
    - End Unit Interior Setback (min.): 1.2 metres
    - Lot Coverage (max. % of lot area): 70%
    - Landscaped Open Space (min % of lot area): 20%
    - Maximum Height: 12.0 metres (3 storeys)
  - iv) Semi-detached Dwellings
    - Lot Area (min.): 190 square metres
    - Lot Frontage (min.): 7.2 metres

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- Front Yard Setback (min.): 3.0 metres
  - Interior Side Yard – one side (min.): 0.0 metres
  - Interior Side Yard – other side (min.): 1.2 metres
  - Exterior Side Yard (min.): 2.0 metres
  - Rear Yard Setback (min.): 5.0 metres
  - Lot Coverage (max. % of lot area): N/A
  - Landscaped Open Space (min % of lot area): 25%
  - Maximum Height: 12.0 metres (3 storeys)

d. Notwithstanding Table 7.2 of Zoning By-law 2009-141, the 'Institutional – Education with Special Provisions' (I-E)(SP-ZZZ) zone will permit an alternate use if a school is not constructed, in accordance with the specific site and built form standards outlined in the (RA1-3)(SP-XXX) and (RM2)(SP-YYY) zones.

3. **THAT** the remaining provisions of Comprehensive Zoning By-law 2009-141, as amended from time to time, applicable to the above described lands shown in Schedule "A" to this by-law shall apply to the said lands except as varied by this By-law.

4. **THAT** this By-law shall come into force and effect immediately upon the final passing thereof.

**READ** a first and second time this \_\_\_\_ day of \_\_\_\_, 2023.

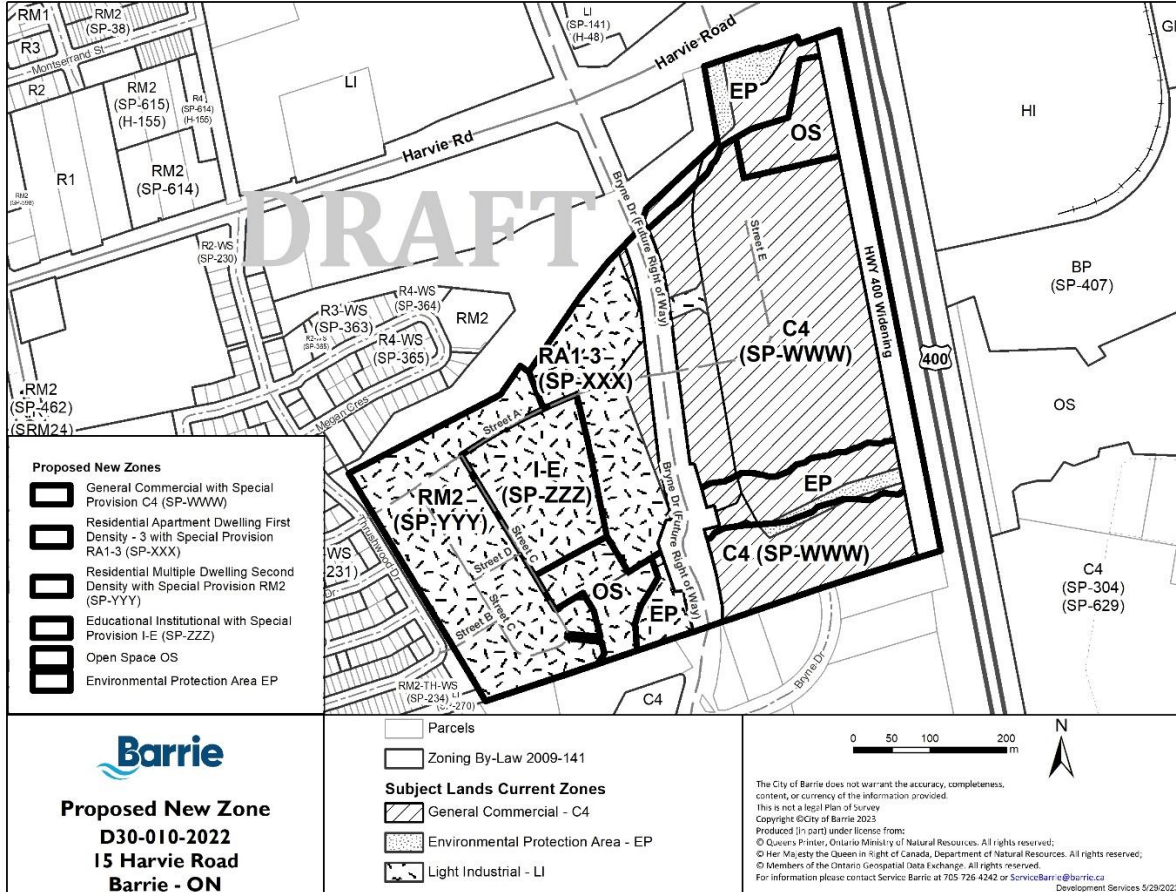
**READ** a third time and finally passed this \_\_\_\_ day of \_\_\_\_, 2023.

**THE CORPORATION OF THE CITY OF BARRIE**

\_\_\_\_\_  
**MAYOR – ALEX NUTTALL**

\_\_\_\_\_  
**CITY CLERK – WENDY COOKE**

Schedule "A" attached to By-law 2023-



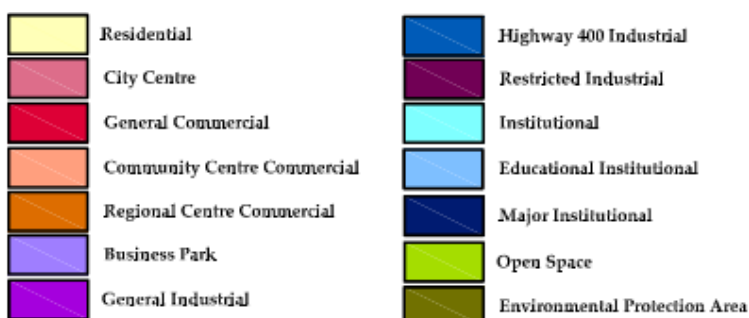


APPENDIX "B"

Official Plan Designation

(2010)

'General Industrial', 'General Commercial', 'Environmental Protection Area'

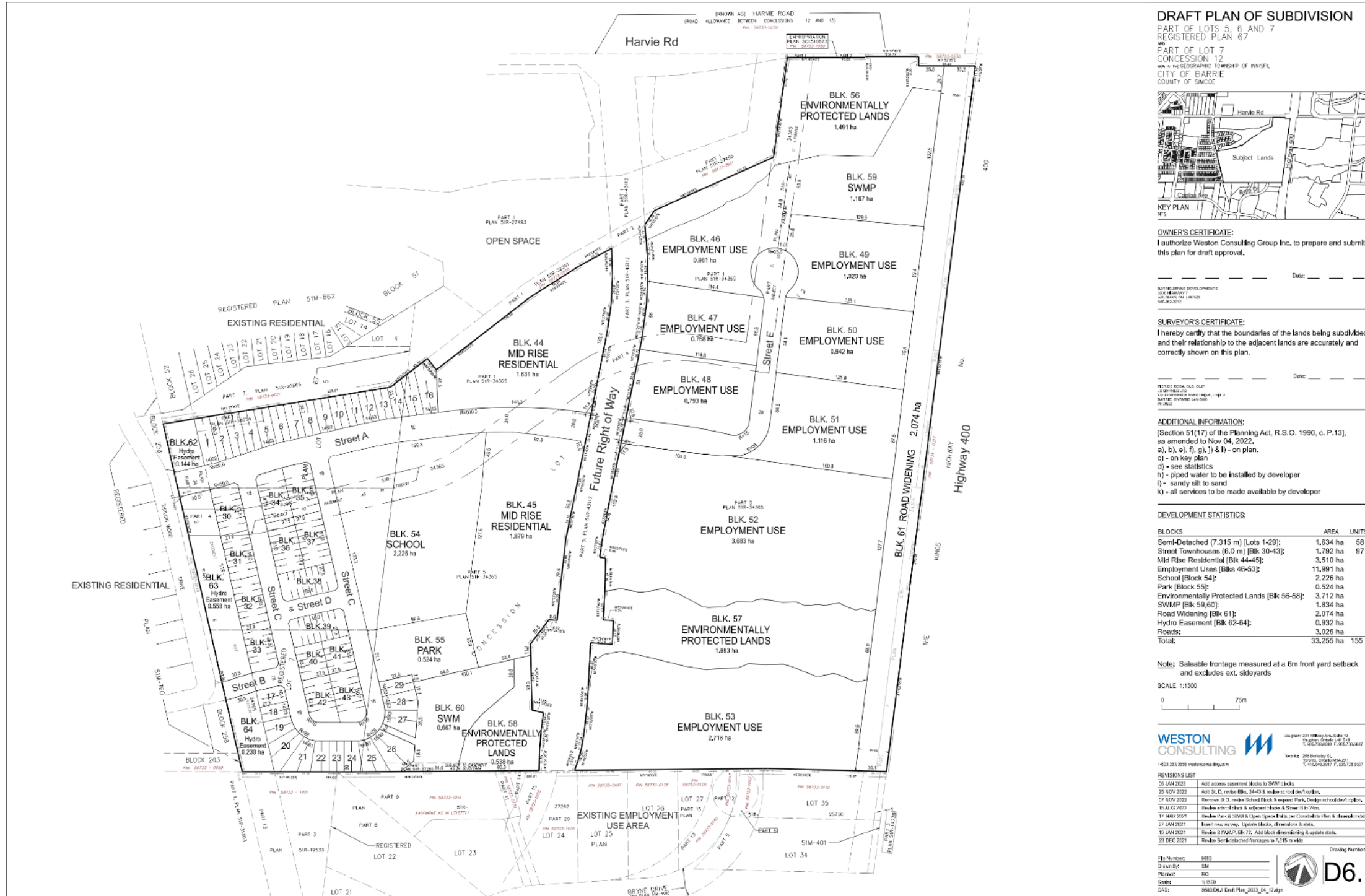


(2023)

'Neighbourhood Area', 'Employment Area – Non Industrial', 'Natural Heritage System'



APPENDIX "C"  
Proposed Draft Plan of Subdivision



**DRAFT PLAN OF SUBDIVISION**  
PART OF LOTS 5, 6 AND 7  
REGISTERED PLAN 67  
PART OF LOT 7  
CONCESSION 12  
IN THE GEOGRAPHIC TOWNSHIP OF HINSFEL  
CITY OF BARRIE  
COUNTY OF SIMCOE

**OWNER'S CERTIFICATE:**  
I authorize Weston Consulting Group Inc. to prepare and submit this plan for draft approval.

**SURVEYOR'S CERTIFICATE:**  
I hereby certify that the boundaries of the lands being subdivided and their relationship to the adjacent lands are accurately and correctly shown on this plan.

**ADDITIONAL INFORMATION:**  
[Section 51(17) of the Planning Act, R.S.O. 1990, c. P.13], as amended to Nov 04, 2022.  
a) - on key plan  
b) - on key plan  
c) - on key plan  
d) - see statistics  
e) - piped water to be installed by developer  
f) - sandy silt to sand  
g) - all services to be made available by developer

BLOCKS	AREA	UNITS
Semi-Detached (7.315 m) [Lots 1-29]	1,634 ha	58
Street Townhouses (6.0 m) [Blk 30-43]	1,792 ha	97
Mid Rise Residential [Blk 44-45]	3,510 ha	
Employment Uses [Blks 46-53]	11,991 ha	
School [Block 54]	2,226 ha	
Park [Block 55]	0,524 ha	
Environmentally Protected Lands [Blk 56-58]	3,712 ha	
SWAMP [Blk 59,60]	1,834 ha	
Road Widening [Blk 61]	2,074 ha	
Hydro Easement [Blk 62-64]	0,932 ha	
Roads:	3,026 ha	
<b>Total:</b>	<b>33,295 ha</b>	<b>155</b>

Note: Saleable frontage measured at a 6m front yard setback and excludes ext. sideyards

SCALE 1:1500

**WESTON CONSULTING**

**REVISIONS LIST**

DATE	DESCRIPTION
26 JUN 2023	Add access easement blocks to SWM blocks
23 NOV 2022	Finalize SWM blocks, SWM 43 & make final SWM 43/44
27 NOV 2022	Review SW 13, make School block & expand Park, Design school det. SWM 43
21 JUN 2021	Finalize SWM 43 & expand Park & Street 11 to 12m
17 MAR 2021	Finalize SWM 43 & expand Park & Street 11 to 12m
27 JUN 2021	Finalize SWM 43, update blocks, SWM 43 & 44
10 JUN 2021	Finalize SWM 43, SWM 43, SWM 44 & update SWM 43
20 DEC 2021	Review Semi-detached frontages to 7.315 m wide

Drawing Number: **D6.1**

APPENDIX "D"

RESIDENTIAL DENSITY ANALYSIS  
D30-010-2022  
15 HARVIE ROAD, BARRIE -ON

Total Study Area	155.00 ha
Total Developable Area - <i>Only residential</i> (Private properties)	48.29 ha
Total Developable Area - <i>All Residential and Non-Residential</i> (Private properties)	122.96 ha
Total Area Parks/ Open Space/SWM Ponds/Walkways/Laneways	10.58 ha
Total Area Roads right of way	21.46 ha

PROPERTY USAGE TYPE	Total Dwelling Units	Land Area (ha)	Residential Density Dwelling Units/ha
Single Dwelling Unit	318	16.20	19.62
Semis/ Duplex	30	1.17	25.66
Townhouse Dwelling Unit	219	6.14	35.69
Multiresidential	33	0.40	81.86
Vacant residential and Commercial lands		6.92	
Vacant Commercial and Industrial lands		40.53	
Non- residential areas(Commercial/ Institutional)		14.97	
Parks/ Open Space/ Walkway / Laneway		10.58	
Other Proposed Developments in the area			
<i>D30-018-2021 - 108, 116 &amp; 122 Harvie Rd (D11-007-2023/ D11-008-2023)</i> <i>The proposal would facilitate the development of 127 dwelling units; Fifty (50) units are proposed in a 4-storey apartment building, in addition to sixty-five (65) townhouse units, and twelve (12) single detached dwellings units.</i>	127	2.48	51.18
<i>D11-015-2021 - 339 Veteran's Dr &amp; 341 Veteran's Lane</i> <i>Development of a 73-unit residential consisting of block/cluster townhouse (35 units) and 5-storey walk-up apartment (38 units)</i>	73	0.87	83.45
<b>Subject Lands</b> <b>15 Harvie Rd- D30-010-2022</b> <i>The proposal is intended to facilitate the residential and employment development.</i> <i>- The residential development consisting of 58 semi-detached and 97 street townhouse units, and 2 blocks of mid-rise apartments (unit count tbd) with blocks for school, park, Open Space and Environmental Protection lands.</i> <i>- The employment development consisting of 8 blocks for an approx. 48,000m2 of commercial/industrial GFA, with blocks for</i>	335	14.10 19.17	23.75
<b>Current Residential Density</b> <i>(Only Residential Lands included)</i>	600	48.29	12.42
<b>Current Residential Density</b> <i>(All Residential and Non- residential lands included)</i>	600	122.96	4.88
<b>Projected Residential Density Including Proposal for Subject Lands</b> <i>(Only Residential Lands included)</i>	935	48.29	19.36
<b>Projected Residential Density Including Proposal for Subject Lands</b> <i>(All Residential and Non- residential lands included)</i>	935	122.96	7.60
<b>Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area</b> <i>(Only Residential Lands included)</i>	1135	48.29	23.50
<b>Projected Residential Density Including Proposal for Subject Lands and Other Proposed Developments in the Area</b> <i>(All Residential and Non- residential lands included)</i>	1135	122.96	9.23

Prepared by: Development Services  
Date: May 30, 2023

**Note:**  
Units for the subject lands were calculated based on the subdivision fees paid in APLI.

This Density Analysis is based on the Assessment Database.  
MPAC property Code was used to identify the number of residential units in the Area.  
Second Suite units registered in the area were also added; they were counted on their corresponding dwelling unit.  
Areas for Parks/ Open Space/ SWM Ponds/ Roads and Laneways were not included in the density calculations.

